

**Florida Power & Light Company
Annual Filing to the FPSC
March 3, 2014**

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EXECUTIVE SUMMARY – FPL’s MARCH 3, 2014 FILING

In 2013, FPL continued to invest in and take significant steps to strengthen its electrical infrastructure and 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. Additionally, FPL continued to deliver excellent overall reliable service for its customers and, for a second consecutive year, achieved its best-ever overall reliability performance on record.

In 2014, FPL plans to continue its efforts to accelerate the strengthening of its electric 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 systems and enhance storm response capabilities. Initiatives addressed in this section include: (1) Pole Inspections; (2) System Hardening; (3) 10 Storm Preparedness Initiatives; and (4) 2014 Storm Season Readiness. Section 2 of this report includes information about FPL’s service reliability, including results and plans at the distribution, transmission and FPL total system levels.

The following are brief overviews of each of these two sections:

Section 1: STORM PREPAREDNESS/INFRASTRUCTURE HARDENING

Pole Inspections

Distribution – In 2013, consistent with its FPSC-approved plan, FPL completed its first eight-year pole inspection cycle.

- In 2013, FPL inspected approximately 1/8 of its pole population, or about 138,000 poles, including approximately 130,000 wood poles.
- In total, since May 2006, FPL has inspected approximately 1,076,000 distribution poles, including approximately 993,000 wood poles.
- In 2014, FPL initiated its second eight-year distribution pole inspection cycle and plans to complete inspections on approximately 1/8 of its pole population, as well as complete all remaining follow-up work identified during the 2013 pole inspections.

Transmission – In 2013, FPL completed all transmission pole/structure inspections consistent with its FPSC-approved plan.

- In 2013, FPL performed ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL performed climbing or bucket truck inspections on over 1/6 of its transmission system poles/structures and conducted storm and pre-construction mitigation patrols on all concrete and steel poles/structures. Also, FPL completed all follow-up work identified from the 2012 inspections.
- In 2014, FPL plans to conduct ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL plans to perform climbing or bucket truck inspections on 1/6 of its wood poles/structures and 1/10 of its concrete and steel poles/structures, and complete all follow-up work identified from the 2013 inspections.

Distribution System Hardening

Consistent with FPL's FPSC-approved 2013–2015 Electric Infrastructure Storm Hardening Plan (see Order PSC-13-0639-PAA-EI in Docket No. 130132-EI), FPL continued to implement its three-prong approach in 2013 by applying: (1) extreme wind loading criteria (EWL) to critical infrastructure facilities (CIF); (2) incremental hardening, up to and including EWL, to "Community Project" 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 2013, FPL applied EWL on 79 feeder projects, serving one new acute care facility, two new emergency dispatch (911) centers, seven new emergency operations centers, 42 water treatment plants, 12 police stations, 12 fire stations, one seaport and two FPL facilities. An additional 74 CIF customer accounts served by these same feeders also benefited from the EWL hardening improvements.
- FPL also applied EWL to three highway crossings and 12 "01" switches.
- Additionally, FPL applied incremental hardening to 11 "Community Projects", which are feeders that serve essential 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.

FPL also continued to promote overhead-to-underground conversions in 2013, completing nine projects that qualified under its Governmental Adjustment Factor (GAF) tariff.

- In 2014, FPL plans to apply EWL on 76 feeder projects, one highway crossing and 17 "01" switches. FPL will also incrementally harden, up to and including EWL, 22 community project feeders. FPL's Design Guidelines will again be

used for all new construction activities. Additionally, in 2014 and 2015, FPL plans to install submersible equipment to mitigate the impact of significant water intrusion in 15 vaults in the Miami downtown electric network that are located just at or within the FEMA 100-year flood elevation levels.

Storm Preparedness Initiatives

(1) Vegetation Trim Cycles – In 2013, FPL continued its three-year average cycle and mid-cycle programs for feeders and its six-year average trim cycle for laterals.

(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 2013 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, FPL has properly identified and accounted for the joint use facilities on its system.

(3) Six-year Transmission Structure Inspection Cycle – In 2013, FPL performed ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL performed climbing or bucket truck inspections on approximately 1/6 of its transmission system poles/structures and conducted storm and pre-construction mitigation patrols on all concrete and steel poles/structures.

(4) Hardening the Transmission System – In 2013, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,100 wood transmission structures, including 93 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on over 1,100 concrete structures and installed flood monitoring equipment in 103 of its substations, including the 25 substations in FPL's system located below the FEMA 100-year flood elevations.

(5) Distribution Geographic Information System (GIS) – FPL completed its five approved key Distribution GIS improvement initiatives in 2011. These initiatives included post-hurricane forensic analysis and the addition of poles, streetlights, joint use survey and hardening level data to the GIS. Updates to the GIS will continue as data is collected through inspection cycles and other normal daily work activities.

(6) Post-Storm Forensic Collection/Analysis – FPL has post-storm forensic data collection and analysis plans, systems and processes in place and available for use. No major storms affected FPL's service territory in 2013; therefore, no forensic collection or analysis was required.

(7) Overhead (OH) and Underground (UG) 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 2013; therefore, no forensic collection or analysis was required.

(8) Increased Coordination with Local Governments – In 2013, FPL continued its efforts to improve local government coordination. Activities included: (1) meetings with county emergency operations managers to discuss critical infrastructure locations in each jurisdiction; (2) inviting federal, state, county and municipal emergency management personnel to participate in FPL’s annual company-wide storm preparedness drill and; (3) FPL’s Community Outreach Teams and Customer Service Field Organization conducted 59 community presentations, 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 appropriate vegetation management practices during storm and non-storm periods, wind during storm and non-storm events, and hurricane and damage modeling to further understand 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, roles and responsibilities and FPL’s overall severe storm emergency processes. These processes describe the planning activities, restoration practices, public communications, and coordination with government, training, practice exercises and lessons-learned evaluation systems. The plan is reviewed annually and revised as necessary.

2014 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 for the 2014 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 activities prior to the start of storm season:

- Extensive storm restoration training based on employees’ storm roles;
- Annual company-wide hurricane drill in late April/early May;
- Management workshops throughout the storm season to keep focus on key storm restoration policies/processes;
- Plan for and review of mutual assistance agreements to ensure they are adequate and ready;
- Continue to focus on improving outage communications and estimated restoration times to customers;

- 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.

Section 2: RELIABILITY

Total FPL System (Distribution and Transmission) – Overall reliability is best gauged by SAIDI (System Average Interruption Duration Index), considered the most relevant and best overall reliability indicator because it encompasses two other standard industry performance metrics for reliability: SAIFI (System Average Interruption Frequency Index) and CAIDI (Customer Average Interruption Duration Index). In 2013, FPL continued to provide strong overall reliability for its customers, achieving, for a second consecutive year, its best-ever overall adjusted SAIDI on record of 65.6 minutes (2012 – 65.8 minutes).

Distribution – In 2013, FPL achieved its second consecutive best-ever Distribution system adjusted reliability performance on record. FPL's 2013 overall distribution reliability, as measured by SAIDI was 3% better than its 2012 record performance (61.4 vs. 63.5 minutes). Best-ever results were also achieved for SAIFI, as it improved to 0.89 interruptions per customer (2012 – 0.90 interruptions). CAIDI improved to 68.7 minutes (2012 – 70.8 minutes) and MAIFle was 9.1 momentary events (2012 – 8.7 momentary events).

Transmission – In 2013, FPL's Transmission/Substation SAIDI was 4.2 minutes (2012 – 2.3 minutes), SAIFI was 0.22 interruptions per customer (2012 – 0.18 interruptions) and MAIFI was 0.7 momentary events (2012 – 0.7 momentary events). In 2013, FPL's Transmission/Substation system experienced an outage event due to an equipment failure at its Volusia substation that, alone, accounted for 1.2 minutes or 29% of its 2013 SAIDI result. Excluding that event, FPL's 2013 Transmission/Substation SAIDI was 3.0 minutes and SAIFI was 0.20 interruptions per customer.

POLE INSPECTIONS

Summary – Pole Inspections

Distribution

In 2013, consistent with its FPSC-approved plan, FPL completed its first eight-year pole inspection cycle.

- In 2013, FPL inspected approximately 1/8 of its pole population, or about 138,000 poles, including approximately 130,000 wood poles.
- In total, since May 2006, FPL has inspected approximately 1,076,000 poles, including approximately 993,000 wood poles.
- In 2014, FPL initiated its second eight-year distribution pole inspection cycle and plans to complete inspections on approximately 1/8 of its pole population, as well as complete all remaining follow-up work identified during the 2013 pole inspections.

Transmission

In 2013, FPL completed all transmission pole/structure inspections consistent with its FPSC-approved plan.

- In 2013, FPL performed ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL performed climbing or bucket truck inspections on over 1/6 of its transmission system poles/structures and conducted storm and pre-construction mitigation patrols on all concrete and steel poles/structures. Also, FPL completed all follow-up work identified from the 2012 inspections.
- In 2014, FPL plans to conduct ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL plans to perform climbing or bucket truck inspections on 1/6 of its wood poles/structures and 1/10 of its concrete and steel poles/structures, and complete all follow-up work identified from the 2013 inspections.

Distribution

1. Description of the pole inspection program

FPL's eight-year inspection cycle of all distribution poles requires targeting approximately 1/8 of the system annually; however, 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 pole inspections and necessary 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. Osmose utilizes mobile computing technology to record inspection data and to calculate strength and loading. The loading calculation, 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 ground-line 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 designated 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 and 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 wood poles receive external and/or internal preservative treatment or, if not suitable, are replaced. 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.

2. 2013 Accomplishments

FPL completed its first eight-year inspection cycle for all wood distribution poles in 2013. In the eighth year of the program's first cycle, FPL inspected approximately 1/8 of its distribution pole population (138,310 in total, including 130,037 wood poles) throughout its service territory

Consistent with its Commission-approved exemption, FPL also fully excavated a one percent sample of the CCA poles that would not have been fully excavated under this exemption. From that sample, zero poles failed the excavation portion of the inspection. For 2013, FPL's distribution pole inspection program costs were approximately \$69.7 million, including costs for wood and concrete pole inspections/remediation.

3. Proposed 2014 Plan

FPL's 2014 distribution pole inspection plan includes the inspection of approximately 1/8 of its pole population. FPL will also continue to inspect CCA poles, consistent with its approved exemption and sampling requirement.

The current estimated cost for the 2014 distribution pole inspection program is \$65 to \$75 million, including costs for wood and concrete pole inspections/remediation.

FPL is contemplating proposed changes to its pole inspection program based on opportunities FPL has identified to target the inspections more cost effectively, using data collected during FPL's first completed 8-year inspection cycle. The proposed changes include expanding the age of CCA poles currently exempted (currently less than 16 years old) and exempting certain poles (e.g., newly installed poles meeting extreme wind loading criteria) from the loading calculation.

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 distribution 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 distribution 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 2013 pole inspections

<p style="text-align: center;">Florida Power and Light Annual Wood Pole Inspection Report (Reporting Year 2013) (Cycle Year 8 of 8)</p>												
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 Reporting Year	# of Poles Actually Inspected this Reporting Year	# of Poles Failing Inspection this Reporting Year	Pole Failure Rate (%) this Reporting Year	# of Poles Designated for Replacement this Reporting Year	Total # of Poles Replaced this Reporting Year	# of Poles Requiring Minor Follow-up this Reporting Year	# of Poles Overloaded this Reporting Year	Method(s) V = Visual E = Excavation P= Prod S = Sound B= Bore R = Resistograph	# of Pole Inspections Planned for Next Reporting Year	Total # of Poles Inspected (Cumulative-to-Date) in the Current 8-Year Cycle	% of Poles Inspected (Cumulative-to-Date) in the Current 8-Year Cycle
988,559 (1)	126,183	130,037	Grade C 1,811 Grade B & C 16,678	1.4 12.8	Grade C 1,301 Grade B & C 9,947	n/a 9,176	510 6,731	69 5,839	V, E, S, B V, E, S, B	133,363	992,568 (2)	100.4 (1)
If b - c > 0, provide explanation		N/A										
If d - g > 0, provide explanation		Grade B & C poles failing >poles replaced due to: - Of the 16,678 wood poles failing inspection in the 2013 cycle, 6,731 are reinforcement (not replacement) candidates. 6,542 poles were reinforced in 2013, including 5,731 poles from the 2012 inspection cycle and 811 poles from the 2013 inspection cycle. Remaining reinforcement candidates from the 2013 Inspection Cycle will be reinforced during 2014. - 9,176 poles, including concrete, were replaced from the 2012 inspection cycle with any remaining to be replaced pending permitting. Replacement candidates identified during the 2013 Inspection Cycle will be replaced during 2014.										
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) FPL began its first 8-year inspection cycle in May 2006 and completed the cycle in December 2013, the end of the eighth calendar year (92 months). The total number of wood poles on the FPL system at the beginning of the first eight-year cycle was 1,031,540 (As of April 30, 2006). Therefore, for this first cycle only, FPL met and exceeded a pro-rated inspection target of 988,559 poles (1,031,540 / 96 months x 92 months).												

Consistent with FPL’s emphasis on hardening, poles are remediated if they do not meet the NESC Class B requirement. The industry standard, however, is to remediate when poles do not meet the lower NESC Class C requirement. If FPL were to remediate based on NESC Class C, FPL’s 2013 reinforcement rate and replacement rate would each be less than 1.1 %, well below the average reinforcement rate of 2% and replacement rate of 3% that were reported in 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 requiring remediation.

Inspection Type	Remediation Type	NESC Min. (Grade C)	FPL Requirement (Grade B - Higher Standard)	Total Remediation	Primary Cause(s)	Remediation Options
Visual	Restorable	5	n/a	5	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	115	n/a	115	Decayed/Split Top	Pole to be replaced with new pole.
Strength	Restorable	505	2,979	3,484	Shell Rot	Pole to be strengthened by installing C-Truss
	Non-Restorable	1,117	6,118	7,235	Decayed/Split Top, Woodpecker Holes	Pole to be replaced with new pole.
Loading	Restorable	0	3,242	3,242	Overloaded	Pole to be strengthened by installing ET Truss
	Non-Restorable	69	2,528	2,597	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 annual ground level visual inspections on 100% of its transmission poles/structures – wood, concrete and steel. FPL also performs climbing or bucket truck inspections on all of its transmission poles/structures on a cyclical basis. In addition to the poles/structures being inspected, the condition of various transmission pole/structure components are assessed, including attachments, insulators, cross-arms, cross-braces, foundations, bolts, conductors, overhead ground wires (OHGW), guy wires, anchors, and bonding. These inspections are performed in accordance with Commission Order PSC-06-0144-PAA-EI in Docket No. 060078-EI, issued on February 27, 2006. An overview of these inspection procedures are outlined below:

Wood Poles/Structures

Annually, FPL performs ground level visual inspections on 100% of its wood transmission poles/structures, inspecting from the ground-line to the pole top. The visual inspection includes a review of the pole's/structure's condition as well as pole attachment conditions. If a wood transmission pole/structure does not pass visual inspection, it is not tested any further and it is designated for replacement.

FPL also performs a climbing or bucket truck inspection on all wood transmission poles/structures on a six-year cycle. If a wood pole/structure passes this visual inspection, a sounding test is then performed. If the result of a sounding test warrants further investigation, the wood pole/structure is bored to determine the internal condition of the pole. All bored poles, not designated for replacement, are treated with an appropriate preservative treatment.

Concrete and Steel Poles/Structures

Annually, FPL performs ground level visual inspections on 100% of its concrete and steel transmission poles/structures. The inspection incorporates an overall assessment of the pole/structure condition (e.g., cracks, chips, exposed rebar, and rust) as well as other pole/structure components including the foundation, all attachments, insulators, guys, cross-braces, cross-arms, and bolts. If a concrete or steel pole/structure fails the inspection, the pole/structure is designated for repair or replacement.

From 2006-2013, FPL performed a climbing or bucket truck inspection on all concrete and steel transmission poles/structures on a six-year cycle. Beginning, in 2014, FPL will continue to perform a climbing or bucket truck inspection on all 500 kV structures on a six-year cycle. Climbing or bucket truck inspections for all other steel and concrete poles/structures will now be conducted on a 10-year cycle.

8. 2013 Accomplishments

In 2013, 100% of FPL's transmission poles/structures were visually inspected (65,243 in total, including 50,517 concrete/steel) and over 1/6 of its transmission poles/structures were inspected by climbing or from a bucket truck, including 2,707 wood poles/structures. Additionally, storm and pre-construction mitigation patrols were conducted on all concrete and steel poles/structures. In 2013, FPL incurred \$2.4 million of inspection costs and approximately \$28 million of costs associated with follow-up work identified from the 2012 inspections.

9. Proposed 2014 Plan

In 2014, FPL is estimating to incur \$2.2 million of expenses to complete its transmission pole/structure inspections and approximately \$26 million of costs associated with follow-up work identified from the 2013 inspections.

10. NESC compliance for strength and structural integrity

The following methods are used during pole/structure inspections for determining NESC strength and structural integrity compliance:

Strength Assessment

For wood transmission poles/structures, the strength assessment is based upon a comparison of measured circumference versus the original circumference of the pole. If the effective circumference is measured and the actual condition of the pole does not meet NESC requirements as outlined in Table 261-1A Section 26 of the NESC, the pole is designated for reinforcement or replacement.

Loading Assessment

FPL performs a loading assessment on wood transmission poles/structures with 3rd party attachments. This assessment is based on a combination of pole/structure length, framing configuration, span length, attachment heights (including 3rd party attachments) and conductor size. If the loading does not meet NESC requirements, the pole is designated for reinforcement, replacement or relocation of the third-party attachments.

11. Explanation of the inspected pole selection criteria

FPL prioritizes its transmission pole/structure 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, are also considered.

12. Inspection Summary Data for the Previous Year

Summarized in the following sections are the 2013 inspection results and causes by transmission pole/structure materials:

Wood Transmission Poles/Structures

FPL's 2013 results from its six-year cyclical wood transmission pole/structure inspections are in the table, below. In addition, FPL performed its annual ground level visual inspections on 100% of its wood poles/structures.

Florida Power & Light Company Annual Wood Pole Inspection Report (Reporting Year 2013)												
a	b	c	d	e	f	g	h	i	j	k	l	m
Total # of Wooden Poles in the Company Inventory as of 01-2013	# of Wood Pole Inspection 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	% of Wood Poles Inspected (Cumulative) in the 6-Year Cycle to Date
14,726	2,454	2,707	585	21.6%	952	1,106	n/a	0	V / P / S / B	2,402	5,573	37.8%
If b - c > 0, provide explanation												
If d - g > 0, provide explanation												
Description of selection criteria for inspections		FPL prioritizes its 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, are also considered.										

* The replacement quantities in the table above represent the total number of transmission poles/structures replaced not only through its inspection program, but also from relocations, proactive rebuilds and system expansion.

Concrete and Steel Transmission Structures

FPL performed visual ground level inspections on 100% of its concrete and steel poles/structures and bucket inspections on 1/6 of its concrete and steel poles/structures in 2013. The table below provides FPL's 2013 concrete and steel transmission pole/structure inspection results.

POLE INSPECTION REPORT			
Company: Florida Power & Light			
Summary of Concrete & Steel Transmission Pole Inspections			
Period: January 2013 thru December 2013			
Type of Inspection:	Concrete & Steel Transmission Structures Visual / Bucket		
Type of Pole:			
	Average Class:	Varies	
	Materials	Concrete & Steel	
	Average Vintage	1998	
	Installed Population as of 1/1/2013	50,517	
		% Planned	% Completed
Percent Inspections Planned & Percent Completed:		100%	100%
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:		70	0.14%
No. of structures identified for a change inspection cycle::		n/a	n/a
No. of structures that required no change in inspection cycle or remediation		50,447	99.9%
No. of structures identified as overloaded		0	0.0%

13. Identified Inspection Items (by Cause)

Summarized below are the cause(s) of the identified transmission pole/structure inspection failures along with specific actions that have or will be taken for each level of priority:

Wood Transmission Structures

Wood Transmission Structures					
Inspection Item	Level 1	Level 2	Non-Priority	Primary Cause(s)	Remediation
Ground-Line	40	87	4	Decay, Rot, Insects, Voids	Level 1 - Reinforce, Remediate, or Replace in year found
Above Ground-Line	139	319	18	Wood-Pecker Holes, Decay, Insects	
Overload (3 rd Party)	0	0	0	3rd Party Attachments	Non-Priority – No action required
Total	179	406	22	Refer to the Above	

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

Level 1 Priority - Identified as approaching the minimum NESC requirements for Grade B construction with the potential to fall below the minimum before the end of the current year. These poles/structures are incorporated into current year work plans for reinforcement, remediation, or replacement. The timeframe for completion is typically driven by customer provided access to the facilities and the coordination of a scheduled outage with other facility clearances scheduled on the grid.

Level 2 Priority - Identified as approaching the minimum NESC requirements for Grade B construction and will not fall below the minimum prior to the end of the following year. These poles/structures are identified for reinforcement, remediation, or replacement as planned work by the end of the calendar year following inspection.

Non-priority – 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	1	2	Corrosion	Level 1 - Reinforce, Remediate, or Replace in year found
Base of Pole (Identified for Repair)	4	65	81	Cracks	Level 2 - Reinforce, Remediate, or Replace the following year
Total	4	66	83	Refer to the Above	Non-Priority – No action required

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

Level 1 Priority - Identified as approaching the minimum NESC requirements for Grade B construction with the potential to fall below the minimum before the end of the current year. These poles/structures are incorporated into current year work plans for reinforcement, remediation, or replacement. The timeframe for completion is typically driven by customer provided access to the facilities and the coordination of a scheduled outage with other facility clearances scheduled on the grid.

Level 2 Priority - Identified as approaching the minimum NESC requirements for Grade B construction and will not fall below the minimum prior to the end of the following year. These poles/structures are identified for reinforcement, remediation, or replacement as planned work by the end of the calendar year following inspection.

Non-priority – Identified as having structural deterioration, but still meets all of the NESC strength requirements. When reported, these structures are documented but do not require specific action until the next inspection.

DISTRIBUTION SYSTEM HARDENING

System Hardening

Distribution

Consistent with FPL's FPSC-approved 2013–2015 Electric Infrastructure Storm Hardening Plan (see Order PSC-13-0639-PAA-EI in Docket No. 130132-EI), FPL continued to implement its three-prong approach in 2013 by applying: (1) extreme wind loading criteria (EWL) to critical infrastructure facilities (CIF); (2) incremental hardening, up to and including EWL, to "Community Project" 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 2013, FPL applied EWL on 79 feeder projects, serving one new acute care facility, two new emergency dispatch (911) centers, seven new emergency operations centers (EOC), 42 water treatment plants (WTP), 12 police stations, 12 fire stations, one seaport and two FPL facilities. An additional 74 CIF customer accounts served by these same feeders also benefited from the EWL hardening improvements.
- FPL also applied EWL to three highway crossings and 12 "01" switches.
- Additionally, FPL applied incremental hardening to 11 "Community Projects", which are feeders that serve essential 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.

FPL also continued to promote overhead-to-underground conversions in 2013, completing nine projects that qualified under its Governmental Adjustment Factor (GAF) tariff.

- In 2014, FPL plans to apply EWL on 76 feeder projects, one highway crossing and 17 "01" switches. FPL will also incrementally harden, up to and including EWL, 22 community project feeders. FPL's Design Guidelines will again be used for all new construction activities. Additionally, in 2014 and 2015, FPL plans to install submersible equipment to mitigate the impact of significant water intrusion in 15 vaults in the Miami downtown electric network that are located just at or within the FEMA 100-year flood elevation levels.

1. Describe each Storm Hardening activity undertaken in the field during 2013

2013 CIF Projects

	Region	County	Feeder	Primary Facility	Additional Facility	Status
1	Broward	Broward	700136	Fire Station		Complete*
2	Broward	Broward	701033	Fire Station		Complete*
3	Broward	Broward	701534	Police		Complete*
4	Broward	Broward	702735	Fire Station		Complete*
5	Broward	Broward	702936	Police		Complete
6	Broward	Broward	703236	Police		Complete
7	Broward	Broward	703633	EOC		Complete*
8	Broward	Broward	704664	Fire Station		Complete*
9	Broward	Broward	705164	Police	Police	Complete
10	Broward	Broward	705464	Police	Fire Station	Complete*
11	Broward	Broward	706964	EOC	Non-Special Needs Shelter	Complete*
12	Broward	Broward	709731	WTP		Complete
13	Dade	Miami-Dade	801634	WTP		Partial**
14	Dade	Miami-Dade	801836	WTP		Complete
15	Dade	Miami-Dade	801940	Fire Station		Complete
16	Dade	Miami-Dade	802436	Fire Station		Complete
17	Dade	Miami-Dade	803132	WTP		Partial**
18	Dade	Miami-Dade	803138	WTP		Complete
19	Dade	Miami-Dade	803236	WTP		Complete
20	Dade	Miami-Dade	804733	Fire Station		Partial**
21	Dade	Miami-Dade	806035	Police		Cancelled***
22	Dade	Miami-Dade	807035	Fire Station		Complete*
23	Dade	Miami-Dade	807433	WTP		Complete
24	Dade	Miami-Dade	807962	Fire Station		Complete*
25	Dade	Miami-Dade	808061	Police	Police (2)	Complete
26	Dade	Miami-Dade	808435	Fire Station		Complete
27	Dade	Miami-Dade	809434	Police	Fire Station	Complete
28	Dade	Miami-Dade	810362	Fire Station		Complete
29	Dade	Miami-Dade	811362	WTP	WTP	Complete
30	Dade	Miami-Dade	811636	Fire Station		Complete
31	East	Broward	701433	Seaport (Pilot Upgrade)	Seaport (10) Gas Pipeline Supply	Complete
32	East	Broward	701638	WTP	Fire Station	Complete
33	East	Broward	702438	WTP	Critical Well Field	Complete
34	East	Broward	705468	EOC		Complete
35	East	Broward	708163	911		Complete*
36	East	Palm Beach	400733	Police	Boca Raton City Hall	Complete*
37	East	Palm Beach	400932	WTP		Complete
38	East	Palm Beach	401838	WTP	WTP	Complete
39	East	Palm Beach	403633	WTP		Complete
40	East	Palm Beach	404233	Police		Complete*
41	East	Palm Beach	404739	Police		Complete*
42	East	Palm Beach	404839	WTP		Complete
43	East	Palm Beach	405864	WTP	WTP Critical Wells Fields (2) Sewage Treatment Plant	Complete*
44	East	Palm Beach	407234	WTP		Complete
45	East	Palm Beach	407931	EOC		Complete
46	East	Palm Beach	409762	West County Energy Center (FPL)	West County Energy Center (FPL) Palm Beach County Facilities (3)	Complete
47	East	Palm Beach	411861	WTP		Complete
48	North	Baker	300963	WTP		Complete
49	North	Brevard	202231	WTP		Complete

2013 CIF Projects (Continued)

	Region	County	Feeder	Primary Facility	Additional Facility	Status
50	North	Brevard	205631	WTP		Complete
51	North	Brevard	207361	WTP		Complete
52	North	Brevard	209762	Viera Hospital (Acute)	Police	Complete
53	North	Indian River	400663	WTP		Complete*
54	North	Indian River	402932	WTP		Complete
55	North	Martin	401762	WTP		Complete
56	North	Putnam	100632	WTP	Police Fire Station Waste Water Booster Pump Station Sewage Treatment Plant	Complete
57	North	Putnam	101634	WTP	Critical Wells Fields (6) Non-Special Needs Shelter Booster Storm Pump	Complete*
58	North	Putnam	105132	WTP	Fire Station Assisted Living Facility Main Telephone Facilities Waste Water Booster Pump Station Sewage Treatment Plant	Complete
59	North	St Johns	104731	WTP		Complete
60	North	St Johns	106236	WTP	Police Sewage Treatment Plant	Complete
61	North	St Lucie	406162	EOC	Police Port St Lucie City Hall	Complete
62	North	St Lucie	410161	WTP	WTP	Partial**
63	North	St Lucie	411661	WTP	Police Fire Station	Complete*
64	North	Volusia	100936	Police		Complete
65	North	Volusia	101537	System Control Backup Center (FPL)		Complete
66	North	Volusia	101935	WTP		Complete
67	North	Volusia	103831	WTP	Police	Complete
68	North	Volusia	106063	WTP		Complete
69	West	Charlotte	504431	WTP	WTP	Complete
70	West	Charlotte	506364	WTP		Complete*
71	West	Hendry	502461	911	WTP Hendry County Facilities (2) Sewage Treatment Plant	Complete
72	West	Lee	503864	WTP	Fire Station	Complete*
73	West	Lee	503865	EOC	Correctional Facilities (6)	Complete
74	West	Lee	505464	EOC	Special Needs Shelter Non-Special Needs Shelter	Complete
75	West	Lee	507466	Police	Fire Station	Complete
76	West	Manatee	506963	WTP	WTP Police Booster Pump Station	Complete*
77	West	Manatee	508262	WTP		Complete
78	West	Sarasota	500334	WTP		Complete
79	West	Sarasota	503262	WTP		Complete
80	West	Sarasota	505764	WTP	EOC Backup	Complete

*Completed 1st quarter 2014

**Partially complete as of March 2014, to be completed in 2014

***Project cancelled - CIF relocated to another location and feeder

As of March 2014, FPL has hardened 349 feeder projects through its initiative to apply EWL to CIF.

2013 Critical Poles

# of Highway Crossings	Region	County	Interstate	Status
1	Dade	Miami-Dade	I-95	Complete*
1	East	Broward	Sawgrass	Complete*
1	North	Columbia	I-75	Complete
3	Total			

*Completed 1st quarter 2014

As of March 2014, FPL has hardened 118 highway crossings through its initiative to apply EWL to Critical Poles. While additional highway crossings have also been hardened through additional initiatives (e.g., pole inspection, daily work activities, etc.), these are not tracked

# of "01" Switches	Region	County	Substation	Status
3	Dade	Miami-Dade	Various	Complete*
3	East	Various	Various	Complete**
3	North	Putnam	Various	Complete
3	West	Various	Various	Complete
12	Total			

*Two completed 1st quarter 2014

**Three completed 1st quarter 2014

As of March 2014, FPL has hardened 237 "01" switches through its initiative to apply EWL to Critical Poles. While additional "01" switches have also been hardened through additional initiatives (e.g., pole inspection, daily work activities, etc.), these are not tracked

2013 Community Projects

	Region	County	Feeder	Throughfare	Complete	Completion Date
1	Dade	Miami-Dade	800632	NW 2 AVE / NW 62 ST	Partial**	tb partial 02/28
2	Dade	Miami-Dade	803433	BISCAYNE BLVD / NE 2 AVE	Complete	09/23/13
3	East	Broward	700736	SR 7 / BROWARD BLVD	Complete*	tbc 02/28
4	East	Broward	703132	STIRLING RD	Complete	06/13/13
5	East	Broward	704463	N FEDERAL HWY	Complete	04/25/13
6	East	Palm Beach	401835	CENTER ST	Complete	12/31/13
7	North	Brevard	200735	A1A	Complete	12/31/13
8	North	St Johns	102532	A1A	Complete	12/02/13
9	North	Volusia	102032	JOHN ANDERSON DR	Complete*	tbc 02/28
10	West	De Soto	505961	SW HIGHWAY 17	Complete	10/28/13
11	West	Manatee	506036	14TH ST (US HWY 41)	Complete	10/10/13

*Completed 1st quarter 2014

**Partially complete as of March 2014, to be completed in 2014

As of March 2014, FPL has hardened 104 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.

CIF were identified by working with the various municipalities and prioritized using a classification hierarchy (e.g. 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 2013 plan focused on water treatment plants, police and fire stations. Community Project feeders 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 2013 were \$105.6 million. Incremental costs related to applying Design Guidelines on new construction, relocation projects and daily work are not tracked. Consistent with the information provided by FPL in Docket Nos. 070301-EI, 100266-EI and 130132-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. Additionally, hardening provides customers with day-to-day reliability benefits.

4. Discuss any 2014 projected activities and budget levels

Consistent with its FPSC approved plan, FPL's 2014 projected activities target 76 CIF feeder projects, serving one new acute care facility, 14 police stations, 13 fire stations and 48 other Top CIFs. Other Top CIFs include facilities such as sewage treatment plants, critical well fields, critical cellular facilities, nursing homes and correctional facilities. FPL's 2014 plan also includes incrementally hardening 22 Community Project feeders and retrofitting certain critical poles at one overhead highway crossing and 17 "01" switches. Additionally, in 2014 and 2015, FPL plans to install submersible equipment to mitigate the impact of significant water intrusion in 15 vaults in the Miami downtown electric network that are located just at or within the FEMA 100-year flood elevation levels. FPL expects 2014 hardening costs associated with the following CIF projects, community projects, highway crossings and "01" switches to be \$130 to \$140 million and \$1.5 million associated with strengthening the 15 vaults in the Miami downtown electric network.

2014 CIF Projects

	Region	County	Fdr	Type of Project	Project Address
1	Broward	Broward	700236	Other Top CIF	1621 N 14TH AVE #SOUTH SEWER
2	Broward	Broward	701434	Other Top CIF	600 TERMINAL DR # LEVEL 3
3	Broward	Broward	701735	Other Top CIF	4005 S CIRCLE DR #WELL FLD 31
4	Broward	Broward	701937	Other Top CIF	4000 NE 25TH AVE #SEWAGE PUMP STA
5	Broward	Broward	702031	Other Top CIF	1000 SW 84TH AVE # PP HEALTH PARK
6	Broward	Broward	702432	Other Top CIF	4400 JEFFERSON ST #WELLS
7	Broward	Broward	702631	Other Top CIF	959 NE 10TH AVE # NE 10TH ST TOWER
8	Broward	Broward	704262	Police	4301 SW 142ND AVE
9	Broward	Broward	705764	Other Top CIF	16001 W STATE ROAD 84 #TOWER
10	Broward	Broward	706462	Fire Station	6500 PARKSIDE DR # FIRE STN
11	Broward	Broward	706665	Police	1230 S NOB HILL RD # POLICE
12	Broward	Broward	707263	Other Top CIF	14401 SW 55TH ST #BRO CNTY
13	Broward	Broward	707462	Other Top CIF	14150 NW 8TH ST # SWG WTR TANK WEST
14	Broward	Broward	707533	Other Top CIF	1740 SW 42ND ST # LS MASTER 310
15	Broward	Broward	708431	Other Top CIF	5150 REGENCY LAKES DR # TOWER
16	Broward	Broward	709161	Other Top CIF	200 TERMINAL DR # MECH
17	Dade	Miami-Dade	801832	Police	700 NE 124TH ST
18	Dade	Miami-Dade	803637	Police	2950 NW 83RD ST
19	Dade	Miami-Dade	804536	Fire Station	1197 W 74TH ST # FIRE STA-5
20	Dade	Miami-Dade	807165	Other Top CIF	8850 NW 122ND ST
21	Dade	Miami-Dade	808264	Police	10000 SW 142ND AVE
22	Dade	Miami-Dade	809231	Fire Station (Section)	9201 SW 152ND ST
23	Dade	Miami-Dade	809667	Police	13930 SW 127TH ST # A
24	Dade	Miami-Dade	809764	Police	1011 NW 111TH AVE
25	Dade	Miami-Dade	810661	Fire Station	TURNPIKE #SW 116TH AVE
26	Dade	Miami-Dade	811064	Police	7400 W 24TH AVE
27	Dade	Miami-Dade	811562	Fire Station	9710 NW 58TH ST
28	Dade	Miami-Dade	811563	Fire Station	8790 NW 103RD ST
29	Dade	Miami-Dade	811564	Police	8951 NW 58TH ST
30	East	Palm Beach	400137	Other Top CIF	650 OKEECHOBEE BLVD #CONV CNTR
31	East	Palm Beach	400239	Other Top CIF	401 CLEMATIS ST #A & B
32	East	Palm Beach	402532	Other Top CIF	846 PBIA #NEW ADMIN
33	East	Palm Beach	404433	Other Top CIF	360 DAVIS RD # PMP
34	East	Palm Beach	405461	Other Top CIF	16801 JOG RD #WELL 40
35	East	Palm Beach	405636	Other Top CIF	5542 SAN MARINO WAY # ATRM
36	East	Palm Beach	405867	Fire Station	15450 JOG RD #FIRE STATION
37	East	Palm Beach	405940	Other Top CIF	8111 GOLF COURSE RD #911TWR BR,DR,PBC
38	East	Palm Beach	410362	Acute Care	9655 BOYNTON BEACH BLVD # CUP
39	North	Brevard	201231	Other Top CIF	400 WASHINGTON AVE # LS1A
40	North	Brevard	203331	Other Top CIF	1000 MULLET RD # LOCKS
41	North	Brevard	203538	Other Top CIF	1415 HENRY AVE # WWTP
42	North	Brevard	210531	Police	650 N APOLLO BLVD
43	North	Flagler	102361	Other Top CIF	26 UTILITY DR
44	North	Martin	401136	Other Top CIF	1600 SW CAPRI ST # HEALTH
45	North	Martin	403433	Other Top CIF	1615 SE SUNSHINE AVE # SP WWTP
46	North	Martin	404931	Other Top CIF	4801 SE COVE RD
47	North	Martin	408262	Other Top CIF	9555 SE FEDERAL HWY # BLDGS
48	North	Nassau	308061	Other Top CIF	15900 COUNTY ROAD 108 # FAA ESSEN/BLSV
49	North	Putnam	108431	Other Top CIF	121 ASIA RD #911 TOWER
50	North	Seminole	200832	Police	815 W 13TH ST #POLICE/FIRE STATION
51	North	St Lucie	408461	Other Top CIF	900 N ROCK RD #OLD MAIN JAIL
52	North	St Lucie	408765	Other Top CIF	10700 GLADES CUT OFF RD # GL WWTF
53	North	Suwannee	300631	Fire Station	200 DUVAL ST NE # FIRE STATION
54	North	Volusia	100837	Other Top CIF	817 OAK ST # WWTP RWP SE
55	North	Volusia	101036	Police	1065 RIDGEWOOD AVE

2014 CIF Projects (Continued)

	Region	County	Fdr	Type of Project	Project Address
56	North	Volusia	101138	Other Top CIF	550 N ORCHARD ST - WWTP
57	North	Volusia	103834	Other Top CIF	2330 FLOW WAY # WPW C-1
58	North	Volusia	105062	Other Top CIF	325 BEACON LIGHT RD # STP-7
59	North	Volusia	204061	Fire Station	2147 HOWLAND BLVD #FIRE ST
60	West	Charlotte	505662	Other Top CIF	140 TELMAN RD #SWRPLNT
61	West	Charlotte	506462	Other Top CIF	2300 EL JOBEAN # 911 REPEATER
62	West	Collier	501234	Police	355 RIVERSIDE CIR # NPD
63	West	Collier	503564	Other Top CIF	4270 TAMIAMI TRL E # 1
64	West	Collier	504061	Other Top CIF	301 TOWER RD # COMCAST
65	West	Hendry	502462	Other Top CIF	49 E HICKPOCHEE AVE # COURT HSE
66	West	Lee	502163	Other Top CIF	875 RETREAT DR
67	West	Lee	503862	Fire Station	9351 WORKMEN WAY
68	West	Lee	503968	Fire Station	21510 THREE OAKS PKWY # FIRE STA 3
69	West	Lee	505463	Fire Station	4682 TERMINAL DR #FIRE RESCUE
70	West	Lee	508463	Fire Station	5850 BUCKINGHAM RD
71	West	Manatee	500238	Other Top CIF	1802 1ST ST # WWTP535200
72	West	Manatee	500661	Other Top CIF	11850 CORTEZ RD W # SV13370
73	West	Manatee	507161	Other Top CIF	5500 VERNA RD #WELL FIELD
74	West	Sarasota	501063	Police	2001 CANTU CT # RED CROSS/EOC
75	West	Sarasota	505264	Other Top CIF	1310 28TH AVE W # WWTP
76	West	Sarasota	508863	Other Top CIF	2345 BOBCAT VILLAGE CENTER RD #1ST FLR

2014 Community Projects

	Region	County	Fdr	Substation	Type of Project	Project Address
1	Broward	Broward	701933	HOLY CROSS	Community Project	COMMERCIAL BLVD
2	Broward	Broward	704568	MALLARD	Community Project	UNIVERSITY DR
3	Broward	Broward	704768	STONEBRIDGE	Community Project	FLAMINGO RD
4	Broward	Broward	704932	LAKEVIEW	Community Project	POWERLINE RD
5	Broward	Broward	705465	PHOENIX	Community Project	PINE ISLAND RD
6	Broward	Broward	705864	REMSBURG	Community Project	WILES RD
7	Dade	Miami-Dade	809664	COURT	Community Project	SW 147TH AVE
8	Dade	Miami-Dade	809766	SWEETWATER	Community Project	SW 8TH ST
9	Dade	Miami-Dade	811063	PALMETTO	Community Project	W 68TH ST
10	East	Palm Beach	400538	BOYNTON	Community Project	CONGRESS AVE
11	East	Palm Beach	405935	BUTTS	Community Project	PALMETTO PARK RD
12	East	Palm Beach	407864	TARTAN	Community Project	LAWRENCE RD
13	East	Palm Beach	411732	INLET	Community Project	BLUE HERON BLVD
14	North	Brevard	208863	WINDOVER	Community Project	US HWY 1
15	North	Brevard	209862	YORKE	Community Project	MURREL RD
16	North	St Lucie	406161	TURNPIKE	Community Project	PORT ST LUCIE BLVD
17	North	Volusia	100835	PORT ORANGE	Community Project	RIDGEWOOD AVE
18	North	Volusia	101137	ORMOND	Community Project	OCEAN SHORE BLVD
19	West	Collier	504361	PINE RIDGE	Community Project	TAMIAMI TRAIL
20	West	Collier	504363	PINE RIDGE	Community Project	PULLING RD
21	West	Lee	507265	SAN CARLOS	Community Project	TAMIAMI TRAIL
22	West	Sarasota	506263	SHADE	Community Project	UNIVERSITY PKWY

2014 Critical Poles

Highway Crossings

# of Highway Crossings	Region	County	Interstate
1	North	Brevard	I-95

"01" Switches

# of "01" Switches	Region	County	Substation
4	Dade	Miami-Dade	Various
3	East	Palm Beach	Various
4	North	Various	Various
3	West	Various	Various
3	Broward	Broward	Various
17	Total		

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 Initiatives section of this 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 Initiatives section of this filing for a description of the method FPL used to determine each transmission storm hardening initiative.

3. 2013 Accomplishments

Please refer to FPL's response to item 4 – 2013 Accomplishments, in Initiative 4 of the Storm Preparedness Initiatives section of this filing for a summary of the 2013 accomplishments for each of the transmission hardening programs. FPL's 2013 accomplishments are also included in Appendix 1 (FPSC Table: Transmission Hardening) of initiative 4.

4. Proposed 2014 Plans

Please refer to FPL's response to Item 5 – Proposed 2014 Plans, in Initiative 4 of the Storm Preparedness Initiatives section of this filing for a summary of the 2014 projections for each of the transmission hardening programs. FPL's 2014 proposed plans are also included in Appendix 1 (FPSC Table: Transmission Hardening) of Initiative 4.

STORM PREPAREDNESS INITIATIVES

Summary – Storm Preparation Initiatives

(1) Vegetation Trim Cycles – In 2013, FPL continued its three-year average cycle and mid-cycle programs for feeders and its six-year average trim cycle for laterals.

(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 2013 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, FPL has properly identified and accounted for the joint use facilities on its system.

(3) Six-year Transmission Structure Inspection Cycle – In 2013, FPL performed ground level visual inspections on 100% of its transmission poles/structures. Additionally, FPL performed climbing or bucket truck inspections on approximately 1/6 of its transmission system poles/structures and conducted storm and pre-construction mitigation patrols on all concrete and steel poles/structures.

(4) Hardening the Transmission System – In 2013, FPL continued executing its plan to replace all wood transmission structures in its system by replacing more than 1,100 wood transmission structures, including 93 single pole un-guyed wood structures, with spun concrete or steel poles. Additionally, FPL replaced ceramic post insulators with polymer insulators on over 1,100 concrete structures and installed flood monitoring equipment in 103 of its substations, including the 25 substations in FPL's system located below the FEMA 100-year flood elevations.

(5) Distribution Geographic Information System (GIS) – FPL completed its five approved key Distribution GIS improvement initiatives in 2011. These initiatives included post-hurricane forensic analysis and the addition of poles, streetlights, joint use survey and hardening level data to the GIS. Updates to the GIS will continue as data is collected through inspection cycles and other normal daily work activities.

(6) Post-Storm Forensic Collection/Analysis – FPL has post-storm forensic data collection and analysis plans, systems and processes in place and available for use. No major storms affected FPL's service territory in 2013; therefore, no forensic collection or analysis was required.

(7) Overhead (OH) and Underground (UG) 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 2013; therefore, no forensic collection or analysis was required.

(8) Increased Coordination with Local Governments – In 2013, FPL continued its efforts to improve local government coordination. Activities included: (1) meetings with county emergency operations managers to discuss critical infrastructure

locations in each jurisdiction; (2) inviting federal, state, county and municipal emergency management personnel to participate in FPL's annual company-wide storm preparedness drill and; (3) FPL's Community Outreach Teams and Customer Service Field Organization conducted 59 community presentations, 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 appropriate vegetation management practices during storm and non-storm periods, wind during storm and non-storm events, and hurricane and damage modeling to further understand 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, roles and responsibilities and FPL's overall severe storm emergency processes. These processes describe the planning activities, restoration practices, public communications, and 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

Initiative 1 – Vegetation Management Trim Cycles

1. A complete description of the Company’s vegetation management program (policies, guidelines, practices) for 2013 and 2014 in terms of both activity and costs.

Tree limbs and branches, especially palm fronds, are among the most common causes of power outages and momentaries. 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 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 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 cannot be effectively trimmed are candidates for customer-approved removal.

On May 30, 2007, the Florida Public Service Commission (FPSC) issued Order No. PSC-07-0468-FOF-EI approving the continuation of FPL’s three-year average trim cycle for feeders and the implementation of a six-year average trim cycle for laterals.

FPL maintains its distribution feeder lines on a three-year average trim cycle because it offers the optimal balance of reliability performance and vegetation clearing cost. The primary benefit of properly maintaining feeder lines is that a feeder outage can affect, on average, approximately 1,500 customers, as compared to a lateral line that can affect, on average, approximately 35 customers.

Additionally, FPL has enhanced its approved feeder trimming plan through its mid-cycle trimming program by increasing the trimming frequency and the number of Non-CIF feeders scheduled. FPL’s mid-cycle program encompasses patrolling and trimming feeders between planned maintenance cycles to address tree conditions that may cause an interruption prior to the next planned cycle trim. Mid-cycle work units typically have a trim age of 12 to 18 months. Tree species with widely varying growth rates exist in FPL’s service territory. Certain fast-growing trees need to be addressed before the next scheduled cycle trim date.

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.

In 2013, FPL continued to maintain a three-year average trim cycle for feeders, cleared an additional 7,100 feeder miles through its mid-cycle program and completed its approved implementation plan to achieve a six-year average lateral trim cycle. Additionally, FPL continued to pursue the challenges associated with critical palm removals, customer refusals and danger trees outside the right-of-way.

	Cost	-----Feeder Miles-----			Lateral Miles
	Millions	3-year Avg. Cycle	Mid-cycle	Total	6-year Avg. Cycle
2013	\$63.1	4,637	7,100	11,737	4,124

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 Program -- 12 to 18 month patrol and trim cycle to address conditions on feeders that will require trimming prior to scheduled planned maintenance.

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 cannot 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 –Spot trimming 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 Program – Any feeder that is not scheduled for maintenance in the current year is eligible for selection within the current year and typically has a trim age of 12 to 18 months.

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. and 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.

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.

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. 2014 projected activities and budget levels

In 2014, FPL's distribution vegetation management plan includes trimming approximately 11,300 feeder miles (including 4,200 feeder cycle miles and 7,100 feeder mid-cycle miles) and trimming 3,700 lateral cycle miles. The plan also addresses restoration activities and customer trim requests. Total estimated costs associated with these activities are approximately \$62 million.

14. Include the requirements of applicable orders

Initiative 1 Three-Year Vegetation Cycle

System Vegetation Management Performance Metrics

2013 System Totals					
Reliability	Feeders	Laterals			
(A) Total current system miles	13,459	22,805			
(B) Number of Outages	138	18,636			
(C) Customer Interruptions	187,256	259,831			
(D) Customer Minutes of Interruption	8,850,120	40,309,484			
(E) Outages per Mile [B ÷ A]	0.01	0.82			
(F) Vegetation CI per Mile [C ÷ A]	13.9	11.4			
Cycle Maintenance Trimming	Feeders (F)			Laterals (L)	Totals F + L
	Cycle	Mid-cycle	Totals	Cycle	
(G) Number of years in the cycle	3			6	
(H) 1st year of this cycle	2013			2013	
(I) Total miles at beginning of this cycle	13,554			22,722	
(J) Total miles cleared this cycle	4,637	7,100	11,737	4,124	15,861
Miles cleared 2018					
Miles cleared 2017					
Miles cleared 2016					
Miles cleared 2015					
Miles cleared 2014					
Miles cleared 2013	4,637	7,100	11,737	4,124	15,861
(K) Percentage of this cycle completed	34.2%			18.1%	
(L) Planned Maintenance Goal (next year) 2014	4,249	7,100	11,349	3,675	15,024
(M) Number of Hotspot Trims	N/A			N/A	12,304
Cost					Totals
(N) All Vegetation Management Costs					\$63.1M
(P) Vegetation Budget (current year) 2013					\$65.7M
(Q) Vegetation Budget (next year) 2014					\$62.3M

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

2013 DADE					
Reliability	Feeders	Laterals			
(A) Total current system miles	2,119	2,525			
(B) Number of Outages	35	4,672			
(C) Customer Interruptions	36,042	56,936			
(D) Customer Minutes of Interruption	1,375,334	11,273,570			
(E) Outages per Mile [B ÷ A]	0.02	1.85			
(F) Vegetation CI per Mile [C ÷ A]	17.0	22.5			
Cycle Maintenance Trimming					
	Feeders (F)			Laterals (L)	Totals F + L
	Cycle	Mid-cycle	Totals	Cycle	
(G) Number of years in the cycle	3			6	
(H) 1st year of this cycle	2013			2013	
(I) Total miles at beginning of this cycle	2,141			2,526	
(J) Total miles cleared this cycle	703	468	1,171	472	1,643
Miles cleared 2018					
Miles cleared 2017					
Miles cleared 2016					
Miles cleared 2015					
Miles cleared 2014					
Miles cleared 2013	703	468	1,171	472	1,643
(K) Percentage of this cycle completed	32.8%			18.7%	
(L) Planned Maintenance Goal (next year) 2014	670	570	1,240	430	1,670
(M) Number of Hotspot Trims	N/A			N/A	3,973
Cost					Totals
(N) All Vegetation Management Costs					\$9.1M
(P) Vegetation Budget (current year) 2013					\$8.8M
(Q) Vegetation Budget (next year) 2014					\$8.5M

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

2013 EAST					
Reliability	Feeders	Laterals			
(A) Total current system miles	3,627	3,703			
(B) Number of Outages	21	4,759			
(C) Customer Interruptions	30,602	63,664			
(D) Customer Minutes of Interruption	1,467,929	10,088,643			
(E) Outages per Mile [B ÷ A]	0.01	1.29			
(F) Vegetation CI per Mile [C ÷ A]	8.4	17.2			
Cycle Maintenance Trimming					
	Feeders (F)			Laterals (L)	Totals F + L
	Cycle	Mid-cycle	Totals	Cycle	
(G) Number of years in the cycle	3			6	
(H) 1st year of this cycle	2013			2013	
(I) Total miles at beginning of this cycle	3,641			3,706	
(J) Total miles cleared this cycle	1,263	1,746	3,009	613	3,622
Miles cleared 2018					
Miles cleared 2017					
Miles cleared 2016					
Miles cleared 2015					
Miles cleared 2014					
Miles cleared 2013	1,263	1,746	3,009	613	3,622
(K) Percentage of this cycle completed	34.7%			16.5%	
(L) Planned Maintenance Goal (next year) 2014	1,096	2,069	3,165	606	3,771
(M) Number of Hotspot Trims	N/A			N/A	1,598
Cost					Totals
(N) All Vegetation Management Costs					\$15.1M
(P) Vegetation Budget (current year) 2013					\$15.5M
(Q) Vegetation Budget (next year) 2014					\$14.3M

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

2013 NORTH					
Reliability	Feeders	Laterals			
(A) Total current system miles	4,736	9,768			
(B) Number of Outages	68	4,873			
(C) Customer Interruptions	100,748	71,993			
(D) Customer Minutes of Interruption	5,272,986	10,527,676			
(E) Outages per Mile [B ÷ A]	0.01	0.50			
(F) Vegetation CI per Mile [C ÷ A]	21.3	7.4			
Cycle Maintenance Trimming	Feeders (F)			Laterals (L)	Totals F + L
	Cycle	Mid-cycle	Totals	Cycle	
(G) Number of years in the cycle	3			6	
(H) 1st year of this cycle	2013			2013	
(I) Total miles at beginning of this cycle	4,768			9,697	
(J) Total miles cleared this cycle	1,674	3,000	4,674	1,812	6,486
Miles cleared 2018					
Miles cleared 2017					
Miles cleared 2016					
Miles cleared 2015					
Miles cleared 2014					
Miles cleared 2013	1,674	3,000	4,674	1,812	6,486
(K) Percentage of this cycle completed	35.1%			18.7%	
(L) Planned Maintenance Goal (next year) 2014	1,527	2,732	4,259	1,593	5,852
(M) Number of Hotspot Trims	N/A			N/A	4,751
Cost					Totals
(N) All Vegetation Management Costs					\$23.6M
(P) Vegetation Budget (current year) 2013					\$25.7M
(Q) Vegetation Budget (next year) 2014					\$23.4M

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

2013 WEST					
Reliability	Feeders	Laterals			
(A) Total current system miles	2,977	6,809			
(B) Number of Outages	14	4,332			
(C) Customer Interruptions	19,864	67,238			
(D) Customer Minutes of Interruption	733,871	8,419,595			
(E) Outages per Mile [B ÷ A]	0.00	0.64			
(F) Vegetation CI per Mile [C ÷ A]	6.7	9.9			
Cycle Maintenance Trimming	Feeders (F)			Laterals (L)	Totals F + L
	Cycle	Mid-cycle	Totals	Cycle	
(G) Number of years in the cycle	3			6	
(H) 1st year of this cycle	2013			2013	
(I) Total miles at beginning of this cycle	3,004			6,793	
(J) Total miles cleared this cycle	997	1,887	2,883	1,226	2,883
Miles cleared 2018					
Miles cleared 2017					
Miles cleared 2016					
Miles cleared 2015					
Miles cleared 2014					
Miles cleared 2013	997	1,887	2,883	1,226	4,109
(K) Percentage of this cycle completed	33.2%			18.1%	
(L) Planned Maintenance Goal (next year) 2014	955	1,729	2,684	1,046	3,731
(M) Number of Hotspot Trims	N/A			N/A	1,982
Cost					Totals
(N) All Vegetation Management Costs					\$13.0M
(P) Vegetation Budget (current year) 2013					\$13.2M
(Q) Vegetation Budget (next year) 2014					\$12.7M

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

No new information is available (e.g., 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. In 2013, FPL performed approximately 18,000 tree removals, including danger trees which are not specifically tracked.

STORM PREPAREDNESS INITIATIVE No. 2

Initiative 2 – Joint Use Pole Attachment Audits

FPL Overview

FPL administers annual audits of 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 the FPL 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 apparent NESC variances 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 12/31/13)	1,160,848
(B) Number of company distribution poles leased. (Non-FPL owned poles)	236,013
(C) Number of owned distribution pole attachments. (FPL owned poles w/attachments)	826,248
(D) Number of leased distribution pole attachments. (Non-FPL owned poles w/attachments) (1)	236,013
(E) Number of authorized attachments.	1,269,067
(F) Number of unauthorized attachments.	0
<u>POLE INSPECTIONS – JOINT USE POLES</u>	
(G) Number of distribution poles strength tested.	62,716
(H) Number of distribution poles passing strength test. (2)	Grade C – 55,910 Grade B – 50,614
(I) Number of distribution poles failing strength test (overloaded). (2)	Grade C - 66 (0.11%) Grade B – 5,362 (8.55%)
(J) Number of distribution poles failing strength-test (other reasons). (2)	Grade C – 6,740 Grade B – 6,740
(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.	472
(O) Number of apparent NESC violations involving third-party facilities.	212
Suggested Alternatives:	None

Notes: (1) Non-FPL owned poles with FPL and another attaching entity (e.g., CATV) = 173,234

(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. 2013 Accomplishments

Transmission Line Inspections

Please refer to FPL response to Item 7 – 2013 Accomplishments, in the Transmission section of the Pole Inspection Report. FPL's response includes 2012 accomplishments for wood, concrete, and steel transmission structure inspections.

Substation Inspections

In 2013, FPL completed inspections in accordance with its procedures at all of its 493 distribution substations and all 96 transmission substations. For 2013, FPL's substation inspection costs were approximately \$0.6 million.

3. Proposed 2014 Plans

Transmission Line Inspections

Please refer to FPL response to Item 8 – Proposed 2014 Plan, in the Transmission section of the Pole Inspection Report.

Substation Inspections

In 2014, FPL plans include \$0.5 million 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

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) Total transmission circuits	n/a	1,203	n/a	n/a	n/a	n/a
(B) Transmission circuit inspections	800	800	\$2.4M ⁽¹⁾	\$2.4M ⁽¹⁾	863	\$2.2M ⁽¹⁾
(C) Percent transmission circuits inspected	66.5%	66.5%	-	100%	71.0%	-
(D) Total transmission substations ⁽²⁾	-	589	-	-	589	-
(E) Transmission substations inspected ⁽²⁾	589	589	\$0.5M	\$0.6M	589	\$0.5M
(F) Percent transmission substations inspected ⁽²⁾	100%	100%	-	100%	100%	-
(G) Transmission equip. inspections (other equip) ⁽³⁾	***	***	***	***	***	***
(H) Percent trans. equip inspection comp (other equip) ⁽³⁾	***	***	***	***	***	***

- (1) 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.
- (2) Values shown for D, E and F include both transmission and distribution substations. FPL does not budget or track these items separately.
- (3) Items G and H are included within FPL transmission line and/or substation inspections.

Appendix 1 (Continued): FPSC Table: 6-Year Transmission Inspection
Non-Wood Transmission Structure Inspections

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) Total non-wood transmission tower structures	n/a	50,517	n/a	n/a	51,232	n/a
(B) Transmission tower structure inspections	50,517	50,517	\$2.4M*	\$2.4M*	51,232	\$2.2M*
(C) Percent of transmission tower structures inspected	100%	100%	-	100%	100%	-

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

Wood Transmission Structure Inspections ⁽¹⁾

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) Total number of wood transmission poles.	-	14,726	-	-	13,620	-
(B) Number of transmission poles strength tested.	2,454	2,707	\$2.4M ⁽²⁾	\$2.4M ⁽²⁾	2,402	\$2.2M ⁽²⁾
(C) Number of transmission poles passing strength test.	-	2,122	-	-	-	-
(D) Number of transmission poles failing strength test (overloaded).	-	0	-	-	-	-
(E) Number of transmission poles failing strength test (other reasons).	-	585	-	-	-	-
(F) Number of transmission poles corrected (strength failure)	0	0	\$0.0M	n/a	0	n/a
(G) Number of transmission poles corrected (other reasons)	952	1,106 ⁽³⁾	\$27.7M ⁽⁴⁾	\$27.7M ⁽⁴⁾	585	\$26.1M ⁽⁴⁾
(H) Total transmission poles replaced.	952	1,106 ⁽³⁾	\$27.7M ⁽⁴⁾	\$27.7M ⁽⁴⁾	585	\$26.1M ⁽⁴⁾

⁽¹⁾ In addition to the 2013 results for its six-year cyclical inspection, FPL performed annual ground level visual inspections on 100% of its wood poles/structures.

⁽²⁾ FPL does not budget or track expenditures based on structure materials. As such, these dollar amounts represent all transmission structure inspections regardless of materials.

⁽³⁾ The replacement quantities indicated represent the total of transmission structures replaced not only through its condition assessment program, but also from relocations, proactive rebuilds, and system expansion.

⁽⁴⁾ These dollar amounts 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 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. FPL's approved 2013-2015 hardening plan accelerates the replacement of wood transmission pole/structures to within the next 10 to 15 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's approved 2013-2015 hardening plan, completing 600-640 per year, accelerates the projected completion date from 2021 to 2014.

Storm Surge/Flood

FPL's approved 2013-2015 hardening plan includes several storm surge/flood initiatives that better protect certain transmission facilities and expedite restoration of service to customers. This includes water intrusion mitigation, the installation of real-time water level monitoring systems and communication equipment in certain substations and the purchase of additional mobile fleet equipment.

2. Method of Selection

FPL's method for selecting its wood pole and ceramic post insulator hardening initiatives for its transmission 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. The recently approved 2013-2015 storm surge/flood initiatives are in response to lessons learned in 2012 from Hurricane Sandy in the northeast United States.

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 factors also include 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 plan also incorporates the distribution hardening plans for communities into its prioritization.

For the new 2013-2015 storm surge/flood initiatives, FPL initially selected the 25 substations in its system that are located below the FEMA 100-year flood elevations.

4. 2013 Accomplishments

Wood Structure Replacement Program

In 2013, FPL replaced 1,106 wood transmission structures. These structures were replaced with FPL's current design standards of round spun concrete poles.

Ceramic Post Transmission Line Insulators

In 2013, FPL targeted the replacement of ceramic post insulators on 351 transmission structures. FPL replaced CPOC insulators on 1,112 transmission structures within the system. These insulators were replaced with FPL's current design standards of polymer posts.

Storm Surge/Flood

In 2013, FPL installed water-level monitoring systems and communication equipment in 103 of its substations, including the 25 substations in its system located below the FEMA 100-year flood elevations

5. Proposed 2014 Plans

Replacement of All Wood Transmission Structures

In 2014, FPL plans on replacing 1,057 wood transmission structures. These wood structures will be replaced during maintenance, relocations, system expansion, and hardening programs.

Ceramic Post Transmission Line Insulators

In 2014, FPL plans to complete this component of its Transmission hardening initiative by replacing the remaining ceramic post insulators on 590 concrete structures with polymer post insulators.

Storm Surge/Flood

In 2014, FPL plans to install water-level monitoring systems in 120 substations.

Appendix

Appendix 1: FPSC Table: Transmission Hardening

Replace All Wood Transmission Structures

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) Transmission structures hardened	952	1,106 ⁽⁴⁾	\$26.7M ⁽¹⁾	\$27.7M ⁽¹⁾	1,057 ⁽²⁾	\$40.6M ⁽³⁾
(B) Percent planned transmission structures hardening completed	-	116%	-	104%	-	-

Ceramic Post Transmission Line Insulators

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) Transmission structures hardening	351	1,112 ⁽⁴⁾	\$1.8M	\$4.9M	590	\$2.9M ⁽³⁾
(C) Percent transmission structures hardening completed	-	317%	-	272%	-	-

Storm Surge/Flood

	2013		2013		2014	
	Plan	Actual	Budget \$	Actual \$	Plan	Budget \$
(A) No. of substation flood monitoring equipment installations	26	103 ⁽⁴⁾	\$1.1M	\$1.1M	120	\$1.2M ⁽³⁾
(A) % flood monitoring installations completed to plan	-	296%	-	100%	-	-

- ⁽¹⁾ FPL does not budget or track maintenance expenditures based on structure materials. As such, the dollar amounts shown in the table above represent or include all transmission maintenance, regardless of materials.
- ⁽²⁾ These wood structures will be replaced during hardening, maintenance, relocations and system expansion programs.
- ⁽³⁾ FPL has established separate budget items for each transmission hardening program and will be able to track hardening program expenditures separately by the specific budget items. However, it will not be able to separately track costs for these same types of improvements accomplished through other normal business activities such as maintenance, relocations, proactive rebuilds, and system expansion.
- ⁽⁴⁾ In 2013, FPL was able to accelerate the wood pole and ceramic insulator replacements and the flood monitor installations as a result of favorable pricing.

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 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 staff engineers. This tool replaced 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 and pole attributes in coordination with its Pole Inspection Program (PIP). Updates to the GIS pole data are on-going with inputs from PIP, hardening and daily work activities.

3. Distribution GIS Improvements – Joint Use Data

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

4. Distribution GIS Improvements – Level of Hardening

Level-of-hardening attributes have been added to the GIS system including the load calculation and hardening level. The system continues to be updated as hardening projects and activities are completed

5. Distribution GIS Improvements – Streetlights

FPL completed the initial loading of streetlight data into the FPL Distribution GIS in 2011. FPL actively audits streetlight assets in the field. As on-going audits and changes in the streetlight inventory from daily work activities are loaded into FPL's GIS, an interface to its Customer Information System ensures continued accuracy.

STORM PREPAREDNESS INITIATIVE No. 6

Initiative 6 – Post Storm Forensic Data Collection/Analysis

1. Has Forensics Team been established?

Yes.

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

Forensic measurements have been established and are 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 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 whether criteria was met.

8. Forensic activities and costs incurred in 2013

No major storms affected FPL's service territory in 2013; therefore, no forensic collection or analysis was required.

9. 2014 projected activities and costs

In 2014, the forensic team will participate in FPL's annual storm dry run event. Costs associated with the storm dry run are not tracked. Forensic costs will be dependent on storm events and the subsequent deployment of the forensic teams.

STORM PREPAREDNESS INITIATIVE No. 7

Initiative 7 – Overhead and 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 dependent 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 by the typical estimated construction man-hours required to repair.

Overhead (OH) Storm Data

No major storms affected FPL's service territory in 2013; therefore, no data collection or analysis was required.

STORM PREPAREDNESS INITIATIVE No. 8

Initiative 8 - Increased Coordination with Local Governments

FPL Overview

FPL's External Affairs organization consists of manager-level employees who are dedicated to meeting the information and communication 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 2013, two municipalities signed the GAF tariff agreement and moved forward with their projects. There were eight municipal requests for non-binding, order of magnitude estimates during 2013. Additionally, FPL completed nine projects that qualified under its GAF tariff in 2013.

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 a 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 online Government Portal

website that allows government officials to obtain the latest media releases and information on customer outages, estimated restoration times, FPL crew resources, outage maps and other information. Government account managers also communicate with cities and counties through monthly newsletters that address topics from energy conservation to storm preparation.

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

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

STORM PREPARATION

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

b) Number of operational contingency plans developed for emergency services. FPL met with personnel from 27 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 shortfall 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. See response to 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.

STORM RESTORATION

a) Number of emergency communication links maintained. FPL is prepared to support 27 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 website.

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 2013.

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

External Affairs and Governmental Account Managers contact government officials prior to storm season through written correspondence and meetings.

Government Portal 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 not activated during the

2013 storm season. 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

NEW INITIATIVES

No new initiatives were developed or started in 2013.

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 2013 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 2014

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). This MOU was recently extended by the Research Collaboration Partners through December 31, 2015.

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 2013.

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 doctoral and master's candidates in the University of Florida Department of Civil and Coastal Engineering to assess some of the inter-relationships between wind speed and other environmental factors on utility equipment damage. PURC has also been contacted by engineering researchers at other universities with an interest in the model, though no additional relationships have been established. In addition to universities, PURC was contacted by researchers at the Argonne National Laboratory who expressed interest in modeling the effects of storm damage. The researchers ultimately chose to develop a deterministic model, but did use many of the factors that the Collaborative have attempted to quantify. Every researcher that contacts PURC cites the model as the only non-proprietary model of its kind.

The research discussed in last year's report on the relationship between wind speed and rainfall is still under review by the engineering press. Further results of this and related research can likely be used to further refine the model.

III. Wind Data Collection

The Project Sponsors entered into a wind monitoring agreement with WeatherFlow, Inc., in 2007. Under the agreement, Florida Sponsors agreed to provide WeatherFlow with access to their properties and to allow WeatherFlow to install, maintain and operate portions of their wind monitoring network facilities on utility-owned properties under certain conditions in exchange for access to wind monitoring data generated by WeatherFlow's wind monitoring network in Florida. WeatherFlow's Florida wind monitoring network includes 50 permanent wind monitoring stations around the coast of Florida, including one or more stations located on utility-owned property. The wind monitoring agreement expired in early 2012; however, the wind, temperature, and barometric pressure data being collected at these stations is being made available to the Project Sponsors on a complimentary basis.

IV. Public Outreach

In last year's report we discussed the impact of Hurricane Sandy on greater interest in storm preparedness. PURC researchers discussed the collaborative effort in Florida with the engineering departments of the state regulators in Pennsylvania, Maryland, New York, and New Jersey. While all of the regulators and policymakers showed great interest in the genesis of the collaborative effort, and the results of that effort, they have not, at this point, shown further interest in participating in the research effort.

On April 15, 2013, the *Wall Street Journal* published a special section entitled 'Big Issues: Energy' which featured authors promulgating the "Yes" or "No" position to various questions surrounding the energy industry. One of those questions was "Should Utilities Be Required to Bury Power Lines to Protect Them?", and the editors of the *Journal* asked PURC Director of Energy Studies Ted Kury to contribute the "No" position. In October, Kury and Dr. Roger Anderson of Columbia University (who had provided the "Yes" position), revisited their print debate as the keynote session of the 2013 EEI/NRECA Utility Siting Workshop in Richmond, Virginia.

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, roles and responsibilities and FPL's overall severe storm emergency processes. These processes describe the planning activities, restoration practices, 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 FPL plan, "FPL Emergency Plan – Severe Storms Brief", is included in the Appendix of this filing.

2014 STORM SEASON READINESS

2014 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 for the 2014 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 activities prior to the start of storm season:

- Extensive storm restoration training based on employees' storm roles;
- Annual company-wide hurricane drill in late April/early May;
- Management workshops throughout the storm season to keep focus on key storm restoration policies/processes;
- Plan for and review of mutual assistance agreements to ensure they are adequate and ready;
- Continue to focus on improving outage communications and estimated restoration times to customers;
- 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.

RELIABILITY

Summary – Reliability

Total FPL System (Distribution and Transmission) – Overall reliability is best gauged by SAIDI (System Average Interruption Duration Index), considered the most relevant and best overall reliability indicator because it encompasses two other industry standard performance metrics for reliability: SAIFI (System Average Interruption Frequency Index) and CAIDI (Customer Average Interruption Duration Index). In 2013, FPL continued to provide strong overall reliability for its customers, achieving, for a second consecutive year, its best-ever overall adjusted SAIDI on record of 65.6 minutes (2012 – 65.8 minutes).

Distribution – In 2013, FPL achieved its second consecutive best-ever Distribution system adjusted reliability performance on record. FPL's 2013 overall distribution reliability, as measured by SAIDI was 3% better than its 2012 record performance (61.4 vs. 63.5 minutes). Best-ever results were also achieved for SAIFI, as it improved to 0.89 interruptions per customer (2012 – 0.90 interruptions). CAIDI improved to 68.7 minutes (2012 – 70.8 minutes) and MAIFle was 9.1 momentary events (2012 – 8.7 momentary events).

Transmission – In 2013, FPL's Transmission/Substation SAIDI was 4.2 minutes (2012 – 2.3 minutes), SAIFI was 0.22 interruptions per customer (2012 – 0.18 interruptions) and MAIFI was 0.7 momentary events (2012 – 0.7 momentary events). In 2013, FPL's Transmission/Substation system experienced an outage event due to an equipment failure at its Volusia substation that, alone, accounted for 1.2 minutes or 29% of its 2013 SAIDI result. Excluding that event, FPL's 2013 Transmission/Substation SAIDI was 3.0 minutes and SAIFI was 0.20 interruptions per customer.

Distribution Reliability

GENERAL

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

FPL's overall unadjusted distribution reliability, as measured by SAIDI, was 69.4 minutes. This unadjusted performance includes approximately 8.07 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 interrupted, 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.

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 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 management team also conducts monthly reliability reviews of the programs, objectives and performance vs. the plan. On an annual basis, FPL reviews its reliability 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 2. above). Additional detail is identified externally (e.g., industry practice, regulators) or by FPL's internal needs.

5. Discuss adjustments.

Generation Events - None

Transmission Events - See response to Transmission Reliability Item No. 1

Distribution Events - See response to Distribution Reliability Item Nos. 11 & 13

Extreme Weather - See response to Distribution Reliability Item Nos. 7 & 10

6. Discuss adjusted performance.

Distribution - See response to Distribution Reliability Item No. 1 and FPL's summary on page 81.

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 2013 weather events (i.e., no major storms and minimal infrastructure damage), the performance of overhead vs. underground systems was not evaluated

Extreme Weather Events	Strength (wind speeds/surge-flood levels)	Landfall Location	Management Regions Affected
Tornado in Boca Raton	N/A	Southeast Boynton Beach, Feb 14	Affected: Boca Raton
EOC Activation - Flood in North Florida	N/A	Counties: Bradford, Clay, Columbia, Flagler, Putnam, St. Johns March 23-24	Affected: North Florida Supported: Brevard and Central Florida
Tornado in Brevard	N/A	Viera, FL, April 14	Affected: Brevard
Tornado in Boca Raton	N/A	Northeast Boca Raton, April 30	Affected: Boca Raton
Tornado in Boca Raton	N/A	Northeast Boca Raton, May 2	Affected: Boca Raton Supported: Pompano
Tornado in North Florida	N/A	St. Johns County, May 4	Affected: North Florida Supported: Central Florida
TS Andrea	N/A	Manatee County June 5-7	Affected: Central Dade, South Dade, West Dade, North Dade, Gulfstream, Pompano, Wingate, West Palm, Boca Raton, North Florida, Central Florida, Treasure Coast, Brevard, Naples, Toledo Blade, and Manasota
Tornado in Manasota	N/A	Manatee County, July 9	Affected: Manasota
Tornado in Wingate	N/A	Southwest Fort Lauderdale, July 23	Affected: Wingate
Tornado in Boca Raton	N/A	Highland Beach, Sep 16	Affected: Boca Raton
Tornado in Central Florida	N/A	Palm Coast Flagler County, Dec 14	Affected: Central Florida

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

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

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

As a part of FPL's continuous improvement philosophy, FPL gathers, after each extreme weather event, relevant information to critique its processes and performance. Also, FPL continues to further develop new technology to strengthen its emergency response, by:

- improving customer outage information available to field restoration crews by developing mobile applications which combine outage tickets, weather information, electrical network information, customer energy consumption and voltage, restoration crew location, meter status and more – all layered on a map view and available to view on a computer tablet. This makes it easier to diagnose problems accurately to assist with outage analysis and improve interactions with our customers
- expanding the use of smart meter information by creating multiple applications including restoration confirmation application, which allows restoration crews to confirm the power status of all smart meters affected by an outage before leaving the area. This has helped FPL identify embedded outages, resolve the problem on the first visit, and reduce repeat calls from customers
- installing submersible equipment to mitigate the impact of significant water intrusion in 15 vaults in the Miami downtown electric network that are located just at or within the FEMA 100-year flood elevation levels.

See also the pole inspections, hardening and storm season readiness sections in this report.

9. If the method of deriving the weather exclusion is different from the method used for 2012, please explain the changes and provide the CMI and CI for 2013 using the prior method.

No changes were made to FPL's exclusion methodology

10. Provide the 2013 service reliability data for each extreme weather 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) 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.

Causation	# of Outages	CI	CMI	LBAR
Planned Interruptions	17,588	227,149	20,026,583	113

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 2013 service reliability data for each distribution outage event that is excluded from your Company's 2012 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)

2013 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)				
		2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
1	Equipment Failure	35.3	36.6	29.8	26.9	25.9	0.51	0.42	0.40	0.38	0.38	69.8	87.6	75.0	70.8	68.2
2	Vegetation	11.7	11.4	16.2	10.4	10.6	0.12	0.10	0.12	0.09	0.10	95.0	114.4	131.4	109.6	110.0
3	Remaining Causes	6.9	5.5	13.5	7.2	7.2	0.08	0.07	0.12	0.09	0.09	87.6	83.6	109.4	83.4	77.3
4	Unknown	4.6	4.0	4.4	4.0	3.9	0.11	0.08	0.08	0.07	0.08	41.2	51.3	51.7	57.2	46.6
5	Vehicle	4.4	4.9	4.4	4.4	3.7	0.07	0.06	0.07	0.07	0.06	60.1	76.0	65.0	60.5	66.1
6	Animal	3.0	3.3	3.4	3.2	3.4	0.05	0.05	0.06	0.06	0.06	63.8	66.1	61.7	55.4	54.7
7	Other Weather	6.6	3.7	3.0	3.2	2.3	0.07	0.04	0.03	0.04	0.03	90.4	85.8	88.1	71.5	82.9
8	Lightning	2.7	2.3	2.4	1.8	2.3	0.06	0.06	0.04	0.05	0.06	46.1	39.8	54.3	36.7	40.6
9	Other	2.1	4.7	1.8	1.8	1.6	0.04	0.04	0.04	0.04	0.04	59.2	126.2	51.7	49.2	44.1
10	Equipment Connection	0.7	0.8	0.8	0.7	0.6	0.01	0.01	0.01	0.01	0.00	132.6	136.6	127.8	122.5	132.7
	System Total	78.0	77.3	79.7	63.5	61.4	1.11	0.92	0.97	0.90	0.89	70.2	83.9	82.1	70.8	68.7

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 the program's 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. 2014 activities and budget levels addressing each of the 10 causes of service outages.

In 2014, FPL has reliability programs aimed at reducing customer interruptions. These include:

Program*	Program Description	2014 Budget (\$M)	Impact on which Cause Codes
Priority Feeders (including inspections)	Reduce the number of customers experiencing multiple amounts of interruptions and momentaries by identifying and correcting feeders experiencing the highest number of events and/or customers interrupted. The initiative may strengthen feeders up to and including extreme wind loading standards for additional overall reliability improvement.	\$131.3	All
Vegetation Mgmt**	Integrated program designed to minimize tree and vine related interruptions.	\$62.3	Vegetation, Unknown
Cable Lateral	Reduce the number of direct buried lateral cable failures.	\$26.1	Equipment Failure
AFS (installations and maintenance)	Install and maintain "smart" Automatic Feeder Sectionalizer (AFS) 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.	\$23.3	All
Handhole Inspections / Pad-mounted Transformers	Inspection/Remediation of non-compliant conditions. The purpose of this program is to maintain pad-mount transformer security.	\$19.2	Equipment Failure
System Expansion	Provide the necessary feeder capacity to serve all customers during normal and emergency periods, and install the infrastructure necessary to support system contingency.	\$8.2	Remaining Causes
Submarine Cable	Reduce the number of Submarine feeder cable failures and reduce customer interruptions.	\$7.8	Equipment Failure
Cable Feeder	Reduce the number of direct buried feeder cable failures and reduce customer interruptions.	\$6.6	Equipment Failure
RA Switch Replacement	This program will proactively replace RA switches in order to enhance system operations and reliability.	\$6.5	Equipment Failure
LF Switch Cabinets inspections & replacements (not including Auto Transformers)	This program inspects and proactively replaces Live Front (LF) Switch Cabinets in order to enhance system operations and reliability.	\$6.2	Equipment Failure
Momentary Outliers	Address worse performing busses and high momentary feeders	\$4.2	All
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.	\$3.9	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.	\$2.1	Remaining Causes
Outlier Devices	Address laterals or Oil Circuit Recloser's with 3 or more interruptions in a given year	\$1.8	All
Overhead Line Inspection & repairs	Conduct a visual and infrared inspection of the OH feeder infrastructure and thus reduce overhead interruptions.	\$1.3	Equipment Failure, Vegetation, Other Weather, Other, Unknown, Lightning

* Programs \geq \$1 million

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

THREE-PERCENT FEEDER LIST

17. Identify whether any feeders appearing on the three-percent list more than once within a consecutive five-year period and any actions implemented to improve feeder performance.

See FPL's three-percent list in the Appendix.

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

18. Process used to identify and select the actions to improve the performance of feeders on the three-percent 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 other reliability programs.

The objective of FPL's Priority Feeder program is to reduce the number of customers experiencing multiple amounts of interruptions and momentaries by identifying and correcting feeders experiencing the highest number of events and/or customers interrupted. The initiative may strengthen feeders up to and including extreme wind loading standards for additional overall reliability improvement.

19. 2014 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	2009	2010	2011	2012	2013
SAIDI	Boca Raton (BR)	66.9	73.1	58.1	63.0	60.5
	Brevard (BV)	75.4	71.2	115.0	60.6	55.7
	Central Dade (CE)	74.9	69.4	48.8	61.8	50.7
	Central Florida (CF)	70.9	69.3	149.1	61.2	66.7
	Fort Myers (FM)	72.8	79.0	*	*	*
	Gulfstream (GS)	76.4	77.0	54.8	60.2	59.2
	Manasota (MS)	82.6	77.6	66.8	55.4	57.8
	Naples (NA)	72.7	91.7	85.5	56.8	53.5
	North Dade (ND)	84.3	84.4	66.8	63.6	60.0
	North Florida (NF)	103.2	81.7	130.9	81.2	83.7
	Pompano (PM)	57.3	70.8	60.9	61.6	48.9
	South Dade (SD)	122.2	87.6	92.5	81.4	76.6
	Toledo Blade (TB)	79.2	77.6	98.0	61.7	71.9
	Treasure Coast (TC)	70.0	79.2	77.8	60.6	71.9
	West Palm (WB)	62.4	66.7	63.1	54.5	54.5
	West Dade (WD)	85.8	88.6	69.5	79.1	59.1
	Wingate (WG)	88.0	80.6	78.0	70.5	70.1
	All FPL	78.0	77.3	79.7	63.5	61.4

Annual SAIFI performance for the Distribution unit and its regions

Data	Region	2009	2010	2011	2012	2013
SAIFI	BR	1.29	0.93	0.92	1.14	1.10
	BV	1.18	1.01	1.15	0.87	0.89
	CE	1.16	0.78	0.68	0.72	0.67
	CF	1.05	0.91	1.19	0.82	0.93
	FM	1.11	1.09	*	*	*
	GS	1.03	0.82	0.81	0.86	0.93
	MS	0.94	0.91	0.84	0.77	0.83
	NA	0.98	0.86	0.90	0.86	0.68
	ND	0.89	0.82	0.78	0.70	0.68
	NF	1.30	1.02	1.34	1.03	1.10
	PM	0.82	0.79	0.92	0.84	0.69
	SD	1.52	1.04	1.14	0.96	0.99
	TB	1.02	0.96	1.28	0.91	1.04
	TC	1.10	1.01	0.98	0.95	1.08
	WB	0.98	0.78	0.87	0.82	0.95
	WD	1.19	1.15	0.96	1.20	0.85
	WG	1.42	0.97	1.10	0.99	0.99
	All FPL	1.11	0.92	0.97	0.90	0.89

Annual CAIDI performance for the Distribution unit and its regions

Data	Region	2009	2010	2011	2012	2013
CAIDI	BR	52.0	78.6	63.4	55.4	55.0
	BV	63.9	70.5	99.9	70.0	62.7
	CE	64.5	89.4	71.5	86.0	75.2
	CF	67.8	76.3	125.5	74.6	71.4
	FM	65.8	72.7	*	*	*
	GS	74.4	94.2	67.5	70.3	63.3
	MS	87.8	85.5	79.5	72.0	69.5
	NA	74.1	107.1	95.5	66.2	79.0
	ND	94.8	103.2	86.2	90.9	88.4
	NF	79.4	80.0	97.7	79.0	76.2
	PM	69.7	89.7	66.4	73.2	70.7
	SD	80.4	84.1	81.0	84.9	77.4
	TB	77.6	80.5	76.4	68.0	69.5
	TC	63.4	78.6	79.7	63.8	66.8
	WB	63.6	85.3	72.6	66.3	57.3
	WD	71.9	77.3	72.7	66.1	69.3
	WG	62.2	82.8	71.1	71.4	71.1
	All FPL	70.2	83.9	82.1	70.8	68.7

Annual MAIFe performance for the Distribution unit and its regions

Data	Region	2009	2010	2011	2012	2013
MAIFe	BR	10.2	6.8	8.0	8.1	8.0
	BV	13.7	11.2	15.2	10.7	10.1
	CE	9.3	7.1	6.6	6.2	6.5
	CF	12.2	10.7	13.9	9.7	9.9
	FM	8.0	7.6	-	-	-
	GS	9.7	8.1	8.0	8.0	9.0
	MS	8.3	7.9	8.6	7.4	7.4
	NA	8.1	7.7	7.6	6.5	7.2
	ND	9.4	7.7	7.5	7.2	7.3
	NF	15.3	13.1	16.4	11.6	10.8
	PM	7.6	5.9	7.1	7.1	7.7
	SD	11.1	8.4	9.0	7.9	8.0
	TB	19.4	17.4	15.5	10.9	12.8
	TC	15.0	13.3	15.0	12.1	14.2
	WB	11.3	9.4	10.6	9.4	10.2
	WD	9.3	8.8	8.3	7.5	7.0
	WG	13.1	9.6	10.3	10.7	10.9
	All FPL	10.9	9.1	10.1	8.7	9.1

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

Data	Region	2009	2010	2011	2012	2013
# Cust >5	BR	1.6%	0.4%	0.4%	1.0%	1.3%
	BV	1.1%	0.9%	0.7%	0.2%	0.6%
	CE	1.3%	0.4%	0.2%	0.3%	0.1%
	CF	1.2%	1.0%	0.9%	1.0%	0.5%
	FM	0.8%	0.8%	*	*	*
	GS	1.7%	1.0%	0.4%	0.4%	0.5%
	MS	0.6%	0.7%	0.5%	0.2%	0.2%
	NA	1.0%	0.5%	0.5%	0.2%	0.4%
	ND	1.1%	0.7%	0.9%	0.4%	0.5%
	NF	2.8%	1.8%	1.7%	0.5%	0.5%
	PM	0.5%	0.2%	0.5%	0.2%	0.1%
	SD	3.9%	0.7%	1.6%	0.3%	0.7%
	TB	1.1%	0.6%	1.3%	0.5%	1.2%
	TC	1.1%	1.5%	1.3%	0.6%	0.9%
	WB	0.8%	0.8%	0.5%	0.2%	0.7%
	WD	1.3%	0.8%	0.5%	2.0%	0.3%
	WG	1.1%	0.5%	0.7%	0.2%	0.2%
	All FPL	1.3%	0.7%	0.7%	0.5%	0.5%

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 2014 projected activities and budget levels directed at improving regional reliability performance.

See FPL's response to Distribution Reliability Item No. 16. Each program 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 defined as 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. The balance of customers is classified as Hybrid. According to this methodology, FPL has 177 overhead feeders, 427 underground feeders and the remaining 2,559 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	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
	2012	64.4	93.8	25.8	63.5
	2013	62.7	90.3	21.3	61.4
SAIFI	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
	2012	0.92	1.16	0.35	0.90
	2013	0.91	1.22	0.41	0.89
CAIDI	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
	2012	70.0	81.0	72.9	70.8
	2013	68.8	74.3	52.3	68.7
L BAR	2009	215	199	284	214
	2010	219	196	380	219
	2011	197	188	221	196
	2012	179	165	228	178
	2013	167	152	208	165

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 comparably with overhead systems due to the nature of FPL's looped underground system which allows for sectionalizing during each restoration event. Underground systems perform worse than overhead systems as indicated by 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 program on May 22, 2007, was permanently approved on April 6, 2010 in Order No. PSC-10-0247-FOF-EI. In 2013, two municipalities signed the GAF tariff agreement and moved forward with their projects. Additionally, there were 8 (eight) municipal requests for non-binding, order of magnitude estimates during 2013. FPL completed nine qualified GAF conversion projects in 2013.

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 existing OH lines on or adjacent to their property when a major renovation is performed.

26. Provide Overhead and Underground Metrics

See FPL's response to Distribution Reliability Item No. 23 for classification criteria. CEMI-5 is not available by overhead and underground.

The miles below include only primary circuits (Feeders and Laterals).

2013 OVERHEAD:

Number of miles = 6,532
 Number of customers = 237,075
 Number of Customer Minutes Interrupted (CMI) = 21,403,983
 Number of Customers Interruptions (CI) = 288,075
 L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{1,581,087}{10,418} = 152$

2013 HYBRID:

Number of miles = 54.914
 Number of customers = 4,116,145
 Number of Customer Minutes Interrupted (CMI) = 257,890,061
 Number of Customers Interruptions (CI) = 3,749,126
 L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{14,213,968}{85,323} = 167$

2013 UNDERGROUND:

Number of miles = 3,092
 Number of customers = 303,163
 Number of Customer Minutes Interrupted (CMI) = 6,467,665
 Number of Customers Interruptions (CI) = 123,670
 L-Bar = $\frac{\text{Minutes of Interruption}}{\text{Total Number of Outages}} = \frac{228,688}{1,100} = 208$

Data	Year	Hybrid	OH	UG	ALL
Number of Customers	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
	2012	4,029,039	242,086	293,127	4,564,252
	2013	4,116,145	237,075	303,163	4,656,383
CMI	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
	2012	259,463,364	22,697,909	7,563,985	289,725,258
	2013	257,890,061	21,403,983	6,467,665	285,761,709
CI	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
	2012	3,707,060	280,254	103,760	4,091,074
	2013	3,749,126	288,075	123,670	4,160,871
MAIFle	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
	2012	8.8	14.6	1.1	8.7
	2013	9.4	13.7	1.4	9.1

RELIABILITY RELATED CUSTOMER COMPLAINTS

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

Service Reliability Complaints FPSC Logged (15 days/full responses)		
Year	Number of Complaints	Complaints per 10,000 Customers
2009	57	0.128
2010	34	0.076
2011	36	0.080
2012	40	0.088
2013	32	0.069

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).

See Appendix.

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, 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 (e.g., 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

FPL's Transmission/Substation system five-year reliability performance, as measured by both SAIDI and SAIFI, has improved 7% and 29% respectively since 2009. FPL's Transmission/Substation MAIFI performance trend reflects an overall five-year improvement of 6%, comparing 2013 MAIFI to 2009.

In 2013, FPL's Transmission/Substation system experienced an outage event at its Volusia substation that alone accounted for 1.2 minutes of its SAIDI reliability result. Excluding that event, FPL's Transmission/Substation SAIDI (3.0 minutes) and SAIFI (0.20 interruptions per customer) improved 33% and 38% respectively since 2009.

Transmission/Substation

12 Months ending December 31

	2009	2010	2011	2012	2013
SAIDI	4.5	4.0	3.2	2.3	4.2
SAIFI	0.32	0.29	0.25	0.18	0.22
MAIFI	0.8	0.5	0.6	0.7	0.7

5. Description of Company's Tracking

FPL's Transmission/Substation business unit 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 one minute or longer.

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

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

6. Method of Program Selections

FPL's Transmission/Substation business unit utilizes historical reliability performance, trends, condition assessments and risk ranking in program selection.

7. Distribution Substation Inspections (2009-2013)

The following table summarizes the inspections completed at FPL's transmission and distribution substations from 2009-2013.

Year	Substation Type*	System Population	Inspections Completed**
2013	Transmission	96	160
	Distribution	493	538
	All	589	698
2012	Transmission	98	168
	Distribution	493	468
	All	591	636
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

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

** Certain substations are inspected more than once per year due to criticality.

Appendix



ANNUAL DISTRIBUTION RELIABILITY REPORT 2013

SAIDI	= System Average Interruption Duration Index		
	= <u>Sum of All Customer Minutes Interrupted (CMI)</u>	<u>285,761,721</u>	61.4
	Total number of Customers Served (C)	4,656,383	
CAIDI	= Customer Average Interruption Duration Index		
	= <u>Sum of All Customer Minutes Interrupted (CMI)</u>	<u>285,761,721</u>	68.7
	Total number of Customer Interruptions (CI)	4,160,872	
SAIFI	= System Average Interruption Frequency Index		
	= <u>Total number of Customer Interruptions (CI)</u>	<u>4,160,872</u>	0.89
	Total number of Customers Served (C)	4,656,383	
MAIFle	= Momentary Average Interruption Event		
	= <u>Sum of All Customer Momentary Interruption Events (CME)</u>	<u>42,222,408</u>	9.1
	Total number of Customers Served (C)	4,656,383	
L BAR	= <u>Minutes of Interruption (AO)</u>	<u>16,023,755</u>	165
	Total Number of Outages (# of Outages)	96,842	
%CEMI-5	= <u>Sum of CEMI-5 Customers (# Cust>5)</u>	<u>25,096</u>	0.5%
	Total number of Customers Served (C)	4,656,383	

Service Reliability Indices Data							
Utility Name: FPL						Year: 2013	
District or Service Area	Customer Served (C)	# of Outages	CMI	CI	AO	CME	# Cust >5
Boca Raton	361,932	5,449	21,891,286	398,017	813,214	3,021,497	4,733
Brevard	293,491	7,030	16,336,952	260,580	1,016,183	2,954,066	1,709
Central Dade	277,807	4,608	14,090,630	187,294	912,191	1,847,449	227
Central Florida	275,033	6,341	18,340,993	256,752	970,786	2,745,174	1,433
Gulfstream	327,898	5,353	19,397,578	306,470	948,989	2,858,912	1,482
Manasota	372,514	7,847	21,513,352	309,705	1,316,564	2,853,146	850
Naples	371,866	5,925	19,890,245	251,762	947,926	2,593,812	1,342
North Dade	232,018	5,974	13,916,433	157,429	1,096,204	1,586,555	1,052
North Florida	146,184	4,938	12,234,220	160,650	757,252	1,574,421	684
Pompano	306,692	4,076	14,985,034	211,864	713,383	2,299,152	211
South Dade	295,283	7,353	22,605,811	292,154	1,475,267	2,347,280	2,062
Toledo Blade	249,533	7,526	17,947,608	258,401	1,112,917	3,212,296	3,010
Treasure Coast	279,202	7,740	20,087,543	300,573	1,206,616	3,995,221	2,430
West Dade	249,935	4,391	14,761,168	213,105	751,062	1,822,606	730
West Palm	351,875	6,912	19,166,238	334,643	1,098,983	3,448,828	2,569
Wingate	265,120	5,379	18,596,630	261,473	886,218	3,061,993	572
All FPL	4,656,383	96,842	285,761,721	4,160,872	16,023,755	42,222,408	25,096

PSC/ECR 102-1(a)

Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Actual			
Utility Name: FPL			Year: 2013
Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Animal	10,436	94	55.2
Equipment Connection	3,358	148	132.9
Equipment Failure	31,616	199	68.2
Lightning	1,608	248	83.9
Other	7,966	143	42.9
Other Weather	6,081	127	77.1
Remaining Causes	5,327	213	77.8
Request	17,756	113	83.3
Unknown	12,174	122	47.3
Vegetation	19,584	186	112.2
Vehicle	1,055	230	65.9
System Total	116,961	159	71.6

PSC/ECR 102-1(b)

Incorporated by reference in Rule 25-6.0455

Causes of Outage Events – Adjusted			
Utility Name: FPL			Year: 2013
Cause (a)	Number of Outage Events (N) (b)	Average Duration (L-Bar) (c)	Average Restoration Time (CAIDI) (d)
Animal	10,320	94	54.7
Equipment Connection	3,306	148	132.7
Equipment Failure	31,110	199	68.2
Lightning	1,567	246	82.9
Other	7,826	143	40.6
Other Weather	5,795	125	74.9
Remaining Causes	5,075	201	67.3
Request	27	80	6.5
Unknown	12,000	122	46.6
Vegetation	18,774	183	110.0
Vehicle	1,042	230	66.1
System Total	96,842	165	68.7

PSC/ECR 102-3 (a)

System Reliability Indices - Actual					
Utility Name: FPL					Year: 2013
District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFle (e)	CEM15 (f)
Boca Raton	66.3	57.3	1.16	8.6	4,733
Brevard	73.9	70.9	1.04	11.1	1,709
Central Dade	59.0	79.4	0.74	7.0	227
Central Florida	75.8	72.7	1.04	10.4	1,433
Gulfstream	64.8	64.1	1.01	9.5	1,482
Manasota	63.0	69.8	0.90	7.7	850
Naples	58.8	81.2	0.73	7.8	1,342
North Dade	67.0	89.3	0.75	7.6	1,052
North Florida	133.2	98.3	1.36	11.9	684
Pompano	54.3	73.3	0.74	8.0	211
South Dade	82.2	79.8	1.03	8.4	2,062
Toledo Blade	79.4	69.4	1.14	13.3	3,010
Treasure Coast	76.9	67.5	1.14	14.8	2,430
West Palm	59.6	58.8	1.01	10.7	2,569
West Dade	62.4	70.7	0.88	7.5	730
Wingate	75.3	72.4	1.04	11.4	572
All FPL	69.4	71.6	0.97	9.6	25,096

PSC/ECR 102-3 (b)

System Reliability Indices - Adjusted					
Utility Name: FPL					Year: 2013
District or Service Area (a)	SAIDI (b)	CAIDI (c)	SAIFI (d)	MAIFle (e)	CEM15 (f)
Boca Raton	60.5	55.0	1.10	8.0	4,733
Brevard	55.7	62.7	0.89	10.1	1,709
Central Dade	50.7	75.2	0.67	6.5	227
Central Florida	66.7	71.4	0.93	9.9	1,433
Gulfstream	59.2	63.3	0.93	9.0	1,482
Manasota	57.8	69.5	0.83	7.4	850
Naples	53.5	79.0	0.68	7.2	1,342
North Dade	60.0	88.4	0.68	7.3	1,052
North Florida	83.7	76.2	1.10	10.8	684
Pompano	48.9	70.7	0.69	7.7	211
South Dade	76.6	77.4	0.99	8.0	2,062
Toledo Blade	71.9	69.5	1.04	12.8	3,010
Treasure Coast	72.0	66.8	1.08	14.2	2,430
West Palm	54.5	57.3	0.95	10.2	2,569
West Dade	59.1	69.3	0.85	7.0	730
Wingate	70.1	71.1	0.99	10.9	572
All FPL	61.4	68.7	0.89	9.1	25,096

Reconciliation of Adjusted to Actual Reliability indices

FPL March, 2014 Filing

Index	CMI	CI	CME	CEM15	Minutes	N	C	SAIDI	SAIFI	MAIFle	CEM15	CAIDI
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
								(1)/(7)	(2)/(7)	(3)/(7)	(4)/(7)	(1)/(2)
Filed Actual	323,320,446	4,516,200	44,652,528	25,096	18,579,558	116,961	4,656,383	69.4	0.97	9.6	0.5%	71.6
Filed Adjusted (a)	285,761,721	4,160,872	42,222,408	25,096	16,023,755	96,842	4,656,383	61.4	0.89	9.1	0.5%	68.7
Sum of Exclusions	37,558,725	355,328	n/r	n/r	2,555,803	20,119	4,656,383					
Calc Actual	323,320,446	4,516,200	44,652,528	25,096	18,579,558	116,961	4,656,383					

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						
Customer Request	4,706,344	85,745	n/r	n/r	261,933	2,096
Planned	15,320,239	141,404	n/r	n/r	1,728,589	15,492
Transmission (a)	19,545,753	1,045,089				270
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	17,532,142	128,179	0	0	565,281	2,531
List Events:						
Tornado	3,794,564	24,940			81,340	378
EOC Activation	7,117,724	25,521			198,828	394
Tropical Storm	6,619,854	77,718			285,113	1,759

a: Adjusted values exclusions do not include Transmission exclusions.

b: Our current reporting mechanisms do not allow us obtain detailed exclusions for this indicator.

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	2/14/2013	23	5,244	228	N	Not Applicable
Tornado	2/14/2013	48	4,792	131	N	Not Applicable
Tornado	2/14/2013	74	8,491	137	N	Not Applicable
Tornado	2/14/2013	1	134	134	N	Not Applicable
Tornado	2/14/2013	1	212	212	N	Not Applicable
Tornado	2/14/2013	66	13,464	204	N	Not Applicable
Tornado	2/14/2013	44	7,244	166	N	Not Applicable
Tornado	2/14/2013	1	247	247	N	Not Applicable
Tornado	2/14/2013	1	213	213	N	Not Applicable
Tornado	2/14/2013	2	94	47	N	Not Applicable
Tornado	2/14/2013	1	66	66	N	Not Applicable
Tornado	2/14/2013	1	180	180	N	Not Applicable
Tornado	2/14/2013	7	973	139	N	Not Applicable
Tornado	2/14/2013	36	2,376	66	N	Not Applicable
Tornado	2/14/2013	44	5,588	127	N	Not Applicable
Tornado	2/14/2013	37	2,035	55	N	Not Applicable
Tornado	2/14/2013	16	688	43	N	Not Applicable
Tornado	2/14/2013	1	76	76	N	Not Applicable
Tornado	2/14/2013	6	1,200	200	N	Not Applicable
Tornado	2/14/2013	1	79	79	N	Not Applicable
Tornado	2/14/2013	1	76	76	N	Not Applicable
Tornado	2/14/2013	1	172	172	N	Not Applicable
Tornado	2/14/2013	8	1,008	126	N	Not Applicable
Tornado	2/14/2013	7	532	76	N	Not Applicable
Tornado	2/14/2013	1	281	281	N	Not Applicable
Tornado	2/14/2013	1	321	321	N	Not Applicable
Tornado	2/14/2013	1	174	174	N	Not Applicable
Tornado	2/14/2013	77	11,704	152	N	Not Applicable
Tornado	2/14/2013	2	442	221	N	Not Applicable
Tornado	2/14/2013	1,954	75,816	64	N	Not Applicable
Tornado	2/14/2013	6	264	44	N	Not Applicable
Tornado	2/14/2013	20	1,400	70	N	Not Applicable
EOC Activation	3/23/2013	1	39	39	N	Not Applicable
EOC Activation	3/23/2013	2	84	42	N	Not Applicable
EOC Activation	3/23/2013	1	58	58	N	Not Applicable
EOC Activation	3/23/2013	9	423	47	N	Not Applicable
EOC Activation	3/23/2013	4	216	54	N	Not Applicable
EOC Activation	3/23/2013	5	480	96	N	Not Applicable
EOC Activation	3/23/2013	1	142	142	N	Not Applicable
EOC Activation	3/23/2013	2	126	63	N	Not Applicable
EOC Activation	3/23/2013	9	711	79	N	Not Applicable
EOC Activation	3/23/2013	2	216	108	N	Not Applicable
EOC Activation	3/23/2013	19	1,938	102	N	Not Applicable
EOC Activation	3/23/2013	37	2,627	71	N	Not Applicable
EOC Activation	3/23/2013	3	2,460	820	N	Not Applicable
EOC Activation	3/23/2013	1	882	882	N	Not Applicable
EOC Activation	3/23/2013	23	2,116	92	N	Not Applicable
EOC Activation	3/23/2013	1	45	45	N	Not Applicable
EOC Activation	3/23/2013	1	1,961	1,961	N	Not Applicable
EOC Activation	3/23/2013	636	275,500	974	N	Not Applicable
EOC Activation	3/23/2013	827	457,588	1,090	N	Not Applicable
EOC Activation	3/23/2013	412	118,244	287	N	Not Applicable
EOC Activation	3/23/2013	6	4,296	716	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/23/2013	17	9,520	560	N	Not Applicable
EOC Activation	3/23/2013	1,221	240,906	560	N	Not Applicable
EOC Activation	3/23/2013	1,019	701,813	1,018	N	Not Applicable
EOC Activation	3/23/2013	24	11,808	495	N	Not Applicable
EOC Activation	3/23/2013	12	12,072	1,006	N	Not Applicable
EOC Activation	3/23/2013	49	36,078	1,804	N	Not Applicable
EOC Activation	3/23/2013	23	32,374	1,748	N	Not Applicable
EOC Activation	3/23/2013	1	19	19	N	Not Applicable
EOC Activation	3/23/2013	78	32,916	422	N	Not Applicable
EOC Activation	3/23/2013	46	79,316	1,863	N	Not Applicable
EOC Activation	3/23/2013	6	6,918	1,153	N	Not Applicable
EOC Activation	3/23/2013	40	61,440	1,536	N	Not Applicable
EOC Activation	3/23/2013	1	650	650	N	Not Applicable
EOC Activation	3/23/2013	1	1,558	1,558	N	Not Applicable
EOC Activation	3/23/2013	3	903	301	N	Not Applicable
EOC Activation	3/23/2013	1	1,353	1,353	N	Not Applicable
EOC Activation	3/23/2013	1	1,721	1,721	N	Not Applicable
EOC Activation	3/23/2013	1	1,650	1,650	N	Not Applicable
EOC Activation	3/23/2013	1,644	110,646	74	N	Not Applicable
EOC Activation	3/23/2013	1	1,223	1,223	N	Not Applicable
EOC Activation	3/23/2013	1	417	417	N	Not Applicable
EOC Activation	3/23/2013	1	465	465	N	Not Applicable
EOC Activation	3/23/2013	1	137	137	N	Not Applicable
EOC Activation	3/23/2013	1	934	934	N	Not Applicable
EOC Activation	3/23/2013	1	387	387	N	Not Applicable
EOC Activation	3/23/2013	1	1,254	1,254	N	Not Applicable
EOC Activation	3/23/2013	840	143,326	627	N	Not Applicable
EOC Activation	3/23/2013	25	34,775	1,391	N	Not Applicable
EOC Activation	3/23/2013	1	108	108	N	Not Applicable
EOC Activation	3/23/2013	99	29,601	299	N	Not Applicable
EOC Activation	3/23/2013	876	228,636	261	N	Not Applicable
EOC Activation	3/23/2013	1	39	39	N	Not Applicable
EOC Activation	3/23/2013	229	41,220	180	N	Not Applicable
EOC Activation	3/23/2013	5	1,535	307	N	Not Applicable
EOC Activation	3/23/2013	1,405	146,120	105	N	Not Applicable
EOC Activation	3/23/2013	8	1,153	516	N	Not Applicable
EOC Activation	3/23/2013	1	319	319	N	Not Applicable
EOC Activation	3/23/2013	12	5,232	436	N	Not Applicable
EOC Activation	3/23/2013	2	662	331	N	Not Applicable
EOC Activation	3/23/2013	127	174,471	2,853	N	Not Applicable
EOC Activation	3/23/2013	1	686	686	N	Not Applicable
EOC Activation	3/23/2013	17	10,251	603	N	Not Applicable
EOC Activation	3/23/2013	67	8,006	143	N	Not Applicable
EOC Activation	3/23/2013	1	1,192	1,192	N	Not Applicable
EOC Activation	3/23/2013	41	2,788	68	N	Not Applicable
EOC Activation	3/23/2013	18	4,698	261	N	Not Applicable
EOC Activation	3/23/2013	1	124	124	N	Not Applicable
EOC Activation	3/23/2013	6	7,698	1,283	N	Not Applicable
EOC Activation	3/23/2013	8	3,296	412	N	Not Applicable
EOC Activation	3/23/2013	57	23,142	406	N	Not Applicable
EOC Activation	3/23/2013	10	1,001	245	N	Not Applicable
EOC Activation	3/23/2013	50	3,541	168	N	Not Applicable
EOC Activation	3/23/2013	1	4	4	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/23/2013	3	1,488	496	N	Not Applicable
EOC Activation	3/23/2013	1	87	87	N	Not Applicable
EOC Activation	3/23/2013	1	1,522	1,522	N	Not Applicable
EOC Activation	3/23/2013	1	1,056	1,056	N	Not Applicable
EOC Activation	3/23/2013	1	1,607	1,607	N	Not Applicable
EOC Activation	3/23/2013	1	1,424	1,424	N	Not Applicable
EOC Activation	3/23/2013	1	305	305	N	Not Applicable
EOC Activation	3/23/2013	1	625	625	N	Not Applicable
EOC Activation	3/23/2013	1	160	160	N	Not Applicable
EOC Activation	3/23/2013	1	1,546	1,546	N	Not Applicable
EOC Activation	3/23/2013	1	985	985	N	Not Applicable
EOC Activation	3/23/2013	3	255	85	N	Not Applicable
EOC Activation	3/23/2013	1	191	191	N	Not Applicable
EOC Activation	3/23/2013	1	77	77	N	Not Applicable
EOC Activation	3/23/2013	25	1,615	71	N	Not Applicable
EOC Activation	3/23/2013	1	80	80	N	Not Applicable
EOC Activation	3/23/2013	5	4,920	984	N	Not Applicable
EOC Activation	3/23/2013	1	1,463	1,463	N	Not Applicable
EOC Activation	3/23/2013	2	176	88	N	Not Applicable
EOC Activation	3/23/2013	171	13,680	80	N	Not Applicable
EOC Activation	3/23/2013	3	1,275	425	N	Not Applicable
EOC Activation	3/23/2013	5	895	179	N	Not Applicable
EOC Activation	3/23/2013	87	17,574	202	N	Not Applicable
EOC Activation	3/23/2013	3	375	125	N	Not Applicable
EOC Activation	3/23/2013	1	123	123	N	Not Applicable
EOC Activation	3/23/2013	1	1,335	1,335	N	Not Applicable
EOC Activation	3/23/2013	70	29,960	428	N	Not Applicable
EOC Activation	3/23/2013	11	715	65	N	Not Applicable
EOC Activation	3/23/2013	18	3,402	189	N	Not Applicable
EOC Activation	3/23/2013	1	65	65	N	Not Applicable
EOC Activation	3/23/2013	1	931	931	N	Not Applicable
EOC Activation	3/23/2013	1	58	58	N	Not Applicable
EOC Activation	3/23/2013	7	735	105	N	Not Applicable
EOC Activation	3/23/2013	1	91	91	N	Not Applicable
EOC Activation	3/23/2013	1	296	296	N	Not Applicable
EOC Activation	3/23/2013	1	58	58	N	Not Applicable
EOC Activation	3/23/2013	47	4,691	118	N	Not Applicable
EOC Activation	3/23/2013	28	8,412	474	N	Not Applicable
EOC Activation	3/23/2013	3	699	233	N	Not Applicable
EOC Activation	3/23/2013	1	337	337	N	Not Applicable
EOC Activation	3/23/2013	2	114	57	N	Not Applicable
EOC Activation	3/23/2013	50	2,400	48	N	Not Applicable
EOC Activation	3/24/2013	1	68	68	N	Not Applicable
EOC Activation	3/24/2013	1	71	71	N	Not Applicable
EOC Activation	3/24/2013	84	12,348	147	N	Not Applicable
EOC Activation	3/24/2013	14	15,974	1,141	N	Not Applicable
EOC Activation	3/24/2013	11	473	43	N	Not Applicable
EOC Activation	3/24/2013	1	47	47	N	Not Applicable
EOC Activation	3/24/2013	1	425	425	N	Not Applicable
EOC Activation	3/24/2013	1	87	1,481	N	Not Applicable
EOC Activation	3/24/2013	3	1,587	529	N	Not Applicable
EOC Activation	3/24/2013	4	248	62	N	Not Applicable
EOC Activation	3/24/2013	8	1,256	157	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	1	71	71	N	Not Applicable
EOC Activation	3/24/2013	6	5,772	962	N	Not Applicable
EOC Activation	3/24/2013	38	13,832	364	N	Not Applicable
EOC Activation	3/24/2013	1	258	258	N	Not Applicable
EOC Activation	3/24/2013	5	390	78	N	Not Applicable
EOC Activation	3/24/2013	176	126,841	1,082	N	Not Applicable
EOC Activation	3/24/2013	1	534	534	N	Not Applicable
EOC Activation	3/24/2013	19	5,282	278	N	Not Applicable
EOC Activation	3/24/2013	1	50	50	N	Not Applicable
EOC Activation	3/24/2013	36	38,196	1,061	N	Not Applicable
EOC Activation	3/24/2013	31	3,348	108	N	Not Applicable
EOC Activation	3/24/2013	18	18,576	1,032	N	Not Applicable
EOC Activation	3/24/2013	5	3,110	622	N	Not Applicable
EOC Activation	3/24/2013	21	14,541	953	N	Not Applicable
EOC Activation	3/24/2013	4	84	21	N	Not Applicable
EOC Activation	3/24/2013	2	498	249	N	Not Applicable
EOC Activation	3/24/2013	17	9,962	586	N	Not Applicable
EOC Activation	3/24/2013	5	310	62	N	Not Applicable
EOC Activation	3/24/2013	36	29,700	825	N	Not Applicable
EOC Activation	3/24/2013	1	43	43	N	Not Applicable
EOC Activation	3/24/2013	78	11,544	148	N	Not Applicable
EOC Activation	3/24/2013	4	188	47	N	Not Applicable
EOC Activation	3/24/2013	1	840	840	N	Not Applicable
EOC Activation	3/24/2013	1	312	312	N	Not Applicable
EOC Activation	3/24/2013	10	470	47	N	Not Applicable
EOC Activation	3/24/2013	121	1,210	10	N	Not Applicable
EOC Activation	3/24/2013	13	20,748	1,596	N	Not Applicable
EOC Activation	3/24/2013	11	10,824	984	N	Not Applicable
EOC Activation	3/24/2013	19	15,086	794	N	Not Applicable
EOC Activation	3/24/2013	210	163,380	778	N	Not Applicable
EOC Activation	3/24/2013	1	414	414	N	Not Applicable
EOC Activation	3/24/2013	67	16,651	1,383	N	Not Applicable
EOC Activation	3/24/2013	14	9,436	674	N	Not Applicable
EOC Activation	3/24/2013	3	423	141	N	Not Applicable
EOC Activation	3/24/2013	4	1,920	480	N	Not Applicable
EOC Activation	3/24/2013	29	23,577	813	N	Not Applicable
EOC Activation	3/24/2013	5	1,040	208	N	Not Applicable
EOC Activation	3/24/2013	8	2,472	309	N	Not Applicable
EOC Activation	3/24/2013	458	15,006	43	N	Not Applicable
EOC Activation	3/24/2013	25	8,250	330	N	Not Applicable
EOC Activation	3/24/2013	3	1,435	815	N	Not Applicable
EOC Activation	3/24/2013	412	51,208	148	N	Not Applicable
EOC Activation	3/24/2013	3	2,805	935	N	Not Applicable
EOC Activation	3/24/2013	13	12,766	982	N	Not Applicable
EOC Activation	3/24/2013	1	1,027	1,027	N	Not Applicable
EOC Activation	3/24/2013	7	6,860	980	N	Not Applicable
EOC Activation	3/24/2013	127	10,160	80	N	Not Applicable
EOC Activation	3/24/2013	7	2,639	377	N	Not Applicable
EOC Activation	3/24/2013	4	480	120	N	Not Applicable
EOC Activation	3/24/2013	176	70,048	398	N	Not Applicable
EOC Activation	3/24/2013	2	858	429	N	Not Applicable
EOC Activation	3/24/2013	50	7,050	141	N	Not Applicable
EOC Activation	3/24/2013	10	12,920	1,292	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	2,102	90,413	46	N	Not Applicable
EOC Activation	3/24/2013	24	8,838	412	N	Not Applicable
EOC Activation	3/24/2013	1	340	340	N	Not Applicable
EOC Activation	3/24/2013	10	2,090	209	N	Not Applicable
EOC Activation	3/24/2013	114	14,478	127	N	Not Applicable
EOC Activation	3/24/2013	52	5,485	640	N	Not Applicable
EOC Activation	3/24/2013	1	340	340	N	Not Applicable
EOC Activation	3/24/2013	3	600	200	N	Not Applicable
EOC Activation	3/24/2013	1	303	303	N	Not Applicable
EOC Activation	3/24/2013	18	630	35	N	Not Applicable
EOC Activation	3/24/2013	2	982	491	N	Not Applicable
EOC Activation	3/24/2013	1	54	54	N	Not Applicable
EOC Activation	3/24/2013	23	3,082	134	N	Not Applicable
EOC Activation	3/24/2013	1	258	258	N	Not Applicable
EOC Activation	3/24/2013	32	2,232	96	N	Not Applicable
EOC Activation	3/24/2013	67	6,499	97	N	Not Applicable
EOC Activation	3/24/2013	1	282	282	N	Not Applicable
EOC Activation	3/24/2013	1	432	432	N	Not Applicable
EOC Activation	3/24/2013	1	162	162	N	Not Applicable
EOC Activation	3/24/2013	6	510	85	N	Not Applicable
EOC Activation	3/24/2013	28	4,228	151	N	Not Applicable
EOC Activation	3/24/2013	5	320	64	N	Not Applicable
EOC Activation	3/24/2013	20	2,040	102	N	Not Applicable
EOC Activation	3/24/2013	48	10,416	217	N	Not Applicable
EOC Activation	3/24/2013	37	5,254	142	N	Not Applicable
EOC Activation	3/24/2013	18	14,958	831	N	Not Applicable
EOC Activation	3/24/2013	2	438	219	N	Not Applicable
EOC Activation	3/24/2013	1	24	24	N	Not Applicable
EOC Activation	3/24/2013	48	40,080	835	N	Not Applicable
EOC Activation	3/24/2013	6	690	115	N	Not Applicable
EOC Activation	3/24/2013	1	423	423	N	Not Applicable
EOC Activation	3/24/2013	21	5,082	242	N	Not Applicable
EOC Activation	3/24/2013	24	15,912	663	N	Not Applicable
EOC Activation	3/24/2013	53	3,233	61	N	Not Applicable
EOC Activation	3/24/2013	1	562	562	N	Not Applicable
EOC Activation	3/24/2013	1	1,283	1,283	N	Not Applicable
EOC Activation	3/24/2013	3	321	107	N	Not Applicable
EOC Activation	3/24/2013	3	354	118	N	Not Applicable
EOC Activation	3/24/2013	3	1,035	345	N	Not Applicable
EOC Activation	3/24/2013	13	624	48	N	Not Applicable
EOC Activation	3/24/2013	1	297	297	N	Not Applicable
EOC Activation	3/24/2013	1	173	173	N	Not Applicable
EOC Activation	3/24/2013	117	7,137	61	N	Not Applicable
EOC Activation	3/24/2013	2	212	106	N	Not Applicable
EOC Activation	3/24/2013	25	4,175	167	N	Not Applicable
EOC Activation	3/24/2013	24	3,984	166	N	Not Applicable
EOC Activation	3/24/2013	134	15,276	114	N	Not Applicable
EOC Activation	3/24/2013	1	87	87	N	Not Applicable
EOC Activation	3/24/2013	1	370	370	N	Not Applicable
EOC Activation	3/24/2013	1	576	576	N	Not Applicable
EOC Activation	3/24/2013	27	2,214	82	N	Not Applicable
EOC Activation	3/24/2013	6	1,776	296	N	Not Applicable
EOC Activation	3/24/2013	7	4,984	712	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	55	6,435	117	N	Not Applicable
EOC Activation	3/24/2013	5	1,345	269	N	Not Applicable
EOC Activation	3/24/2013	5	950	190	N	Not Applicable
EOC Activation	3/24/2013	73	15,841	217	N	Not Applicable
EOC Activation	3/24/2013	55	3,795	69	N	Not Applicable
EOC Activation	3/24/2013	1	28	28	N	Not Applicable
EOC Activation	3/24/2013	17	4,182	246	N	Not Applicable
EOC Activation	3/24/2013	6	612	102	N	Not Applicable
EOC Activation	3/24/2013	1	1,044	1,044	N	Not Applicable
EOC Activation	3/24/2013	1	196	196	N	Not Applicable
EOC Activation	3/24/2013	3	75	25	N	Not Applicable
EOC Activation	3/24/2013	1	635	635	N	Not Applicable
EOC Activation	3/24/2013	37	8,338	314	N	Not Applicable
EOC Activation	3/24/2013	1,276	123,148	123	N	Not Applicable
EOC Activation	3/24/2013	4	240	60	N	Not Applicable
EOC Activation	3/24/2013	2	96	48	N	Not Applicable
EOC Activation	3/24/2013	4	572	143	N	Not Applicable
EOC Activation	3/24/2013	2,536	704,796	799	N	Not Applicable
EOC Activation	3/24/2013	71	108,701	1,531	N	Not Applicable
EOC Activation	3/24/2013	16	9,440	590	N	Not Applicable
EOC Activation	3/24/2013	17	2,907	171	N	Not Applicable
EOC Activation	3/24/2013	1,172	150,032	668	N	Not Applicable
EOC Activation	3/24/2013	12	7,836	653	N	Not Applicable
EOC Activation	3/24/2013	9	7,425	825	N	Not Applicable
EOC Activation	3/24/2013	3	516	172	N	Not Applicable
EOC Activation	3/24/2013	1	125	125	N	Not Applicable
EOC Activation	3/24/2013	20	17,274	870	N	Not Applicable
EOC Activation	3/24/2013	32	13,783	861	N	Not Applicable
EOC Activation	3/24/2013	14	9,464	676	N	Not Applicable
EOC Activation	3/24/2013	96	28,245	1,437	N	Not Applicable
EOC Activation	3/24/2013	4	2,448	612	N	Not Applicable
EOC Activation	3/24/2013	10	6,310	631	N	Not Applicable
EOC Activation	3/24/2013	32	32,256	1,008	N	Not Applicable
EOC Activation	3/24/2013	46	56,166	1,221	N	Not Applicable
EOC Activation	3/24/2013	53	47,859	903	N	Not Applicable
EOC Activation	3/24/2013	8	11,320	1,415	N	Not Applicable
EOC Activation	3/24/2013	44	44,968	1,022	N	Not Applicable
EOC Activation	3/24/2013	81	63,990	790	N	Not Applicable
EOC Activation	3/24/2013	89	105,999	1,191	N	Not Applicable
EOC Activation	3/24/2013	53	26,977	509	N	Not Applicable
EOC Activation	3/24/2013	36	28,465	1,410	N	Not Applicable
EOC Activation	3/24/2013	9	12,915	1,435	N	Not Applicable
EOC Activation	3/24/2013	4	2,512	628	N	Not Applicable
EOC Activation	3/24/2013	6	1,110	185	N	Not Applicable
EOC Activation	3/24/2013	2	402	201	N	Not Applicable
EOC Activation	3/24/2013	32	3,072	96	N	Not Applicable
EOC Activation	3/24/2013	15	11,115	741	N	Not Applicable
EOC Activation	3/24/2013	1	151	151	N	Not Applicable
EOC Activation	3/24/2013	10	6,860	686	N	Not Applicable
EOC Activation	3/24/2013	24	13,248	552	N	Not Applicable
EOC Activation	3/24/2013	1	1,434	1,434	N	Not Applicable
EOC Activation	3/24/2013	22	12,628	574	N	Not Applicable
EOC Activation	3/24/2013	1	773	773	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	122	102,602	841	N	Not Applicable
EOC Activation	3/24/2013	38	24,510	645	N	Not Applicable
EOC Activation	3/24/2013	31	22,103	713	N	Not Applicable
EOC Activation	3/24/2013	1	1,120	1,120	N	Not Applicable
EOC Activation	3/24/2013	43	34,615	805	N	Not Applicable
EOC Activation	3/24/2013	59	84,724	1,436	N	Not Applicable
EOC Activation	3/24/2013	1	1,260	1,260	N	Not Applicable
EOC Activation	3/24/2013	12	8,040	670	N	Not Applicable
EOC Activation	3/24/2013	47	32,101	683	N	Not Applicable
EOC Activation	3/24/2013	4	4,888	1,222	N	Not Applicable
EOC Activation	3/24/2013	3	1,833	611	N	Not Applicable
EOC Activation	3/24/2013	12	5,988	499	N	Not Applicable
EOC Activation	3/24/2013	17	9,469	557	N	Not Applicable
EOC Activation	3/24/2013	15	7,740	516	N	Not Applicable
EOC Activation	3/24/2013	14	14,126	1,009	N	Not Applicable
EOC Activation	3/24/2013	55	5,122	334	N	Not Applicable
EOC Activation	3/24/2013	4	1,692	423	N	Not Applicable
EOC Activation	3/24/2013	2	406	203	N	Not Applicable
EOC Activation	3/24/2013	28	11,284	403	N	Not Applicable
EOC Activation	3/24/2013	1	1,218	1,218	N	Not Applicable
EOC Activation	3/24/2013	5	6,835	1,367	N	Not Applicable
EOC Activation	3/24/2013	6	1,158	193	N	Not Applicable
EOC Activation	3/24/2013	1	1,004	1,004	N	Not Applicable
EOC Activation	3/24/2013	14	23,632	1,688	N	Not Applicable
EOC Activation	3/24/2013	1	294	294	N	Not Applicable
EOC Activation	3/24/2013	1	1,185	1,185	N	Not Applicable
EOC Activation	3/24/2013	1	527	527	N	Not Applicable
EOC Activation	3/24/2013	4	1,976	494	N	Not Applicable
EOC Activation	3/24/2013	1	605	605	N	Not Applicable
EOC Activation	3/24/2013	2	514	257	N	Not Applicable
EOC Activation	3/24/2013	1	1,075	1,075	N	Not Applicable
EOC Activation	3/24/2013	2	1,374	687	N	Not Applicable
EOC Activation	3/24/2013	7	784	112	N	Not Applicable
EOC Activation	3/24/2013	1	105	105	N	Not Applicable
EOC Activation	3/24/2013	59	472	8	N	Not Applicable
EOC Activation	3/24/2013	15	11,880	792	N	Not Applicable
EOC Activation	3/24/2013	6	1,818	303	N	Not Applicable
EOC Activation	3/24/2013	1	565	565	N	Not Applicable
EOC Activation	3/24/2013	4	2,312	578	N	Not Applicable
EOC Activation	3/24/2013	3	1,512	504	N	Not Applicable
EOC Activation	3/24/2013	4	1,004	251	N	Not Applicable
EOC Activation	3/24/2013	8	10,827	1,362	N	Not Applicable
EOC Activation	3/24/2013	164	37,392	228	N	Not Applicable
EOC Activation	3/24/2013	1	296	296	N	Not Applicable
EOC Activation	3/24/2013	88	16,984	193	N	Not Applicable
EOC Activation	3/24/2013	1	223	223	N	Not Applicable
EOC Activation	3/24/2013	6	1,776	296	N	Not Applicable
EOC Activation	3/24/2013	3	420	140	N	Not Applicable
EOC Activation	3/24/2013	3	4,242	1,414	N	Not Applicable
EOC Activation	3/24/2013	58	25,172	434	N	Not Applicable
EOC Activation	3/24/2013	2	792	396	N	Not Applicable
EOC Activation	3/24/2013	8	7,304	913	N	Not Applicable
EOC Activation	3/24/2013	30	49,110	1,637	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	13	962	74	N	Not Applicable
EOC Activation	3/24/2013	20	1,700	85	N	Not Applicable
EOC Activation	3/24/2013	44	15,867	684	N	Not Applicable
EOC Activation	3/24/2013	12	1,860	155	N	Not Applicable
EOC Activation	3/24/2013	4	284	71	N	Not Applicable
EOC Activation	3/24/2013	1	80	80	N	Not Applicable
EOC Activation	3/24/2013	1	488	488	N	Not Applicable
EOC Activation	3/24/2013	20	6,360	318	N	Not Applicable
EOC Activation	3/24/2013	1,041	173,766	192	N	Not Applicable
EOC Activation	3/24/2013	10	4,340	434	N	Not Applicable
EOC Activation	3/24/2013	4	804	201	N	Not Applicable
EOC Activation	3/24/2013	12	12,252	1,021	N	Not Applicable
EOC Activation	3/24/2013	1	60	60	N	Not Applicable
EOC Activation	3/24/2013	4	2,060	515	N	Not Applicable
EOC Activation	3/24/2013	1	792	792	N	Not Applicable
EOC Activation	3/24/2013	15	17,220	1,148	N	Not Applicable
EOC Activation	3/24/2013	1	730	730	N	Not Applicable
EOC Activation	3/24/2013	32	384	12	N	Not Applicable
EOC Activation	3/24/2013	2	1,155	935	N	Not Applicable
EOC Activation	3/24/2013	2	212	106	N	Not Applicable
EOC Activation	3/24/2013	1	12	12	N	Not Applicable
EOC Activation	3/24/2013	3	846	282	N	Not Applicable
EOC Activation	3/24/2013	28	11,424	408	N	Not Applicable
EOC Activation	3/24/2013	1	1,164	1,164	N	Not Applicable
EOC Activation	3/24/2013	2	2,508	1,254	N	Not Applicable
EOC Activation	3/24/2013	119	62,713	527	N	Not Applicable
EOC Activation	3/24/2013	2	645	352	N	Not Applicable
EOC Activation	3/24/2013	3	228	76	N	Not Applicable
EOC Activation	3/24/2013	25	1,300	52	N	Not Applicable
EOC Activation	3/24/2013	379	54,354	176	N	Not Applicable
EOC Activation	3/24/2013	1	467	467	N	Not Applicable
EOC Activation	3/24/2013	1	467	467	N	Not Applicable
EOC Activation	3/24/2013	1	15	15	N	Not Applicable
EOC Activation	3/24/2013	2	518	259	N	Not Applicable
EOC Activation	3/24/2013	1	659	659	N	Not Applicable
EOC Activation	3/24/2013	1	878	878	N	Not Applicable
EOC Activation	3/24/2013	10	750	75	N	Not Applicable
EOC Activation	3/24/2013	6	630	105	N	Not Applicable
EOC Activation	3/24/2013	1	309	309	N	Not Applicable
EOC Activation	3/24/2013	9	900	100	N	Not Applicable
EOC Activation	3/24/2013	14	2,058	147	N	Not Applicable
EOC Activation	3/24/2013	1	64	64	N	Not Applicable
EOC Activation	3/24/2013	39	55,029	1,411	N	Not Applicable
EOC Activation	3/24/2013	3	291	97	N	Not Applicable
EOC Activation	3/24/2013	1	196	196	N	Not Applicable
EOC Activation	3/24/2013	7	2,212	316	N	Not Applicable
EOC Activation	3/24/2013	5	2,030	406	N	Not Applicable
EOC Activation	3/24/2013	3	1,449	483	N	Not Applicable
EOC Activation	3/24/2013	5	1,145	229	N	Not Applicable
EOC Activation	3/24/2013	1	1,004	1,004	N	Not Applicable
EOC Activation	3/24/2013	80	41,840	523	N	Not Applicable
EOC Activation	3/24/2013	24	12,720	535	N	Not Applicable
EOC Activation	3/24/2013	80	28,720	359	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
EOC Activation	3/24/2013	7	1,099	344	N	Not Applicable
EOC Activation	3/24/2013	1	6	6	N	Not Applicable
Tornado	4/14/2013	6	1,566	261	N	Not Applicable
Tornado	4/14/2013	4	268	67	N	Not Applicable
Tornado	4/14/2013	36	2,175	62	N	Not Applicable
Tornado	4/14/2013	17	1,020	60	N	Not Applicable
Tornado	4/14/2013	2	96	48	N	Not Applicable
Tornado	4/14/2013	3	186	62	N	Not Applicable
Tornado	4/14/2013	5	355	71	N	Not Applicable
Tornado	4/14/2013	13	741	57	N	Not Applicable
Tornado	4/14/2013	22	968	44	N	Not Applicable
Tornado	4/14/2013	49	3,577	73	N	Not Applicable
Tornado	4/14/2013	1	114	114	N	Not Applicable
Tornado	4/14/2013	2	132	66	N	Not Applicable
Tornado	4/14/2013	41	1,476	36	N	Not Applicable
Tornado	4/14/2013	4	352	88	N	Not Applicable
Tornado	4/14/2013	6	276	46	N	Not Applicable
Tornado	4/14/2013	44	1,012	23	N	Not Applicable
Tornado	4/14/2013	1	250	250	N	Not Applicable
Tornado	4/14/2013	1	32	32	N	Not Applicable
Tornado	4/14/2013	22	4,378	199	N	Not Applicable
Tornado	4/14/2013	14	3,346	239	N	Not Applicable
Tornado	4/14/2013	12	5,160	430	N	Not Applicable
Tornado	4/14/2013	19	10,716	564	N	Not Applicable
Tornado	4/14/2013	46	18,216	396	N	Not Applicable
Tornado	4/14/2013	154	25,256	164	N	Not Applicable
Tornado	4/14/2013	2	82	41	N	Not Applicable
Tornado	4/14/2013	6	2,490	415	N	Not Applicable
Tornado	4/14/2013	2,638	213,978	102	N	Not Applicable
Tornado	4/14/2013	36	4,212	117	N	Not Applicable
Tornado	4/14/2013	57	4,275	75	N	Not Applicable
Tornado	4/14/2013	4	1,876	469	N	Not Applicable
Tornado	4/14/2013	3	1,401	467	N	Not Applicable
Tornado	4/14/2013	8	4,048	506	N	Not Applicable
Tornado	4/14/2013	12	2,316	193	N	Not Applicable
Tornado	4/14/2013	20	7,177	964	N	Not Applicable
Tornado	4/14/2013	10	4,560	456	N	Not Applicable
Tornado	4/14/2013	43	11,524	268	N	Not Applicable
Tornado	4/14/2013	4	696	174	N	Not Applicable
Tornado	4/14/2013	20	3,860	193	N	Not Applicable
Tornado	4/14/2013	1	290	290	N	Not Applicable
Tornado	4/14/2013	105	28,770	274	N	Not Applicable
Tornado	4/14/2013	7	924	132	N	Not Applicable
Tornado	4/14/2013	1	481	481	N	Not Applicable
Tornado	4/14/2013	1	46	46	N	Not Applicable
Tornado	4/14/2013	5	1,185	237	N	Not Applicable
Tornado	4/14/2013	1	227	227	N	Not Applicable
Tornado	4/14/2013	19	7,277	383	N	Not Applicable
Tornado	4/14/2013	2,657	186,147	108	N	Not Applicable
Tornado	4/14/2013	42	17,514	417	N	Not Applicable
Tornado	4/14/2013	24	3,984	166	N	Not Applicable
Tornado	4/14/2013	12	1,908	159	N	Not Applicable
Tornado	4/14/2013	58	5,742	99	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	4/14/2013	4	544	136	N	Not Applicable
Tornado	4/14/2013	53	6,572	124	N	Not Applicable
Tornado	4/14/2013	17	1,751	103	N	Not Applicable
Tornado	4/14/2013	17	6,001	353	N	Not Applicable
Tornado	4/14/2013	9	1,638	182	N	Not Applicable
Tornado	4/14/2013	8	1,288	161	N	Not Applicable
Tornado	4/14/2013	1	141	141	N	Not Applicable
Tornado	4/30/2013	81	9,930	143	N	Not Applicable
Tornado	4/30/2013	40	11,136	324	N	Not Applicable
Tornado	4/30/2013	1	100	100	N	Not Applicable
Tornado	4/30/2013	1	262	262	N	Not Applicable
Tornado	4/30/2013	1	260	260	N	Not Applicable
Tornado	4/30/2013	1	287	287	N	Not Applicable
Tornado	4/30/2013	1	116	116	N	Not Applicable
Tornado	4/30/2013	8	3,240	405	N	Not Applicable
Tornado	4/30/2013	2	380	190	N	Not Applicable
Tornado	4/30/2013	2	248	124	N	Not Applicable
Tornado	4/30/2013	3	222	74	N	Not Applicable
Tornado	4/30/2013	15	2,700	180	N	Not Applicable
Tornado	4/30/2013	4	496	124	N	Not Applicable
Tornado	4/30/2013	1	84	84	N	Not Applicable
Tornado	4/30/2013	1	128	128	N	Not Applicable
Tornado	4/30/2013	1	174	174	N	Not Applicable
Tornado	4/30/2013	1	63	63	N	Not Applicable
Tornado	4/30/2013	1	50	50	N	Not Applicable
Tornado	4/30/2013	4	468	117	N	Not Applicable
Tornado	5/2/2013	18	1,710	95	N	Not Applicable
Tornado	5/2/2013	3	1,548	516	N	Not Applicable
Tornado	5/2/2013	81	15,741	500	N	Not Applicable
Tornado	5/2/2013	1	248	248	N	Not Applicable
Tornado	5/2/2013	27	5,103	189	N	Not Applicable
Tornado	5/2/2013	6	210	35	N	Not Applicable
Tornado	5/2/2013	1	99	99	N	Not Applicable
Tornado	5/2/2013	37	3,848	104	N	Not Applicable
Tornado	5/2/2013	35	4,305	123	N	Not Applicable
Tornado	5/2/2013	35	3,990	114	N	Not Applicable
Tornado	5/2/2013	1	183	183	N	Not Applicable
Tornado	5/2/2013	1	493	493	N	Not Applicable
Tornado	5/2/2013	16	3,664	229	N	Not Applicable
Tornado	5/2/2013	46	2,530	55	N	Not Applicable
Tornado	5/2/2013	3	1,296	432	N	Not Applicable
Tornado	5/2/2013	8	328	41	N	Not Applicable
Tornado	5/2/2013	6	300	50	N	Not Applicable
Tornado	5/2/2013	2	154	77	N	Not Applicable
Tornado	5/2/2013	11	2,805	255	N	Not Applicable
Tornado	5/2/2013	58	2,088	36	N	Not Applicable
Tornado	5/2/2013	1	64	64	N	Not Applicable
Tornado	5/2/2013	1	52	52	N	Not Applicable
Tornado	5/2/2013	19	1,843	97	N	Not Applicable
Tornado	5/2/2013	1	72	72	N	Not Applicable
Tornado	5/2/2013	110	32,670	297	N	Not Applicable
Tornado	5/2/2013	71	19,028	268	N	Not Applicable
Tornado	5/2/2013	7	618	336	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	5/2/2013	67	24,869	557	N	Not Applicable
Tornado	5/2/2013	61	8,320	334	N	Not Applicable
Tornado	5/2/2013	15	2,460	164	N	Not Applicable
Tornado	5/2/2013	3	210	70	N	Not Applicable
Tornado	5/2/2013	36	3,456	96	N	Not Applicable
Tornado	5/2/2013	1	518	518	N	Not Applicable
Tornado	5/2/2013	1,547	140,496	105	N	Not Applicable
Tornado	5/2/2013	49	17,719	617	N	Not Applicable
Tornado	5/2/2013	52	6,656	128	N	Not Applicable
Tornado	5/2/2013	83	10,899	183	N	Not Applicable
Tornado	5/2/2013	42	7,854	187	N	Not Applicable
Tornado	5/2/2013	9	2,619	291	N	Not Applicable
Tornado	5/2/2013	17	7,837	461	N	Not Applicable
Tornado	5/2/2013	1	10	10	N	Not Applicable
Tornado	5/2/2013	6	2,448	408	N	Not Applicable
Tornado	5/2/2013	37	4,181	113	N	Not Applicable
Tornado	5/2/2013	1	325	325	N	Not Applicable
Tornado	5/2/2013	1	177	177	N	Not Applicable
Tornado	5/2/2013	45	6,336	380	N	Not Applicable
Tornado	5/2/2013	6	1,866	311	N	Not Applicable
Tornado	5/2/2013	1	525	525	N	Not Applicable
Tornado	5/2/2013	1	141	141	N	Not Applicable
Tornado	5/2/2013	9	2,772	308	N	Not Applicable
Tornado	5/2/2013	29	7,946	274	N	Not Applicable
Tornado	5/2/2013	1	141	141	N	Not Applicable
Tornado	5/2/2013	58	11,310	195	N	Not Applicable
Tornado	5/2/2013	1	91	91	N	Not Applicable
Tornado	5/2/2013	6	1,146	411	N	Not Applicable
Tornado	5/2/2013	4	952	238	N	Not Applicable
Tornado	5/2/2013	1	382	382	N	Not Applicable
Tornado	5/2/2013	1	226	226	N	Not Applicable
Tornado	5/2/2013	7	1,547	221	N	Not Applicable
Tornado	5/2/2013	6	270	45	N	Not Applicable
Tornado	5/2/2013	4	1,700	425	N	Not Applicable
Tornado	5/2/2013	20	10,060	503	N	Not Applicable
Tornado	5/2/2013	18	3,528	196	N	Not Applicable
Tornado	5/2/2013	16	96	6	N	Not Applicable
Tornado	5/2/2013	1	92	92	N	Not Applicable
Tornado	5/2/2013	8	232	29	N	Not Applicable
Tornado	5/2/2013	10	970	97	N	Not Applicable
Tornado	5/2/2013	4	1,876	469	N	Not Applicable
Tornado	5/2/2013	43	3,149	87	N	Not Applicable
Tornado	5/2/2013	6	1,284	214	N	Not Applicable
Tornado	5/2/2013	17	9,044	532	N	Not Applicable
Tornado	5/2/2013	1	18	18	N	Not Applicable
Tornado	5/2/2013	12	936	78	N	Not Applicable
Tornado	5/2/2013	1	501	501	N	Not Applicable
Tornado	5/2/2013	2	330	165	N	Not Applicable
Tornado	5/2/2013	9	1,521	169	N	Not Applicable
Tornado	5/2/2013	13	3,016	232	N	Not Applicable
Tornado	5/2/2013	17	6,579	387	N	Not Applicable
Tornado	5/2/2013	1	43	43	N	Not Applicable
Tornado	5/2/2013	1	316	316	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	5/2/2013	5	1,405	281	N	Not Applicable
Tornado	5/2/2013	7	2,966	518	N	Not Applicable
Tornado	5/2/2013	1	91	91	N	Not Applicable
Tornado	5/2/2013	56	11,132	295	N	Not Applicable
Tornado	5/2/2013	9	2,331	259	N	Not Applicable
Tornado	5/2/2013	1	83	83	N	Not Applicable
Tornado	5/2/2013	94	20,628	422	N	Not Applicable
Tornado	5/4/2013	7	3,521	503	N	Not Applicable
Tornado	5/4/2013	15	12,090	806	N	Not Applicable
Tornado	5/4/2013	1	179	179	N	Not Applicable
Tornado	5/4/2013	1	101	101	N	Not Applicable
Tornado	5/4/2013	1	1	1	N	Not Applicable
Tornado	5/4/2013	8	4,408	551	N	Not Applicable
Tornado	5/4/2013	4	2,588	647	N	Not Applicable
Tornado	5/4/2013	1	276	276	N	Not Applicable
Tornado	5/4/2013	1	256	256	N	Not Applicable
Tornado	5/4/2013	55	8,250	150	N	Not Applicable
Tornado	5/4/2013	35	24,675	705	N	Not Applicable
Tornado	5/4/2013	3	681	227	N	Not Applicable
Tornado	5/4/2013	1	151	151	N	Not Applicable
Tornado	5/4/2013	1	145	145	N	Not Applicable
Tornado	5/4/2013	1	744	744	N	Not Applicable
Tornado	5/4/2013	70	27,473	398	N	Not Applicable
Tornado	5/4/2013	7	3,353	479	N	Not Applicable
Tornado	5/4/2013	892	34,788	39	N	Not Applicable
Tornado	5/4/2013	2	994	497	N	Not Applicable
Tornado	5/4/2013	1	1	1	N	Not Applicable
Tornado	5/4/2013	6	774	129	N	Not Applicable
Tornado	5/4/2013	1	830	830	N	Not Applicable
Tornado	5/4/2013	2	396	198	N	Not Applicable
Tornado	5/4/2013	2	66	33	N	Not Applicable
Tornado	5/4/2013	30	7,560	252	N	Not Applicable
Tornado	5/4/2013	7	1,995	285	N	Not Applicable
Tornado	5/4/2013	5	920	184	N	Not Applicable
Tornado	5/4/2013	30	6,000	200	N	Not Applicable
Tornado	5/4/2013	26	6,396	246	N	Not Applicable
Tornado	5/4/2013	3	180	60	N	Not Applicable
Tornado	5/4/2013	4	92	23	N	Not Applicable
Tornado	5/4/2013	1	349	349	N	Not Applicable
Tornado	5/4/2013	18	2,304	128	N	Not Applicable
Tornado	5/4/2013	36	4,504	150	N	Not Applicable
Tornado	5/4/2013	51	11,577	227	N	Not Applicable
Tornado	5/4/2013	2	648	324	N	Not Applicable
Tornado	5/4/2013	17	4,794	282	N	Not Applicable
Tornado	5/4/2013	1	104	104	N	Not Applicable
Tornado	5/4/2013	28	4,348	175	N	Not Applicable
Tornado	5/4/2013	9	162	18	N	Not Applicable
Tornado	5/4/2013	7	1,421	203	N	Not Applicable
Tornado	5/4/2013	2	466	233	N	Not Applicable
Tornado	5/4/2013	8	1,048	131	N	Not Applicable
Tornado	5/4/2013	84	19,992	238	N	Not Applicable
Tornado	5/4/2013	7	3,052	436	N	Not Applicable
Tornado	5/4/2013	1	106	106	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	5/4/2013	2	314	157	N	Not Applicable
Tornado	5/4/2013	1	133	133	N	Not Applicable
Tornado	5/4/2013	1	72	72	N	Not Applicable
Tornado	5/4/2013	1	37	37	N	Not Applicable
Tornado	5/4/2013	8	1,216	152	N	Not Applicable
Tornado	5/4/2013	5	230	46	N	Not Applicable
Tornado	5/4/2013	1	113	113	N	Not Applicable
Tornado	5/4/2013	15	1,860	311	N	Not Applicable
Tornado	5/4/2013	5	4,695	939	N	Not Applicable
Tornado	5/4/2013	9	864	96	N	Not Applicable
Tornado	5/4/2013	5	365	73	N	Not Applicable
Tornado	5/4/2013	9	252	28	N	Not Applicable
Tornado	5/4/2013	110	8,793	96	N	Not Applicable
Tornado	5/4/2013	2	212	106	N	Not Applicable
Tornado	5/4/2013	1	60	60	N	Not Applicable
Tornado	5/4/2013	1	240	240	N	Not Applicable
Tornado	5/4/2013	1	123	123	N	Not Applicable
Tornado	5/4/2013	2	294	147	N	Not Applicable
Tornado	5/4/2013	1	64	64	N	Not Applicable
Tornado	5/4/2013	1	135	135	N	Not Applicable
Tornado	5/4/2013	5	1,670	334	N	Not Applicable
Tornado	5/4/2013	1	239	239	N	Not Applicable
Tornado	5/4/2013	2	528	264	N	Not Applicable
Tornado	5/4/2013	3	468	156	N	Not Applicable
Tornado	5/4/2013	1	22	22	N	Not Applicable
Tornado	5/4/2013	6	852	142	N	Not Applicable
Tornado	5/4/2013	15	930	62	N	Not Applicable
Tornado	5/4/2013	1	48	48	N	Not Applicable
Tornado	5/4/2013	1	63	63	N	Not Applicable
Tornado	5/4/2013	1	260	260	N	Not Applicable
Tornado	5/4/2013	1	248	248	N	Not Applicable
Tornado	5/4/2013	1	130	130	N	Not Applicable
Tornado	5/4/2013	4	468	117	N	Not Applicable
Tornado	5/4/2013	12	1,224	102	N	Not Applicable
Tornado	5/4/2013	4	720	180	N	Not Applicable
Tornado	5/4/2013	4	236	59	N	Not Applicable
Tornado	5/4/2013	21	2,373	113	N	Not Applicable
Tornado	5/4/2013	41	3,485	85	N	Not Applicable
Tornado	5/4/2013	3	624	208	N	Not Applicable
Tornado	5/4/2013	7	1,400	200	N	Not Applicable
Tornado	5/4/2013	30	6,390	213	N	Not Applicable
Tornado	5/4/2013	8	488	61	N	Not Applicable
Tornado	5/4/2013	1	75	75	N	Not Applicable
Tornado	5/4/2013	1	193	193	N	Not Applicable
Tornado	5/4/2013	14	840	60	N	Not Applicable
Tornado	5/4/2013	1	166	166	N	Not Applicable
Tornado	5/4/2013	1	214	214	N	Not Applicable
Tornado	5/4/2013	1	162	162	N	Not Applicable
Tornado	5/4/2013	8	1,264	158	N	Not Applicable
Tornado	5/4/2013	1	196	196	N	Not Applicable
Tornado	5/4/2013	46	6,348	138	N	Not Applicable
Tornado	5/4/2013	1	272	272	N	Not Applicable
Tornado	5/4/2013	1	219	219	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	5/4/2013	11	330	30	N	Not Applicable
Tornado	5/4/2013	1	165	165	N	Not Applicable
Tornado	5/4/2013	1	95	95	N	Not Applicable
Tornado	5/4/2013	27	810	30	N	Not Applicable
Tornado	5/4/2013	8	320	40	N	Not Applicable
Tornado	5/4/2013	1	262	262	N	Not Applicable
Tornado	5/4/2013	1	164	164	N	Not Applicable
Tornado	5/4/2013	1	76	76	N	Not Applicable
Tornado	5/4/2013	1	79	79	N	Not Applicable
Tornado	5/4/2013	1	135	135	N	Not Applicable
Tornado	5/4/2013	3,175	509,945	255	N	Not Applicable
Tornado	5/4/2013	1,796	298,826	569	N	Not Applicable
Tornado	5/4/2013	1	343	343	N	Not Applicable
Tornado	5/4/2013	22	9,196	419	N	Not Applicable
Tornado	5/4/2013	15	7,515	501	N	Not Applicable
Tornado	5/4/2013	18	9,522	529	N	Not Applicable
Tornado	5/4/2013	418	102,996	426	N	Not Applicable
Tornado	5/4/2013	1,525	504,849	1,207	N	Not Applicable
Tornado	5/4/2013	875	458,968	812	N	Not Applicable
Tornado	5/4/2013	14	4,928	352	N	Not Applicable
Tornado	5/4/2013	5	1,655	331	N	Not Applicable
Tornado	5/4/2013	178	36,134	203	N	Not Applicable
Tornado	5/4/2013	42	18,900	450	N	Not Applicable
Tornado	5/4/2013	3	1,578	526	N	Not Applicable
Tornado	5/4/2013	35	19,425	555	N	Not Applicable
Tornado	5/4/2013	94	4,982	53	N	Not Applicable
Tornado	5/4/2013	2	826	413	N	Not Applicable
Tornado	5/4/2013	1	170	170	N	Not Applicable
Tornado	5/4/2013	1	722	722	N	Not Applicable
Tornado	5/4/2013	30	6,120	204	N	Not Applicable
Tropical Storm	6/5/2013	4	284	71	N	Not Applicable
Tropical Storm	6/5/2013	4	224	56	N	Not Applicable
Tropical Storm	6/5/2013	58	15,315	437	N	Not Applicable
Tropical Storm	6/5/2013	1,222	38,081	42	N	Not Applicable
Tropical Storm	6/5/2013	1	58	58	N	Not Applicable
Tropical Storm	6/5/2013	8	2,224	278	N	Not Applicable
Tropical Storm	6/5/2013	6	648	108	N	Not Applicable
Tropical Storm	6/5/2013	84	10,218	221	N	Not Applicable
Tropical Storm	6/5/2013	1	131	131	N	Not Applicable
Tropical Storm	6/5/2013	16	1,344	84	N	Not Applicable
Tropical Storm	6/5/2013	3	321	107	N	Not Applicable
Tropical Storm	6/5/2013	12	3,036	253	N	Not Applicable
Tropical Storm	6/5/2013	7	2,177	311	N	Not Applicable
Tropical Storm	6/5/2013	25	1,300	52	N	Not Applicable
Tropical Storm	6/5/2013	31	3,843	153	N	Not Applicable
Tropical Storm	6/5/2013	1	20	20	N	Not Applicable
Tropical Storm	6/5/2013	1	140	140	N	Not Applicable
Tropical Storm	6/5/2013	1	68	68	N	Not Applicable
Tropical Storm	6/5/2013	26	1,534	59	N	Not Applicable
Tropical Storm	6/5/2013	5	425	85	N	Not Applicable
Tropical Storm	6/5/2013	131	12,576	96	N	Not Applicable
Tropical Storm	6/5/2013	33	1,716	52	N	Not Applicable
Tropical Storm	6/5/2013	4	348	87	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/5/2013	1	204	204	N	Not Applicable
Tropical Storm	6/5/2013	1	237	237	N	Not Applicable
Tropical Storm	6/5/2013	1	222	222	N	Not Applicable
Tropical Storm	6/5/2013	1	80	80	N	Not Applicable
Tropical Storm	6/5/2013	4	1,404	351	N	Not Applicable
Tropical Storm	6/5/2013	2	202	101	N	Not Applicable
Tropical Storm	6/5/2013	5	375	75	N	Not Applicable
Tropical Storm	6/5/2013	8	576	72	N	Not Applicable
Tropical Storm	6/5/2013	1	143	143	N	Not Applicable
Tropical Storm	6/5/2013	4	700	175	N	Not Applicable
Tropical Storm	6/5/2013	11	495	45	N	Not Applicable
Tropical Storm	6/5/2013	2	198	99	N	Not Applicable
Tropical Storm	6/5/2013	90	10,260	114	N	Not Applicable
Tropical Storm	6/5/2013	1	175	175	N	Not Applicable
Tropical Storm	6/5/2013	20	840	42	N	Not Applicable
Tropical Storm	6/5/2013	1	213	213	N	Not Applicable
Tropical Storm	6/5/2013	2	184	92	N	Not Applicable
Tropical Storm	6/5/2013	3	276	92	N	Not Applicable
Tropical Storm	6/5/2013	3	141	47	N	Not Applicable
Tropical Storm	6/5/2013	17	2,074	122	N	Not Applicable
Tropical Storm	6/5/2013	1	210	210	N	Not Applicable
Tropical Storm	6/5/2013	1	40	40	N	Not Applicable
Tropical Storm	6/5/2013	2	150	75	N	Not Applicable
Tropical Storm	6/5/2013	5	310	62	N	Not Applicable
Tropical Storm	6/5/2013	2	212	106	N	Not Applicable
Tropical Storm	6/5/2013	4	1,052	263	N	Not Applicable
Tropical Storm	6/5/2013	33	8,481	257	N	Not Applicable
Tropical Storm	6/5/2013	18	3,168	176	N	Not Applicable
Tropical Storm	6/5/2013	2	390	195	N	Not Applicable
Tropical Storm	6/5/2013	1	654	654	N	Not Applicable
Tropical Storm	6/5/2013	1	32	32	N	Not Applicable
Tropical Storm	6/5/2013	7	1,617	231	N	Not Applicable
Tropical Storm	6/5/2013	1	132	132	N	Not Applicable
Tropical Storm	6/5/2013	6	138	23	N	Not Applicable
Tropical Storm	6/5/2013	13	1,482	114	N	Not Applicable
Tropical Storm	6/5/2013	8	744	93	N	Not Applicable
Tropical Storm	6/5/2013	19	7,182	378	N	Not Applicable
Tropical Storm	6/5/2013	2	234	117	N	Not Applicable
Tropical Storm	6/5/2013	1	110	110	N	Not Applicable
Tropical Storm	6/5/2013	20	3,420	171	N	Not Applicable
Tropical Storm	6/5/2013	6	276	46	N	Not Applicable
Tropical Storm	6/5/2013	8	240	30	N	Not Applicable
Tropical Storm	6/5/2013	7	168	24	N	Not Applicable
Tropical Storm	6/5/2013	1	56	56	N	Not Applicable
Tropical Storm	6/5/2013	8	56	7	N	Not Applicable
Tropical Storm	6/5/2013	19	1,615	85	N	Not Applicable
Tropical Storm	6/5/2013	11	770	70	N	Not Applicable
Tropical Storm	6/5/2013	7	259	37	N	Not Applicable
Tropical Storm	6/5/2013	2	344	172	N	Not Applicable
Tropical Storm	6/5/2013	75	4,800	64	N	Not Applicable
Tropical Storm	6/5/2013	5	165	33	N	Not Applicable
Tropical Storm	6/5/2013	1	47	47	N	Not Applicable
Tropical Storm	6/5/2013	10	570	57	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/5/2013	6	1,008	168	N	Not Applicable
Tropical Storm	6/5/2013	29	2,697	93	N	Not Applicable
Tropical Storm	6/5/2013	1	181	181	N	Not Applicable
Tropical Storm	6/5/2013	1	241	241	N	Not Applicable
Tropical Storm	6/5/2013	10	740	74	N	Not Applicable
Tropical Storm	6/5/2013	1	85	85	N	Not Applicable
Tropical Storm	6/5/2013	7	574	82	N	Not Applicable
Tropical Storm	6/5/2013	3	303	101	N	Not Applicable
Tropical Storm	6/5/2013	8	576	72	N	Not Applicable
Tropical Storm	6/5/2013	1	319	319	N	Not Applicable
Tropical Storm	6/5/2013	1	79	79	N	Not Applicable
Tropical Storm	6/5/2013	9	1,980	220	N	Not Applicable
Tropical Storm	6/5/2013	7	448	64	N	Not Applicable
Tropical Storm	6/5/2013	1	75	75	N	Not Applicable
Tropical Storm	6/5/2013	3	264	88	N	Not Applicable
Tropical Storm	6/5/2013	1	211	211	N	Not Applicable
Tropical Storm	6/5/2013	7	896	128	N	Not Applicable
Tropical Storm	6/5/2013	1	340	340	N	Not Applicable
Tropical Storm	6/5/2013	1	59	59	N	Not Applicable
Tropical Storm	6/5/2013	8	744	93	N	Not Applicable
Tropical Storm	6/5/2013	9	1,305	145	N	Not Applicable
Tropical Storm	6/5/2013	1	130	130	N	Not Applicable
Tropical Storm	6/5/2013	1	52	52	N	Not Applicable
Tropical Storm	6/5/2013	4	272	68	N	Not Applicable
Tropical Storm	6/5/2013	1	294	294	N	Not Applicable
Tropical Storm	6/5/2013	77	3,003	39	N	Not Applicable
Tropical Storm	6/5/2013	5	85	17	N	Not Applicable
Tropical Storm	6/5/2013	17	2,635	155	N	Not Applicable
Tropical Storm	6/5/2013	1	49	49	N	Not Applicable
Tropical Storm	6/5/2013	5	320	64	N	Not Applicable
Tropical Storm	6/5/2013	1	174	174	N	Not Applicable
Tropical Storm	6/5/2013	14	504	36	N	Not Applicable
Tropical Storm	6/5/2013	1,474	1,474	1	N	Not Applicable
Tropical Storm	6/5/2013	7	532	76	N	Not Applicable
Tropical Storm	6/5/2013	1	69	69	N	Not Applicable
Tropical Storm	6/5/2013	17	272	16	N	Not Applicable
Tropical Storm	6/5/2013	3	231	77	N	Not Applicable
Tropical Storm	6/5/2013	11	715	65	N	Not Applicable
Tropical Storm	6/5/2013	2	130	65	N	Not Applicable
Tropical Storm	6/5/2013	1	120	120	N	Not Applicable
Tropical Storm	6/5/2013	6	498	83	N	Not Applicable
Tropical Storm	6/5/2013	14	1,386	99	N	Not Applicable
Tropical Storm	6/5/2013	8	568	71	N	Not Applicable
Tropical Storm	6/5/2013	13	91	7	N	Not Applicable
Tropical Storm	6/5/2013	8	16	2	N	Not Applicable
Tropical Storm	6/5/2013	327	8,283	103	N	Not Applicable
Tropical Storm	6/5/2013	4	180	45	N	Not Applicable
Tropical Storm	6/5/2013	45	4,320	96	N	Not Applicable
Tropical Storm	6/5/2013	10	940	94	N	Not Applicable
Tropical Storm	6/5/2013	10	210	21	N	Not Applicable
Tropical Storm	6/5/2013	8	160	20	N	Not Applicable
Tropical Storm	6/5/2013	23	2,415	105	N	Not Applicable
Tropical Storm	6/5/2013	37	8,177	221	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/5/2013	1	75	75	N	Not Applicable
Tropical Storm	6/5/2013	1	57	57	N	Not Applicable
Tropical Storm	6/5/2013	4	1,140	285	N	Not Applicable
Tropical Storm	6/5/2013	1	74	74	N	Not Applicable
Tropical Storm	6/5/2013	6	156	26	N	Not Applicable
Tropical Storm	6/5/2013	4	300	75	N	Not Applicable
Tropical Storm	6/5/2013	8	592	74	N	Not Applicable
Tropical Storm	6/5/2013	10	380	38	N	Not Applicable
Tropical Storm	6/5/2013	4	220	55	N	Not Applicable
Tropical Storm	6/5/2013	1	104	104	N	Not Applicable
Tropical Storm	6/5/2013	37	2,627	71	N	Not Applicable
Tropical Storm	6/5/2013	1	19	19	N	Not Applicable
Tropical Storm	6/5/2013	3	21	7	N	Not Applicable
Tropical Storm	6/5/2013	1	390	390	N	Not Applicable
Tropical Storm	6/5/2013	25	3,450	138	N	Not Applicable
Tropical Storm	6/5/2013	1	147	147	N	Not Applicable
Tropical Storm	6/5/2013	1	300	300	N	Not Applicable
Tropical Storm	6/5/2013	8	392	49	N	Not Applicable
Tropical Storm	6/5/2013	51	5,355	105	N	Not Applicable
Tropical Storm	6/5/2013	16	416	26	N	Not Applicable
Tropical Storm	6/5/2013	4	660	165	N	Not Applicable
Tropical Storm	6/5/2013	1	336	336	N	Not Applicable
Tropical Storm	6/5/2013	5	320	64	N	Not Applicable
Tropical Storm	6/5/2013	1	74	74	N	Not Applicable
Tropical Storm	6/5/2013	1	329	329	N	Not Applicable
Tropical Storm	6/5/2013	1	91	91	N	Not Applicable
Tropical Storm	6/5/2013	1	133	133	N	Not Applicable
Tropical Storm	6/5/2013	89	4,539	51	N	Not Applicable
Tropical Storm	6/5/2013	16	1,824	114	N	Not Applicable
Tropical Storm	6/5/2013	1	144	144	N	Not Applicable
Tropical Storm	6/5/2013	1	177	177	N	Not Applicable
Tropical Storm	6/5/2013	1	71	71	N	Not Applicable
Tropical Storm	6/5/2013	3	282	94	N	Not Applicable
Tropical Storm	6/5/2013	1	253	253	N	Not Applicable
Tropical Storm	6/5/2013	89	10,413	117	N	Not Applicable
Tropical Storm	6/5/2013	1	324	324	N	Not Applicable
Tropical Storm	6/5/2013	1	133	133	N	Not Applicable
Tropical Storm	6/5/2013	1	39	39	N	Not Applicable
Tropical Storm	6/5/2013	1	425	425	N	Not Applicable
Tropical Storm	6/5/2013	1	128	128	N	Not Applicable
Tropical Storm	6/5/2013	13	2,873	221	N	Not Applicable
Tropical Storm	6/5/2013	52	2,184	42	N	Not Applicable
Tropical Storm	6/5/2013	31	2,883	93	N	Not Applicable
Tropical Storm	6/5/2013	104	4,056	39	N	Not Applicable
Tropical Storm	6/5/2013	1	213	213	N	Not Applicable
Tropical Storm	6/5/2013	1	245	245	N	Not Applicable
Tropical Storm	6/5/2013	1	153	153	N	Not Applicable
Tropical Storm	6/5/2013	55	4,675	85	N	Not Applicable
Tropical Storm	6/5/2013	1	448	448	N	Not Applicable
Tropical Storm	6/5/2013	1	50	50	N	Not Applicable
Tropical Storm	6/5/2013	1	184	184	N	Not Applicable
Tropical Storm	6/5/2013	1	74	74	N	Not Applicable
Tropical Storm	6/5/2013	33	594	18	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/5/2013	60	240	61	N	Not Applicable
Tropical Storm	6/5/2013	4	324	81	N	Not Applicable
Tropical Storm	6/5/2013	10	900	90	N	Not Applicable
Tropical Storm	6/5/2013	1	195	195	N	Not Applicable
Tropical Storm	6/5/2013	22	4,752	216	N	Not Applicable
Tropical Storm	6/5/2013	1	99	99	N	Not Applicable
Tropical Storm	6/5/2013	1	117	117	N	Not Applicable
Tropical Storm	6/5/2013	1	74	74	N	Not Applicable
Tropical Storm	6/5/2013	2	508	254	N	Not Applicable
Tropical Storm	6/5/2013	6	432	72	N	Not Applicable
Tropical Storm	6/5/2013	9	2,502	278	N	Not Applicable
Tropical Storm	6/5/2013	3	234	78	N	Not Applicable
Tropical Storm	6/5/2013	1	99	99	N	Not Applicable
Tropical Storm	6/5/2013	4	516	129	N	Not Applicable
Tropical Storm	6/5/2013	1	79	79	N	Not Applicable
Tropical Storm	6/5/2013	1	73	73	N	Not Applicable
Tropical Storm	6/5/2013	1	69	69	N	Not Applicable
Tropical Storm	6/5/2013	7	203	29	N	Not Applicable
Tropical Storm	6/5/2013	8	1,240	155	N	Not Applicable
Tropical Storm	6/5/2013	2	374	187	N	Not Applicable
Tropical Storm	6/5/2013	180	23,112	132	N	Not Applicable
Tropical Storm	6/5/2013	5	925	185	N	Not Applicable
Tropical Storm	6/5/2013	1	103	103	N	Not Applicable
Tropical Storm	6/5/2013	1	73	73	N	Not Applicable
Tropical Storm	6/5/2013	20	1,260	63	N	Not Applicable
Tropical Storm	6/5/2013	1	25	25	N	Not Applicable
Tropical Storm	6/5/2013	3	312	104	N	Not Applicable
Tropical Storm	6/5/2013	1	235	235	N	Not Applicable
Tropical Storm	6/5/2013	10	1,880	188	N	Not Applicable
Tropical Storm	6/5/2013	31	12,834	414	N	Not Applicable
Tropical Storm	6/5/2013	8	2,728	341	N	Not Applicable
Tropical Storm	6/5/2013	89	9,991	156	N	Not Applicable
Tropical Storm	6/5/2013	65	9,880	376	N	Not Applicable
Tropical Storm	6/5/2013	1	43	43	N	Not Applicable
Tropical Storm	6/5/2013	1	50	50	N	Not Applicable
Tropical Storm	6/5/2013	1	219	219	N	Not Applicable
Tropical Storm	6/5/2013	4	216	54	N	Not Applicable
Tropical Storm	6/5/2013	1	541	541	N	Not Applicable
Tropical Storm	6/5/2013	23	16,284	708	N	Not Applicable
Tropical Storm	6/5/2013	1	105	105	N	Not Applicable
Tropical Storm	6/5/2013	74	4,440	60	N	Not Applicable
Tropical Storm	6/5/2013	1	247	247	N	Not Applicable
Tropical Storm	6/5/2013	9	1,053	117	N	Not Applicable
Tropical Storm	6/5/2013	4	836	209	N	Not Applicable
Tropical Storm	6/5/2013	8	752	94	N	Not Applicable
Tropical Storm	6/5/2013	9	684	76	N	Not Applicable
Tropical Storm	6/5/2013	114	21,180	578	N	Not Applicable
Tropical Storm	6/6/2013	41	2,501	61	N	Not Applicable
Tropical Storm	6/6/2013	8	768	96	N	Not Applicable
Tropical Storm	6/6/2013	5	480	96	N	Not Applicable
Tropical Storm	6/6/2013	1	260	260	N	Not Applicable
Tropical Storm	6/6/2013	1	215	215	N	Not Applicable
Tropical Storm	6/6/2013	1	778	778	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	6	408	68	N	Not Applicable
Tropical Storm	6/6/2013	9	639	71	N	Not Applicable
Tropical Storm	6/6/2013	48	6,672	139	N	Not Applicable
Tropical Storm	6/6/2013	3	273	91	N	Not Applicable
Tropical Storm	6/6/2013	11	638	58	N	Not Applicable
Tropical Storm	6/6/2013	1	42	42	N	Not Applicable
Tropical Storm	6/6/2013	1	47	47	N	Not Applicable
Tropical Storm	6/6/2013	6	738	123	N	Not Applicable
Tropical Storm	6/6/2013	1	77	77	N	Not Applicable
Tropical Storm	6/6/2013	1	63	63	N	Not Applicable
Tropical Storm	6/6/2013	74	14,282	193	N	Not Applicable
Tropical Storm	6/6/2013	6	1,116	186	N	Not Applicable
Tropical Storm	6/6/2013	8	1,224	153	N	Not Applicable
Tropical Storm	6/6/2013	2	120	60	N	Not Applicable
Tropical Storm	6/6/2013	184	11,776	64	N	Not Applicable
Tropical Storm	6/6/2013	18	3,456	192	N	Not Applicable
Tropical Storm	6/6/2013	4	220	55	N	Not Applicable
Tropical Storm	6/6/2013	7	2,051	293	N	Not Applicable
Tropical Storm	6/6/2013	2	438	219	N	Not Applicable
Tropical Storm	6/6/2013	19	2,109	111	N	Not Applicable
Tropical Storm	6/6/2013	20	1,800	90	N	Not Applicable
Tropical Storm	6/6/2013	2	358	179	N	Not Applicable
Tropical Storm	6/6/2013	1	155	155	N	Not Applicable
Tropical Storm	6/6/2013	46	2,576	56	N	Not Applicable
Tropical Storm	6/6/2013	2,069	148,960	234	N	Not Applicable
Tropical Storm	6/6/2013	2	114	57	N	Not Applicable
Tropical Storm	6/6/2013	15	765	51	N	Not Applicable
Tropical Storm	6/6/2013	54	25,253	779	N	Not Applicable
Tropical Storm	6/6/2013	31	2,387	77	N	Not Applicable
Tropical Storm	6/6/2013	2	164	82	N	Not Applicable
Tropical Storm	6/6/2013	1	339	339	N	Not Applicable
Tropical Storm	6/6/2013	14	2,030	145	N	Not Applicable
Tropical Storm	6/6/2013	42	2,688	64	N	Not Applicable
Tropical Storm	6/6/2013	6	618	103	N	Not Applicable
Tropical Storm	6/6/2013	8	1,679	370	N	Not Applicable
Tropical Storm	6/6/2013	22	2,168	326	N	Not Applicable
Tropical Storm	6/6/2013	1	52	52	N	Not Applicable
Tropical Storm	6/6/2013	3	231	77	N	Not Applicable
Tropical Storm	6/6/2013	2	144	72	N	Not Applicable
Tropical Storm	6/6/2013	32	2,400	75	N	Not Applicable
Tropical Storm	6/6/2013	3	309	103	N	Not Applicable
Tropical Storm	6/6/2013	68	18,998	299	N	Not Applicable
Tropical Storm	6/6/2013	63	5,607	89	N	Not Applicable
Tropical Storm	6/6/2013	29	9,019	311	N	Not Applicable
Tropical Storm	6/6/2013	1	31	31	N	Not Applicable
Tropical Storm	6/6/2013	7	3,234	462	N	Not Applicable
Tropical Storm	6/6/2013	1	154	154	N	Not Applicable
Tropical Storm	6/6/2013	10	2,449	263	N	Not Applicable
Tropical Storm	6/6/2013	5	255	51	N	Not Applicable
Tropical Storm	6/6/2013	1	67	67	N	Not Applicable
Tropical Storm	6/6/2013	4	2,752	688	N	Not Applicable
Tropical Storm	6/6/2013	1	53	53	N	Not Applicable
Tropical Storm	6/6/2013	35	2,485	71	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	63	5,544	88	N	Not Applicable
Tropical Storm	6/6/2013	7	2,730	390	N	Not Applicable
Tropical Storm	6/6/2013	4	1,184	296	N	Not Applicable
Tropical Storm	6/6/2013	2	226	113	N	Not Applicable
Tropical Storm	6/6/2013	12	3,144	262	N	Not Applicable
Tropical Storm	6/6/2013	5	1,120	224	N	Not Applicable
Tropical Storm	6/6/2013	5	755	151	N	Not Applicable
Tropical Storm	6/6/2013	1	28	28	N	Not Applicable
Tropical Storm	6/6/2013	1	252	252	N	Not Applicable
Tropical Storm	6/6/2013	5	2,320	464	N	Not Applicable
Tropical Storm	6/6/2013	1	213	213	N	Not Applicable
Tropical Storm	6/6/2013	1	418	418	N	Not Applicable
Tropical Storm	6/6/2013	34	12,478	367	N	Not Applicable
Tropical Storm	6/6/2013	531	8,496	16	N	Not Applicable
Tropical Storm	6/6/2013	28	6,720	240	N	Not Applicable
Tropical Storm	6/6/2013	1	267	267	N	Not Applicable
Tropical Storm	6/6/2013	1	223	223	N	Not Applicable
Tropical Storm	6/6/2013	1	201	201	N	Not Applicable
Tropical Storm	6/6/2013	1	107	107	N	Not Applicable
Tropical Storm	6/6/2013	24	4,968	207	N	Not Applicable
Tropical Storm	6/6/2013	37	4,255	115	N	Not Applicable
Tropical Storm	6/6/2013	1	54	54	N	Not Applicable
Tropical Storm	6/6/2013	50	6,500	130	N	Not Applicable
Tropical Storm	6/6/2013	24	4,872	203	N	Not Applicable
Tropical Storm	6/6/2013	2	218	109	N	Not Applicable
Tropical Storm	6/6/2013	1	117	117	N	Not Applicable
Tropical Storm	6/6/2013	59	4,165	226	N	Not Applicable
Tropical Storm	6/6/2013	2	310	155	N	Not Applicable
Tropical Storm	6/6/2013	2	206	103	N	Not Applicable
Tropical Storm	6/6/2013	1	72	72	N	Not Applicable
Tropical Storm	6/6/2013	7	167	161	N	Not Applicable
Tropical Storm	6/6/2013	1	202	202	N	Not Applicable
Tropical Storm	6/6/2013	2	244	122	N	Not Applicable
Tropical Storm	6/6/2013	60	27,240	454	N	Not Applicable
Tropical Storm	6/6/2013	521	41,005	197	N	Not Applicable
Tropical Storm	6/6/2013	4	648	162	N	Not Applicable
Tropical Storm	6/6/2013	1	183	183	N	Not Applicable
Tropical Storm	6/6/2013	7	4,102	586	N	Not Applicable
Tropical Storm	6/6/2013	23	12,581	547	N	Not Applicable
Tropical Storm	6/6/2013	7	777	111	N	Not Applicable
Tropical Storm	6/6/2013	2	192	96	N	Not Applicable
Tropical Storm	6/6/2013	16	4,256	266	N	Not Applicable
Tropical Storm	6/6/2013	11	1,056	96	N	Not Applicable
Tropical Storm	6/6/2013	3	543	181	N	Not Applicable
Tropical Storm	6/6/2013	91	4,550	50	N	Not Applicable
Tropical Storm	6/6/2013	1	192	192	N	Not Applicable
Tropical Storm	6/6/2013	2	276	138	N	Not Applicable
Tropical Storm	6/6/2013	1	261	261	N	Not Applicable
Tropical Storm	6/6/2013	135	36,180	268	N	Not Applicable
Tropical Storm	6/6/2013	1	44	44	N	Not Applicable
Tropical Storm	6/6/2013	2	146	73	N	Not Applicable
Tropical Storm	6/6/2013	21	1,533	73	N	Not Applicable
Tropical Storm	6/6/2013	5	505	101	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	3	375	125	N	Not Applicable
Tropical Storm	6/6/2013	60	2,940	49	N	Not Applicable
Tropical Storm	6/6/2013	1	165	165	N	Not Applicable
Tropical Storm	6/6/2013	1	146	146	N	Not Applicable
Tropical Storm	6/6/2013	1	313	313	N	Not Applicable
Tropical Storm	6/6/2013	5	1,350	270	N	Not Applicable
Tropical Storm	6/6/2013	1	169	169	N	Not Applicable
Tropical Storm	6/6/2013	13	26	181	N	Not Applicable
Tropical Storm	6/6/2013	1	117	117	N	Not Applicable
Tropical Storm	6/6/2013	12	528	44	N	Not Applicable
Tropical Storm	6/6/2013	13	819	63	N	Not Applicable
Tropical Storm	6/6/2013	6	888	148	N	Not Applicable
Tropical Storm	6/6/2013	54	8,748	162	N	Not Applicable
Tropical Storm	6/6/2013	1	251	251	N	Not Applicable
Tropical Storm	6/6/2013	1	858	858	N	Not Applicable
Tropical Storm	6/6/2013	5	350	70	N	Not Applicable
Tropical Storm	6/6/2013	65	4,875	75	N	Not Applicable
Tropical Storm	6/6/2013	44	3,784	86	N	Not Applicable
Tropical Storm	6/6/2013	25	6,400	256	N	Not Applicable
Tropical Storm	6/6/2013	4	1,700	425	N	Not Applicable
Tropical Storm	6/6/2013	4	556	139	N	Not Applicable
Tropical Storm	6/6/2013	95	32,585	343	N	Not Applicable
Tropical Storm	6/6/2013	18	9,450	525	N	Not Applicable
Tropical Storm	6/6/2013	1	72	72	N	Not Applicable
Tropical Storm	6/6/2013	1	280	280	N	Not Applicable
Tropical Storm	6/6/2013	8	768	96	N	Not Applicable
Tropical Storm	6/6/2013	59	12,980	220	N	Not Applicable
Tropical Storm	6/6/2013	5	1,380	276	N	Not Applicable
Tropical Storm	6/6/2013	56	2,296	41	N	Not Applicable
Tropical Storm	6/6/2013	9	2,484	276	N	Not Applicable
Tropical Storm	6/6/2013	1	189	189	N	Not Applicable
Tropical Storm	6/6/2013	1,273	61,009	481	N	Not Applicable
Tropical Storm	6/6/2013	10	2,210	221	N	Not Applicable
Tropical Storm	6/6/2013	1,036	86,556	96	N	Not Applicable
Tropical Storm	6/6/2013	2	458	229	N	Not Applicable
Tropical Storm	6/6/2013	7	294	42	N	Not Applicable
Tropical Storm	6/6/2013	17	1,105	65	N	Not Applicable
Tropical Storm	6/6/2013	5	495	99	N	Not Applicable
Tropical Storm	6/6/2013	11	748	68	N	Not Applicable
Tropical Storm	6/6/2013	1	62	62	N	Not Applicable
Tropical Storm	6/6/2013	9	1,224	136	N	Not Applicable
Tropical Storm	6/6/2013	9	3,573	397	N	Not Applicable
Tropical Storm	6/6/2013	3	165	55	N	Not Applicable
Tropical Storm	6/6/2013	5	1,320	264	N	Not Applicable
Tropical Storm	6/6/2013	11	693	63	N	Not Applicable
Tropical Storm	6/6/2013	17	1,666	98	N	Not Applicable
Tropical Storm	6/6/2013	20	2,960	148	N	Not Applicable
Tropical Storm	6/6/2013	1	57	57	N	Not Applicable
Tropical Storm	6/6/2013	3	246	82	N	Not Applicable
Tropical Storm	6/6/2013	59	17,169	291	N	Not Applicable
Tropical Storm	6/6/2013	3	189	63	N	Not Applicable
Tropical Storm	6/6/2013	1	170	170	N	Not Applicable
Tropical Storm	6/6/2013	1	28	28	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	38	3,952	104	N	Not Applicable
Tropical Storm	6/6/2013	1	289	289	N	Not Applicable
Tropical Storm	6/6/2013	1	114	114	N	Not Applicable
Tropical Storm	6/6/2013	21	5,943	283	N	Not Applicable
Tropical Storm	6/6/2013	1	62	62	N	Not Applicable
Tropical Storm	6/6/2013	2	160	80	N	Not Applicable
Tropical Storm	6/6/2013	5	575	115	N	Not Applicable
Tropical Storm	6/6/2013	8	560	70	N	Not Applicable
Tropical Storm	6/6/2013	3	60	20	N	Not Applicable
Tropical Storm	6/6/2013	1	571	571	N	Not Applicable
Tropical Storm	6/6/2013	1	52	52	N	Not Applicable
Tropical Storm	6/6/2013	1	79	79	N	Not Applicable
Tropical Storm	6/6/2013	19	4,617	243	N	Not Applicable
Tropical Storm	6/6/2013	1	100	100	N	Not Applicable
Tropical Storm	6/6/2013	61	4,453	73	N	Not Applicable
Tropical Storm	6/6/2013	1	44	44	N	Not Applicable
Tropical Storm	6/6/2013	9	1,476	164	N	Not Applicable
Tropical Storm	6/6/2013	2	214	107	N	Not Applicable
Tropical Storm	6/6/2013	1	153	153	N	Not Applicable
Tropical Storm	6/6/2013	3	174	58	N	Not Applicable
Tropical Storm	6/6/2013	5	45	9	N	Not Applicable
Tropical Storm	6/6/2013	1	222	222	N	Not Applicable
Tropical Storm	6/6/2013	10	910	91	N	Not Applicable
Tropical Storm	6/6/2013	1	5	5	N	Not Applicable
Tropical Storm	6/6/2013	1	239	239	N	Not Applicable
Tropical Storm	6/6/2013	56	7,952	142	N	Not Applicable
Tropical Storm	6/6/2013	9	423	47	N	Not Applicable
Tropical Storm	6/6/2013	6	282	47	N	Not Applicable
Tropical Storm	6/6/2013	1	82	82	N	Not Applicable
Tropical Storm	6/6/2013	53	12,137	229	N	Not Applicable
Tropical Storm	6/6/2013	14	1,848	132	N	Not Applicable
Tropical Storm	6/6/2013	3	465	155	N	Not Applicable
Tropical Storm	6/6/2013	1	28	28	N	Not Applicable
Tropical Storm	6/6/2013	12	1,032	86	N	Not Applicable
Tropical Storm	6/6/2013	1	73	73	N	Not Applicable
Tropical Storm	6/6/2013	14	1,148	82	N	Not Applicable
Tropical Storm	6/6/2013	3	204	68	N	Not Applicable
Tropical Storm	6/6/2013	1	265	265	N	Not Applicable
Tropical Storm	6/6/2013	19	684	36	N	Not Applicable
Tropical Storm	6/6/2013	1	172	172	N	Not Applicable
Tropical Storm	6/6/2013	2	96	48	N	Not Applicable
Tropical Storm	6/6/2013	1	75	75	N	Not Applicable
Tropical Storm	6/6/2013	3	831	277	N	Not Applicable
Tropical Storm	6/6/2013	1	169	169	N	Not Applicable
Tropical Storm	6/6/2013	12	1,584	132	N	Not Applicable
Tropical Storm	6/6/2013	4	1,860	465	N	Not Applicable
Tropical Storm	6/6/2013	1	85	85	N	Not Applicable
Tropical Storm	6/6/2013	1	24	24	N	Not Applicable
Tropical Storm	6/6/2013	6	720	120	N	Not Applicable
Tropical Storm	6/6/2013	2	180	90	N	Not Applicable
Tropical Storm	6/6/2013	7	1,442	206	N	Not Applicable
Tropical Storm	6/6/2013	32	1,792	56	N	Not Applicable
Tropical Storm	6/6/2013	2	114	57	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	29	957	33	N	Not Applicable
Tropical Storm	6/6/2013	64	4,800	75	N	Not Applicable
Tropical Storm	6/6/2013	6	726	121	N	Not Applicable
Tropical Storm	6/6/2013	11	1,331	121	N	Not Applicable
Tropical Storm	6/6/2013	12	1,452	121	N	Not Applicable
Tropical Storm	6/6/2013	2	188	94	N	Not Applicable
Tropical Storm	6/6/2013	1	73	73	N	Not Applicable
Tropical Storm	6/6/2013	5	215	43	N	Not Applicable
Tropical Storm	6/6/2013	4	372	93	N	Not Applicable
Tropical Storm	6/6/2013	21	1,512	72	N	Not Applicable
Tropical Storm	6/6/2013	4	992	248	N	Not Applicable
Tropical Storm	6/6/2013	69	4,830	70	N	Not Applicable
Tropical Storm	6/6/2013	1	99	99	N	Not Applicable
Tropical Storm	6/6/2013	1	75	75	N	Not Applicable
Tropical Storm	6/6/2013	1	67	67	N	Not Applicable
Tropical Storm	6/6/2013	1	35	35	N	Not Applicable
Tropical Storm	6/6/2013	4	1,300	325	N	Not Applicable
Tropical Storm	6/6/2013	1	270	270	N	Not Applicable
Tropical Storm	6/6/2013	1	62	62	N	Not Applicable
Tropical Storm	6/6/2013	7	602	86	N	Not Applicable
Tropical Storm	6/6/2013	1	155	155	N	Not Applicable
Tropical Storm	6/6/2013	39	2,574	66	N	Not Applicable
Tropical Storm	6/6/2013	1	156	156	N	Not Applicable
Tropical Storm	6/6/2013	7	588	84	N	Not Applicable
Tropical Storm	6/6/2013	2	80	40	N	Not Applicable
Tropical Storm	6/6/2013	36	1,404	39	N	Not Applicable
Tropical Storm	6/6/2013	4	212	53	N	Not Applicable
Tropical Storm	6/6/2013	13	1,430	110	N	Not Applicable
Tropical Storm	6/6/2013	2	104	52	N	Not Applicable
Tropical Storm	6/6/2013	1	41	41	N	Not Applicable
Tropical Storm	6/6/2013	1	90	90	N	Not Applicable
Tropical Storm	6/6/2013	18	4,446	247	N	Not Applicable
Tropical Storm	6/6/2013	987	37,625	52	N	Not Applicable
Tropical Storm	6/6/2013	12	2,424	202	N	Not Applicable
Tropical Storm	6/6/2013	134	13,132	98	N	Not Applicable
Tropical Storm	6/6/2013	1	86	86	N	Not Applicable
Tropical Storm	6/6/2013	1	88	88	N	Not Applicable
Tropical Storm	6/6/2013	1	96	96	N	Not Applicable
Tropical Storm	6/6/2013	28	12,236	437	N	Not Applicable
Tropical Storm	6/6/2013	4	220	55	N	Not Applicable
Tropical Storm	6/6/2013	1	143	143	N	Not Applicable
Tropical Storm	6/6/2013	63	18,837	299	N	Not Applicable
Tropical Storm	6/6/2013	45	4,635	103	N	Not Applicable
Tropical Storm	6/6/2013	1	24	24	N	Not Applicable
Tropical Storm	6/6/2013	19	3,553	187	N	Not Applicable
Tropical Storm	6/6/2013	71	14,088	568	N	Not Applicable
Tropical Storm	6/6/2013	1	72	72	N	Not Applicable
Tropical Storm	6/6/2013	7	735	105	N	Not Applicable
Tropical Storm	6/6/2013	1	247	247	N	Not Applicable
Tropical Storm	6/6/2013	17	1,071	63	N	Not Applicable
Tropical Storm	6/6/2013	1	47	47	N	Not Applicable
Tropical Storm	6/6/2013	4	736	184	N	Not Applicable
Tropical Storm	6/6/2013	2	132	66	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	6	252	42	N	Not Applicable
Tropical Storm	6/6/2013	16	2,560	160	N	Not Applicable
Tropical Storm	6/6/2013	70	4,270	61	N	Not Applicable
Tropical Storm	6/6/2013	11	4,697	427	N	Not Applicable
Tropical Storm	6/6/2013	54	23,328	432	N	Not Applicable
Tropical Storm	6/6/2013	20	820	41	N	Not Applicable
Tropical Storm	6/6/2013	57	5,700	100	N	Not Applicable
Tropical Storm	6/6/2013	11	2,519	229	N	Not Applicable
Tropical Storm	6/6/2013	1	76	76	N	Not Applicable
Tropical Storm	6/6/2013	27	6,426	238	N	Not Applicable
Tropical Storm	6/6/2013	1	17	17	N	Not Applicable
Tropical Storm	6/6/2013	1	70	70	N	Not Applicable
Tropical Storm	6/6/2013	1	267	267	N	Not Applicable
Tropical Storm	6/6/2013	30	6,660	222	N	Not Applicable
Tropical Storm	6/6/2013	19	4,066	214	N	Not Applicable
Tropical Storm	6/6/2013	10	2,340	234	N	Not Applicable
Tropical Storm	6/6/2013	1	198	198	N	Not Applicable
Tropical Storm	6/6/2013	10	2,130	213	N	Not Applicable
Tropical Storm	6/6/2013	11	748	68	N	Not Applicable
Tropical Storm	6/6/2013	6	216	36	N	Not Applicable
Tropical Storm	6/6/2013	2	92	46	N	Not Applicable
Tropical Storm	6/6/2013	80	5,280	66	N	Not Applicable
Tropical Storm	6/6/2013	71	6,390	90	N	Not Applicable
Tropical Storm	6/6/2013	844	43,044	51	N	Not Applicable
Tropical Storm	6/6/2013	40	15,200	380	N	Not Applicable
Tropical Storm	6/6/2013	3	180	60	N	Not Applicable
Tropical Storm	6/6/2013	1	77	77	N	Not Applicable
Tropical Storm	6/6/2013	25	5,525	221	N	Not Applicable
Tropical Storm	6/6/2013	3	645	215	N	Not Applicable
Tropical Storm	6/6/2013	1	100	100	N	Not Applicable
Tropical Storm	6/6/2013	1	21	21	N	Not Applicable
Tropical Storm	6/6/2013	1	57	57	N	Not Applicable
Tropical Storm	6/6/2013	4	464	116	N	Not Applicable
Tropical Storm	6/6/2013	121	13,565	229	N	Not Applicable
Tropical Storm	6/6/2013	2	290	145	N	Not Applicable
Tropical Storm	6/6/2013	30	7,410	247	N	Not Applicable
Tropical Storm	6/6/2013	86	20,726	241	N	Not Applicable
Tropical Storm	6/6/2013	3	399	133	N	Not Applicable
Tropical Storm	6/6/2013	11	5,709	519	N	Not Applicable
Tropical Storm	6/6/2013	52	4,212	81	N	Not Applicable
Tropical Storm	6/6/2013	12	4,872	406	N	Not Applicable
Tropical Storm	6/6/2013	33	3,308	142	N	Not Applicable
Tropical Storm	6/6/2013	91	24,843	273	N	Not Applicable
Tropical Storm	6/6/2013	33	11,022	334	N	Not Applicable
Tropical Storm	6/6/2013	19	3,762	198	N	Not Applicable
Tropical Storm	6/6/2013	17	6,018	354	N	Not Applicable
Tropical Storm	6/6/2013	43	13,244	308	N	Not Applicable
Tropical Storm	6/6/2013	5	640	128	N	Not Applicable
Tropical Storm	6/6/2013	16	468	438	N	Not Applicable
Tropical Storm	6/6/2013	1	21	21	N	Not Applicable
Tropical Storm	6/6/2013	61	5,917	97	N	Not Applicable
Tropical Storm	6/6/2013	57	11,913	209	N	Not Applicable
Tropical Storm	6/6/2013	2	744	372	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	12	1,668	139	N	Not Applicable
Tropical Storm	6/6/2013	1	84	84	N	Not Applicable
Tropical Storm	6/6/2013	1	287	287	N	Not Applicable
Tropical Storm	6/6/2013	1	312	312	N	Not Applicable
Tropical Storm	6/6/2013	1	149	149	N	Not Applicable
Tropical Storm	6/6/2013	1	152	152	N	Not Applicable
Tropical Storm	6/6/2013	1	29	29	N	Not Applicable
Tropical Storm	6/6/2013	90	15,930	177	N	Not Applicable
Tropical Storm	6/6/2013	3	489	163	N	Not Applicable
Tropical Storm	6/6/2013	1	226	226	N	Not Applicable
Tropical Storm	6/6/2013	67	10,117	151	N	Not Applicable
Tropical Storm	6/6/2013	14	4,116	294	N	Not Applicable
Tropical Storm	6/6/2013	1	118	118	N	Not Applicable
Tropical Storm	6/6/2013	19	6,764	356	N	Not Applicable
Tropical Storm	6/6/2013	1	222	222	N	Not Applicable
Tropical Storm	6/6/2013	26	2,184	84	N	Not Applicable
Tropical Storm	6/6/2013	19	5,985	315	N	Not Applicable
Tropical Storm	6/6/2013	1	125	125	N	Not Applicable
Tropical Storm	6/6/2013	15	1,365	91	N	Not Applicable
Tropical Storm	6/6/2013	3	675	225	N	Not Applicable
Tropical Storm	6/6/2013	1	304	304	N	Not Applicable
Tropical Storm	6/6/2013	56	2,688	48	N	Not Applicable
Tropical Storm	6/6/2013	3	384	128	N	Not Applicable
Tropical Storm	6/6/2013	13	3,627	279	N	Not Applicable
Tropical Storm	6/6/2013	79	16,906	214	N	Not Applicable
Tropical Storm	6/6/2013	174	8,004	46	N	Not Applicable
Tropical Storm	6/6/2013	10	250	25	N	Not Applicable
Tropical Storm	6/6/2013	67	9,112	136	N	Not Applicable
Tropical Storm	6/6/2013	1	228	228	N	Not Applicable
Tropical Storm	6/6/2013	3	813	271	N	Not Applicable
Tropical Storm	6/6/2013	4	1,112	278	N	Not Applicable
Tropical Storm	6/6/2013	14	2,886	434	N	Not Applicable
Tropical Storm	6/6/2013	1	302	302	N	Not Applicable
Tropical Storm	6/6/2013	1	278	278	N	Not Applicable
Tropical Storm	6/6/2013	2	256	128	N	Not Applicable
Tropical Storm	6/6/2013	6	276	46	N	Not Applicable
Tropical Storm	6/6/2013	10	820	82	N	Not Applicable
Tropical Storm	6/6/2013	8	576	72	N	Not Applicable
Tropical Storm	6/6/2013	1	19	19	N	Not Applicable
Tropical Storm	6/6/2013	1	90	90	N	Not Applicable
Tropical Storm	6/6/2013	156	23,470	263	N	Not Applicable
Tropical Storm	6/6/2013	2	88	44	N	Not Applicable
Tropical Storm	6/6/2013	8	1,576	197	N	Not Applicable
Tropical Storm	6/6/2013	3	777	259	N	Not Applicable
Tropical Storm	6/6/2013	3	198	66	N	Not Applicable
Tropical Storm	6/6/2013	21	2,205	105	N	Not Applicable
Tropical Storm	6/6/2013	135	34,020	252	N	Not Applicable
Tropical Storm	6/6/2013	8	824	103	N	Not Applicable
Tropical Storm	6/6/2013	1	66	66	N	Not Applicable
Tropical Storm	6/6/2013	16	6,016	376	N	Not Applicable
Tropical Storm	6/6/2013	80	14,080	176	N	Not Applicable
Tropical Storm	6/6/2013	1	99	99	N	Not Applicable
Tropical Storm	6/6/2013	10	300	30	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	13	1,911	147	N	Not Applicable
Tropical Storm	6/6/2013	1	191	191	N	Not Applicable
Tropical Storm	6/6/2013	1	504	504	N	Not Applicable
Tropical Storm	6/6/2013	184	14,536	79	N	Not Applicable
Tropical Storm	6/6/2013	1	276	276	N	Not Applicable
Tropical Storm	6/6/2013	5	795	159	N	Not Applicable
Tropical Storm	6/6/2013	2	382	191	N	Not Applicable
Tropical Storm	6/6/2013	3	597	199	N	Not Applicable
Tropical Storm	6/6/2013	1	129	129	N	Not Applicable
Tropical Storm	6/6/2013	1	50	50	N	Not Applicable
Tropical Storm	6/6/2013	1	57	57	N	Not Applicable
Tropical Storm	6/6/2013	1	117	117	N	Not Applicable
Tropical Storm	6/6/2013	3	354	118	N	Not Applicable
Tropical Storm	6/6/2013	1	161	161	N	Not Applicable
Tropical Storm	6/6/2013	1	60	60	N	Not Applicable
Tropical Storm	6/6/2013	7	707	101	N	Not Applicable
Tropical Storm	6/6/2013	1	317	317	N	Not Applicable
Tropical Storm	6/6/2013	52	3,796	73	N	Not Applicable
Tropical Storm	6/6/2013	1	76	76	N	Not Applicable
Tropical Storm	6/6/2013	1	143	143	N	Not Applicable
Tropical Storm	6/6/2013	42	6,843	360	N	Not Applicable
Tropical Storm	6/6/2013	2	472	236	N	Not Applicable
Tropical Storm	6/6/2013	21	3,885	185	N	Not Applicable
Tropical Storm	6/6/2013	35	2,345	67	N	Not Applicable
Tropical Storm	6/6/2013	7	3,857	551	N	Not Applicable
Tropical Storm	6/6/2013	18	810	45	N	Not Applicable
Tropical Storm	6/6/2013	12	684	57	N	Not Applicable
Tropical Storm	6/6/2013	7	1,092	156	N	Not Applicable
Tropical Storm	6/6/2013	12	1,116	93	N	Not Applicable
Tropical Storm	6/6/2013	3	873	291	N	Not Applicable
Tropical Storm	6/6/2013	31	1,674	54	N	Not Applicable
Tropical Storm	6/6/2013	1	62	62	N	Not Applicable
Tropical Storm	6/6/2013	11	2,145	195	N	Not Applicable
Tropical Storm	6/6/2013	11	3,531	321	N	Not Applicable
Tropical Storm	6/6/2013	315	18,724	76	N	Not Applicable
Tropical Storm	6/6/2013	1	117	117	N	Not Applicable
Tropical Storm	6/6/2013	2	156	78	N	Not Applicable
Tropical Storm	6/6/2013	10	380	38	N	Not Applicable
Tropical Storm	6/6/2013	1	259	259	N	Not Applicable
Tropical Storm	6/6/2013	29	6,757	233	N	Not Applicable
Tropical Storm	6/6/2013	1	350	350	N	Not Applicable
Tropical Storm	6/6/2013	18	2,502	139	N	Not Applicable
Tropical Storm	6/6/2013	51	4,488	88	N	Not Applicable
Tropical Storm	6/6/2013	1	195	195	N	Not Applicable
Tropical Storm	6/6/2013	66	15,114	229	N	Not Applicable
Tropical Storm	6/6/2013	1	217	217	N	Not Applicable
Tropical Storm	6/6/2013	4	700	175	N	Not Applicable
Tropical Storm	6/6/2013	13	1,339	103	N	Not Applicable
Tropical Storm	6/6/2013	1	292	292	N	Not Applicable
Tropical Storm	6/6/2013	6	684	114	N	Not Applicable
Tropical Storm	6/6/2013	2	284	142	N	Not Applicable
Tropical Storm	6/6/2013	10	270	27	N	Not Applicable
Tropical Storm	6/6/2013	3	1,275	425	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	5	1,075	215	N	Not Applicable
Tropical Storm	6/6/2013	1	304	304	N	Not Applicable
Tropical Storm	6/6/2013	15	1,380	92	N	Not Applicable
Tropical Storm	6/6/2013	2	394	197	N	Not Applicable
Tropical Storm	6/6/2013	87	5,742	66	N	Not Applicable
Tropical Storm	6/6/2013	433	26,846	62	N	Not Applicable
Tropical Storm	6/6/2013	1	345	345	N	Not Applicable
Tropical Storm	6/6/2013	1	241	241	N	Not Applicable
Tropical Storm	6/6/2013	11	2,277	207	N	Not Applicable
Tropical Storm	6/6/2013	18	2,700	150	N	Not Applicable
Tropical Storm	6/6/2013	26	3,068	118	N	Not Applicable
Tropical Storm	6/6/2013	1	137	137	N	Not Applicable
Tropical Storm	6/6/2013	1	318	318	N	Not Applicable
Tropical Storm	6/6/2013	171	32,832	192	N	Not Applicable
Tropical Storm	6/6/2013	2	450	225	N	Not Applicable
Tropical Storm	6/6/2013	1	178	178	N	Not Applicable
Tropical Storm	6/6/2013	10	2,970	297	N	Not Applicable
Tropical Storm	6/6/2013	6	444	74	N	Not Applicable
Tropical Storm	6/6/2013	1	42	42	N	Not Applicable
Tropical Storm	6/6/2013	12	3,828	319	N	Not Applicable
Tropical Storm	6/6/2013	1	98	98	N	Not Applicable
Tropical Storm	6/6/2013	2	184	92	N	Not Applicable
Tropical Storm	6/6/2013	4	872	218	N	Not Applicable
Tropical Storm	6/6/2013	14	728	52	N	Not Applicable
Tropical Storm	6/6/2013	48	528	11	N	Not Applicable
Tropical Storm	6/6/2013	31	3,007	97	N	Not Applicable
Tropical Storm	6/6/2013	8	808	101	N	Not Applicable
Tropical Storm	6/6/2013	1	54	54	N	Not Applicable
Tropical Storm	6/6/2013	1	126	126	N	Not Applicable
Tropical Storm	6/6/2013	1	235	235	N	Not Applicable
Tropical Storm	6/6/2013	1	103	103	N	Not Applicable
Tropical Storm	6/6/2013	12	732	61	N	Not Applicable
Tropical Storm	6/6/2013	1	98	98	N	Not Applicable
Tropical Storm	6/6/2013	150	20,100	134	N	Not Applicable
Tropical Storm	6/6/2013	89	10,858	122	N	Not Applicable
Tropical Storm	6/6/2013	52	12,272	236	N	Not Applicable
Tropical Storm	6/6/2013	4	1,260	315	N	Not Applicable
Tropical Storm	6/6/2013	15	1,140	76	N	Not Applicable
Tropical Storm	6/6/2013	15	555	37	N	Not Applicable
Tropical Storm	6/6/2013	12	1,296	108	N	Not Applicable
Tropical Storm	6/6/2013	20	5,180	259	N	Not Applicable
Tropical Storm	6/6/2013	37	3,626	98	N	Not Applicable
Tropical Storm	6/6/2013	3	588	196	N	Not Applicable
Tropical Storm	6/6/2013	43	39,775	925	N	Not Applicable
Tropical Storm	6/6/2013	1	133	133	N	Not Applicable
Tropical Storm	6/6/2013	7	497	71	N	Not Applicable
Tropical Storm	6/6/2013	1	121	121	N	Not Applicable
Tropical Storm	6/6/2013	12	3,756	313	N	Not Applicable
Tropical Storm	6/6/2013	7	938	134	N	Not Applicable
Tropical Storm	6/6/2013	9	216	24	N	Not Applicable
Tropical Storm	6/6/2013	1	156	156	N	Not Applicable
Tropical Storm	6/6/2013	20	4,420	221	N	Not Applicable
Tropical Storm	6/6/2013	3	1,263	421	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	12	2,892	241	N	Not Applicable
Tropical Storm	6/6/2013	1	114	114	N	Not Applicable
Tropical Storm	6/6/2013	91	15,925	175	N	Not Applicable
Tropical Storm	6/6/2013	25	4,350	174	N	Not Applicable
Tropical Storm	6/6/2013	18	162	9	N	Not Applicable
Tropical Storm	6/6/2013	13	4,667	359	N	Not Applicable
Tropical Storm	6/6/2013	3	21	7	N	Not Applicable
Tropical Storm	6/6/2013	2	258	129	N	Not Applicable
Tropical Storm	6/6/2013	3	198	66	N	Not Applicable
Tropical Storm	6/6/2013	1	154	154	N	Not Applicable
Tropical Storm	6/6/2013	1	129	129	N	Not Applicable
Tropical Storm	6/6/2013	4	1,052	263	N	Not Applicable
Tropical Storm	6/6/2013	4	264	66	N	Not Applicable
Tropical Storm	6/6/2013	31	8,153	263	N	Not Applicable
Tropical Storm	6/6/2013	1	69	69	N	Not Applicable
Tropical Storm	6/6/2013	1	74	74	N	Not Applicable
Tropical Storm	6/6/2013	11	891	81	N	Not Applicable
Tropical Storm	6/6/2013	1	120	120	N	Not Applicable
Tropical Storm	6/6/2013	1	107	107	N	Not Applicable
Tropical Storm	6/6/2013	1	35	35	N	Not Applicable
Tropical Storm	6/6/2013	1	150	150	N	Not Applicable
Tropical Storm	6/6/2013	51	24,015	475	N	Not Applicable
Tropical Storm	6/6/2013	18	5,886	327	N	Not Applicable
Tropical Storm	6/6/2013	9	1,395	155	N	Not Applicable
Tropical Storm	6/6/2013	9	1,269	141	N	Not Applicable
Tropical Storm	6/6/2013	3	441	147	N	Not Applicable
Tropical Storm	6/6/2013	4	164	41	N	Not Applicable
Tropical Storm	6/6/2013	1	113	113	N	Not Applicable
Tropical Storm	6/6/2013	1	180	180	N	Not Applicable
Tropical Storm	6/6/2013	2	794	397	N	Not Applicable
Tropical Storm	6/6/2013	1	43	43	N	Not Applicable
Tropical Storm	6/6/2013	68	4,964	73	N	Not Applicable
Tropical Storm	6/6/2013	5	330	66	N	Not Applicable
Tropical Storm	6/6/2013	26	702	27	N	Not Applicable
Tropical Storm	6/6/2013	4	912	228	N	Not Applicable
Tropical Storm	6/6/2013	13	429	33	N	Not Applicable
Tropical Storm	6/6/2013	8	1,520	190	N	Not Applicable
Tropical Storm	6/6/2013	39	5,148	132	N	Not Applicable
Tropical Storm	6/6/2013	1	147	147	N	Not Applicable
Tropical Storm	6/6/2013	8	2,352	294	N	Not Applicable
Tropical Storm	6/6/2013	4	912	228	N	Not Applicable
Tropical Storm	6/6/2013	1	72	72	N	Not Applicable
Tropical Storm	6/6/2013	1	49	49	N	Not Applicable
Tropical Storm	6/6/2013	59	3,127	53	N	Not Applicable
Tropical Storm	6/6/2013	5	370	74	N	Not Applicable
Tropical Storm	6/6/2013	17	1,309	77	N	Not Applicable
Tropical Storm	6/6/2013	139	11,815	85	N	Not Applicable
Tropical Storm	6/6/2013	31	7,884	405	N	Not Applicable
Tropical Storm	6/6/2013	7	812	116	N	Not Applicable
Tropical Storm	6/6/2013	1	163	163	N	Not Applicable
Tropical Storm	6/6/2013	28	1,736	62	N	Not Applicable
Tropical Storm	6/6/2013	9	1,161	129	N	Not Applicable
Tropical Storm	6/6/2013	1	93	93	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1	324	324	N	Not Applicable
Tropical Storm	6/6/2013	32	2,208	69	N	Not Applicable
Tropical Storm	6/6/2013	78	5,850	75	N	Not Applicable
Tropical Storm	6/6/2013	37	999	27	N	Not Applicable
Tropical Storm	6/6/2013	1	106	106	N	Not Applicable
Tropical Storm	6/6/2013	1	263	273	N	Not Applicable
Tropical Storm	6/6/2013	2	558	279	N	Not Applicable
Tropical Storm	6/6/2013	1	133	133	N	Not Applicable
Tropical Storm	6/6/2013	30	1,320	44	N	Not Applicable
Tropical Storm	6/6/2013	1	49	49	N	Not Applicable
Tropical Storm	6/6/2013	98	10,483	404	N	Not Applicable
Tropical Storm	6/6/2013	7	882	126	N	Not Applicable
Tropical Storm	6/6/2013	53	5,998	311	N	Not Applicable
Tropical Storm	6/6/2013	2	506	253	N	Not Applicable
Tropical Storm	6/6/2013	1	317	317	N	Not Applicable
Tropical Storm	6/6/2013	1	55	55	N	Not Applicable
Tropical Storm	6/6/2013	3	879	293	N	Not Applicable
Tropical Storm	6/6/2013	17	1,615	95	N	Not Applicable
Tropical Storm	6/6/2013	4	880	220	N	Not Applicable
Tropical Storm	6/6/2013	78	8,892	114	N	Not Applicable
Tropical Storm	6/6/2013	59	3,422	58	N	Not Applicable
Tropical Storm	6/6/2013	23	1,817	79	N	Not Applicable
Tropical Storm	6/6/2013	3	288	96	N	Not Applicable
Tropical Storm	6/6/2013	4	232	58	N	Not Applicable
Tropical Storm	6/6/2013	21	2,016	96	N	Not Applicable
Tropical Storm	6/6/2013	1	311	311	N	Not Applicable
Tropical Storm	6/6/2013	17	1,360	80	N	Not Applicable
Tropical Storm	6/6/2013	16	6,472	660	N	Not Applicable
Tropical Storm	6/6/2013	1	253	253	N	Not Applicable
Tropical Storm	6/6/2013	40	7,560	189	N	Not Applicable
Tropical Storm	6/6/2013	1	75	75	N	Not Applicable
Tropical Storm	6/6/2013	9	882	98	N	Not Applicable
Tropical Storm	6/6/2013	123	9,102	74	N	Not Applicable
Tropical Storm	6/6/2013	4	964	241	N	Not Applicable
Tropical Storm	6/6/2013	1	79	79	N	Not Applicable
Tropical Storm	6/6/2013	32	6,304	197	N	Not Applicable
Tropical Storm	6/6/2013	23	2,852	124	N	Not Applicable
Tropical Storm	6/6/2013	2	782	391	N	Not Applicable
Tropical Storm	6/6/2013	1	281	281	N	Not Applicable
Tropical Storm	6/6/2013	25	875	35	N	Not Applicable
Tropical Storm	6/6/2013	4	780	195	N	Not Applicable
Tropical Storm	6/6/2013	26	2,704	104	N	Not Applicable
Tropical Storm	6/6/2013	2	194	97	N	Not Applicable
Tropical Storm	6/6/2013	1	187	187	N	Not Applicable
Tropical Storm	6/6/2013	8	552	69	N	Not Applicable
Tropical Storm	6/6/2013	1	227	227	N	Not Applicable
Tropical Storm	6/6/2013	43	3,784	88	N	Not Applicable
Tropical Storm	6/6/2013	2	592	296	N	Not Applicable
Tropical Storm	6/6/2013	1	50	50	N	Not Applicable
Tropical Storm	6/6/2013	10	2,360	236	N	Not Applicable
Tropical Storm	6/6/2013	1	159	159	N	Not Applicable
Tropical Storm	6/6/2013	8	544	68	N	Not Applicable
Tropical Storm	6/6/2013	1	73	73	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1,360	89,685	217	N	Not Applicable
Tropical Storm	6/6/2013	1	156	156	N	Not Applicable
Tropical Storm	6/6/2013	51	1,581	31	N	Not Applicable
Tropical Storm	6/6/2013	1	125	125	N	Not Applicable
Tropical Storm	6/6/2013	8	2,368	296	N	Not Applicable
Tropical Storm	6/6/2013	1	298	298	N	Not Applicable
Tropical Storm	6/6/2013	15	1,470	98	N	Not Applicable
Tropical Storm	6/6/2013	23	1,909	83	N	Not Applicable
Tropical Storm	6/6/2013	4	1,432	358	N	Not Applicable
Tropical Storm	6/6/2013	2	132	66	N	Not Applicable
Tropical Storm	6/6/2013	17	782	46	N	Not Applicable
Tropical Storm	6/6/2013	55	220	4	N	Not Applicable
Tropical Storm	6/6/2013	20	7,000	350	N	Not Applicable
Tropical Storm	6/6/2013	6	642	107	N	Not Applicable
Tropical Storm	6/6/2013	1	155	155	N	Not Applicable
Tropical Storm	6/6/2013	2	414	207	N	Not Applicable
Tropical Storm	6/6/2013	2	336	168	N	Not Applicable
Tropical Storm	6/6/2013	1	371	371	N	Not Applicable
Tropical Storm	6/6/2013	1	99	99	N	Not Applicable
Tropical Storm	6/6/2013	4	308	77	N	Not Applicable
Tropical Storm	6/6/2013	6	1,068	178	N	Not Applicable
Tropical Storm	6/6/2013	4	304	76	N	Not Applicable
Tropical Storm	6/6/2013	11	858	78	N	Not Applicable
Tropical Storm	6/6/2013	4	496	124	N	Not Applicable
Tropical Storm	6/6/2013	19	3,059	161	N	Not Applicable
Tropical Storm	6/6/2013	6	744	124	N	Not Applicable
Tropical Storm	6/6/2013	131	17,947	137	N	Not Applicable
Tropical Storm	6/6/2013	21	1,533	73	N	Not Applicable
Tropical Storm	6/6/2013	1	258	258	N	Not Applicable
Tropical Storm	6/6/2013	2	52	26	N	Not Applicable
Tropical Storm	6/6/2013	3,166	37,326	56	N	Not Applicable
Tropical Storm	6/6/2013	2	340	170	N	Not Applicable
Tropical Storm	6/6/2013	1	99	99	N	Not Applicable
Tropical Storm	6/6/2013	1	119	119	N	Not Applicable
Tropical Storm	6/6/2013	1	148	148	N	Not Applicable
Tropical Storm	6/6/2013	56	1,736	31	N	Not Applicable
Tropical Storm	6/6/2013	4	2,036	509	N	Not Applicable
Tropical Storm	6/6/2013	76	14,858	261	N	Not Applicable
Tropical Storm	6/6/2013	2	176	88	N	Not Applicable
Tropical Storm	6/6/2013	1	43	43	N	Not Applicable
Tropical Storm	6/6/2013	13	221	17	N	Not Applicable
Tropical Storm	6/6/2013	53	5,194	98	N	Not Applicable
Tropical Storm	6/6/2013	12	2,460	412	N	Not Applicable
Tropical Storm	6/6/2013	7	448	64	N	Not Applicable
Tropical Storm	6/6/2013	1,693	160,168	224	N	Not Applicable
Tropical Storm	6/6/2013	5	795	159	N	Not Applicable
Tropical Storm	6/6/2013	820	24,600	30	N	Not Applicable
Tropical Storm	6/6/2013	1	160	160	N	Not Applicable
Tropical Storm	6/6/2013	29	1,653	57	N	Not Applicable
Tropical Storm	6/6/2013	1	84	84	N	Not Applicable
Tropical Storm	6/6/2013	9	1,377	153	N	Not Applicable
Tropical Storm	6/6/2013	7	1,708	244	N	Not Applicable
Tropical Storm	6/6/2013	1	349	349	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	7	1,582	226	N	Not Applicable
Tropical Storm	6/6/2013	1	49	49	N	Not Applicable
Tropical Storm	6/6/2013	35	1,715	49	N	Not Applicable
Tropical Storm	6/6/2013	5	610	122	N	Not Applicable
Tropical Storm	6/6/2013	10	1,400	140	N	Not Applicable
Tropical Storm	6/6/2013	3	375	125	N	Not Applicable
Tropical Storm	6/6/2013	1	89	89	N	Not Applicable
Tropical Storm	6/6/2013	18	1,386	77	N	Not Applicable
Tropical Storm	6/6/2013	10	3,300	330	N	Not Applicable
Tropical Storm	6/6/2013	1	46	46	N	Not Applicable
Tropical Storm	6/6/2013	47	7,473	159	N	Not Applicable
Tropical Storm	6/6/2013	14	3,150	225	N	Not Applicable
Tropical Storm	6/6/2013	4	468	117	N	Not Applicable
Tropical Storm	6/6/2013	14	658	47	N	Not Applicable
Tropical Storm	6/6/2013	76	5,548	73	N	Not Applicable
Tropical Storm	6/6/2013	1	41	41	N	Not Applicable
Tropical Storm	6/6/2013	33	2,475	75	N	Not Applicable
Tropical Storm	6/6/2013	43	8,127	189	N	Not Applicable
Tropical Storm	6/6/2013	123	12,177	99	N	Not Applicable
Tropical Storm	6/6/2013	54	5,176	114	N	Not Applicable
Tropical Storm	6/6/2013	62	6,262	101	N	Not Applicable
Tropical Storm	6/6/2013	4	808	202	N	Not Applicable
Tropical Storm	6/6/2013	3	705	235	N	Not Applicable
Tropical Storm	6/6/2013	4	488	122	N	Not Applicable
Tropical Storm	6/6/2013	5	860	172	N	Not Applicable
Tropical Storm	6/6/2013	14	1,666	119	N	Not Applicable
Tropical Storm	6/6/2013	7	840	120	N	Not Applicable
Tropical Storm	6/6/2013	1	212	212	N	Not Applicable
Tropical Storm	6/6/2013	2	536	268	N	Not Applicable
Tropical Storm	6/6/2013	9	495	55	N	Not Applicable
Tropical Storm	6/6/2013	12	984	82	N	Not Applicable
Tropical Storm	6/6/2013	3	759	253	N	Not Applicable
Tropical Storm	6/6/2013	1	71	71	N	Not Applicable
Tropical Storm	6/6/2013	60	3,960	66	N	Not Applicable
Tropical Storm	6/6/2013	5	1,715	343	N	Not Applicable
Tropical Storm	6/6/2013	168	11,760	70	N	Not Applicable
Tropical Storm	6/6/2013	2	250	125	N	Not Applicable
Tropical Storm	6/6/2013	8	3,424	428	N	Not Applicable
Tropical Storm	6/6/2013	4	164	41	N	Not Applicable
Tropical Storm	6/6/2013	3	312	104	N	Not Applicable
Tropical Storm	6/6/2013	14	3,990	285	N	Not Applicable
Tropical Storm	6/6/2013	1	197	197	N	Not Applicable
Tropical Storm	6/6/2013	3,982	155,137	67	N	Not Applicable
Tropical Storm	6/6/2013	379	5,028	26	N	Not Applicable
Tropical Storm	6/6/2013	1	220	220	N	Not Applicable
Tropical Storm	6/6/2013	1	47	47	N	Not Applicable
Tropical Storm	6/6/2013	1	133	133	N	Not Applicable
Tropical Storm	6/6/2013	1	90	90	N	Not Applicable
Tropical Storm	6/6/2013	1	71	71	N	Not Applicable
Tropical Storm	6/6/2013	10	4,210	421	N	Not Applicable
Tropical Storm	6/6/2013	59	4,425	75	N	Not Applicable
Tropical Storm	6/6/2013	12	1,548	129	N	Not Applicable
Tropical Storm	6/6/2013	1	261	261	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1	222	222	N	Not Applicable
Tropical Storm	6/6/2013	4	840	210	N	Not Applicable
Tropical Storm	6/6/2013	32	2,560	80	N	Not Applicable
Tropical Storm	6/6/2013	184	9,016	49	N	Not Applicable
Tropical Storm	6/6/2013	4	464	116	N	Not Applicable
Tropical Storm	6/6/2013	10	2,020	202	N	Not Applicable
Tropical Storm	6/6/2013	26	1,716	66	N	Not Applicable
Tropical Storm	6/6/2013	2	184	92	N	Not Applicable
Tropical Storm	6/6/2013	1	96	96	N	Not Applicable
Tropical Storm	6/6/2013	352	352	1	N	Not Applicable
Tropical Storm	6/6/2013	1	182	182	N	Not Applicable
Tropical Storm	6/6/2013	54	2,376	44	N	Not Applicable
Tropical Storm	6/6/2013	31	2,542	82	N	Not Applicable
Tropical Storm	6/6/2013	69	5,982	87	N	Not Applicable
Tropical Storm	6/6/2013	43	2,752	64	N	Not Applicable
Tropical Storm	6/6/2013	15	1,440	96	N	Not Applicable
Tropical Storm	6/6/2013	1	125	125	N	Not Applicable
Tropical Storm	6/6/2013	1	88	88	N	Not Applicable
Tropical Storm	6/6/2013	1	43	43	N	Not Applicable
Tropical Storm	6/6/2013	3	582	194	N	Not Applicable
Tropical Storm	6/6/2013	1	80	80	N	Not Applicable
Tropical Storm	6/6/2013	1,747	72,195	57	N	Not Applicable
Tropical Storm	6/6/2013	5	705	141	N	Not Applicable
Tropical Storm	6/6/2013	2	650	325	N	Not Applicable
Tropical Storm	6/6/2013	1	86	86	N	Not Applicable
Tropical Storm	6/6/2013	1	233	233	N	Not Applicable
Tropical Storm	6/6/2013	26	4,914	189	N	Not Applicable
Tropical Storm	6/6/2013	11	1,815	165	N	Not Applicable
Tropical Storm	6/6/2013	8	5,752	719	N	Not Applicable
Tropical Storm	6/6/2013	27	2,052	76	N	Not Applicable
Tropical Storm	6/6/2013	6	414	69	N	Not Applicable
Tropical Storm	6/6/2013	4	384	96	N	Not Applicable
Tropical Storm	6/6/2013	1	255	255	N	Not Applicable
Tropical Storm	6/6/2013	57	9,307	362	N	Not Applicable
Tropical Storm	6/6/2013	1	73	73	N	Not Applicable
Tropical Storm	6/6/2013	24	96	4	N	Not Applicable
Tropical Storm	6/6/2013	2	206	103	N	Not Applicable
Tropical Storm	6/6/2013	1	83	83	N	Not Applicable
Tropical Storm	6/6/2013	11	1,573	143	N	Not Applicable
Tropical Storm	6/6/2013	1	78	78	N	Not Applicable
Tropical Storm	6/6/2013	147	4,410	30	N	Not Applicable
Tropical Storm	6/6/2013	58	3,639	388	N	Not Applicable
Tropical Storm	6/6/2013	6	1,428	238	N	Not Applicable
Tropical Storm	6/6/2013	23	5,681	247	N	Not Applicable
Tropical Storm	6/6/2013	2	170	85	N	Not Applicable
Tropical Storm	6/6/2013	1	120	120	N	Not Applicable
Tropical Storm	6/6/2013	1	94	94	N	Not Applicable
Tropical Storm	6/6/2013	1	96	96	N	Not Applicable
Tropical Storm	6/6/2013	1	202	202	N	Not Applicable
Tropical Storm	6/6/2013	40	4,200	105	N	Not Applicable
Tropical Storm	6/6/2013	1	126	126	N	Not Applicable
Tropical Storm	6/6/2013	6	1,092	182	N	Not Applicable
Tropical Storm	6/6/2013	95	3,800	40	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	50	2,500	50	N	Not Applicable
Tropical Storm	6/6/2013	4	1,396	349	N	Not Applicable
Tropical Storm	6/6/2013	24	4,560	190	N	Not Applicable
Tropical Storm	6/6/2013	5	220	44	N	Not Applicable
Tropical Storm	6/6/2013	31	5,301	171	N	Not Applicable
Tropical Storm	6/6/2013	83	18,331	601	N	Not Applicable
Tropical Storm	6/6/2013	16	1,584	99	N	Not Applicable
Tropical Storm	6/6/2013	66	792	12	N	Not Applicable
Tropical Storm	6/6/2013	6	1,680	280	N	Not Applicable
Tropical Storm	6/6/2013	1	86	86	N	Not Applicable
Tropical Storm	6/6/2013	11	3,575	325	N	Not Applicable
Tropical Storm	6/6/2013	172	42,484	247	N	Not Applicable
Tropical Storm	6/6/2013	4	400	100	N	Not Applicable
Tropical Storm	6/6/2013	56	10,752	192	N	Not Applicable
Tropical Storm	6/6/2013	1	164	164	N	Not Applicable
Tropical Storm	6/6/2013	2	380	190	N	Not Applicable
Tropical Storm	6/6/2013	1	45	45	N	Not Applicable
Tropical Storm	6/6/2013	2	248	124	N	Not Applicable
Tropical Storm	6/6/2013	4	628	157	N	Not Applicable
Tropical Storm	6/6/2013	45	4,050	90	N	Not Applicable
Tropical Storm	6/6/2013	2	112	56	N	Not Applicable
Tropical Storm	6/6/2013	8	912	114	N	Not Applicable
Tropical Storm	6/6/2013	1	235	235	N	Not Applicable
Tropical Storm	6/6/2013	11	2,420	220	N	Not Applicable
Tropical Storm	6/6/2013	560	21,560	177	N	Not Applicable
Tropical Storm	6/6/2013	45	3,960	88	N	Not Applicable
Tropical Storm	6/6/2013	25	2,500	100	N	Not Applicable
Tropical Storm	6/6/2013	1	476	476	N	Not Applicable
Tropical Storm	6/6/2013	1	56	56	N	Not Applicable
Tropical Storm	6/6/2013	1	342	342	N	Not Applicable
Tropical Storm	6/6/2013	1	35	35	N	Not Applicable
Tropical Storm	6/6/2013	21	798	38	N	Not Applicable
Tropical Storm	6/6/2013	2	126	63	N	Not Applicable
Tropical Storm	6/6/2013	73	18,542	254	N	Not Applicable
Tropical Storm	6/6/2013	6	1,488	248	N	Not Applicable
Tropical Storm	6/6/2013	1	39	39	N	Not Applicable
Tropical Storm	6/6/2013	4	616	154	N	Not Applicable
Tropical Storm	6/6/2013	1	271	271	N	Not Applicable
Tropical Storm	6/6/2013	11	770	70	N	Not Applicable
Tropical Storm	6/6/2013	54	4,360	123	N	Not Applicable
Tropical Storm	6/6/2013	1	115	115	N	Not Applicable
Tropical Storm	6/6/2013	3	675	225	N	Not Applicable
Tropical Storm	6/6/2013	1	199	199	N	Not Applicable
Tropical Storm	6/6/2013	1	72	72	N	Not Applicable
Tropical Storm	6/6/2013	28	3,640	130	N	Not Applicable
Tropical Storm	6/6/2013	4	1,032	258	N	Not Applicable
Tropical Storm	6/6/2013	18	1,080	60	N	Not Applicable
Tropical Storm	6/6/2013	1	271	271	N	Not Applicable
Tropical Storm	6/6/2013	2	308	154	N	Not Applicable
Tropical Storm	6/6/2013	1	126	126	N	Not Applicable
Tropical Storm	6/6/2013	1	31	31	N	Not Applicable
Tropical Storm	6/6/2013	6	1,350	225	N	Not Applicable
Tropical Storm	6/6/2013	1	67	67	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1	118	118	N	Not Applicable
Tropical Storm	6/6/2013	1	272	272	N	Not Applicable
Tropical Storm	6/6/2013	118	7,080	60	N	Not Applicable
Tropical Storm	6/6/2013	13	6,786	522	N	Not Applicable
Tropical Storm	6/6/2013	1	116	116	N	Not Applicable
Tropical Storm	6/6/2013	34	1,326	39	N	Not Applicable
Tropical Storm	6/6/2013	2	36	18	N	Not Applicable
Tropical Storm	6/6/2013	135	8,505	63	N	Not Applicable
Tropical Storm	6/6/2013	8	432	54	N	Not Applicable
Tropical Storm	6/6/2013	11	1,639	149	N	Not Applicable
Tropical Storm	6/6/2013	1	235	235	N	Not Applicable
Tropical Storm	6/6/2013	24	2,568	107	N	Not Applicable
Tropical Storm	6/6/2013	43	8,729	203	N	Not Applicable
Tropical Storm	6/6/2013	17	867	51	N	Not Applicable
Tropical Storm	6/6/2013	1	70	70	N	Not Applicable
Tropical Storm	6/6/2013	1	37	37	N	Not Applicable
Tropical Storm	6/6/2013	4	256	64	N	Not Applicable
Tropical Storm	6/6/2013	14	3,682	263	N	Not Applicable
Tropical Storm	6/6/2013	1	123	123	N	Not Applicable
Tropical Storm	6/6/2013	1	14	14	N	Not Applicable
Tropical Storm	6/6/2013	1	265	265	N	Not Applicable
Tropical Storm	6/6/2013	32	6,976	218	N	Not Applicable
Tropical Storm	6/6/2013	15	5,205	347	N	Not Applicable
Tropical Storm	6/6/2013	1	117	117	N	Not Applicable
Tropical Storm	6/6/2013	7	259	37	N	Not Applicable
Tropical Storm	6/6/2013	11	297	27	N	Not Applicable
Tropical Storm	6/6/2013	19	1,311	69	N	Not Applicable
Tropical Storm	6/6/2013	1	186	186	N	Not Applicable
Tropical Storm	6/6/2013	1	145	145	N	Not Applicable
Tropical Storm	6/6/2013	1	253	253	N	Not Applicable
Tropical Storm	6/6/2013	1	159	159	N	Not Applicable
Tropical Storm	6/6/2013	1	108	108	N	Not Applicable
Tropical Storm	6/6/2013	1	32	32	N	Not Applicable
Tropical Storm	6/6/2013	1	96	96	N	Not Applicable
Tropical Storm	6/6/2013	47	4,269	259	N	Not Applicable
Tropical Storm	6/6/2013	1	56	56	N	Not Applicable
Tropical Storm	6/6/2013	7	609	88	N	Not Applicable
Tropical Storm	6/6/2013	6	1,212	202	N	Not Applicable
Tropical Storm	6/6/2013	21	3,675	175	N	Not Applicable
Tropical Storm	6/6/2013	2	136	68	N	Not Applicable
Tropical Storm	6/6/2013	134	33,634	251	N	Not Applicable
Tropical Storm	6/6/2013	1	85	85	N	Not Applicable
Tropical Storm	6/6/2013	1	34	34	N	Not Applicable
Tropical Storm	6/6/2013	1	113	113	N	Not Applicable
Tropical Storm	6/6/2013	27	8,379	387	N	Not Applicable
Tropical Storm	6/6/2013	3	354	118	N	Not Applicable
Tropical Storm	6/6/2013	1	55	55	N	Not Applicable
Tropical Storm	6/6/2013	1	377	377	N	Not Applicable
Tropical Storm	6/6/2013	63	4,725	75	N	Not Applicable
Tropical Storm	6/6/2013	3	324	108	N	Not Applicable
Tropical Storm	6/6/2013	4	296	74	N	Not Applicable
Tropical Storm	6/6/2013	1,534	3,068	2	N	Not Applicable
Tropical Storm	6/6/2013	1	170	170	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1	221	221	N	Not Applicable
Tropical Storm	6/6/2013	13	3,263	251	N	Not Applicable
Tropical Storm	6/6/2013	1	266	266	N	Not Applicable
Tropical Storm	6/6/2013	8	1,336	167	N	Not Applicable
Tropical Storm	6/6/2013	1	81	81	N	Not Applicable
Tropical Storm	6/6/2013	2,785	81,875	83	N	Not Applicable
Tropical Storm	6/6/2013	3	486	162	N	Not Applicable
Tropical Storm	6/6/2013	1	94	94	N	Not Applicable
Tropical Storm	6/6/2013	2	10	5	N	Not Applicable
Tropical Storm	6/6/2013	3	312	104	N	Not Applicable
Tropical Storm	6/6/2013	1	342	342	N	Not Applicable
Tropical Storm	6/6/2013	1	166	166	N	Not Applicable
Tropical Storm	6/6/2013	1	285	285	N	Not Applicable
Tropical Storm	6/6/2013	1	171	171	N	Not Applicable
Tropical Storm	6/6/2013	444	38,184	86	N	Not Applicable
Tropical Storm	6/6/2013	1	151	151	N	Not Applicable
Tropical Storm	6/6/2013	3	201	67	N	Not Applicable
Tropical Storm	6/6/2013	1	287	287	N	Not Applicable
Tropical Storm	6/6/2013	7	413	59	N	Not Applicable
Tropical Storm	6/6/2013	77	4,845	209	N	Not Applicable
Tropical Storm	6/6/2013	1	108	108	N	Not Applicable
Tropical Storm	6/6/2013	1	251	251	N	Not Applicable
Tropical Storm	6/6/2013	1	399	399	N	Not Applicable
Tropical Storm	6/6/2013	7	175	25	N	Not Applicable
Tropical Storm	6/6/2013	1	150	150	N	Not Applicable
Tropical Storm	6/6/2013	1	67	67	N	Not Applicable
Tropical Storm	6/6/2013	9	2,502	278	N	Not Applicable
Tropical Storm	6/6/2013	11	1,276	116	N	Not Applicable
Tropical Storm	6/6/2013	1	52	52	N	Not Applicable
Tropical Storm	6/6/2013	60	6,277	436	N	Not Applicable
Tropical Storm	6/6/2013	30	3,600	120	N	Not Applicable
Tropical Storm	6/6/2013	1	45	45	N	Not Applicable
Tropical Storm	6/6/2013	1	81	81	N	Not Applicable
Tropical Storm	6/6/2013	996	73,382	119	N	Not Applicable
Tropical Storm	6/6/2013	33	4,752	144	N	Not Applicable
Tropical Storm	6/6/2013	6	480	80	N	Not Applicable
Tropical Storm	6/6/2013	3	375	125	N	Not Applicable
Tropical Storm	6/6/2013	86	17,716	206	N	Not Applicable
Tropical Storm	6/6/2013	12	1,020	85	N	Not Applicable
Tropical Storm	6/6/2013	1	105	105	N	Not Applicable
Tropical Storm	6/6/2013	1	76	76	N	Not Applicable
Tropical Storm	6/6/2013	12	1,080	90	N	Not Applicable
Tropical Storm	6/6/2013	1	418	418	N	Not Applicable
Tropical Storm	6/6/2013	1	88	88	N	Not Applicable
Tropical Storm	6/6/2013	1	83	83	N	Not Applicable
Tropical Storm	6/6/2013	17	238	14	N	Not Applicable
Tropical Storm	6/6/2013	2	582	291	N	Not Applicable
Tropical Storm	6/6/2013	15	2,910	194	N	Not Applicable
Tropical Storm	6/6/2013	1	83	83	N	Not Applicable
Tropical Storm	6/6/2013	6	348	58	N	Not Applicable
Tropical Storm	6/6/2013	8	2,520	315	N	Not Applicable
Tropical Storm	6/6/2013	1	494	494	N	Not Applicable
Tropical Storm	6/6/2013	92	11,592	126	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1	257	257	N	Not Applicable
Tropical Storm	6/6/2013	1	428	428	N	Not Applicable
Tropical Storm	6/6/2013	37	2,183	59	N	Not Applicable
Tropical Storm	6/6/2013	13	728	56	N	Not Applicable
Tropical Storm	6/6/2013	1	317	317	N	Not Applicable
Tropical Storm	6/6/2013	15	1,845	123	N	Not Applicable
Tropical Storm	6/6/2013	11	4,708	428	N	Not Applicable
Tropical Storm	6/6/2013	6	540	90	N	Not Applicable
Tropical Storm	6/6/2013	1	92	92	N	Not Applicable
Tropical Storm	6/6/2013	1	65	65	N	Not Applicable
Tropical Storm	6/6/2013	24	1,104	46	N	Not Applicable
Tropical Storm	6/6/2013	1	153	153	N	Not Applicable
Tropical Storm	6/6/2013	1	173	173	N	Not Applicable
Tropical Storm	6/6/2013	1	55	55	N	Not Applicable
Tropical Storm	6/6/2013	1	259	259	N	Not Applicable
Tropical Storm	6/6/2013	2	658	329	N	Not Applicable
Tropical Storm	6/6/2013	12	1,416	118	N	Not Applicable
Tropical Storm	6/6/2013	1	103	103	N	Not Applicable
Tropical Storm	6/6/2013	1	142	142	N	Not Applicable
Tropical Storm	6/6/2013	1	83	83	N	Not Applicable
Tropical Storm	6/6/2013	1	67	67	N	Not Applicable
Tropical Storm	6/6/2013	1	226	226	N	Not Applicable
Tropical Storm	6/6/2013	1	41	41	N	Not Applicable
Tropical Storm	6/6/2013	1	128	128	N	Not Applicable
Tropical Storm	6/6/2013	3	1,254	418	N	Not Applicable
Tropical Storm	6/6/2013	7	140	20	N	Not Applicable
Tropical Storm	6/6/2013	9	495	55	N	Not Applicable
Tropical Storm	6/6/2013	3	621	207	N	Not Applicable
Tropical Storm	6/6/2013	1	69	69	N	Not Applicable
Tropical Storm	6/6/2013	1	379	379	N	Not Applicable
Tropical Storm	6/6/2013	1,674	20,088	12	N	Not Applicable
Tropical Storm	6/6/2013	11	396	36	N	Not Applicable
Tropical Storm	6/6/2013	52	6,370	130	N	Not Applicable
Tropical Storm	6/6/2013	14	532	38	N	Not Applicable
Tropical Storm	6/6/2013	4	60	15	N	Not Applicable
Tropical Storm	6/6/2013	4	932	233	N	Not Applicable
Tropical Storm	6/6/2013	114	8,601	239	N	Not Applicable
Tropical Storm	6/6/2013	7	203	29	N	Not Applicable
Tropical Storm	6/6/2013	3	174	58	N	Not Applicable
Tropical Storm	6/6/2013	83	9,711	117	N	Not Applicable
Tropical Storm	6/6/2013	1	41	41	N	Not Applicable
Tropical Storm	6/6/2013	89	18,067	203	N	Not Applicable
Tropical Storm	6/6/2013	1	104	104	N	Not Applicable
Tropical Storm	6/6/2013	1	441	441	N	Not Applicable
Tropical Storm	6/6/2013	1	170	170	N	Not Applicable
Tropical Storm	6/6/2013	206	70,040	340	N	Not Applicable
Tropical Storm	6/6/2013	1	82	82	N	Not Applicable
Tropical Storm	6/6/2013	1	217	217	N	Not Applicable
Tropical Storm	6/6/2013	7	1,575	225	N	Not Applicable
Tropical Storm	6/6/2013	1	47	47	N	Not Applicable
Tropical Storm	6/6/2013	1	68	68	N	Not Applicable
Tropical Storm	6/6/2013	8	1,984	248	N	Not Applicable
Tropical Storm	6/6/2013	1	31	31	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/6/2013	1,693	11,851	7	N	Not Applicable
Tropical Storm	6/6/2013	1	515	515	N	Not Applicable
Tropical Storm	6/6/2013	1	176	176	N	Not Applicable
Tropical Storm	6/6/2013	1,000	61,580	421	N	Not Applicable
Tropical Storm	6/6/2013	1	68	68	N	Not Applicable
Tropical Storm	6/6/2013	7	4,291	613	N	Not Applicable
Tropical Storm	6/6/2013	31	8,987	625	N	Not Applicable
Tropical Storm	6/6/2013	29	4,379	151	N	Not Applicable
Tropical Storm	6/6/2013	1	36	36	N	Not Applicable
Tropical Storm	6/6/2013	1	393	393	N	Not Applicable
Tropical Storm	6/6/2013	9	576	64	N	Not Applicable
Tropical Storm	6/6/2013	1	51	51	N	Not Applicable
Tropical Storm	6/6/2013	1,294	101,775	93	N	Not Applicable
Tropical Storm	6/6/2013	1	273	273	N	Not Applicable
Tropical Storm	6/6/2013	421	41,679	99	N	Not Applicable
Tropical Storm	6/6/2013	5	715	363	N	Not Applicable
Tropical Storm	6/6/2013	6	2,745	695	N	Not Applicable
Tropical Storm	6/6/2013	1	34	34	N	Not Applicable
Tropical Storm	6/6/2013	4	716	179	N	Not Applicable
Tropical Storm	6/6/2013	6	312	52	N	Not Applicable
Tropical Storm	6/6/2013	46	5,060	110	N	Not Applicable
Tropical Storm	6/6/2013	1	82	82	N	Not Applicable
Tropical Storm	6/6/2013	28	9,408	336	N	Not Applicable
Tropical Storm	6/6/2013	8	424	53	N	Not Applicable
Tropical Storm	6/6/2013	1	51	51	N	Not Applicable
Tropical Storm	6/6/2013	15	75	5	N	Not Applicable
Tropical Storm	6/6/2013	4	1,552	388	N	Not Applicable
Tropical Storm	6/6/2013	36	18,900	525	N	Not Applicable
Tropical Storm	6/6/2013	1	292	292	N	Not Applicable
Tropical Storm	6/6/2013	1	685	685	N	Not Applicable
Tropical Storm	6/6/2013	27	2,322	86	N	Not Applicable
Tropical Storm	6/6/2013	29	5,655	195	N	Not Applicable
Tropical Storm	6/6/2013	5	2,635	527	N	Not Applicable
Tropical Storm	6/6/2013	3	414	138	N	Not Applicable
Tropical Storm	6/6/2013	4	504	126	N	Not Applicable
Tropical Storm	6/6/2013	7	861	123	N	Not Applicable
Tropical Storm	6/6/2013	1	299	299	N	Not Applicable
Tropical Storm	6/6/2013	1	197	197	N	Not Applicable
Tropical Storm	6/6/2013	2	66	33	N	Not Applicable
Tropical Storm	6/6/2013	3	66	22	N	Not Applicable
Tropical Storm	6/6/2013	1	49	49	N	Not Applicable
Tropical Storm	6/6/2013	8	2,920	365	N	Not Applicable
Tropical Storm	6/6/2013	2	82	41	N	Not Applicable
Tropical Storm	6/6/2013	37	15,318	414	N	Not Applicable
Tropical Storm	6/6/2013	7	1,099	157	N	Not Applicable
Tropical Storm	6/6/2013	4	2,440	610	N	Not Applicable
Tropical Storm	6/6/2013	5	625	125	N	Not Applicable
Tropical Storm	6/6/2013	8	2,288	286	N	Not Applicable
Tropical Storm	6/6/2013	2	536	268	N	Not Applicable
Tropical Storm	6/6/2013	60	12,840	214	N	Not Applicable
Tropical Storm	6/6/2013	817	10,801	27	N	Not Applicable
Tropical Storm	6/6/2013	8	448	56	N	Not Applicable
Tropical Storm	6/6/2013	8	448	56	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	76	27,132	357	N	Not Applicable
Tropical Storm	6/7/2013	5	1,590	318	N	Not Applicable
Tropical Storm	6/7/2013	1	228	228	N	Not Applicable
Tropical Storm	6/7/2013	1	150	150	N	Not Applicable
Tropical Storm	6/7/2013	34	3,774	111	N	Not Applicable
Tropical Storm	6/7/2013	1	40	40	N	Not Applicable
Tropical Storm	6/7/2013	49	10,437	213	N	Not Applicable
Tropical Storm	6/7/2013	1	40	40	N	Not Applicable
Tropical Storm	6/7/2013	1	214	214	N	Not Applicable
Tropical Storm	6/7/2013	1	130	130	N	Not Applicable
Tropical Storm	6/7/2013	3	273	91	N	Not Applicable
Tropical Storm	6/7/2013	1	57	57	N	Not Applicable
Tropical Storm	6/7/2013	1	37	37	N	Not Applicable
Tropical Storm	6/7/2013	1	189	189	N	Not Applicable
Tropical Storm	6/7/2013	1	67	67	N	Not Applicable
Tropical Storm	6/7/2013	9	1,305	145	N	Not Applicable
Tropical Storm	6/7/2013	1	184	184	N	Not Applicable
Tropical Storm	6/7/2013	1	131	131	N	Not Applicable
Tropical Storm	6/7/2013	1	585	585	N	Not Applicable
Tropical Storm	6/7/2013	8	624	78	N	Not Applicable
Tropical Storm	6/7/2013	2	560	280	N	Not Applicable
Tropical Storm	6/7/2013	8	2,536	317	N	Not Applicable
Tropical Storm	6/7/2013	1	136	136	N	Not Applicable
Tropical Storm	6/7/2013	1	47	47	N	Not Applicable
Tropical Storm	6/7/2013	40	2,600	65	N	Not Applicable
Tropical Storm	6/7/2013	1	133	133	N	Not Applicable
Tropical Storm	6/7/2013	5	400	80	N	Not Applicable
Tropical Storm	6/7/2013	1	169	169	N	Not Applicable
Tropical Storm	6/7/2013	27	1,647	61	N	Not Applicable
Tropical Storm	6/7/2013	1	80	80	N	Not Applicable
Tropical Storm	6/7/2013	14	1,414	101	N	Not Applicable
Tropical Storm	6/7/2013	30	1,800	60	N	Not Applicable
Tropical Storm	6/7/2013	7	406	58	N	Not Applicable
Tropical Storm	6/7/2013	70	18,690	267	N	Not Applicable
Tropical Storm	6/7/2013	16	1,664	181	N	Not Applicable
Tropical Storm	6/7/2013	42	10,920	260	N	Not Applicable
Tropical Storm	6/7/2013	52	2,964	57	N	Not Applicable
Tropical Storm	6/7/2013	1	429	429	N	Not Applicable
Tropical Storm	6/7/2013	3	1,941	647	N	Not Applicable
Tropical Storm	6/7/2013	31	3,441	111	N	Not Applicable
Tropical Storm	6/7/2013	2	236	118	N	Not Applicable
Tropical Storm	6/7/2013	1	34	34	N	Not Applicable
Tropical Storm	6/7/2013	1	154	154	N	Not Applicable
Tropical Storm	6/7/2013	1	40	40	N	Not Applicable
Tropical Storm	6/7/2013	3	1,383	461	N	Not Applicable
Tropical Storm	6/7/2013	1	175	175	N	Not Applicable
Tropical Storm	6/7/2013	1	691	691	N	Not Applicable
Tropical Storm	6/7/2013	1	333	333	N	Not Applicable
Tropical Storm	6/7/2013	4	204	51	N	Not Applicable
Tropical Storm	6/7/2013	1	145	145	N	Not Applicable
Tropical Storm	6/7/2013	1	271	271	N	Not Applicable
Tropical Storm	6/7/2013	1	174	174	N	Not Applicable
Tropical Storm	6/7/2013	1	273	273	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	205	205	N	Not Applicable
Tropical Storm	6/7/2013	8	1,320	165	N	Not Applicable
Tropical Storm	6/7/2013	8	408	51	N	Not Applicable
Tropical Storm	6/7/2013	2	214	107	N	Not Applicable
Tropical Storm	6/7/2013	6	312	52	N	Not Applicable
Tropical Storm	6/7/2013	1,804	114,923	167	N	Not Applicable
Tropical Storm	6/7/2013	1	150	150	N	Not Applicable
Tropical Storm	6/7/2013	3	420	140	N	Not Applicable
Tropical Storm	6/7/2013	2	218	109	N	Not Applicable
Tropical Storm	6/7/2013	4	276	69	N	Not Applicable
Tropical Storm	6/7/2013	7	525	75	N	Not Applicable
Tropical Storm	6/7/2013	55	6,985	127	N	Not Applicable
Tropical Storm	6/7/2013	39	2,457	63	N	Not Applicable
Tropical Storm	6/7/2013	4	384	96	N	Not Applicable
Tropical Storm	6/7/2013	1	309	309	N	Not Applicable
Tropical Storm	6/7/2013	3	144	48	N	Not Applicable
Tropical Storm	6/7/2013	11	2,200	200	N	Not Applicable
Tropical Storm	6/7/2013	3	294	98	N	Not Applicable
Tropical Storm	6/7/2013	1	58	58	N	Not Applicable
Tropical Storm	6/7/2013	8	696	87	N	Not Applicable
Tropical Storm	6/7/2013	3	624	208	N	Not Applicable
Tropical Storm	6/7/2013	4	548	137	N	Not Applicable
Tropical Storm	6/7/2013	3	1,260	420	N	Not Applicable
Tropical Storm	6/7/2013	3	177	59	N	Not Applicable
Tropical Storm	6/7/2013	41	3,526	86	N	Not Applicable
Tropical Storm	6/7/2013	1	181	181	N	Not Applicable
Tropical Storm	6/7/2013	2	188	94	N	Not Applicable
Tropical Storm	6/7/2013	6	288	48	N	Not Applicable
Tropical Storm	6/7/2013	6	1,368	228	N	Not Applicable
Tropical Storm	6/7/2013	5	1,560	312	N	Not Applicable
Tropical Storm	6/7/2013	9	630	70	N	Not Applicable
Tropical Storm	6/7/2013	1	140	140	N	Not Applicable
Tropical Storm	6/7/2013	5	195	39	N	Not Applicable
Tropical Storm	6/7/2013	1	96	96	N	Not Applicable
Tropical Storm	6/7/2013	2	252	126	N	Not Applicable
Tropical Storm	6/7/2013	1	325	325	N	Not Applicable
Tropical Storm	6/7/2013	3	360	120	N	Not Applicable
Tropical Storm	6/7/2013	4	280	70	N	Not Applicable
Tropical Storm	6/7/2013	10	940	94	N	Not Applicable
Tropical Storm	6/7/2013	44	7,852	185	N	Not Applicable
Tropical Storm	6/7/2013	1	104	104	N	Not Applicable
Tropical Storm	6/7/2013	3	237	79	N	Not Applicable
Tropical Storm	6/7/2013	3	645	215	N	Not Applicable
Tropical Storm	6/7/2013	1	161	161	N	Not Applicable
Tropical Storm	6/7/2013	5	2,105	421	N	Not Applicable
Tropical Storm	6/7/2013	16	1,008	63	N	Not Applicable
Tropical Storm	6/7/2013	1	178	178	N	Not Applicable
Tropical Storm	6/7/2013	1	152	152	N	Not Applicable
Tropical Storm	6/7/2013	1	144	144	N	Not Applicable
Tropical Storm	6/7/2013	1	119	119	N	Not Applicable
Tropical Storm	6/7/2013	1	80	80	N	Not Applicable
Tropical Storm	6/7/2013	3	159	53	N	Not Applicable
Tropical Storm	6/7/2013	1	69	69	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	154	154	N	Not Applicable
Tropical Storm	6/7/2013	1	183	183	N	Not Applicable
Tropical Storm	6/7/2013	1	122	122	N	Not Applicable
Tropical Storm	6/7/2013	1	21	21	N	Not Applicable
Tropical Storm	6/7/2013	135	14,310	106	N	Not Applicable
Tropical Storm	6/7/2013	1	87	87	N	Not Applicable
Tropical Storm	6/7/2013	6	354	59	N	Not Applicable
Tropical Storm	6/7/2013	1	332	332	N	Not Applicable
Tropical Storm	6/7/2013	2	380	190	N	Not Applicable
Tropical Storm	6/7/2013	30	2,130	71	N	Not Applicable
Tropical Storm	6/7/2013	7	84	12	N	Not Applicable
Tropical Storm	6/7/2013	12	528	44	N	Not Applicable
Tropical Storm	6/7/2013	1	296	296	N	Not Applicable
Tropical Storm	6/7/2013	1	94	94	N	Not Applicable
Tropical Storm	6/7/2013	5	120	24	N	Not Applicable
Tropical Storm	6/7/2013	11	297	27	N	Not Applicable
Tropical Storm	6/7/2013	3	351	117	N	Not Applicable
Tropical Storm	6/7/2013	21	6,384	304	N	Not Applicable
Tropical Storm	6/7/2013	48	8,820	341	N	Not Applicable
Tropical Storm	6/7/2013	12	720	60	N	Not Applicable
Tropical Storm	6/7/2013	77	10,147	173	N	Not Applicable
Tropical Storm	6/7/2013	1	25	25	N	Not Applicable
Tropical Storm	6/7/2013	3	18	6	N	Not Applicable
Tropical Storm	6/7/2013	1	30	30	N	Not Applicable
Tropical Storm	6/7/2013	9	810	90	N	Not Applicable
Tropical Storm	6/7/2013	1	17	17	N	Not Applicable
Tropical Storm	6/7/2013	1	91	91	N	Not Applicable
Tropical Storm	6/7/2013	3	747	249	N	Not Applicable
Tropical Storm	6/7/2013	1	494	494	N	Not Applicable
Tropical Storm	6/7/2013	10	3,310	331	N	Not Applicable
Tropical Storm	6/7/2013	1	417	417	N	Not Applicable
Tropical Storm	6/7/2013	9	864	96	N	Not Applicable
Tropical Storm	6/7/2013	6	660	110	N	Not Applicable
Tropical Storm	6/7/2013	1	200	200	N	Not Applicable
Tropical Storm	6/7/2013	1	23	23	N	Not Applicable
Tropical Storm	6/7/2013	2	572	286	N	Not Applicable
Tropical Storm	6/7/2013	1	248	248	N	Not Applicable
Tropical Storm	6/7/2013	1	224	224	N	Not Applicable
Tropical Storm	6/7/2013	4	64	16	N	Not Applicable
Tropical Storm	6/7/2013	45	3,240	72	N	Not Applicable
Tropical Storm	6/7/2013	5	320	64	N	Not Applicable
Tropical Storm	6/7/2013	1	67	67	N	Not Applicable
Tropical Storm	6/7/2013	1	234	234	N	Not Applicable
Tropical Storm	6/7/2013	2	184	92	N	Not Applicable
Tropical Storm	6/7/2013	1	80	80	N	Not Applicable
Tropical Storm	6/7/2013	8	320	40	N	Not Applicable
Tropical Storm	6/7/2013	9	846	94	N	Not Applicable
Tropical Storm	6/7/2013	1	60	60	N	Not Applicable
Tropical Storm	6/7/2013	4	92	23	N	Not Applicable
Tropical Storm	6/7/2013	1	143	143	N	Not Applicable
Tropical Storm	6/7/2013	12	1,450	180	N	Not Applicable
Tropical Storm	6/7/2013	1	86	86	N	Not Applicable
Tropical Storm	6/7/2013	1	388	388	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	25	1,850	74	N	Not Applicable
Tropical Storm	6/7/2013	45	3,375	75	N	Not Applicable
Tropical Storm	6/7/2013	1	67	67	N	Not Applicable
Tropical Storm	6/7/2013	4	556	139	N	Not Applicable
Tropical Storm	6/7/2013	18	1,134	63	N	Not Applicable
Tropical Storm	6/7/2013	970	970	1	N	Not Applicable
Tropical Storm	6/7/2013	1	211	211	N	Not Applicable
Tropical Storm	6/7/2013	3	867	289	N	Not Applicable
Tropical Storm	6/7/2013	222	4,662	21	N	Not Applicable
Tropical Storm	6/7/2013	8	1,216	152	N	Not Applicable
Tropical Storm	6/7/2013	51	5,406	106	N	Not Applicable
Tropical Storm	6/7/2013	1	96	96	N	Not Applicable
Tropical Storm	6/7/2013	1	167	167	N	Not Applicable
Tropical Storm	6/7/2013	14	966	69	N	Not Applicable
Tropical Storm	6/7/2013	1	94	94	N	Not Applicable
Tropical Storm	6/7/2013	1	95	95	N	Not Applicable
Tropical Storm	6/7/2013	1	143	143	N	Not Applicable
Tropical Storm	6/7/2013	1	72	72	N	Not Applicable
Tropical Storm	6/7/2013	1	285	285	N	Not Applicable
Tropical Storm	6/7/2013	1	235	235	N	Not Applicable
Tropical Storm	6/7/2013	5	530	106	N	Not Applicable
Tropical Storm	6/7/2013	4	1,668	417	N	Not Applicable
Tropical Storm	6/7/2013	1	105	105	N	Not Applicable
Tropical Storm	6/7/2013	1	66	66	N	Not Applicable
Tropical Storm	6/7/2013	7	84	12	N	Not Applicable
Tropical Storm	6/7/2013	12	1,164	97	N	Not Applicable
Tropical Storm	6/7/2013	1	78	78	N	Not Applicable
Tropical Storm	6/7/2013	1	116	116	N	Not Applicable
Tropical Storm	6/7/2013	1	251	251	N	Not Applicable
Tropical Storm	6/7/2013	1	132	132	N	Not Applicable
Tropical Storm	6/7/2013	5	295	59	N	Not Applicable
Tropical Storm	6/7/2013	28	2,240	80	N	Not Applicable
Tropical Storm	6/7/2013	12	276	23	N	Not Applicable
Tropical Storm	6/7/2013	1	36	36	N	Not Applicable
Tropical Storm	6/7/2013	108	15,630	156	N	Not Applicable
Tropical Storm	6/7/2013	3	402	134	N	Not Applicable
Tropical Storm	6/7/2013	1	104	104	N	Not Applicable
Tropical Storm	6/7/2013	1	159	159	N	Not Applicable
Tropical Storm	6/7/2013	21	1,491	71	N	Not Applicable
Tropical Storm	6/7/2013	9	1,152	128	N	Not Applicable
Tropical Storm	6/7/2013	1	432	432	N	Not Applicable
Tropical Storm	6/7/2013	2	148	74	N	Not Applicable
Tropical Storm	6/7/2013	5	240	48	N	Not Applicable
Tropical Storm	6/7/2013	4	300	75	N	Not Applicable
Tropical Storm	6/7/2013	4	1,472	368	N	Not Applicable
Tropical Storm	6/7/2013	1	64	64	N	Not Applicable
Tropical Storm	6/7/2013	3	798	266	N	Not Applicable
Tropical Storm	6/7/2013	1	26	26	N	Not Applicable
Tropical Storm	6/7/2013	8	888	111	N	Not Applicable
Tropical Storm	6/7/2013	1	98	98	N	Not Applicable
Tropical Storm	6/7/2013	1	358	358	N	Not Applicable
Tropical Storm	6/7/2013	1	157	157	N	Not Applicable
Tropical Storm	6/7/2013	54	10,297	448	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	183	183	N	Not Applicable
Tropical Storm	6/7/2013	4	600	150	N	Not Applicable
Tropical Storm	6/7/2013	20	640	32	N	Not Applicable
Tropical Storm	6/7/2013	8	288	36	N	Not Applicable
Tropical Storm	6/7/2013	2	836	418	N	Not Applicable
Tropical Storm	6/7/2013	7	336	48	N	Not Applicable
Tropical Storm	6/7/2013	7	1,120	160	N	Not Applicable
Tropical Storm	6/7/2013	1	81	81	N	Not Applicable
Tropical Storm	6/7/2013	7	294	42	N	Not Applicable
Tropical Storm	6/7/2013	50	4,590	93	N	Not Applicable
Tropical Storm	6/7/2013	1	619	619	N	Not Applicable
Tropical Storm	6/7/2013	1	116	116	N	Not Applicable
Tropical Storm	6/7/2013	3	369	123	N	Not Applicable
Tropical Storm	6/7/2013	1	80	80	N	Not Applicable
Tropical Storm	6/7/2013	1	272	272	N	Not Applicable
Tropical Storm	6/7/2013	1	138	138	N	Not Applicable
Tropical Storm	6/7/2013	7	1,169	167	N	Not Applicable
Tropical Storm	6/7/2013	1	27	27	N	Not Applicable
Tropical Storm	6/7/2013	1	23	23	N	Not Applicable
Tropical Storm	6/7/2013	76	5,928	78	N	Not Applicable
Tropical Storm	6/7/2013	6	1,584	264	N	Not Applicable
Tropical Storm	6/7/2013	1	96	96	N	Not Applicable
Tropical Storm	6/7/2013	26	5,278	203	N	Not Applicable
Tropical Storm	6/7/2013	3	138	46	N	Not Applicable
Tropical Storm	6/7/2013	9	2,322	258	N	Not Applicable
Tropical Storm	6/7/2013	1	365	365	N	Not Applicable
Tropical Storm	6/7/2013	1	199	199	N	Not Applicable
Tropical Storm	6/7/2013	37	1,591	43	N	Not Applicable
Tropical Storm	6/7/2013	4	724	181	N	Not Applicable
Tropical Storm	6/7/2013	9	4,374	486	N	Not Applicable
Tropical Storm	6/7/2013	1	350	350	N	Not Applicable
Tropical Storm	6/7/2013	59	4,071	69	N	Not Applicable
Tropical Storm	6/7/2013	13	4,186	322	N	Not Applicable
Tropical Storm	6/7/2013	8	4,136	517	N	Not Applicable
Tropical Storm	6/7/2013	37	16,886	574	N	Not Applicable
Tropical Storm	6/7/2013	39	7,761	199	N	Not Applicable
Tropical Storm	6/7/2013	1	72	72	N	Not Applicable
Tropical Storm	6/7/2013	1	231	231	N	Not Applicable
Tropical Storm	6/7/2013	150	6,750	45	N	Not Applicable
Tropical Storm	6/7/2013	1	278	278	N	Not Applicable
Tropical Storm	6/7/2013	61	6,344	104	N	Not Applicable
Tropical Storm	6/7/2013	3	465	155	N	Not Applicable
Tropical Storm	6/7/2013	1	99	99	N	Not Applicable
Tropical Storm	6/7/2013	1	85	85	N	Not Applicable
Tropical Storm	6/7/2013	3	417	139	N	Not Applicable
Tropical Storm	6/7/2013	1	56	56	N	Not Applicable
Tropical Storm	6/7/2013	1	267	267	N	Not Applicable
Tropical Storm	6/7/2013	8	2,171	295	N	Not Applicable
Tropical Storm	6/7/2013	28	5,712	204	N	Not Applicable
Tropical Storm	6/7/2013	13	3,393	261	N	Not Applicable
Tropical Storm	6/7/2013	93	33,201	357	N	Not Applicable
Tropical Storm	6/7/2013	12	1,092	91	N	Not Applicable
Tropical Storm	6/7/2013	1	137	137	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	96	96	N	Not Applicable
Tropical Storm	6/7/2013	2	298	149	N	Not Applicable
Tropical Storm	6/7/2013	1	286	286	N	Not Applicable
Tropical Storm	6/7/2013	5	60	12	N	Not Applicable
Tropical Storm	6/7/2013	878	57,556	182	N	Not Applicable
Tropical Storm	6/7/2013	12	1,644	137	N	Not Applicable
Tropical Storm	6/7/2013	1	344	344	N	Not Applicable
Tropical Storm	6/7/2013	13	1,027	79	N	Not Applicable
Tropical Storm	6/7/2013	7	2,659	538	N	Not Applicable
Tropical Storm	6/7/2013	5	795	159	N	Not Applicable
Tropical Storm	6/7/2013	8	3,120	390	N	Not Applicable
Tropical Storm	6/7/2013	1	73	73	N	Not Applicable
Tropical Storm	6/7/2013	1	275	275	N	Not Applicable
Tropical Storm	6/7/2013	81	7,614	94	N	Not Applicable
Tropical Storm	6/7/2013	17	5,151	303	N	Not Applicable
Tropical Storm	6/7/2013	1	389	389	N	Not Applicable
Tropical Storm	6/7/2013	1	65	65	N	Not Applicable
Tropical Storm	6/7/2013	1	57	57	N	Not Applicable
Tropical Storm	6/7/2013	2	256	128	N	Not Applicable
Tropical Storm	6/7/2013	1	39	39	N	Not Applicable
Tropical Storm	6/7/2013	7	2,373	339	N	Not Applicable
Tropical Storm	6/7/2013	1	243	243	N	Not Applicable
Tropical Storm	6/7/2013	8	2,824	353	N	Not Applicable
Tropical Storm	6/7/2013	12	360	30	N	Not Applicable
Tropical Storm	6/7/2013	1	161	161	N	Not Applicable
Tropical Storm	6/7/2013	13	325	25	N	Not Applicable
Tropical Storm	6/7/2013	20	1,860	93	N	Not Applicable
Tropical Storm	6/7/2013	6	66	11	N	Not Applicable
Tropical Storm	6/7/2013	14	3,290	235	N	Not Applicable
Tropical Storm	6/7/2013	8	1,464	183	N	Not Applicable
Tropical Storm	6/7/2013	34	4,556	134	N	Not Applicable
Tropical Storm	6/7/2013	1,349	131,232	350	N	Not Applicable
Tropical Storm	6/7/2013	10	1,170	117	N	Not Applicable
Tropical Storm	6/7/2013	16	9,280	580	N	Not Applicable
Tropical Storm	6/7/2013	5	505	101	N	Not Applicable
Tropical Storm	6/7/2013	1	75	75	N	Not Applicable
Tropical Storm	6/7/2013	44	8,998	220	N	Not Applicable
Tropical Storm	6/7/2013	4	380	95	N	Not Applicable
Tropical Storm	6/7/2013	18	1,440	80	N	Not Applicable
Tropical Storm	6/7/2013	757	757	1	N	Not Applicable
Tropical Storm	6/7/2013	5	1,995	399	N	Not Applicable
Tropical Storm	6/7/2013	10	3,590	359	N	Not Applicable
Tropical Storm	6/7/2013	4	2,488	622	N	Not Applicable
Tropical Storm	6/7/2013	10	670	67	N	Not Applicable
Tropical Storm	6/7/2013	4	1,008	252	N	Not Applicable
Tropical Storm	6/7/2013	32	1,856	58	N	Not Applicable
Tropical Storm	6/7/2013	14	2,772	198	N	Not Applicable
Tropical Storm	6/7/2013	7	2,583	369	N	Not Applicable
Tropical Storm	6/7/2013	7	2,975	425	N	Not Applicable
Tropical Storm	6/7/2013	6	354	59	N	Not Applicable
Tropical Storm	6/7/2013	16	2,176	136	N	Not Applicable
Tropical Storm	6/7/2013	9	1,656	184	N	Not Applicable
Tropical Storm	6/7/2013	1	110	110	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	363	363	N	Not Applicable
Tropical Storm	6/7/2013	20	7,440	372	N	Not Applicable
Tropical Storm	6/7/2013	1	605	605	N	Not Applicable
Tropical Storm	6/7/2013	46	5,428	118	N	Not Applicable
Tropical Storm	6/7/2013	1	35	35	N	Not Applicable
Tropical Storm	6/7/2013	1	241	241	N	Not Applicable
Tropical Storm	6/7/2013	1	82	82	N	Not Applicable
Tropical Storm	6/7/2013	1	61	61	N	Not Applicable
Tropical Storm	6/7/2013	1	122	122	N	Not Applicable
Tropical Storm	6/7/2013	2	118	59	N	Not Applicable
Tropical Storm	6/7/2013	37	3,589	97	N	Not Applicable
Tropical Storm	6/7/2013	1	49	49	N	Not Applicable
Tropical Storm	6/7/2013	1	193	193	N	Not Applicable
Tropical Storm	6/7/2013	1	152	152	N	Not Applicable
Tropical Storm	6/7/2013	11	2,904	264	N	Not Applicable
Tropical Storm	6/7/2013	9	3,618	402	N	Not Applicable
Tropical Storm	6/7/2013	11	902	82	N	Not Applicable
Tropical Storm	6/7/2013	7	2,919	417	N	Not Applicable
Tropical Storm	6/7/2013	1	290	290	N	Not Applicable
Tropical Storm	6/7/2013	1	204	204	N	Not Applicable
Tropical Storm	6/7/2013	32	5,088	159	N	Not Applicable
Tropical Storm	6/7/2013	6	606	101	N	Not Applicable
Tropical Storm	6/7/2013	1	181	181	N	Not Applicable
Tropical Storm	6/7/2013	1	146	146	N	Not Applicable
Tropical Storm	6/7/2013	1	186	186	N	Not Applicable
Tropical Storm	6/7/2013	12	3,804	317	N	Not Applicable
Tropical Storm	6/7/2013	1	40	40	N	Not Applicable
Tropical Storm	6/7/2013	9	1,404	156	N	Not Applicable
Tropical Storm	6/7/2013	3	669	223	N	Not Applicable
Tropical Storm	6/7/2013	57	4,674	82	N	Not Applicable
Tropical Storm	6/7/2013	1	143	143	N	Not Applicable
Tropical Storm	6/7/2013	1	174	174	N	Not Applicable
Tropical Storm	6/7/2013	1	14	14	N	Not Applicable
Tropical Storm	6/7/2013	1	158	158	N	Not Applicable
Tropical Storm	6/7/2013	40	5,800	145	N	Not Applicable
Tropical Storm	6/7/2013	5	930	186	N	Not Applicable
Tropical Storm	6/7/2013	1	41	41	N	Not Applicable
Tropical Storm	6/7/2013	80	11,896	337	N	Not Applicable
Tropical Storm	6/7/2013	44	6,006	325	N	Not Applicable
Tropical Storm	6/7/2013	1	59	59	N	Not Applicable
Tropical Storm	6/7/2013	59	8,689	163	N	Not Applicable
Tropical Storm	6/7/2013	4	132	33	N	Not Applicable
Tropical Storm	6/7/2013	37	7,622	206	N	Not Applicable
Tropical Storm	6/7/2013	1	120	120	N	Not Applicable
Tropical Storm	6/7/2013	12	372	31	N	Not Applicable
Tropical Storm	6/7/2013	12	1,162	511	N	Not Applicable
Tropical Storm	6/7/2013	1	337	337	N	Not Applicable
Tropical Storm	6/7/2013	25	6,300	252	N	Not Applicable
Tropical Storm	6/7/2013	3	1,140	380	N	Not Applicable
Tropical Storm	6/7/2013	1	66	66	N	Not Applicable
Tropical Storm	6/7/2013	1	84	84	N	Not Applicable
Tropical Storm	6/7/2013	51	1,530	30	N	Not Applicable
Tropical Storm	6/7/2013	1	226	226	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	12	852	71	N	Not Applicable
Tropical Storm	6/7/2013	1	233	233	N	Not Applicable
Tropical Storm	6/7/2013	1	107	107	N	Not Applicable
Tropical Storm	6/7/2013	14	5,642	403	N	Not Applicable
Tropical Storm	6/7/2013	1	171	171	N	Not Applicable
Tropical Storm	6/7/2013	1	108	108	N	Not Applicable
Tropical Storm	6/7/2013	6	1,548	258	N	Not Applicable
Tropical Storm	6/7/2013	7	3,304	472	N	Not Applicable
Tropical Storm	6/7/2013	16	3,024	189	N	Not Applicable
Tropical Storm	6/7/2013	66	9,579	400	N	Not Applicable
Tropical Storm	6/7/2013	1	324	324	N	Not Applicable
Tropical Storm	6/7/2013	8	1,696	212	N	Not Applicable
Tropical Storm	6/7/2013	1	121	121	N	Not Applicable
Tropical Storm	6/7/2013	9	1,422	158	N	Not Applicable
Tropical Storm	6/7/2013	6	1,062	177	N	Not Applicable
Tropical Storm	6/7/2013	2,120	75,900	42	N	Not Applicable
Tropical Storm	6/7/2013	12	2,316	193	N	Not Applicable
Tropical Storm	6/7/2013	5	855	171	N	Not Applicable
Tropical Storm	6/7/2013	2	432	216	N	Not Applicable
Tropical Storm	6/7/2013	3	498	166	N	Not Applicable
Tropical Storm	6/7/2013	11	4,741	431	N	Not Applicable
Tropical Storm	6/7/2013	8	1,032	129	N	Not Applicable
Tropical Storm	6/7/2013	138	20,562	149	N	Not Applicable
Tropical Storm	6/7/2013	15	2,820	188	N	Not Applicable
Tropical Storm	6/7/2013	1	111	111	N	Not Applicable
Tropical Storm	6/7/2013	16	960	60	N	Not Applicable
Tropical Storm	6/7/2013	9	567	63	N	Not Applicable
Tropical Storm	6/7/2013	9	1,341	149	N	Not Applicable
Tropical Storm	6/7/2013	1	39	39	N	Not Applicable
Tropical Storm	6/7/2013	105	11,340	108	N	Not Applicable
Tropical Storm	6/7/2013	14	2,800	200	N	Not Applicable
Tropical Storm	6/7/2013	9	810	90	N	Not Applicable
Tropical Storm	6/7/2013	24	2,160	90	N	Not Applicable
Tropical Storm	6/7/2013	1	56	56	N	Not Applicable
Tropical Storm	6/7/2013	36	2,504	73	N	Not Applicable
Tropical Storm	6/7/2013	103	19,673	191	N	Not Applicable
Tropical Storm	6/7/2013	16	1,392	87	N	Not Applicable
Tropical Storm	6/7/2013	4	2,452	613	N	Not Applicable
Tropical Storm	6/7/2013	11	5,027	457	N	Not Applicable
Tropical Storm	6/7/2013	1	237	237	N	Not Applicable
Tropical Storm	6/7/2013	21	2,646	126	N	Not Applicable
Tropical Storm	6/7/2013	9	2,061	229	N	Not Applicable
Tropical Storm	6/7/2013	8	3,200	400	N	Not Applicable
Tropical Storm	6/7/2013	2	738	369	N	Not Applicable
Tropical Storm	6/7/2013	4	112	28	N	Not Applicable
Tropical Storm	6/7/2013	17	6,732	396	N	Not Applicable
Tropical Storm	6/7/2013	39	11,934	306	N	Not Applicable
Tropical Storm	6/7/2013	2	58	29	N	Not Applicable
Tropical Storm	6/7/2013	1	224	224	N	Not Applicable
Tropical Storm	6/7/2013	5	90	18	N	Not Applicable
Tropical Storm	6/7/2013	29	16,559	571	N	Not Applicable
Tropical Storm	6/7/2013	2	74	37	N	Not Applicable
Tropical Storm	6/7/2013	7	2,429	347	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	6/7/2013	1	20	20	N	Not Applicable
Tropical Storm	6/7/2013	4	896	224	N	Not Applicable
Tropical Storm	6/7/2013	5	1,730	346	N	Not Applicable
Tropical Storm	6/7/2013	3	108	36	N	Not Applicable
Tropical Storm	6/7/2013	1	104	104	N	Not Applicable
Tropical Storm	6/7/2013	1	46	46	N	Not Applicable
Tropical Storm	6/7/2013	6	258	43	N	Not Applicable
Tropical Storm	6/7/2013	10	4,140	414	N	Not Applicable
Tropical Storm	6/7/2013	2	1,006	503	N	Not Applicable
Tropical Storm	6/7/2013	11	2,750	250	N	Not Applicable
Tropical Storm	6/7/2013	1	105	105	N	Not Applicable
Tropical Storm	6/7/2013	5	185	37	N	Not Applicable
Tropical Storm	6/7/2013	1	85	85	N	Not Applicable
Tropical Storm	6/7/2013	1	537	537	N	Not Applicable
Tropical Storm	6/7/2013	1	39	39	N	Not Applicable
Tropical Storm	6/7/2013	1	137	137	N	Not Applicable
Tropical Storm	6/7/2013	1	218	218	N	Not Applicable
Tropical Storm	6/7/2013	1	59	59	N	Not Applicable
Tropical Storm	6/7/2013	11	913	83	N	Not Applicable
Tropical Storm	6/7/2013	66	5,940	90	N	Not Applicable
Tropical Storm	6/7/2013	1	898	898	N	Not Applicable
Tropical Storm	6/7/2013	1,597	88,885	112	N	Not Applicable
Tropical Storm	6/7/2013	1	139	139	N	Not Applicable
Tropical Storm	6/7/2013	11	1,474	134	N	Not Applicable
Tropical Storm	6/7/2013	1	98	98	N	Not Applicable
Tropical Storm	6/7/2013	7	840	120	N	Not Applicable
Tropical Storm	6/7/2013	1	135	135	N	Not Applicable
Tropical Storm	6/7/2013	10	2,850	285	N	Not Applicable
Tropical Storm	6/7/2013	1	72	72	N	Not Applicable
Tropical Storm	6/7/2013	7	126	18	N	Not Applicable
Tropical Storm	6/7/2013	1	122	122	N	Not Applicable
Tropical Storm	6/7/2013	1	87	87	N	Not Applicable
Tropical Storm	6/7/2013	3	243	81	N	Not Applicable
Tropical Storm	6/7/2013	1	60	60	N	Not Applicable
Tropical Storm	6/7/2013	1	324	324	N	Not Applicable
Tropical Storm	6/7/2013	1	285	285	N	Not Applicable
Tropical Storm	6/7/2013	1	207	207	N	Not Applicable
Tropical Storm	6/7/2013	11	3,278	298	N	Not Applicable
Tropical Storm	6/7/2013	5	410	82	N	Not Applicable
Tropical Storm	7/9/2013	39	6,864	176	N	Not Applicable
Tropical Storm	7/9/2013	1	159	159	N	Not Applicable
Tropical Storm	7/9/2013	1	308	308	N	Not Applicable
Tropical Storm	7/9/2013	1	95	95	N	Not Applicable
Tropical Storm	7/9/2013	1	300	300	N	Not Applicable
Tropical Storm	7/9/2013	2	521	287	N	Not Applicable
Tropical Storm	7/9/2013	17	1,513	89	N	Not Applicable
Tropical Storm	7/9/2013	1	93	93	N	Not Applicable
Tropical Storm	7/9/2013	28	3,400	124	N	Not Applicable
Tropical Storm	7/9/2013	2	170	85	N	Not Applicable
Tropical Storm	7/9/2013	2	192	96	N	Not Applicable
Tropical Storm	7/9/2013	9	450	50	N	Not Applicable
Tropical Storm	7/9/2013	11	1,628	148	N	Not Applicable
Tropical Storm	7/9/2013	14	1,862	133	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tropical Storm	7/9/2013	1	523	523	N	Not Applicable
Tropical Storm	7/9/2013	1	243	243	N	Not Applicable
Tropical Storm	7/9/2013	5	120	24	N	Not Applicable
Tropical Storm	7/9/2013	1	334	334	N	Not Applicable
Tropical Storm	7/9/2013	1	157	157	N	Not Applicable
Tropical Storm	7/9/2013	9	117	13	N	Not Applicable
Tropical Storm	7/9/2013	1	377	377	N	Not Applicable
Tropical Storm	7/9/2013	1	89	89	N	Not Applicable
Tropical Storm	7/9/2013	3	1,422	474	N	Not Applicable
Tropical Storm	7/9/2013	1	279	279	N	Not Applicable
Tropical Storm	7/9/2013	1	378	378	N	Not Applicable
Tropical Storm	7/9/2013	5	500	100	N	Not Applicable
Tropical Storm	7/9/2013	1	283	283	N	Not Applicable
Tropical Storm	7/9/2013	10	930	93	N	Not Applicable
Tropical Storm	7/9/2013	1	112	112	N	Not Applicable
Tropical Storm	7/9/2013	191	19,943	153	N	Not Applicable
Tropical Storm	7/9/2013	69	4,002	58	N	Not Applicable
Tropical Storm	7/9/2013	4	512	128	N	Not Applicable
Tropical Storm	7/9/2013	28	3,276	117	N	Not Applicable
Tropical Storm	7/9/2013	31	465	15	N	Not Applicable
Tropical Storm	7/9/2013	2	216	108	N	Not Applicable
Tropical Storm	7/9/2013	4	604	151	N	Not Applicable
Tropical Storm	7/9/2013	3	690	230	N	Not Applicable
Tropical Storm	7/9/2013	2	164	82	N	Not Applicable
Tropical Storm	7/9/2013	1	281	281	N	Not Applicable
Tropical Storm	7/9/2013	1	250	250	N	Not Applicable
Tropical Storm	7/9/2013	8	1,576	197	N	Not Applicable
Tornado	7/23/2013	12	2,628	219	N	Not Applicable
Tornado	7/23/2013	8	1,112	139	N	Not Applicable
Tornado	7/23/2013	1	464	464	N	Not Applicable
Tornado	7/23/2013	3	1,023	341	N	Not Applicable
Tornado	7/23/2013	46	6,486	141	N	Not Applicable
Tornado	7/23/2013	1	300	300	N	Not Applicable
Tornado	7/23/2013	14	2,940	210	N	Not Applicable
Tornado	7/23/2013	26	4,004	154	N	Not Applicable
Tornado	7/23/2013	19	2,660	140	N	Not Applicable
Tornado	7/23/2013	40	9,000	225	N	Not Applicable
Tornado	7/23/2013	32	5,438	353	N	Not Applicable
Tornado	7/23/2013	22	7,744	352	N	Not Applicable
Tornado	7/23/2013	10	2,090	209	N	Not Applicable
Tornado	7/23/2013	27	2,646	98	N	Not Applicable
Tornado	7/23/2013	2	314	157	N	Not Applicable
Tornado	7/23/2013	33	33	515	N	Not Applicable
Tornado	7/23/2013	5	420	84	N	Not Applicable
Tornado	7/23/2013	6	42	7	N	Not Applicable
Tornado	7/23/2013	7	455	65	N	Not Applicable
Tornado	7/23/2013	1	285	285	N	Not Applicable
Tornado	7/23/2013	8	1,528	191	N	Not Applicable
Tornado	7/23/2013	1	249	249	N	Not Applicable
Tornado	7/23/2013	1	245	245	N	Not Applicable
Tornado	7/23/2013	8	552	69	N	Not Applicable
Tornado	7/23/2013	1	224	224	N	Not Applicable
Tornado	9/16/2013	1	163	163	N	Not Applicable

Q10 - Distribution Excluded Extreme Weather Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost	Forensics
Tornado	9/16/2013	1	195	195	N	Not Applicable
Tornado	9/16/2013	6	1,884	314	N	Not Applicable
Tornado	9/16/2013	1	55	55	N	Not Applicable
Tornado	9/16/2013	1	311	311	N	Not Applicable
Tornado	9/16/2013	9	864	96	N	Not Applicable
Tornado	9/16/2013	1	72	72	N	Not Applicable
Tornado	9/16/2013	6	252	42	N	Not Applicable
Tornado	9/16/2013	11	121	11	N	Not Applicable
Tornado	9/16/2013	9	1,143	127	N	Not Applicable
Tornado	9/16/2013	40	12,824	393	N	Not Applicable
Tornado	9/16/2013	50	8,250	165	N	Not Applicable
Tornado	9/16/2013	16	1,584	99	N	Not Applicable
Tornado	9/16/2013	4	1,648	412	N	Not Applicable
Tornado	9/16/2013	8	312	39	N	Not Applicable
Tornado	9/16/2013	221	48,620	220	N	Not Applicable
Tornado	9/16/2013	20	1,780	89	N	Not Applicable
Tornado	9/16/2013	2	176	88	N	Not Applicable
Tornado	9/16/2013	24	12,572	536	N	Not Applicable
Tornado	9/16/2013	109	9,701	89	N	Not Applicable
Tornado	9/16/2013	1,485	116,593	179	N	Not Applicable
Tornado	9/16/2013	1	90	90	N	Not Applicable
Tornado	9/16/2013	12	2,268	189	N	Not Applicable
Tornado	9/16/2013	62	3,348	54	N	Not Applicable
Tornado	9/16/2013	1	459	459	N	Not Applicable
Tornado	9/16/2013	1	188	188	N	Not Applicable
Tornado	9/16/2013	1	207	207	N	Not Applicable
Tornado	9/16/2013	1	175	175	N	Not Applicable
Tropical Storm	12/14/2013	5	980	196	N	Not Applicable
Tropical Storm	12/14/2013	26	6,110	235	N	Not Applicable
Tropical Storm	12/14/2013	3	933	311	N	Not Applicable
Tropical Storm	12/14/2013	26	10,712	412	N	Not Applicable
Tropical Storm	12/14/2013	2,957	703,485	309	N	Not Applicable
Tropical Storm	12/14/2013	15	3,495	233	N	Not Applicable
Tropical Storm	12/14/2013	2,733	344,358	126	N	Not Applicable
Tropical Storm	12/14/2013	5	1,315	263	N	Not Applicable
Tropical Storm	12/14/2013	24	1,728	72	N	Not Applicable
Tropical Storm	12/14/2013	1	558	558	N	Not Applicable
Tropical Storm	12/14/2013	1	133	133	N	Not Applicable
Tropical Storm	12/14/2013	1	32	32	N	Not Applicable
Tropical Storm	12/14/2013	1	142	142	N	Not Applicable

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	1/2/2013	5	415	83	N
PLANNED	1/2/2013	2	402	201	N
PLANNED	1/2/2013	8	960	120	N
PLANNED	1/2/2013	12	1,308	109	N
PLANNED	1/2/2013	4	28	7	N
PLANNED	1/2/2013	4	172	43	N
PLANNED	1/2/2013	37	8,806	238	N
PLANNED	1/2/2013	34	8,058	237	N
PLANNED	1/2/2013	1	7	7	N
PLANNED	1/2/2013	6	210	35	N
CUSTOMER REQUEST	1/2/2013	1	9	9	N
PLANNED	1/2/2013	6	1,050	175	N
CUSTOMER REQUEST	1/3/2013	1	40	40	N
PLANNED	1/3/2013	21	3,381	161	N
PLANNED	1/3/2013	8	1,456	182	N
CUSTOMER REQUEST	1/3/2013	6	312	52	N
PLANNED	1/3/2013	43	2,752	64	N
PLANNED	1/3/2013	1	254	254	N
PLANNED	1/3/2013	8	784	98	N
PLANNED	1/3/2013	2	80	40	N
PLANNED	1/3/2013	21	1,491	71	N
PLANNED	1/3/2013	5	25	5	N
PLANNED	1/3/2013	29	2,059	71	N
PLANNED	1/3/2013	62	5,022	81	N
PLANNED	1/3/2013	15	1,650	110	N
PLANNED	1/3/2013	25	3,875	155	N
PLANNED	1/3/2013	37	14,504	392	N
PLANNED	1/3/2013	17	3,281	193	N
CUSTOMER REQUEST	1/3/2013	2	612	306	N
PLANNED	1/3/2013	6	84	14	N
PLANNED	1/3/2013	3	111	37	N
CUSTOMER REQUEST	1/3/2013	3	57	19	N
PLANNED	1/3/2013	94	7,144	76	N
PLANNED	1/3/2013	7	532	76	N
PLANNED	1/3/2013	17	4,029	237	N
PLANNED	1/3/2013	1	126	126	N
PLANNED	1/3/2013	4	176	44	N
CUSTOMER REQUEST	1/3/2013	6	528	88	N
PLANNED	1/3/2013	6	522	87	N
PLANNED	1/3/2013	5	500	100	N
PLANNED	1/3/2013	13	559	43	N
PLANNED	1/3/2013	6	948	158	N
CUSTOMER REQUEST	1/3/2013	1,812	23,556	13	N
CUSTOMER REQUEST	1/3/2013	1,328	17,264	13	N
CUSTOMER REQUEST	1/3/2013	6	828	138	N
PLANNED	1/4/2013	12	3,876	323	N
PLANNED	1/4/2013	4	528	132	N
PLANNED	1/4/2013	101	11,514	114	N
PLANNED	1/4/2013	1	135	135	N
PLANNED	1/4/2013	1	141	141	N
PLANNED	1/4/2013	6	648	108	N
PLANNED	1/4/2013	6	270	45	N
PLANNED	1/4/2013	1	201	201	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/4/2013	10	1,080	108	N
PLANNED	1/4/2013	3	300	100	N
PLANNED	1/4/2013	1	221	221	N
PLANNED	1/4/2013	2	64	32	N
PLANNED	1/4/2013	7	497	71	N
PLANNED	1/4/2013	6	192	32	N
PLANNED	1/4/2013	5	105	21	N
PLANNED	1/4/2013	4	44	11	N
PLANNED	1/4/2013	9	630	70	N
PLANNED	1/4/2013	11	1,595	145	N
PLANNED	1/4/2013	2	114	57	N
PLANNED	1/4/2013	14	714	51	N
PLANNED	1/4/2013	2	196	98	N
PLANNED	1/4/2013	21	2,788	259	N
PLANNED	1/5/2013	3	393	131	N
CUSTOMER REQUEST	1/5/2013	3	201	67	N
CUSTOMER REQUEST	1/5/2013	8	216	27	N
CUSTOMER REQUEST	1/6/2013	8	712	89	N
PLANNED	1/7/2013	10	640	64	N
PLANNED	1/7/2013	9	1,449	161	N
PLANNED	1/7/2013	8	952	119	N
PLANNED	1/7/2013	102	26,520	260	N
PLANNED	1/7/2013	4	820	205	N
PLANNED	1/7/2013	11	1,199	109	N
PLANNED	1/7/2013	9	3,330	370	N
PLANNED	1/7/2013	3	393	131	N
PLANNED	1/7/2013	6	1,230	205	N
PLANNED	1/7/2013	4	24	6	N
PLANNED	1/7/2013	2	326	163	N
PLANNED	1/7/2013	11	770	70	N
PLANNED	1/7/2013	7	126	18	N
PLANNED	1/7/2013	9	918	102	N
PLANNED	1/7/2013	5	770	154	N
PLANNED	1/7/2013	14	14	1	N
PLANNED	1/7/2013	5	240	48	N
CUSTOMER REQUEST	1/7/2013	1	24	24	N
CUSTOMER REQUEST	1/8/2013	1	58	58	N
PLANNED	1/8/2013	2	230	115	N
PLANNED	1/8/2013	5	1,105	221	N
PLANNED	1/8/2013	12	960	80	N
PLANNED	1/8/2013	9	945	105	N
PLANNED	1/8/2013	9	936	104	N
PLANNED	1/8/2013	5	130	26	N
PLANNED	1/8/2013	9	927	103	N
PLANNED	1/8/2013	4	700	175	N
PLANNED	1/8/2013	9	1,674	186	N
PLANNED	1/8/2013	8	968	121	N
PLANNED	1/8/2013	14	1,176	84	N
PLANNED	1/8/2013	12	2,640	220	N
PLANNED	1/8/2013	13	1,690	130	N
CUSTOMER REQUEST	1/8/2013	17	1,292	76	N
PLANNED	1/8/2013	4	964	241	N
PLANNED	1/8/2013	6	36	6	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/8/2013	9	576	64	N
PLANNED	1/8/2013	8	792	99	N
PLANNED	1/8/2013	33	5,115	155	N
CUSTOMER REQUEST	1/8/2013	12	960	80	N
PLANNED	1/8/2013	4	488	122	N
CUSTOMER REQUEST	1/8/2013	1	276	276	N
PLANNED	1/8/2013	2	294	147	N
PLANNED	1/8/2013	4	1,112	278	N
PLANNED	1/8/2013	17	17	1	N
PLANNED	1/8/2013	1	155	155	N
CUSTOMER REQUEST	1/8/2013	7	287	41	N
PLANNED	1/8/2013	5	820	164	N
PLANNED	1/8/2013	12	360	30	N
PLANNED	1/8/2013	4	104	26	N
PLANNED	1/8/2013	10	1,040	104	N
CUSTOMER REQUEST	1/8/2013	9	1,881	209	N
PLANNED	1/8/2013	197	8,274	42	N
PLANNED	1/8/2013	13	481	37	N
PLANNED	1/8/2013	4	128	32	N
PLANNED	1/8/2013	6	744	124	N
PLANNED	1/8/2013	9	738	82	N
CUSTOMER REQUEST	1/8/2013	16	64	4	N
PLANNED	1/8/2013	4	636	159	N
PLANNED	1/8/2013	2	206	103	N
CUSTOMER REQUEST	1/8/2013	3	51	17	N
PLANNED	1/8/2013	1	70	70	N
CUSTOMER REQUEST	1/8/2013	1	113	113	N
PLANNED	1/8/2013	4	68	17	N
PLANNED	1/8/2013	1	40	40	N
CUSTOMER REQUEST	1/8/2013	1	100	100	N
CUSTOMER REQUEST	1/8/2013	1,630	89,400	63	N
PLANNED	1/8/2013	15	2,475	165	N
PLANNED	1/9/2013	1	131	131	N
PLANNED	1/9/2013	1	121	121	N
PLANNED	1/9/2013	8	584	73	N
PLANNED	1/9/2013	4	676	169	N
PLANNED	1/9/2013	9	567	63	N
PLANNED	1/9/2013	8	472	59	N
PLANNED	1/9/2013	3	699	233	N
PLANNED	1/9/2013	24	1,416	59	N
PLANNED	1/9/2013	5	15	3	N
PLANNED	1/9/2013	3	354	118	N
PLANNED	1/9/2013	8	1,184	148	N
CUSTOMER REQUEST	1/9/2013	1	121	121	N
CUSTOMER REQUEST	1/9/2013	10	90	9	N
PLANNED	1/9/2013	4	824	206	N
PLANNED	1/9/2013	1	294	294	N
PLANNED	1/9/2013	8	840	105	N
PLANNED	1/9/2013	6	1,878	313	N
PLANNED	1/9/2013	6	1,884	314	N
PLANNED	1/9/2013	1	118	118	N
PLANNED	1/9/2013	3	252	84	N
PLANNED	1/9/2013	1	117	117	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/9/2013	4	208	52	N
PLANNED	1/9/2013	6	1,431	261	N
PLANNED	1/9/2013	4	12	3	N
PLANNED	1/9/2013	1	243	243	N
PLANNED	1/9/2013	7	336	48	N
PLANNED	1/9/2013	11	330	30	N
PLANNED	1/9/2013	9	189	21	N
PLANNED	1/9/2013	2	172	86	N
PLANNED	1/9/2013	3	342	114	N
PLANNED	1/9/2013	8	480	60	N
PLANNED	1/9/2013	13	1,508	116	N
PLANNED	1/9/2013	3	312	104	N
CUSTOMER REQUEST	1/9/2013	5	105	21	N
PLANNED	1/9/2013	4	336	84	N
PLANNED	1/9/2013	12	1,884	157	N
CUSTOMER REQUEST	1/9/2013	4	272	68	N
PLANNED	1/9/2013	9	441	49	N
PLANNED	1/9/2013	5	50	10	N
CUSTOMER REQUEST	1/9/2013	1	194	194	N
PLANNED	1/10/2013	7	770	110	N
PLANNED	1/10/2013	4	852	213	N
PLANNED	1/10/2013	11	1,496	136	N
CUSTOMER REQUEST	1/10/2013	41	1,353	33	N
PLANNED	1/10/2013	12	120	10	N
PLANNED	1/10/2013	9	621	69	N
PLANNED	1/10/2013	4	848	212	N
PLANNED	1/10/2013	4	128	32	N
PLANNED	1/10/2013	8	272	34	N
PLANNED	1/10/2013	3	3	1	N
PLANNED	1/10/2013	1	65	65	N
PLANNED	1/10/2013	28	4,900	175	N
PLANNED	1/10/2013	20	4,140	207	N
PLANNED	1/10/2013	12	1,008	84	N
PLANNED	1/10/2013	7	581	83	N
PLANNED	1/10/2013	4	628	157	N
PLANNED	1/10/2013	17	3,077	181	N
PLANNED	1/10/2013	9	540	60	N
PLANNED	1/10/2013	9	936	104	N
PLANNED	1/10/2013	4	1,248	312	N
CUSTOMER REQUEST	1/10/2013	69	3,588	52	N
PLANNED	1/10/2013	24	7,464	311	N
PLANNED	1/10/2013	7	476	68	N
PLANNED	1/10/2013	4	664	166	N
PLANNED	1/10/2013	5	455	91	N
PLANNED	1/10/2013	15	390	26	N
PLANNED	1/10/2013	4	232	58	N
PLANNED	1/10/2013	14	2,100	150	N
PLANNED	1/10/2013	9	1,107	123	N
PLANNED	1/10/2013	23	2,139	93	N
PLANNED	1/10/2013	3	336	112	N
PLANNED	1/10/2013	10	1,520	152	N
PLANNED	1/10/2013	6	636	106	N
PLANNED	1/10/2013	6	624	104	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/10/2013	27	189	7	N
PLANNED	1/10/2013	1	77	77	N
CUSTOMER REQUEST	1/10/2013	2	418	209	N
CUSTOMER REQUEST	1/10/2013	6	168	28	N
PLANNED	1/10/2013	4	84	21	N
PLANNED	1/10/2013	16	2,960	185	N
PLANNED	1/10/2013	8	288	36	N
PLANNED	1/10/2013	131	1,965	15	N
PLANNED	1/11/2013	1	266	266	N
PLANNED	1/11/2013	3	174	58	N
PLANNED	1/11/2013	2	252	126	N
PLANNED	1/11/2013	19	1,596	84	N
PLANNED	1/11/2013	6	42	7	N
PLANNED	1/11/2013	10	800	80	N
PLANNED	1/11/2013	6	966	161	N
PLANNED	1/11/2013	14	322	23	N
PLANNED	1/11/2013	9	963	107	N
CUSTOMER REQUEST	1/11/2013	67	19,162	286	N
PLANNED	1/11/2013	6	390	65	N
PLANNED	1/11/2013	9	126	14	N
PLANNED	1/11/2013	5	310	62	N
PLANNED	1/11/2013	3	150	50	N
PLANNED	1/11/2013	6	894	149	N
PLANNED	1/11/2013	3	354	118	N
PLANNED	1/11/2013	2	268	134	N
PLANNED	1/11/2013	5	25	5	N
PLANNED	1/11/2013	4	544	136	N
PLANNED	1/11/2013	6	462	77	N
PLANNED	1/11/2013	6	954	159	N
PLANNED	1/11/2013	7	112	16	N
CUSTOMER REQUEST	1/11/2013	8	56	7	N
PLANNED	1/11/2013	121	13,915	115	N
PLANNED	1/11/2013	1	148	148	N
PLANNED	1/11/2013	8	672	84	N
PLANNED	1/11/2013	2	84	42	N
PLANNED	1/11/2013	7	294	42	N
CUSTOMER REQUEST	1/11/2013	1	136	136	N
PLANNED	1/11/2013	8	136	17	N
CUSTOMER REQUEST	1/12/2013	5	640	128	N
CUSTOMER REQUEST	1/12/2013	1	51	51	N
CUSTOMER REQUEST	1/13/2013	1	1,178	1,178	N
PLANNED	1/14/2013	8	816	102	N
PLANNED	1/14/2013	12	1,392	116	N
PLANNED	1/14/2013	4	16	4	N
PLANNED	1/14/2013	19	1,596	84	N
PLANNED	1/14/2013	6	516	86	N
PLANNED	1/14/2013	8	480	60	N
PLANNED	1/14/2013	6	720	120	N
PLANNED	1/14/2013	33	1,419	43	N
PLANNED	1/14/2013	7	805	115	N
PLANNED	1/14/2013	3	762	254	N
PLANNED	1/14/2013	3	285	95	N
PLANNED	1/14/2013	4	592	148	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/14/2013	5	670	134	N
PLANNED	1/14/2013	5	1,210	242	N
PLANNED	1/14/2013	5	730	146	N
PLANNED	1/14/2013	6	258	43	N
PLANNED	1/14/2013	7	623	89	N
PLANNED	1/14/2013	9	3,465	385	N
PLANNED	1/14/2013	11	1,804	164	N
PLANNED	1/14/2013	2	138	69	N
PLANNED	1/14/2013	19	836	44	N
PLANNED	1/14/2013	2	336	168	N
PLANNED	1/14/2013	11	341	31	N
PLANNED	1/14/2013	34	3,026	89	N
PLANNED	1/14/2013	1	202	202	N
PLANNED	1/14/2013	6	528	88	N
PLANNED	1/14/2013	14	2,492	178	N
PLANNED	1/14/2013	9	720	80	N
PLANNED	1/14/2013	12	756	63	N
PLANNED	1/14/2013	7	525	75	N
PLANNED	1/14/2013	7	63	9	N
PLANNED	1/14/2013	11	737	67	N
PLANNED	1/14/2013	6	834	139	N
PLANNED	1/14/2013	6	696	116	N
PLANNED	1/14/2013	7	357	51	N
CUSTOMER REQUEST	1/14/2013	1	57	57	N
PLANNED	1/14/2013	597	2,985	5	N
PLANNED	1/14/2013	8	632	79	N
PLANNED	1/14/2013	9	738	82	N
PLANNED	1/14/2013	2	278	139	N
PLANNED	1/14/2013	3	117	39	N
PLANNED	1/14/2013	2	116	58	N
PLANNED	1/14/2013	6	726	121	N
CUSTOMER REQUEST	1/14/2013	1	641	641	N
CUSTOMER REQUEST	1/14/2013	3	54	18	N
PLANNED	1/14/2013	6	540	90	N
PLANNED	1/14/2013	7	70	10	N
PLANNED	1/14/2013	7	700	100	N
PLANNED	1/14/2013	7	546	78	N
CUSTOMER REQUEST	1/14/2013	8	744	93	N
PLANNED	1/15/2013	45	570	156	N
PLANNED	1/15/2013	5	1,120	224	N
PLANNED	1/15/2013	5	1,170	234	N
PLANNED	1/15/2013	20	5,380	269	N
CUSTOMER REQUEST	1/15/2013	1	21	21	N
PLANNED	1/15/2013	36	1,584	44	N
PLANNED	1/15/2013	7	931	133	N
CUSTOMER REQUEST	1/15/2013	74	19,462	263	N
PLANNED	1/15/2013	6	372	62	N
PLANNED	1/15/2013	4	116	29	N
PLANNED	1/15/2013	29	6,728	232	N
PLANNED	1/15/2013	4	132	33	N
PLANNED	1/15/2013	7	1,260	180	N
PLANNED	1/15/2013	13	1,391	107	N
CUSTOMER REQUEST	1/15/2013	5	5	1	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/15/2013	5	465	93	N
PLANNED	1/15/2013	1	212	212	N
PLANNED	1/15/2013	21	2,121	101	N
PLANNED	1/15/2013	3	594	198	N
PLANNED	1/15/2013	19	3,325	175	N
PLANNED	1/15/2013	6	720	120	N
PLANNED	1/15/2013	8	896	112	N
PLANNED	1/15/2013	2	282	141	N
PLANNED	1/15/2013	5	785	157	N
PLANNED	1/15/2013	32	7,072	221	N
PLANNED	1/15/2013	6	1,038	173	N
PLANNED	1/15/2013	5	460	92	N
PLANNED	1/15/2013	3	507	169	N
CUSTOMER REQUEST	1/15/2013	14	224	16	N
PLANNED	1/15/2013	5	295	59	N
PLANNED	1/15/2013	10	870	87	N
PLANNED	1/15/2013	5	290	58	N
PLANNED	1/15/2013	6	342	57	N
PLANNED	1/15/2013	6	342	57	N
PLANNED	1/15/2013	1	56	56	N
PLANNED	1/15/2013	6	330	55	N
PLANNED	1/15/2013	11	1,298	118	N
PLANNED	1/15/2013	6	324	54	N
PLANNED	1/15/2013	7	378	54	N
PLANNED	1/15/2013	8	424	53	N
PLANNED	1/15/2013	2	240	120	N
PLANNED	1/15/2013	4	204	51	N
PLANNED	1/15/2013	5	465	93	N
PLANNED	1/15/2013	9	837	93	N
PLANNED	1/15/2013	1	87	87	N
PLANNED	1/15/2013	11	957	87	N
PLANNED	1/15/2013	2	318	159	N
PLANNED	1/15/2013	1	37	37	N
PLANNED	1/15/2013	8	744	93	N
PLANNED	1/15/2013	7	756	108	N
PLANNED	1/15/2013	9	1,116	124	N
PLANNED	1/15/2013	6	930	155	N
PLANNED	1/15/2013	2	328	164	N
PLANNED	1/15/2013	7	210	30	N
PLANNED	1/15/2013	3	21	7	N
PLANNED	1/15/2013	10	1,010	101	N
PLANNED	1/15/2013	6	606	101	N
PLANNED	1/15/2013	14	1,134	81	N
PLANNED	1/15/2013	8	296	37	N
PLANNED	1/15/2013	2	102	51	N
PLANNED	1/16/2013	2	154	77	N
PLANNED	1/16/2013	8	1,224	153	N
PLANNED	1/16/2013	2	222	111	N
PLANNED	1/16/2013	6	54	9	N
PLANNED	1/16/2013	5	535	107	N
PLANNED	1/16/2013	7	784	112	N
PLANNED	1/16/2013	27	5,859	217	N
PLANNED	1/16/2013	104	16,224	156	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/16/2013	8	1,264	158	N
PLANNED	1/16/2013	4	208	52	N
CUSTOMER REQUEST	1/16/2013	12	2,304	192	N
PLANNED	1/16/2013	10	1,400	140	N
PLANNED	1/16/2013	6	12	2	N
CUSTOMER REQUEST	1/16/2013	13	2,210	170	N
PLANNED	1/16/2013	8	400	50	N
PLANNED	1/16/2013	10	740	74	N
PLANNED	1/16/2013	1	247	247	N
PLANNED	1/16/2013	6	1,188	198	N
PLANNED	1/16/2013	8	1,712	214	N
PLANNED	1/16/2013	9	776	92	N
PLANNED	1/16/2013	5	1,530	306	N
PLANNED	1/16/2013	15	3,960	264	N
PLANNED	1/16/2013	5	430	86	N
PLANNED	1/16/2013	2	438	219	N
PLANNED	1/16/2013	8	104	13	N
PLANNED	1/16/2013	9	396	44	N
PLANNED	1/16/2013	3	630	210	N
PLANNED	1/16/2013	69	4,554	66	N
PLANNED	1/16/2013	8	768	96	N
CUSTOMER REQUEST	1/16/2013	1	32	32	N
PLANNED	1/16/2013	7	686	98	N
PLANNED	1/16/2013	16	3,312	207	N
PLANNED	1/16/2013	24	4,368	182	N
PLANNED	1/16/2013	7	644	92	N
PLANNED	1/16/2013	38	1,672	44	N
PLANNED	1/16/2013	38	1,596	42	N
PLANNED	1/16/2013	11	1,298	118	N
PLANNED	1/16/2013	37	555	15	N
PLANNED	1/16/2013	7	770	110	N
PLANNED	1/16/2013	7	686	98	N
PLANNED	1/16/2013	8	536	67	N
PLANNED	1/16/2013	4	204	51	N
PLANNED	1/16/2013	39	624	16	N
PLANNED	1/16/2013	18	396	22	N
PLANNED	1/16/2013	5	675	135	N
PLANNED	1/16/2013	1	143	143	N
CUSTOMER REQUEST	1/16/2013	3	213	71	N
PLANNED	1/16/2013	4	380	95	N
PLANNED	1/16/2013	5	165	33	N
PLANNED	1/16/2013	5	320	64	N
PLANNED	1/16/2013	11	1,287	117	N
PLANNED	1/16/2013	4	112	28	N
PLANNED	1/16/2013	4	384	96	N
PLANNED	1/16/2013	17	2,244	132	N
PLANNED	1/16/2013	7	490	70	N
PLANNED	1/16/2013	10	1,340	134	N
CUSTOMER REQUEST	1/16/2013	1,453	43,590	30	N
CUSTOMER REQUEST	1/16/2013	1	39	39	N
PLANNED	1/17/2013	7	1,225	175	N
PLANNED	1/17/2013	7	462	66	N
PLANNED	1/17/2013	9	783	87	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/17/2013	4	392	98	N
PLANNED	1/17/2013	5	1,970	394	N
PLANNED	1/17/2013	11	1,309	119	N
CUSTOMER REQUEST	1/17/2013	73	13,943	191	N
PLANNED	1/17/2013	11	528	48	N
PLANNED	1/17/2013	4	612	153	N
PLANNED	1/17/2013	26	1,898	73	N
PLANNED	1/17/2013	82	4,324	62	N
PLANNED	1/17/2013	7	868	124	N
CUSTOMER REQUEST	1/17/2013	41	1,517	37	N
PLANNED	1/17/2013	9	1,377	153	N
PLANNED	1/17/2013	5	470	94	N
CUSTOMER REQUEST	1/17/2013	2	38	19	N
PLANNED	1/17/2013	8	1,056	132	N
PLANNED	1/17/2013	4	796	199	N
PLANNED	1/17/2013	7	805	115	N
PLANNED	1/17/2013	5	985	197	N
PLANNED	1/17/2013	5	980	196	N
PLANNED	1/17/2013	5	970	194	N
CUSTOMER REQUEST	1/17/2013	9	360	40	N
PLANNED	1/17/2013	15	1,845	123	N
PLANNED	1/17/2013	6	1,002	167	N
PLANNED	1/17/2013	1	242	242	N
PLANNED	1/17/2013	2	172	86	N
PLANNED	1/17/2013	8	704	88	N
PLANNED	1/17/2013	19	760	40	N
PLANNED	1/17/2013	6	492	82	N
PLANNED	1/17/2013	8	5,640	705	N
PLANNED	1/17/2013	18	1,638	91	N
PLANNED	1/17/2013	2	230	115	N
PLANNED	1/17/2013	8	104	13	N
CUSTOMER REQUEST	1/17/2013	1	192	192	N
CUSTOMER REQUEST	1/17/2013	10	1,080	108	N
CUSTOMER REQUEST	1/17/2013	11	1,100	100	N
PLANNED	1/17/2013	1	1	1	N
PLANNED	1/17/2013	135	7,020	52	N
PLANNED	1/17/2013	19	3,667	193	N
PLANNED	1/17/2013	15	2,895	193	N
PLANNED	1/17/2013	14	4,242	303	N
PLANNED	1/17/2013	9	27	3	N
PLANNED	1/17/2013	30	510	17	N
PLANNED	1/17/2013	3	303	101	N
PLANNED	1/17/2013	1	100	100	N
PLANNED	1/17/2013	22	880	40	N
PLANNED	1/17/2013	10	120	12	N
PLANNED	1/17/2013	10	1,210	121	N
PLANNED	1/17/2013	2	436	218	N
PLANNED	1/17/2013	6	150	25	N
PLANNED	1/17/2013	26	650	25	N
PLANNED	1/17/2013	11	1,782	162	N
PLANNED	1/17/2013	4	112	28	N
PLANNED	1/17/2013	3	564	188	N
PLANNED	1/17/2013	7	686	98	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/17/2013	7	252	36	N
PLANNED	1/17/2013	8	344	43	N
PLANNED	1/17/2013	4	20	5	N
CUSTOMER REQUEST	1/17/2013	2	18	9	N
CUSTOMER REQUEST	1/17/2013	4	148	37	N
PLANNED	1/17/2013	11	143	13	N
CUSTOMER REQUEST	1/18/2013	102	4,794	47	N
PLANNED	1/18/2013	9	504	56	N
PLANNED	1/18/2013	5	670	134	N
PLANNED	1/18/2013	6	816	136	N
PLANNED	1/18/2013	54	5,130	95	N
PLANNED	1/18/2013	12	2,772	231	N
PLANNED	1/18/2013	11	11	1	N
PLANNED	1/18/2013	1	218	218	N
PLANNED	1/18/2013	6	1,014	169	N
PLANNED	1/18/2013	45	5,085	113	N
PLANNED	1/18/2013	38	2,584	68	N
PLANNED	1/18/2013	4	488	122	N
PLANNED	1/18/2013	3	408	136	N
PLANNED	1/18/2013	6	612	102	N
PLANNED	1/18/2013	6	918	153	N
PLANNED	1/18/2013	42	2,646	63	N
PLANNED	1/18/2013	15	1,155	77	N
PLANNED	1/18/2013	3	471	157	N
CUSTOMER REQUEST	1/18/2013	5	310	62	N
CUSTOMER REQUEST	1/18/2013	5	335	67	N
CUSTOMER REQUEST	1/18/2013	5	65	13	N
PLANNED	1/18/2013	5	115	23	N
PLANNED	1/18/2013	8	568	71	N
CUSTOMER REQUEST	1/18/2013	1	130	130	N
CUSTOMER REQUEST	1/19/2013	1,545	40,170	26	N
CUSTOMER REQUEST	1/19/2013	1	62	62	N
CUSTOMER REQUEST	1/19/2013	1,468	18,144	14	N
CUSTOMER REQUEST	1/19/2013	31	1,160	61	N
CUSTOMER REQUEST	1/19/2013	1	116	116	N
PLANNED	1/19/2013	8	2,320	290	N
PLANNED	1/20/2013	29	1,247	43	N
PLANNED	1/20/2013	14	3,164	226	N
CUSTOMER REQUEST	1/21/2013	16	1,664	104	N
PLANNED	1/21/2013	4	448	112	N
PLANNED	1/21/2013	10	1,260	126	N
PLANNED	1/21/2013	5	240	48	N
PLANNED	1/21/2013	8	1,104	138	N
PLANNED	1/21/2013	13	1,846	142	N
PLANNED	1/21/2013	5	415	83	N
CUSTOMER REQUEST	1/21/2013	24	3,624	151	N
PLANNED	1/21/2013	4	392	98	N
PLANNED	1/21/2013	4	572	143	N
CUSTOMER REQUEST	1/21/2013	24	3,432	143	N
PLANNED	1/21/2013	5	470	94	N
PLANNED	1/21/2013	7	560	80	N
CUSTOMER REQUEST	1/21/2013	1	101	101	N
PLANNED	1/22/2013	1	112	112	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/22/2013	18	1,944	108	N
CUSTOMER REQUEST	1/22/2013	24	1,110	243	N
PLANNED	1/22/2013	15	1,410	94	N
PLANNED	1/22/2013	8	1,520	190	N
CUSTOMER REQUEST	1/22/2013	41	287	7	N
CUSTOMER REQUEST	1/22/2013	73	14,965	205	N
PLANNED	1/22/2013	21	4,011	191	N
PLANNED	1/22/2013	7	539	77	N
PLANNED	1/22/2013	16	3,376	211	N
PLANNED	1/22/2013	4	968	242	N
PLANNED	1/22/2013	6	1,284	214	N
PLANNED	1/22/2013	4	880	220	N
PLANNED	1/22/2013	4	856	214	N
PLANNED	1/22/2013	2	88	44	N
PLANNED	1/22/2013	4	588	147	N
PLANNED	1/22/2013	8	568	71	N
CUSTOMER REQUEST	1/22/2013	17	2,737	161	N
PLANNED	1/22/2013	9	846	94	N
PLANNED	1/22/2013	6	642	107	N
PLANNED	1/22/2013	5	350	70	N
PLANNED	1/22/2013	8	88	11	N
CUSTOMER REQUEST	1/22/2013	2	532	266	N
PLANNED	1/22/2013	6	42	7	N
PLANNED	1/22/2013	8	568	71	N
PLANNED	1/22/2013	8	80	10	N
PLANNED	1/22/2013	51	306	6	N
PLANNED	1/22/2013	3	405	135	N
PLANNED	1/22/2013	2	50	25	N
CUSTOMER REQUEST	1/22/2013	1	89	89	N
PLANNED	1/22/2013	11	539	49	N
PLANNED	1/22/2013	10	550	55	N
CUSTOMER REQUEST	1/22/2013	6	36	6	N
PLANNED	1/22/2013	5	200	40	N
PLANNED	1/22/2013	2	60	30	N
CUSTOMER REQUEST	1/22/2013	22	1,813	200	N
PLANNED	1/22/2013	2	100	50	N
PLANNED	1/22/2013	6	54	9	N
PLANNED	1/22/2013	32	320	10	N
PLANNED	1/22/2013	9	594	66	N
PLANNED	1/22/2013	3	636	212	N
CUSTOMER REQUEST	1/22/2013	41	1,517	37	N
PLANNED	1/22/2013	10	940	94	N
PLANNED	1/22/2013	6	66	11	N
PLANNED	1/22/2013	1	174	174	N
CUSTOMER REQUEST	1/22/2013	6	30	5	N
PLANNED	1/22/2013	4	228	57	N
PLANNED	1/22/2013	3	156	52	N
CUSTOMER REQUEST	1/22/2013	22	968	44	N
CUSTOMER REQUEST	1/22/2013	1	38	38	N
PLANNED	1/23/2013	16	912	57	N
PLANNED	1/23/2013	11	1,595	145	N
PLANNED	1/23/2013	29	10,353	357	N
PLANNED	1/23/2013	6	636	106	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/23/2013	7	609	87	N
PLANNED	1/23/2013	10	910	91	N
PLANNED	1/23/2013	3	195	65	N
PLANNED	1/23/2013	8	1,040	130	N
PLANNED	1/23/2013	7	630	90	N
PLANNED	1/23/2013	19	2,014	106	N
PLANNED	1/23/2013	7	595	85	N
PLANNED	1/23/2013	2	430	215	N
PLANNED	1/23/2013	5	135	27	N
PLANNED	1/23/2013	1	44	44	N
CUSTOMER REQUEST	1/23/2013	22	1,777	196	N
PLANNED	1/23/2013	10	170	17	N
PLANNED	1/23/2013	11	1,826	166	N
PLANNED	1/23/2013	10	2,390	239	N
PLANNED	1/23/2013	13	1,404	108	N
PLANNED	1/23/2013	5	910	182	N
PLANNED	1/23/2013	6	378	63	N
PLANNED	1/23/2013	12	2,244	187	N
PLANNED	1/23/2013	9	1,566	174	N
PLANNED	1/23/2013	8	2,184	273	N
PLANNED	1/23/2013	15	720	48	N
PLANNED	1/23/2013	4	680	170	N
PLANNED	1/23/2013	2	224	112	N
PLANNED	1/23/2013	6	480	80	N
PLANNED	1/23/2013	15	1,080	72	N
PLANNED	1/23/2013	20	2,220	111	N
PLANNED	1/23/2013	12	660	55	N
PLANNED	1/23/2013	8	1,552	194	N
PLANNED	1/23/2013	17	1,734	102	N
PLANNED	1/23/2013	19	114	6	N
PLANNED	1/23/2013	5	1,000	200	N
PLANNED	1/23/2013	8	784	98	N
PLANNED	1/23/2013	5	195	39	N
PLANNED	1/23/2013	10	1,050	105	N
PLANNED	1/23/2013	1	66	66	N
PLANNED	1/23/2013	13	1,573	121	N
PLANNED	1/23/2013	10	480	48	N
PLANNED	1/23/2013	11	495	45	N
CUSTOMER REQUEST	1/23/2013	22	3,784	172	N
PLANNED	1/23/2013	3	183	61	N
CUSTOMER REQUEST	1/23/2013	1	267	267	N
PLANNED	1/23/2013	1	357	357	N
CUSTOMER REQUEST	1/23/2013	1	187	187	N
CUSTOMER REQUEST	1/24/2013	22	4,592	504	N
PLANNED	1/24/2013	3	36	12	N
PLANNED	1/24/2013	27	3,618	134	N
PLANNED	1/24/2013	10	1,150	115	N
CUSTOMER REQUEST	1/24/2013	14	112	8	N
CUSTOMER REQUEST	1/24/2013	67	15,544	232	N
PLANNED	1/24/2013	10	1,360	136	N
PLANNED	1/24/2013	7	189	27	N
PLANNED	1/24/2013	10	1,710	171	N
PLANNED	1/24/2013	14	294	21	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/24/2013	1	246	246	N
PLANNED	1/24/2013	8	2,088	261	N
PLANNED	1/24/2013	4	92	23	N
PLANNED	1/24/2013	11	616	56	N
PLANNED	1/24/2013	8	1,536	192	N
PLANNED	1/24/2013	7	987	141	N
PLANNED	1/24/2013	25	1,900	76	N
PLANNED	1/24/2013	4	468	117	N
PLANNED	1/24/2013	4	1,168	292	N
PLANNED	1/24/2013	3	45	15	N
PLANNED	1/24/2013	5	110	22	N
PLANNED	1/24/2013	2	294	147	N
PLANNED	1/24/2013	4	168	42	N
PLANNED	1/24/2013	19	3,762	198	N
PLANNED	1/24/2013	1	27	27	N
PLANNED	1/24/2013	7	245	35	N
CUSTOMER REQUEST	1/24/2013	4	36	9	N
PLANNED	1/24/2013	4	304	76	N
PLANNED	1/24/2013	3	729	243	N
PLANNED	1/24/2013	6	720	120	N
PLANNED	1/24/2013	19	1,330	70	N
PLANNED	1/24/2013	14	1,876	134	N
PLANNED	1/24/2013	13	1,482	114	N
PLANNED	1/24/2013	1	172	172	N
PLANNED	1/24/2013	2	332	166	N
CUSTOMER REQUEST	1/24/2013	1	104	104	N
PLANNED	1/24/2013	2	146	73	N
PLANNED	1/24/2013	2	346	173	N
CUSTOMER REQUEST	1/24/2013	1	101	101	N
PLANNED	1/24/2013	5	920	184	N
PLANNED	1/24/2013	4	632	158	N
PLANNED	1/24/2013	11	253	23	N
PLANNED	1/24/2013	2	166	83	N
PLANNED	1/24/2013	7	469	67	N
PLANNED	1/24/2013	2	68	34	N
PLANNED	1/24/2013	7	532	76	N
PLANNED	1/24/2013	4	164	41	N
CUSTOMER REQUEST	1/24/2013	9	27	3	N
PLANNED	1/24/2013	3	81	27	N
CUSTOMER REQUEST	1/24/2013	1	124	124	N
PLANNED	1/24/2013	1	61	61	N
CUSTOMER REQUEST	1/24/2013	1	181	181	N
CUSTOMER REQUEST	1/25/2013	1,201	26,422	22	N
PLANNED	1/25/2013	6	540	90	N
CUSTOMER REQUEST	1/25/2013	11	3,784	344	N
CUSTOMER REQUEST	1/25/2013	10	3,100	310	N
PLANNED	1/25/2013	14	1,134	81	N
PLANNED	1/25/2013	5	275	55	N
PLANNED	1/25/2013	18	1,422	79	N
PLANNED	1/25/2013	8	400	50	N
PLANNED	1/25/2013	9	1,809	201	N
PLANNED	1/25/2013	26	130	5	N
PLANNED	1/25/2013	5	765	153	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/25/2013	4	348	87	N
PLANNED	1/25/2013	3	1,005	335	N
PLANNED	1/25/2013	15	270	18	N
PLANNED	1/25/2013	15	1,215	81	N
PLANNED	1/25/2013	8	520	65	N
PLANNED	1/25/2013	13	2,704	208	N
PLANNED	1/25/2013	4	164	41	N
PLANNED	1/25/2013	1	303	303	N
PLANNED	1/25/2013	1	92	92	N
PLANNED	1/25/2013	7	28	4	N
PLANNED	1/25/2013	2	228	114	N
PLANNED	1/25/2013	1	171	171	N
PLANNED	1/25/2013	8	488	61	N
PLANNED	1/25/2013	6	180	30	N
PLANNED	1/25/2013	15	60	4	N
PLANNED	1/25/2013	7	133	19	N
PLANNED	1/25/2013	11	396	36	N
PLANNED	1/25/2013	8	56	7	N
PLANNED	1/25/2013	6	36	6	N
PLANNED	1/25/2013	24	1,200	50	N
CUSTOMER REQUEST	1/26/2013	8	2,080	260	N
PLANNED	1/26/2013	1	127	127	N
PLANNED	1/26/2013	7	896	128	N
PLANNED	1/26/2013	7	847	121	N
PLANNED	1/26/2013	1	93	93	N
PLANNED	1/26/2013	3	174	58	N
CUSTOMER REQUEST	1/26/2013	1	188	188	N
PLANNED	1/26/2013	8	552	69	N
PLANNED	1/26/2013	11	693	63	N
CUSTOMER REQUEST	1/26/2013	1	34	34	N
PLANNED	1/27/2013	30	780	26	N
PLANNED	1/27/2013	29	116	4	N
PLANNED	1/27/2013	3	282	94	N
CUSTOMER REQUEST	1/27/2013	423	76,986	182	N
CUSTOMER REQUEST	1/27/2013	449	85,310	190	N
PLANNED	1/28/2013	15	30	2	N
PLANNED	1/28/2013	10	360	36	N
PLANNED	1/28/2013	6	1,734	289	N
PLANNED	1/28/2013	12	3,396	283	N
PLANNED	1/28/2013	9	936	104	N
PLANNED	1/28/2013	8	176	22	N
PLANNED	1/28/2013	4	696	174	N
PLANNED	1/28/2013	4	520	130	N
PLANNED	1/28/2013	4	712	178	N
PLANNED	1/28/2013	3	522	174	N
PLANNED	1/28/2013	3	393	131	N
PLANNED	1/28/2013	8	96	12	N
PLANNED	1/28/2013	4	68	17	N
PLANNED	1/28/2013	1	24	24	N
PLANNED	1/28/2013	1	51	51	N
CUSTOMER REQUEST	1/28/2013	122	33,550	275	N
PLANNED	1/28/2013	49	4,214	86	N
PLANNED	1/28/2013	12	1,308	109	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/28/2013	1	348	348	N
CUSTOMER REQUEST	1/28/2013	5	937	533	N
PLANNED	1/28/2013	10	2,030	203	N
PLANNED	1/28/2013	5	1,070	214	N
PLANNED	1/28/2013	10	150	15	N
PLANNED	1/28/2013	11	935	85	N
PLANNED	1/28/2013	2	8	4	N
PLANNED	1/28/2013	8	296	37	N
PLANNED	1/28/2013	1	51	51	N
PLANNED	1/28/2013	12	1,200	100	N
PLANNED	1/28/2013	19	551	29	N
PLANNED	1/28/2013	10	60	6	N
PLANNED	1/28/2013	3	456	152	N
PLANNED	1/28/2013	15	30	2	N
PLANNED	1/28/2013	3	201	67	N
PLANNED	1/28/2013	6	630	105	N
PLANNED	1/28/2013	4	116	29	N
PLANNED	1/28/2013	10	1,110	111	N
PLANNED	1/28/2013	12	1,212	101	N
PLANNED	1/28/2013	1	201	201	N
PLANNED	1/28/2013	6	666	111	N
PLANNED	1/28/2013	6	612	102	N
CUSTOMER REQUEST	1/28/2013	1	242	242	N
CUSTOMER REQUEST	1/28/2013	1	77	77	N
CUSTOMER REQUEST	1/28/2013	10	320	32	N
CUSTOMER REQUEST	1/29/2013	1	194	194	N
PLANNED	1/29/2013	9	288	32	N
CUSTOMER REQUEST	1/29/2013	5	578	192	N
PLANNED	1/29/2013	14	1,918	137	N
PLANNED	1/29/2013	9	837	93	N
PLANNED	1/29/2013	16	2,128	133	N
CUSTOMER REQUEST	1/29/2013	67	17,152	256	N
PLANNED	1/29/2013	1	162	162	N
PLANNED	1/29/2013	2	28	14	N
PLANNED	1/29/2013	1	12	12	N
PLANNED	1/29/2013	4	472	118	N
PLANNED	1/29/2013	69	7,107	103	N
CUSTOMER REQUEST	1/29/2013	6	54	9	N
PLANNED	1/29/2013	8	24	3	N
PLANNED	1/29/2013	13	2,067	159	N
PLANNED	1/29/2013	67	9,112	136	N
PLANNED	1/29/2013	9	1,386	154	N
PLANNED	1/29/2013	1	38	38	N
PLANNED	1/29/2013	9	1,467	163	N
PLANNED	1/29/2013	3	129	43	N
CUSTOMER REQUEST	1/29/2013	8	888	111	N
PLANNED	1/29/2013	17	153	9	N
PLANNED	1/29/2013	5	1,265	253	N
PLANNED	1/29/2013	4	100	25	N
PLANNED	1/29/2013	11	1,892	172	N
PLANNED	1/29/2013	1	99	99	N
PLANNED	1/29/2013	12	1,812	151	N
PLANNED	1/29/2013	10	1,300	130	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/29/2013	12	2,052	171	N
PLANNED	1/29/2013	14	2,380	170	N
PLANNED	1/29/2013	9	495	55	N
PLANNED	1/29/2013	12	324	27	N
CUSTOMER REQUEST	1/29/2013	5	100	20	N
CUSTOMER REQUEST	1/29/2013	6	30	5	N
PLANNED	1/29/2013	6	1,140	190	N
PLANNED	1/29/2013	11	407	37	N
PLANNED	1/29/2013	8	384	48	N
PLANNED	1/29/2013	6	348	58	N
PLANNED	1/29/2013	2	240	120	N
PLANNED	1/29/2013	7	679	97	N
PLANNED	1/29/2013	16	3,152	197	N
PLANNED	1/29/2013	8	216	27	N
CUSTOMER REQUEST	1/29/2013	7	126	18	N
PLANNED	1/29/2013	14	70	5	N
PLANNED	1/29/2013	5	455	91	N
PLANNED	1/29/2013	8	344	43	N
PLANNED	1/29/2013	8	1,096	137	N
CUSTOMER REQUEST	1/29/2013	6	330	163	N
PLANNED	1/29/2013	6	582	97	N
PLANNED	1/29/2013	7	462	66	N
CUSTOMER REQUEST	1/29/2013	27	1,728	64	N
PLANNED	1/29/2013	8	336	42	N
CUSTOMER REQUEST	1/29/2013	1	116	116	N
CUSTOMER REQUEST	1/29/2013	1	84	84	N
CUSTOMER REQUEST	1/30/2013	8	136	17	N
CUSTOMER REQUEST	1/30/2013	7	2,219	317	N
PLANNED	1/30/2013	14	2,254	161	N
CUSTOMER REQUEST	1/30/2013	6	874	218	N
PLANNED	1/30/2013	8	504	63	N
PLANNED	1/30/2013	4	308	77	N
CUSTOMER REQUEST	1/30/2013	9	2,511	279	N
PLANNED	1/30/2013	19	1,064	56	N
PLANNED	1/30/2013	1	173	173	N
PLANNED	1/30/2013	9	729	81	N
PLANNED	1/30/2013	1	131	131	N
PLANNED	1/30/2013	13	689	53	N
CUSTOMER REQUEST	1/30/2013	13	1,995	391	N
CUSTOMER REQUEST	1/30/2013	15	3,705	247	N
PLANNED	1/30/2013	9	36	4	N
PLANNED	1/30/2013	8	872	109	N
PLANNED	1/30/2013	2	236	118	N
PLANNED	1/30/2013	4	552	138	N
PLANNED	1/30/2013	13	4,082	314	N
PLANNED	1/30/2013	8	704	88	N
PLANNED	1/30/2013	2	650	325	N
PLANNED	1/30/2013	5	595	119	N
CUSTOMER REQUEST	1/30/2013	8	88	11	N
PLANNED	1/30/2013	13	1,430	110	N
PLANNED	1/30/2013	3	300	100	N
PLANNED	1/30/2013	7	147	21	N
PLANNED	1/30/2013	14	994	71	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/30/2013	29	3,161	109	N
PLANNED	1/30/2013	5	300	60	N
PLANNED	1/30/2013	18	108	6	N
PLANNED	1/30/2013	160	2,880	18	N
PLANNED	1/30/2013	16	128	8	N
PLANNED	1/30/2013	16	640	40	N
PLANNED	1/30/2013	21	84	4	N
PLANNED	1/30/2013	4	344	86	N
PLANNED	1/30/2013	7	756	108	N
PLANNED	1/30/2013	8	48	6	N
CUSTOMER REQUEST	1/30/2013	10	300	30	N
CUSTOMER REQUEST	1/30/2013	8	88	11	N
PLANNED	1/30/2013	16	2,192	137	N
PLANNED	1/30/2013	6	330	55	N
PLANNED	1/30/2013	2	426	213	N
CUSTOMER REQUEST	1/30/2013	6	114	19	N
PLANNED	1/30/2013	11	693	63	N
PLANNED	1/30/2013	11	2,255	205	N
PLANNED	1/30/2013	10	1,970	197	N
PLANNED	1/30/2013	10	830	83	N
PLANNED	1/30/2013	9	54	6	N
CUSTOMER REQUEST	1/30/2013	5	65	13	N
CUSTOMER REQUEST	1/30/2013	9	324	36	N
PLANNED	1/30/2013	13	2,002	154	N
PLANNED	1/30/2013	9	1,053	117	N
PLANNED	1/30/2013	20	240	12	N
PLANNED	1/30/2013	7	42	6	N
PLANNED	1/30/2013	8	72	9	N
PLANNED	1/30/2013	10	400	40	N
PLANNED	1/30/2013	7	147	21	N
PLANNED	1/30/2013	9	630	70	N
CUSTOMER REQUEST	1/30/2013	1	77	77	N
CUSTOMER REQUEST	1/30/2013	1	187	187	N
PLANNED	1/30/2013	1	119	119	N
PLANNED	1/30/2013	10	270	27	N
PLANNED	1/30/2013	18	90	5	N
CUSTOMER REQUEST	1/30/2013	14	71	58	N
PLANNED	1/30/2013	3	12	4	N
PLANNED	1/30/2013	42	4,368	104	N
PLANNED	1/30/2013	8	872	109	N
CUSTOMER REQUEST	1/30/2013	1	39	39	N
CUSTOMER REQUEST	1/30/2013	1	26	26	N
PLANNED	1/31/2013	26	4,550	175	N
PLANNED	1/31/2013	1	57	57	N
PLANNED	1/31/2013	12	900	75	N
PLANNED	1/31/2013	3	237	79	N
PLANNED	1/31/2013	3	141	47	N
PLANNED	1/31/2013	19	4,294	226	N
PLANNED	1/31/2013	1	117	117	N
CUSTOMER REQUEST	1/31/2013	67	10,452	156	N
PLANNED	1/31/2013	8	3,448	431	N
CUSTOMER REQUEST	1/31/2013	14	3,710	265	N
PLANNED	1/31/2013	10	1,120	112	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	1/31/2013	10	860	86	N
CUSTOMER REQUEST	1/31/2013	63	18,396	292	N
CUSTOMER REQUEST	1/31/2013	89	14,329	161	N
CUSTOMER REQUEST	1/31/2013	219	21,024	96	N
PLANNED	1/31/2013	3	270	90	N
CUSTOMER REQUEST	1/31/2013	33	5,478	166	N
PLANNED	1/31/2013	10	1,060	106	N
PLANNED	1/31/2013	11	1,155	105	N
PLANNED	1/31/2013	9	936	104	N
PLANNED	1/31/2013	66	9,552	150	N
PLANNED	1/31/2013	4	16	4	N
PLANNED	1/31/2013	2	74	37	N
PLANNED	1/31/2013	18	3,654	203	N
PLANNED	1/31/2013	1	268	268	N
PLANNED	1/31/2013	8	536	67	N
PLANNED	1/31/2013	7	175	25	N
PLANNED	1/31/2013	6	420	70	N
PLANNED	1/31/2013	2	98	49	N
PLANNED	1/31/2013	6	648	108	N
PLANNED	1/31/2013	1	60	60	N
PLANNED	1/31/2013	2	114	57	N
PLANNED	1/31/2013	4	208	52	N
CUSTOMER REQUEST	1/31/2013	6	918	153	N
PLANNED	1/31/2013	10	80	8	N
PLANNED	1/31/2013	7	98	14	N
PLANNED	1/31/2013	1	25	25	N
CUSTOMER REQUEST	1/31/2013	1	64	64	N
CUSTOMER REQUEST	1/31/2013	1	60	60	N
PLANNED	2/1/2013	13	2,860	220	N
PLANNED	2/1/2013	11	264	24	N
PLANNED	2/1/2013	7	308	44	N
CUSTOMER REQUEST	2/1/2013	12	1,404	117	N
PLANNED	2/1/2013	8	544	68	N
PLANNED	2/1/2013	1	199	199	N
PLANNED	2/1/2013	33	3,927	119	N
PLANNED	2/1/2013	3	633	211	N
PLANNED	2/1/2013	4	768	192	N
PLANNED	2/1/2013	2	148	74	N
PLANNED	2/1/2013	55	12,870	234	N
PLANNED	2/1/2013	15	2,760	184	N
CUSTOMER REQUEST	2/1/2013	4	84	21	N
PLANNED	2/1/2013	6	30	5	N
PLANNED	2/1/2013	12	1,224	102	N
PLANNED	2/1/2013	6	354	59	N
PLANNED	2/1/2013	5	415	83	N
CUSTOMER REQUEST	2/1/2013	6	24	4	N
CUSTOMER REQUEST	2/1/2013	15	1,515	101	N
PLANNED	2/1/2013	16	1,600	100	N
PLANNED	2/1/2013	2	594	297	N
PLANNED	2/1/2013	13	1,287	99	N
PLANNED	2/1/2013	3	378	126	N
PLANNED	2/1/2013	8	1,072	134	N
PLANNED	2/1/2013	7	1,120	160	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/1/2013	18	162	9	N
PLANNED	2/1/2013	5	430	86	N
PLANNED	2/1/2013	8	392	49	N
PLANNED	2/1/2013	4	204	51	N
PLANNED	2/1/2013	10	200	20	N
PLANNED	2/1/2013	1	56	56	N
PLANNED	2/1/2013	2	180	90	N
CUSTOMER REQUEST	2/1/2013	6	42	7	N
CUSTOMER REQUEST	2/1/2013	10	120	12	N
PLANNED	2/1/2013	4	96	24	N
PLANNED	2/1/2013	2	18	9	N
PLANNED	2/1/2013	23	6,394	278	N
PLANNED	2/1/2013	12	648	54	N
CUSTOMER REQUEST	2/1/2013	1	106	106	N
PLANNED	2/2/2013	7	1,148	164	N
PLANNED	2/2/2013	11	572	52	N
CUSTOMER REQUEST	2/2/2013	1	17	17	N
PLANNED	2/2/2013	5	750	150	N
PLANNED	2/2/2013	11	957	87	N
PLANNED	2/2/2013	8	704	88	N
PLANNED	2/2/2013	10	820	82	N
PLANNED	2/2/2013	29	1,508	52	N
PLANNED	2/3/2013	4	816	204	N
PLANNED	2/3/2013	22	3,652	166	N
PLANNED	2/3/2013	7	791	113	N
PLANNED	2/3/2013	10	1,320	132	N
CUSTOMER REQUEST	2/3/2013	1	287	287	N
CUSTOMER REQUEST	2/4/2013	6	504	84	N
PLANNED	2/4/2013	3	990	330	N
CUSTOMER REQUEST	2/4/2013	1	64	64	N
PLANNED	2/4/2013	22	440	20	N
PLANNED	2/4/2013	5	90	18	N
PLANNED	2/4/2013	8	504	63	N
PLANNED	2/4/2013	64	7,872	123	N
PLANNED	2/4/2013	25	3,325	133	N
CUSTOMER REQUEST	2/4/2013	10	1,630	163	N
PLANNED	2/4/2013	16	1,712	107	N
PLANNED	2/4/2013	7	1,848	264	N
PLANNED	2/4/2013	1	39	39	N
PLANNED	2/4/2013	1	89	89	N
PLANNED	2/4/2013	1	73	73	N
PLANNED	2/4/2013	8	600	75	N
PLANNED	2/4/2013	4	300	75	N
PLANNED	2/4/2013	2	268	134	N
PLANNED	2/4/2013	2	96	48	N
PLANNED	2/4/2013	2	110	55	N
PLANNED	2/4/2013	11	1,518	138	N
PLANNED	2/4/2013	11	1,562	142	N
PLANNED	2/4/2013	3	483	161	N
PLANNED	2/4/2013	7	294	42	N
PLANNED	2/4/2013	1	72	72	N
PLANNED	2/4/2013	2	266	133	N
PLANNED	2/4/2013	11	1,353	123	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/4/2013	13	1,573	121	N
PLANNED	2/4/2013	4	556	139	N
PLANNED	2/4/2013	3	852	284	N
PLANNED	2/4/2013	4	216	54	N
PLANNED	2/4/2013	10	370	37	N
PLANNED	2/4/2013	19	2,869	151	N
PLANNED	2/4/2013	2	30	15	N
PLANNED	2/4/2013	1	89	89	N
PLANNED	2/4/2013	1	115	115	N
PLANNED	2/4/2013	5	695	139	N
PLANNED	2/4/2013	4	552	138	N
PLANNED	2/4/2013	9	873	97	N
PLANNED	2/4/2013	1	189	189	N
PLANNED	2/4/2013	21	3,171	151	N
PLANNED	2/4/2013	10	820	82	N
CUSTOMER REQUEST	2/4/2013	13	104	8	N
PLANNED	2/4/2013	1	116	116	N
PLANNED	2/4/2013	3	255	85	N
PLANNED	2/4/2013	2	60	30	N
PLANNED	2/4/2013	22	1,518	69	N
PLANNED	2/4/2013	1	113	113	N
PLANNED	2/4/2013	2	202	101	N
PLANNED	2/4/2013	12	372	31	N
PLANNED	2/4/2013	26	2,548	98	N
PLANNED	2/4/2013	9	270	30	N
PLANNED	2/4/2013	4	620	155	N
PLANNED	2/4/2013	10	1,130	113	N
PLANNED	2/4/2013	18	1,944	108	N
PLANNED	2/4/2013	10	320	32	N
CUSTOMER REQUEST	2/4/2013	13	663	51	N
PLANNED	2/4/2013	30	2,370	79	N
PLANNED	2/5/2013	1	163	163	N
PLANNED	2/5/2013	1	178	178	N
PLANNED	2/5/2013	37	4,440	120	N
PLANNED	2/5/2013	26	1,924	74	N
PLANNED	2/5/2013	17	833	49	N
PLANNED	2/5/2013	1	220	220	N
PLANNED	2/5/2013	8	136	17	N
PLANNED	2/5/2013	1	193	193	N
CUSTOMER REQUEST	2/5/2013	8	1,392	174	N
PLANNED	2/5/2013	2	672	336	N
PLANNED	2/5/2013	3	423	141	N
PLANNED	2/5/2013	4	588	147	N
CUSTOMER REQUEST	2/5/2013	1	14	14	N
PLANNED	2/5/2013	11	3,025	275	N
CUSTOMER REQUEST	2/5/2013	8	360	45	N
PLANNED	2/5/2013	1	83	83	N
PLANNED	2/5/2013	7	217	31	N
PLANNED	2/5/2013	18	3,474	193	N
PLANNED	2/5/2013	12	3,264	272	N
PLANNED	2/5/2013	8	1,304	163	N
PLANNED	2/5/2013	4	664	197	N
PLANNED	2/5/2013	6	1,410	235	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/5/2013	6	324	54	N
CUSTOMER REQUEST	2/5/2013	8	808	101	N
PLANNED	2/5/2013	16	1,600	100	N
PLANNED	2/5/2013	11	616	56	N
PLANNED	2/5/2013	9	1,080	120	N
PLANNED	2/5/2013	1	24	24	N
PLANNED	2/5/2013	4	824	206	N
PLANNED	2/5/2013	4	540	135	N
PLANNED	2/5/2013	1	51	51	N
PLANNED	2/5/2013	10	330	33	N
PLANNED	2/5/2013	6	366	61	N
PLANNED	2/5/2013	1	38	38	N
PLANNED	2/5/2013	10	450	45	N
PLANNED	2/5/2013	2	310	155	N
PLANNED	2/5/2013	17	459	27	N
PLANNED	2/5/2013	4	260	65	N
PLANNED	2/5/2013	5	210	42	N
PLANNED	2/5/2013	8	744	93	N
PLANNED	2/5/2013	21	315	15	N
PLANNED	2/5/2013	11	836	76	N
PLANNED	2/5/2013	1	69	69	N
PLANNED	2/5/2013	2	236	118	N
PLANNED	2/5/2013	11	1,023	93	N
PLANNED	2/5/2013	1	82	82	N
PLANNED	2/5/2013	7	77	11	N
PLANNED	2/5/2013	1	87	87	N
PLANNED	2/5/2013	9	270	30	N
PLANNED	2/5/2013	1	87	87	N
PLANNED	2/5/2013	1	8	8	N
PLANNED	2/5/2013	9	1,035	115	N
PLANNED	2/5/2013	11	242	22	N
PLANNED	2/5/2013	1	106	106	N
PLANNED	2/5/2013	74	370	5	N
PLANNED	2/5/2013	4	240	60	N
PLANNED	2/5/2013	27	2,538	94	N
PLANNED	2/5/2013	1	122	122	N
CUSTOMER REQUEST	2/5/2013	1,411	45,152	32	N
PLANNED	2/5/2013	22	1,672	76	N
PLANNED	2/5/2013	2	86	43	N
PLANNED	2/5/2013	21	1,995	95	N
PLANNED	2/5/2013	1	37	37	N
PLANNED	2/5/2013	1	61	61	N
PLANNED	2/5/2013	9	747	83	N
CUSTOMER REQUEST	2/5/2013	1	243	243	N
PLANNED	2/5/2013	24	2,136	89	N
PLANNED	2/5/2013	2	380	190	N
PLANNED	2/6/2013	7	252	36	N
PLANNED	2/6/2013	5	585	117	N
PLANNED	2/6/2013	2	254	127	N
PLANNED	2/6/2013	3	375	125	N
PLANNED	2/6/2013	2	248	124	N
PLANNED	2/6/2013	10	2,170	217	N
PLANNED	2/6/2013	9	1,620	180	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/6/2013	8	776	97	N
PLANNED	2/6/2013	5	365	73	N
PLANNED	2/6/2013	3	231	77	N
PLANNED	2/6/2013	6	228	38	N
PLANNED	2/6/2013	3	1,203	401	N
PLANNED	2/6/2013	14	1,358	97	N
PLANNED	2/6/2013	18	1,944	108	N
PLANNED	2/6/2013	13	741	57	N
PLANNED	2/6/2013	1	195	195	N
PLANNED	2/6/2013	2	388	194	N
PLANNED	2/6/2013	7	735	105	N
PLANNED	2/6/2013	8	512	64	N
PLANNED	2/6/2013	3	82	80	N
PLANNED	2/6/2013	8	1,320	165	N
PLANNED	2/6/2013	2	226	113	N
PLANNED	2/6/2013	13	2,977	229	N
PLANNED	2/6/2013	10	1,090	109	N
PLANNED	2/6/2013	7	651	93	N
PLANNED	2/6/2013	4	304	76	N
PLANNED	2/6/2013	2	88	44	N
PLANNED	2/6/2013	4	384	96	N
PLANNED	2/6/2013	3	387	129	N
PLANNED	2/6/2013	6	912	152	N
CUSTOMER REQUEST	2/6/2013	14	154	11	N
PLANNED	2/6/2013	2	198	99	N
PLANNED	2/6/2013	1	160	160	N
CUSTOMER REQUEST	2/6/2013	16	4,432	277	N
PLANNED	2/6/2013	8	584	73	N
CUSTOMER REQUEST	2/6/2013	11	1,243	113	N
CUSTOMER REQUEST	2/6/2013	2	134	67	N
PLANNED	2/6/2013	18	1,404	78	N
PLANNED	2/6/2013	3	411	137	N
PLANNED	2/6/2013	1	1,191	1,191	N
PLANNED	2/6/2013	62	1,054	17	N
PLANNED	2/6/2013	47	752	16	N
PLANNED	2/6/2013	6	690	115	N
PLANNED	2/6/2013	1	105	105	N
PLANNED	2/6/2013	65	1,105	17	N
PLANNED	2/6/2013	46	736	16	N
PLANNED	2/6/2013	8	672	84	N
PLANNED	2/6/2013	41	2,829	69	N
PLANNED	2/6/2013	2	710	355	N
PLANNED	2/6/2013	13	819	63	N
PLANNED	2/6/2013	19	3,534	186	N
PLANNED	2/6/2013	71	2,130	30	N
PLANNED	2/6/2013	59	1,652	28	N
PLANNED	2/6/2013	1	184	184	N
PLANNED	2/6/2013	6	276	46	N
CUSTOMER REQUEST	2/6/2013	16	2,160	135	N
CUSTOMER REQUEST	2/6/2013	8	960	120	N
PLANNED	2/6/2013	1	99	99	N
PLANNED	2/6/2013	8	1,832	229	N
PLANNED	2/6/2013	6	1,374	229	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/6/2013	15	285	19	N
PLANNED	2/6/2013	2	48	24	N
PLANNED	2/6/2013	15	60	4	N
PLANNED	2/6/2013	3	573	191	N
PLANNED	2/6/2013	11	968	88	N
PLANNED	2/7/2013	14	896	64	N
PLANNED	2/7/2013	1	186	186	N
PLANNED	2/7/2013	8	1,208	151	N
CUSTOMER REQUEST	2/7/2013	15	1,095	73	N
PLANNED	2/7/2013	18	1,818	101	N
PLANNED	2/7/2013	1	31	31	N
PLANNED	2/7/2013	2	374	187	N
PLANNED	2/7/2013	4	884	221	N
PLANNED	2/7/2013	8	848	106	N
PLANNED	2/7/2013	6	810	135	N
PLANNED	2/7/2013	1	172	172	N
PLANNED	2/7/2013	57	5,415	95	N
PLANNED	2/7/2013	8	1,384	173	N
CUSTOMER REQUEST	2/7/2013	74	15,762	213	N
PLANNED	2/7/2013	60	8,400	140	N
PLANNED	2/7/2013	2	450	225	N
PLANNED	2/7/2013	4	552	138	N
PLANNED	2/7/2013	2	356	178	N
CUSTOMER REQUEST	2/7/2013	8	1,088	136	N
CUSTOMER REQUEST	2/7/2013	5	2,160	432	N
PLANNED	2/7/2013	2	136	68	N
PLANNED	2/7/2013	2	160	80	N
PLANNED	2/7/2013	14	70	5	N
PLANNED	2/7/2013	14	2,142	153	N
PLANNED	2/7/2013	13	2,691	207	N
PLANNED	2/7/2013	8	1,648	206	N
PLANNED	2/7/2013	27	2,997	111	N
CUSTOMER REQUEST	2/7/2013	1	27	27	N
CUSTOMER REQUEST	2/7/2013	6	786	131	N
CUSTOMER REQUEST	2/7/2013	7	133	19	N
PLANNED	2/7/2013	4	416	104	N
PLANNED	2/7/2013	12	1,392	116	N
PLANNED	2/7/2013	2	14	7	N
PLANNED	2/7/2013	8	712	89	N
PLANNED	2/7/2013	6	714	119	N
PLANNED	2/7/2013	1	61	61	N
CUSTOMER REQUEST	2/7/2013	4	16	4	N
PLANNED	2/7/2013	1	189	189	N
PLANNED	2/7/2013	5	565	113	N
PLANNED	2/7/2013	9	1,170	130	N
PLANNED	2/7/2013	39	16,614	426	N
PLANNED	2/7/2013	19	760	40	N
PLANNED	2/7/2013	4	204	51	N
PLANNED	2/7/2013	3	54	18	N
PLANNED	2/7/2013	1	72	72	N
PLANNED	2/7/2013	4	256	64	N
PLANNED	2/7/2013	5	650	130	N
PLANNED	2/7/2013	4	252	63	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/7/2013	3	207	69	N
PLANNED	2/7/2013	18	738	41	N
PLANNED	2/7/2013	2	116	58	N
PLANNED	2/7/2013	14	70	5	N
PLANNED	2/8/2013	13	221	17	N
PLANNED	2/8/2013	8	1,176	147	N
PLANNED	2/8/2013	8	1,136	142	N
PLANNED	2/8/2013	18	1,296	72	N
PLANNED	2/8/2013	29	3,248	112	N
PLANNED	2/8/2013	5	455	91	N
PLANNED	2/8/2013	5	30	6	N
CUSTOMER REQUEST	2/8/2013	11	671	61	N
CUSTOMER REQUEST	2/8/2013	11	572	52	N
PLANNED	2/8/2013	5	195	39	N
PLANNED	2/8/2013	4	296	74	N
PLANNED	2/8/2013	6	1,038	173	N
PLANNED	2/8/2013	12	132	11	N
PLANNED	2/8/2013	1	86	86	N
PLANNED	2/8/2013	8	240	30	N
PLANNED	2/8/2013	9	1,827	203	N
PLANNED	2/8/2013	1	10	10	N
PLANNED	2/8/2013	5	1,210	242	N
PLANNED	2/8/2013	24	96	4	N
PLANNED	2/8/2013	4	616	154	N
PLANNED	2/8/2013	1	154	154	N
PLANNED	2/8/2013	13	1,898	146	N
PLANNED	2/8/2013	3	711	237	N
CUSTOMER REQUEST	2/8/2013	6	420	70	N
CUSTOMER REQUEST	2/8/2013	6	108	18	N
PLANNED	2/8/2013	23	3,404	148	N
PLANNED	2/8/2013	8	48	6	N
CUSTOMER REQUEST	2/8/2013	4	56	14	N
PLANNED	2/8/2013	2	126	63	N
CUSTOMER REQUEST	2/8/2013	1	50	50	N
PLANNED	2/8/2013	3	99	33	N
PLANNED	2/8/2013	25	150	6	N
PLANNED	2/8/2013	9	252	28	N
CUSTOMER REQUEST	2/8/2013	1	102	102	N
PLANNED	2/8/2013	1	33	33	N
CUSTOMER REQUEST	2/8/2013	5	40	8	N
PLANNED	2/8/2013	6	180	30	N
PLANNED	2/8/2013	7	217	31	N
PLANNED	2/8/2013	6	30	5	N
PLANNED	2/8/2013	9	90	10	N
PLANNED	2/8/2013	2	110	55	N
PLANNED	2/8/2013	4	236	59	N
CUSTOMER REQUEST	2/8/2013	1	91	91	N
PLANNED	2/9/2013	8	904	113	N
PLANNED	2/9/2013	5	825	165	N
PLANNED	2/9/2013	3	630	210	N
CUSTOMER REQUEST	2/9/2013	1	90	90	N
PLANNED	2/9/2013	4	704	176	N
PLANNED	2/10/2013	8	1,296	162	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/10/2013	10	1,360	136	N
PLANNED	2/10/2013	29	928	32	N
PLANNED	2/10/2013	6	876	146	N
PLANNED	2/10/2013	4	1,316	329	N
CUSTOMER REQUEST	2/10/2013	1	25	25	N
PLANNED	2/11/2013	7	1,421	203	N
CUSTOMER REQUEST	2/11/2013	10	2,840	284	N
PLANNED	2/11/2013	59	9,027	153	N
PLANNED	2/11/2013	3	465	155	N
PLANNED	2/11/2013	3	36	12	N
PLANNED	2/11/2013	4	868	217	N
PLANNED	2/11/2013	11	4,081	371	N
PLANNED	2/11/2013	8	200	25	N
PLANNED	2/11/2013	11	1,023	93	N
PLANNED	2/11/2013	15	1,845	123	N
CUSTOMER REQUEST	2/11/2013	12	60	5	N
PLANNED	2/11/2013	4	268	67	N
CUSTOMER REQUEST	2/11/2013	27	1,080	40	N
PLANNED	2/11/2013	14	392	28	N
PLANNED	2/11/2013	9	1,746	194	N
PLANNED	2/11/2013	7	70	10	N
PLANNED	2/11/2013	6	738	123	N
PLANNED	2/11/2013	2	260	130	N
PLANNED	2/11/2013	8	600	75	N
PLANNED	2/11/2013	1	14	14	N
PLANNED	2/11/2013	1	91	91	N
PLANNED	2/11/2013	3	180	60	N
PLANNED	2/11/2013	3	327	109	N
PLANNED	2/11/2013	3	327	109	N
PLANNED	2/11/2013	18	1,188	66	N
PLANNED	2/11/2013	2	202	101	N
PLANNED	2/11/2013	2	272	136	N
PLANNED	2/11/2013	9	180	20	N
PLANNED	2/11/2013	2	78	39	N
PLANNED	2/11/2013	4	76	19	N
PLANNED	2/11/2013	2	240	120	N
CUSTOMER REQUEST	2/11/2013	4	528	132	N
PLANNED	2/11/2013	4	344	86	N
PLANNED	2/11/2013	3	456	152	N
PLANNED	2/11/2013	1	71	71	N
PLANNED	2/11/2013	18	2,196	122	N
PLANNED	2/11/2013	3	426	142	N
PLANNED	2/11/2013	22	946	43	N
PLANNED	2/11/2013	5	250	50	N
PLANNED	2/11/2013	4	728	182	N
PLANNED	2/11/2013	8	344	43	N
PLANNED	2/11/2013	2	194	97	N
CUSTOMER REQUEST	2/11/2013	9	459	51	N
PLANNED	2/11/2013	7	693	99	N
PLANNED	2/11/2013	2	138	69	N
PLANNED	2/11/2013	9	1,692	188	N
PLANNED	2/11/2013	4	1,300	325	N
PLANNED	2/11/2013	3	591	197	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/11/2013	2	36	18	N
PLANNED	2/12/2013	1	76	76	N
PLANNED	2/12/2013	14	3,990	285	N
PLANNED	2/12/2013	1	88	88	N
CUSTOMER REQUEST	2/12/2013	1	66	66	N
PLANNED	2/12/2013	1	143	143	N
PLANNED	2/12/2013	18	2,934	163	N
PLANNED	2/12/2013	4	292	73	N
CUSTOMER REQUEST	2/12/2013	7	49	7	N
PLANNED	2/12/2013	1	114	114	N
PLANNED	2/12/2013	4	176	44	N
PLANNED	2/12/2013	16	1,024	64	N
PLANNED	2/12/2013	7	651	93	N
CUSTOMER REQUEST	2/12/2013	41	13,763	389	N
PLANNED	2/12/2013	13	936	72	N
PLANNED	2/12/2013	86	2,408	28	N
PLANNED	2/12/2013	1	165	165	N
PLANNED	2/12/2013	2	322	161	N
CUSTOMER REQUEST	2/12/2013	6	1,296	216	N
PLANNED	2/12/2013	1	123	123	N
PLANNED	2/12/2013	2	256	128	N
PLANNED	2/12/2013	6	576	96	N
PLANNED	2/12/2013	14	2,632	188	N
PLANNED	2/12/2013	17	3,043	179	N
PLANNED	2/12/2013	2	356	178	N
PLANNED	2/12/2013	5	885	177	N
PLANNED	2/12/2013	15	2,655	177	N
PLANNED	2/12/2013	11	2,035	185	N
PLANNED	2/12/2013	8	136	17	N
PLANNED	2/12/2013	27	2,268	84	N
PLANNED	2/12/2013	13	1,898	146	N
PLANNED	2/12/2013	5	380	76	N
PLANNED	2/12/2013	6	66	11	N
PLANNED	2/12/2013	1	47	47	N
PLANNED	2/12/2013	8	1,072	134	N
PLANNED	2/12/2013	2	202	101	N
PLANNED	2/12/2013	3	447	149	N
PLANNED	2/12/2013	5	330	66	N
PLANNED	2/12/2013	1	43	43	N
PLANNED	2/12/2013	5	120	24	N
PLANNED	2/12/2013	9	1,674	186	N
PLANNED	2/12/2013	6	138	23	N
PLANNED	2/12/2013	7	161	23	N
PLANNED	2/12/2013	11	231	21	N
PLANNED	2/12/2013	3	60	20	N
PLANNED	2/12/2013	5	100	20	N
PLANNED	2/12/2013	7	126	18	N
PLANNED	2/12/2013	7	126	18	N
PLANNED	2/12/2013	8	136	17	N
PLANNED	2/12/2013	5	780	156	N
PLANNED	2/12/2013	1	114	114	N
PLANNED	2/12/2013	3	66	22	N
PLANNED	2/12/2013	7	700	100	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/12/2013	1	46	46	N
PLANNED	2/12/2013	4	20	5	N
PLANNED	2/12/2013	1	21	21	N
CUSTOMER REQUEST	2/12/2013	9	99	11	N
PLANNED	2/12/2013	5	310	62	N
PLANNED	2/12/2013	1	90	90	N
PLANNED	2/12/2013	3	213	71	N
PLANNED	2/12/2013	1	146	146	N
PLANNED	2/12/2013	3	156	52	N
PLANNED	2/12/2013	1	80	80	N
CUSTOMER REQUEST	2/12/2013	5	60	12	N
PLANNED	2/12/2013	3	159	53	N
PLANNED	2/12/2013	13	1,027	79	N
PLANNED	2/12/2013	10	1,010	101	N
CUSTOMER REQUEST	2/13/2013	17	3,825	225	N
CUSTOMER REQUEST	2/13/2013	6	1,794	299	N
PLANNED	2/13/2013	6	402	67	N
PLANNED	2/13/2013	1	461	461	N
PLANNED	2/13/2013	18	2,736	152	N
PLANNED	2/13/2013	2	106	53	N
PLANNED	2/13/2013	1	167	167	N
PLANNED	2/13/2013	3	252	84	N
PLANNED	2/13/2013	2	48	24	N
PLANNED	2/13/2013	5	2,270	454	N
PLANNED	2/13/2013	22	528	24	N
CUSTOMER REQUEST	2/13/2013	66	6,732	102	N
PLANNED	2/13/2013	4	28	7	N
PLANNED	2/13/2013	6	1,632	272	N
PLANNED	2/13/2013	2	898	449	N
PLANNED	2/13/2013	11	2,178	198	N
PLANNED	2/13/2013	29	1,856	64	N
PLANNED	2/13/2013	8	1,216	152	N
PLANNED	2/13/2013	1	102	102	N
PLANNED	2/13/2013	10	250	25	N
PLANNED	2/13/2013	47	5,029	107	N
PLANNED	2/13/2013	34	2,788	82	N
PLANNED	2/13/2013	6	2,034	339	N
PLANNED	2/13/2013	8	624	78	N
PLANNED	2/13/2013	9	810	90	N
PLANNED	2/13/2013	25	2,075	83	N
PLANNED	2/13/2013	3	519	173	N
PLANNED	2/13/2013	5	500	100	N
CUSTOMER REQUEST	2/13/2013	1	210	210	N
PLANNED	2/13/2013	2	282	141	N
PLANNED	2/13/2013	3	270	90	N
PLANNED	2/13/2013	31	248	8	N
PLANNED	2/13/2013	2	168	84	N
PLANNED	2/13/2013	10	280	28	N
PLANNED	2/13/2013	3	222	74	N
PLANNED	2/13/2013	9	972	108	N
PLANNED	2/13/2013	5	315	63	N
PLANNED	2/13/2013	7	1,239	177	N
PLANNED	2/13/2013	9	432	48	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/13/2013	8	80	10	N
CUSTOMER REQUEST	2/13/2013	14	1,358	97	N
PLANNED	2/13/2013	5	180	36	N
PLANNED	2/13/2013	2	244	122	N
PLANNED	2/13/2013	12	804	67	N
PLANNED	2/13/2013	4	488	122	N
PLANNED	2/13/2013	9	2,106	234	N
PLANNED	2/13/2013	26	2,626	101	N
PLANNED	2/13/2013	3	201	67	N
PLANNED	2/13/2013	5	615	123	N
CUSTOMER REQUEST	2/13/2013	47	17,202	366	N
PLANNED	2/13/2013	1	49	49	N
PLANNED	2/13/2013	6	582	97	N
CUSTOMER REQUEST	2/13/2013	2	216	108	N
PLANNED	2/13/2013	11	869	79	N
PLANNED	2/13/2013	1	209	209	N
PLANNED	2/13/2013	9	504	56	N
PLANNED	2/13/2013	5	90	18	N
PLANNED	2/13/2013	1	80	80	N
PLANNED	2/13/2013	3	84	28	N
PLANNED	2/13/2013	10	1,140	114	N
PLANNED	2/13/2013	1	195	195	N
PLANNED	2/13/2013	1	107	107	N
PLANNED	2/13/2013	9	369	41	N
PLANNED	2/13/2013	7	560	80	N
PLANNED	2/13/2013	9	351	39	N
PLANNED	2/13/2013	7	266	38	N
PLANNED	2/13/2013	4	148	37	N
PLANNED	2/13/2013	7	2,373	339	N
PLANNED	2/13/2013	11	847	77	N
PLANNED	2/13/2013	13	2,834	218	N
PLANNED	2/14/2013	8	696	87	N
CUSTOMER REQUEST	2/14/2013	3	192	64	N
PLANNED	2/14/2013	4	264	66	N
PLANNED	2/14/2013	12	1,224	102	N
PLANNED	2/14/2013	7	679	97	N
PLANNED	2/14/2013	1	168	168	N
PLANNED	2/14/2013	1	89	89	N
PLANNED	2/14/2013	3	420	140	N
PLANNED	2/14/2013	10	3,810	381	N
PLANNED	2/14/2013	8	1,256	157	N
PLANNED	2/14/2013	11	506	46	N
PLANNED	2/14/2013	20	960	48	N
PLANNED	2/14/2013	14	644	46	N
PLANNED	2/14/2013	4	196	49	N
PLANNED	2/14/2013	5	695	139	N
PLANNED	2/14/2013	1	56	56	N
PLANNED	2/14/2013	2	20	10	N
PLANNED	2/14/2013	11	1,969	179	N
PLANNED	2/14/2013	4	700	175	N
PLANNED	2/14/2013	9	243	27	N
PLANNED	2/14/2013	4	504	126	N
PLANNED	2/14/2013	31	7,068	228	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/14/2013	8	776	97	N
PLANNED	2/14/2013	12	2,616	218	N
PLANNED	2/14/2013	9	2,448	272	N
PLANNED	2/14/2013	22	308	14	N
PLANNED	2/14/2013	8	504	63	N
PLANNED	2/14/2013	7	1,267	181	N
PLANNED	2/14/2013	8	288	36	N
PLANNED	2/14/2013	8	488	61	N
PLANNED	2/14/2013	5	265	53	N
PLANNED	2/14/2013	3	162	54	N
PLANNED	2/14/2013	20	980	49	N
PLANNED	2/14/2013	6	36	6	N
PLANNED	2/14/2013	22	4,818	219	N
CUSTOMER REQUEST	2/14/2013	1	193	193	N
PLANNED	2/14/2013	2	436	218	N
PLANNED	2/14/2013	71	781	11	N
PLANNED	2/14/2013	4	820	205	N
PLANNED	2/14/2013	1	46	46	N
PLANNED	2/14/2013	8	96	12	N
PLANNED	2/14/2013	7	203	29	N
PLANNED	2/14/2013	4	168	42	N
CUSTOMER REQUEST	2/14/2013	1	156	156	N
PLANNED	2/14/2013	1	38	38	N
PLANNED	2/15/2013	4	224	56	N
CUSTOMER REQUEST	2/15/2013	84	12,432	148	N
PLANNED	2/15/2013	1	93	93	N
PLANNED	2/15/2013	5	625	125	N
CUSTOMER REQUEST	2/15/2013	81	27,864	344	N
PLANNED	2/15/2013	18	342	19	N
PLANNED	2/15/2013	2	44	22	N
PLANNED	2/15/2013	6	306	51	N
PLANNED	2/15/2013	6	108	18	N
PLANNED	2/15/2013	6	588	98	N
PLANNED	2/15/2013	7	175	25	N
PLANNED	2/15/2013	4	128	32	N
PLANNED	2/15/2013	10	2,280	228	N
PLANNED	2/15/2013	15	495	33	N
CUSTOMER REQUEST	2/15/2013	7	189	27	N
PLANNED	2/15/2013	13	234	18	N
PLANNED	2/15/2013	22	4,488	204	N
PLANNED	2/15/2013	28	3,808	136	N
PLANNED	2/15/2013	8	120	15	N
PLANNED	2/15/2013	13	1,079	83	N
PLANNED	2/15/2013	17	2,125	125	N
PLANNED	2/15/2013	18	54	3	N
PLANNED	2/15/2013	8	56	7	N
PLANNED	2/15/2013	7	343	49	N
CUSTOMER REQUEST	2/15/2013	1	161	161	N
CUSTOMER REQUEST	2/15/2013	19	4,579	241	N
PLANNED	2/15/2013	2	132	66	N
PLANNED	2/16/2013	1	338	338	N
PLANNED	2/16/2013	3	126	42	N
CUSTOMER REQUEST	2/17/2013	1	45	45	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/17/2013	1	69	69	N
CUSTOMER REQUEST	2/17/2013	1	107	107	N
CUSTOMER REQUEST	2/17/2013	1	73	73	N
CUSTOMER REQUEST	2/18/2013	1	143	143	N
PLANNED	2/18/2013	8	488	61	N
CUSTOMER REQUEST	2/18/2013	21	5,649	269	N
PLANNED	2/18/2013	6	1,236	206	N
PLANNED	2/18/2013	13	1,014	78	N
PLANNED	2/18/2013	4	1,000	250	N
PLANNED	2/18/2013	4	328	82	N
PLANNED	2/18/2013	9	126	14	N
PLANNED	2/18/2013	1	396	396	N
CUSTOMER REQUEST	2/18/2013	9	342	38	N
PLANNED	2/18/2013	4	1,240	310	N
PLANNED	2/18/2013	3	756	252	N
CUSTOMER REQUEST	2/18/2013	4	808	202	N
PLANNED	2/18/2013	6	876	146	N
PLANNED	2/18/2013	12	648	54	N
PLANNED	2/18/2013	1	153	153	N
PLANNED	2/18/2013	8	968	121	N
PLANNED	2/18/2013	8	504	63	N
PLANNED	2/18/2013	5	100	20	N
PLANNED	2/18/2013	52	1,820	35	N
PLANNED	2/18/2013	4	724	181	N
PLANNED	2/18/2013	2	288	144	N
PLANNED	2/18/2013	4	572	143	N
PLANNED	2/18/2013	2	214	107	N
PLANNED	2/18/2013	1	107	107	N
PLANNED	2/18/2013	8	376	47	N
PLANNED	2/18/2013	9	1,926	214	N
PLANNED	2/18/2013	4	564	141	N
CUSTOMER REQUEST	2/18/2013	1	295	295	N
PLANNED	2/18/2013	8	384	48	N
PLANNED	2/18/2013	7	679	97	N
CUSTOMER REQUEST	2/18/2013	10	1,400	140	N
PLANNED	2/18/2013	1	81	81	N
CUSTOMER REQUEST	2/18/2013	9	459	51	N
PLANNED	2/18/2013	2	144	72	N
PLANNED	2/18/2013	13	1,105	85	N
CUSTOMER REQUEST	2/18/2013	1	47	47	N
PLANNED	2/18/2013	5	975	195	N
PLANNED	2/19/2013	10	780	78	N
PLANNED	2/19/2013	3	459	153	N
CUSTOMER REQUEST	2/19/2013	10	2,350	235	N
PLANNED	2/19/2013	1	215	215	N
PLANNED	2/19/2013	7	469	67	N
PLANNED	2/19/2013	1	143	143	N
PLANNED	2/19/2013	1	104	104	N
PLANNED	2/19/2013	11	1,639	149	N
PLANNED	2/19/2013	25	2,650	106	N
PLANNED	2/19/2013	7	140	20	N
PLANNED	2/19/2013	7	357	51	N
PLANNED	2/19/2013	27	9,693	359	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/19/2013	19	4,465	235	N
PLANNED	2/19/2013	5	380	76	N
PLANNED	2/19/2013	1	76	76	N
PLANNED	2/19/2013	1	82	82	N
PLANNED	2/19/2013	23	6,325	275	N
PLANNED	2/19/2013	5	205	41	N
PLANNED	2/19/2013	7	3,633	519	N
PLANNED	2/19/2013	1	200	200	N
PLANNED	2/19/2013	16	2,816	176	N
PLANNED	2/19/2013	50	14,050	281	N
CUSTOMER REQUEST	2/19/2013	1	113	113	N
PLANNED	2/19/2013	3	150	50	N
PLANNED	2/19/2013	11	539	49	N
PLANNED	2/19/2013	2	180	90	N
PLANNED	2/19/2013	3	243	81	N
PLANNED	2/19/2013	3	240	80	N
PLANNED	2/19/2013	3	264	88	N
PLANNED	2/19/2013	2	170	85	N
CUSTOMER REQUEST	2/19/2013	7	7	1	N
PLANNED	2/19/2013	1	98	98	N
PLANNED	2/19/2013	1	193	193	N
PLANNED	2/19/2013	7	315	45	N
PLANNED	2/19/2013	1	24	24	N
CUSTOMER REQUEST	2/19/2013	5	365	73	N
PLANNED	2/19/2013	7	371	53	N
PLANNED	2/19/2013	7	7	1	N
PLANNED	2/19/2013	1	60	60	N
PLANNED	2/19/2013	3	414	138	N
PLANNED	2/19/2013	4	280	70	N
PLANNED	2/19/2013	1	106	106	N
PLANNED	2/19/2013	9	297	33	N
PLANNED	2/19/2013	15	1,140	76	N
PLANNED	2/19/2013	6	786	131	N
PLANNED	2/19/2013	9	1,287	143	N
PLANNED	2/19/2013	2	198	99	N
CUSTOMER REQUEST	2/19/2013	5	75	15	N
PLANNED	2/19/2013	26	858	33	N
CUSTOMER REQUEST	2/19/2013	1	103	103	N
PLANNED	2/20/2013	5	1,800	360	N
CUSTOMER REQUEST	2/20/2013	21	5,880	280	N
PLANNED	2/20/2013	18	2,700	150	N
PLANNED	2/20/2013	2	394	197	N
PLANNED	2/20/2013	2	256	128	N
PLANNED	2/20/2013	10	840	84	N
PLANNED	2/20/2013	7	756	108	N
PLANNED	2/20/2013	23	3,496	152	N
PLANNED	2/20/2013	5	460	92	N
PLANNED	2/20/2013	11	2,871	261	N
PLANNED	2/20/2013	6	996	166	N
PLANNED	2/20/2013	8	632	79	N
PLANNED	2/20/2013	8	728	91	N
PLANNED	2/20/2013	2	326	163	N
PLANNED	2/20/2013	7	1,165	195	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/20/2013	1	364	364	N
CUSTOMER REQUEST	2/20/2013	7	399	57	N
PLANNED	2/20/2013	60	7,680	128	N
CUSTOMER REQUEST	2/20/2013	2	298	149	N
PLANNED	2/20/2013	14	2,950	242	N
PLANNED	2/20/2013	9	1,512	168	N
PLANNED	2/20/2013	20	3,380	169	N
PLANNED	2/20/2013	4	624	156	N
PLANNED	2/20/2013	1	151	151	N
PLANNED	2/20/2013	16	2,576	161	N
PLANNED	2/20/2013	1	39	39	N
PLANNED	2/20/2013	9	1,998	222	N
PLANNED	2/20/2013	1	244	244	N
PLANNED	2/20/2013	9	522	58	N
PLANNED	2/20/2013	9	486	54	N
PLANNED	2/20/2013	7	686	98	N
PLANNED	2/20/2013	7	469	67	N
PLANNED	2/20/2013	3	180	60	N
PLANNED	2/20/2013	3	339	113	N
PLANNED	2/20/2013	6	630	105	N
PLANNED	2/20/2013	1	5	5	N
PLANNED	2/20/2013	23	1,909	83	N
PLANNED	2/20/2013	6	66	11	N
PLANNED	2/20/2013	4	664	166	N
CUSTOMER REQUEST	2/20/2013	22	4,972	226	N
PLANNED	2/20/2013	30	7,620	254	N
PLANNED	2/20/2013	4	216	54	N
CUSTOMER REQUEST	2/20/2013	146	44,165	306	N
PLANNED	2/20/2013	9	1,719	191	N
PLANNED	2/20/2013	6	924	154	N
PLANNED	2/20/2013	1	111	111	N
PLANNED	2/20/2013	13	507	39	N
PLANNED	2/20/2013	9	531	59	N
PLANNED	2/20/2013	5	320	64	N
PLANNED	2/20/2013	26	1,430	55	N
PLANNED	2/20/2013	7	770	110	N
PLANNED	2/20/2013	2	60	30	N
PLANNED	2/20/2013	6	1,188	198	N
PLANNED	2/20/2013	9	1,323	147	N
PLANNED	2/20/2013	8	120	15	N
PLANNED	2/20/2013	1	121	121	N
PLANNED	2/20/2013	6	462	77	N
PLANNED	2/20/2013	8	408	51	N
PLANNED	2/20/2013	1	112	112	N
PLANNED	2/20/2013	2	146	73	N
PLANNED	2/20/2013	2	172	86	N
PLANNED	2/20/2013	3	108	36	N
PLANNED	2/20/2013	4	40	10	N
PLANNED	2/20/2013	15	1,350	90	N
PLANNED	2/20/2013	1	114	114	N
PLANNED	2/20/2013	6	462	77	N
CUSTOMER REQUEST	2/20/2013	1	68	68	N
PLANNED	2/20/2013	1	151	151	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/20/2013	5	435	87	N
PLANNED	2/20/2013	1	82	82	N
PLANNED	2/20/2013	1	145	145	N
CUSTOMER REQUEST	2/21/2013	1	48	48	N
PLANNED	2/21/2013	6	918	153	N
PLANNED	2/21/2013	7	385	55	N
PLANNED	2/21/2013	7	371	53	N
PLANNED	2/21/2013	5	1,515	303	N
PLANNED	2/21/2013	9	531	59	N
PLANNED	2/21/2013	8	424	53	N
PLANNED	2/21/2013	26	4,810	185	N
PLANNED	2/21/2013	3	687	229	N
CUSTOMER REQUEST	2/21/2013	20	3,540	177	N
PLANNED	2/21/2013	3	330	110	N
PLANNED	2/21/2013	5	545	109	N
PLANNED	2/21/2013	14	1,064	76	N
PLANNED	2/21/2013	1	69	69	N
PLANNED	2/21/2013	27	4,644	172	N
PLANNED	2/21/2013	16	128	8	N
CUSTOMER REQUEST	2/21/2013	35	8,260	236	N
PLANNED	2/21/2013	1	56	56	N
PLANNED	2/21/2013	6	402	67	N
PLANNED	2/21/2013	1	38	38	N
PLANNED	2/21/2013	17	2,482	146	N
PLANNED	2/21/2013	2	72	36	N
PLANNED	2/21/2013	9	306	34	N
PLANNED	2/21/2013	38	10,678	281	N
PLANNED	2/21/2013	2	252	126	N
PLANNED	2/21/2013	5	50	10	N
PLANNED	2/21/2013	11	275	25	N
PLANNED	2/21/2013	1	106	106	N
PLANNED	2/21/2013	3	219	73	N
PLANNED	2/21/2013	2	154	77	N
PLANNED	2/21/2013	3	306	102	N
PLANNED	2/21/2013	4	172	43	N
PLANNED	2/21/2013	7	35	5	N
PLANNED	2/21/2013	3	141	47	N
PLANNED	2/21/2013	18	4,482	249	N
PLANNED	2/21/2013	3	354	118	N
PLANNED	2/21/2013	5	60	12	N
CUSTOMER REQUEST	2/21/2013	1	27	27	N
PLANNED	2/21/2013	2	76	38	N
PLANNED	2/21/2013	5	100	20	N
PLANNED	2/21/2013	10	1,250	125	N
PLANNED	2/21/2013	1	75	75	N
PLANNED	2/21/2013	6	1,272	212	N
CUSTOMER REQUEST	2/21/2013	2	284	142	N
PLANNED	2/21/2013	10	630	63	N
CUSTOMER REQUEST	2/21/2013	4	44	11	N
CUSTOMER REQUEST	2/21/2013	1	77	77	N
PLANNED	2/21/2013	2	18	9	N
PLANNED	2/21/2013	2	88	44	N
CUSTOMER REQUEST	2/21/2013	1	177	177	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/21/2013	1	85	85	N
CUSTOMER REQUEST	2/21/2013	1	52	52	N
CUSTOMER REQUEST	2/21/2013	99	18,315	185	N
PLANNED	2/22/2013	3	417	139	N
PLANNED	2/22/2013	16	2,000	125	N
PLANNED	2/22/2013	14	2,352	168	N
PLANNED	2/22/2013	1	308	308	N
CUSTOMER REQUEST	2/22/2013	38	1,292	34	N
PLANNED	2/22/2013	29	1,827	63	N
PLANNED	2/22/2013	56	3,472	62	N
PLANNED	2/22/2013	4	76	19	N
PLANNED	2/22/2013	9	1,719	191	N
PLANNED	2/22/2013	8	1,544	193	N
PLANNED	2/22/2013	9	2,088	232	N
CUSTOMER REQUEST	2/22/2013	7	56	8	N
PLANNED	2/22/2013	4	92	23	N
PLANNED	2/22/2013	8	1,824	228	N
PLANNED	2/22/2013	9	1,035	115	N
PLANNED	2/22/2013	6	636	106	N
PLANNED	2/22/2013	15	1,485	99	N
PLANNED	2/22/2013	20	2,400	120	N
CUSTOMER REQUEST	2/22/2013	10	2,800	280	N
PLANNED	2/22/2013	21	2,163	103	N
PLANNED	2/22/2013	5	290	58	N
PLANNED	2/22/2013	42	5,796	138	N
PLANNED	2/22/2013	3	69	23	N
PLANNED	2/22/2013	1	55	55	N
PLANNED	2/22/2013	36	4,860	135	N
CUSTOMER REQUEST	2/22/2013	16	688	43	N
PLANNED	2/22/2013	8	368	46	N
PLANNED	2/22/2013	60	11,820	197	N
PLANNED	2/22/2013	1	62	62	N
PLANNED	2/22/2013	8	216	27	N
CUSTOMER REQUEST	2/22/2013	14	182	13	N
PLANNED	2/22/2013	2	114	57	N
PLANNED	2/22/2013	116	4,872	42	N
PLANNED	2/22/2013	29	2,349	81	N
PLANNED	2/22/2013	1	14	14	N
PLANNED	2/22/2013	15	1,560	104	N
PLANNED	2/22/2013	5	395	79	N
PLANNED	2/22/2013	1	80	80	N
PLANNED	2/22/2013	4	736	184	N
PLANNED	2/22/2013	4	156	39	N
PLANNED	2/22/2013	3	81	27	N
PLANNED	2/22/2013	1	43	43	N
PLANNED	2/22/2013	8	576	72	N
PLANNED	2/22/2013	14	252	18	N
PLANNED	2/22/2013	4	176	44	N
PLANNED	2/22/2013	4	368	92	N
CUSTOMER REQUEST	2/22/2013	34	3,060	90	N
CUSTOMER REQUEST	2/22/2013	1	74	74	N
PLANNED	2/22/2013	5	390	78	N
PLANNED	2/22/2013	18	2,664	148	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	2/23/2013	981	47,088	48	N
PLANNED	2/23/2013	6	1,158	193	N
PLANNED	2/23/2013	2	662	331	N
PLANNED	2/23/2013	4	292	73	N
PLANNED	2/23/2013	6	294	49	N
PLANNED	2/23/2013	5	1,800	360	N
PLANNED	2/23/2013	5	75	15	N
PLANNED	2/23/2013	6	642	107	N
PLANNED	2/23/2013	14	1,078	77	N
PLANNED	2/23/2013	15	720	48	N
CUSTOMER REQUEST	2/23/2013	1	42	42	N
CUSTOMER REQUEST	2/23/2013	1	141	141	N
PLANNED	2/23/2013	35	24,185	691	N
PLANNED	2/23/2013	27	5,265	195	N
PLANNED	2/24/2013	4	420	105	N
PLANNED	2/24/2013	5	740	148	N
PLANNED	2/24/2013	4	684	171	N
PLANNED	2/24/2013	25	5,500	220	N
PLANNED	2/24/2013	16	1,872	117	N
PLANNED	2/24/2013	11	1,221	111	N
PLANNED	2/25/2013	1	58	58	N
CUSTOMER REQUEST	2/25/2013	14	6,944	496	N
PLANNED	2/25/2013	1	110	110	N
CUSTOMER REQUEST	2/25/2013	22	176	8	N
PLANNED	2/25/2013	15	1,530	102	N
PLANNED	2/25/2013	13	1,508	116	N
PLANNED	2/25/2013	5	725	145	N
CUSTOMER REQUEST	2/25/2013	22	242	11	N
PLANNED	2/25/2013	2	196	98	N
PLANNED	2/25/2013	8	952	119	N
PLANNED	2/25/2013	7	546	78	N
PLANNED	2/25/2013	9	63	7	N
PLANNED	2/25/2013	1	38	38	N
PLANNED	2/25/2013	13	637	49	N
PLANNED	2/25/2013	10	480	48	N
PLANNED	2/25/2013	28	2,492	89	N
PLANNED	2/25/2013	8	1,344	168	N
PLANNED	2/25/2013	8	1,248	156	N
PLANNED	2/25/2013	5	1,160	232	N
PLANNED	2/25/2013	32	5,696	178	N
PLANNED	2/25/2013	6	852	142	N
PLANNED	2/25/2013	17	2,176	128	N
PLANNED	2/25/2013	1	36	36	N
PLANNED	2/25/2013	8	184	23	N
PLANNED	2/25/2013	16	1,616	101	N
PLANNED	2/25/2013	4	172	43	N
PLANNED	2/25/2013	8	560	70	N
PLANNED	2/25/2013	16	496	31	N
PLANNED	2/25/2013	7	182	26	N
PLANNED	2/25/2013	2	174	87	N
CUSTOMER REQUEST	2/25/2013	22	2,860	130	N
PLANNED	2/25/2013	6	366	61	N
PLANNED	2/25/2013	24	3,672	153	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/25/2013	1	85	85	N
PLANNED	2/25/2013	6	504	84	N
PLANNED	2/25/2013	6	534	89	N
PLANNED	2/25/2013	1	51	51	N
CUSTOMER REQUEST	2/25/2013	10	440	44	N
PLANNED	2/25/2013	4	548	137	N
PLANNED	2/25/2013	5	635	127	N
PLANNED	2/25/2013	11	506	46	N
PLANNED	2/25/2013	1	92	92	N
PLANNED	2/25/2013	2	218	109	N
PLANNED	2/25/2013	26	858	33	N
PLANNED	2/25/2013	9	63	7	N
CUSTOMER REQUEST	2/25/2013	8	168	21	N
PLANNED	2/25/2013	8	928	116	N
PLANNED	2/25/2013	6	330	55	N
PLANNED	2/25/2013	43	688	16	N
PLANNED	2/25/2013	1	84	84	N
CUSTOMER REQUEST	2/26/2013	101	21,513	213	N
PLANNED	2/26/2013	4	896	224	N
PLANNED	2/26/2013	25	5,675	227	N
CUSTOMER REQUEST	2/26/2013	2	338	169	N
PLANNED	2/26/2013	23	5,451	237	N
PLANNED	2/26/2013	2	64	32	N
PLANNED	2/26/2013	1	31	31	N
PLANNED	2/26/2013	13	1,638	126	N
CUSTOMER REQUEST	2/26/2013	1	276	276	N
CUSTOMER REQUEST	2/26/2013	39	4,446	114	N
PLANNED	2/26/2013	9	765	85	N
PLANNED	2/26/2013	7	504	72	N
PLANNED	2/26/2013	9	1,053	117	N
PLANNED	2/26/2013	1	332	332	N
PLANNED	2/26/2013	1	53	53	N
PLANNED	2/26/2013	15	1,590	106	N
PLANNED	2/26/2013	81	18,468	228	N
PLANNED	2/26/2013	3	177	59	N
PLANNED	2/26/2013	3	1,095	365	N
PLANNED	2/26/2013	4	428	107	N
PLANNED	2/26/2013	3	228	76	N
CUSTOMER REQUEST	2/26/2013	4	168	42	N
PLANNED	2/26/2013	3	126	42	N
PLANNED	2/26/2013	2	194	97	N
PLANNED	2/26/2013	83	17,513	211	N
PLANNED	2/26/2013	6	648	108	N
PLANNED	2/26/2013	16	1,952	122	N
PLANNED	2/26/2013	166	20,086	121	N
CUSTOMER REQUEST	2/26/2013	47	10,434	222	N
PLANNED	2/26/2013	55	6,545	119	N
PLANNED	2/26/2013	4	512	128	N
PLANNED	2/26/2013	8	320	40	N
PLANNED	2/26/2013	13	1,209	93	N
PLANNED	2/26/2013	2	364	182	N
PLANNED	2/26/2013	5	235	47	N
PLANNED	2/26/2013	5	815	163	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/26/2013	5	115	23	N
PLANNED	2/26/2013	3	675	225	N
PLANNED	2/26/2013	10	1,810	181	N
PLANNED	2/26/2013	7	1,540	220	N
PLANNED	2/26/2013	8	1,368	171	N
PLANNED	2/26/2013	8	416	52	N
CUSTOMER REQUEST	2/26/2013	12	1,020	85	N
PLANNED	2/26/2013	6	798	133	N
PLANNED	2/26/2013	20	2,480	124	N
PLANNED	2/26/2013	1	32	32	N
PLANNED	2/26/2013	1	79	79	N
PLANNED	2/26/2013	17	2,295	135	N
PLANNED	2/26/2013	3	240	80	N
PLANNED	2/26/2013	3	447	149	N
CUSTOMER REQUEST	2/26/2013	39	351	9	N
PLANNED	2/26/2013	4	528	132	N
PLANNED	2/26/2013	65	1,105	17	N
PLANNED	2/26/2013	3	78	26	N
PLANNED	2/26/2013	1	22	22	N
PLANNED	2/26/2013	6	864	144	N
PLANNED	2/26/2013	1	71	71	N
PLANNED	2/26/2013	11	396	36	N
PLANNED	2/26/2013	10	460	46	N
PLANNED	2/26/2013	1	72	72	N
PLANNED	2/27/2013	1	169	169	N
PLANNED	2/27/2013	6	540	90	N
PLANNED	2/27/2013	24	3,984	166	N
CUSTOMER REQUEST	2/27/2013	35	840	24	N
PLANNED	2/27/2013	1	260	260	N
PLANNED	2/27/2013	14	1,386	99	N
PLANNED	2/27/2013	11	1,694	154	N
PLANNED	2/27/2013	13	234	18	N
PLANNED	2/27/2013	10	1,510	151	N
PLANNED	2/27/2013	4	848	212	N
PLANNED	2/27/2013	9	1,026	114	N
PLANNED	2/27/2013	2	90	45	N
PLANNED	2/27/2013	4	64	16	N
PLANNED	2/27/2013	12	108	9	N
PLANNED	2/27/2013	6	966	161	N
PLANNED	2/27/2013	13	1,326	102	N
PLANNED	2/27/2013	25	950	38	N
CUSTOMER REQUEST	2/27/2013	12	1,860	155	N
PLANNED	2/27/2013	3	216	72	N
PLANNED	2/27/2013	2	120	60	N
PLANNED	2/27/2013	73	27,448	376	N
PLANNED	2/27/2013	2	398	199	N
PLANNED	2/27/2013	6	744	124	N
PLANNED	2/27/2013	5	940	188	N
PLANNED	2/27/2013	11	1,826	166	N
PLANNED	2/27/2013	8	1,776	222	N
PLANNED	2/27/2013	8	1,320	165	N
PLANNED	2/27/2013	4	1,016	254	N
PLANNED	2/27/2013	4	1,016	254	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/27/2013	1	98	98	N
PLANNED	2/27/2013	4	348	87	N
PLANNED	2/27/2013	91	36,764	404	N
PLANNED	2/27/2013	8	1,768	221	N
PLANNED	2/27/2013	3	348	116	N
CUSTOMER REQUEST	2/27/2013	62	9,486	153	N
PLANNED	2/27/2013	4	208	52	N
PLANNED	2/27/2013	2	108	54	N
PLANNED	2/27/2013	6	702	117	N
PLANNED	2/27/2013	2	200	100	N
PLANNED	2/27/2013	2	154	77	N
PLANNED	2/27/2013	4	156	39	N
PLANNED	2/27/2013	1	168	168	N
PLANNED	2/27/2013	9	1,512	168	N
PLANNED	2/27/2013	4	240	60	N
PLANNED	2/27/2013	1	198	198	N
PLANNED	2/27/2013	6	552	92	N
PLANNED	2/27/2013	24	1,896	79	N
CUSTOMER REQUEST	2/27/2013	12	3,252	271	N
CUSTOMER REQUEST	2/27/2013	23	6,210	270	N
PLANNED	2/27/2013	6	648	108	N
PLANNED	2/27/2013	10	1,540	154	N
PLANNED	2/27/2013	6	510	85	N
CUSTOMER REQUEST	2/27/2013	4	108	27	N
PLANNED	2/27/2013	7	175	25	N
PLANNED	2/27/2013	17	595	35	N
PLANNED	2/27/2013	8	960	120	N
PLANNED	2/27/2013	8	320	40	N
PLANNED	2/27/2013	1	128	128	N
CUSTOMER REQUEST	2/27/2013	1	100	100	N
PLANNED	2/27/2013	1	97	97	N
PLANNED	2/27/2013	5	535	107	N
CUSTOMER REQUEST	2/27/2013	1	30	30	N
PLANNED	2/28/2013	2	320	160	N
CUSTOMER REQUEST	2/28/2013	1	285	285	N
PLANNED	2/28/2013	36	4,320	120	N
CUSTOMER REQUEST	2/28/2013	12	840	70	N
CUSTOMER REQUEST	2/28/2013	35	770	22	N
PLANNED	2/28/2013	17	1,853	109	N
PLANNED	2/28/2013	182	5,824	32	N
PLANNED	2/28/2013	4	288	72	N
PLANNED	2/28/2013	31	2,511	81	N
PLANNED	2/28/2013	8	1,144	143	N
PLANNED	2/28/2013	8	800	100	N
PLANNED	2/28/2013	1	153	153	N
PLANNED	2/28/2013	2	120	60	N
PLANNED	2/28/2013	3	330	110	N
PLANNED	2/28/2013	1	114	114	N
PLANNED	2/28/2013	7	840	120	N
PLANNED	2/28/2013	6	1,440	240	N
PLANNED	2/28/2013	2	188	94	N
PLANNED	2/28/2013	15	165	11	N
CUSTOMER REQUEST	2/28/2013	5	525	105	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	2/28/2013	1	335	335	N
PLANNED	2/28/2013	1	257	257	N
CUSTOMER REQUEST	2/28/2013	4	20	5	N
PLANNED	2/28/2013	4	180	45	N
PLANNED	2/28/2013	3	612	204	N
PLANNED	2/28/2013	2	176	88	N
PLANNED	2/28/2013	1	146	146	N
CUSTOMER REQUEST	2/28/2013	4	2,024	506	N
PLANNED	2/28/2013	9	315	35	N
CUSTOMER REQUEST	2/28/2013	6	294	49	N
PLANNED	2/28/2013	8	168	21	N
PLANNED	2/28/2013	5	485	97	N
CUSTOMER REQUEST	2/28/2013	1	405	405	N
PLANNED	2/28/2013	4	104	26	N
PLANNED	2/28/2013	4	400	100	N
PLANNED	2/28/2013	5	415	83	N
PLANNED	2/28/2013	56	2,688	48	N
PLANNED	2/28/2013	12	204	17	N
CUSTOMER REQUEST	2/28/2013	12	120	10	N
PLANNED	2/28/2013	5	130	26	N
PLANNED	2/28/2013	1	88	88	N
PLANNED	2/28/2013	17	306	18	N
PLANNED	2/28/2013	6	342	57	N
PLANNED	2/28/2013	4	444	111	N
PLANNED	2/28/2013	7	483	69	N
PLANNED	2/28/2013	2	808	404	N
CUSTOMER REQUEST	2/28/2013	1	34	34	N
CUSTOMER REQUEST	2/28/2013	4	256	64	N
PLANNED	2/28/2013	3	786	262	N
CUSTOMER REQUEST	2/28/2013	6	282	47	N
PLANNED	2/28/2013	5	190	38	N
PLANNED	2/28/2013	14	686	49	N
PLANNED	2/28/2013	5	225	45	N
PLANNED	2/28/2013	4	432	108	N
PLANNED	2/28/2013	49	7,497	153	N
PLANNED	2/28/2013	3	159	53	N
PLANNED	2/28/2013	3	246	82	N
CUSTOMER REQUEST	2/28/2013	1	59	59	N
PLANNED	2/28/2013	20	840	42	N
CUSTOMER REQUEST	2/28/2013	11	374	34	N
PLANNED	2/28/2013	4	396	99	N
PLANNED	2/28/2013	4	188	47	N
PLANNED	2/28/2013	38	3,838	101	N
CUSTOMER REQUEST	2/28/2013	17	2,686	158	N
PLANNED	2/28/2013	8	176	22	N
PLANNED	2/28/2013	4	276	69	N
PLANNED	2/28/2013	11	121	11	N
PLANNED	3/1/2013	12	528	44	N
PLANNED	3/1/2013	8	672	84	N
PLANNED	3/1/2013	12	1,332	111	N
PLANNED	3/1/2013	11	407	37	N
PLANNED	3/1/2013	6	1,104	184	N
PLANNED	3/1/2013	7	294	42	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/1/2013	5	1,180	236	N
CUSTOMER REQUEST	3/1/2013	1	92	92	N
PLANNED	3/1/2013	15	480	32	N
CUSTOMER REQUEST	3/1/2013	3	303	101	N
PLANNED	3/1/2013	12	576	48	N
PLANNED	3/1/2013	1	122	122	N
PLANNED	3/1/2013	23	1,518	66	N
CUSTOMER REQUEST	3/1/2013	4	732	183	N
CUSTOMER REQUEST	3/1/2013	4	240	60	N
PLANNED	3/1/2013	6	150	25	N
PLANNED	3/1/2013	8	672	84	N
PLANNED	3/1/2013	2	142	71	N
PLANNED	3/1/2013	8	264	33	N
PLANNED	3/1/2013	1	49	49	N
PLANNED	3/1/2013	14	1,638	117	N
PLANNED	3/1/2013	1	301	301	N
PLANNED	3/1/2013	10	760	76	N
PLANNED	3/1/2013	5	175	35	N
CUSTOMER REQUEST	3/1/2013	2,425	55,775	23	N
CUSTOMER REQUEST	3/1/2013	1	43	43	N
PLANNED	3/2/2013	1	115	115	N
PLANNED	3/2/2013	1	141	141	N
PLANNED	3/2/2013	4	976	244	N
PLANNED	3/2/2013	1	148	148	N
PLANNED	3/2/2013	2	62	31	N
PLANNED	3/2/2013	4	152	38	N
CUSTOMER REQUEST	3/2/2013	3	75	25	N
PLANNED	3/4/2013	1	285	285	N
PLANNED	3/4/2013	2	342	171	N
CUSTOMER REQUEST	3/4/2013	6	1,002	167	N
PLANNED	3/4/2013	9	162	18	N
PLANNED	3/4/2013	4	528	132	N
PLANNED	3/4/2013	2	416	208	N
CUSTOMER REQUEST	3/4/2013	13	78	6	N
PLANNED	3/4/2013	2	60	30	N
PLANNED	3/4/2013	1	85	85	N
PLANNED	3/4/2013	1	154	154	N
PLANNED	3/4/2013	33	8,679	263	N
PLANNED	3/4/2013	4	364	91	N
CUSTOMER REQUEST	3/4/2013	44	14,256	324	N
PLANNED	3/4/2013	2	50	25	N
PLANNED	3/4/2013	2	226	113	N
PLANNED	3/4/2013	1	174	174	N
PLANNED	3/4/2013	4	988	247	N
PLANNED	3/4/2013	7	182	26	N
PLANNED	3/4/2013	4	712	178	N
PLANNED	3/4/2013	2	12	6	N
PLANNED	3/4/2013	4	840	210	N
PLANNED	3/4/2013	17	2,788	164	N
PLANNED	3/4/2013	5	740	148	N
PLANNED	3/4/2013	3	141	47	N
PLANNED	3/4/2013	10	900	90	N
CUSTOMER REQUEST	3/4/2013	1	31	31	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/4/2013	21	3,696	176	N
PLANNED	3/4/2013	8	200	25	N
PLANNED	3/4/2013	4	660	165	N
PLANNED	3/4/2013	14	322	23	N
CUSTOMER REQUEST	3/4/2013	1	6	6	N
PLANNED	3/4/2013	23	1,012	44	N
PLANNED	3/4/2013	7	1,379	197	N
PLANNED	3/4/2013	6	312	52	N
CUSTOMER REQUEST	3/4/2013	11	1,287	117	N
PLANNED	3/4/2013	6	744	124	N
PLANNED	3/4/2013	4	400	100	N
PLANNED	3/4/2013	7	1,127	161	N
PLANNED	3/4/2013	1	116	116	N
PLANNED	3/4/2013	2	72	36	N
PLANNED	3/4/2013	1	132	132	N
PLANNED	3/4/2013	1	35	35	N
PLANNED	3/4/2013	5	30	6	N
PLANNED	3/4/2013	1	51	51	N
CUSTOMER REQUEST	3/4/2013	1	188	188	N
PLANNED	3/4/2013	3	219	73	N
PLANNED	3/4/2013	4	556	139	N
PLANNED	3/4/2013	1	40	40	N
PLANNED	3/4/2013	1	128	128	N
PLANNED	3/4/2013	6	396	66	N
PLANNED	3/4/2013	4	248	62	N
PLANNED	3/4/2013	4	360	90	N
PLANNED	3/4/2013	10	1,690	169	N
PLANNED	3/5/2013	3	159	53	N
PLANNED	3/5/2013	6	720	120	N
CUSTOMER REQUEST	3/5/2013	5	560	112	N
PLANNED	3/5/2013	1	195	195	N
PLANNED	3/5/2013	36	3,420	95	N
PLANNED	3/5/2013	2	204	102	N
CUSTOMER REQUEST	3/5/2013	2	202	101	N
PLANNED	3/5/2013	4	152	38	N
PLANNED	3/5/2013	2	78	39	N
PLANNED	3/5/2013	4	468	117	N
PLANNED	3/5/2013	1	163	163	N
CUSTOMER REQUEST	3/5/2013	1	293	293	N
PLANNED	3/5/2013	5	820	164	N
PLANNED	3/5/2013	1	94	94	N
PLANNED	3/5/2013	2	276	138	N
PLANNED	3/5/2013	4	132	33	N
PLANNED	3/5/2013	38	15,048	396	N
PLANNED	3/5/2013	5	50	10	N
PLANNED	3/5/2013	3	396	132	N
PLANNED	3/5/2013	1	129	129	N
PLANNED	3/5/2013	6	660	110	N
PLANNED	3/5/2013	8	824	103	N
PLANNED	3/5/2013	1	74	74	N
PLANNED	3/5/2013	9	927	103	N
PLANNED	3/5/2013	10	1,750	175	N
PLANNED	3/5/2013	16	2,768	173	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/5/2013	1	173	173	N
PLANNED	3/5/2013	1	80	80	N
PLANNED	3/5/2013	2	128	64	N
PLANNED	3/5/2013	6	564	94	N
CUSTOMER REQUEST	3/5/2013	15	480	32	N
PLANNED	3/5/2013	8	568	71	N
PLANNED	3/5/2013	10	710	71	N
PLANNED	3/5/2013	9	1,062	118	N
PLANNED	3/5/2013	10	860	86	N
PLANNED	3/5/2013	1	52	52	N
PLANNED	3/5/2013	36	1,440	40	N
PLANNED	3/5/2013	19	779	41	N
PLANNED	3/5/2013	2	410	205	N
PLANNED	3/5/2013	7	749	107	N
PLANNED	3/5/2013	86	25,456	296	N
PLANNED	3/5/2013	30	4,290	143	N
PLANNED	3/5/2013	44	12,936	294	N
PLANNED	3/5/2013	1	28	28	N
CUSTOMER REQUEST	3/5/2013	5	420	84	N
CUSTOMER REQUEST	3/5/2013	5	35	7	N
PLANNED	3/5/2013	2	198	99	N
PLANNED	3/5/2013	2	254	127	N
PLANNED	3/5/2013	2	144	72	N
PLANNED	3/5/2013	3	288	96	N
PLANNED	3/5/2013	3	42	14	N
PLANNED	3/5/2013	6	618	103	N
PLANNED	3/5/2013	16	1,088	68	N
PLANNED	3/5/2013	9	810	90	N
PLANNED	3/5/2013	2	68	34	N
PLANNED	3/5/2013	7	1,022	146	N
PLANNED	3/5/2013	5	390	78	N
PLANNED	3/5/2013	3	117	39	N
PLANNED	3/5/2013	8	760	95	N
PLANNED	3/5/2013	7	959	137	N
PLANNED	3/5/2013	43	3,483	81	N
PLANNED	3/5/2013	23	2,484	108	N
PLANNED	3/5/2013	8	48	6	N
PLANNED	3/5/2013	4	252	63	N
PLANNED	3/5/2013	13	1,131	87	N
PLANNED	3/5/2013	1	89	89	N
PLANNED	3/5/2013	1	86	86	N
PLANNED	3/5/2013	2	276	138	N
PLANNED	3/5/2013	5	445	89	N
PLANNED	3/5/2013	7	882	126	N
PLANNED	3/5/2013	4	216	54	N
PLANNED	3/5/2013	9	918	102	N
PLANNED	3/5/2013	1	18	18	N
PLANNED	3/5/2013	1	138	138	N
PLANNED	3/5/2013	4	156	39	N
PLANNED	3/5/2013	4	196	49	N
PLANNED	3/5/2013	5	320	64	N
PLANNED	3/5/2013	4	96	24	N
PLANNED	3/6/2013	2	466	233	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/6/2013	2	146	73	N
CUSTOMER REQUEST	3/6/2013	5	1,820	364	N
CUSTOMER REQUEST	3/6/2013	8	1,856	232	N
PLANNED	3/6/2013	6	504	84	N
PLANNED	3/6/2013	6	600	100	N
PLANNED	3/6/2013	11	1,243	113	N
CUSTOMER REQUEST	3/6/2013	6	60	10	N
PLANNED	3/6/2013	11	1,144	104	N
PLANNED	3/6/2013	6	1,020	170	N
PLANNED	3/6/2013	9	747	83	N
CUSTOMER REQUEST	3/6/2013	9	306	34	N
CUSTOMER REQUEST	3/6/2013	18	666	37	N
CUSTOMER REQUEST	3/6/2013	4	188	47	N
PLANNED	3/6/2013	8	1,096	137	N
PLANNED	3/6/2013	7	35	5	N
PLANNED	3/6/2013	1	101	101	N
PLANNED	3/6/2013	6	366	61	N
PLANNED	3/6/2013	18	2,106	117	N
PLANNED	3/6/2013	7	574	82	N
PLANNED	3/6/2013	14	182	13	N
PLANNED	3/6/2013	6	360	60	N
CUSTOMER REQUEST	3/6/2013	4	12	3	N
PLANNED	3/6/2013	3	558	186	N
PLANNED	3/6/2013	7	770	110	N
PLANNED	3/6/2013	9	1,737	193	N
PLANNED	3/6/2013	1	146	146	N
CUSTOMER REQUEST	3/6/2013	12	168	14	N
CUSTOMER REQUEST	3/6/2013	2	314	157	N
PLANNED	3/6/2013	2	80	40	N
PLANNED	3/6/2013	2	54	27	N
PLANNED	3/6/2013	6	438	73	N
PLANNED	3/6/2013	6	696	116	N
PLANNED	3/6/2013	3	252	84	N
PLANNED	3/6/2013	5	310	62	N
PLANNED	3/6/2013	2	258	129	N
PLANNED	3/6/2013	9	468	52	N
CUSTOMER REQUEST	3/6/2013	14	322	23	N
PLANNED	3/6/2013	19	722	38	N
PLANNED	3/6/2013	1	127	127	N
PLANNED	3/6/2013	11	3,685	335	N
PLANNED	3/6/2013	1	53	53	N
PLANNED	3/6/2013	37	12,321	333	N
PLANNED	3/6/2013	1	4	4	N
PLANNED	3/6/2013	2	500	250	N
PLANNED	3/6/2013	3	387	129	N
PLANNED	3/6/2013	4	484	121	N
CUSTOMER REQUEST	3/6/2013	6	156	26	N
PLANNED	3/6/2013	1	49	49	N
PLANNED	3/6/2013	6	96	16	N
PLANNED	3/6/2013	5	415	83	N
PLANNED	3/6/2013	8	400	50	N
PLANNED	3/6/2013	6	312	52	N
PLANNED	3/6/2013	8	72	9	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/6/2013	19	456	24	N
PLANNED	3/6/2013	8	120	15	N
PLANNED	3/6/2013	5	2,035	407	N
CUSTOMER REQUEST	3/6/2013	14	280	20	N
PLANNED	3/6/2013	1	110	110	N
CUSTOMER REQUEST	3/6/2013	7	28	4	N
CUSTOMER REQUEST	3/6/2013	1	7	7	N
PLANNED	3/6/2013	12	4,872	406	N
CUSTOMER REQUEST	3/6/2013	12	180	15	N
PLANNED	3/6/2013	6	606	101	N
CUSTOMER REQUEST	3/6/2013	2	78	39	N
PLANNED	3/6/2013	8	896	112	N
CUSTOMER REQUEST	3/6/2013	10	40	4	N
PLANNED	3/6/2013	6	1,992	332	N
PLANNED	3/6/2013	8	1,080	135	N
PLANNED	3/6/2013	3	261	87	N
PLANNED	3/6/2013	12	1,968	164	N
PLANNED	3/6/2013	5	510	102	N
PLANNED	3/6/2013	5	515	103	N
PLANNED	3/6/2013	16	592	37	N
PLANNED	3/6/2013	7	1,351	193	N
CUSTOMER REQUEST	3/6/2013	4	32	8	N
PLANNED	3/6/2013	5	305	61	N
PLANNED	3/6/2013	9	531	59	N
PLANNED	3/6/2013	2	80	40	N
PLANNED	3/6/2013	9	351	39	N
PLANNED	3/6/2013	13	1,040	80	N
PLANNED	3/6/2013	1	111	111	N
PLANNED	3/6/2013	2	224	112	N
PLANNED	3/6/2013	1	31	31	N
PLANNED	3/6/2013	1	47	47	N
CUSTOMER REQUEST	3/6/2013	1	118	118	N
CUSTOMER REQUEST	3/6/2013	1	116	116	N
CUSTOMER REQUEST	3/6/2013	1	170	170	N
PLANNED	3/6/2013	1	168	168	N
PLANNED	3/7/2013	1	238	238	N
PLANNED	3/7/2013	18	1,512	84	N
CUSTOMER REQUEST	3/7/2013	17	6,936	408	N
PLANNED	3/7/2013	6	504	84	N
PLANNED	3/7/2013	1	72	72	N
PLANNED	3/7/2013	2	144	72	N
PLANNED	3/7/2013	2	152	76	N
PLANNED	3/7/2013	10	750	75	N
PLANNED	3/7/2013	1	353	353	N
PLANNED	3/7/2013	6	696	116	N
CUSTOMER REQUEST	3/7/2013	25	11,750	470	N
PLANNED	3/7/2013	1	360	360	N
PLANNED	3/7/2013	2	384	192	N
PLANNED	3/7/2013	5	530	106	N
PLANNED	3/7/2013	1	360	360	N
PLANNED	3/7/2013	9	2,025	225	N
PLANNED	3/7/2013	1	48	48	N
PLANNED	3/7/2013	2	170	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/7/2013	5	765	153	N
PLANNED	3/7/2013	8	968	121	N
PLANNED	3/7/2013	3	279	93	N
PLANNED	3/7/2013	1	331	331	N
PLANNED	3/7/2013	6	1,542	257	N
PLANNED	3/7/2013	2	512	256	N
PLANNED	3/7/2013	20	5,020	251	N
PLANNED	3/7/2013	28	4,256	152	N
PLANNED	3/7/2013	4	260	65	N
PLANNED	3/7/2013	1	24	24	N
PLANNED	3/7/2013	13	1,235	95	N
PLANNED	3/7/2013	1	92	92	N
PLANNED	3/7/2013	8	888	111	N
PLANNED	3/7/2013	2	322	161	N
PLANNED	3/7/2013	6	594	99	N
PLANNED	3/7/2013	7	644	92	N
PLANNED	3/7/2013	6	1,128	188	N
PLANNED	3/7/2013	47	4,418	94	N
PLANNED	3/7/2013	6	54	9	N
PLANNED	3/7/2013	4	244	61	N
PLANNED	3/7/2013	36	7,956	221	N
PLANNED	3/7/2013	5	140	28	N
PLANNED	3/7/2013	370	4,810	13	N
PLANNED	3/7/2013	1	210	210	N
PLANNED	3/7/2013	1	54	54	N
CUSTOMER REQUEST	3/7/2013	1	44	44	N
PLANNED	3/7/2013	4	612	153	N
PLANNED	3/7/2013	2	82	41	N
PLANNED	3/7/2013	1	43	43	N
PLANNED	3/7/2013	1	85	85	N
CUSTOMER REQUEST	3/7/2013	1	53	53	N
PLANNED	3/7/2013	16	1,744	109	N
CUSTOMER REQUEST	3/7/2013	1	170	170	N
PLANNED	3/7/2013	3	123	41	N
PLANNED	3/7/2013	10	1,410	141	N
PLANNED	3/7/2013	12	936	78	N
PLANNED	3/7/2013	1	39	39	N
PLANNED	3/7/2013	1	41	41	N
PLANNED	3/7/2013	2	22	11	N
PLANNED	3/7/2013	4	296	74	N
PLANNED	3/7/2013	1	42	42	N
PLANNED	3/7/2013	8	920	115	N
PLANNED	3/7/2013	3	261	87	N
PLANNED	3/7/2013	7	749	107	N
PLANNED	3/7/2013	2	188	94	N
PLANNED	3/7/2013	5	585	117	N
PLANNED	3/7/2013	6	534	89	N
PLANNED	3/7/2013	6	786	131	N
PLANNED	3/7/2013	6	468	78	N
PLANNED	3/7/2013	2	84	42	N
PLANNED	3/7/2013	6	708	118	N
CUSTOMER REQUEST	3/7/2013	1	103	103	N
PLANNED	3/7/2013	13	1,053	81	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/7/2013	9	495	55	N
PLANNED	3/7/2013	3	57	19	N
PLANNED	3/7/2013	1	62	62	N
PLANNED	3/7/2013	2	124	62	N
PLANNED	3/7/2013	7	434	62	N
PLANNED	3/7/2013	4	364	91	N
PLANNED	3/7/2013	6	270	45	N
CUSTOMER REQUEST	3/7/2013	4	452	113	N
PLANNED	3/7/2013	1	12	12	N
PLANNED	3/7/2013	3	735	245	N
PLANNED	3/8/2013	1	163	163	N
CUSTOMER REQUEST	3/8/2013	17	4,386	258	N
PLANNED	3/8/2013	1	93	93	N
PLANNED	3/8/2013	6	462	77	N
PLANNED	3/8/2013	9	1,188	132	N
PLANNED	3/8/2013	5	300	60	N
PLANNED	3/8/2013	6	1,068	178	N
PLANNED	3/8/2013	6	570	95	N
PLANNED	3/8/2013	14	1,218	87	N
PLANNED	3/8/2013	210	30,870	147	N
PLANNED	3/8/2013	7	1,190	170	N
PLANNED	3/8/2013	16	1,584	99	N
PLANNED	3/8/2013	2	584	292	N
CUSTOMER REQUEST	3/8/2013	3	174	58	N
PLANNED	3/8/2013	11	308	28	N
PLANNED	3/8/2013	5	455	91	N
PLANNED	3/8/2013	7	539	77	N
PLANNED	3/8/2013	2	516	258	N
PLANNED	3/8/2013	5	420	84	N
PLANNED	3/8/2013	8	544	68	N
PLANNED	3/8/2013	3	711	237	N
PLANNED	3/8/2013	4	568	142	N
PLANNED	3/8/2013	34	1,768	52	N
PLANNED	3/8/2013	5	80	16	N
CUSTOMER REQUEST	3/8/2013	1	312	312	N
PLANNED	3/8/2013	8	1,400	175	N
CUSTOMER REQUEST	3/8/2013	9	2,367	263	N
CUSTOMER REQUEST	3/8/2013	4	4	1	N
CUSTOMER REQUEST	3/8/2013	4	716	179	N
PLANNED	3/8/2013	6	576	96	N
CUSTOMER REQUEST	3/8/2013	7	308	44	N
PLANNED	3/8/2013	4	1,020	255	N
PLANNED	3/8/2013	8	888	111	N
CUSTOMER REQUEST	3/8/2013	24	1,584	66	N
PLANNED	3/8/2013	1	30	30	N
CUSTOMER REQUEST	3/9/2013	1	114	114	N
PLANNED	3/9/2013	2	188	94	N
CUSTOMER REQUEST	3/9/2013	1	66	66	N
CUSTOMER REQUEST	3/10/2013	1	36	36	N
PLANNED	3/10/2013	12	2,376	198	N
CUSTOMER REQUEST	3/10/2013	1	60	60	N
CUSTOMER REQUEST	3/10/2013	1	142	142	N
PLANNED	3/10/2013	3	462	154	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/11/2013	1	387	387	N
PLANNED	3/11/2013	1	91	91	N
CUSTOMER REQUEST	3/11/2013	17	4,369	257	N
PLANNED	3/11/2013	39	7,605	195	N
PLANNED	3/11/2013	2	180	90	N
PLANNED	3/11/2013	1	159	159	N
PLANNED	3/11/2013	4	476	119	N
PLANNED	3/11/2013	3	648	216	N
PLANNED	3/11/2013	4	756	189	N
PLANNED	3/11/2013	2	204	102	N
PLANNED	3/11/2013	97	2,134	22	N
CUSTOMER REQUEST	3/11/2013	1	365	365	N
PLANNED	3/11/2013	2	220	110	N
PLANNED	3/11/2013	3	222	74	N
PLANNED	3/11/2013	8	1,432	179	N
PLANNED	3/11/2013	1	67	67	N
CUSTOMER REQUEST	3/11/2013	17	595	35	N
PLANNED	3/11/2013	4	1,084	271	N
PLANNED	3/11/2013	1	108	108	N
PLANNED	3/11/2013	5	805	161	N
PLANNED	3/11/2013	12	360	30	N
PLANNED	3/11/2013	1	127	127	N
PLANNED	3/11/2013	48	5,808	121	N
PLANNED	3/11/2013	3	366	122	N
PLANNED	3/11/2013	2	228	114	N
PLANNED	3/11/2013	3	306	102	N
PLANNED	3/11/2013	8	520	65	N
PLANNED	3/11/2013	1	255	255	N
PLANNED	3/11/2013	9	1,350	150	N
PLANNED	3/11/2013	8	1,080	135	N
PLANNED	3/11/2013	1	93	93	N
PLANNED	3/11/2013	7	1,547	221	N
PLANNED	3/11/2013	3	18	6	N
PLANNED	3/11/2013	2	96	48	N
PLANNED	3/11/2013	2	18	9	N
PLANNED	3/11/2013	14	2,086	149	N
CUSTOMER REQUEST	3/11/2013	17	187	11	N
PLANNED	3/11/2013	13	624	48	N
PLANNED	3/11/2013	1	118	118	N
PLANNED	3/11/2013	1	137	137	N
PLANNED	3/11/2013	3	195	65	N
PLANNED	3/11/2013	1	85	85	N
PLANNED	3/11/2013	7	105	15	N
PLANNED	3/11/2013	2	218	109	N
CUSTOMER REQUEST	3/11/2013	7	336	48	N
PLANNED	3/11/2013	3	258	86	N
PLANNED	3/11/2013	3	72	24	N
PLANNED	3/11/2013	2	220	110	N
PLANNED	3/11/2013	8	200	25	N
PLANNED	3/11/2013	2	154	77	N
PLANNED	3/11/2013	10	980	98	N
PLANNED	3/11/2013	2	98	49	N
PLANNED	3/11/2013	5	690	138	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/11/2013	2	238	119	N
PLANNED	3/11/2013	7	140	20	N
PLANNED	3/11/2013	53	8,586	162	N
PLANNED	3/11/2013	8	344	43	N
PLANNED	3/11/2013	3	303	101	N
PLANNED	3/11/2013	6	846	141	N
PLANNED	3/11/2013	2	132	66	N
PLANNED	3/11/2013	6	444	74	N
CUSTOMER REQUEST	3/11/2013	86	2,494	29	N
PLANNED	3/12/2013	2	418	209	N
PLANNED	3/12/2013	7	2,198	314	N
PLANNED	3/12/2013	1	73	73	N
PLANNED	3/12/2013	39	8,853	227	N
CUSTOMER REQUEST	3/12/2013	794	25,408	32	N
PLANNED	3/12/2013	6	624	104	N
PLANNED	3/12/2013	6	846	141	N
PLANNED	3/12/2013	10	720	72	N
PLANNED	3/12/2013	8	936	117	N
CUSTOMER REQUEST	3/12/2013	3,051	48,816	16	N
PLANNED	3/12/2013	4	680	170	N
PLANNED	3/12/2013	8	456	57	N
PLANNED	3/12/2013	6	798	133	N
PLANNED	3/12/2013	9	387	43	N
CUSTOMER REQUEST	3/12/2013	6	72	12	N
CUSTOMER REQUEST	3/12/2013	1	284	284	N
PLANNED	3/12/2013	12	552	46	N
PLANNED	3/12/2013	1	78	78	N
PLANNED	3/12/2013	9	1,782	198	N
PLANNED	3/12/2013	28	2,604	93	N
PLANNED	3/12/2013	1	133	133	N
PLANNED	3/12/2013	2	368	184	N
PLANNED	3/12/2013	8	440	55	N
PLANNED	3/12/2013	10	2,420	242	N
PLANNED	3/12/2013	1	67	67	N
PLANNED	3/12/2013	3	315	105	N
PLANNED	3/12/2013	19	6,137	323	N
PLANNED	3/12/2013	1	104	104	N
PLANNED	3/12/2013	3	123	41	N
PLANNED	3/12/2013	2	80	40	N
PLANNED	3/12/2013	10	910	91	N
PLANNED	3/12/2013	2	266	133	N
PLANNED	3/12/2013	2	120	60	N
PLANNED	3/12/2013	3	339	113	N
PLANNED	3/12/2013	2	90	45	N
PLANNED	3/12/2013	4	576	144	N
CUSTOMER REQUEST	3/12/2013	5	365	73	N
CUSTOMER REQUEST	3/12/2013	4	148	37	N
PLANNED	3/12/2013	6	408	68	N
PLANNED	3/12/2013	6	156	26	N
PLANNED	3/12/2013	7	763	109	N
PLANNED	3/12/2013	7	868	124	N
PLANNED	3/12/2013	9	1,782	198	N
PLANNED	3/12/2013	7	406	58	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/12/2013	1	134	134	N
PLANNED	3/12/2013	8	840	105	N
CUSTOMER REQUEST	3/12/2013	4	72	18	N
PLANNED	3/12/2013	2	86	43	N
PLANNED	3/12/2013	9	459	51	N
PLANNED	3/12/2013	31	992	32	N
PLANNED	3/12/2013	4	144	36	N
PLANNED	3/12/2013	12	756	63	N
PLANNED	3/12/2013	9	342	38	N
PLANNED	3/12/2013	1	75	75	N
PLANNED	3/12/2013	10	830	83	N
PLANNED	3/12/2013	716	47,934	124	N
PLANNED	3/12/2013	7	553	79	N
PLANNED	3/12/2013	3	270	90	N
PLANNED	3/12/2013	3	687	229	N
PLANNED	3/13/2013	26	4,550	175	N
PLANNED	3/13/2013	2	986	493	N
PLANNED	3/13/2013	2	40	20	N
PLANNED	3/13/2013	14	2,954	211	N
PLANNED	3/13/2013	19	2,109	111	N
PLANNED	3/13/2013	6	522	87	N
PLANNED	3/13/2013	1	74	74	N
PLANNED	3/13/2013	12	1,200	100	N
CUSTOMER REQUEST	3/13/2013	9	1,206	134	N
PLANNED	3/13/2013	1	63	63	N
PLANNED	3/13/2013	5	855	171	N
PLANNED	3/13/2013	8	1,416	177	N
PLANNED	3/13/2013	8	1,432	179	N
PLANNED	3/13/2013	7	1,050	150	N
PLANNED	3/13/2013	12	708	59	N
PLANNED	3/13/2013	7	784	112	N
PLANNED	3/13/2013	4	120	30	N
PLANNED	3/13/2013	3	354	118	N
PLANNED	3/13/2013	12	984	82	N
PLANNED	3/13/2013	145	4,205	29	N
PLANNED	3/13/2013	3	1,440	480	N
PLANNED	3/13/2013	2	38	19	N
PLANNED	3/13/2013	7	1,197	171	N
PLANNED	3/13/2013	4	1,040	260	N
PLANNED	3/13/2013	2	194	97	N
PLANNED	3/13/2013	2	168	84	N
PLANNED	3/13/2013	7	1,113	159	N
PLANNED	3/13/2013	3	147	49	N
PLANNED	3/13/2013	4	392	98	N
PLANNED	3/13/2013	3	249	83	N
PLANNED	3/13/2013	15	960	64	N
PLANNED	3/13/2013	1	74	74	N
PLANNED	3/13/2013	4	676	169	N
PLANNED	3/13/2013	11	463	114	N
PLANNED	3/13/2013	4	204	51	N
PLANNED	3/13/2013	1	197	197	N
PLANNED	3/13/2013	55	4,895	89	N
PLANNED	3/13/2013	3	531	177	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/13/2013	1	238	238	N
PLANNED	3/13/2013	7	343	49	N
PLANNED	3/13/2013	2	34	17	N
PLANNED	3/13/2013	13	1,209	93	N
PLANNED	3/13/2013	8	552	69	N
PLANNED	3/13/2013	66	23,166	351	N
PLANNED	3/13/2013	3	372	124	N
PLANNED	3/13/2013	2	64	32	N
PLANNED	3/13/2013	18	1,656	92	N
PLANNED	3/13/2013	14	868	62	N
PLANNED	3/13/2013	11	253	23	N
PLANNED	3/13/2013	6	390	65	N
PLANNED	3/13/2013	1	77	77	N
PLANNED	3/13/2013	2	178	89	N
PLANNED	3/13/2013	2	88	44	N
PLANNED	3/13/2013	3	303	101	N
PLANNED	3/13/2013	4	256	64	N
PLANNED	3/13/2013	11	1,353	123	N
PLANNED	3/13/2013	3	279	93	N
PLANNED	3/13/2013	6	474	79	N
PLANNED	3/13/2013	11	528	48	N
PLANNED	3/13/2013	2	238	119	N
PLANNED	3/13/2013	6	558	93	N
CUSTOMER REQUEST	3/13/2013	3	48	16	N
CUSTOMER REQUEST	3/13/2013	1	39	39	N
PLANNED	3/13/2013	2	406	203	N
CUSTOMER REQUEST	3/14/2013	4	184	46	N
PLANNED	3/14/2013	10	540	54	N
CUSTOMER REQUEST	3/14/2013	7	462	66	N
PLANNED	3/14/2013	1	63	63	N
PLANNED	3/14/2013	6	282	47	N
PLANNED	3/14/2013	2	174	87	N
PLANNED	3/14/2013	4	336	84	N
PLANNED	3/14/2013	1	129	129	N
PLANNED	3/14/2013	7	707	101	N
PLANNED	3/14/2013	1	23	23	N
PLANNED	3/14/2013	1	109	109	N
PLANNED	3/14/2013	4	1,028	257	N
PLANNED	3/14/2013	23	2,254	98	N
PLANNED	3/14/2013	22	110	5	N
PLANNED	3/14/2013	46	7,222	157	N
PLANNED	3/14/2013	25	2,425	97	N
PLANNED	3/14/2013	1	99	99	N
PLANNED	3/14/2013	2	188	94	N
PLANNED	3/14/2013	2	378	189	N
PLANNED	3/14/2013	1	289	289	N
PLANNED	3/14/2013	5	815	163	N
PLANNED	3/14/2013	14	2,100	150	N
PLANNED	3/14/2013	9	1,179	131	N
PLANNED	3/14/2013	34	1,938	57	N
PLANNED	3/14/2013	1	382	382	N
PLANNED	3/14/2013	11	3,894	354	N
PLANNED	3/14/2013	1	79	79	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/14/2013	3	258	86	N
PLANNED	3/14/2013	69	1,380	20	N
PLANNED	3/14/2013	6	624	104	N
PLANNED	3/14/2013	9	1,350	150	N
PLANNED	3/14/2013	5	580	116	N
PLANNED	3/14/2013	10	1,020	102	N
PLANNED	3/14/2013	98	1,372	14	N
PLANNED	3/14/2013	9	1,125	125	N
PLANNED	3/14/2013	15	2,235	149	N
PLANNED	3/14/2013	8	1,048	131	N
PLANNED	3/14/2013	3	207	69	N
PLANNED	3/14/2013	9	2,034	226	N
PLANNED	3/14/2013	4	496	124	N
PLANNED	3/14/2013	3	399	133	N
PLANNED	3/14/2013	3	669	223	N
CUSTOMER REQUEST	3/14/2013	2	152	76	N
CUSTOMER REQUEST	3/14/2013	10	440	44	N
PLANNED	3/14/2013	7	2,954	422	N
PLANNED	3/14/2013	2	844	422	N
PLANNED	3/14/2013	4	1,684	421	N
PLANNED	3/14/2013	5	345	69	N
PLANNED	3/14/2013	7	28	4	N
PLANNED	3/14/2013	20	1,240	62	N
PLANNED	3/14/2013	11	473	43	N
PLANNED	3/14/2013	14	56	4	N
PLANNED	3/14/2013	4	656	164	N
PLANNED	3/14/2013	7	364	52	N
PLANNED	3/14/2013	1	147	147	N
PLANNED	3/14/2013	1	60	60	N
CUSTOMER REQUEST	3/14/2013	6	252	42	N
PLANNED	3/14/2013	7	175	25	N
PLANNED	3/14/2013	1	113	113	N
PLANNED	3/14/2013	3	93	31	N
CUSTOMER REQUEST	3/14/2013	1	116	116	N
PLANNED	3/14/2013	14	210	15	N
PLANNED	3/14/2013	3	57	19	N
PLANNED	3/14/2013	3	432	144	N
PLANNED	3/14/2013	5	835	167	N
PLANNED	3/14/2013	2	192	96	N
CUSTOMER REQUEST	3/14/2013	3	21	7	N
PLANNED	3/14/2013	4	104	26	N
PLANNED	3/14/2013	1	329	329	N
CUSTOMER REQUEST	3/14/2013	6	108	18	N
PLANNED	3/15/2013	5	420	84	N
PLANNED	3/15/2013	1	177	177	N
PLANNED	3/15/2013	2	118	59	N
CUSTOMER REQUEST	3/15/2013	9	2,808	312	N
CUSTOMER REQUEST	3/15/2013	10	260	26	N
PLANNED	3/15/2013	6	792	132	N
PLANNED	3/15/2013	2	232	116	N
PLANNED	3/15/2013	7	154	22	N
PLANNED	3/15/2013	13	3,835	295	N
PLANNED	3/15/2013	2	2	1	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/15/2013	2	362	181	N
PLANNED	3/15/2013	1	113	113	N
PLANNED	3/15/2013	2	278	139	N
PLANNED	3/15/2013	5	525	105	N
PLANNED	3/15/2013	8	2,264	283	N
PLANNED	3/15/2013	1	32	32	N
PLANNED	3/15/2013	24	1,200	50	N
PLANNED	3/15/2013	8	1,048	131	N
PLANNED	3/15/2013	2	132	66	N
CUSTOMER REQUEST	3/15/2013	3	60	20	N
PLANNED	3/15/2013	8	1,624	203	N
PLANNED	3/15/2013	13	442	34	N
PLANNED	3/15/2013	2	218	109	N
PLANNED	3/15/2013	7	616	88	N
PLANNED	3/15/2013	9	297	33	N
PLANNED	3/15/2013	6	168	28	N
PLANNED	3/15/2013	2	318	159	N
PLANNED	3/15/2013	9	1,089	121	N
PLANNED	3/15/2013	55	1,815	33	N
PLANNED	3/15/2013	7	1,330	190	N
CUSTOMER REQUEST	3/15/2013	17	170	10	N
CUSTOMER REQUEST	3/15/2013	9	1,026	114	N
PLANNED	3/15/2013	7	84	12	N
PLANNED	3/15/2013	6	258	43	N
CUSTOMER REQUEST	3/15/2013	10	120	12	N
PLANNED	3/15/2013	9	153	17	N
PLANNED	3/15/2013	4	316	79	N
PLANNED	3/15/2013	1	92	92	N
CUSTOMER REQUEST	3/15/2013	21	2,184	104	N
PLANNED	3/15/2013	1	28	28	N
PLANNED	3/15/2013	17	2,448	144	N
CUSTOMER REQUEST	3/15/2013	2	144	72	N
PLANNED	3/15/2013	4	144	36	N
CUSTOMER REQUEST	3/15/2013	1	19	19	N
PLANNED	3/15/2013	5	365	73	N
CUSTOMER REQUEST	3/16/2013	1	107	107	N
PLANNED	3/16/2013	2	386	193	N
CUSTOMER REQUEST	3/16/2013	1	178	178	N
PLANNED	3/16/2013	6	96	16	N
CUSTOMER REQUEST	3/16/2013	1	51	51	N
PLANNED	3/16/2013	17	2,142	126	N
CUSTOMER REQUEST	3/16/2013	1	44	44	N
PLANNED	3/17/2013	1	30	30	N
PLANNED	3/17/2013	2	80	40	N
PLANNED	3/17/2013	8	2,272	284	N
PLANNED	3/17/2013	19	5,016	264	N
PLANNED	3/18/2013	4	180	45	N
PLANNED	3/18/2013	7	1,575	225	N
PLANNED	3/18/2013	9	828	92	N
CUSTOMER REQUEST	3/18/2013	36	6,084	169	N
PLANNED	3/18/2013	1	84	84	N
PLANNED	3/18/2013	6	594	99	N
PLANNED	3/18/2013	14	42	3	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/18/2013	2	84	42	N
PLANNED	3/18/2013	1	80	80	N
PLANNED	3/18/2013	1	121	121	N
PLANNED	3/18/2013	1	75	75	N
PLANNED	3/18/2013	4	672	168	N
PLANNED	3/18/2013	5	920	184	N
PLANNED	3/18/2013	7	1,085	155	N
PLANNED	3/18/2013	36	4,644	129	N
PLANNED	3/18/2013	3	486	162	N
PLANNED	3/18/2013	5	1,225	245	N
PLANNED	3/18/2013	12	612	51	N
PLANNED	3/18/2013	6	1,128	188	N
PLANNED	3/18/2013	10	2,040	204	N
PLANNED	3/18/2013	4	524	131	N
PLANNED	3/18/2013	12	1,572	131	N
PLANNED	3/18/2013	8	1,784	223	N
PLANNED	3/18/2013	2	58	29	N
PLANNED	3/18/2013	10	930	93	N
PLANNED	3/18/2013	1	149	149	N
PLANNED	3/18/2013	10	700	70	N
PLANNED	3/18/2013	12	1,392	116	N
PLANNED	3/18/2013	40	3,120	78	N
PLANNED	3/18/2013	18	1,314	73	N
PLANNED	3/18/2013	4	100	25	N
CUSTOMER REQUEST	3/18/2013	7	126	18	N
PLANNED	3/18/2013	21	2,142	102	N
PLANNED	3/18/2013	8	1,456	182	N
PLANNED	3/18/2013	1	35	35	N
PLANNED	3/18/2013	3	618	206	N
PLANNED	3/18/2013	2	204	102	N
PLANNED	3/18/2013	5	50	10	N
PLANNED	3/18/2013	15	1,470	98	N
PLANNED	3/18/2013	4	216	54	N
PLANNED	3/18/2013	6	534	89	N
PLANNED	3/18/2013	3	429	143	N
PLANNED	3/18/2013	8	1,160	145	N
PLANNED	3/18/2013	1	104	104	N
PLANNED	3/18/2013	3	507	169	N
PLANNED	3/18/2013	11	1,529	139	N
PLANNED	3/18/2013	15	1,545	103	N
PLANNED	3/18/2013	1	33	33	N
PLANNED	3/18/2013	8	720	90	N
CUSTOMER REQUEST	3/18/2013	7	56	8	N
PLANNED	3/18/2013	7	665	95	N
PLANNED	3/18/2013	7	252	36	N
PLANNED	3/18/2013	1	84	84	N
PLANNED	3/18/2013	1	104	104	N
PLANNED	3/18/2013	13	845	65	N
PLANNED	3/19/2013	1	81	81	N
PLANNED	3/19/2013	17	782	46	N
PLANNED	3/19/2013	3	306	102	N
PLANNED	3/19/2013	3	147	49	N
CUSTOMER REQUEST	3/19/2013	1	332	332	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/19/2013	1	329	329	N
CUSTOMER REQUEST	3/19/2013	3	531	177	N
PLANNED	3/19/2013	7	3,087	441	N
PLANNED	3/19/2013	7	1,064	152	N
PLANNED	3/19/2013	8	464	58	N
PLANNED	3/19/2013	9	351	39	N
PLANNED	3/19/2013	2	114	57	N
PLANNED	3/19/2013	1	111	111	N
PLANNED	3/19/2013	4	128	32	N
PLANNED	3/19/2013	11	1,628	148	N
PLANNED	3/19/2013	4	504	126	N
PLANNED	3/19/2013	4	500	125	N
PLANNED	3/19/2013	5	1,565	313	N
PLANNED	3/19/2013	9	1,467	163	N
PLANNED	3/19/2013	11	1,760	160	N
PLANNED	3/19/2013	4	60	15	N
PLANNED	3/19/2013	7	777	111	N
PLANNED	3/19/2013	1	169	169	N
PLANNED	3/19/2013	16	992	62	N
PLANNED	3/19/2013	2	226	113	N
PLANNED	3/19/2013	7	462	66	N
CUSTOMER REQUEST	3/19/2013	7	1,862	266	N
PLANNED	3/19/2013	5	175	35	N
PLANNED	3/19/2013	5	425	85	N
PLANNED	3/19/2013	2	292	146	N
CUSTOMER REQUEST	3/19/2013	13	429	33	N
PLANNED	3/19/2013	3	153	51	N
PLANNED	3/19/2013	2	222	111	N
PLANNED	3/19/2013	4	912	228	N
PLANNED	3/19/2013	3	333	111	N
PLANNED	3/19/2013	12	936	78	N
PLANNED	3/19/2013	8	1,368	171	N
PLANNED	3/19/2013	10	1,160	116	N
CUSTOMER REQUEST	3/19/2013	1	102	102	N
PLANNED	3/19/2013	8	408	51	N
CUSTOMER REQUEST	3/19/2013	3	165	55	N
PLANNED	3/19/2013	8	880	110	N
PLANNED	3/19/2013	8	880	110	N
PLANNED	3/19/2013	2	150	75	N
PLANNED	3/19/2013	4	24	6	N
PLANNED	3/19/2013	4	380	95	N
PLANNED	3/19/2013	4	452	113	N
PLANNED	3/19/2013	1	106	106	N
PLANNED	3/19/2013	30	1,590	53	N
PLANNED	3/19/2013	1	97	97	N
PLANNED	3/19/2013	1	114	114	N
PLANNED	3/19/2013	9	504	56	N
PLANNED	3/19/2013	1	59	59	N
PLANNED	3/20/2013	12	2,376	198	N
PLANNED	3/20/2013	8	600	75	N
PLANNED	3/20/2013	4	300	75	N
PLANNED	3/20/2013	7	1,036	148	N
PLANNED	3/20/2013	8	120	15	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/20/2013	2	386	193	N
PLANNED	3/20/2013	9	2,052	228	N
PLANNED	3/20/2013	4	688	172	N
CUSTOMER REQUEST	3/20/2013	7	91	13	N
PLANNED	3/20/2013	21	1,554	74	N
PLANNED	3/20/2013	24	2,472	103	N
PLANNED	3/20/2013	4	484	121	N
PLANNED	3/20/2013	6	294	49	N
PLANNED	3/20/2013	1	278	278	N
PLANNED	3/20/2013	36	9,360	260	N
PLANNED	3/20/2013	15	3,900	260	N
PLANNED	3/20/2013	10	650	65	N
PLANNED	3/20/2013	13	429	33	N
PLANNED	3/20/2013	4	100	25	N
PLANNED	3/20/2013	21	6,405	305	N
PLANNED	3/20/2013	8	1,272	159	N
PLANNED	3/20/2013	1	90	90	N
PLANNED	3/20/2013	14	1,554	111	N
PLANNED	3/20/2013	26	2,392	92	N
PLANNED	3/20/2013	4	264	66	N
PLANNED	3/20/2013	9	702	78	N
PLANNED	3/20/2013	9	1,215	135	N
PLANNED	3/20/2013	1	13	13	N
PLANNED	3/20/2013	1	64	64	N
PLANNED	3/20/2013	17	1,275	75	N
PLANNED	3/20/2013	1	161	161	N
PLANNED	3/20/2013	8	776	97	N
PLANNED	3/20/2013	7	679	97	N
PLANNED	3/20/2013	13	923	71	N
PLANNED	3/20/2013	12	1,188	99	N
PLANNED	3/20/2013	8	544	68	N
PLANNED	3/20/2013	3	105	35	N
PLANNED	3/20/2013	8	592	74	N
PLANNED	3/20/2013	6	150	25	N
PLANNED	3/20/2013	12	1,284	107	N
PLANNED	3/20/2013	30	3,960	132	N
CUSTOMER REQUEST	3/20/2013	12	300	25	N
PLANNED	3/20/2013	2	146	73	N
PLANNED	3/20/2013	20	360	18	N
PLANNED	3/20/2013	13	871	67	N
PLANNED	3/20/2013	1	98	98	N
PLANNED	3/20/2013	2	110	55	N
PLANNED	3/20/2013	5	45	9	N
PLANNED	3/20/2013	5	525	105	N
CUSTOMER REQUEST	3/20/2013	941	60,922	194	N
CUSTOMER REQUEST	3/20/2013	34	7,310	215	N
PLANNED	3/20/2013	2	632	316	N
PLANNED	3/21/2013	1	112	112	N
PLANNED	3/21/2013	8	832	104	N
PLANNED	3/21/2013	2	468	234	N
PLANNED	3/21/2013	18	2,088	116	N
PLANNED	3/21/2013	23	2,369	103	N
CUSTOMER REQUEST	3/21/2013	1	110	110	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/21/2013	15	1,725	115	N
PLANNED	3/21/2013	1	93	93	N
PLANNED	3/21/2013	1	113	113	N
PLANNED	3/21/2013	20	2,200	110	N
PLANNED	3/21/2013	4	528	132	N
PLANNED	3/21/2013	1	203	203	N
PLANNED	3/21/2013	2	272	136	N
CUSTOMER REQUEST	3/21/2013	1	181	181	N
PLANNED	3/21/2013	6	702	117	N
PLANNED	3/21/2013	1	146	146	N
PLANNED	3/21/2013	12	2,700	225	N
PLANNED	3/21/2013	12	2,700	225	N
PLANNED	3/21/2013	3	342	114	N
PLANNED	3/21/2013	15	900	60	N
PLANNED	3/21/2013	4	40	10	N
PLANNED	3/21/2013	46	9,200	200	N
CUSTOMER REQUEST	3/21/2013	6	96	16	N
PLANNED	3/21/2013	41	829	198	N
PLANNED	3/21/2013	2	12	6	N
PLANNED	3/21/2013	5	365	73	N
PLANNED	3/21/2013	9	1,863	207	N
PLANNED	3/21/2013	5	1,080	216	N
PLANNED	3/21/2013	7	1,498	214	N
PLANNED	3/21/2013	5	825	165	N
PLANNED	3/21/2013	3	444	148	N
PLANNED	3/21/2013	1	168	168	N
PLANNED	3/21/2013	50	8,400	168	N
PLANNED	3/21/2013	1	296	296	N
PLANNED	3/21/2013	16	976	61	N
PLANNED	3/21/2013	22	2,618	119	N
PLANNED	3/21/2013	10	990	99	N
PLANNED	3/21/2013	20	2,280	114	N
PLANNED	3/21/2013	8	464	58	N
PLANNED	3/21/2013	13	897	69	N
PLANNED	3/21/2013	16	1,648	103	N
PLANNED	3/21/2013	181	19,367	107	N
PLANNED	3/21/2013	2	216	108	N
PLANNED	3/21/2013	1	102	102	N
PLANNED	3/21/2013	9	765	85	N
PLANNED	3/21/2013	3	282	94	N
PLANNED	3/21/2013	9	810	90	N
PLANNED	3/21/2013	8	416	52	N
PLANNED	3/21/2013	2	146	73	N
PLANNED	3/21/2013	6	426	71	N
PLANNED	3/21/2013	1	118	118	N
PLANNED	3/21/2013	5	615	123	N
PLANNED	3/21/2013	3	201	67	N
PLANNED	3/21/2013	1	113	113	N
CUSTOMER REQUEST	3/22/2013	945	37,800	40	N
PLANNED	3/22/2013	2	200	100	N
PLANNED	3/22/2013	18	1,476	82	N
PLANNED	3/22/2013	1	161	161	N
PLANNED	3/22/2013	4	56	14	N

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Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/22/2013	12	1,968	164	N
PLANNED	3/22/2013	1	163	163	N
PLANNED	3/22/2013	14	686	49	N
PLANNED	3/22/2013	1	123	123	N
PLANNED	3/22/2013	6	1,344	224	N
PLANNED	3/22/2013	18	144	8	N
PLANNED	3/22/2013	15	1,785	119	N
PLANNED	3/22/2013	3	489	163	N
PLANNED	3/22/2013	11	110	10	N
PLANNED	3/22/2013	2	300	150	N
PLANNED	3/22/2013	26	1,248	48	N
PLANNED	3/22/2013	1	186	186	N
PLANNED	3/22/2013	6	174	29	N
PLANNED	3/22/2013	31	2,449	79	N
PLANNED	3/22/2013	24	2,040	85	N
PLANNED	3/22/2013	4	588	147	N
PLANNED	3/22/2013	4	800	200	N
PLANNED	3/22/2013	8	1,472	184	N
PLANNED	3/22/2013	13	897	69	N
PLANNED	3/22/2013	3	168	56	N
PLANNED	3/22/2013	1	18	18	N
PLANNED	3/22/2013	67	5,281	203	N
PLANNED	3/22/2013	7	315	45	N
PLANNED	3/22/2013	26	1,326	51	N
CUSTOMER REQUEST	3/22/2013	1	264	264	N
PLANNED	3/22/2013	1	10	10	N
CUSTOMER REQUEST	3/22/2013	3	168	56	N
PLANNED	3/22/2013	13	208	16	N
PLANNED	3/22/2013	5	395	79	N
PLANNED	3/22/2013	9	792	124	N
PLANNED	3/22/2013	21	630	30	N
CUSTOMER REQUEST	3/22/2013	1	88	88	N
PLANNED	3/22/2013	2	90	45	N
PLANNED	3/22/2013	14	952	68	N
PLANNED	3/22/2013	6	480	80	N
PLANNED	3/22/2013	6	66	11	N
PLANNED	3/22/2013	2	210	105	N
PLANNED	3/22/2013	8	272	34	N
PLANNED	3/22/2013	7	105	15	N
PLANNED	3/22/2013	4	21	15	N
CUSTOMER REQUEST	3/22/2013	1	208	208	N
CUSTOMER REQUEST	3/23/2013	2	532	266	N
PLANNED	3/23/2013	10	900	90	N
CUSTOMER REQUEST	3/23/2013	103	2,884	28	N
PLANNED	3/23/2013	12	1,308	109	N
PLANNED	3/24/2013	1	89	89	N
PLANNED	3/24/2013	4	672	168	N
CUSTOMER REQUEST	3/24/2013	1	173	173	N
PLANNED	3/24/2013	1	103	103	N
CUSTOMER REQUEST	3/24/2013	1	443	443	N
CUSTOMER REQUEST	3/24/2013	7	287	41	N
CUSTOMER REQUEST	3/24/2013	17	442	26	N
CUSTOMER REQUEST	3/25/2013	1	37	37	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/25/2013	3	459	153	N
PLANNED	3/25/2013	1	475	475	N
PLANNED	3/25/2013	15	1,110	74	N
PLANNED	3/25/2013	4	596	149	N
CUSTOMER REQUEST	3/25/2013	11	22	2	N
PLANNED	3/25/2013	7	777	111	N
PLANNED	3/25/2013	3	444	148	N
CUSTOMER REQUEST	3/25/2013	6	42	7	N
PLANNED	3/25/2013	17	833	49	N
PLANNED	3/25/2013	25	700	28	N
PLANNED	3/25/2013	4	392	98	N
PLANNED	3/25/2013	3	522	174	N
PLANNED	3/25/2013	5	320	64	N
PLANNED	3/25/2013	2	206	103	N
PLANNED	3/25/2013	25	3,625	145	N
PLANNED	3/25/2013	18	2,502	139	N
PLANNED	3/25/2013	1	160	160	N
PLANNED	3/25/2013	1	95	95	N
PLANNED	3/25/2013	5	305	61	N
PLANNED	3/25/2013	1	142	142	N
PLANNED	3/25/2013	24	4,560	190	N
CUSTOMER REQUEST	3/25/2013	14	1,358	97	N
PLANNED	3/25/2013	12	1,512	126	N
PLANNED	3/25/2013	1	91	91	N
PLANNED	3/25/2013	6	624	104	N
PLANNED	3/25/2013	7	161	23	N
PLANNED	3/25/2013	3	450	150	N
PLANNED	3/25/2013	8	872	109	N
PLANNED	3/25/2013	15	1,620	108	N
PLANNED	3/25/2013	1	63	63	N
CUSTOMER REQUEST	3/25/2013	11	55	5	N
PLANNED	3/25/2013	2	580	290	N
PLANNED	3/25/2013	26	1,014	39	N
PLANNED	3/25/2013	1	72	72	N
PLANNED	3/25/2013	6	96	16	N
PLANNED	3/25/2013	12	816	68	N
PLANNED	3/25/2013	14	2,674	191	N
CUSTOMER REQUEST	3/26/2013	1	152	152	N
CUSTOMER REQUEST	3/26/2013	1	263	263	N
PLANNED	3/26/2013	10	2,500	250	N
CUSTOMER REQUEST	3/26/2013	3	153	51	N
PLANNED	3/26/2013	5	900	180	N
PLANNED	3/26/2013	1	79	79	N
PLANNED	3/26/2013	3	570	190	N
PLANNED	3/26/2013	17	782	46	N
CUSTOMER REQUEST	3/26/2013	11	132	12	N
PLANNED	3/26/2013	24	3,504	146	N
PLANNED	3/26/2013	6	1,056	176	N
PLANNED	3/26/2013	3	516	172	N
PLANNED	3/26/2013	6	1,482	247	N
CUSTOMER REQUEST	3/26/2013	13	988	76	N
CUSTOMER REQUEST	3/26/2013	7	1,463	209	N
PLANNED	3/26/2013	6	1,518	253	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/26/2013	8	904	113	N
PLANNED	3/26/2013	7	518	74	N
CUSTOMER REQUEST	3/26/2013	7	14	2	N
PLANNED	3/26/2013	25	4,175	167	N
PLANNED	3/26/2013	5	40	8	N
PLANNED	3/26/2013	18	1,170	65	N
PLANNED	3/26/2013	5	590	118	N
PLANNED	3/26/2013	2	196	98	N
PLANNED	3/26/2013	6	276	46	N
PLANNED	3/26/2013	2	76	38	N
PLANNED	3/26/2013	82	10,824	132	N
PLANNED	3/26/2013	3	480	160	N
PLANNED	3/26/2013	2	208	104	N
PLANNED	3/26/2013	2	278	139	N
PLANNED	3/26/2013	2	238	119	N
PLANNED	3/26/2013	1	157	157	N
PLANNED	3/26/2013	3	279	93	N
PLANNED	3/26/2013	2	492	246	N
PLANNED	3/26/2013	6	1,530	255	N
CUSTOMER REQUEST	3/26/2013	11	1,507	137	N
PLANNED	3/26/2013	28	3,080	110	N
PLANNED	3/26/2013	2	218	109	N
PLANNED	3/26/2013	7	301	43	N
PLANNED	3/26/2013	4	648	162	N
PLANNED	3/26/2013	104	7,800	75	N
PLANNED	3/26/2013	2	86	43	N
PLANNED	3/26/2013	11	1,353	123	N
CUSTOMER REQUEST	3/26/2013	7	49	7	N
PLANNED	3/26/2013	6	12	2	N
PLANNED	3/26/2013	48	9,360	195	N
PLANNED	3/26/2013	3	513	171	N
PLANNED	3/26/2013	10	560	56	N
PLANNED	3/26/2013	2	200	100	N
PLANNED	3/26/2013	8	440	55	N
PLANNED	3/26/2013	6	102	17	N
PLANNED	3/26/2013	23	1,541	67	N
PLANNED	3/26/2013	4	460	115	N
PLANNED	3/26/2013	6	420	70	N
PLANNED	3/26/2013	7	1,442	206	N
PLANNED	3/26/2013	5	415	83	N
PLANNED	3/26/2013	3	333	111	N
PLANNED	3/26/2013	29	2,320	80	N
PLANNED	3/26/2013	7	714	102	N
CUSTOMER REQUEST	3/26/2013	14	1,288	92	N
PLANNED	3/26/2013	1	291	291	N
PLANNED	3/26/2013	1	128	128	N
PLANNED	3/26/2013	5	220	44	N
PLANNED	3/26/2013	6	804	134	N
PLANNED	3/26/2013	7	252	36	N
PLANNED	3/26/2013	2	52	26	N
PLANNED	3/26/2013	7	861	123	N
PLANNED	3/26/2013	19	1,235	65	N
PLANNED	3/26/2013	25	1,400	56	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/26/2013	36	5,714	188	N
PLANNED	3/27/2013	14	3,248	232	N
PLANNED	3/27/2013	37	6,660	180	N
PLANNED	3/27/2013	5	370	74	N
CUSTOMER REQUEST	3/27/2013	1	53	53	N
PLANNED	3/27/2013	8	2,152	269	N
PLANNED	3/27/2013	2	358	179	N
CUSTOMER REQUEST	3/27/2013	2	748	374	N
PLANNED	3/27/2013	8	872	109	N
PLANNED	3/27/2013	7	1,883	269	N
PLANNED	3/27/2013	36	3,060	85	N
PLANNED	3/27/2013	2	246	123	N
PLANNED	3/27/2013	5	1,020	204	N
CUSTOMER REQUEST	3/27/2013	24	864	36	N
PLANNED	3/27/2013	4	440	110	N
PLANNED	3/27/2013	4	764	191	N
PLANNED	3/27/2013	13	78	6	N
PLANNED	3/27/2013	2	246	123	N
PLANNED	3/27/2013	4	112	28	N
PLANNED	3/27/2013	13	2,977	229	N
CUSTOMER REQUEST	3/27/2013	21	3,654	174	N
PLANNED	3/27/2013	15	735	49	N
PLANNED	3/27/2013	9	54	6	N
PLANNED	3/27/2013	5	500	100	N
PLANNED	3/27/2013	1	409	409	N
CUSTOMER REQUEST	3/27/2013	4	352	88	N
PLANNED	3/27/2013	2	844	422	N
PLANNED	3/27/2013	54	4,752	125	N
PLANNED	3/27/2013	19	950	50	N
PLANNED	3/27/2013	1	43	43	N
PLANNED	3/27/2013	12	1,416	118	N
PLANNED	3/27/2013	3	78	26	N
PLANNED	3/27/2013	12	1,764	147	N
PLANNED	3/27/2013	8	704	88	N
PLANNED	3/27/2013	4	704	176	N
PLANNED	3/27/2013	8	632	79	N
PLANNED	3/27/2013	1	242	242	N
PLANNED	3/27/2013	6	642	107	N
PLANNED	3/27/2013	6	588	98	N
PLANNED	3/27/2013	6	1,146	191	N
PLANNED	3/27/2013	5	615	123	N
PLANNED	3/27/2013	2	168	84	N
PLANNED	3/27/2013	8	704	88	N
PLANNED	3/27/2013	5	545	109	N
PLANNED	3/27/2013	4	84	21	N
PLANNED	3/27/2013	4	184	46	N
PLANNED	3/27/2013	3	57	19	N
PLANNED	3/27/2013	5	110	22	N
PLANNED	3/27/2013	1	16	16	N
PLANNED	3/27/2013	4	76	19	N
PLANNED	3/27/2013	7	413	59	N
PLANNED	3/27/2013	24	3,816	159	N
PLANNED	3/27/2013	1	166	166	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/27/2013	19	3,154	166	N
PLANNED	3/27/2013	1	166	166	N
PLANNED	3/27/2013	16	2,368	148	N
PLANNED	3/27/2013	8	112	14	N
PLANNED	3/27/2013	3	327	109	N
PLANNED	3/27/2013	7	749	107	N
PLANNED	3/27/2013	10	600	60	N
PLANNED	3/27/2013	7	70	10	N
PLANNED	3/27/2013	7	777	111	N
PLANNED	3/27/2013	4	540	135	N
PLANNED	3/27/2013	3	723	241	N
PLANNED	3/27/2013	10	930	93	N
CUSTOMER REQUEST	3/27/2013	9	540	60	N
PLANNED	3/27/2013	17	2,686	158	N
PLANNED	3/27/2013	3	453	151	N
PLANNED	3/27/2013	1	65	65	N
PLANNED	3/27/2013	7	616	88	N
PLANNED	3/27/2013	17	4,386	258	N
PLANNED	3/27/2013	1	249	249	N
PLANNED	3/27/2013	5	850	170	N
PLANNED	3/27/2013	26	2,756	106	N
PLANNED	3/27/2013	5	440	88	N
PLANNED	3/27/2013	13	1,131	87	N
PLANNED	3/27/2013	3	324	108	N
PLANNED	3/27/2013	3	417	139	N
PLANNED	3/27/2013	2	144	72	N
PLANNED	3/27/2013	5	80	16	N
PLANNED	3/27/2013	3	54	18	N
PLANNED	3/27/2013	1	81	81	N
PLANNED	3/27/2013	2	110	55	N
PLANNED	3/27/2013	1	105	105	N
PLANNED	3/27/2013	6	462	77	N
CUSTOMER REQUEST	3/27/2013	7	119	17	N
PLANNED	3/27/2013	2	232	116	N
PLANNED	3/27/2013	5	390	78	N
PLANNED	3/27/2013	2	104	52	N
PLANNED	3/27/2013	3	324	108	N
PLANNED	3/27/2013	3	525	175	N
CUSTOMER REQUEST	3/27/2013	1	54	54	N
CUSTOMER REQUEST	3/27/2013	4	508	127	N
PLANNED	3/28/2013	1	191	191	N
PLANNED	3/28/2013	1	149	149	N
PLANNED	3/28/2013	571	9,136	16	N
PLANNED	3/28/2013	1	92	92	N
PLANNED	3/28/2013	10	1,160	116	N
PLANNED	3/28/2013	8	1,504	188	N
PLANNED	3/28/2013	4	820	205	N
PLANNED	3/28/2013	10	1,730	173	N
CUSTOMER REQUEST	3/28/2013	6	498	83	N
PLANNED	3/28/2013	3	42	14	N
PLANNED	3/28/2013	2	168	84	N
PLANNED	3/28/2013	12	3,684	307	N
PLANNED	3/28/2013	21	6,468	308	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/28/2013	22	6,798	309	N
PLANNED	3/28/2013	9	801	89	N
CUSTOMER REQUEST	3/28/2013	4	428	107	N
PLANNED	3/28/2013	1	183	183	N
CUSTOMER REQUEST	3/28/2013	1	94	94	N
PLANNED	3/28/2013	4	1,076	269	N
PLANNED	3/28/2013	9	774	86	N
PLANNED	3/28/2013	3	504	168	N
PLANNED	3/28/2013	11	1,221	111	N
PLANNED	3/28/2013	15	3,735	249	N
PLANNED	3/28/2013	19	5,529	291	N
PLANNED	3/28/2013	17	1,309	77	N
PLANNED	3/28/2013	7	119	17	N
PLANNED	3/28/2013	6	264	44	N
PLANNED	3/28/2013	8	904	113	N
PLANNED	3/28/2013	18	2,736	152	N
PLANNED	3/28/2013	4	112	28	N
PLANNED	3/28/2013	1	112	112	N
PLANNED	3/28/2013	11	2,189	199	N
PLANNED	3/28/2013	5	395	79	N
PLANNED	3/28/2013	1	239	239	N
PLANNED	3/28/2013	7	539	77	N
PLANNED	3/28/2013	2	184	92	N
PLANNED	3/28/2013	38	3,838	101	N
PLANNED	3/28/2013	5	135	27	N
CUSTOMER REQUEST	3/28/2013	4	16	4	N
PLANNED	3/28/2013	1	216	216	N
PLANNED	3/28/2013	1	73	73	N
PLANNED	3/28/2013	1	178	178	N
PLANNED	3/28/2013	5	110	22	N
PLANNED	3/28/2013	7	350	50	N
CUSTOMER REQUEST	3/28/2013	14	1,792	128	N
CUSTOMER REQUEST	3/28/2013	4	608	152	N
PLANNED	3/28/2013	2	204	102	N
PLANNED	3/28/2013	2	206	103	N
PLANNED	3/28/2013	1	53	53	N
PLANNED	3/28/2013	8	96	12	N
CUSTOMER REQUEST	3/28/2013	5	90	18	N
PLANNED	3/28/2013	8	816	102	N
PLANNED	3/28/2013	8	888	111	N
PLANNED	3/28/2013	7	714	102	N
PLANNED	3/28/2013	4	436	109	N
CUSTOMER REQUEST	3/28/2013	5	500	100	N
PLANNED	3/28/2013	2	56	28	N
PLANNED	3/28/2013	8	664	83	N
PLANNED	3/28/2013	13	585	45	N
PLANNED	3/28/2013	3	204	68	N
PLANNED	3/28/2013	11	737	67	N
PLANNED	3/28/2013	25	1,350	54	N
PLANNED	3/28/2013	6	372	62	N
PLANNED	3/28/2013	4	564	141	N
PLANNED	3/28/2013	8	392	49	N
CUSTOMER REQUEST	3/28/2013	1	31	31	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	3/29/2013	7	1,680	240	N
PLANNED	3/29/2013	18	1,458	81	N
CUSTOMER REQUEST	3/29/2013	6	534	89	N
PLANNED	3/29/2013	8	720	90	N
PLANNED	3/29/2013	6	438	73	N
PLANNED	3/29/2013	7	679	97	N
PLANNED	3/29/2013	7	567	81	N
CUSTOMER REQUEST	3/29/2013	76	1,216	16	N
PLANNED	3/29/2013	2	48	24	N
PLANNED	3/29/2013	2	138	69	N
PLANNED	3/29/2013	4	20	5	N
PLANNED	3/29/2013	5	1,070	214	N
PLANNED	3/29/2013	3	636	212	N
PLANNED	3/29/2013	10	820	82	N
PLANNED	3/29/2013	11	1,056	96	N
PLANNED	3/29/2013	6	2,424	404	N
PLANNED	3/29/2013	3	249	83	N
PLANNED	3/29/2013	18	1,134	63	N
PLANNED	3/29/2013	8	472	59	N
PLANNED	3/29/2013	8	248	31	N
PLANNED	3/29/2013	1	103	103	N
PLANNED	3/29/2013	1	52	52	N
PLANNED	3/29/2013	6	660	110	N
PLANNED	3/29/2013	22	2,332	106	N
PLANNED	3/29/2013	7	1,204	172	N
PLANNED	3/29/2013	12	480	40	N
CUSTOMER REQUEST	3/29/2013	11	1,386	126	N
PLANNED	3/29/2013	12	144	12	N
PLANNED	3/29/2013	4	676	169	N
PLANNED	3/29/2013	7	112	16	N
PLANNED	3/29/2013	34	2,890	85	N
PLANNED	3/29/2013	10	2,400	240	N
PLANNED	3/29/2013	16	2,576	161	N
CUSTOMER REQUEST	3/29/2013	17	1,615	95	N
PLANNED	3/29/2013	1	122	122	N
PLANNED	3/29/2013	9	1,269	141	N
PLANNED	3/29/2013	9	522	58	N
PLANNED	3/29/2013	13	481	37	N
PLANNED	3/29/2013	6	270	45	N
PLANNED	3/29/2013	2	94	47	N
PLANNED	3/29/2013	2	188	94	N
PLANNED	3/29/2013	3	210	70	N
PLANNED	3/29/2013	9	1,683	187	N
PLANNED	3/30/2013	7	3,689	527	N
PLANNED	3/30/2013	6	2,004	334	N
PLANNED	3/30/2013	12	888	74	N
PLANNED	3/30/2013	3	87	29	N
PLANNED	3/30/2013	8	976	122	N
PLANNED	3/30/2013	8	960	120	N
PLANNED	3/30/2013	6	1,326	221	N
PLANNED	3/30/2013	1	359	359	N
CUSTOMER REQUEST	3/31/2013	1	131	131	N
PLANNED	3/31/2013	1	176	176	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	3/31/2013	5	735	147	N
CUSTOMER REQUEST	4/1/2013	1	234	234	N
PLANNED	4/1/2013	35	560	16	N
PLANNED	4/1/2013	1	111	111	N
PLANNED	4/1/2013	3	330	110	N
PLANNED	4/1/2013	3	330	110	N
PLANNED	4/1/2013	24	4,896	204	N
CUSTOMER REQUEST	4/1/2013	6	456	76	N
PLANNED	4/1/2013	23	2,576	112	N
PLANNED	4/1/2013	5	800	160	N
PLANNED	4/1/2013	15	420	28	N
PLANNED	4/1/2013	11	1,364	124	N
PLANNED	4/1/2013	7	441	63	N
PLANNED	4/1/2013	18	828	46	N
PLANNED	4/1/2013	14	3,038	217	N
PLANNED	4/1/2013	2	418	209	N
PLANNED	4/1/2013	11	1,111	101	N
PLANNED	4/1/2013	9	3,141	349	N
PLANNED	4/1/2013	9	945	105	N
PLANNED	4/1/2013	3	378	126	N
PLANNED	4/1/2013	12	480	40	N
PLANNED	4/1/2013	2	58	29	N
PLANNED	4/1/2013	38	2,318	61	N
PLANNED	4/1/2013	12	324	27	N
PLANNED	4/1/2013	6	582	97	N
PLANNED	4/1/2013	10	630	63	N
PLANNED	4/1/2013	12	1,092	91	N
PLANNED	4/1/2013	15	210	14	N
PLANNED	4/1/2013	1	44	44	N
CUSTOMER REQUEST	4/1/2013	14	1,554	111	N
PLANNED	4/1/2013	17	408	24	N
PLANNED	4/1/2013	12	2,256	188	N
PLANNED	4/1/2013	10	850	85	N
CUSTOMER REQUEST	4/1/2013	1	113	113	N
PLANNED	4/1/2013	4	64	16	N
PLANNED	4/1/2013	2	68	34	N
PLANNED	4/1/2013	11	1,265	115	N
CUSTOMER REQUEST	4/1/2013	1	30	30	N
PLANNED	4/1/2013	1	21	21	N
PLANNED	4/1/2013	1	56	56	N
PLANNED	4/1/2013	3	171	57	N
PLANNED	4/1/2013	7	1,554	222	N
PLANNED	4/1/2013	8	1,352	169	N
CUSTOMER REQUEST	4/1/2013	5	105	21	N
PLANNED	4/1/2013	11	2,156	196	N
PLANNED	4/1/2013	11	1,012	92	N
CUSTOMER REQUEST	4/1/2013	1	261	261	N
PLANNED	4/1/2013	2	384	192	N
CUSTOMER REQUEST	4/1/2013	14	952	68	N
PLANNED	4/1/2013	4	388	97	N
PLANNED	4/1/2013	16	960	60	N
PLANNED	4/2/2013	8	368	46	N
PLANNED	4/2/2013	3	210	70	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/2/2013	1	202	202	N
CUSTOMER REQUEST	4/2/2013	6	396	66	N
CUSTOMER REQUEST	4/2/2013	3	1,134	378	N
PLANNED	4/2/2013	14	1,316	94	N
PLANNED	4/2/2013	5	655	131	N
PLANNED	4/2/2013	8	48	6	N
PLANNED	4/2/2013	5	585	117	N
PLANNED	4/2/2013	10	260	26	N
PLANNED	4/2/2013	6	996	166	N
PLANNED	4/2/2013	2	262	131	N
PLANNED	4/2/2013	11	1,782	162	N
CUSTOMER REQUEST	4/2/2013	2	664	332	N
PLANNED	4/2/2013	6	894	149	N
PLANNED	4/2/2013	10	230	23	N
PLANNED	4/2/2013	4	412	103	N
PLANNED	4/2/2013	3	405	135	N
PLANNED	4/2/2013	4	164	41	N
PLANNED	4/2/2013	7	1,176	168	N
PLANNED	4/2/2013	9	1,071	119	N
PLANNED	4/2/2013	8	928	116	N
PLANNED	4/2/2013	2	254	127	N
PLANNED	4/2/2013	6	1,500	250	N
PLANNED	4/2/2013	5	960	192	N
PLANNED	4/2/2013	3	420	140	N
PLANNED	4/2/2013	1	34	34	N
PLANNED	4/2/2013	6	294	49	N
PLANNED	4/2/2013	5	925	185	N
PLANNED	4/2/2013	12	960	80	N
PLANNED	4/2/2013	5	450	90	N
PLANNED	4/2/2013	6	372	62	N
PLANNED	4/2/2013	7	49	7	N
PLANNED	4/2/2013	6	486	81	N
PLANNED	4/2/2013	8	448	56	N
PLANNED	4/2/2013	7	420	60	N
PLANNED	4/2/2013	2	182	91	N
CUSTOMER REQUEST	4/2/2013	4	76	19	N
PLANNED	4/2/2013	6	708	118	N
PLANNED	4/2/2013	4	32	8	N
PLANNED	4/2/2013	7	476	68	N
PLANNED	4/2/2013	3	141	47	N
PLANNED	4/2/2013	2	148	74	N
PLANNED	4/2/2013	1	179	179	N
PLANNED	4/2/2013	2	264	132	N
PLANNED	4/2/2013	2	154	77	N
PLANNED	4/2/2013	12	972	81	N
PLANNED	4/2/2013	5	465	93	N
PLANNED	4/2/2013	1	62	62	N
PLANNED	4/2/2013	9	1,485	165	N
PLANNED	4/2/2013	8	176	22	N
PLANNED	4/2/2013	12	828	69	N
PLANNED	4/2/2013	8	96	12	N
PLANNED	4/2/2013	6	960	160	N
PLANNED	4/2/2013	6	1,056	176	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/2/2013	4	144	36	N
PLANNED	4/2/2013	1	72	72	N
PLANNED	4/2/2013	5	275	55	N
PLANNED	4/2/2013	2	120	60	N
PLANNED	4/2/2013	6	360	60	N
CUSTOMER REQUEST	4/2/2013	8	408	51	N
PLANNED	4/2/2013	3	129	43	N
PLANNED	4/2/2013	4	484	121	N
PLANNED	4/2/2013	2	228	114	N
PLANNED	4/2/2013	1	121	121	N
PLANNED	4/2/2013	10	50	5	N
CUSTOMER REQUEST	4/2/2013	1	159	159	N
PLANNED	4/2/2013	4	660	165	N
PLANNED	4/2/2013	18	774	43	N
CUSTOMER REQUEST	4/2/2013	1	45	45	N
CUSTOMER REQUEST	4/2/2013	1	51	51	N
CUSTOMER REQUEST	4/2/2013	35	22,015	629	N
CUSTOMER REQUEST	4/2/2013	1	311	311	N
PLANNED	4/3/2013	2	242	121	N
PLANNED	4/3/2013	3	291	97	N
CUSTOMER REQUEST	4/3/2013	3	861	287	N
PLANNED	4/3/2013	1	92	92	N
PLANNED	4/3/2013	5	80	16	N
PLANNED	4/3/2013	4	592	148	N
PLANNED	4/3/2013	14	3,094	221	N
PLANNED	4/3/2013	12	2,232	186	N
PLANNED	4/3/2013	1	143	143	N
PLANNED	4/3/2013	1	71	71	N
CUSTOMER REQUEST	4/3/2013	6	474	79	N
PLANNED	4/3/2013	12	1,704	142	N
PLANNED	4/3/2013	4	304	76	N
CUSTOMER REQUEST	4/3/2013	10	40	4	N
PLANNED	4/3/2013	2	92	46	N
PLANNED	4/3/2013	4	236	59	N
PLANNED	4/3/2013	2	314	157	N
CUSTOMER REQUEST	4/3/2013	1	343	343	N
PLANNED	4/3/2013	16	2,096	131	N
PLANNED	4/3/2013	2	222	111	N
PLANNED	4/3/2013	5	990	198	N
PLANNED	4/3/2013	9	1,368	152	N
PLANNED	4/3/2013	7	441	63	N
PLANNED	4/3/2013	13	792	144	N
PLANNED	4/3/2013	5	60	12	N
PLANNED	4/3/2013	29	2,146	74	N
PLANNED	4/3/2013	2	188	94	N
PLANNED	4/3/2013	2	156	78	N
PLANNED	4/3/2013	1	17	17	N
CUSTOMER REQUEST	4/3/2013	10	120	12	N
CUSTOMER REQUEST	4/3/2013	19	228	12	N
CUSTOMER REQUEST	4/3/2013	35	28,735	821	N
PLANNED	4/3/2013	5	580	116	N
PLANNED	4/3/2013	8	296	37	N
PLANNED	4/3/2013	8	456	57	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/3/2013	1	96	96	N
PLANNED	4/3/2013	5	720	144	N
PLANNED	4/3/2013	6	1,560	260	N
PLANNED	4/3/2013	1	92	92	N
PLANNED	4/3/2013	4	112	28	N
PLANNED	4/3/2013	1	77	77	N
PLANNED	4/3/2013	1	62	62	N
CUSTOMER REQUEST	4/3/2013	10	40	4	N
PLANNED	4/3/2013	2	116	58	N
PLANNED	4/3/2013	1	145	145	N
CUSTOMER REQUEST	4/3/2013	6	684	114	N
CUSTOMER REQUEST	4/3/2013	11	1,287	117	N
PLANNED	4/3/2013	1	110	110	N
PLANNED	4/3/2013	11	550	50	N
PLANNED	4/3/2013	3	159	53	N
PLANNED	4/3/2013	2	142	71	N
CUSTOMER REQUEST	4/3/2013	7	1,428	204	N
PLANNED	4/3/2013	2	254	127	N
PLANNED	4/3/2013	8	872	109	N
CUSTOMER REQUEST	4/3/2013	1	119	119	N
PLANNED	4/3/2013	4	104	26	N
PLANNED	4/3/2013	2	124	62	N
CUSTOMER REQUEST	4/3/2013	1	100	100	N
PLANNED	4/3/2013	1	7	7	N
CUSTOMER REQUEST	4/3/2013	1	59	59	N
PLANNED	4/4/2013	9	1,521	169	N
PLANNED	4/4/2013	11	671	61	N
PLANNED	4/4/2013	16	960	60	N
PLANNED	4/4/2013	2	340	170	N
PLANNED	4/4/2013	11	847	77	N
PLANNED	4/4/2013	11	913	83	N
PLANNED	4/4/2013	10	780	78	N
PLANNED	4/4/2013	10	2,980	298	N
CUSTOMER REQUEST	4/4/2013	5	705	141	N
PLANNED	4/4/2013	15	1,740	116	N
PLANNED	4/4/2013	3	168	56	N
PLANNED	4/4/2013	4	220	55	N
PLANNED	4/4/2013	2	162	81	N
PLANNED	4/4/2013	1	79	79	N
PLANNED	4/4/2013	8	1,432	179	N
PLANNED	4/4/2013	7	469	67	N
PLANNED	4/4/2013	9	90	10	N
PLANNED	4/4/2013	49	1,127	23	N
PLANNED	4/4/2013	1	72	72	N
CUSTOMER REQUEST	4/4/2013	12	1,284	107	N
CUSTOMER REQUEST	4/4/2013	7	56	8	N
PLANNED	4/4/2013	21	3,003	143	N
PLANNED	4/4/2013	1	144	144	N
CUSTOMER REQUEST	4/4/2013	12	252	21	N
PLANNED	4/4/2013	12	432	36	N
PLANNED	4/4/2013	5	400	80	N
CUSTOMER REQUEST	4/4/2013	1	42	42	N
PLANNED	4/4/2013	32	3,248	106	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/4/2013	3	414	138	N
CUSTOMER REQUEST	4/4/2013	1	334	334	N
CUSTOMER REQUEST	4/4/2013	6	2,130	355	N
PLANNED	4/4/2013	53	2,968	56	N
PLANNED	4/4/2013	1	235	235	N
PLANNED	4/4/2013	6	486	81	N
PLANNED	4/4/2013	4	464	116	N
CUSTOMER REQUEST	4/4/2013	30	1,710	57	N
CUSTOMER REQUEST	4/4/2013	2	576	288	N
PLANNED	4/4/2013	10	650	65	N
CUSTOMER REQUEST	4/4/2013	1	87	87	N
PLANNED	4/4/2013	11	1,430	130	N
PLANNED	4/4/2013	2	274	137	N
PLANNED	4/4/2013	1	57	57	N
PLANNED	4/4/2013	6	618	103	N
PLANNED	4/4/2013	5	50	10	N
PLANNED	4/4/2013	1	46	46	N
PLANNED	4/4/2013	7	525	75	N
PLANNED	4/4/2013	6	1,200	200	N
PLANNED	4/4/2013	10	1,980	198	N
PLANNED	4/4/2013	1	70	70	N
PLANNED	4/4/2013	11	1,188	108	N
PLANNED	4/4/2013	89	11,659	131	N
CUSTOMER REQUEST	4/4/2013	5	955	191	N
PLANNED	4/4/2013	11	759	69	N
PLANNED	4/4/2013	53	3,498	66	N
PLANNED	4/4/2013	2	46	23	N
PLANNED	4/4/2013	3	363	121	N
PLANNED	4/4/2013	1	80	80	N
PLANNED	4/4/2013	16	2,880	180	N
PLANNED	4/4/2013	3	390	130	N
PLANNED	4/4/2013	5	445	89	N
PLANNED	4/4/2013	3	198	66	N
PLANNED	4/4/2013	8	568	71	N
PLANNED	4/4/2013	9	27	3	N
PLANNED	4/4/2013	2	214	107	N
CUSTOMER REQUEST	4/4/2013	1	235	235	N
CUSTOMER REQUEST	4/4/2013	79	17,301	219	N
CUSTOMER REQUEST	4/4/2013	649	1,947	3	N
CUSTOMER REQUEST	4/4/2013	1	87	87	N
CUSTOMER REQUEST	4/4/2013	168	33,096	197	N
CUSTOMER REQUEST	4/4/2013	1	71	71	N
CUSTOMER REQUEST	4/4/2013	1	385	385	N
CUSTOMER REQUEST	4/4/2013	17	5,202	306	N
CUSTOMER REQUEST	4/5/2013	3	276	92	N
PLANNED	4/5/2013	3	189	63	N
PLANNED	4/5/2013	10	490	49	N
CUSTOMER REQUEST	4/5/2013	7	511	73	N
CUSTOMER REQUEST	4/5/2013	7	203	29	N
PLANNED	4/5/2013	26	910	35	N
PLANNED	4/5/2013	7	231	33	N
PLANNED	4/5/2013	5	480	96	N
PLANNED	4/5/2013	5	695	139	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/5/2013	1	53	53	N
PLANNED	4/5/2013	3	186	62	N
PLANNED	4/5/2013	9	99	11	N
PLANNED	4/5/2013	2	244	122	N
CUSTOMER REQUEST	4/5/2013	5	45	9	N
PLANNED	4/5/2013	3	549	183	N
PLANNED	4/5/2013	4	328	82	N
CUSTOMER REQUEST	4/5/2013	1	175	175	N
CUSTOMER REQUEST	4/5/2013	1	180	180	N
CUSTOMER REQUEST	4/5/2013	1	153	153	N
PLANNED	4/6/2013	1	264	264	N
PLANNED	4/6/2013	2	148	74	N
CUSTOMER REQUEST	4/6/2013	1	256	256	N
PLANNED	4/6/2013	5	165	33	N
CUSTOMER REQUEST	4/6/2013	1	56	56	N
PLANNED	4/6/2013	4	264	66	N
PLANNED	4/6/2013	4	896	224	N
PLANNED	4/7/2013	8	1,248	156	N
PLANNED	4/7/2013	1	378	378	N
PLANNED	4/7/2013	4	556	139	N
PLANNED	4/7/2013	18	1,692	94	N
PLANNED	4/7/2013	2	574	287	N
PLANNED	4/8/2013	1	258	258	N
CUSTOMER REQUEST	4/8/2013	1	1	1	N
PLANNED	4/8/2013	25	6,875	275	N
CUSTOMER REQUEST	4/8/2013	5	1,805	361	N
PLANNED	4/8/2013	12	1,164	97	N
PLANNED	4/8/2013	3	348	116	N
PLANNED	4/8/2013	2	238	119	N
PLANNED	4/8/2013	1	169	169	N
PLANNED	4/8/2013	1	194	194	N
PLANNED	4/8/2013	5	530	106	N
PLANNED	4/8/2013	10	790	79	N
PLANNED	4/8/2013	28	3,584	128	N
CUSTOMER REQUEST	4/8/2013	1	187	187	N
PLANNED	4/8/2013	6	18	3	N
CUSTOMER REQUEST	4/8/2013	36	13,248	368	N
PLANNED	4/8/2013	3	306	102	N
PLANNED	4/8/2013	6	540	90	N
PLANNED	4/8/2013	4	252	63	N
PLANNED	4/8/2013	1	94	94	N
PLANNED	4/8/2013	1	71	71	N
PLANNED	4/8/2013	15	3,690	246	N
PLANNED	4/8/2013	12	2,952	246	N
PLANNED	4/8/2013	10	2,460	246	N
PLANNED	4/8/2013	4	600	150	N
PLANNED	4/8/2013	1	29	29	N
PLANNED	4/8/2013	9	576	64	N
PLANNED	4/8/2013	5	565	113	N
PLANNED	4/8/2013	1	196	196	N
CUSTOMER REQUEST	4/8/2013	3	909	303	N
PLANNED	4/8/2013	1	102	102	N
PLANNED	4/8/2013	1	150	150	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/8/2013	10	1,470	147	N
PLANNED	4/8/2013	36	2,556	71	N
PLANNED	4/8/2013	39	4,134	106	N
PLANNED	4/8/2013	47	12,267	261	N
PLANNED	4/8/2013	3	771	257	N
CUSTOMER REQUEST	4/8/2013	7	518	74	N
PLANNED	4/8/2013	3	234	78	N
PLANNED	4/8/2013	4	92	23	N
PLANNED	4/8/2013	17	2,040	120	N
PLANNED	4/8/2013	4	104	26	N
PLANNED	4/8/2013	2	198	99	N
PLANNED	4/8/2013	3	147	49	N
PLANNED	4/8/2013	1	69	69	N
PLANNED	4/8/2013	16	800	50	N
PLANNED	4/8/2013	1	26	26	N
CUSTOMER REQUEST	4/8/2013	1	193	193	N
PLANNED	4/8/2013	4	276	69	N
PLANNED	4/8/2013	4	352	88	N
PLANNED	4/8/2013	1	86	86	N
PLANNED	4/8/2013	6	1,044	174	N
PLANNED	4/8/2013	2	182	91	N
PLANNED	4/8/2013	2	364	182	N
PLANNED	4/8/2013	17	357	21	N
PLANNED	4/8/2013	6	978	163	N
PLANNED	4/8/2013	6	978	163	N
PLANNED	4/8/2013	15	1,410	94	N
PLANNED	4/8/2013	7	546	78	N
PLANNED	4/8/2013	9	900	100	N
PLANNED	4/8/2013	5	255	51	N
PLANNED	4/8/2013	6	300	50	N
PLANNED	4/8/2013	15	1,110	74	N
PLANNED	4/8/2013	7	287	41	N
PLANNED	4/8/2013	1	42	42	N
CUSTOMER REQUEST	4/8/2013	1	246	246	N
PLANNED	4/8/2013	9	774	86	N
PLANNED	4/8/2013	10	760	76	N
PLANNED	4/8/2013	1	89	89	N
PLANNED	4/8/2013	4	352	88	N
CUSTOMER REQUEST	4/8/2013	1	185	185	N
PLANNED	4/8/2013	7	910	130	N
PLANNED	4/8/2013	2	78	39	N
PLANNED	4/8/2013	8	576	72	N
PLANNED	4/8/2013	1	1,285	1,285	N
CUSTOMER REQUEST	4/8/2013	14	1,176	84	N
PLANNED	4/8/2013	3	234	78	N
PLANNED	4/8/2013	1	137	137	N
PLANNED	4/8/2013	7	455	65	N
PLANNED	4/8/2013	7	518	74	N
PLANNED	4/8/2013	6	384	64	N
PLANNED	4/8/2013	16	1,008	63	N
PLANNED	4/8/2013	4	200	50	N
CUSTOMER REQUEST	4/8/2013	17	748	44	N
PLANNED	4/9/2013	15	3,180	212	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/9/2013	2	346	173	N
PLANNED	4/9/2013	13	1,456	112	N
PLANNED	4/9/2013	6	174	29	N
PLANNED	4/9/2013	6	420	70	N
PLANNED	4/9/2013	2	202	101	N
PLANNED	4/9/2013	15	615	41	N
PLANNED	4/9/2013	3	372	124	N
PLANNED	4/9/2013	3	198	66	N
PLANNED	4/9/2013	6	702	117	N
PLANNED	4/9/2013	3	393	131	N
PLANNED	4/9/2013	9	981	109	N
PLANNED	4/9/2013	3	12	4	N
PLANNED	4/9/2013	13	2,171	167	N
PLANNED	4/9/2013	1	358	358	N
CUSTOMER REQUEST	4/9/2013	37	7,992	216	N
PLANNED	4/9/2013	1	119	119	N
PLANNED	4/9/2013	1	211	211	N
PLANNED	4/9/2013	1	90	90	N
PLANNED	4/9/2013	7	1,365	195	N
PLANNED	4/9/2013	8	688	86	N
PLANNED	4/9/2013	2	542	271	N
PLANNED	4/9/2013	6	54	9	N
PLANNED	4/9/2013	1	29	29	N
PLANNED	4/9/2013	26	2,678	103	N
PLANNED	4/9/2013	10	710	71	N
PLANNED	4/9/2013	12	828	69	N
PLANNED	4/9/2013	12	984	82	N
PLANNED	4/9/2013	106	1,802	17	N
CUSTOMER REQUEST	4/9/2013	9	45	5	N
PLANNED	4/9/2013	6	384	64	N
PLANNED	4/9/2013	2	26	13	N
PLANNED	4/9/2013	6	756	126	N
PLANNED	4/9/2013	6	384	64	N
PLANNED	4/9/2013	30	2,550	85	N
PLANNED	4/9/2013	3	261	87	N
PLANNED	4/9/2013	3	33	11	N
PLANNED	4/9/2013	8	688	86	N
PLANNED	4/9/2013	4	148	37	N
PLANNED	4/9/2013	4	676	169	N
CUSTOMER REQUEST	4/9/2013	1	98	98	N
PLANNED	4/9/2013	4	492	123	N
PLANNED	4/9/2013	11	594	54	N
PLANNED	4/9/2013	19	912	48	N
PLANNED	4/9/2013	7	1,043	149	N
PLANNED	4/9/2013	17	340	20	N
PLANNED	4/9/2013	6	864	144	N
PLANNED	4/9/2013	5	545	109	N
PLANNED	4/9/2013	4	184	46	N
PLANNED	4/9/2013	26	2,210	85	N
PLANNED	4/9/2013	9	900	100	N
PLANNED	4/9/2013	36	5,724	159	N
PLANNED	4/9/2013	8	792	99	N
PLANNED	4/9/2013	7	700	100	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/9/2013	7	364	52	N
PLANNED	4/9/2013	12	132	11	N
PLANNED	4/9/2013	9	639	71	N
PLANNED	4/9/2013	9	549	61	N
PLANNED	4/9/2013	4	156	39	N
PLANNED	4/9/2013	4	464	116	N
CUSTOMER REQUEST	4/9/2013	6	282	47	N
PLANNED	4/9/2013	9	801	89	N
PLANNED	4/9/2013	2	228	114	N
PLANNED	4/9/2013	11	682	62	N
PLANNED	4/9/2013	6	498	83	N
PLANNED	4/9/2013	2	110	55	N
PLANNED	4/9/2013	7	56	8	N
PLANNED	4/9/2013	1	374	374	N
PLANNED	4/9/2013	1	134	134	N
PLANNED	4/9/2013	3	99	33	N
PLANNED	4/9/2013	4	152	38	N
PLANNED	4/9/2013	2	276	138	N
PLANNED	4/9/2013	3	180	60	N
PLANNED	4/9/2013	12	504	42	N
PLANNED	4/9/2013	3	75	25	N
PLANNED	4/9/2013	3	210	70	N
PLANNED	4/9/2013	2	354	177	N
PLANNED	4/9/2013	2	74	37	N
CUSTOMER REQUEST	4/9/2013	1	120	120	N
CUSTOMER REQUEST	4/9/2013	1	70	70	N
PLANNED	4/9/2013	6	276	46	N
PLANNED	4/9/2013	3	66	22	N
PLANNED	4/9/2013	7	434	62	N
PLANNED	4/9/2013	2	12	6	N
PLANNED	4/9/2013	27	378	14	N
CUSTOMER REQUEST	4/9/2013	16	16	769	N
CUSTOMER REQUEST	4/10/2013	37	16,502	446	N
PLANNED	4/10/2013	5	410	82	N
PLANNED	4/10/2013	9	1,746	194	N
PLANNED	4/10/2013	6	402	67	N
PLANNED	4/10/2013	10	980	98	N
PLANNED	4/10/2013	8	1,048	131	N
PLANNED	4/10/2013	1	28	28	N
PLANNED	4/10/2013	15	3,465	231	N
PLANNED	4/10/2013	6	162	27	N
PLANNED	4/10/2013	7	119	17	N
PLANNED	4/10/2013	20	1,720	86	N
CUSTOMER REQUEST	4/10/2013	3	135	45	N
PLANNED	4/10/2013	19	1,083	57	N
CUSTOMER REQUEST	4/10/2013	4	52	13	N
PLANNED	4/10/2013	5	20	4	N
CUSTOMER REQUEST	4/10/2013	1	141	141	N
CUSTOMER REQUEST	4/10/2013	8	24	3	N
PLANNED	4/10/2013	8	584	73	N
PLANNED	4/10/2013	2	274	137	N
PLANNED	4/10/2013	1	54	54	N
CUSTOMER REQUEST	4/10/2013	2	110	55	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/10/2013	6	1,428	238	N
PLANNED	4/10/2013	2	12	6	N
PLANNED	4/10/2013	2	78	39	N
PLANNED	4/10/2013	2	442	221	N
PLANNED	4/10/2013	4	68	17	N
PLANNED	4/10/2013	1	83	83	N
PLANNED	4/10/2013	39	8,268	212	N
PLANNED	4/10/2013	5	845	169	N
PLANNED	4/10/2013	8	752	94	N
CUSTOMER REQUEST	4/10/2013	8	88	11	N
PLANNED	4/10/2013	3	63	21	N
PLANNED	4/10/2013	2	428	214	N
PLANNED	4/10/2013	3	138	46	N
PLANNED	4/10/2013	2	106	53	N
PLANNED	4/10/2013	2	184	92	N
PLANNED	4/10/2013	8	1,408	176	N
PLANNED	4/10/2013	1	110	110	N
PLANNED	4/10/2013	2	320	160	N
PLANNED	4/10/2013	6	1,236	206	N
PLANNED	4/10/2013	2	164	82	N
PLANNED	4/10/2013	15	1,845	123	N
PLANNED	4/10/2013	2	142	71	N
PLANNED	4/10/2013	32	5,152	161	N
PLANNED	4/10/2013	22	5,390	245	N
PLANNED	4/10/2013	6	198	33	N
PLANNED	4/10/2013	17	5,627	331	N
PLANNED	4/10/2013	1	77	77	N
PLANNED	4/10/2013	9	1,557	173	N
PLANNED	4/10/2013	6	408	68	N
PLANNED	4/10/2013	5	560	112	N
PLANNED	4/10/2013	1	72	72	N
PLANNED	4/10/2013	2	754	377	N
PLANNED	4/10/2013	1	62	62	N
PLANNED	4/10/2013	6	66	11	N
PLANNED	4/10/2013	9	594	66	N
CUSTOMER REQUEST	4/10/2013	6	246	41	N
PLANNED	4/10/2013	2	158	79	N
PLANNED	4/10/2013	2	250	125	N
PLANNED	4/10/2013	8	784	98	N
PLANNED	4/10/2013	8	584	73	N
PLANNED	4/10/2013	3	225	75	N
PLANNED	4/10/2013	7	406	58	N
PLANNED	4/10/2013	5	365	73	N
PLANNED	4/10/2013	1	39	39	N
PLANNED	4/10/2013	5	530	106	N
PLANNED	4/10/2013	1	104	104	N
PLANNED	4/10/2013	2	114	57	N
CUSTOMER REQUEST	4/10/2013	26	1,690	65	N
PLANNED	4/10/2013	6	174	29	N
PLANNED	4/10/2013	3	228	76	N
PLANNED	4/10/2013	8	528	66	N
PLANNED	4/10/2013	3	258	86	N
PLANNED	4/10/2013	1	76	76	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/10/2013	2	58	29	N
PLANNED	4/10/2013	9	1,107	123	N
PLANNED	4/10/2013	5	845	169	N
PLANNED	4/10/2013	14	2,128	152	N
CUSTOMER REQUEST	4/10/2013	4	92	23	N
PLANNED	4/10/2013	4	44	11	N
PLANNED	4/10/2013	1	69	69	N
PLANNED	4/10/2013	6	1,404	234	N
PLANNED	4/10/2013	62	744	12	N
CUSTOMER REQUEST	4/10/2013	1,487	22,305	15	N
PLANNED	4/11/2013	5	390	78	N
PLANNED	4/11/2013	6	606	101	N
PLANNED	4/11/2013	29	3,712	128	N
PLANNED	4/11/2013	18	2,052	114	N
PLANNED	4/11/2013	6	534	89	N
PLANNED	4/11/2013	1	157	157	N
PLANNED	4/11/2013	8	504	63	N
PLANNED	4/11/2013	17	1,411	83	N
PLANNED	4/11/2013	25	2,050	82	N
PLANNED	4/11/2013	8	760	95	N
PLANNED	4/11/2013	8	1,792	224	N
PLANNED	4/11/2013	3	864	288	N
PLANNED	4/11/2013	8	1,168	146	N
PLANNED	4/11/2013	12	1,716	143	N
PLANNED	4/11/2013	8	664	83	N
CUSTOMER REQUEST	4/11/2013	37	14,911	403	N
PLANNED	4/11/2013	13	2,860	220	N
CUSTOMER REQUEST	4/11/2013	2	814	407	N
PLANNED	4/11/2013	1	40	40	N
PLANNED	4/11/2013	1	127	127	N
PLANNED	4/11/2013	2	196	98	N
PLANNED	4/11/2013	2	130	65	N
PLANNED	4/11/2013	5	800	160	N
PLANNED	4/11/2013	47	7,567	161	N
PLANNED	4/11/2013	8	2,120	265	N
PLANNED	4/11/2013	4	1,100	275	N
PLANNED	4/11/2013	4	548	137	N
PLANNED	4/11/2013	5	295	59	N
CUSTOMER REQUEST	4/11/2013	3	480	160	N
PLANNED	4/11/2013	8	536	67	N
CUSTOMER REQUEST	4/11/2013	47	1,410	30	N
PLANNED	4/11/2013	18	1,188	66	N
PLANNED	4/11/2013	8	2,240	280	N
PLANNED	4/11/2013	1	43	43	N
PLANNED	4/11/2013	16	1,344	84	N
PLANNED	4/11/2013	9	1,557	173	N
PLANNED	4/11/2013	11	2,552	232	N
PLANNED	4/11/2013	1	80	80	N
PLANNED	4/11/2013	9	477	53	N
PLANNED	4/11/2013	6	666	111	N
PLANNED	4/11/2013	1	96	96	N
PLANNED	4/11/2013	2	284	142	N
PLANNED	4/11/2013	5	550	110	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/11/2013	9	1,854	206	N
PLANNED	4/11/2013	8	1,520	190	N
PLANNED	4/11/2013	16	1,104	69	N
PLANNED	4/11/2013	7	105	15	N
PLANNED	4/11/2013	8	672	84	N
PLANNED	4/11/2013	4	380	95	N
PLANNED	4/11/2013	10	170	17	N
PLANNED	4/11/2013	8	744	93	N
PLANNED	4/11/2013	6	210	35	N
PLANNED	4/11/2013	4	312	78	N
PLANNED	4/11/2013	7	777	111	N
PLANNED	4/11/2013	4	104	26	N
PLANNED	4/11/2013	3	195	65	N
PLANNED	4/11/2013	5	245	49	N
PLANNED	4/11/2013	12	1,692	141	N
PLANNED	4/11/2013	9	693	77	N
CUSTOMER REQUEST	4/11/2013	10	440	44	N
PLANNED	4/11/2013	1	62	62	N
PLANNED	4/11/2013	11	220	20	N
PLANNED	4/11/2013	9	27	3	N
PLANNED	4/11/2013	11	77	7	N
PLANNED	4/11/2013	3	1,302	434	N
CUSTOMER REQUEST	4/11/2013	8	352	44	N
PLANNED	4/11/2013	1	101	101	N
PLANNED	4/11/2013	4	648	162	N
PLANNED	4/11/2013	12	348	29	N
PLANNED	4/11/2013	6	132	22	N
PLANNED	4/11/2013	4	620	155	N
PLANNED	4/11/2013	7	749	107	N
PLANNED	4/11/2013	8	768	96	N
PLANNED	4/11/2013	7	371	53	N
PLANNED	4/11/2013	6	738	123	N
PLANNED	4/11/2013	11	781	71	N
PLANNED	4/11/2013	5	335	67	N
PLANNED	4/11/2013	3	258	86	N
PLANNED	4/11/2013	1	56	56	N
PLANNED	4/11/2013	10	4,960	496	N
PLANNED	4/11/2013	1	39	39	N
CUSTOMER REQUEST	4/11/2013	6	186	31	N
PLANNED	4/11/2013	4	32	8	N
PLANNED	4/11/2013	13	598	46	N
PLANNED	4/11/2013	5	410	82	N
PLANNED	4/11/2013	2	104	52	N
CUSTOMER REQUEST	4/11/2013	20	340	17	N
PLANNED	4/11/2013	1	74	74	N
PLANNED	4/11/2013	8	296	37	N
CUSTOMER REQUEST	4/11/2013	12	156	13	N
PLANNED	4/11/2013	1	54	54	N
PLANNED	4/11/2013	24	2,568	107	N
PLANNED	4/12/2013	25	1,300	52	N
PLANNED	4/12/2013	2	164	82	N
PLANNED	4/12/2013	10	1,280	128	N
PLANNED	4/12/2013	5	1,055	211	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/12/2013	5	160	32	N
PLANNED	4/12/2013	4	116	29	N
CUSTOMER REQUEST	4/12/2013	7	98	14	N
PLANNED	4/12/2013	12	648	54	N
CUSTOMER REQUEST	4/12/2013	3	1,065	355	N
PLANNED	4/12/2013	6	366	61	N
PLANNED	4/12/2013	7	196	28	N
CUSTOMER REQUEST	4/12/2013	28	392	14	N
PLANNED	4/12/2013	4	48	12	N
PLANNED	4/12/2013	3	276	92	N
PLANNED	4/12/2013	3	276	92	N
PLANNED	4/12/2013	8	128	16	N
PLANNED	4/12/2013	6	288	48	N
PLANNED	4/12/2013	12	144	12	N
PLANNED	4/12/2013	2	246	123	N
PLANNED	4/12/2013	2	106	53	N
PLANNED	4/12/2013	1	140	140	N
PLANNED	4/12/2013	4	168	42	N
PLANNED	4/12/2013	12	228	19	N
PLANNED	4/12/2013	3	708	236	N
PLANNED	4/12/2013	15	165	11	N
CUSTOMER REQUEST	4/12/2013	1	226	226	N
PLANNED	4/12/2013	2	100	50	N
CUSTOMER REQUEST	4/12/2013	998	71,332	204	N
PLANNED	4/12/2013	4	156	39	N
PLANNED	4/12/2013	3	285	95	N
PLANNED	4/12/2013	7	651	93	N
PLANNED	4/12/2013	12	1,140	95	N
PLANNED	4/12/2013	1	13	13	N
PLANNED	4/12/2013	1	40	40	N
PLANNED	4/12/2013	2	54	27	N
PLANNED	4/12/2013	7	140	20	N
PLANNED	4/12/2013	2	240	120	N
PLANNED	4/13/2013	5	455	91	N
PLANNED	4/13/2013	1	163	163	N
PLANNED	4/13/2013	1	271	271	N
PLANNED	4/13/2013	1	190	190	N
PLANNED	4/13/2013	12	1,176	98	N
PLANNED	4/13/2013	43	8,729	203	N
CUSTOMER REQUEST	4/13/2013	1	45	45	N
CUSTOMER REQUEST	4/13/2013	1	368	368	N
PLANNED	4/14/2013	6	174	29	N
PLANNED	4/14/2013	11	1,914	174	N
PLANNED	4/14/2013	6	774	129	N
PLANNED	4/14/2013	9	1,224	136	N
PLANNED	4/14/2013	3	441	147	N
PLANNED	4/14/2013	5	645	129	N
PLANNED	4/14/2013	1	197	197	N
PLANNED	4/14/2013	1	90	90	N
PLANNED	4/14/2013	1	286	286	N
PLANNED	4/14/2013	13	3,107	239	N
PLANNED	4/14/2013	7	637	91	N
PLANNED	4/15/2013	6	144	24	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/15/2013	12	2,400	200	N
PLANNED	4/15/2013	7	910	130	N
CUSTOMER REQUEST	4/15/2013	3	1,191	397	N
PLANNED	4/15/2013	2	20	10	N
PLANNED	4/15/2013	5	515	103	N
PLANNED	4/15/2013	1	259	259	N
CUSTOMER REQUEST	4/15/2013	14	28	2	N
PLANNED	4/15/2013	4	164	41	N
PLANNED	4/15/2013	2	164	82	N
PLANNED	4/15/2013	2	458	229	N
PLANNED	4/15/2013	4	904	226	N
PLANNED	4/15/2013	4	504	126	N
PLANNED	4/15/2013	2	130	65	N
CUSTOMER REQUEST	4/15/2013	10	490	49	N
PLANNED	4/15/2013	9	72	8	N
PLANNED	4/15/2013	3	294	98	N
CUSTOMER REQUEST	4/15/2013	10	2,470	247	N
PLANNED	4/15/2013	10	2,460	246	N
PLANNED	4/15/2013	17	1,785	105	N
PLANNED	4/15/2013	1	90	90	N
PLANNED	4/15/2013	8	600	75	N
PLANNED	4/15/2013	1	98	98	N
PLANNED	4/15/2013	5	880	176	N
PLANNED	4/15/2013	5	300	60	N
PLANNED	4/15/2013	9	846	94	N
PLANNED	4/15/2013	5	865	173	N
PLANNED	4/15/2013	6	678	113	N
PLANNED	4/15/2013	2	356	178	N
PLANNED	4/15/2013	5	300	60	N
CUSTOMER REQUEST	4/15/2013	5	555	111	N
PLANNED	4/15/2013	6	390	65	N
PLANNED	4/15/2013	6	1,110	185	N
PLANNED	4/15/2013	6	324	54	N
PLANNED	4/15/2013	2	348	174	N
PLANNED	4/15/2013	1	125	125	N
PLANNED	4/15/2013	39	15,171	389	N
PLANNED	4/15/2013	1	88	88	N
PLANNED	4/15/2013	10	1,000	100	N
PLANNED	4/15/2013	1	212	212	N
PLANNED	4/15/2013	9	1,962	218	N
PLANNED	4/15/2013	9	81	9	N
PLANNED	4/15/2013	4	308	77	N
PLANNED	4/15/2013	46	1,150	25	N
PLANNED	4/15/2013	1	260	260	N
PLANNED	4/15/2013	4	328	82	N
PLANNED	4/15/2013	1	124	124	N
PLANNED	4/15/2013	16	864	54	N
PLANNED	4/15/2013	2	286	143	N
PLANNED	4/15/2013	3	261	87	N
PLANNED	4/15/2013	6	336	56	N
PLANNED	4/15/2013	7	609	87	N
PLANNED	4/15/2013	1	146	146	N
PLANNED	4/15/2013	9	972	108	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/15/2013	3	132	44	N
PLANNED	4/15/2013	10	1,160	116	N
PLANNED	4/15/2013	8	440	55	N
CUSTOMER REQUEST	4/15/2013	9	171	19	N
PLANNED	4/15/2013	14	840	60	N
PLANNED	4/15/2013	8	328	41	N
PLANNED	4/15/2013	1	80	80	N
PLANNED	4/15/2013	2	260	130	N
CUSTOMER REQUEST	4/15/2013	4	684	171	N
PLANNED	4/15/2013	4	148	37	N
PLANNED	4/15/2013	6	390	65	N
PLANNED	4/15/2013	3	120	40	N
PLANNED	4/15/2013	8	216	27	N
CUSTOMER REQUEST	4/15/2013	9	369	41	N
PLANNED	4/15/2013	3	93	31	N
PLANNED	4/15/2013	3	150	50	N
PLANNED	4/15/2013	2	94	47	N
PLANNED	4/15/2013	1	31	31	N
PLANNED	4/15/2013	10	670	67	N
PLANNED	4/15/2013	8	648	81	N
PLANNED	4/15/2013	5	290	58	N
CUSTOMER REQUEST	4/15/2013	1	47	47	N
CUSTOMER REQUEST	4/15/2013	9	945	105	N
PLANNED	4/15/2013	3	501	167	N
PLANNED	4/16/2013	8	752	94	N
PLANNED	4/16/2013	3	531	177	N
PLANNED	4/16/2013	3	1,077	359	N
CUSTOMER REQUEST	4/16/2013	3	1,227	409	N
PLANNED	4/16/2013	8	792	99	N
PLANNED	4/16/2013	3	537	179	N
PLANNED	4/16/2013	1	181	181	N
PLANNED	4/16/2013	4	628	157	N
PLANNED	4/16/2013	4	700	175	N
CUSTOMER REQUEST	4/16/2013	8	936	117	N
PLANNED	4/16/2013	1	133	133	N
PLANNED	4/16/2013	1	239	239	N
PLANNED	4/16/2013	10	2,120	212	N
PLANNED	4/16/2013	12	1,680	140	N
PLANNED	4/16/2013	8	1,064	133	N
PLANNED	4/16/2013	13	416	32	N
CUSTOMER REQUEST	4/16/2013	23	1,403	61	N
PLANNED	4/16/2013	9	1,494	166	N
PLANNED	4/16/2013	3	1,230	410	N
PLANNED	4/16/2013	9	1,125	125	N
PLANNED	4/16/2013	32	3,712	116	N
PLANNED	4/16/2013	6	330	55	N
PLANNED	4/16/2013	13	897	69	N
PLANNED	4/16/2013	8	736	92	N
PLANNED	4/16/2013	54	8,532	158	N
PLANNED	4/16/2013	5	505	101	N
PLANNED	4/16/2013	26	676	26	N
PLANNED	4/16/2013	4	596	149	N
PLANNED	4/16/2013	3	633	211	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/16/2013	3	1,518	506	N
CUSTOMER REQUEST	4/16/2013	1	49	49	N
PLANNED	4/16/2013	1	95	95	N
PLANNED	4/16/2013	8	1,128	141	N
PLANNED	4/16/2013	17	1,173	69	N
PLANNED	4/16/2013	1	104	104	N
PLANNED	4/16/2013	9	2,349	261	N
CUSTOMER REQUEST	4/16/2013	1	58	58	N
PLANNED	4/16/2013	1	161	161	N
PLANNED	4/16/2013	4	460	115	N
PLANNED	4/16/2013	6	1,014	169	N
PLANNED	4/16/2013	16	2,176	136	N
PLANNED	4/16/2013	6	348	58	N
PLANNED	4/16/2013	1	93	93	N
PLANNED	4/16/2013	23	1,932	84	N
PLANNED	4/16/2013	15	645	43	N
PLANNED	4/16/2013	10	3,190	319	N
PLANNED	4/16/2013	3	312	104	N
CUSTOMER REQUEST	4/16/2013	19	912	48	N
PLANNED	4/16/2013	8	1,696	212	N
PLANNED	4/16/2013	11	1,067	97	N
PLANNED	4/16/2013	8	1,224	153	N
PLANNED	4/16/2013	2	294	147	N
PLANNED	4/16/2013	3	150	50	N
PLANNED	4/16/2013	77	1,386	18	N
PLANNED	4/16/2013	4	524	131	N
PLANNED	4/16/2013	5	260	52	N
PLANNED	4/16/2013	13	247	19	N
PLANNED	4/16/2013	4	216	54	N
PLANNED	4/16/2013	4	560	140	N
PLANNED	4/16/2013	3	60	20	N
PLANNED	4/16/2013	3	189	63	N
PLANNED	4/16/2013	4	428	107	N
PLANNED	4/16/2013	6	366	61	N
PLANNED	4/16/2013	3	237	79	N
PLANNED	4/16/2013	9	1,179	131	N
CUSTOMER REQUEST	4/16/2013	1	59	59	N
CUSTOMER REQUEST	4/16/2013	186	5,766	31	N
CUSTOMER REQUEST	4/16/2013	369	11,808	32	N
CUSTOMER REQUEST	4/16/2013	1,307	41,824	32	N
CUSTOMER REQUEST	4/16/2013	5	460	92	N
PLANNED	4/16/2013	1	155	155	N
PLANNED	4/16/2013	14	2,324	166	N
PLANNED	4/17/2013	10	820	82	N
PLANNED	4/17/2013	12	504	42	N
PLANNED	4/17/2013	25	1,875	75	N
CUSTOMER REQUEST	4/17/2013	3	1,140	380	N
PLANNED	4/17/2013	5	1,145	229	N
PLANNED	4/17/2013	8	336	42	N
PLANNED	4/17/2013	33	3,531	107	N
PLANNED	4/17/2013	5	635	127	N
PLANNED	4/17/2013	12	72	6	N
PLANNED	4/17/2013	4	364	91	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/17/2013	47	8,131	173	N
CUSTOMER REQUEST	4/17/2013	16	10,960	685	N
PLANNED	4/17/2013	9	252	28	N
PLANNED	4/17/2013	4	276	69	N
PLANNED	4/17/2013	25	4,431	353	N
PLANNED	4/17/2013	2	224	112	N
PLANNED	4/17/2013	4	1,928	482	N
PLANNED	4/17/2013	6	912	152	N
PLANNED	4/17/2013	5	535	107	N
PLANNED	4/17/2013	4	512	128	N
PLANNED	4/17/2013	4	1,004	251	N
PLANNED	4/17/2013	1	275	275	N
PLANNED	4/17/2013	2	94	47	N
PLANNED	4/17/2013	8	728	91	N
PLANNED	4/17/2013	15	1,980	132	N
PLANNED	4/17/2013	9	945	105	N
PLANNED	4/17/2013	1	105	105	N
PLANNED	4/17/2013	1	226	226	N
PLANNED	4/17/2013	6	456	76	N
PLANNED	4/17/2013	6	690	115	N
PLANNED	4/17/2013	10	1,040	104	N
PLANNED	4/17/2013	5	280	56	N
PLANNED	4/17/2013	1	159	159	N
PLANNED	4/17/2013	1	78	78	N
PLANNED	4/17/2013	9	1,044	116	N
CUSTOMER REQUEST	4/17/2013	3	33	11	N
PLANNED	4/17/2013	10	540	54	N
PLANNED	4/17/2013	10	400	40	N
PLANNED	4/17/2013	6	780	130	N
PLANNED	4/17/2013	5	455	91	N
PLANNED	4/17/2013	2	376	188	N
PLANNED	4/17/2013	9	540	60	N
PLANNED	4/17/2013	1	107	107	N
PLANNED	4/17/2013	16	2,432	152	N
PLANNED	4/17/2013	2	200	100	N
PLANNED	4/17/2013	3	171	57	N
PLANNED	4/17/2013	1	92	92	N
PLANNED	4/17/2013	5	255	51	N
PLANNED	4/17/2013	6	564	94	N
PLANNED	4/17/2013	8	1,256	157	N
PLANNED	4/17/2013	2	258	129	N
PLANNED	4/17/2013	4	216	54	N
PLANNED	4/17/2013	1	61	61	N
PLANNED	4/17/2013	5	325	65	N
PLANNED	4/17/2013	2	178	89	N
PLANNED	4/17/2013	1	68	68	N
PLANNED	4/17/2013	10	520	52	N
PLANNED	4/17/2013	8	648	81	N
PLANNED	4/17/2013	5	350	70	N
CUSTOMER REQUEST	4/17/2013	1	115	115	N
PLANNED	4/17/2013	9	216	24	N
CUSTOMER REQUEST	4/17/2013	11	187	17	N
PLANNED	4/17/2013	3	1,059	353	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/17/2013	25	575	23	N
PLANNED	4/18/2013	1	102	102	N
CUSTOMER REQUEST	4/18/2013	3	462	154	N
PLANNED	4/18/2013	1	98	98	N
PLANNED	4/18/2013	1	18	18	N
PLANNED	4/18/2013	9	1,161	129	N
PLANNED	4/18/2013	3	270	90	N
PLANNED	4/18/2013	3	1,218	406	N
PLANNED	4/18/2013	11	2,266	206	N
PLANNED	4/18/2013	12	864	72	N
PLANNED	4/18/2013	7	1,064	152	N
PLANNED	4/18/2013	3	219	73	N
PLANNED	4/18/2013	1	94	94	N
PLANNED	4/18/2013	68	12,308	181	N
PLANNED	4/18/2013	21	336	16	N
PLANNED	4/18/2013	3	219	73	N
PLANNED	4/18/2013	2	356	178	N
PLANNED	4/18/2013	2	106	53	N
PLANNED	4/18/2013	7	847	121	N
PLANNED	4/18/2013	3	276	92	N
PLANNED	4/18/2013	16	2,736	171	N
PLANNED	4/18/2013	1	344	344	N
PLANNED	4/18/2013	29	4,814	166	N
PLANNED	4/18/2013	1	26	26	N
PLANNED	4/18/2013	49	3,724	76	N
PLANNED	4/18/2013	7	294	42	N
PLANNED	4/18/2013	2	366	183	N
PLANNED	4/18/2013	11	22	2	N
PLANNED	4/18/2013	8	360	45	N
PLANNED	4/18/2013	6	72	12	N
PLANNED	4/18/2013	2	146	73	N
PLANNED	4/18/2013	1	128	128	N
PLANNED	4/18/2013	36	9,504	264	N
CUSTOMER REQUEST	4/18/2013	5	160	32	N
PLANNED	4/18/2013	9	2,367	263	N
PLANNED	4/18/2013	16	1,968	123	N
PLANNED	4/18/2013	3	264	88	N
PLANNED	4/18/2013	44	12,144	276	N
PLANNED	4/18/2013	41	3,034	74	N
PLANNED	4/18/2013	41	3,403	83	N
PLANNED	4/18/2013	5	435	87	N
PLANNED	4/18/2013	9	324	36	N
PLANNED	4/18/2013	4	516	129	N
PLANNED	4/18/2013	9	1,944	216	N
PLANNED	4/18/2013	4	868	217	N
PLANNED	4/18/2013	1	118	118	N
PLANNED	4/18/2013	1	11	11	N
PLANNED	4/18/2013	6	522	87	N
PLANNED	4/18/2013	5	410	82	N
PLANNED	4/18/2013	7	686	98	N
PLANNED	4/18/2013	2	102	51	N
PLANNED	4/18/2013	2	306	153	N
PLANNED	4/18/2013	6	732	122	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/18/2013	8	216	27	N
PLANNED	4/18/2013	10	860	86	N
PLANNED	4/18/2013	9	846	94	N
PLANNED	4/18/2013	17	884	52	N
PLANNED	4/18/2013	16	1,568	98	N
PLANNED	4/18/2013	5	595	119	N
PLANNED	4/18/2013	1	86	86	N
PLANNED	4/18/2013	2	206	103	N
PLANNED	4/18/2013	9	846	94	N
PLANNED	4/18/2013	11	1,309	119	N
PLANNED	4/18/2013	22	1,540	70	N
PLANNED	4/18/2013	4	568	142	N
PLANNED	4/18/2013	16	2,160	135	N
PLANNED	4/18/2013	1	27	27	N
PLANNED	4/18/2013	1	50	50	N
PLANNED	4/18/2013	5	495	99	N
PLANNED	4/18/2013	9	144	16	N
PLANNED	4/18/2013	7	175	25	N
PLANNED	4/18/2013	10	90	9	N
PLANNED	4/18/2013	2	74	37	N
PLANNED	4/18/2013	21	105	5	N
PLANNED	4/18/2013	4	784	196	N
PLANNED	4/18/2013	1	196	196	N
PLANNED	4/18/2013	17	85	5	N
CUSTOMER REQUEST	4/18/2013	2	294	147	N
PLANNED	4/19/2013	9	342	38	N
PLANNED	4/19/2013	1	72	72	N
PLANNED	4/19/2013	3	1,413	471	N
PLANNED	4/19/2013	16	1,360	85	N
CUSTOMER REQUEST	4/19/2013	3	1,206	402	N
PLANNED	4/19/2013	9	1,179	131	N
PLANNED	4/19/2013	8	760	95	N
PLANNED	4/19/2013	1	128	128	N
PLANNED	4/19/2013	6	120	20	N
PLANNED	4/19/2013	6	624	104	N
PLANNED	4/19/2013	2	302	151	N
PLANNED	4/19/2013	2	40	20	N
CUSTOMER REQUEST	4/19/2013	15	270	18	N
PLANNED	4/19/2013	7	266	38	N
PLANNED	4/19/2013	2	216	108	N
PLANNED	4/19/2013	22	2,090	95	N
PLANNED	4/19/2013	1	51	51	N
PLANNED	4/19/2013	5	730	146	N
PLANNED	4/19/2013	4	36	9	N
PLANNED	4/19/2013	1	43	43	N
PLANNED	4/19/2013	10	1,960	196	N
PLANNED	4/19/2013	12	420	35	N
PLANNED	4/19/2013	16	976	61	N
PLANNED	4/19/2013	3	213	71	N
PLANNED	4/19/2013	7	511	73	N
PLANNED	4/19/2013	12	24	2	N
PLANNED	4/19/2013	10	1,900	190	N
PLANNED	4/19/2013	5	320	64	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/19/2013	1	51	51	N
PLANNED	4/19/2013	4	540	135	N
PLANNED	4/19/2013	75	8,100	108	N
PLANNED	4/19/2013	8	488	61	N
PLANNED	4/19/2013	9	1,323	147	N
PLANNED	4/19/2013	2	282	141	N
PLANNED	4/19/2013	7	525	75	N
CUSTOMER REQUEST	4/19/2013	2	18	9	N
PLANNED	4/19/2013	1	40	40	N
PLANNED	4/19/2013	6	414	69	N
PLANNED	4/19/2013	4	324	81	N
PLANNED	4/19/2013	6	30	5	N
PLANNED	4/19/2013	3	15	5	N
PLANNED	4/19/2013	8	1,576	197	N
PLANNED	4/19/2013	4	60	15	N
CUSTOMER REQUEST	4/19/2013	1	290	290	N
CUSTOMER REQUEST	4/19/2013	1	192	192	N
PLANNED	4/20/2013	9	1,467	163	N
CUSTOMER REQUEST	4/20/2013	1	100	100	N
PLANNED	4/20/2013	1	163	163	N
CUSTOMER REQUEST	4/20/2013	1	90	90	N
PLANNED	4/20/2013	13	169	13	N
PLANNED	4/20/2013	9	963	107	N
CUSTOMER REQUEST	4/20/2013	1	406	406	N
CUSTOMER REQUEST	4/20/2013	1	34	34	N
CUSTOMER REQUEST	4/20/2013	1	22	22	N
CUSTOMER REQUEST	4/20/2013	1	92	92	N
CUSTOMER REQUEST	4/20/2013	8	3,320	415	N
CUSTOMER REQUEST	4/20/2013	1	48	48	N
PLANNED	4/21/2013	7	259	37	N
PLANNED	4/21/2013	6	216	36	N
PLANNED	4/21/2013	4	1,304	326	N
PLANNED	4/21/2013	79	8,137	103	N
PLANNED	4/21/2013	2	184	92	N
CUSTOMER REQUEST	4/22/2013	3	357	119	N
CUSTOMER REQUEST	4/22/2013	3	399	133	N
PLANNED	4/22/2013	24	3,384	141	N
CUSTOMER REQUEST	4/22/2013	11	110	10	N
PLANNED	4/22/2013	1	145	145	N
PLANNED	4/22/2013	2	194	97	N
PLANNED	4/22/2013	5	470	94	N
PLANNED	4/22/2013	1	89	89	N
PLANNED	4/22/2013	1	192	192	N
PLANNED	4/22/2013	2	266	133	N
PLANNED	4/22/2013	2	196	98	N
PLANNED	4/22/2013	1	48	48	N
PLANNED	4/22/2013	24	1,656	69	N
PLANNED	4/22/2013	2	126	63	N
PLANNED	4/22/2013	4	504	126	N
PLANNED	4/22/2013	1	170	170	N
PLANNED	4/22/2013	3	270	90	N
PLANNED	4/22/2013	67	5,762	86	N
PLANNED	4/22/2013	7	224	32	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/22/2013	8	1,568	196	N
PLANNED	4/22/2013	5	465	93	N
PLANNED	4/22/2013	1	142	142	N
PLANNED	4/22/2013	2	250	125	N
PLANNED	4/22/2013	1	121	121	N
CUSTOMER REQUEST	4/22/2013	8	864	108	N
PLANNED	4/22/2013	2	302	151	N
PLANNED	4/22/2013	2	306	153	N
PLANNED	4/22/2013	3	231	77	N
PLANNED	4/22/2013	10	270	27	N
PLANNED	4/22/2013	2	118	59	N
PLANNED	4/22/2013	1	105	105	N
PLANNED	4/22/2013	6	288	48	N
PLANNED	4/22/2013	8	104	13	N
PLANNED	4/22/2013	4	200	50	N
PLANNED	4/22/2013	6	144	24	N
PLANNED	4/22/2013	7	931	133	N
PLANNED	4/22/2013	1	170	170	N
PLANNED	4/22/2013	4	192	48	N
CUSTOMER REQUEST	4/22/2013	1	1,287	1,287	N
PLANNED	4/22/2013	6	660	110	N
CUSTOMER REQUEST	4/22/2013	4	564	141	N
PLANNED	4/22/2013	6	324	54	N
PLANNED	4/22/2013	6	288	48	N
PLANNED	4/22/2013	1	57	57	N
PLANNED	4/22/2013	5	800	160	N
PLANNED	4/22/2013	4	260	65	N
PLANNED	4/22/2013	10	1,290	129	N
PLANNED	4/22/2013	5	100	20	N
CUSTOMER REQUEST	4/22/2013	8	96	12	N
PLANNED	4/22/2013	9	477	53	N
PLANNED	4/22/2013	8	216	27	N
PLANNED	4/22/2013	4	784	196	N
PLANNED	4/22/2013	2	170	85	N
PLANNED	4/22/2013	1	34	34	N
PLANNED	4/22/2013	6	882	147	N
CUSTOMER REQUEST	4/22/2013	6	222	37	N
CUSTOMER REQUEST	4/22/2013	1	150	150	N
CUSTOMER REQUEST	4/22/2013	4	152	38	N
PLANNED	4/22/2013	2	114	57	N
CUSTOMER REQUEST	4/22/2013	8	272	34	N
PLANNED	4/22/2013	9	423	47	N
CUSTOMER REQUEST	4/22/2013	6	216	36	N
PLANNED	4/22/2013	1	85	85	N
CUSTOMER REQUEST	4/22/2013	1	28	28	N
PLANNED	4/23/2013	9	153	17	N
PLANNED	4/23/2013	1	106	106	N
CUSTOMER REQUEST	4/23/2013	12	2,424	202	N
PLANNED	4/23/2013	29	4,321	149	N
PLANNED	4/23/2013	6	426	71	N
CUSTOMER REQUEST	4/23/2013	14	140	10	N
CUSTOMER REQUEST	4/23/2013	5	260	52	N
CUSTOMER REQUEST	4/23/2013	9	180	20	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/23/2013	10	650	65	N
PLANNED	4/23/2013	3	219	73	N
PLANNED	4/23/2013	7	1,029	147	N
PLANNED	4/23/2013	8	424	53	N
PLANNED	4/23/2013	4	980	245	N
PLANNED	4/23/2013	3	1,137	379	N
PLANNED	4/23/2013	4	340	85	N
PLANNED	4/23/2013	9	657	73	N
PLANNED	4/23/2013	9	459	51	N
PLANNED	4/23/2013	1	420	420	N
PLANNED	4/23/2013	1	31	31	N
PLANNED	4/23/2013	12	300	25	N
PLANNED	4/23/2013	8	368	46	N
PLANNED	4/23/2013	3	570	190	N
PLANNED	4/23/2013	6	1,074	179	N
PLANNED	4/23/2013	7	1,533	219	N
PLANNED	4/23/2013	2	252	126	N
PLANNED	4/23/2013	24	3,816	159	N
PLANNED	4/23/2013	9	342	38	N
PLANNED	4/23/2013	1	94	94	N
PLANNED	4/23/2013	6	36	6	N
PLANNED	4/23/2013	4	612	153	N
PLANNED	4/23/2013	18	4,014	223	N
PLANNED	4/23/2013	4	400	100	N
PLANNED	4/23/2013	5	620	124	N
CUSTOMER REQUEST	4/23/2013	6	66	11	N
PLANNED	4/23/2013	7	1,813	259	N
PLANNED	4/23/2013	2	272	136	N
PLANNED	4/23/2013	2	124	62	N
PLANNED	4/23/2013	9	630	70	N
PLANNED	4/23/2013	7	945	135	N
PLANNED	4/23/2013	13	1,521	117	N
PLANNED	4/23/2013	28	4,060	145	N
PLANNED	4/23/2013	1	35	35	N
PLANNED	4/23/2013	1	148	148	N
PLANNED	4/23/2013	1	66	66	N
PLANNED	4/23/2013	2	78	39	N
PLANNED	4/23/2013	8	664	83	N
PLANNED	4/23/2013	7	651	93	N
PLANNED	4/23/2013	3	546	182	N
CUSTOMER REQUEST	4/23/2013	1	39	39	N
PLANNED	4/23/2013	11	3,410	310	N
PLANNED	4/23/2013	15	1,710	114	N
PLANNED	4/23/2013	6	420	70	N
PLANNED	4/23/2013	4	660	165	N
PLANNED	4/23/2013	4	60	15	N
PLANNED	4/23/2013	72	11,520	160	N
PLANNED	4/23/2013	5	410	82	N
PLANNED	4/23/2013	3	228	76	N
PLANNED	4/23/2013	4	524	131	N
PLANNED	4/23/2013	3	396	132	N
PLANNED	4/23/2013	2	262	131	N
PLANNED	4/23/2013	8	848	106	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/23/2013	3	186	62	N
PLANNED	4/23/2013	1	31	31	N
PLANNED	4/23/2013	3	159	53	N
PLANNED	4/23/2013	4	732	183	N
PLANNED	4/23/2013	27	594	22	N
PLANNED	4/23/2013	4	112	28	N
CUSTOMER REQUEST	4/23/2013	6	444	74	N
PLANNED	4/23/2013	4	576	144	N
PLANNED	4/23/2013	7	490	70	N
PLANNED	4/23/2013	40	5,280	132	N
PLANNED	4/23/2013	1	77	77	N
PLANNED	4/23/2013	7	700	100	N
CUSTOMER REQUEST	4/23/2013	9	144	16	N
PLANNED	4/23/2013	2	168	84	N
PLANNED	4/23/2013	6	420	70	N
PLANNED	4/23/2013	1	57	57	N
PLANNED	4/23/2013	13	507	39	N
PLANNED	4/23/2013	5	240	48	N
PLANNED	4/23/2013	1	64	64	N
CUSTOMER REQUEST	4/23/2013	2	146	73	N
CUSTOMER REQUEST	4/23/2013	1	574	574	N
PLANNED	4/23/2013	12	720	60	N
PLANNED	4/24/2013	5	650	130	N
PLANNED	4/24/2013	16	512	32	N
PLANNED	4/24/2013	8	696	87	N
PLANNED	4/24/2013	7	735	105	N
PLANNED	4/24/2013	8	496	62	N
PLANNED	4/24/2013	1	117	117	N
PLANNED	4/24/2013	4	632	158	N
PLANNED	4/24/2013	9	2,592	288	N
PLANNED	4/24/2013	4	360	90	N
PLANNED	4/24/2013	5	445	89	N
CUSTOMER REQUEST	4/24/2013	8	128	16	N
PLANNED	4/24/2013	22	1,100	50	N
PLANNED	4/24/2013	2	246	123	N
PLANNED	4/24/2013	5	725	145	N
PLANNED	4/24/2013	1	111	111	N
PLANNED	4/24/2013	1	80	80	N
PLANNED	4/24/2013	97	15,811	163	N
PLANNED	4/24/2013	118	3,658	31	N
PLANNED	4/24/2013	3	228	76	N
PLANNED	4/24/2013	4	376	94	N
PLANNED	4/24/2013	6	132	22	N
PLANNED	4/24/2013	4	40	10	N
PLANNED	4/24/2013	10	1,050	105	N
PLANNED	4/24/2013	7	441	63	N
PLANNED	4/24/2013	5	380	76	N
PLANNED	4/24/2013	5	670	134	N
PLANNED	4/24/2013	10	1,080	108	N
PLANNED	4/24/2013	1	91	91	N
PLANNED	4/24/2013	1	42	42	N
PLANNED	4/24/2013	11	33	3	N
PLANNED	4/24/2013	5	775	155	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/24/2013	14	924	66	N
PLANNED	4/24/2013	24	1,440	60	N
PLANNED	4/24/2013	7	1,057	151	N
PLANNED	4/24/2013	7	1,078	154	N
PLANNED	4/24/2013	5	275	55	N
PLANNED	4/24/2013	3	399	133	N
PLANNED	4/24/2013	2	132	66	N
PLANNED	4/24/2013	1	61	61	N
PLANNED	4/24/2013	43	1,763	41	N
PLANNED	4/24/2013	3	3,657	1,219	N
PLANNED	4/24/2013	5	505	101	N
PLANNED	4/24/2013	6	324	54	N
PLANNED	4/24/2013	12	588	49	N
PLANNED	4/24/2013	5	475	95	N
PLANNED	4/24/2013	7	287	41	N
PLANNED	4/24/2013	4	156	39	N
PLANNED	4/24/2013	1	52	52	N
PLANNED	4/24/2013	9	639	71	N
PLANNED	4/24/2013	1	169	169	N
PLANNED	4/24/2013	15	1,230	82	N
PLANNED	4/24/2013	1	32	32	N
CUSTOMER REQUEST	4/24/2013	6	162	27	N
PLANNED	4/24/2013	8	1,640	205	N
PLANNED	4/24/2013	2	200	100	N
PLANNED	4/24/2013	21	3,066	146	N
PLANNED	4/24/2013	6	234	39	N
PLANNED	4/24/2013	13	637	49	N
PLANNED	4/24/2013	5	475	95	N
PLANNED	4/24/2013	18	1,890	105	N
PLANNED	4/24/2013	1	136	136	N
PLANNED	4/24/2013	2	198	99	N
PLANNED	4/24/2013	4	468	117	N
PLANNED	4/24/2013	15	510	34	N
PLANNED	4/24/2013	1	121	121	N
PLANNED	4/24/2013	10	260	26	N
PLANNED	4/24/2013	5	570	114	N
PLANNED	4/24/2013	5	25	5	N
PLANNED	4/24/2013	5	1,055	211	N
PLANNED	4/24/2013	2	136	68	N
PLANNED	4/24/2013	1	17	17	N
PLANNED	4/24/2013	3	171	57	N
PLANNED	4/24/2013	2	166	83	N
PLANNED	4/24/2013	2	102	51	N
PLANNED	4/24/2013	7	595	85	N
PLANNED	4/24/2013	6	318	53	N
PLANNED	4/24/2013	6	426	71	N
PLANNED	4/24/2013	16	1,440	90	N
PLANNED	4/24/2013	5	235	47	N
CUSTOMER REQUEST	4/24/2013	1	168	168	N
PLANNED	4/25/2013	13	1,768	136	N
PLANNED	4/25/2013	10	1,790	179	N
PLANNED	4/25/2013	10	1,760	176	N
CUSTOMER REQUEST	4/25/2013	41	19,393	473	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/25/2013	12	3,216	268	N
PLANNED	4/25/2013	2	576	288	N
PLANNED	4/25/2013	5	85	17	N
PLANNED	4/25/2013	2	334	167	N
PLANNED	4/25/2013	12	1,020	85	N
PLANNED	4/25/2013	3	444	148	N
PLANNED	4/25/2013	1	136	136	N
PLANNED	4/25/2013	4	576	144	N
PLANNED	4/25/2013	4	400	100	N
PLANNED	4/25/2013	15	2,835	189	N
PLANNED	4/25/2013	6	1,038	173	N
PLANNED	4/25/2013	1	161	161	N
PLANNED	4/25/2013	3	273	91	N
PLANNED	4/25/2013	135	15,525	115	N
PLANNED	4/25/2013	10	1,370	137	N
PLANNED	4/25/2013	5	845	169	N
PLANNED	4/25/2013	1	47	47	N
PLANNED	4/25/2013	43	3,827	89	N
PLANNED	4/25/2013	7	1,624	232	N
PLANNED	4/25/2013	1	374	374	N
PLANNED	4/25/2013	5	790	158	N
PLANNED	4/25/2013	1	82	82	N
PLANNED	4/25/2013	11	1,694	154	N
PLANNED	4/25/2013	11	715	65	N
PLANNED	4/25/2013	9	306	34	N
PLANNED	4/25/2013	2	202	101	N
PLANNED	4/25/2013	8	288	36	N
PLANNED	4/25/2013	12	288	24	N
CUSTOMER REQUEST	4/25/2013	1	96	96	N
PLANNED	4/25/2013	2	76	38	N
PLANNED	4/25/2013	9	261	29	N
PLANNED	4/25/2013	2	244	122	N
PLANNED	4/25/2013	4	948	237	N
PLANNED	4/25/2013	5	345	69	N
PLANNED	4/25/2013	1	130	130	N
PLANNED	4/25/2013	52	9,204	177	N
PLANNED	4/25/2013	4	1,204	301	N
CUSTOMER REQUEST	4/25/2013	1	131	131	N
PLANNED	4/25/2013	5	105	21	N
CUSTOMER REQUEST	4/25/2013	1	92	92	N
PLANNED	4/25/2013	16	128	8	N
PLANNED	4/25/2013	13	1,547	119	N
PLANNED	4/25/2013	7	140	20	N
PLANNED	4/25/2013	12	744	62	N
PLANNED	4/25/2013	1	109	109	N
PLANNED	4/25/2013	2	132	66	N
CUSTOMER REQUEST	4/25/2013	3	699	233	N
PLANNED	4/25/2013	4	624	156	N
CUSTOMER REQUEST	4/25/2013	1	122	122	N
PLANNED	4/25/2013	14	140	10	N
PLANNED	4/25/2013	10	790	79	N
CUSTOMER REQUEST	4/25/2013	14	742	53	N
PLANNED	4/25/2013	2	152	76	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/25/2013	8	848	106	N
PLANNED	4/25/2013	1	112	112	N
PLANNED	4/25/2013	3	396	132	N
PLANNED	4/25/2013	10	1,040	104	N
PLANNED	4/25/2013	6	480	80	N
PLANNED	4/25/2013	1	177	177	N
CUSTOMER REQUEST	4/25/2013	1	348	348	N
PLANNED	4/25/2013	9	756	84	N
PLANNED	4/25/2013	2	94	47	N
PLANNED	4/25/2013	2	212	106	N
PLANNED	4/25/2013	2	236	118	N
PLANNED	4/25/2013	3	204	68	N
PLANNED	4/25/2013	2	106	53	N
PLANNED	4/25/2013	5	710	142	N
PLANNED	4/25/2013	3	444	148	N
CUSTOMER REQUEST	4/25/2013	1	186	186	N
CUSTOMER REQUEST	4/25/2013	1	333	333	N
PLANNED	4/25/2013	1	133	133	N
CUSTOMER REQUEST	4/26/2013	1,232	107,184	87	N
PLANNED	4/26/2013	1	130	130	N
PLANNED	4/26/2013	14	1,904	136	N
PLANNED	4/26/2013	1	122	122	N
PLANNED	4/26/2013	14	1,022	73	N
PLANNED	4/26/2013	12	828	69	N
PLANNED	4/26/2013	21	1,743	83	N
PLANNED	4/26/2013	3	693	231	N
PLANNED	4/26/2013	1	133	133	N
PLANNED	4/26/2013	49	10,241	209	N
PLANNED	4/26/2013	3	378	126	N
PLANNED	4/26/2013	1	121	121	N
PLANNED	4/26/2013	26	8,658	333	N
PLANNED	4/26/2013	2	168	84	N
PLANNED	4/26/2013	4	352	88	N
PLANNED	4/26/2013	12	1,476	123	N
CUSTOMER REQUEST	4/26/2013	3	1,089	363	N
CUSTOMER REQUEST	4/26/2013	1	122	122	N
PLANNED	4/26/2013	41	4,100	100	N
PLANNED	4/26/2013	2	226	113	N
PLANNED	4/26/2013	3	357	119	N
PLANNED	4/26/2013	28	2,464	88	N
PLANNED	4/26/2013	4	432	108	N
CUSTOMER REQUEST	4/26/2013	6	786	131	N
PLANNED	4/26/2013	6	1,038	173	N
PLANNED	4/26/2013	9	1,737	193	N
PLANNED	4/26/2013	1	135	135	N
PLANNED	4/26/2013	2	70	35	N
PLANNED	4/26/2013	5	475	95	N
PLANNED	4/26/2013	3	159	53	N
CUSTOMER REQUEST	4/26/2013	9	135	15	N
PLANNED	4/26/2013	8	1,264	158	N
PLANNED	4/26/2013	4	392	98	N
PLANNED	4/26/2013	1	120	120	N
PLANNED	4/26/2013	10	920	92	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/26/2013	18	522	29	N
PLANNED	4/26/2013	13	2,366	182	N
PLANNED	4/26/2013	10	320	32	N
PLANNED	4/26/2013	3	15	5	N
PLANNED	4/26/2013	2	30	15	N
PLANNED	4/26/2013	13	598	46	N
CUSTOMER REQUEST	4/26/2013	1	149	149	N
PLANNED	4/26/2013	2	206	103	N
CUSTOMER REQUEST	4/26/2013	180	900	5	N
PLANNED	4/26/2013	1	47	47	N
PLANNED	4/26/2013	8	592	74	N
PLANNED	4/26/2013	13	65	5	N
CUSTOMER REQUEST	4/26/2013	1	124	124	N
PLANNED	4/26/2013	12	276	23	N
CUSTOMER REQUEST	4/26/2013	1	219	219	N
CUSTOMER REQUEST	4/26/2013	2	142	71	N
CUSTOMER REQUEST	4/27/2013	1	311	311	N
PLANNED	4/27/2013	5	50	10	N
PLANNED	4/27/2013	11	704	64	N
PLANNED	4/27/2013	1	12	12	N
CUSTOMER REQUEST	4/27/2013	4	200	50	N
PLANNED	4/28/2013	22	2,970	135	N
PLANNED	4/28/2013	1	79	79	N
PLANNED	4/28/2013	11	264	24	N
CUSTOMER REQUEST	4/28/2013	1	40	40	N
PLANNED	4/28/2013	3	102	34	N
PLANNED	4/28/2013	2	758	379	N
PLANNED	4/28/2013	3	492	164	N
PLANNED	4/28/2013	4	348	87	N
PLANNED	4/29/2013	9	1,224	136	N
PLANNED	4/29/2013	1	220	220	N
CUSTOMER REQUEST	4/29/2013	1	141	141	N
PLANNED	4/29/2013	2	388	194	N
PLANNED	4/29/2013	2	100	50	N
PLANNED	4/29/2013	8	768	96	N
PLANNED	4/29/2013	7	63	9	N
PLANNED	4/29/2013	14	602	43	N
PLANNED	4/29/2013	2	158	79	N
PLANNED	4/29/2013	3	603	201	N
PLANNED	4/29/2013	16	208	13	N
PLANNED	4/29/2013	4	464	116	N
PLANNED	4/29/2013	13	858	66	N
CUSTOMER REQUEST	4/29/2013	3	1,098	366	N
CUSTOMER REQUEST	4/29/2013	1	334	334	N
PLANNED	4/29/2013	6	822	137	N
PLANNED	4/29/2013	1	98	98	N
PLANNED	4/29/2013	9	423	47	N
PLANNED	4/29/2013	2	16	8	N
PLANNED	4/29/2013	11	539	49	N
PLANNED	4/29/2013	30	4,920	164	N
PLANNED	4/29/2013	1	193	193	N
PLANNED	4/29/2013	6	672	112	N
PLANNED	4/29/2013	35	7,455	213	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/29/2013	12	2,376	198	N
PLANNED	4/29/2013	1	144	144	N
PLANNED	4/29/2013	28	980	35	N
PLANNED	4/29/2013	12	2,040	170	N
PLANNED	4/29/2013	1	169	169	N
PLANNED	4/29/2013	8	408	51	N
PLANNED	4/29/2013	8	984	123	N
PLANNED	4/29/2013	2	168	84	N
PLANNED	4/29/2013	13	884	68	N
PLANNED	4/29/2013	2	326	163	N
PLANNED	4/29/2013	41	7,749	189	N
CUSTOMER REQUEST	4/29/2013	17	1,122	66	N
PLANNED	4/29/2013	5	455	91	N
PLANNED	4/29/2013	2	146	73	N
PLANNED	4/29/2013	11	1,485	135	N
PLANNED	4/29/2013	11	858	78	N
PLANNED	4/29/2013	6	78	13	N
PLANNED	4/29/2013	9	1,026	114	N
PLANNED	4/29/2013	15	285	19	N
PLANNED	4/29/2013	4	384	96	N
PLANNED	4/29/2013	6	588	98	N
PLANNED	4/29/2013	2	30	15	N
PLANNED	4/29/2013	7	308	44	N
CUSTOMER REQUEST	4/29/2013	4	436	109	N
PLANNED	4/29/2013	6	498	83	N
PLANNED	4/29/2013	7	434	62	N
PLANNED	4/29/2013	5	670	134	N
PLANNED	4/29/2013	2	62	31	N
PLANNED	4/29/2013	23	874	38	N
PLANNED	4/29/2013	5	575	115	N
PLANNED	4/29/2013	7	973	139	N
PLANNED	4/29/2013	6	816	136	N
PLANNED	4/29/2013	7	875	125	N
PLANNED	4/29/2013	30	1,560	52	N
PLANNED	4/29/2013	21	987	47	N
PLANNED	4/29/2013	1	73	73	N
PLANNED	4/29/2013	6	228	38	N
PLANNED	4/29/2013	1	53	53	N
CUSTOMER REQUEST	4/29/2013	1	247	247	N
CUSTOMER REQUEST	4/29/2013	1	41	41	N
CUSTOMER REQUEST	4/29/2013	1	32	32	N
CUSTOMER REQUEST	4/29/2013	1	30	30	N
CUSTOMER REQUEST	4/30/2013	53	16,750	753	N
PLANNED	4/30/2013	37	3,996	108	N
PLANNED	4/30/2013	1	69	69	N
CUSTOMER REQUEST	4/30/2013	8	736	92	N
PLANNED	4/30/2013	4	116	29	N
PLANNED	4/30/2013	7	833	119	N
CUSTOMER REQUEST	4/30/2013	5	15	3	N
PLANNED	4/30/2013	9	774	86	N
CUSTOMER REQUEST	4/30/2013	13	1,573	121	N
PLANNED	4/30/2013	19	2,603	137	N
PLANNED	4/30/2013	35	4,585	131	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	4/30/2013	2	312	156	N
PLANNED	4/30/2013	2	114	57	N
PLANNED	4/30/2013	4	280	70	N
CUSTOMER REQUEST	4/30/2013	6	648	108	N
PLANNED	4/30/2013	6	1,056	176	N
PLANNED	4/30/2013	12	1,008	84	N
CUSTOMER REQUEST	4/30/2013	3	978	326	N
PLANNED	4/30/2013	6	42	7	N
PLANNED	4/30/2013	7	1,498	214	N
PLANNED	4/30/2013	8	1,376	172	N
PLANNED	4/30/2013	5	860	172	N
PLANNED	4/30/2013	8	1,360	170	N
PLANNED	4/30/2013	7	1,190	170	N
PLANNED	4/30/2013	10	1,840	184	N
PLANNED	4/30/2013	15	1,515	101	N
CUSTOMER REQUEST	4/30/2013	7	3,213	459	N
PLANNED	4/30/2013	3	261	87	N
PLANNED	4/30/2013	1	88	88	N
PLANNED	4/30/2013	2	238	119	N
PLANNED	4/30/2013	5	1,540	308	N
PLANNED	4/30/2013	4	1,228	307	N
PLANNED	4/30/2013	7	924	132	N
CUSTOMER REQUEST	4/30/2013	8	32	4	N
PLANNED	4/30/2013	14	154	11	N
PLANNED	4/30/2013	7	441	63	N
PLANNED	4/30/2013	19	2,603	137	N
PLANNED	4/30/2013	8	968	121	N
PLANNED	4/30/2013	1	94	94	N
PLANNED	4/30/2013	3	120	40	N
CUSTOMER REQUEST	4/30/2013	8	1,152	144	N
PLANNED	4/30/2013	4	432	108	N
PLANNED	4/30/2013	6	312	52	N
PLANNED	4/30/2013	1	26	26	N
CUSTOMER REQUEST	4/30/2013	1	97	97	N
PLANNED	4/30/2013	84	6,888	82	N
PLANNED	4/30/2013	9	360	40	N
PLANNED	4/30/2013	7	364	52	N
PLANNED	4/30/2013	6	300	50	N
PLANNED	4/30/2013	3	351	117	N
PLANNED	4/30/2013	5	615	123	N
PLANNED	4/30/2013	1	108	108	N
CUSTOMER REQUEST	4/30/2013	11	891	81	N
PLANNED	4/30/2013	11	550	50	N
PLANNED	4/30/2013	3	303	101	N
PLANNED	4/30/2013	8	488	61	N
PLANNED	4/30/2013	1	61	61	N
PLANNED	4/30/2013	5	500	100	N
PLANNED	4/30/2013	4	396	99	N
PLANNED	4/30/2013	4	272	68	N
PLANNED	4/30/2013	11	22	2	N
PLANNED	4/30/2013	11	583	53	N
CUSTOMER REQUEST	4/30/2013	4	104	26	N
PLANNED	5/1/2013	6	1,440	240	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/1/2013	10	1,630	163	N
PLANNED	5/1/2013	5	530	106	N
PLANNED	5/1/2013	56	4,816	86	N
PLANNED	5/1/2013	25	4,600	184	N
PLANNED	5/1/2013	2	54	27	N
PLANNED	5/1/2013	1	203	203	N
PLANNED	5/1/2013	16	3,024	189	N
CUSTOMER REQUEST	5/1/2013	5	510	102	N
PLANNED	5/1/2013	4	1,696	424	N
CUSTOMER REQUEST	5/1/2013	3	1,128	376	N
PLANNED	5/1/2013	9	1,188	132	N
PLANNED	5/1/2013	11	1,441	131	N
CUSTOMER REQUEST	5/1/2013	17	2,771	163	N
PLANNED	5/1/2013	2	240	120	N
PLANNED	5/1/2013	7	1,295	185	N
PLANNED	5/1/2013	2	112	56	N
PLANNED	5/1/2013	5	700	140	N
PLANNED	5/1/2013	30	4,380	146	N
PLANNED	5/1/2013	11	1,738	158	N
PLANNED	5/1/2013	12	180	15	N
PLANNED	5/1/2013	2	352	176	N
PLANNED	5/1/2013	6	600	100	N
PLANNED	5/1/2013	8	1,600	200	N
PLANNED	5/1/2013	6	36	6	N
PLANNED	5/1/2013	7	525	75	N
PLANNED	5/1/2013	9	2,286	254	N
PLANNED	5/1/2013	11	2,783	253	N
PLANNED	5/1/2013	10	2,520	252	N
PLANNED	5/1/2013	12	3,024	252	N
PLANNED	5/1/2013	16	3,968	248	N
PLANNED	5/1/2013	12	2,916	243	N
PLANNED	5/1/2013	13	3,042	234	N
PLANNED	5/1/2013	13	3,016	232	N
PLANNED	5/1/2013	17	3,995	235	N
PLANNED	5/1/2013	4	472	118	N
PLANNED	5/1/2013	32	3,776	118	N
PLANNED	5/1/2013	11	330	30	N
PLANNED	5/1/2013	12	1,860	155	N
PLANNED	5/1/2013	6	2,586	431	N
PLANNED	5/1/2013	7	609	87	N
CUSTOMER REQUEST	5/1/2013	13	1,105	85	N
PLANNED	5/1/2013	4	828	207	N
PLANNED	5/1/2013	9	1,413	157	N
PLANNED	5/1/2013	5	860	172	N
PLANNED	5/1/2013	9	297	33	N
PLANNED	5/1/2013	7	791	113	N
PLANNED	5/1/2013	1	439	439	N
PLANNED	5/1/2013	7	203	29	N
PLANNED	5/1/2013	3	156	52	N
PLANNED	5/1/2013	1	49	49	N
PLANNED	5/1/2013	19	3,382	178	N
PLANNED	5/1/2013	17	2,516	148	N
PLANNED	5/1/2013	51	2,652	52	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/1/2013	6	852	142	N
PLANNED	5/1/2013	26	7,956	306	N
PLANNED	5/1/2013	9	387	43	N
PLANNED	5/1/2013	4	248	62	N
PLANNED	5/1/2013	1	164	164	N
PLANNED	5/1/2013	4	316	79	N
PLANNED	5/1/2013	2	960	480	N
PLANNED	5/1/2013	1	35	35	N
PLANNED	5/1/2013	5	500	100	N
PLANNED	5/1/2013	3	576	192	N
PLANNED	5/1/2013	19	855	45	N
PLANNED	5/1/2013	28	4,312	154	N
PLANNED	5/1/2013	7	546	78	N
PLANNED	5/1/2013	8	1,336	167	N
CUSTOMER REQUEST	5/1/2013	3	60	20	N
PLANNED	5/1/2013	5	1,020	204	N
PLANNED	5/1/2013	3	219	73	N
PLANNED	5/1/2013	4	368	92	N
PLANNED	5/1/2013	6	96	16	N
PLANNED	5/1/2013	29	1,479	51	N
PLANNED	5/1/2013	8	720	90	N
PLANNED	5/1/2013	2	90	45	N
CUSTOMER REQUEST	5/1/2013	1	159	159	N
PLANNED	5/1/2013	2	604	302	N
PLANNED	5/2/2013	13	733	145	N
CUSTOMER REQUEST	5/2/2013	1	254	254	N
CUSTOMER REQUEST	5/2/2013	1	152	152	N
PLANNED	5/2/2013	6	768	128	N
CUSTOMER REQUEST	5/2/2013	3	1,176	392	N
PLANNED	5/2/2013	4	584	146	N
PLANNED	5/2/2013	1	154	154	N
PLANNED	5/2/2013	7	938	134	N
PLANNED	5/2/2013	1	450	450	N
PLANNED	5/2/2013	6	1,020	170	N
CUSTOMER REQUEST	5/2/2013	34	10,642	313	N
PLANNED	5/2/2013	9	27	3	N
PLANNED	5/2/2013	6	1,536	256	N
PLANNED	5/2/2013	4	776	194	N
PLANNED	5/2/2013	9	927	103	N
CUSTOMER REQUEST	5/2/2013	13	3,770	290	N
CUSTOMER REQUEST	5/2/2013	8	2,552	319	N
PLANNED	5/2/2013	1	192	192	N
PLANNED	5/2/2013	1	17	17	N
PLANNED	5/2/2013	9	1,305	145	N
PLANNED	5/2/2013	4	944	236	N
PLANNED	5/2/2013	8	880	110	N
PLANNED	5/2/2013	5	490	98	N
PLANNED	5/2/2013	6	642	107	N
PLANNED	5/2/2013	2	724	362	N
PLANNED	5/2/2013	56	15,176	271	N
CUSTOMER REQUEST	5/2/2013	4	20	5	N
PLANNED	5/2/2013	2	98	49	N
PLANNED	5/2/2013	9	999	111	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/2/2013	2	308	154	N
PLANNED	5/2/2013	17	1,734	102	N
PLANNED	5/2/2013	7	707	101	N
PLANNED	5/2/2013	6	1,032	172	N
PLANNED	5/2/2013	7	700	100	N
PLANNED	5/2/2013	8	264	33	N
PLANNED	5/2/2013	12	1,452	121	N
PLANNED	5/3/2013	23	6,026	262	N
CUSTOMER REQUEST	5/3/2013	1	47	47	N
PLANNED	5/3/2013	1	96	96	N
CUSTOMER REQUEST	5/3/2013	3	1,218	406	N
PLANNED	5/3/2013	2	116	58	N
PLANNED	5/3/2013	5	950	190	N
PLANNED	5/3/2013	21	819	39	N
PLANNED	5/3/2013	10	490	49	N
CUSTOMER REQUEST	5/3/2013	1	101	101	N
PLANNED	5/3/2013	9	144	16	N
PLANNED	5/3/2013	9	567	63	N
PLANNED	5/3/2013	1	165	165	N
PLANNED	5/3/2013	17	544	32	N
PLANNED	5/3/2013	23	3,151	137	N
PLANNED	5/3/2013	8	1,480	185	N
PLANNED	5/3/2013	6	294	49	N
PLANNED	5/3/2013	6	618	103	N
PLANNED	5/3/2013	20	1,140	57	N
PLANNED	5/3/2013	7	77	11	N
PLANNED	5/3/2013	4	132	33	N
PLANNED	5/3/2013	4	344	86	N
PLANNED	5/3/2013	10	2,530	253	N
PLANNED	5/3/2013	11	1,881	171	N
CUSTOMER REQUEST	5/3/2013	11	231	21	N
PLANNED	5/3/2013	8	80	10	N
PLANNED	5/3/2013	6	588	98	N
PLANNED	5/3/2013	10	1,170	117	N
PLANNED	5/3/2013	2	116	58	N
PLANNED	5/3/2013	4	1,380	345	N
CUSTOMER REQUEST	5/3/2013	1	99	99	N
PLANNED	5/3/2013	5	815	163	N
PLANNED	5/3/2013	2	488	244	N
PLANNED	5/3/2013	2	188	94	N
CUSTOMER REQUEST	5/3/2013	1	39	39	N
CUSTOMER REQUEST	5/3/2013	7	1,232	176	N
PLANNED	5/3/2013	7	1,029	147	N
CUSTOMER REQUEST	5/3/2013	1	108	108	N
CUSTOMER REQUEST	5/3/2013	3	21	7	N
CUSTOMER REQUEST	5/3/2013	38	7,790	205	N
PLANNED	5/4/2013	15	491	127	N
PLANNED	5/4/2013	4	140	35	N
PLANNED	5/5/2013	14	896	64	N
CUSTOMER REQUEST	5/5/2013	12	96	8	N
PLANNED	5/6/2013	1	75	75	N
PLANNED	5/6/2013	6	1,044	174	N
PLANNED	5/6/2013	9	1,980	220	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/6/2013	3	1,182	394	N
PLANNED	5/6/2013	6	714	119	N
PLANNED	5/6/2013	6	672	112	N
PLANNED	5/6/2013	1	37	37	N
PLANNED	5/6/2013	8	88	11	N
PLANNED	5/6/2013	12	156	13	N
PLANNED	5/6/2013	3	51	17	N
PLANNED	5/6/2013	3	126	42	N
PLANNED	5/6/2013	8	1,952	244	N
PLANNED	5/6/2013	1	341	341	N
PLANNED	5/6/2013	8	880	110	N
PLANNED	5/6/2013	3	1,275	425	N
PLANNED	5/6/2013	9	1,449	161	N
PLANNED	5/6/2013	7	539	77	N
PLANNED	5/6/2013	8	992	124	N
PLANNED	5/6/2013	6	1,092	182	N
PLANNED	5/6/2013	6	1,950	325	N
PLANNED	5/6/2013	6	906	151	N
PLANNED	5/6/2013	8	1,176	147	N
PLANNED	5/6/2013	13	2,223	171	N
PLANNED	5/6/2013	3	777	259	N
PLANNED	5/6/2013	10	1,790	179	N
PLANNED	5/6/2013	16	112	7	N
PLANNED	5/6/2013	11	726	66	N
PLANNED	5/6/2013	4	96	24	N
PLANNED	5/6/2013	7	1,155	165	N
PLANNED	5/6/2013	1	132	132	N
PLANNED	5/6/2013	1	77	77	N
CUSTOMER REQUEST	5/6/2013	8	88	11	N
PLANNED	5/6/2013	7	791	113	N
PLANNED	5/6/2013	6	258	43	N
PLANNED	5/6/2013	9	450	50	N
CUSTOMER REQUEST	5/6/2013	8	56	7	N
PLANNED	5/6/2013	11	1,276	116	N
PLANNED	5/6/2013	16	592	37	N
PLANNED	5/6/2013	2	66	33	N
PLANNED	5/6/2013	10	870	87	N
PLANNED	5/6/2013	16	64	4	N
PLANNED	5/6/2013	11	1,210	110	N
PLANNED	5/6/2013	2	36	18	N
PLANNED	5/6/2013	31	4,278	138	N
PLANNED	5/6/2013	6	852	142	N
CUSTOMER REQUEST	5/6/2013	8	24	3	N
PLANNED	5/6/2013	7	336	48	N
CUSTOMER REQUEST	5/6/2013	13	416	32	N
PLANNED	5/6/2013	4	340	85	N
PLANNED	5/6/2013	7	287	41	N
PLANNED	5/6/2013	4	412	103	N
PLANNED	5/6/2013	7	469	67	N
PLANNED	5/6/2013	4	104	26	N
CUSTOMER REQUEST	5/7/2013	36	252	7	N
PLANNED	5/7/2013	13	2,821	217	N
PLANNED	5/7/2013	2	208	104	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/7/2013	9	216	24	N
PLANNED	5/7/2013	3	192	64	N
PLANNED	5/7/2013	1	193	193	N
PLANNED	5/7/2013	15	1,890	126	N
PLANNED	5/7/2013	19	1,919	101	N
PLANNED	5/7/2013	12	996	83	N
PLANNED	5/7/2013	11	792	72	N
PLANNED	5/7/2013	9	648	72	N
PLANNED	5/7/2013	11	792	72	N
PLANNED	5/7/2013	10	1,610	161	N
CUSTOMER REQUEST	5/7/2013	21	3,465	165	N
PLANNED	5/7/2013	4	816	204	N
CUSTOMER REQUEST	5/7/2013	123	20,541	167	N
CUSTOMER REQUEST	5/7/2013	1	247	247	N
PLANNED	5/7/2013	7	581	83	N
CUSTOMER REQUEST	5/7/2013	20	5,360	268	N
PLANNED	5/7/2013	26	7,540	290	N
PLANNED	5/7/2013	13	715	55	N
CUSTOMER REQUEST	5/7/2013	6	1,170	195	N
PLANNED	5/7/2013	26	4,824	486	N
CUSTOMER REQUEST	5/7/2013	7	84	12	N
PLANNED	5/7/2013	7	455	65	N
PLANNED	5/7/2013	4	1,000	250	N
PLANNED	5/7/2013	10	2,210	221	N
PLANNED	5/7/2013	17	2,312	136	N
PLANNED	5/7/2013	8	656	82	N
CUSTOMER REQUEST	5/7/2013	11	3,718	338	N
PLANNED	5/7/2013	2	94	47	N
PLANNED	5/7/2013	1	121	121	N
PLANNED	5/7/2013	9	1,584	176	N
PLANNED	5/7/2013	2	434	217	N
PLANNED	5/7/2013	3	741	247	N
PLANNED	5/7/2013	2	516	258	N
PLANNED	5/7/2013	1	256	256	N
PLANNED	5/7/2013	4	192	48	N
PLANNED	5/7/2013	8	56	7	N
CUSTOMER REQUEST	5/7/2013	6	324	54	N
PLANNED	5/7/2013	9	1,206	134	N
PLANNED	5/7/2013	1	88	88	N
PLANNED	5/7/2013	4	992	248	N
PLANNED	5/7/2013	4	620	155	N
PLANNED	5/7/2013	11	814	74	N
PLANNED	5/7/2013	3	1,656	552	N
PLANNED	5/7/2013	7	49	7	N
PLANNED	5/7/2013	12	504	42	N
PLANNED	5/7/2013	2	288	144	N
PLANNED	5/7/2013	51	3,519	69	N
PLANNED	5/7/2013	1	173	173	N
PLANNED	5/7/2013	8	520	65	N
PLANNED	5/7/2013	4	280	70	N
PLANNED	5/7/2013	1	124	124	N
PLANNED	5/7/2013	3	558	186	N
CUSTOMER REQUEST	5/7/2013	9	918	102	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/7/2013	4	748	187	N
PLANNED	5/7/2013	4	168	42	N
PLANNED	5/7/2013	4	244	61	N
PLANNED	5/7/2013	4	1,160	290	N
PLANNED	5/7/2013	13	1,339	103	N
PLANNED	5/7/2013	4	124	31	N
PLANNED	5/7/2013	2	266	133	N
CUSTOMER REQUEST	5/7/2013	9	18	2	N
PLANNED	5/7/2013	6	96	16	N
CUSTOMER REQUEST	5/7/2013	1	178	178	N
PLANNED	5/7/2013	4	296	74	N
PLANNED	5/7/2013	4	272	68	N
CUSTOMER REQUEST	5/7/2013	7	35	5	N
PLANNED	5/7/2013	10	590	59	N
CUSTOMER REQUEST	5/7/2013	8	56	7	N
PLANNED	5/7/2013	14	1,540	110	N
PLANNED	5/7/2013	12	1,236	103	N
PLANNED	5/7/2013	6	318	53	N
PLANNED	5/7/2013	1	30	30	N
CUSTOMER REQUEST	5/7/2013	16	896	56	N
PLANNED	5/7/2013	8	800	100	N
PLANNED	5/7/2013	7	784	112	N
CUSTOMER REQUEST	5/7/2013	6	6	1	N
PLANNED	5/7/2013	4	208	52	N
PLANNED	5/7/2013	10	520	52	N
PLANNED	5/7/2013	156	16,848	108	N
PLANNED	5/7/2013	1	150	150	N
PLANNED	5/7/2013	1	25	25	N
PLANNED	5/7/2013	12	972	81	N
PLANNED	5/7/2013	20	1,580	79	N
PLANNED	5/7/2013	61	7,381	121	N
PLANNED	5/8/2013	1	128	128	N
PLANNED	5/8/2013	1	115	115	N
PLANNED	5/8/2013	6	336	56	N
PLANNED	5/8/2013	10	600	60	N
PLANNED	5/8/2013	1	48	48	N
PLANNED	5/8/2013	12	1,236	103	N
PLANNED	5/8/2013	8	1,160	145	N
PLANNED	5/8/2013	10	880	88	N
CUSTOMER REQUEST	5/8/2013	3	1,167	389	N
PLANNED	5/8/2013	11	506	46	N
PLANNED	5/8/2013	12	960	80	N
CUSTOMER REQUEST	5/8/2013	1	77	77	N
PLANNED	5/8/2013	4	1,040	260	N
PLANNED	5/8/2013	28	3,920	140	N
CUSTOMER REQUEST	5/8/2013	7	665	95	N
PLANNED	5/8/2013	9	891	99	N
PLANNED	5/8/2013	3	147	49	N
PLANNED	5/8/2013	5	65	13	N
CUSTOMER REQUEST	5/8/2013	9	63	7	N
PLANNED	5/8/2013	1	80	80	N
PLANNED	5/8/2013	2	744	372	N
PLANNED	5/8/2013	2	94	47	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/8/2013	14	140	10	N
PLANNED	5/8/2013	11	913	83	N
PLANNED	5/8/2013	6	210	35	N
PLANNED	5/8/2013	1	349	349	N
CUSTOMER REQUEST	5/8/2013	7	2,366	338	N
PLANNED	5/8/2013	1	272	272	N
PLANNED	5/8/2013	5	765	153	N
CUSTOMER REQUEST	5/8/2013	8	584	73	N
PLANNED	5/8/2013	2	246	123	N
PLANNED	5/8/2013	6	552	92	N
PLANNED	5/8/2013	6	834	139	N
PLANNED	5/8/2013	52	12,480	240	N
PLANNED	5/8/2013	3	189	63	N
PLANNED	5/8/2013	13	3,107	239	N
PLANNED	5/8/2013	8	1,904	238	N
PLANNED	5/8/2013	16	3,792	237	N
PLANNED	5/8/2013	14	3,318	237	N
PLANNED	5/8/2013	12	2,832	236	N
PLANNED	5/8/2013	1	55	55	N
PLANNED	5/8/2013	12	3,000	250	N
PLANNED	5/8/2013	14	3,290	235	N
PLANNED	5/8/2013	10	970	97	N
CUSTOMER REQUEST	5/8/2013	15	15	1	N
CUSTOMER REQUEST	5/8/2013	1	19	19	N
PLANNED	5/8/2013	3	1,317	439	N
PLANNED	5/8/2013	10	200	20	N
PLANNED	5/8/2013	8	768	96	N
PLANNED	5/8/2013	7	63	9	N
PLANNED	5/8/2013	9	198	22	N
PLANNED	5/8/2013	2	244	122	N
PLANNED	5/8/2013	7	959	137	N
PLANNED	5/8/2013	5	450	90	N
PLANNED	5/8/2013	6	636	106	N
PLANNED	5/8/2013	12	132	11	N
PLANNED	5/8/2013	3	486	162	N
PLANNED	5/8/2013	3	180	60	N
PLANNED	5/8/2013	7	497	71	N
PLANNED	5/8/2013	3	369	123	N
PLANNED	5/8/2013	17	6,171	363	N
PLANNED	5/8/2013	7	1,673	239	N
PLANNED	5/8/2013	12	888	74	N
PLANNED	5/8/2013	11	781	71	N
PLANNED	5/8/2013	11	429	39	N
PLANNED	5/8/2013	8	552	69	N
PLANNED	5/8/2013	10	710	71	N
PLANNED	5/8/2013	7	602	86	N
PLANNED	5/8/2013	4	368	92	N
PLANNED	5/8/2013	10	120	12	N
PLANNED	5/8/2013	40	280	7	N
PLANNED	5/8/2013	10	140	14	N
PLANNED	5/8/2013	4	832	208	N
PLANNED	5/8/2013	7	679	97	N
PLANNED	5/8/2013	2	100	50	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/8/2013	9	288	32	N
PLANNED	5/8/2013	4	272	68	N
PLANNED	5/8/2013	4	328	82	N
PLANNED	5/8/2013	9	729	81	N
CUSTOMER REQUEST	5/8/2013	1	93	93	N
PLANNED	5/8/2013	7	126	18	N
PLANNED	5/8/2013	9	198	22	N
PLANNED	5/8/2013	12	492	41	N
PLANNED	5/8/2013	1	57	57	N
PLANNED	5/8/2013	3	447	149	N
PLANNED	5/8/2013	1	164	164	N
PLANNED	5/8/2013	12	120	10	N
PLANNED	5/8/2013	1	64	64	N
PLANNED	5/8/2013	1	26	26	N
PLANNED	5/8/2013	11	1,045	95	N
PLANNED	5/8/2013	10	200	20	N
PLANNED	5/8/2013	13	611	47	N
PLANNED	5/8/2013	26	806	31	N
PLANNED	5/8/2013	1	300	300	N
PLANNED	5/9/2013	1	92	92	N
PLANNED	5/9/2013	1	109	109	N
PLANNED	5/9/2013	3	426	142	N
PLANNED	5/9/2013	2	88	44	N
PLANNED	5/9/2013	7	420	60	N
PLANNED	5/9/2013	8	856	107	N
PLANNED	5/9/2013	8	824	103	N
PLANNED	5/9/2013	6	378	63	N
PLANNED	5/9/2013	9	432	48	N
PLANNED	5/9/2013	5	225	45	N
CUSTOMER REQUEST	5/9/2013	36	900	25	N
PLANNED	5/9/2013	3	306	102	N
CUSTOMER REQUEST	5/9/2013	67	1,340	20	N
PLANNED	5/9/2013	12	2,256	188	N
PLANNED	5/9/2013	2	66	33	N
PLANNED	5/9/2013	4	656	164	N
PLANNED	5/9/2013	2	268	134	N
PLANNED	5/9/2013	3	276	92	N
PLANNED	5/9/2013	10	1,040	104	N
CUSTOMER REQUEST	5/9/2013	2	616	308	N
CUSTOMER REQUEST	5/9/2013	17	459	27	N
PLANNED	5/9/2013	7	931	133	N
PLANNED	5/9/2013	4	92	23	N
PLANNED	5/9/2013	8	512	64	N
PLANNED	5/9/2013	9	846	94	N
PLANNED	5/9/2013	4	576	144	N
PLANNED	5/9/2013	1	64	64	N
PLANNED	5/9/2013	9	1,773	197	N
PLANNED	5/9/2013	1	64	64	N
PLANNED	5/9/2013	6	1,062	177	N
CUSTOMER REQUEST	5/9/2013	3	963	321	N
PLANNED	5/9/2013	5	1,435	287	N
PLANNED	5/9/2013	4	104	26	N
PLANNED	5/9/2013	13	637	49	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/9/2013	16	2,192	137	N
PLANNED	5/9/2013	57	1,938	34	N
PLANNED	5/9/2013	841	1,682	2	N
PLANNED	5/9/2013	13	767	59	N
PLANNED	5/9/2013	2	238	119	N
PLANNED	5/9/2013	1	279	279	N
PLANNED	5/9/2013	3	243	81	N
PLANNED	5/9/2013	4	296	74	N
PLANNED	5/9/2013	1	108	108	N
PLANNED	5/9/2013	4	276	69	N
PLANNED	5/9/2013	4	628	157	N
PLANNED	5/9/2013	9	243	27	N
PLANNED	5/9/2013	3	78	26	N
PLANNED	5/9/2013	8	1,656	207	N
CUSTOMER REQUEST	5/9/2013	40	640	16	N
PLANNED	5/9/2013	8	504	63	N
PLANNED	5/9/2013	11	1,397	127	N
PLANNED	5/9/2013	18	918	51	N
PLANNED	5/9/2013	7	1,246	178	N
PLANNED	5/9/2013	10	790	79	N
PLANNED	5/9/2013	1	76	76	N
PLANNED	5/9/2013	4	304	76	N
PLANNED	5/9/2013	3	120	40	N
PLANNED	5/9/2013	5	65	13	N
PLANNED	5/9/2013	1	80	80	N
PLANNED	5/9/2013	4	256	64	N
PLANNED	5/9/2013	3	288	96	N
CUSTOMER REQUEST	5/9/2013	10	420	42	N
PLANNED	5/9/2013	3	201	67	N
PLANNED	5/9/2013	8	640	80	N
PLANNED	5/9/2013	6	522	87	N
CUSTOMER REQUEST	5/9/2013	1	90	90	N
PLANNED	5/9/2013	12	1,560	130	N
PLANNED	5/9/2013	7	28	4	N
PLANNED	5/9/2013	1	56	56	N
PLANNED	5/9/2013	6	198	33	N
PLANNED	5/9/2013	6	300	50	N
PLANNED	5/10/2013	2	312	156	N
CUSTOMER REQUEST	5/10/2013	6	750	125	N
PLANNED	5/10/2013	6	204	34	N
PLANNED	5/10/2013	1	196	196	N
CUSTOMER REQUEST	5/10/2013	4	136	34	N
PLANNED	5/10/2013	4	324	81	N
PLANNED	5/10/2013	1	76	76	N
PLANNED	5/10/2013	1	128	128	N
CUSTOMER REQUEST	5/10/2013	13	13	1	N
PLANNED	5/10/2013	1	65	65	N
CUSTOMER REQUEST	5/10/2013	3	1,095	365	N
PLANNED	5/10/2013	6	1,344	224	N
CUSTOMER REQUEST	5/10/2013	4	2,392	598	N
PLANNED	5/10/2013	5	645	129	N
PLANNED	5/10/2013	3	135	45	N
PLANNED	5/10/2013	1	65	65	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/10/2013	2	76	38	N
PLANNED	5/10/2013	4	420	105	N
PLANNED	5/10/2013	9	2,133	237	N
PLANNED	5/10/2013	5	95	19	N
CUSTOMER REQUEST	5/10/2013	22	792	36	N
PLANNED	5/10/2013	27	324	12	N
PLANNED	5/10/2013	151	1,963	13	N
PLANNED	5/10/2013	5	35	7	N
PLANNED	5/10/2013	11	264	24	N
PLANNED	5/10/2013	7	3,157	451	N
PLANNED	5/10/2013	282	1,410	5	N
CUSTOMER REQUEST	5/10/2013	24	1,554	94	N
PLANNED	5/10/2013	1	215	215	N
PLANNED	5/10/2013	7	231	33	N
PLANNED	5/10/2013	1	75	75	N
PLANNED	5/10/2013	2	62	31	N
PLANNED	5/10/2013	8	176	22	N
PLANNED	5/11/2013	21	3,549	169	N
PLANNED	5/11/2013	1	44	44	N
PLANNED	5/12/2013	75	900	12	N
PLANNED	5/12/2013	14	1,106	79	N
PLANNED	5/13/2013	3	249	83	N
PLANNED	5/13/2013	7	35	5	N
PLANNED	5/13/2013	11	814	74	N
PLANNED	5/13/2013	1	170	170	N
PLANNED	5/13/2013	2	194	97	N
PLANNED	5/13/2013	10	1,370	137	N
PLANNED	5/13/2013	2	168	84	N
PLANNED	5/13/2013	3	207	69	N
PLANNED	5/13/2013	5	575	115	N
PLANNED	5/13/2013	5	855	171	N
PLANNED	5/13/2013	2	746	373	N
PLANNED	5/13/2013	6	2,832	472	N
PLANNED	5/13/2013	6	624	104	N
CUSTOMER REQUEST	5/13/2013	29	377	13	N
PLANNED	5/13/2013	10	1,170	117	N
PLANNED	5/13/2013	13	1,391	107	N
PLANNED	5/13/2013	22	2,706	123	N
PLANNED	5/13/2013	8	2,640	330	N
PLANNED	5/13/2013	1	109	109	N
CUSTOMER REQUEST	5/13/2013	9	891	99	N
PLANNED	5/13/2013	2	322	161	N
PLANNED	5/13/2013	2	140	70	N
PLANNED	5/13/2013	8	72	9	N
PLANNED	5/13/2013	1	74	74	N
PLANNED	5/13/2013	8	640	80	N
PLANNED	5/13/2013	2	114	57	N
PLANNED	5/13/2013	5	380	76	N
PLANNED	5/13/2013	1	243	243	N
PLANNED	5/13/2013	8	1,520	190	N
PLANNED	5/13/2013	8	1,064	133	N
PLANNED	5/13/2013	3	405	135	N
CUSTOMER REQUEST	5/13/2013	6	42	7	N

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Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/13/2013	4	452	113	N
PLANNED	5/13/2013	1	64	64	N
PLANNED	5/13/2013	7	315	45	N
PLANNED	5/13/2013	6	108	18	N
PLANNED	5/13/2013	4	100	25	N
PLANNED	5/13/2013	7	175	25	N
PLANNED	5/13/2013	8	472	59	N
PLANNED	5/13/2013	4	120	30	N
PLANNED	5/13/2013	6	642	107	N
PLANNED	5/13/2013	6	594	99	N
PLANNED	5/13/2013	31	4,371	141	N
PLANNED	5/13/2013	4	260	65	N
PLANNED	5/13/2013	1	75	75	N
PLANNED	5/13/2013	7	518	74	N
PLANNED	5/13/2013	1	110	110	N
PLANNED	5/13/2013	15	825	55	N
PLANNED	5/13/2013	3	15	5	N
PLANNED	5/13/2013	9	1,125	125	N
PLANNED	5/13/2013	6	252	42	N
PLANNED	5/13/2013	8	136	17	N
PLANNED	5/13/2013	9	738	82	N
CUSTOMER REQUEST	5/13/2013	5	470	94	N
CUSTOMER REQUEST	5/13/2013	4	208	52	N
PLANNED	5/13/2013	1	161	161	N
CUSTOMER REQUEST	5/13/2013	2	652	326	N
PLANNED	5/13/2013	27	513	19	N
PLANNED	5/14/2013	14	1,484	106	N
PLANNED	5/14/2013	8	1,096	137	N
PLANNED	5/14/2013	1	63	63	N
PLANNED	5/14/2013	13	3,107	239	N
PLANNED	5/14/2013	1	173	173	N
PLANNED	5/14/2013	42	4,158	99	N
PLANNED	5/14/2013	1	398	398	N
PLANNED	5/14/2013	1	403	403	N
PLANNED	5/14/2013	2	322	161	N
PLANNED	5/14/2013	22	2,112	96	N
PLANNED	5/14/2013	5	295	59	N
PLANNED	5/14/2013	8	784	98	N
PLANNED	5/14/2013	5	1,070	214	N
PLANNED	5/14/2013	7	2,023	289	N
PLANNED	5/14/2013	7	644	92	N
PLANNED	5/14/2013	1	132	132	N
PLANNED	5/14/2013	3	342	114	N
PLANNED	5/14/2013	6	36	6	N
CUSTOMER REQUEST	5/14/2013	8	200	25	N
PLANNED	5/14/2013	5	260	52	N
PLANNED	5/14/2013	1	22	22	N
PLANNED	5/14/2013	7	364	52	N
PLANNED	5/14/2013	8	704	88	N
PLANNED	5/14/2013	2	144	72	N
PLANNED	5/14/2013	9	1,503	167	N
PLANNED	5/14/2013	1	215	215	N
PLANNED	5/14/2013	7	770	110	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/14/2013	3	195	65	N
PLANNED	5/14/2013	25	4,175	167	N
PLANNED	5/14/2013	7	42	6	N
CUSTOMER REQUEST	5/14/2013	6	864	144	N
CUSTOMER REQUEST	5/14/2013	78	12,714	163	N
CUSTOMER REQUEST	5/14/2013	6	516	86	N
PLANNED	5/14/2013	22	726	33	N
PLANNED	5/14/2013	12	816	68	N
PLANNED	5/14/2013	9	684	76	N
PLANNED	5/14/2013	7	504	72	N
CUSTOMER REQUEST	5/14/2013	7	161	23	N
PLANNED	5/14/2013	9	1,962	218	N
PLANNED	5/14/2013	3	204	68	N
PLANNED	5/14/2013	1	148	148	N
PLANNED	5/14/2013	14	686	49	N
PLANNED	5/14/2013	3	648	216	N
CUSTOMER REQUEST	5/14/2013	1	190	190	N
PLANNED	5/14/2013	25	3,300	132	N
PLANNED	5/14/2013	8	712	89	N
PLANNED	5/14/2013	3	264	88	N
PLANNED	5/14/2013	4	344	86	N
PLANNED	5/14/2013	2	148	74	N
PLANNED	5/14/2013	2	70	35	N
PLANNED	5/14/2013	8	432	54	N
PLANNED	5/14/2013	1	52	52	N
PLANNED	5/14/2013	6	474	79	N
PLANNED	5/14/2013	6	324	54	N
PLANNED	5/14/2013	15	945	63	N
PLANNED	5/14/2013	9	1,224	136	N
PLANNED	5/14/2013	11	1,694	154	N
PLANNED	5/14/2013	6	18	3	N
PLANNED	5/14/2013	5	520	104	N
PLANNED	5/14/2013	1	45	45	N
PLANNED	5/14/2013	6	24	4	N
PLANNED	5/14/2013	5	195	39	N
PLANNED	5/14/2013	4	596	149	N
CUSTOMER REQUEST	5/14/2013	7	14	2	N
PLANNED	5/14/2013	6	162	27	N
PLANNED	5/14/2013	6	516	86	N
PLANNED	5/14/2013	9	765	85	N
PLANNED	5/14/2013	1	172	172	N
CUSTOMER REQUEST	5/14/2013	4	132	33	N
PLANNED	5/15/2013	13	975	75	N
CUSTOMER REQUEST	5/15/2013	8	1,472	184	N
PLANNED	5/15/2013	8	776	97	N
PLANNED	5/15/2013	29	3,625	125	N
PLANNED	5/15/2013	7	651	93	N
PLANNED	5/15/2013	2	176	88	N
PLANNED	5/15/2013	7	546	78	N
PLANNED	5/15/2013	1	62	62	N
PLANNED	5/15/2013	6	1,326	221	N
CUSTOMER REQUEST	5/15/2013	12	48	4	N
PLANNED	5/15/2013	8	24	3	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/15/2013	5	1,700	340	N
PLANNED	5/15/2013	1	298	298	N
PLANNED	5/15/2013	4	540	135	N
PLANNED	5/15/2013	1	82	82	N
PLANNED	5/15/2013	1	25	25	N
PLANNED	5/15/2013	3	420	140	N
PLANNED	5/15/2013	8	800	100	N
PLANNED	5/15/2013	25	4,450	178	N
PLANNED	5/15/2013	34	6,256	184	N
PLANNED	5/15/2013	1	286	286	N
PLANNED	5/15/2013	2	116	58	N
CUSTOMER REQUEST	5/15/2013	5	355	71	N
PLANNED	5/15/2013	8	2,152	269	N
PLANNED	5/15/2013	11	1,782	162	N
PLANNED	5/15/2013	153	13,923	91	N
CUSTOMER REQUEST	5/15/2013	3	984	328	N
PLANNED	5/15/2013	3	117	39	N
CUSTOMER REQUEST	5/15/2013	10	470	47	N
PLANNED	5/15/2013	1	5	5	N
PLANNED	5/15/2013	7	581	83	N
CUSTOMER REQUEST	5/15/2013	7	98	14	N
PLANNED	5/15/2013	10	630	63	N
PLANNED	5/15/2013	10	630	63	N
PLANNED	5/15/2013	2	532	266	N
PLANNED	5/15/2013	6	570	95	N
PLANNED	5/15/2013	7	245	35	N
PLANNED	5/15/2013	48	5,522	261	N
PLANNED	5/15/2013	6	414	69	N
PLANNED	5/15/2013	5	485	97	N
PLANNED	5/15/2013	8	728	91	N
CUSTOMER REQUEST	5/15/2013	78	15,600	200	N
CUSTOMER REQUEST	5/15/2013	6	336	56	N
PLANNED	5/15/2013	4	12	3	N
PLANNED	5/15/2013	6	162	27	N
PLANNED	5/15/2013	5	315	63	N
PLANNED	5/15/2013	4	232	58	N
PLANNED	5/15/2013	37	6,808	184	N
PLANNED	5/15/2013	3	291	97	N
PLANNED	5/15/2013	4	368	92	N
PLANNED	5/15/2013	1	59	59	N
PLANNED	5/15/2013	5	520	104	N
CUSTOMER REQUEST	5/15/2013	1	152	152	N
PLANNED	5/15/2013	11	1,386	126	N
PLANNED	5/15/2013	9	666	74	N
PLANNED	5/15/2013	5	325	65	N
PLANNED	5/15/2013	6	684	114	N
CUSTOMER REQUEST	5/15/2013	51	1,377	27	N
PLANNED	5/15/2013	7	581	83	N
PLANNED	5/15/2013	1	80	80	N
PLANNED	5/15/2013	7	525	75	N
PLANNED	5/15/2013	11	341	31	N
PLANNED	5/15/2013	13	6,422	494	N
PLANNED	5/15/2013	7	413	59	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/15/2013	3	390	130	N
PLANNED	5/15/2013	1	51	51	N
PLANNED	5/16/2013	4	344	86	N
PLANNED	5/16/2013	1	154	154	N
CUSTOMER REQUEST	5/16/2013	15	2,460	164	N
PLANNED	5/16/2013	5	2,755	551	N
PLANNED	5/16/2013	17	1,105	65	N
PLANNED	5/16/2013	5	1,250	250	N
PLANNED	5/16/2013	16	4,704	294	N
PLANNED	5/16/2013	7	1,008	144	N
PLANNED	5/16/2013	13	1,664	128	N
PLANNED	5/16/2013	7	875	125	N
PLANNED	5/16/2013	8	408	51	N
PLANNED	5/16/2013	8	32	4	N
PLANNED	5/16/2013	8	648	81	N
PLANNED	5/16/2013	12	1,560	130	N
PLANNED	5/16/2013	5	845	169	N
PLANNED	5/16/2013	1	236	236	N
PLANNED	5/16/2013	1	138	138	N
PLANNED	5/16/2013	1	328	328	N
PLANNED	5/16/2013	8	696	87	N
PLANNED	5/16/2013	3	438	146	N
CUSTOMER REQUEST	5/16/2013	78	19,188	246	N
PLANNED	5/16/2013	3	348	116	N
PLANNED	5/16/2013	1	110	110	N
PLANNED	5/16/2013	2	194	97	N
CUSTOMER REQUEST	5/16/2013	9	1,566	174	N
PLANNED	5/16/2013	7	1,925	275	N
PLANNED	5/16/2013	5	240	48	N
PLANNED	5/16/2013	8	1,624	203	N
PLANNED	5/16/2013	8	1,272	159	N
PLANNED	5/16/2013	1	89	89	N
PLANNED	5/16/2013	5	320	64	N
CUSTOMER REQUEST	5/16/2013	8	1,744	218	N
PLANNED	5/16/2013	8	736	92	N
PLANNED	5/16/2013	7	749	107	N
PLANNED	5/16/2013	1	92	92	N
PLANNED	5/16/2013	20	1,580	79	N
CUSTOMER REQUEST	5/16/2013	6	462	77	N
CUSTOMER REQUEST	5/16/2013	9	1,593	177	N
PLANNED	5/16/2013	5	700	140	N
CUSTOMER REQUEST	5/16/2013	6	978	163	N
PLANNED	5/16/2013	5	505	101	N
PLANNED	5/16/2013	4	268	67	N
PLANNED	5/16/2013	12	1,020	85	N
CUSTOMER REQUEST	5/16/2013	7	1,190	170	N
PLANNED	5/16/2013	3	507	169	N
PLANNED	5/16/2013	11	308	28	N
PLANNED	5/16/2013	4	256	64	N
PLANNED	5/16/2013	2	218	109	N
PLANNED	5/16/2013	6	552	92	N
PLANNED	5/16/2013	1	32	32	N
PLANNED	5/16/2013	7	791	113	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/16/2013	3	546	182	N
PLANNED	5/16/2013	3	558	186	N
PLANNED	5/16/2013	2	114	57	N
PLANNED	5/16/2013	2	20	10	N
PLANNED	5/16/2013	2	148	74	N
CUSTOMER REQUEST	5/16/2013	1	84	84	N
PLANNED	5/16/2013	2	28	14	N
PLANNED	5/16/2013	1	87	87	N
PLANNED	5/16/2013	7	301	43	N
PLANNED	5/16/2013	5	465	93	N
CUSTOMER REQUEST	5/16/2013	8	16	2	N
PLANNED	5/16/2013	3	411	137	N
PLANNED	5/16/2013	4	244	61	N
PLANNED	5/16/2013	36	504	14	N
PLANNED	5/16/2013	3	420	140	N
PLANNED	5/16/2013	3	441	147	N
PLANNED	5/16/2013	7	714	102	N
PLANNED	5/16/2013	1	91	91	N
CUSTOMER REQUEST	5/16/2013	16	2,032	127	N
PLANNED	5/16/2013	1	56	56	N
CUSTOMER REQUEST	5/16/2013	20	2,040	102	N
PLANNED	5/17/2013	2	76	38	N
PLANNED	5/17/2013	3	261	87	N
PLANNED	5/17/2013	2	194	97	N
PLANNED	5/17/2013	16	2,576	161	N
PLANNED	5/17/2013	3	549	183	N
PLANNED	5/17/2013	2	270	135	N
PLANNED	5/17/2013	2	264	132	N
PLANNED	5/17/2013	3	218	216	N
PLANNED	5/17/2013	110	1,760	16	N
PLANNED	5/17/2013	4	712	178	N
CUSTOMER REQUEST	5/17/2013	34	306	9	N
PLANNED	5/17/2013	13	2,093	161	N
PLANNED	5/17/2013	7	70	10	N
CUSTOMER REQUEST	5/17/2013	9	2,853	317	N
CUSTOMER REQUEST	5/17/2013	21	1,680	80	N
PLANNED	5/17/2013	18	918	51	N
PLANNED	5/17/2013	9	2,214	246	N
PLANNED	5/17/2013	9	387	43	N
PLANNED	5/17/2013	28	3,724	133	N
CUSTOMER REQUEST	5/17/2013	82	1,804	22	N
PLANNED	5/17/2013	16	1,696	106	N
PLANNED	5/17/2013	3	153	51	N
PLANNED	5/17/2013	10	150	15	N
PLANNED	5/17/2013	55	5,335	97	N
CUSTOMER REQUEST	5/17/2013	9	999	111	N
PLANNED	5/17/2013	1	79	79	N
PLANNED	5/17/2013	11	1,452	132	N
PLANNED	5/17/2013	8	1,056	132	N
PLANNED	5/17/2013	18	2,304	128	N
PLANNED	5/17/2013	9	1,080	120	N
PLANNED	5/17/2013	2	366	183	N
PLANNED	5/17/2013	38	304	8	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/17/2013	5	75	15	N
PLANNED	5/17/2013	1	29	29	N
PLANNED	5/17/2013	10	50	5	N
CUSTOMER REQUEST	5/17/2013	6	90	15	N
CUSTOMER REQUEST	5/17/2013	5	305	61	N
CUSTOMER REQUEST	5/17/2013	1	48	48	N
PLANNED	5/17/2013	8	1,656	207	N
CUSTOMER REQUEST	5/18/2013	1	515	515	N
PLANNED	5/18/2013	11	550	50	N
PLANNED	5/18/2013	3	168	56	N
PLANNED	5/18/2013	14	3,318	237	N
PLANNED	5/18/2013	1	161	161	N
PLANNED	5/19/2013	124	21,452	173	N
CUSTOMER REQUEST	5/19/2013	1	59	59	N
PLANNED	5/20/2013	1	111	111	N
CUSTOMER REQUEST	5/20/2013	11	1,650	150	N
PLANNED	5/20/2013	6	192	32	N
PLANNED	5/20/2013	5	630	126	N
PLANNED	5/20/2013	46	1,518	33	N
PLANNED	5/20/2013	12	624	52	N
PLANNED	5/20/2013	1	30	30	N
PLANNED	5/20/2013	1	34	34	N
PLANNED	5/20/2013	4	616	154	N
PLANNED	5/20/2013	9	234	26	N
PLANNED	5/20/2013	1	237	237	N
PLANNED	5/20/2013	3	30	10	N
PLANNED	5/20/2013	40	880	22	N
PLANNED	5/20/2013	34	714	21	N
PLANNED	5/20/2013	2	48	24	N
PLANNED	5/20/2013	2	2	1	N
PLANNED	5/20/2013	2	246	123	N
PLANNED	5/20/2013	40	920	23	N
PLANNED	5/20/2013	3	1,035	345	N
PLANNED	5/20/2013	91	1,365	15	N
CUSTOMER REQUEST	5/20/2013	7	588	84	N
PLANNED	5/20/2013	3	144	48	N
PLANNED	5/20/2013	7	784	112	N
PLANNED	5/20/2013	3	240	80	N
PLANNED	5/20/2013	23	2,783	121	N
PLANNED	5/20/2013	2	268	134	N
PLANNED	5/20/2013	8	1,960	245	N
PLANNED	5/20/2013	6	1,398	233	N
PLANNED	5/20/2013	7	1,540	220	N
PLANNED	5/20/2013	4	880	220	N
PLANNED	5/20/2013	7	1,232	176	N
PLANNED	5/20/2013	11	1,342	122	N
PLANNED	5/20/2013	4	404	101	N
PLANNED	5/20/2013	9	252	28	N
PLANNED	5/20/2013	2	326	163	N
CUSTOMER REQUEST	5/20/2013	9	1,674	186	N
PLANNED	5/20/2013	5	330	66	N
PLANNED	5/20/2013	15	1,515	101	N
PLANNED	5/20/2013	3	402	134	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/20/2013	6	768	128	N
PLANNED	5/20/2013	2	194	97	N
PLANNED	5/20/2013	4	1,320	330	N
PLANNED	5/20/2013	8	296	37	N
PLANNED	5/20/2013	9	414	46	N
PLANNED	5/20/2013	6	702	117	N
PLANNED	5/20/2013	10	820	82	N
PLANNED	5/20/2013	5	1,310	262	N
PLANNED	5/20/2013	27	4,050	150	N
PLANNED	5/20/2013	3	195	65	N
PLANNED	5/20/2013	1	141	141	N
PLANNED	5/20/2013	8	736	92	N
PLANNED	5/20/2013	9	9	1	N
PLANNED	5/20/2013	9	360	40	N
PLANNED	5/20/2013	1	121	121	N
PLANNED	5/20/2013	10	880	88	N
PLANNED	5/20/2013	8	432	54	N
PLANNED	5/20/2013	2	202	101	N
PLANNED	5/20/2013	5	170	34	N
CUSTOMER REQUEST	5/20/2013	1	254	254	N
PLANNED	5/20/2013	9	792	88	N
CUSTOMER REQUEST	5/20/2013	8	224	28	N
PLANNED	5/20/2013	3	1,620	540	N
PLANNED	5/20/2013	2	178	89	N
PLANNED	5/20/2013	10	650	65	N
PLANNED	5/20/2013	12	552	46	N
CUSTOMER REQUEST	5/20/2013	9	90	10	N
CUSTOMER REQUEST	5/20/2013	3	729	243	N
CUSTOMER REQUEST	5/21/2013	4	952	238	N
PLANNED	5/21/2013	3	423	141	N
PLANNED	5/21/2013	4	1,388	347	N
PLANNED	5/21/2013	2	226	113	N
PLANNED	5/21/2013	9	792	88	N
CUSTOMER REQUEST	5/21/2013	1	273	273	N
CUSTOMER REQUEST	5/21/2013	8	240	30	N
PLANNED	5/21/2013	3	1,467	489	N
PLANNED	5/21/2013	8	296	37	N
PLANNED	5/21/2013	1	88	88	N
CUSTOMER REQUEST	5/21/2013	1	70	70	N
PLANNED	5/21/2013	4	596	149	N
PLANNED	5/21/2013	5	885	177	N
PLANNED	5/21/2013	2	244	122	N
PLANNED	5/21/2013	9	531	59	N
PLANNED	5/21/2013	8	488	61	N
PLANNED	5/21/2013	9	1,296	144	N
PLANNED	5/21/2013	5	155	31	N
PLANNED	5/21/2013	14	966	69	N
PLANNED	5/21/2013	1	159	159	N
PLANNED	5/21/2013	4	136	34	N
CUSTOMER REQUEST	5/21/2013	22	1,430	65	N
PLANNED	5/21/2013	11	275	25	N
PLANNED	5/21/2013	25	650	26	N
PLANNED	5/21/2013	51	7,140	140	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/21/2013	7	889	127	N
PLANNED	5/21/2013	2	366	183	N
PLANNED	5/21/2013	4	132	33	N
PLANNED	5/21/2013	10	1,680	168	N
PLANNED	5/21/2013	3	150	50	N
PLANNED	5/21/2013	1	75	75	N
PLANNED	5/21/2013	1	120	120	N
PLANNED	5/21/2013	3	396	132	N
PLANNED	5/21/2013	36	5,904	164	N
PLANNED	5/21/2013	45	8,460	188	N
PLANNED	5/21/2013	8	712	89	N
CUSTOMER REQUEST	5/21/2013	1	310	310	N
PLANNED	5/21/2013	2	246	123	N
PLANNED	5/21/2013	8	344	43	N
PLANNED	5/21/2013	5	320	64	N
PLANNED	5/21/2013	33	3,630	110	N
PLANNED	5/21/2013	6	156	26	N
PLANNED	5/21/2013	5	370	74	N
PLANNED	5/21/2013	34	4,352	128	N
PLANNED	5/21/2013	5	1,135	227	N
CUSTOMER REQUEST	5/21/2013	9	1,332	148	N
PLANNED	5/21/2013	5	365	73	N
PLANNED	5/21/2013	6	1,602	267	N
PLANNED	5/21/2013	13	1,508	116	N
PLANNED	5/21/2013	5	405	81	N
PLANNED	5/21/2013	1	58	58	N
PLANNED	5/21/2013	7	462	66	N
PLANNED	5/21/2013	6	876	146	N
CUSTOMER REQUEST	5/21/2013	2	416	208	N
PLANNED	5/21/2013	16	912	57	N
PLANNED	5/21/2013	5	1,150	230	N
PLANNED	5/21/2013	2	136	68	N
PLANNED	5/21/2013	9	90	10	N
PLANNED	5/21/2013	1	115	115	N
PLANNED	5/21/2013	5	75	15	N
CUSTOMER REQUEST	5/21/2013	1	230	230	N
PLANNED	5/21/2013	1	123	123	N
CUSTOMER REQUEST	5/21/2013	1	144	144	N
PLANNED	5/21/2013	3	267	89	N
CUSTOMER REQUEST	5/21/2013	1	92	92	N
PLANNED	5/21/2013	16	1,488	93	N
CUSTOMER REQUEST	5/22/2013	8	2,056	257	N
PLANNED	5/22/2013	8	848	106	N
PLANNED	5/22/2013	9	1,980	220	N
PLANNED	5/22/2013	7	1,540	220	N
PLANNED	5/22/2013	4	880	220	N
PLANNED	5/22/2013	8	1,728	216	N
PLANNED	5/22/2013	1	103	103	N
PLANNED	5/22/2013	3	1,185	395	N
PLANNED	5/22/2013	15	1,455	97	N
PLANNED	5/22/2013	13	1,560	120	N
PLANNED	5/22/2013	66	17,556	266	N
PLANNED	5/22/2013	1	85	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/22/2013	1	74	74	N
PLANNED	5/22/2013	10	2,040	204	N
PLANNED	5/22/2013	3	285	95	N
PLANNED	5/22/2013	5	1,105	221	N
PLANNED	5/22/2013	5	380	76	N
PLANNED	5/22/2013	7	154	22	N
PLANNED	5/22/2013	4	508	127	N
CUSTOMER REQUEST	5/22/2013	1	97	97	N
CUSTOMER REQUEST	5/22/2013	9	675	75	N
PLANNED	5/22/2013	6	564	94	N
PLANNED	5/22/2013	6	630	105	N
PLANNED	5/22/2013	3	387	129	N
PLANNED	5/22/2013	1	54	54	N
PLANNED	5/22/2013	18	3,420	190	N
PLANNED	5/22/2013	6	390	65	N
PLANNED	5/22/2013	6	774	129	N
PLANNED	5/22/2013	7	140	20	N
PLANNED	5/22/2013	13	1,599	123	N
PLANNED	5/22/2013	6	678	113	N
PLANNED	5/22/2013	55	1,925	35	N
PLANNED	5/22/2013	7	1,127	161	N
PLANNED	5/22/2013	4	1,148	287	N
PLANNED	5/22/2013	8	200	25	N
PLANNED	5/22/2013	3	1,632	544	N
PLANNED	5/22/2013	4	4	1	N
CUSTOMER REQUEST	5/22/2013	1	45	45	N
PLANNED	5/22/2013	1	100	100	N
CUSTOMER REQUEST	5/22/2013	1	56	56	N
PLANNED	5/22/2013	6	618	103	N
CUSTOMER REQUEST	5/22/2013	6	438	73	N
PLANNED	5/22/2013	2	340	170	N
CUSTOMER REQUEST	5/22/2013	1	111	111	N
CUSTOMER REQUEST	5/22/2013	6	210	35	N
PLANNED	5/22/2013	2	34	17	N
PLANNED	5/22/2013	227	42,903	189	N
CUSTOMER REQUEST	5/22/2013	2,271	2,271	1	N
PLANNED	5/22/2013	1	22	22	N
PLANNED	5/22/2013	4	620	155	N
PLANNED	5/22/2013	11	847	77	N
PLANNED	5/22/2013	1	90	90	N
PLANNED	5/22/2013	1	450	450	N
PLANNED	5/22/2013	3	306	102	N
PLANNED	5/22/2013	1	69	69	N
PLANNED	5/22/2013	10	1,010	101	N
PLANNED	5/22/2013	1	199	199	N
PLANNED	5/22/2013	1	73	73	N
PLANNED	5/22/2013	1	120	120	N
PLANNED	5/22/2013	1	183	183	N
PLANNED	5/22/2013	6	528	88	N
PLANNED	5/22/2013	8	520	65	N
CUSTOMER REQUEST	5/22/2013	10	70	7	N
CUSTOMER REQUEST	5/22/2013	4	408	102	N
PLANNED	5/22/2013	6	168	28	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/22/2013	5	475	95	N
PLANNED	5/22/2013	1	92	92	N
PLANNED	5/22/2013	3	276	92	N
PLANNED	5/22/2013	1	46	46	N
PLANNED	5/22/2013	35	2,730	78	N
PLANNED	5/22/2013	4	356	89	N
PLANNED	5/22/2013	3	192	64	N
PLANNED	5/22/2013	2	20	10	N
PLANNED	5/22/2013	1	12	12	N
PLANNED	5/22/2013	9	1,161	129	N
PLANNED	5/22/2013	3	147	49	N
PLANNED	5/22/2013	1	15	15	N
PLANNED	5/22/2013	1	33	33	N
PLANNED	5/22/2013	5	300	60	N
PLANNED	5/22/2013	4	112	28	N
PLANNED	5/22/2013	10	1,970	197	N
PLANNED	5/22/2013	1	45	45	N
PLANNED	5/22/2013	6	1,116	186	N
PLANNED	5/22/2013	9	270	30	N
PLANNED	5/22/2013	3	15	5	N
PLANNED	5/22/2013	6	450	75	N
PLANNED	5/22/2013	30	5,370	179	N
PLANNED	5/22/2013	8	768	96	N
PLANNED	5/22/2013	27	405	15	N
PLANNED	5/22/2013	8	456	57	N
PLANNED	5/22/2013	3	156	52	N
PLANNED	5/22/2013	6	294	49	N
CUSTOMER REQUEST	5/22/2013	1	99	99	N
CUSTOMER REQUEST	5/22/2013	119	26,894	226	N
PLANNED	5/22/2013	1	83	83	N
PLANNED	5/23/2013	3	489	163	N
PLANNED	5/23/2013	20	2,160	108	N
PLANNED	5/23/2013	2	418	209	N
PLANNED	5/23/2013	7	896	128	N
PLANNED	5/23/2013	1	294	294	N
PLANNED	5/23/2013	8	1,312	164	N
PLANNED	5/23/2013	1	113	113	N
CUSTOMER REQUEST	5/23/2013	10	500	50	N
PLANNED	5/23/2013	1	15	15	N
PLANNED	5/23/2013	1	145	145	N
PLANNED	5/23/2013	6	516	86	N
PLANNED	5/23/2013	13	1,261	97	N
PLANNED	5/23/2013	4	216	54	N
PLANNED	5/23/2013	4	380	95	N
PLANNED	5/23/2013	3	186	62	N
PLANNED	5/23/2013	4	392	98	N
PLANNED	5/23/2013	1	205	205	N
CUSTOMER REQUEST	5/23/2013	2	722	361	N
PLANNED	5/23/2013	2	56	28	N
PLANNED	5/23/2013	8	3,584	448	N
PLANNED	5/23/2013	24	4,488	187	N
CUSTOMER REQUEST	5/23/2013	2	82	41	N
PLANNED	5/23/2013	14	1,568	112	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/23/2013	8	144	18	N
PLANNED	5/23/2013	7	518	74	N
PLANNED	5/23/2013	10	2,040	204	N
PLANNED	5/23/2013	67	9,246	138	N
PLANNED	5/23/2013	2	294	147	N
PLANNED	5/23/2013	7	770	110	N
PLANNED	5/23/2013	4	284	71	N
PLANNED	5/23/2013	4	848	212	N
PLANNED	5/23/2013	2	86	43	N
PLANNED	5/23/2013	1	70	70	N
PLANNED	5/23/2013	2	126	63	N
PLANNED	5/23/2013	8	1,720	215	N
PLANNED	5/23/2013	4	64	16	N
PLANNED	5/23/2013	6	948	158	N
PLANNED	5/23/2013	10	1,260	126	N
PLANNED	5/23/2013	39	2,925	75	N
PLANNED	5/23/2013	6	1,158	193	N
PLANNED	5/23/2013	1	133	133	N
PLANNED	5/23/2013	1	147	147	N
PLANNED	5/23/2013	5	735	147	N
PLANNED	5/23/2013	12	1,596	133	N
PLANNED	5/23/2013	7	924	132	N
PLANNED	5/23/2013	1	75	75	N
PLANNED	5/23/2013	4	108	27	N
PLANNED	5/23/2013	7	721	103	N
CUSTOMER REQUEST	5/23/2013	1	83	83	N
PLANNED	5/23/2013	1	147	147	N
PLANNED	5/23/2013	1	76	76	N
PLANNED	5/23/2013	15	1,830	122	N
PLANNED	5/23/2013	6	588	98	N
PLANNED	5/23/2013	4	188	47	N
PLANNED	5/23/2013	4	52	13	N
PLANNED	5/23/2013	7	994	142	N
PLANNED	5/23/2013	3	204	68	N
PLANNED	5/23/2013	4	4	1	N
PLANNED	5/23/2013	5	450	90	N
PLANNED	5/23/2013	2	56	28	N
PLANNED	5/23/2013	3	462	154	N
PLANNED	5/23/2013	7	210	30	N
PLANNED	5/23/2013	7	784	112	N
PLANNED	5/23/2013	5	320	64	N
PLANNED	5/23/2013	4	448	112	N
PLANNED	5/23/2013	13	936	72	N
PLANNED	5/23/2013	6	678	113	N
PLANNED	5/23/2013	6	1,008	168	N
CUSTOMER REQUEST	5/23/2013	1	151	151	N
PLANNED	5/23/2013	5	50	10	N
CUSTOMER REQUEST	5/24/2013	3	1,251	417	N
PLANNED	5/24/2013	4	844	211	N
PLANNED	5/24/2013	7	1,169	167	N
CUSTOMER REQUEST	5/24/2013	30	2,280	76	N
PLANNED	5/24/2013	1	95	95	N
PLANNED	5/24/2013	8	1,248	156	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/24/2013	35	4,900	140	N
PLANNED	5/24/2013	22	2,024	92	N
PLANNED	5/24/2013	14	2,436	174	N
PLANNED	5/24/2013	9	1,548	172	N
PLANNED	5/24/2013	1	48	48	N
PLANNED	5/24/2013	2	190	95	N
PLANNED	5/24/2013	117	23,049	197	N
PLANNED	5/24/2013	1	126	126	N
PLANNED	5/24/2013	42	6,174	147	N
PLANNED	5/24/2013	5	850	170	N
PLANNED	5/24/2013	4	644	161	N
PLANNED	5/24/2013	3	522	174	N
PLANNED	5/24/2013	6	678	113	N
PLANNED	5/24/2013	8	1,080	135	N
CUSTOMER REQUEST	5/24/2013	7	168	24	N
PLANNED	5/24/2013	22	1,914	87	N
PLANNED	5/24/2013	4	360	90	N
CUSTOMER REQUEST	5/24/2013	5	745	149	N
PLANNED	5/24/2013	2	130	65	N
CUSTOMER REQUEST	5/24/2013	10	690	69	N
CUSTOMER REQUEST	5/24/2013	10	1,540	154	N
PLANNED	5/24/2013	15	2,985	199	N
PLANNED	5/24/2013	32	864	27	N
PLANNED	5/24/2013	1	60	60	N
PLANNED	5/24/2013	2	32	16	N
PLANNED	5/24/2013	8	1,208	151	N
PLANNED	5/24/2013	1	116	116	N
PLANNED	5/24/2013	8	1,424	178	N
PLANNED	5/24/2013	1	62	62	N
PLANNED	5/24/2013	4	36	9	N
CUSTOMER REQUEST	5/24/2013	3	30	10	N
PLANNED	5/24/2013	4	32	8	N
PLANNED	5/24/2013	2	364	182	N
PLANNED	5/25/2013	3	678	226	N
PLANNED	5/25/2013	2	108	54	N
PLANNED	5/25/2013	6	264	44	N
PLANNED	5/25/2013	1	29	29	N
PLANNED	5/26/2013	3	168	56	N
PLANNED	5/26/2013	9	882	98	N
PLANNED	5/27/2013	2	188	94	N
CUSTOMER REQUEST	5/28/2013	25	11,166	474	N
PLANNED	5/28/2013	9	2,349	261	N
PLANNED	5/28/2013	3	378	126	N
PLANNED	5/28/2013	1	39	39	N
CUSTOMER REQUEST	5/28/2013	2	298	149	N
PLANNED	5/28/2013	9	585	65	N
PLANNED	5/28/2013	5	705	141	N
CUSTOMER REQUEST	5/28/2013	14	224	16	N
PLANNED	5/28/2013	4	888	222	N
PLANNED	5/28/2013	3	351	117	N
PLANNED	5/28/2013	1	282	282	N
PLANNED	5/28/2013	6	1,290	215	N
CUSTOMER REQUEST	5/28/2013	6	798	133	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/28/2013	8	464	58	N
PLANNED	5/28/2013	4	368	92	N
PLANNED	5/28/2013	1	476	476	N
PLANNED	5/28/2013	228	37,164	163	N
PLANNED	5/28/2013	1	475	475	N
PLANNED	5/28/2013	3	240	80	N
PLANNED	5/28/2013	3	240	80	N
PLANNED	5/28/2013	2	422	211	N
PLANNED	5/28/2013	4	392	98	N
PLANNED	5/28/2013	4	576	144	N
PLANNED	5/28/2013	4	900	225	N
PLANNED	5/28/2013	6	846	141	N
PLANNED	5/28/2013	9	261	29	N
PLANNED	5/28/2013	6	1,236	206	N
PLANNED	5/28/2013	10	600	60	N
PLANNED	5/28/2013	1	59	59	N
PLANNED	5/28/2013	19	2,223	117	N
PLANNED	5/28/2013	1	138	138	N
PLANNED	5/28/2013	3	249	83	N
PLANNED	5/28/2013	6	1,470	245	N
PLANNED	5/28/2013	16	1,456	91	N
PLANNED	5/28/2013	10	890	89	N
PLANNED	5/28/2013	16	5,376	336	N
PLANNED	5/28/2013	2	166	83	N
PLANNED	5/28/2013	3	378	126	N
PLANNED	5/28/2013	3	375	125	N
PLANNED	5/28/2013	10	1,180	118	N
PLANNED	5/28/2013	4	384	96	N
PLANNED	5/28/2013	3	336	112	N
PLANNED	5/28/2013	4	124	31	N
CUSTOMER REQUEST	5/28/2013	7	231	33	N
PLANNED	5/28/2013	5	380	76	N
PLANNED	5/28/2013	4	276	69	N
PLANNED	5/28/2013	3	387	129	N
PLANNED	5/28/2013	6	234	39	N
PLANNED	5/28/2013	1	111	111	N
PLANNED	5/28/2013	17	1,037	61	N
CUSTOMER REQUEST	5/28/2013	560	9,520	17	N
CUSTOMER REQUEST	5/28/2013	1	76	76	N
PLANNED	5/29/2013	2	92	46	N
PLANNED	5/29/2013	2	150	75	N
PLANNED	5/29/2013	7	847	121	N
CUSTOMER REQUEST	5/29/2013	16	144	9	N
PLANNED	5/29/2013	3	321	107	N
PLANNED	5/29/2013	11	242	22	N
PLANNED	5/29/2013	1	196	196	N
PLANNED	5/29/2013	1	40	40	N
PLANNED	5/29/2013	6	366	61	N
PLANNED	5/29/2013	13	260	20	N
PLANNED	5/29/2013	8	560	70	N
PLANNED	5/29/2013	8	560	70	N
PLANNED	5/29/2013	3	342	114	N
PLANNED	5/29/2013	10	2,520	252	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	5/29/2013	8	920	115	N
PLANNED	5/29/2013	10	2,670	267	N
PLANNED	5/29/2013	2	412	206	N
PLANNED	5/29/2013	1	19	19	N
CUSTOMER REQUEST	5/29/2013	5	120	24	N
CUSTOMER REQUEST	5/29/2013	1	87	87	N
PLANNED	5/29/2013	2	298	149	N
PLANNED	5/29/2013	2	100	50	N
CUSTOMER REQUEST	5/29/2013	1	374	374	N
PLANNED	5/29/2013	1	37	37	N
PLANNED	5/29/2013	15	855	57	N
PLANNED	5/29/2013	8	608	76	N
PLANNED	5/29/2013	1	118	118	N
PLANNED	5/29/2013	2	262	131	N
PLANNED	5/29/2013	10	900	90	N
PLANNED	5/29/2013	9	1,170	130	N
PLANNED	5/29/2013	4	372	93	N
PLANNED	5/30/2013	9	1,611	179	N
PLANNED	5/30/2013	5	425	85	N
PLANNED	5/30/2013	1	132	132	N
PLANNED	5/30/2013	17	2,108	124	N
PLANNED	5/30/2013	1	30	30	N
PLANNED	5/30/2013	14	3,528	252	N
PLANNED	5/30/2013	4	556	139	N
PLANNED	5/30/2013	3	183	61	N
PLANNED	5/30/2013	4	548	137	N
PLANNED	5/30/2013	3	174	58	N
CUSTOMER REQUEST	5/30/2013	37	14,911	403	N
PLANNED	5/30/2013	1	51	51	N
PLANNED	5/30/2013	4	44	11	N
PLANNED	5/30/2013	6	1,380	230	N
PLANNED	5/30/2013	10	1,180	118	N
CUSTOMER REQUEST	5/30/2013	5	15	3	N
PLANNED	5/30/2013	11	990	90	N
PLANNED	5/30/2013	22	6,248	284	N
PLANNED	5/30/2013	27	3,051	113	N
PLANNED	5/30/2013	17	3,502	206	N
PLANNED	5/30/2013	3	312	104	N
PLANNED	5/30/2013	1	140	140	N
PLANNED	5/30/2013	6	348	58	N
CUSTOMER REQUEST	5/30/2013	5	2,625	525	N
PLANNED	5/30/2013	5	280	56	N
PLANNED	5/30/2013	7	1,190	170	N
PLANNED	5/30/2013	1	114	114	N
PLANNED	5/30/2013	2	114	57	N
PLANNED	5/30/2013	22	1,518	69	N
PLANNED	5/30/2013	3	588	196	N
PLANNED	5/30/2013	2	384	192	N
PLANNED	5/30/2013	17	255	15	N
PLANNED	5/30/2013	15	375	25	N
PLANNED	5/30/2013	9	1,089	121	N
PLANNED	5/30/2013	6	78	13	N
PLANNED	5/30/2013	68	4,352	64	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/30/2013	8	360	45	N
PLANNED	5/30/2013	1	32	32	N
PLANNED	5/30/2013	3	876	292	N
PLANNED	5/30/2013	1	290	290	N
CUSTOMER REQUEST	5/30/2013	1	409	409	N
PLANNED	5/30/2013	3	30	10	N
PLANNED	5/30/2013	14	1,330	95	N
PLANNED	5/30/2013	7	665	95	N
PLANNED	5/30/2013	1	169	169	N
PLANNED	5/30/2013	4	992	248	N
PLANNED	5/30/2013	1	39	39	N
CUSTOMER REQUEST	5/30/2013	32	6,880	215	N
PLANNED	5/30/2013	4	380	95	N
PLANNED	5/30/2013	4	756	189	N
PLANNED	5/30/2013	4	348	87	N
PLANNED	5/30/2013	7	546	78	N
PLANNED	5/30/2013	19	38	2	N
PLANNED	5/30/2013	56	7,448	133	N
PLANNED	5/30/2013	3	306	102	N
PLANNED	5/30/2013	7	973	139	N
PLANNED	5/30/2013	1	93	93	N
PLANNED	5/30/2013	6	426	71	N
PLANNED	5/30/2013	2	242	121	N
PLANNED	5/30/2013	26	3,536	136	N
PLANNED	5/30/2013	2	144	72	N
PLANNED	5/30/2013	2	202	101	N
PLANNED	5/30/2013	10	730	73	N
PLANNED	5/30/2013	3	504	168	N
PLANNED	5/30/2013	10	480	48	N
PLANNED	5/30/2013	18	1,296	72	N
CUSTOMER REQUEST	5/30/2013	8	976	122	N
PLANNED	5/30/2013	2	128	64	N
PLANNED	5/30/2013	12	600	50	N
PLANNED	5/30/2013	104	2,392	23	N
PLANNED	5/30/2013	7	84	12	N
CUSTOMER REQUEST	5/30/2013	10	140	14	N
PLANNED	5/30/2013	2	162	81	N
PLANNED	5/30/2013	2	140	70	N
PLANNED	5/30/2013	26	3,848	148	N
PLANNED	5/30/2013	1	334	334	N
PLANNED	5/30/2013	2	78	39	N
CUSTOMER REQUEST	5/30/2013	1	43	43	N
CUSTOMER REQUEST	5/30/2013	1	27	27	N
PLANNED	5/30/2013	7	861	123	N
PLANNED	5/31/2013	1	88	88	N
PLANNED	5/31/2013	2	224	112	N
PLANNED	5/31/2013	1	218	218	N
PLANNED	5/31/2013	2	132	66	N
PLANNED	5/31/2013	9	981	109	N
CUSTOMER REQUEST	5/31/2013	3	1,179	393	N
PLANNED	5/31/2013	4	220	55	N
CUSTOMER REQUEST	5/31/2013	3	165	55	N
PLANNED	5/31/2013	17	1,564	92	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	5/31/2013	7	1,463	209	N
PLANNED	5/31/2013	6	660	110	N
CUSTOMER REQUEST	5/31/2013	1	128	128	N
CUSTOMER REQUEST	5/31/2013	5	65	13	N
PLANNED	5/31/2013	9	63	7	N
PLANNED	5/31/2013	8	440	55	N
PLANNED	5/31/2013	1	322	322	N
PLANNED	5/31/2013	81	9,422	125	N
PLANNED	5/31/2013	9	360	40	N
PLANNED	5/31/2013	6	366	61	N
PLANNED	5/31/2013	29	2,030	70	N
PLANNED	5/31/2013	2	78	39	N
PLANNED	5/31/2013	6	360	60	N
PLANNED	5/31/2013	1	14	14	N
PLANNED	5/31/2013	3	48	16	N
PLANNED	5/31/2013	12	108	9	N
PLANNED	5/31/2013	7	329	47	N
PLANNED	5/31/2013	6	780	130	N
PLANNED	5/31/2013	6	1,056	176	N
PLANNED	5/31/2013	10	60	6	N
PLANNED	5/31/2013	32	8,704	272	N
PLANNED	5/31/2013	1	157	157	N
PLANNED	5/31/2013	8	1,576	197	N
PLANNED	5/31/2013	5	80	16	N
PLANNED	5/31/2013	3	576	192	N
PLANNED	5/31/2013	3	384	128	N
PLANNED	5/31/2013	3	342	114	N
PLANNED	5/31/2013	1	9	9	N
PLANNED	5/31/2013	30	3,510	117	N
PLANNED	5/31/2013	9	927	103	N
PLANNED	5/31/2013	1	178	178	N
PLANNED	5/31/2013	10	40	4	N
CUSTOMER REQUEST	5/31/2013	1	181	181	N
CUSTOMER REQUEST	5/31/2013	1	48	48	N
CUSTOMER REQUEST	5/31/2013	1	408	408	N
PLANNED	6/1/2013	12	2,568	214	N
PLANNED	6/1/2013	3	438	146	N
PLANNED	6/1/2013	1	126	126	N
PLANNED	6/1/2013	7	329	47	N
PLANNED	6/1/2013	2	118	59	N
PLANNED	6/1/2013	8	128	16	N
PLANNED	6/1/2013	1	107	107	N
PLANNED	6/1/2013	9	936	104	N
CUSTOMER REQUEST	6/1/2013	1	27	27	N
PLANNED	6/1/2013	7	378	54	N
CUSTOMER REQUEST	6/1/2013	2	32	16	N
PLANNED	6/1/2013	7	707	101	N
PLANNED	6/1/2013	4	48	12	N
PLANNED	6/2/2013	1	451	451	N
PLANNED	6/2/2013	3	471	157	N
PLANNED	6/2/2013	2	40	20	N
PLANNED	6/2/2013	12	444	37	N
PLANNED	6/3/2013	2	92	46	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/3/2013	88	8,360	95	N
PLANNED	6/3/2013	3	189	63	N
PLANNED	6/3/2013	2	48	24	N
CUSTOMER REQUEST	6/3/2013	5	115	23	N
PLANNED	6/3/2013	8	744	93	N
PLANNED	6/3/2013	13	1,456	112	N
PLANNED	6/3/2013	9	1,116	124	N
CUSTOMER REQUEST	6/3/2013	1	1	1	N
PLANNED	6/3/2013	6	714	119	N
CUSTOMER REQUEST	6/3/2013	8	176	22	N
PLANNED	6/3/2013	7	448	64	N
PLANNED	6/3/2013	2	86	43	N
CUSTOMER REQUEST	6/3/2013	10	570	57	N
PLANNED	6/3/2013	9	1,926	214	N
PLANNED	6/3/2013	50	13,050	261	N
PLANNED	6/3/2013	1	99	99	N
PLANNED	6/3/2013	2	136	68	N
PLANNED	6/3/2013	7	707	101	N
PLANNED	6/3/2013	5	95	19	N
PLANNED	6/3/2013	1	216	216	N
PLANNED	6/3/2013	8	688	86	N
PLANNED	6/3/2013	7	1,911	273	N
PLANNED	6/3/2013	4	156	39	N
PLANNED	6/3/2013	1	262	262	N
CUSTOMER REQUEST	6/3/2013	6	1,032	172	N
PLANNED	6/3/2013	7	1,190	170	N
PLANNED	6/3/2013	1	41	41	N
PLANNED	6/3/2013	3	384	128	N
PLANNED	6/3/2013	8	616	77	N
PLANNED	6/3/2013	5	690	138	N
PLANNED	6/3/2013	1	174	174	N
PLANNED	6/3/2013	2	306	153	N
PLANNED	6/3/2013	2	216	108	N
PLANNED	6/3/2013	1	345	345	N
PLANNED	6/3/2013	21	6,300	300	N
PLANNED	6/3/2013	3	63	21	N
PLANNED	6/3/2013	7	609	87	N
PLANNED	6/3/2013	2	188	94	N
CUSTOMER REQUEST	6/3/2013	5	10	2	N
PLANNED	6/3/2013	4	288	72	N
PLANNED	6/3/2013	13	689	53	N
PLANNED	6/3/2013	5	570	114	N
PLANNED	6/3/2013	8	1,008	126	N
PLANNED	6/3/2013	10	1,030	103	N
PLANNED	6/3/2013	1	26	26	N
PLANNED	6/3/2013	79	2,370	30	N
PLANNED	6/3/2013	1	196	196	N
PLANNED	6/3/2013	2	16	8	N
PLANNED	6/3/2013	2	204	102	N
PLANNED	6/3/2013	2	166	83	N
PLANNED	6/3/2013	8	824	103	N
PLANNED	6/3/2013	5	610	122	N
PLANNED	6/3/2013	1	43	43	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/3/2013	5	1,620	324	N
PLANNED	6/4/2013	13	559	43	N
PLANNED	6/4/2013	7	322	46	N
PLANNED	6/4/2013	1	111	111	N
PLANNED	6/4/2013	8	840	105	N
PLANNED	6/4/2013	16	1,792	112	N
PLANNED	6/4/2013	1	118	118	N
PLANNED	6/4/2013	5	305	61	N
PLANNED	6/4/2013	8	784	98	N
PLANNED	6/4/2013	1	56	56	N
CUSTOMER REQUEST	6/4/2013	1	251	251	N
PLANNED	6/4/2013	2	364	182	N
CUSTOMER REQUEST	6/4/2013	3	1,029	343	N
PLANNED	6/4/2013	1	206	206	N
CUSTOMER REQUEST	6/4/2013	11	957	87	N
CUSTOMER REQUEST	6/4/2013	9	3,699	411	N
PLANNED	6/4/2013	4	876	219	N
PLANNED	6/4/2013	32	10,784	337	N
PLANNED	6/4/2013	25	6,100	244	N
PLANNED	6/4/2013	8	1,488	186	N
CUSTOMER REQUEST	6/4/2013	4	136	34	N
CUSTOMER REQUEST	6/4/2013	5	700	140	N
PLANNED	6/4/2013	3	432	144	N
PLANNED	6/4/2013	9	1,125	125	N
PLANNED	6/4/2013	7	784	112	N
PLANNED	6/4/2013	4	216	54	N
PLANNED	6/4/2013	6	624	104	N
PLANNED	6/4/2013	4	776	194	N
PLANNED	6/4/2013	2	186	93	N
CUSTOMER REQUEST	6/4/2013	4	136	34	N
PLANNED	6/4/2013	4	348	87	N
PLANNED	6/4/2013	10	680	68	N
CUSTOMER REQUEST	6/4/2013	3	816	272	N
PLANNED	6/4/2013	2	58	29	N
CUSTOMER REQUEST	6/4/2013	7	49	7	N
PLANNED	6/4/2013	16	4,400	275	N
PLANNED	6/4/2013	8	696	87	N
PLANNED	6/4/2013	2	168	84	N
PLANNED	6/4/2013	5	485	97	N
PLANNED	6/4/2013	6	132	22	N
PLANNED	6/4/2013	4	500	125	N
PLANNED	6/4/2013	1	13	13	N
PLANNED	6/4/2013	7	686	98	N
PLANNED	6/4/2013	1	59	59	N
PLANNED	6/4/2013	6	1,374	229	N
PLANNED	6/4/2013	5	335	67	N
PLANNED	6/4/2013	1	81	81	N
PLANNED	6/4/2013	1	49	49	N
PLANNED	6/4/2013	1	66	66	N
PLANNED	6/4/2013	9	540	60	N
PLANNED	6/4/2013	5	745	149	N
PLANNED	6/4/2013	9	279	31	N
PLANNED	6/4/2013	1	50	50	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/4/2013	4	396	99	N
PLANNED	6/4/2013	4	500	125	N
PLANNED	6/4/2013	1	126	126	N
PLANNED	6/4/2013	1	48	48	N
PLANNED	6/5/2013	1	212	212	N
PLANNED	6/5/2013	8	784	98	N
CUSTOMER REQUEST	6/5/2013	30	1,860	62	N
PLANNED	6/5/2013	9	765	85	N
PLANNED	6/5/2013	7	798	114	N
PLANNED	6/5/2013	6	738	123	N
PLANNED	6/5/2013	7	448	64	N
PLANNED	6/5/2013	2	516	258	N
PLANNED	6/5/2013	10	350	35	N
PLANNED	6/5/2013	3	687	229	N
CUSTOMER REQUEST	6/5/2013	10	980	98	N
CUSTOMER REQUEST	6/5/2013	11	1,045	95	N
PLANNED	6/5/2013	6	624	104	N
PLANNED	6/5/2013	3	114	38	N
PLANNED	6/5/2013	5	515	103	N
PLANNED	6/5/2013	8	264	33	N
PLANNED	6/5/2013	15	2,325	155	N
PLANNED	6/5/2013	9	1,053	117	N
PLANNED	6/5/2013	8	1,072	134	N
PLANNED	6/5/2013	1	101	101	N
CUSTOMER REQUEST	6/6/2013	4	264	66	N
CUSTOMER REQUEST	6/6/2013	7	161	23	N
CUSTOMER REQUEST	6/6/2013	24	384	16	N
CUSTOMER REQUEST	6/6/2013	6	438	73	N
CUSTOMER REQUEST	6/7/2013	6	126	21	N
CUSTOMER REQUEST	6/7/2013	1	225	225	N
CUSTOMER REQUEST	6/7/2013	1	97	97	N
CUSTOMER REQUEST	6/8/2013	5	5	1	N
CUSTOMER REQUEST	6/8/2013	5	100	20	N
PLANNED	6/8/2013	5	1,795	359	N
CUSTOMER REQUEST	6/8/2013	1	655	655	N
CUSTOMER REQUEST	6/8/2013	11	8,998	818	N
CUSTOMER REQUEST	6/8/2013	8	3,160	395	N
CUSTOMER REQUEST	6/8/2013	2	726	363	N
PLANNED	6/8/2013	1	77	77	N
PLANNED	6/10/2013	2	176	88	N
PLANNED	6/10/2013	12	4,128	344	N
PLANNED	6/10/2013	3	132	44	N
PLANNED	6/10/2013	9	270	30	N
PLANNED	6/10/2013	19	703	37	N
PLANNED	6/10/2013	3	210	70	N
PLANNED	6/10/2013	8	1,248	156	N
PLANNED	6/10/2013	16	2,576	161	N
PLANNED	6/10/2013	3	1,080	360	N
PLANNED	6/10/2013	7	602	86	N
PLANNED	6/10/2013	10	2,140	214	N
PLANNED	6/10/2013	4	532	133	N
PLANNED	6/10/2013	32	576	18	N
PLANNED	6/10/2013	3	255	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/10/2013	1	315	315	N
PLANNED	6/10/2013	17	1,037	61	N
PLANNED	6/10/2013	28	1,568	56	N
PLANNED	6/10/2013	1	112	112	N
CUSTOMER REQUEST	6/10/2013	184	6,072	33	N
PLANNED	6/10/2013	7	798	114	N
PLANNED	6/10/2013	3	447	149	N
PLANNED	6/10/2013	4	1,208	302	N
CUSTOMER REQUEST	6/10/2013	10	1,010	101	N
CUSTOMER REQUEST	6/10/2013	10	1,340	134	N
PLANNED	6/10/2013	2	20	10	N
PLANNED	6/10/2013	14	882	63	N
PLANNED	6/10/2013	1	37	37	N
PLANNED	6/10/2013	1	60	60	N
PLANNED	6/10/2013	3	192	64	N
PLANNED	6/10/2013	8	432	54	N
PLANNED	6/10/2013	10	780	78	N
PLANNED	6/10/2013	5	70	14	N
CUSTOMER REQUEST	6/10/2013	1	103	103	N
CUSTOMER REQUEST	6/10/2013	6	288	48	N
CUSTOMER REQUEST	6/10/2013	6	870	145	N
CUSTOMER REQUEST	6/10/2013	4	568	142	N
PLANNED	6/10/2013	6	1,254	209	N
PLANNED	6/10/2013	36	5,904	164	N
CUSTOMER REQUEST	6/10/2013	11	11	1	N
PLANNED	6/10/2013	1	85	85	N
CUSTOMER REQUEST	6/10/2013	11	22	2	N
PLANNED	6/10/2013	3	201	67	N
PLANNED	6/10/2013	5	105	21	N
PLANNED	6/10/2013	10	220	22	N
PLANNED	6/10/2013	6	288	48	N
PLANNED	6/10/2013	13	1,638	126	N
PLANNED	6/10/2013	4	548	137	N
PLANNED	6/10/2013	1	78	78	N
CUSTOMER REQUEST	6/10/2013	20	1,980	99	N
PLANNED	6/10/2013	2	174	87	N
PLANNED	6/10/2013	7	105	15	N
PLANNED	6/10/2013	6	780	130	N
PLANNED	6/10/2013	13	1,690	130	N
PLANNED	6/10/2013	3	381	127	N
PLANNED	6/10/2013	3	183	61	N
PLANNED	6/10/2013	5	635	127	N
PLANNED	6/10/2013	1	136	136	N
CUSTOMER REQUEST	6/10/2013	6	864	144	N
PLANNED	6/10/2013	7	70	10	N
PLANNED	6/10/2013	1	111	111	N
PLANNED	6/10/2013	25	2,875	115	N
CUSTOMER REQUEST	6/10/2013	8	752	94	N
PLANNED	6/10/2013	8	984	123	N
CUSTOMER REQUEST	6/10/2013	1	73	73	N
CUSTOMER REQUEST	6/10/2013	1	177	177	N
PLANNED	6/11/2013	1	51	51	N
CUSTOMER REQUEST	6/11/2013	1	123	123	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/11/2013	4	316	79	N
PLANNED	6/11/2013	8	784	98	N
PLANNED	6/11/2013	10	1,030	103	N
PLANNED	6/11/2013	11	627	57	N
PLANNED	6/11/2013	4	1,496	374	N
PLANNED	6/11/2013	9	477	53	N
CUSTOMER REQUEST	6/11/2013	25	6,950	278	N
PLANNED	6/11/2013	8	688	86	N
PLANNED	6/11/2013	24	672	28	N
PLANNED	6/11/2013	84	11,424	136	N
PLANNED	6/11/2013	18	2,826	157	N
PLANNED	6/11/2013	38	4,940	130	N
PLANNED	6/11/2013	5	215	43	N
CUSTOMER REQUEST	6/11/2013	16	176	11	N
PLANNED	6/11/2013	3	444	148	N
PLANNED	6/11/2013	2	330	165	N
PLANNED	6/11/2013	10	1,600	160	N
PLANNED	6/11/2013	10	1,180	118	N
PLANNED	6/11/2013	4	276	69	N
PLANNED	6/11/2013	28	6,636	237	N
PLANNED	6/11/2013	9	900	100	N
PLANNED	6/11/2013	8	488	61	N
PLANNED	6/11/2013	6	222	37	N
PLANNED	6/11/2013	1	257	257	N
PLANNED	6/11/2013	1	149	149	N
CUSTOMER REQUEST	6/11/2013	12	264	22	N
PLANNED	6/11/2013	2	340	170	N
PLANNED	6/11/2013	4	876	219	N
PLANNED	6/11/2013	7	1,197	171	N
CUSTOMER REQUEST	6/11/2013	4	188	47	N
PLANNED	6/11/2013	3	240	80	N
PLANNED	6/11/2013	1	259	259	N
PLANNED	6/11/2013	13	754	58	N
PLANNED	6/11/2013	29	4,930	170	N
PLANNED	6/11/2013	24	1,944	81	N
PLANNED	6/11/2013	11	1,100	100	N
PLANNED	6/11/2013	12	684	57	N
PLANNED	6/11/2013	4	352	88	N
PLANNED	6/11/2013	1	197	197	N
PLANNED	6/11/2013	11	1,804	164	N
CUSTOMER REQUEST	6/11/2013	2	126	63	N
PLANNED	6/11/2013	2	208	104	N
PLANNED	6/11/2013	2	306	153	N
PLANNED	6/11/2013	1	120	120	N
PLANNED	6/11/2013	2	144	72	N
PLANNED	6/11/2013	3	33	11	N
CUSTOMER REQUEST	6/11/2013	36	4,356	121	N
PLANNED	6/11/2013	7	791	113	N
PLANNED	6/11/2013	5	225	45	N
PLANNED	6/11/2013	2	130	65	N
PLANNED	6/11/2013	1	41	41	N
PLANNED	6/11/2013	8	208	26	N
PLANNED	6/11/2013	8	1,136	142	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/11/2013	2	478	239	N
PLANNED	6/11/2013	14	1,134	81	N
PLANNED	6/11/2013	6	912	152	N
PLANNED	6/11/2013	23	2,760	120	N
PLANNED	6/11/2013	16	64	4	N
PLANNED	6/11/2013	10	780	78	N
PLANNED	6/11/2013	8	304	38	N
PLANNED	6/11/2013	1	56	56	N
PLANNED	6/11/2013	12	792	66	N
PLANNED	6/11/2013	4	684	171	N
CUSTOMER REQUEST	6/11/2013	1	88	88	N
PLANNED	6/12/2013	8	584	73	N
PLANNED	6/12/2013	1	78	78	N
PLANNED	6/12/2013	2	176	88	N
PLANNED	6/12/2013	1	33	33	N
PLANNED	6/12/2013	10	1,020	102	N
PLANNED	6/12/2013	6	624	104	N
PLANNED	6/12/2013	26	2,132	82	N
PLANNED	6/12/2013	5	375	75	N
PLANNED	6/12/2013	7	1,183	169	N
PLANNED	6/12/2013	8	816	102	N
PLANNED	6/12/2013	1	73	73	N
PLANNED	6/12/2013	33	7,590	230	N
PLANNED	6/12/2013	31	2,914	94	N
PLANNED	6/12/2013	13	4,407	339	N
PLANNED	6/12/2013	7	1,134	162	N
PLANNED	6/12/2013	2	358	179	N
PLANNED	6/12/2013	6	924	154	N
PLANNED	6/12/2013	9	837	93	N
PLANNED	6/12/2013	11	1,144	104	N
CUSTOMER REQUEST	6/12/2013	3	957	319	N
PLANNED	6/12/2013	6	90	15	N
PLANNED	6/12/2013	1	303	303	N
PLANNED	6/12/2013	9	126	14	N
PLANNED	6/12/2013	1	202	202	N
PLANNED	6/12/2013	4	272	68	N
PLANNED	6/12/2013	8	400	50	N
PLANNED	6/12/2013	10	1,460	146	N
PLANNED	6/12/2013	11	209	19	N
PLANNED	6/12/2013	54	5,184	96	N
PLANNED	6/12/2013	28	1,316	47	N
PLANNED	6/12/2013	6	324	54	N
PLANNED	6/12/2013	15	1,560	104	N
PLANNED	6/12/2013	9	693	77	N
PLANNED	6/12/2013	1	164	164	N
PLANNED	6/12/2013	1	42	42	N
PLANNED	6/12/2013	5	450	90	N
PLANNED	6/12/2013	2	202	101	N
PLANNED	6/12/2013	1	211	211	N
PLANNED	6/12/2013	1	28	28	N
PLANNED	6/12/2013	6	504	84	N
PLANNED	6/12/2013	1	100	100	N
PLANNED	6/12/2013	1	170	170	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/12/2013	19	2,603	137	N
CUSTOMER REQUEST	6/12/2013	10	1,000	100	N
PLANNED	6/12/2013	3	84	28	N
PLANNED	6/12/2013	2	168	84	N
CUSTOMER REQUEST	6/12/2013	1	328	328	N
PLANNED	6/12/2013	5	1,085	217	N
PLANNED	6/12/2013	14	826	59	N
PLANNED	6/12/2013	6	798	133	N
PLANNED	6/12/2013	4	168	42	N
PLANNED	6/12/2013	7	1,036	148	N
PLANNED	6/12/2013	9	1,332	148	N
PLANNED	6/12/2013	12	1,764	147	N
PLANNED	6/12/2013	11	1,617	147	N
PLANNED	6/12/2013	8	336	42	N
PLANNED	6/12/2013	1	99	99	N
PLANNED	6/12/2013	9	1,098	122	N
PLANNED	6/12/2013	2	114	57	N
PLANNED	6/12/2013	1	111	111	N
PLANNED	6/12/2013	19	2,128	112	N
CUSTOMER REQUEST	6/12/2013	1	177	177	N
PLANNED	6/12/2013	19	2,147	113	N
PLANNED	6/12/2013	2	168	84	N
PLANNED	6/12/2013	12	1,332	111	N
PLANNED	6/12/2013	2	152	76	N
PLANNED	6/12/2013	2	160	80	N
CUSTOMER REQUEST	6/12/2013	34	578	17	N
PLANNED	6/12/2013	6	240	40	N
PLANNED	6/12/2013	9	9	1	N
CUSTOMER REQUEST	6/12/2013	11	253	23	N
PLANNED	6/12/2013	8	104	13	N
PLANNED	6/12/2013	6	774	129	N
PLANNED	6/12/2013	2	630	315	N
PLANNED	6/12/2013	10	500	50	N
PLANNED	6/13/2013	19	1,292	68	N
PLANNED	6/13/2013	70	70	1	N
PLANNED	6/13/2013	10	1,000	100	N
PLANNED	6/13/2013	36	8,712	242	N
PLANNED	6/13/2013	10	870	87	N
PLANNED	6/13/2013	33	5,148	156	N
PLANNED	6/13/2013	1	377	377	N
PLANNED	6/13/2013	15	2,190	146	N
PLANNED	6/13/2013	5	660	132	N
CUSTOMER REQUEST	6/13/2013	10	370	37	N
PLANNED	6/13/2013	1	130	130	N
PLANNED	6/13/2013	1	129	129	N
PLANNED	6/13/2013	1	174	174	N
PLANNED	6/13/2013	1	131	131	N
PLANNED	6/13/2013	3	384	128	N
PLANNED	6/13/2013	13	1,027	79	N
PLANNED	6/13/2013	6	306	51	N
PLANNED	6/13/2013	4	364	91	N
PLANNED	6/13/2013	30	1,230	41	N
PLANNED	6/13/2013	3	762	254	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/13/2013	52	3,900	75	N
PLANNED	6/13/2013	6	426	71	N
PLANNED	6/13/2013	23	3,381	147	N
PLANNED	6/13/2013	3	999	333	N
PLANNED	6/13/2013	20	1,800	90	N
PLANNED	6/13/2013	2	460	230	N
PLANNED	6/13/2013	2	380	190	N
PLANNED	6/13/2013	4	448	112	N
CUSTOMER REQUEST	6/13/2013	7	14	2	N
PLANNED	6/13/2013	6	642	107	N
PLANNED	6/13/2013	4	432	108	N
CUSTOMER REQUEST	6/13/2013	2	286	143	N
PLANNED	6/13/2013	1	101	101	N
CUSTOMER REQUEST	6/13/2013	12	1,704	142	N
PLANNED	6/13/2013	1	179	179	N
PLANNED	6/13/2013	66	528	8	N
PLANNED	6/13/2013	9	1,485	165	N
PLANNED	6/13/2013	6	1,050	175	N
PLANNED	6/13/2013	2	210	105	N
PLANNED	6/13/2013	1	207	207	N
PLANNED	6/13/2013	16	224	14	N
PLANNED	6/13/2013	4	336	84	N
PLANNED	6/13/2013	9	648	72	N
PLANNED	6/13/2013	3	147	49	N
CUSTOMER REQUEST	6/13/2013	10	1,050	105	N
PLANNED	6/13/2013	1	171	171	N
PLANNED	6/13/2013	4	328	82	N
PLANNED	6/13/2013	2	198	99	N
PLANNED	6/13/2013	6	870	145	N
PLANNED	6/13/2013	1	290	290	N
PLANNED	6/13/2013	4	204	51	N
PLANNED	6/13/2013	3	447	149	N
PLANNED	6/13/2013	5	70	14	N
PLANNED	6/13/2013	15	4,230	282	N
PLANNED	6/13/2013	4	36	9	N
PLANNED	6/13/2013	8	360	45	N
PLANNED	6/13/2013	7	175	25	N
PLANNED	6/13/2013	1	27	27	N
PLANNED	6/13/2013	7	161	23	N
PLANNED	6/13/2013	2	250	125	N
PLANNED	6/13/2013	3	492	164	N
PLANNED	6/13/2013	4	292	73	N
PLANNED	6/13/2013	4	260	65	N
PLANNED	6/13/2013	6	1,038	173	N
PLANNED	6/13/2013	9	414	46	N
PLANNED	6/13/2013	17	1,717	101	N
PLANNED	6/13/2013	1	147	147	N
CUSTOMER REQUEST	6/13/2013	3	45	15	N
PLANNED	6/13/2013	1	126	126	N
PLANNED	6/13/2013	17	2,261	133	N
PLANNED	6/13/2013	4	280	70	N
PLANNED	6/13/2013	15	1,215	81	N
PLANNED	6/13/2013	9	540	60	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/13/2013	1	105	105	N
PLANNED	6/14/2013	2	344	172	N
CUSTOMER REQUEST	6/14/2013	1	261	261	N
CUSTOMER REQUEST	6/14/2013	1	75	75	N
PLANNED	6/14/2013	14	4,522	323	N
PLANNED	6/14/2013	10	1,200	120	N
CUSTOMER REQUEST	6/14/2013	20	4,960	248	N
PLANNED	6/14/2013	11	55	5	N
PLANNED	6/14/2013	6	1,452	242	N
CUSTOMER REQUEST	6/14/2013	78	10,374	133	N
PLANNED	6/14/2013	9	108	12	N
PLANNED	6/14/2013	5	1,235	247	N
PLANNED	6/14/2013	3	732	244	N
PLANNED	6/14/2013	6	366	61	N
PLANNED	6/14/2013	6	324	54	N
PLANNED	6/14/2013	6	1,236	206	N
PLANNED	6/14/2013	12	1,908	159	N
PLANNED	6/14/2013	5	205	41	N
PLANNED	6/14/2013	27	135	5	N
PLANNED	6/14/2013	3	48	16	N
PLANNED	6/14/2013	5	195	39	N
PLANNED	6/14/2013	4	1,504	376	N
CUSTOMER REQUEST	6/14/2013	9	477	53	N
PLANNED	6/14/2013	3	27	9	N
PLANNED	6/14/2013	9	432	48	N
PLANNED	6/14/2013	22	2,244	102	N
PLANNED	6/14/2013	13	1,326	102	N
PLANNED	6/14/2013	14	364	26	N
CUSTOMER REQUEST	6/14/2013	1	91	91	N
PLANNED	6/14/2013	1	24	24	N
CUSTOMER REQUEST	6/14/2013	1	238	238	N
PLANNED	6/14/2013	13	559	43	N
CUSTOMER REQUEST	6/14/2013	1	173	173	N
PLANNED	6/15/2013	10	1,270	127	N
PLANNED	6/15/2013	9	2,079	231	N
PLANNED	6/15/2013	7	1,568	224	N
PLANNED	6/15/2013	13	598	46	N
CUSTOMER REQUEST	6/16/2013	1	60	60	N
PLANNED	6/16/2013	2	410	205	N
PLANNED	6/16/2013	5	1,410	282	N
PLANNED	6/16/2013	2	392	196	N
PLANNED	6/17/2013	3	417	139	N
PLANNED	6/17/2013	4	872	218	N
PLANNED	6/17/2013	1	208	208	N
PLANNED	6/17/2013	4	600	150	N
PLANNED	6/17/2013	5	1,060	212	N
PLANNED	6/17/2013	5	90	18	N
CUSTOMER REQUEST	6/17/2013	20	7,800	390	N
PLANNED	6/17/2013	10	410	41	N
PLANNED	6/17/2013	11	671	61	N
PLANNED	6/17/2013	3	651	217	N
PLANNED	6/17/2013	18	306	17	N
PLANNED	6/17/2013	4	448	112	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/17/2013	7	2,373	339	N
PLANNED	6/17/2013	5	495	99	N
PLANNED	6/17/2013	2	338	169	N
PLANNED	6/17/2013	7	259	37	N
PLANNED	6/17/2013	1	270	270	N
CUSTOMER REQUEST	6/17/2013	1	254	254	N
PLANNED	6/17/2013	8	2,680	335	N
PLANNED	6/17/2013	7	119	17	N
PLANNED	6/17/2013	7	707	101	N
PLANNED	6/17/2013	7	812	116	N
PLANNED	6/17/2013	5	1,220	244	N
PLANNED	6/17/2013	7	217	31	N
CUSTOMER REQUEST	6/17/2013	1	447	447	N
PLANNED	6/17/2013	1	102	102	N
PLANNED	6/17/2013	2	412	206	N
CUSTOMER REQUEST	6/17/2013	1	212	212	N
PLANNED	6/17/2013	7	889	127	N
PLANNED	6/17/2013	5	1,145	229	N
PLANNED	6/17/2013	6	654	109	N
PLANNED	6/17/2013	1	132	132	N
PLANNED	6/17/2013	6	1,038	173	N
PLANNED	6/17/2013	5	920	184	N
PLANNED	6/17/2013	13	533	41	N
PLANNED	6/17/2013	1	58	58	N
PLANNED	6/17/2013	7	574	82	N
PLANNED	6/17/2013	13	767	59	N
PLANNED	6/17/2013	3	18	6	N
PLANNED	6/17/2013	11	550	50	N
PLANNED	6/17/2013	3	30	10	N
PLANNED	6/17/2013	5	70	14	N
PLANNED	6/17/2013	8	480	60	N
PLANNED	6/17/2013	1	126	126	N
PLANNED	6/17/2013	1	90	90	N
PLANNED	6/17/2013	1	9	9	N
PLANNED	6/17/2013	8	128	16	N
PLANNED	6/17/2013	8	944	118	N
PLANNED	6/17/2013	4	196	49	N
PLANNED	6/17/2013	3	249	83	N
PLANNED	6/17/2013	12	1,032	86	N
PLANNED	6/17/2013	5	70	14	N
PLANNED	6/17/2013	7	196	28	N
PLANNED	6/17/2013	6	6	1	N
PLANNED	6/17/2013	16	96	6	N
PLANNED	6/17/2013	2	192	96	N
CUSTOMER REQUEST	6/17/2013	1	140	140	N
PLANNED	6/17/2013	8	280	35	N
CUSTOMER REQUEST	6/17/2013	1	277	277	N
PLANNED	6/18/2013	1	141	141	N
PLANNED	6/18/2013	7	980	140	N
PLANNED	6/18/2013	4	272	68	N
PLANNED	6/18/2013	3	447	149	N
PLANNED	6/18/2013	1	60	60	N
PLANNED	6/18/2013	10	1,400	140	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/18/2013	2	132	66	N
PLANNED	6/18/2013	3	447	149	N
PLANNED	6/18/2013	10	1,080	108	N
PLANNED	6/18/2013	4	200	50	N
PLANNED	6/18/2013	1	145	145	N
PLANNED	6/18/2013	1	150	150	N
PLANNED	6/18/2013	7	441	63	N
PLANNED	6/18/2013	10	1,210	121	N
PLANNED	6/18/2013	10	780	78	N
PLANNED	6/18/2013	5	255	51	N
CUSTOMER REQUEST	6/18/2013	17	1,717	101	N
PLANNED	6/18/2013	7	1,057	151	N
CUSTOMER REQUEST	6/18/2013	10	460	46	N
PLANNED	6/18/2013	5	325	65	N
PLANNED	6/18/2013	7	1,127	161	N
CUSTOMER REQUEST	6/18/2013	8	1,016	127	N
PLANNED	6/18/2013	14	2,100	150	N
CUSTOMER REQUEST	6/18/2013	6	888	148	N
PLANNED	6/18/2013	5	985	197	N
PLANNED	6/18/2013	5	910	182	N
PLANNED	6/18/2013	8	528	66	N
PLANNED	6/18/2013	7	182	26	N
PLANNED	6/18/2013	1	33	33	N
PLANNED	6/18/2013	4	160	40	N
PLANNED	6/18/2013	8	1,192	149	N
PLANNED	6/18/2013	3	1,272	424	N
PLANNED	6/18/2013	4	256	64	N
PLANNED	6/18/2013	7	693	99	N
PLANNED	6/18/2013	12	1,932	161	N
PLANNED	6/18/2013	7	2,142	306	N
PLANNED	6/18/2013	3	819	273	N
PLANNED	6/18/2013	5	1,075	215	N
PLANNED	6/18/2013	11	4,301	391	N
PLANNED	6/18/2013	32	4,928	154	N
PLANNED	6/18/2013	16	2,944	184	N
PLANNED	6/18/2013	11	3,113	283	N
PLANNED	6/18/2013	1	27	27	N
PLANNED	6/18/2013	4	504	126	N
PLANNED	6/18/2013	8	1,176	147	N
PLANNED	6/18/2013	1	98	98	N
PLANNED	6/18/2013	1	226	226	N
PLANNED	6/18/2013	3	675	225	N
PLANNED	6/18/2013	13	1,430	110	N
CUSTOMER REQUEST	6/18/2013	1	10	10	N
PLANNED	6/18/2013	1	117	117	N
PLANNED	6/18/2013	1	143	143	N
PLANNED	6/18/2013	11	275	25	N
PLANNED	6/18/2013	5	360	72	N
PLANNED	6/18/2013	4	344	86	N
PLANNED	6/18/2013	7	231	33	N
PLANNED	6/18/2013	1	49	49	N
PLANNED	6/18/2013	4	144	36	N
PLANNED	6/18/2013	8	1,112	139	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/18/2013	24	4,176	174	N
PLANNED	6/18/2013	12	2,316	193	N
PLANNED	6/18/2013	1	74	74	N
PLANNED	6/18/2013	2	156	78	N
PLANNED	6/18/2013	1	88	88	N
PLANNED	6/18/2013	1	51	51	N
PLANNED	6/18/2013	9	1,773	197	N
PLANNED	6/18/2013	2	162	81	N
PLANNED	6/18/2013	4	108	27	N
PLANNED	6/18/2013	13	650	50	N
PLANNED	6/18/2013	4	116	29	N
PLANNED	6/18/2013	2	64	32	N
PLANNED	6/18/2013	8	88	11	N
PLANNED	6/18/2013	1	119	119	N
PLANNED	6/19/2013	8	552	69	N
PLANNED	6/19/2013	10	680	68	N
PLANNED	6/19/2013	8	1,624	203	N
PLANNED	6/19/2013	5	1,000	200	N
PLANNED	6/19/2013	1	321	321	N
PLANNED	6/19/2013	1	321	321	N
PLANNED	6/19/2013	12	1,608	134	N
PLANNED	6/19/2013	2	314	157	N
PLANNED	6/19/2013	3	207	69	N
PLANNED	6/19/2013	12	3,612	301	N
CUSTOMER REQUEST	6/19/2013	34	884	26	N
PLANNED	6/19/2013	2	244	122	N
PLANNED	6/19/2013	14	2,926	209	N
PLANNED	6/19/2013	11	1,628	148	N
PLANNED	6/19/2013	1	86	86	N
PLANNED	6/19/2013	7	1,029	147	N
PLANNED	6/19/2013	8	1,408	176	N
PLANNED	6/19/2013	2	382	191	N
PLANNED	6/19/2013	2	158	79	N
PLANNED	6/19/2013	2	122	61	N
PLANNED	6/19/2013	121	3,388	28	N
PLANNED	6/19/2013	13	975	75	N
PLANNED	6/19/2013	10	1,380	138	N
PLANNED	6/19/2013	4	1,388	347	N
PLANNED	6/19/2013	49	6,958	142	N
PLANNED	6/19/2013	8	24	3	N
PLANNED	6/19/2013	6	336	56	N
PLANNED	6/19/2013	6	816	136	N
CUSTOMER REQUEST	6/19/2013	5	1,245	249	N
CUSTOMER REQUEST	6/19/2013	5	310	62	N
PLANNED	6/19/2013	9	837	93	N
PLANNED	6/19/2013	6	882	147	N
CUSTOMER REQUEST	6/19/2013	221	90,168	408	N
PLANNED	6/19/2013	2	350	175	N
PLANNED	6/19/2013	1	214	214	N
PLANNED	6/19/2013	4	320	80	N
PLANNED	6/19/2013	11	726	66	N
PLANNED	6/19/2013	5	190	38	N
PLANNED	6/19/2013	7	105	15	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/19/2013	8	96	12	N
PLANNED	6/19/2013	8	584	73	N
PLANNED	6/19/2013	3	141	47	N
PLANNED	6/19/2013	102	5,814	57	N
PLANNED	6/19/2013	1	117	117	N
PLANNED	6/19/2013	8	848	106	N
PLANNED	6/19/2013	6	606	101	N
PLANNED	6/19/2013	15	1,215	81	N
PLANNED	6/19/2013	2	114	57	N
PLANNED	6/19/2013	8	360	45	N
PLANNED	6/19/2013	9	990	110	N
PLANNED	6/19/2013	4	208	52	N
PLANNED	6/19/2013	1	208	208	N
PLANNED	6/19/2013	10	630	63	N
PLANNED	6/19/2013	6	516	86	N
PLANNED	6/19/2013	7	161	23	N
PLANNED	6/19/2013	4	400	100	N
PLANNED	6/19/2013	18	324	18	N
PLANNED	6/19/2013	5	230	46	N
PLANNED	6/19/2013	8	1,248	156	N
PLANNED	6/19/2013	4	84	21	N
CUSTOMER REQUEST	6/19/2013	10	220	22	N
PLANNED	6/19/2013	1	81	81	N
PLANNED	6/19/2013	8	584	73	N
PLANNED	6/19/2013	4	624	156	N
PLANNED	6/19/2013	5	1,535	307	N
PLANNED	6/19/2013	2	172	86	N
PLANNED	6/19/2013	1	62	62	N
PLANNED	6/19/2013	6	240	40	N
PLANNED	6/19/2013	5	180	36	N
PLANNED	6/19/2013	9	1,278	142	N
CUSTOMER REQUEST	6/19/2013	1	84	84	N
PLANNED	6/19/2013	1	321	321	N
PLANNED	6/19/2013	136	10,608	78	N
PLANNED	6/20/2013	2	136	68	N
PLANNED	6/20/2013	8	1,112	139	N
PLANNED	6/20/2013	10	1,110	111	N
PLANNED	6/20/2013	2	422	211	N
PLANNED	6/20/2013	2	430	215	N
PLANNED	6/20/2013	2	372	186	N
PLANNED	6/20/2013	3	648	216	N
PLANNED	6/20/2013	1	225	225	N
CUSTOMER REQUEST	6/20/2013	1	120	120	N
PLANNED	6/20/2013	1	173	173	N
PLANNED	6/20/2013	13	104	8	N
PLANNED	6/20/2013	2	782	391	N
PLANNED	6/20/2013	7	2,744	392	N
PLANNED	6/20/2013	1	85	85	N
PLANNED	6/20/2013	5	830	166	N
PLANNED	6/20/2013	6	978	163	N
PLANNED	6/20/2013	6	546	91	N
PLANNED	6/20/2013	6	918	153	N
PLANNED	6/20/2013	1	79	79	N

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Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/20/2013	2	762	381	N
PLANNED	6/20/2013	1	145	145	N
PLANNED	6/20/2013	8	472	59	N
PLANNED	6/20/2013	32	3,424	107	N
PLANNED	6/20/2013	6	636	106	N
PLANNED	6/20/2013	10	940	94	N
PLANNED	6/20/2013	7	917	131	N
PLANNED	6/20/2013	8	840	105	N
PLANNED	6/20/2013	46	12,512	272	N
PLANNED	6/20/2013	2	208	104	N
PLANNED	6/20/2013	3	405	135	N
PLANNED	6/20/2013	3	96	32	N
PLANNED	6/20/2013	4	124	31	N
PLANNED	6/20/2013	4	124	31	N
PLANNED	6/20/2013	1	57	57	N
PLANNED	6/20/2013	5	150	30	N
PLANNED	6/20/2013	4	196	49	N
PLANNED	6/20/2013	3	405	135	N
PLANNED	6/20/2013	6	516	86	N
PLANNED	6/20/2013	10	960	96	N
PLANNED	6/20/2013	19	2,584	136	N
PLANNED	6/20/2013	4	1,208	302	N
PLANNED	6/20/2013	6	426	71	N
PLANNED	6/20/2013	3	369	123	N
PLANNED	6/20/2013	1	108	108	N
PLANNED	6/20/2013	8	1,768	221	N
PLANNED	6/20/2013	16	1,376	86	N
PLANNED	6/20/2013	2	552	276	N
PLANNED	6/20/2013	7	1,344	192	N
PLANNED	6/20/2013	2	132	66	N
PLANNED	6/20/2013	6	1,032	172	N
PLANNED	6/20/2013	3	129	43	N
PLANNED	6/20/2013	7	637	91	N
PLANNED	6/20/2013	80	24,960	312	N
PLANNED	6/20/2013	1	64	64	N
PLANNED	6/20/2013	7	1,414	202	N
CUSTOMER REQUEST	6/20/2013	7	189	27	N
PLANNED	6/20/2013	4	244	61	N
PLANNED	6/20/2013	6	366	61	N
PLANNED	6/20/2013	13	585	45	N
PLANNED	6/20/2013	4	672	168	N
PLANNED	6/20/2013	9	1,413	157	N
PLANNED	6/20/2013	6	618	103	N
CUSTOMER REQUEST	6/20/2013	10	180	18	N
PLANNED	6/20/2013	1	13	13	N
CUSTOMER REQUEST	6/20/2013	9	1,170	130	N
PLANNED	6/20/2013	1	58	58	N
CUSTOMER REQUEST	6/20/2013	1	70	70	N
CUSTOMER REQUEST	6/20/2013	19	836	44	N
PLANNED	6/20/2013	17	2,057	121	N
CUSTOMER REQUEST	6/20/2013	8	224	28	N
CUSTOMER REQUEST	6/20/2013	1,296	38,880	30	N
PLANNED	6/20/2013	17	1,190	70	N

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Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/20/2013	8	24	3	N
CUSTOMER REQUEST	6/20/2013	1	39	39	N
CUSTOMER REQUEST	6/20/2013	1	29	29	N
PLANNED	6/21/2013	56	4,088	73	N
PLANNED	6/21/2013	3	285	95	N
PLANNED	6/21/2013	1	268	268	N
PLANNED	6/21/2013	3	234	78	N
PLANNED	6/21/2013	4	660	165	N
CUSTOMER REQUEST	6/21/2013	3	684	228	N
PLANNED	6/21/2013	1	97	97	N
PLANNED	6/21/2013	2	182	91	N
PLANNED	6/21/2013	14	1,288	92	N
CUSTOMER REQUEST	6/21/2013	18	90	5	N
PLANNED	6/21/2013	3	378	126	N
PLANNED	6/21/2013	9	1,134	126	N
PLANNED	6/21/2013	1	162	162	N
PLANNED	6/21/2013	4	396	99	N
PLANNED	6/21/2013	7	21	3	N
CUSTOMER REQUEST	6/21/2013	8	120	15	N
PLANNED	6/21/2013	8	848	106	N
PLANNED	6/21/2013	34	6,256	184	N
PLANNED	6/21/2013	31	5,580	180	N
PLANNED	6/21/2013	8	1,016	127	N
PLANNED	6/21/2013	13	1,703	131	N
PLANNED	6/21/2013	6	78	13	N
PLANNED	6/21/2013	8	784	98	N
PLANNED	6/21/2013	7	378	54	N
PLANNED	6/21/2013	12	636	53	N
PLANNED	6/21/2013	7	973	139	N
PLANNED	6/21/2013	23	2,461	107	N
PLANNED	6/21/2013	13	468	36	N
PLANNED	6/21/2013	7	343	49	N
PLANNED	6/21/2013	5	215	43	N
CUSTOMER REQUEST	6/21/2013	3	258	86	N
PLANNED	6/21/2013	7	140	20	N
PLANNED	6/21/2013	2	204	102	N
PLANNED	6/21/2013	29	2,784	96	N
PLANNED	6/21/2013	12	624	52	N
PLANNED	6/21/2013	14	1,120	80	N
PLANNED	6/21/2013	7	1,036	148	N
PLANNED	6/21/2013	6	762	127	N
PLANNED	6/21/2013	6	18	3	N
PLANNED	6/21/2013	1	21	21	N
PLANNED	6/21/2013	3	105	35	N
CUSTOMER REQUEST	6/21/2013	5	275	55	N
CUSTOMER REQUEST	6/21/2013	2	4	2	N
PLANNED	6/21/2013	18	162	9	N
PLANNED	6/22/2013	1	173	173	N
PLANNED	6/22/2013	2	44	22	N
CUSTOMER REQUEST	6/22/2013	1	4	4	N
PLANNED	6/23/2013	8	2,904	363	N
PLANNED	6/23/2013	12	600	50	N
PLANNED	6/23/2013	8	672	84	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/23/2013	8	128	16	N
PLANNED	6/23/2013	13	1,170	90	N
PLANNED	6/23/2013	3	57	19	N
CUSTOMER REQUEST	6/24/2013	1	229	229	N
PLANNED	6/24/2013	11	2,321	211	N
PLANNED	6/24/2013	5	425	85	N
PLANNED	6/24/2013	3	651	217	N
PLANNED	6/24/2013	2	28	14	N
PLANNED	6/24/2013	2	130	65	N
PLANNED	6/24/2013	12	3,120	260	N
PLANNED	6/24/2013	2	210	105	N
PLANNED	6/24/2013	37	4,329	117	N
PLANNED	6/24/2013	7	1,876	268	N
PLANNED	6/24/2013	10	1,550	155	N
PLANNED	6/24/2013	1	105	105	N
PLANNED	6/24/2013	6	1,137	232	N
PLANNED	6/24/2013	8	1,352	169	N
PLANNED	6/24/2013	11	187	17	N
PLANNED	6/24/2013	5	55	11	N
PLANNED	6/24/2013	7	336	48	N
PLANNED	6/24/2013	9	306	34	N
CUSTOMER REQUEST	6/24/2013	38	1,824	48	N
PLANNED	6/24/2013	11	2,266	206	N
PLANNED	6/24/2013	1	57	57	N
PLANNED	6/24/2013	1	45	45	N
PLANNED	6/24/2013	10	1,330	133	N
PLANNED	6/24/2013	5	555	111	N
PLANNED	6/24/2013	3	384	128	N
PLANNED	6/24/2013	3	318	106	N
PLANNED	6/24/2013	2	374	187	N
PLANNED	6/24/2013	5	635	127	N
PLANNED	6/24/2013	2	248	124	N
PLANNED	6/24/2013	5	620	124	N
PLANNED	6/24/2013	65	585	9	N
PLANNED	6/24/2013	4	128	32	N
PLANNED	6/24/2013	1	106	106	N
PLANNED	6/24/2013	1	81	81	N
PLANNED	6/24/2013	13	1,846	142	N
PLANNED	6/24/2013	6	504	84	N
PLANNED	6/24/2013	2	136	68	N
PLANNED	6/24/2013	3	321	107	N
PLANNED	6/24/2013	5	125	25	N
PLANNED	6/24/2013	3	183	61	N
PLANNED	6/24/2013	5	520	104	N
PLANNED	6/24/2013	1	83	83	N
PLANNED	6/24/2013	5	450	90	N
PLANNED	6/24/2013	1	73	73	N
PLANNED	6/24/2013	2	202	101	N
PLANNED	6/24/2013	5	430	86	N
PLANNED	6/24/2013	4	380	95	N
PLANNED	6/24/2013	11	913	83	N
PLANNED	6/24/2013	2	126	63	N
PLANNED	6/24/2013	4	28	7	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/24/2013	97	291	3	N
PLANNED	6/24/2013	8	136	17	N
PLANNED	6/24/2013	4	232	58	N
PLANNED	6/24/2013	6	636	106	N
PLANNED	6/24/2013	11	330	30	N
PLANNED	6/24/2013	10	190	19	N
PLANNED	6/24/2013	3	147	49	N
PLANNED	6/24/2013	5	150	30	N
PLANNED	6/24/2013	5	260	52	N
PLANNED	6/24/2013	9	423	47	N
PLANNED	6/24/2013	1	94	94	N
PLANNED	6/24/2013	2	280	140	N
PLANNED	6/24/2013	7	742	106	N
PLANNED	6/24/2013	1	111	111	N
PLANNED	6/24/2013	4	240	60	N
PLANNED	6/24/2013	6	552	92	N
PLANNED	6/24/2013	12	168	14	N
CUSTOMER REQUEST	6/24/2013	1	308	308	N
CUSTOMER REQUEST	6/24/2013	1	303	303	N
PLANNED	6/25/2013	7	854	122	N
PLANNED	6/25/2013	11	1,232	112	N
PLANNED	6/25/2013	3	381	127	N
PLANNED	6/25/2013	11	2,178	198	N
PLANNED	6/25/2013	4	168	42	N
PLANNED	6/25/2013	1	531	531	N
PLANNED	6/25/2013	6	300	50	N
PLANNED	6/25/2013	13	572	44	N
PLANNED	6/25/2013	7	973	139	N
PLANNED	6/25/2013	9	2,178	242	N
PLANNED	6/25/2013	1	82	82	N
PLANNED	6/25/2013	7	504	72	N
PLANNED	6/25/2013	3	219	73	N
PLANNED	6/25/2013	4	464	116	N
PLANNED	6/25/2013	23	5,842	254	N
PLANNED	6/25/2013	1	169	169	N
PLANNED	6/25/2013	7	861	123	N
PLANNED	6/25/2013	12	1,620	135	N
CUSTOMER REQUEST	6/25/2013	13	819	63	N
PLANNED	6/25/2013	3	192	64	N
PLANNED	6/25/2013	3	645	215	N
PLANNED	6/25/2013	6	504	84	N
PLANNED	6/25/2013	4	612	153	N
PLANNED	6/25/2013	6	582	97	N
PLANNED	6/25/2013	9	1,935	215	N
CUSTOMER REQUEST	6/25/2013	3	966	322	N
PLANNED	6/25/2013	2	272	136	N
PLANNED	6/25/2013	2	672	336	N
PLANNED	6/25/2013	52	4,888	94	N
PLANNED	6/25/2013	8	2,968	371	N
PLANNED	6/25/2013	5	600	120	N
PLANNED	6/25/2013	3	3	1	N
PLANNED	6/25/2013	8	1,344	168	N
PLANNED	6/25/2013	6	1,092	182	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/25/2013	18	2,916	162	N
PLANNED	6/25/2013	2	212	106	N
PLANNED	6/25/2013	3	108	36	N
PLANNED	6/25/2013	2	18	9	N
PLANNED	6/25/2013	8	72	9	N
PLANNED	6/25/2013	1	121	121	N
PLANNED	6/25/2013	24	3,408	142	N
PLANNED	6/25/2013	1	74	74	N
PLANNED	6/25/2013	13	3,302	254	N
PLANNED	6/25/2013	10	1,990	199	N
PLANNED	6/25/2013	2	132	66	N
PLANNED	6/25/2013	5	405	81	N
CUSTOMER REQUEST	6/25/2013	20	9,000	450	N
CUSTOMER REQUEST	6/25/2013	6	66	11	N
PLANNED	6/25/2013	2	126	63	N
PLANNED	6/25/2013	7	721	103	N
PLANNED	6/25/2013	8	216	27	N
PLANNED	6/25/2013	2	90	45	N
PLANNED	6/25/2013	256	29,440	115	N
PLANNED	6/25/2013	30	2,070	69	N
PLANNED	6/25/2013	4	720	180	N
CUSTOMER REQUEST	6/25/2013	12	1,452	121	N
PLANNED	6/25/2013	6	354	59	N
PLANNED	6/25/2013	6	624	104	N
PLANNED	6/25/2013	4	292	73	N
PLANNED	6/25/2013	2	328	164	N
PLANNED	6/25/2013	26	1,716	66	N
PLANNED	6/25/2013	1	63	63	N
PLANNED	6/25/2013	7	406	58	N
PLANNED	6/25/2013	1	128	128	N
PLANNED	6/25/2013	11	1,056	96	N
PLANNED	6/25/2013	4	364	91	N
PLANNED	6/25/2013	8	632	79	N
PLANNED	6/25/2013	2	288	144	N
PLANNED	6/25/2013	11	1,650	150	N
PLANNED	6/25/2013	22	704	32	N
PLANNED	6/25/2013	4	760	190	N
PLANNED	6/25/2013	6	426	71	N
PLANNED	6/26/2013	4	956	239	N
PLANNED	6/26/2013	2	746	373	N
PLANNED	6/26/2013	6	510	85	N
PLANNED	6/26/2013	4	560	140	N
PLANNED	6/26/2013	4	892	223	N
PLANNED	6/26/2013	6	1,464	244	N
PLANNED	6/26/2013	5	430	86	N
PLANNED	6/26/2013	2	222	111	N
PLANNED	6/26/2013	2	300	150	N
PLANNED	6/26/2013	18	3,384	188	N
PLANNED	6/26/2013	1	119	119	N
PLANNED	6/26/2013	31	806	26	N
PLANNED	6/26/2013	1	71	71	N
PLANNED	6/26/2013	13	4,810	370	N
PLANNED	6/26/2013	6	894	149	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/26/2013	1	87	87	N
PLANNED	6/26/2013	1	107	107	N
PLANNED	6/26/2013	16	4,512	282	N
PLANNED	6/26/2013	16	5,296	331	N
PLANNED	6/26/2013	26	6,448	248	N
PLANNED	6/26/2013	18	3,546	197	N
PLANNED	6/26/2013	2	298	149	N
PLANNED	6/26/2013	3	540	180	N
PLANNED	6/26/2013	11	814	74	N
PLANNED	6/26/2013	15	930	62	N
PLANNED	6/26/2013	13	2,522	194	N
PLANNED	6/26/2013	2	200	100	N
PLANNED	6/26/2013	9	1,395	155	N
PLANNED	6/26/2013	14	588	42	N
PLANNED	6/26/2013	1	141	141	N
PLANNED	6/26/2013	15	1,515	101	N
PLANNED	6/26/2013	3	591	197	N
PLANNED	6/26/2013	5	1,305	261	N
PLANNED	6/26/2013	7	1,596	228	N
PLANNED	6/26/2013	3	390	130	N
PLANNED	6/26/2013	4	848	212	N
PLANNED	6/26/2013	6	414	69	N
PLANNED	6/26/2013	2	496	248	N
PLANNED	6/26/2013	2	238	119	N
PLANNED	6/26/2013	8	864	108	N
PLANNED	6/26/2013	43	258	6	N
PLANNED	6/26/2013	4	52	13	N
PLANNED	6/26/2013	8	728	91	N
PLANNED	6/26/2013	48	576	12	N
PLANNED	6/26/2013	1	225	225	N
PLANNED	6/26/2013	6	834	139	N
PLANNED	6/26/2013	6	768	128	N
PLANNED	6/26/2013	5	625	125	N
CUSTOMER REQUEST	6/26/2013	10	2,160	216	N
PLANNED	6/26/2013	5	615	123	N
PLANNED	6/26/2013	2	258	129	N
PLANNED	6/26/2013	6	522	87	N
PLANNED	6/26/2013	1	113	113	N
PLANNED	6/26/2013	6	1,308	218	N
PLANNED	6/26/2013	1	73	73	N
PLANNED	6/26/2013	3	591	197	N
PLANNED	6/26/2013	6	600	100	N
PLANNED	6/26/2013	30	90	3	N
PLANNED	6/26/2013	1	244	244	N
PLANNED	6/26/2013	1	244	244	N
PLANNED	6/26/2013	1	243	243	N
PLANNED	6/26/2013	2	486	243	N
PLANNED	6/26/2013	12	1,044	87	N
PLANNED	6/26/2013	1	61	61	N
PLANNED	6/26/2013	3	363	121	N
PLANNED	6/26/2013	3	660	220	N
PLANNED	6/26/2013	9	1,206	134	N
PLANNED	6/26/2013	6	366	61	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/26/2013	2	118	59	N
PLANNED	6/26/2013	11	2,420	220	N
PLANNED	6/26/2013	7	917	131	N
PLANNED	6/26/2013	10	350	35	N
PLANNED	6/26/2013	1	109	109	N
PLANNED	6/26/2013	4	64	16	N
PLANNED	6/26/2013	2	36	18	N
PLANNED	6/26/2013	3	390	130	N
PLANNED	6/26/2013	8	560	70	N
PLANNED	6/26/2013	1	51	51	N
PLANNED	6/26/2013	6	636	106	N
PLANNED	6/26/2013	5	290	58	N
PLANNED	6/26/2013	13	1,157	89	N
PLANNED	6/26/2013	1	69	69	N
PLANNED	6/26/2013	12	168	14	N
PLANNED	6/26/2013	49	10,388	212	N
PLANNED	6/26/2013	8	544	68	N
PLANNED	6/27/2013	2	336	168	N
PLANNED	6/27/2013	5	110	22	N
PLANNED	6/27/2013	2	44	22	N
PLANNED	6/27/2013	18	2,268	126	N
PLANNED	6/27/2013	5	390	78	N
PLANNED	6/27/2013	3	318	106	N
PLANNED	6/27/2013	5	620	124	N
PLANNED	6/27/2013	2	380	190	N
PLANNED	6/27/2013	6	984	164	N
PLANNED	6/27/2013	23	920	40	N
PLANNED	6/27/2013	7	1,470	210	N
PLANNED	6/27/2013	2	34	17	N
PLANNED	6/27/2013	4	496	124	N
PLANNED	6/27/2013	8	1,376	172	N
PLANNED	6/27/2013	16	3,664	229	N
PLANNED	6/27/2013	8	1,392	174	N
PLANNED	6/27/2013	10	110	11	N
PLANNED	6/27/2013	3	153	51	N
PLANNED	6/27/2013	3	204	68	N
CUSTOMER REQUEST	6/27/2013	7	252	36	N
PLANNED	6/27/2013	3	69	23	N
PLANNED	6/27/2013	4	1,032	258	N
PLANNED	6/27/2013	6	30	5	N
PLANNED	6/27/2013	8	1,232	154	N
PLANNED	6/27/2013	6	480	80	N
PLANNED	6/27/2013	2	498	249	N
PLANNED	6/27/2013	28	1,456	52	N
PLANNED	6/27/2013	2	80	40	N
PLANNED	6/27/2013	8	1,112	139	N
PLANNED	6/27/2013	4	676	169	N
PLANNED	6/27/2013	18	1,692	94	N
PLANNED	6/27/2013	1	32	32	N
PLANNED	6/27/2013	14	1,022	73	N
PLANNED	6/27/2013	5	220	44	N
PLANNED	6/27/2013	1	199	199	N
PLANNED	6/27/2013	29	5,510	190	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	6/27/2013	32	5,952	186	N
PLANNED	6/27/2013	37	6,475	175	N
PLANNED	6/27/2013	73	12,191	167	N
PLANNED	6/27/2013	5	745	149	N
PLANNED	6/27/2013	2	116	58	N
PLANNED	6/27/2013	2	66	33	N
PLANNED	6/27/2013	29	19,836	684	N
PLANNED	6/27/2013	2	164	82	N
PLANNED	6/27/2013	6	36	6	N
PLANNED	6/27/2013	6	576	96	N
PLANNED	6/27/2013	6	756	126	N
PLANNED	6/27/2013	4	200	50	N
PLANNED	6/27/2013	3	105	35	N
PLANNED	6/27/2013	12	816	68	N
PLANNED	6/27/2013	2	248	124	N
PLANNED	6/27/2013	1	109	109	N
PLANNED	6/27/2013	6	576	96	N
PLANNED	6/27/2013	15	1,950	130	N
PLANNED	6/27/2013	4	260	65	N
CUSTOMER REQUEST	6/27/2013	1	19	19	N
PLANNED	6/27/2013	6	402	67	N
PLANNED	6/27/2013	6	768	128	N
PLANNED	6/27/2013	266	2,926	11	N
PLANNED	6/27/2013	4	516	129	N
PLANNED	6/27/2013	9	558	62	N
PLANNED	6/27/2013	4	240	60	N
PLANNED	6/27/2013	24	720	30	N
CUSTOMER REQUEST	6/27/2013	1	120	120	N
CUSTOMER REQUEST	6/27/2013	1	156	156	N
PLANNED	6/27/2013	4	244	61	N
PLANNED	6/28/2013	8	1,200	150	N
PLANNED	6/28/2013	2	182	91	N
PLANNED	6/28/2013	7	602	86	N
PLANNED	6/28/2013	10	30	3	N
PLANNED	6/28/2013	33	6,098	210	N
PLANNED	6/28/2013	1	76	76	N
PLANNED	6/28/2013	3	684	228	N
PLANNED	6/28/2013	11	4,796	436	N
PLANNED	6/28/2013	7	1,631	233	N
PLANNED	6/28/2013	11	2,211	201	N
PLANNED	6/28/2013	1	327	327	N
PLANNED	6/28/2013	4	252	63	N
PLANNED	6/28/2013	6	366	61	N
PLANNED	6/28/2013	6	1,080	180	N
PLANNED	6/28/2013	3	525	175	N
PLANNED	6/28/2013	3	360	120	N
PLANNED	6/28/2013	5	275	55	N
PLANNED	6/28/2013	7	539	77	N
PLANNED	6/28/2013	3	489	163	N
PLANNED	6/28/2013	15	4,500	300	N
PLANNED	6/28/2013	24	2,184	91	N
PLANNED	6/28/2013	10	140	14	N
PLANNED	6/28/2013	4	200	50	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	6/28/2013	11	748	68	N
PLANNED	6/28/2013	12	1,416	118	N
PLANNED	6/28/2013	10	690	69	N
PLANNED	6/28/2013	4	268	67	N
PLANNED	6/28/2013	5	335	67	N
PLANNED	6/28/2013	5	450	90	N
PLANNED	6/28/2013	11	858	78	N
PLANNED	6/28/2013	1	103	103	N
PLANNED	6/28/2013	6	42	7	N
PLANNED	6/28/2013	1	94	94	N
PLANNED	6/28/2013	11	1,067	97	N
PLANNED	6/28/2013	8	264	33	N
PLANNED	6/28/2013	7	707	101	N
PLANNED	6/28/2013	18	846	47	N
CUSTOMER REQUEST	6/28/2013	1	114	114	N
PLANNED	6/28/2013	11	847	77	N
PLANNED	6/28/2013	7	623	89	N
PLANNED	6/28/2013	2	266	133	N
PLANNED	6/28/2013	11	1,034	94	N
CUSTOMER REQUEST	6/28/2013	13	117	9	N
PLANNED	6/28/2013	3	69	23	N
CUSTOMER REQUEST	6/29/2013	2	416	208	N
PLANNED	6/29/2013	8	2,288	286	N
PLANNED	6/29/2013	1	198	198	N
CUSTOMER REQUEST	6/29/2013	2,106	29,484	14	N
PLANNED	6/30/2013	17	1,751	103	N
PLANNED	6/30/2013	20	1,660	83	N
PLANNED	6/30/2013	1	324	324	N
PLANNED	7/1/2013	6	474	79	N
PLANNED	7/1/2013	7	511	73	N
CUSTOMER REQUEST	7/1/2013	1	580	580	N
PLANNED	7/1/2013	11	2,761	251	N
PLANNED	7/1/2013	11	1,705	155	N
PLANNED	7/1/2013	11	1,650	150	N
PLANNED	7/1/2013	23	2,737	119	N
PLANNED	7/1/2013	8	1,584	198	N
PLANNED	7/1/2013	19	3,686	194	N
CUSTOMER REQUEST	7/1/2013	18	7,434	413	N
PLANNED	7/1/2013	1	73	73	N
PLANNED	7/1/2013	1	282	282	N
PLANNED	7/1/2013	10	560	56	N
PLANNED	7/1/2013	3	18	6	N
PLANNED	7/1/2013	9	954	106	N
CUSTOMER REQUEST	7/1/2013	3	330	110	N
PLANNED	7/1/2013	8	1,056	132	N
PLANNED	7/1/2013	4	488	122	N
PLANNED	7/1/2013	2	252	126	N
PLANNED	7/1/2013	3	309	103	N
PLANNED	7/1/2013	3	288	96	N
PLANNED	7/1/2013	33	3,069	93	N
PLANNED	7/1/2013	8	840	105	N
PLANNED	7/1/2013	5	335	67	N
CUSTOMER REQUEST	7/1/2013	1	117	117	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/1/2013	9	1,809	201	N
PLANNED	7/1/2013	8	2,336	292	N
PLANNED	7/1/2013	2	270	135	N
PLANNED	7/1/2013	1	40	40	N
PLANNED	7/1/2013	2	174	87	N
PLANNED	7/1/2013	6	492	82	N
CUSTOMER REQUEST	7/1/2013	1	141	141	N
PLANNED	7/1/2013	6	1,050	175	N
PLANNED	7/1/2013	9	1,710	190	N
PLANNED	7/1/2013	35	6,895	197	N
PLANNED	7/1/2013	8	144	18	N
PLANNED	7/1/2013	5	565	113	N
PLANNED	7/1/2013	22	2,706	123	N
PLANNED	7/1/2013	5	25	5	N
PLANNED	7/1/2013	4	628	157	N
PLANNED	7/1/2013	6	930	155	N
PLANNED	7/1/2013	2	148	74	N
PLANNED	7/1/2013	6	846	141	N
CUSTOMER REQUEST	7/1/2013	13	598	46	N
PLANNED	7/1/2013	5	510	102	N
PLANNED	7/1/2013	11	1,683	153	N
PLANNED	7/1/2013	10	570	57	N
PLANNED	7/1/2013	2	286	143	N
PLANNED	7/1/2013	1	131	131	N
PLANNED	7/1/2013	3	51	17	N
PLANNED	7/1/2013	4	416	104	N
PLANNED	7/1/2013	2	226	113	N
PLANNED	7/1/2013	5	330	66	N
PLANNED	7/1/2013	5	155	31	N
CUSTOMER REQUEST	7/1/2013	8	192	24	N
PLANNED	7/1/2013	2	664	332	N
PLANNED	7/2/2013	7	392	56	N
PLANNED	7/2/2013	4	652	163	N
CUSTOMER REQUEST	7/2/2013	4	368	92	N
PLANNED	7/2/2013	15	4,950	330	N
PLANNED	7/2/2013	7	840	120	N
PLANNED	7/2/2013	2	320	160	N
CUSTOMER REQUEST	7/2/2013	1	112	112	N
CUSTOMER REQUEST	7/2/2013	2	198	99	N
PLANNED	7/2/2013	3	141	47	N
PLANNED	7/2/2013	2	334	167	N
PLANNED	7/2/2013	3	468	156	N
PLANNED	7/2/2013	3	522	174	N
PLANNED	7/2/2013	11	1,628	148	N
PLANNED	7/2/2013	8	592	74	N
PLANNED	7/2/2013	8	2,520	315	N
PLANNED	7/2/2013	7	735	105	N
PLANNED	7/2/2013	5	820	164	N
CUSTOMER REQUEST	7/2/2013	19	209	11	N
PLANNED	7/2/2013	8	576	72	N
PLANNED	7/2/2013	8	1,224	153	N
PLANNED	7/2/2013	45	10,170	226	N
PLANNED	7/2/2013	9	1,197	133	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/2/2013	5	750	150	N
PLANNED	7/2/2013	8	288	36	N
CUSTOMER REQUEST	7/2/2013	26	6,994	269	N
PLANNED	7/2/2013	13	2,106	162	N
PLANNED	7/2/2013	102	16,422	161	N
PLANNED	7/2/2013	5	390	78	N
PLANNED	7/2/2013	4	316	79	N
CUSTOMER REQUEST	7/2/2013	1	134	134	N
PLANNED	7/2/2013	4	564	141	N
PLANNED	7/2/2013	6	294	49	N
PLANNED	7/2/2013	5	590	118	N
PLANNED	7/2/2013	7	847	121	N
PLANNED	7/2/2013	3	429	143	N
PLANNED	7/2/2013	1	302	302	N
PLANNED	7/2/2013	5	105	21	N
PLANNED	7/2/2013	121	5,929	49	N
PLANNED	7/2/2013	8	1,896	237	N
PLANNED	7/2/2013	8	1,384	173	N
PLANNED	7/2/2013	4	264	66	N
PLANNED	7/2/2013	4	1,236	309	N
PLANNED	7/2/2013	5	705	141	N
PLANNED	7/2/2013	3	99	33	N
PLANNED	7/2/2013	4	352	88	N
PLANNED	7/2/2013	4	344	86	N
PLANNED	7/2/2013	4	368	92	N
PLANNED	7/2/2013	3	63	21	N
PLANNED	7/2/2013	16	624	39	N
PLANNED	7/2/2013	4	372	93	N
PLANNED	7/2/2013	1	89	89	N
PLANNED	7/2/2013	1	196	196	N
PLANNED	7/2/2013	29	4,205	145	N
PLANNED	7/2/2013	7	133	19	N
PLANNED	7/2/2013	4	228	57	N
PLANNED	7/2/2013	6	84	14	N
PLANNED	7/2/2013	4	108	27	N
PLANNED	7/2/2013	8	696	87	N
PLANNED	7/2/2013	7	1,092	156	N
PLANNED	7/2/2013	8	1,256	157	N
PLANNED	7/2/2013	8	848	106	N
PLANNED	7/2/2013	4	160	40	N
CUSTOMER REQUEST	7/2/2013	10	300	30	N
PLANNED	7/2/2013	1	83	83	N
PLANNED	7/2/2013	6	618	103	N
PLANNED	7/2/2013	6	180	30	N
PLANNED	7/2/2013	3	138	46	N
PLANNED	7/2/2013	5	265	53	N
CUSTOMER REQUEST	7/2/2013	19	209	11	N
CUSTOMER REQUEST	7/2/2013	1	15	15	N
PLANNED	7/3/2013	5	615	123	N
PLANNED	7/3/2013	7	868	124	N
PLANNED	7/3/2013	61	7,076	116	N
PLANNED	7/3/2013	5	400	80	N
PLANNED	7/3/2013	15	1,305	87	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/3/2013	88	15,928	181	N
PLANNED	7/3/2013	5	830	166	N
PLANNED	7/3/2013	8	3,248	406	N
PLANNED	7/3/2013	10	750	75	N
PLANNED	7/3/2013	1	190	190	N
PLANNED	7/3/2013	4	496	124	N
PLANNED	7/3/2013	1	283	283	N
PLANNED	7/3/2013	7	2,149	307	N
PLANNED	7/3/2013	10	850	85	N
PLANNED	7/3/2013	10	1,630	163	N
PLANNED	7/3/2013	11	253	23	N
PLANNED	7/3/2013	33	3,201	97	N
PLANNED	7/3/2013	3	369	123	N
PLANNED	7/3/2013	3	252	84	N
PLANNED	7/3/2013	21	5,166	246	N
PLANNED	7/3/2013	6	972	162	N
CUSTOMER REQUEST	7/3/2013	1	274	274	N
PLANNED	7/3/2013	3	369	123	N
PLANNED	7/3/2013	4	752	188	N
PLANNED	7/3/2013	11	1,606	146	N
PLANNED	7/3/2013	32	7,584	237	N
CUSTOMER REQUEST	7/3/2013	2	620	310	N
PLANNED	7/3/2013	1	97	97	N
PLANNED	7/3/2013	21	4,893	233	N
PLANNED	7/3/2013	2	494	247	N
PLANNED	7/3/2013	21	4,914	234	N
PLANNED	7/3/2013	12	708	59	N
PLANNED	7/3/2013	1	4	4	N
PLANNED	7/3/2013	2	172	86	N
PLANNED	7/3/2013	8	1,064	133	N
PLANNED	7/3/2013	9	1,548	172	N
PLANNED	7/3/2013	2	118	59	N
PLANNED	7/3/2013	10	1,460	146	N
PLANNED	7/3/2013	18	396	22	N
PLANNED	7/3/2013	1	119	119	N
CUSTOMER REQUEST	7/3/2013	1	25	25	N
PLANNED	7/3/2013	14	364	26	N
PLANNED	7/3/2013	10	500	50	N
PLANNED	7/3/2013	11	1,430	130	N
PLANNED	7/3/2013	6	492	82	N
PLANNED	7/3/2013	22	3,608	164	N
PLANNED	7/3/2013	46	6,210	135	N
PLANNED	7/3/2013	6	120	20	N
PLANNED	7/3/2013	7	161	23	N
PLANNED	7/3/2013	8	1,488	186	N
PLANNED	7/3/2013	3	645	215	N
PLANNED	7/3/2013	3	663	221	N
PLANNED	7/3/2013	10	1,200	120	N
PLANNED	7/3/2013	11	2,233	203	N
PLANNED	7/3/2013	6	918	153	N
PLANNED	7/3/2013	3	447	149	N
PLANNED	7/3/2013	6	1,074	179	N
PLANNED	7/3/2013	2	116	58	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/3/2013	6	414	69	N
PLANNED	7/3/2013	9	252	28	N
CUSTOMER REQUEST	7/3/2013	3	180	60	N
CUSTOMER REQUEST	7/3/2013	1	206	206	N
CUSTOMER REQUEST	7/4/2013	9	576	64	N
CUSTOMER REQUEST	7/4/2013	1	282	282	N
CUSTOMER REQUEST	7/4/2013	1	340	340	N
CUSTOMER REQUEST	7/5/2013	1	326	326	N
PLANNED	7/5/2013	120	11,760	98	N
PLANNED	7/5/2013	12	216	18	N
PLANNED	7/5/2013	15	2,595	173	N
PLANNED	7/5/2013	9	135	15	N
PLANNED	7/5/2013	5	720	144	N
PLANNED	7/5/2013	9	999	111	N
PLANNED	7/5/2013	1	33	33	N
CUSTOMER REQUEST	7/5/2013	6	48	8	N
CUSTOMER REQUEST	7/5/2013	1	202	202	N
PLANNED	7/5/2013	4	192	48	N
PLANNED	7/5/2013	11	616	56	N
PLANNED	7/5/2013	2	230	115	N
CUSTOMER REQUEST	7/5/2013	1	358	358	N
PLANNED	7/5/2013	6	252	42	N
PLANNED	7/5/2013	5	335	67	N
CUSTOMER REQUEST	7/5/2013	3	33	11	N
PLANNED	7/5/2013	2	80	40	N
CUSTOMER REQUEST	7/5/2013	1	153	153	N
CUSTOMER REQUEST	7/7/2013	7	161	23	N
PLANNED	7/7/2013	2	68	34	N
CUSTOMER REQUEST	7/7/2013	5	100	20	N
PLANNED	7/8/2013	7	623	89	N
PLANNED	7/8/2013	1	61	61	N
PLANNED	7/8/2013	3	339	113	N
PLANNED	7/8/2013	4	76	19	N
PLANNED	7/8/2013	3	381	127	N
PLANNED	7/8/2013	18	2,358	131	N
PLANNED	7/8/2013	2	106	53	N
PLANNED	7/8/2013	8	1,424	178	N
PLANNED	7/8/2013	7	616	88	N
PLANNED	7/8/2013	1	31	31	N
PLANNED	7/8/2013	1	71	71	N
PLANNED	7/8/2013	6	960	160	N
PLANNED	7/8/2013	5	735	147	N
PLANNED	7/8/2013	4	72	18	N
PLANNED	7/8/2013	5	755	151	N
PLANNED	7/8/2013	1	37	37	N
PLANNED	7/8/2013	8	800	100	N
PLANNED	7/8/2013	6	372	62	N
PLANNED	7/8/2013	1	248	248	N
PLANNED	7/8/2013	1	246	246	N
PLANNED	7/8/2013	7	1,554	222	N
PLANNED	7/8/2013	22	982	131	N
PLANNED	7/8/2013	1	328	328	N
PLANNED	7/8/2013	5	585	117	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/8/2013	24	312	13	N
PLANNED	7/8/2013	3	144	48	N
CUSTOMER REQUEST	7/8/2013	10	1,060	106	N
PLANNED	7/8/2013	14	1,498	107	N
PLANNED	7/8/2013	9	999	111	N
PLANNED	7/8/2013	1	36	36	N
PLANNED	7/8/2013	17	2,584	152	N
PLANNED	7/8/2013	4	84	21	N
PLANNED	7/8/2013	2	424	212	N
PLANNED	7/8/2013	1	96	96	N
PLANNED	7/8/2013	7	399	57	N
PLANNED	7/8/2013	1	69	69	N
PLANNED	7/8/2013	1	42	42	N
PLANNED	7/8/2013	8	784	98	N
PLANNED	7/8/2013	5	350	70	N
PLANNED	7/8/2013	6	390	65	N
PLANNED	7/8/2013	7	336	48	N
PLANNED	7/8/2013	7	1,505	215	N
PLANNED	7/8/2013	6	1,140	190	N
PLANNED	7/8/2013	5	850	170	N
PLANNED	7/8/2013	10	610	61	N
PLANNED	7/8/2013	6	768	128	N
PLANNED	7/8/2013	3	285	95	N
PLANNED	7/8/2013	9	279	31	N
PLANNED	7/8/2013	1	116	116	N
PLANNED	7/8/2013	9	882	98	N
CUSTOMER REQUEST	7/8/2013	7	35	5	N
PLANNED	7/8/2013	4	200	50	N
PLANNED	7/8/2013	8	408	51	N
PLANNED	7/8/2013	10	1,080	108	N
PLANNED	7/8/2013	3	57	19	N
PLANNED	7/8/2013	11	616	56	N
PLANNED	7/8/2013	2	254	127	N
PLANNED	7/8/2013	11	473	43	N
PLANNED	7/8/2013	11	825	75	N
PLANNED	7/8/2013	5	495	99	N
PLANNED	7/9/2013	2	330	165	N
PLANNED	7/9/2013	7	1,036	148	N
PLANNED	7/9/2013	6	858	143	N
PLANNED	7/9/2013	5	270	54	N
PLANNED	7/9/2013	14	2,184	156	N
PLANNED	7/9/2013	8	560	70	N
PLANNED	7/9/2013	2	144	72	N
PLANNED	7/9/2013	2	526	263	N
PLANNED	7/9/2013	4	348	87	N
PLANNED	7/9/2013	55	4,785	87	N
PLANNED	7/9/2013	42	3,570	85	N
PLANNED	7/9/2013	4	284	71	N
PLANNED	7/9/2013	24	528	22	N
PLANNED	7/9/2013	16	144	9	N
PLANNED	7/9/2013	2	232	116	N
PLANNED	7/9/2013	12	2,856	238	N
PLANNED	7/9/2013	6	1,530	255	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/9/2013	4	124	31	N
PLANNED	7/9/2013	2	374	187	N
PLANNED	7/9/2013	67	14,740	220	N
PLANNED	7/9/2013	2	84	42	N
PLANNED	7/9/2013	6	378	63	N
PLANNED	7/9/2013	12	1,836	153	N
PLANNED	7/9/2013	5	450	90	N
PLANNED	7/9/2013	94	1,128	12	N
PLANNED	7/9/2013	10	50	5	N
PLANNED	7/9/2013	4	340	85	N
PLANNED	7/9/2013	1	83	83	N
PLANNED	7/9/2013	7	469	67	N
PLANNED	7/9/2013	17	833	49	N
PLANNED	7/9/2013	7	889	127	N
CUSTOMER REQUEST	7/9/2013	3	162	54	N
PLANNED	7/9/2013	8	704	88	N
PLANNED	7/9/2013	6	720	120	N
CUSTOMER REQUEST	7/9/2013	6	186	31	N
PLANNED	7/9/2013	5	470	94	N
PLANNED	7/9/2013	6	468	78	N
PLANNED	7/9/2013	1	43	43	N
PLANNED	7/9/2013	5	35	7	N
PLANNED	7/9/2013	3	99	33	N
PLANNED	7/9/2013	12	900	75	N
PLANNED	7/9/2013	6	816	136	N
PLANNED	7/9/2013	1	201	201	N
PLANNED	7/9/2013	11	858	78	N
PLANNED	7/9/2013	15	570	38	N
PLANNED	7/9/2013	10	1,320	132	N
PLANNED	7/9/2013	4	260	65	N
PLANNED	7/9/2013	24	1,680	70	N
PLANNED	7/9/2013	3	729	243	N
PLANNED	7/9/2013	7	1,064	152	N
PLANNED	7/9/2013	8	1,208	151	N
PLANNED	7/9/2013	8	176	22	N
PLANNED	7/9/2013	9	1,188	132	N
PLANNED	7/9/2013	1	47	47	N
PLANNED	7/9/2013	11	143	13	N
PLANNED	7/9/2013	5	605	121	N
PLANNED	7/9/2013	2	202	101	N
PLANNED	7/9/2013	8	680	85	N
PLANNED	7/9/2013	6	594	99	N
PLANNED	7/9/2013	2	172	86	N
PLANNED	7/9/2013	4	240	60	N
PLANNED	7/9/2013	2	156	78	N
PLANNED	7/9/2013	11	1,441	131	N
PLANNED	7/9/2013	1	35	35	N
PLANNED	7/9/2013	2	78	39	N
PLANNED	7/9/2013	13	767	59	N
PLANNED	7/9/2013	4	144	36	N
PLANNED	7/9/2013	4	28	7	N
CUSTOMER REQUEST	7/9/2013	1	436	436	N
PLANNED	7/10/2013	1	231	231	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/10/2013	1	177	177	N
PLANNED	7/10/2013	6	426	71	N
PLANNED	7/10/2013	2	740	370	N
PLANNED	7/10/2013	2	98	49	N
PLANNED	7/10/2013	17	663	39	N
PLANNED	7/10/2013	2	186	93	N
PLANNED	7/10/2013	17	5,661	333	N
PLANNED	7/10/2013	7	868	124	N
PLANNED	7/10/2013	11	550	50	N
PLANNED	7/10/2013	15	1,920	128	N
PLANNED	7/10/2013	10	1,220	122	N
PLANNED	7/10/2013	12	840	70	N
PLANNED	7/10/2013	1	38	38	N
PLANNED	7/10/2013	8	960	120	N
PLANNED	7/10/2013	19	95	5	N
PLANNED	7/10/2013	18	1,800	100	N
PLANNED	7/10/2013	10	790	79	N
PLANNED	7/10/2013	8	432	54	N
PLANNED	7/10/2013	3	327	109	N
PLANNED	7/10/2013	11	1,771	161	N
PLANNED	7/10/2013	6	168	28	N
PLANNED	7/10/2013	2	174	87	N
PLANNED	7/10/2013	8	736	92	N
PLANNED	7/10/2013	1	67	67	N
PLANNED	7/10/2013	5	245	49	N
PLANNED	7/10/2013	5	360	72	N
PLANNED	7/10/2013	13	390	30	N
CUSTOMER REQUEST	7/10/2013	5	45	9	N
PLANNED	7/10/2013	6	654	109	N
PLANNED	7/10/2013	88	21,032	239	N
PLANNED	7/10/2013	7	420	60	N
PLANNED	7/10/2013	13	1,287	99	N
PLANNED	7/10/2013	11	1,243	113	N
CUSTOMER REQUEST	7/10/2013	5	105	21	N
PLANNED	7/10/2013	4	524	131	N
PLANNED	7/10/2013	11	561	51	N
PLANNED	7/10/2013	8	904	113	N
PLANNED	7/10/2013	8	736	92	N
PLANNED	7/10/2013	9	1,107	123	N
PLANNED	7/10/2013	16	448	28	N
PLANNED	7/10/2013	11	880	80	N
PLANNED	7/10/2013	11	1,364	124	N
CUSTOMER REQUEST	7/10/2013	1	86	86	N
PLANNED	7/10/2013	6	1,440	240	N
PLANNED	7/10/2013	7	1,176	168	N
CUSTOMER REQUEST	7/10/2013	7	539	77	N
PLANNED	7/10/2013	5	490	98	N
PLANNED	7/10/2013	14	378	27	N
PLANNED	7/10/2013	5	470	94	N
PLANNED	7/10/2013	13	1,664	128	N
PLANNED	7/10/2013	5	745	149	N
PLANNED	7/10/2013	4	488	122	N
PLANNED	7/10/2013	1	167	167	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/10/2013	7	476	68	N
PLANNED	7/10/2013	1	152	152	N
PLANNED	7/10/2013	3	435	145	N
PLANNED	7/10/2013	8	624	78	N
PLANNED	7/10/2013	5	410	82	N
PLANNED	7/10/2013	42	6,006	143	N
PLANNED	7/10/2013	2	186	93	N
PLANNED	7/10/2013	2	118	59	N
PLANNED	7/10/2013	36	3,420	95	N
PLANNED	7/10/2013	12	1,116	93	N
PLANNED	7/10/2013	3	654	218	N
PLANNED	7/10/2013	4	512	128	N
PLANNED	7/10/2013	8	840	105	N
PLANNED	7/10/2013	10	1,460	146	N
PLANNED	7/10/2013	4	564	141	N
PLANNED	7/10/2013	4	116	29	N
PLANNED	7/10/2013	4	156	39	N
PLANNED	7/10/2013	5	100	20	N
CUSTOMER REQUEST	7/10/2013	1	53	53	N
PLANNED	7/10/2013	8	584	73	N
PLANNED	7/10/2013	4	60	15	N
PLANNED	7/10/2013	6	90	15	N
PLANNED	7/10/2013	7	98	14	N
PLANNED	7/10/2013	8	352	44	N
PLANNED	7/10/2013	19	646	34	N
PLANNED	7/10/2013	5	320	64	N
PLANNED	7/10/2013	9	306	34	N
CUSTOMER REQUEST	7/10/2013	27	108	4	N
PLANNED	7/10/2013	2	330	165	N
PLANNED	7/11/2013	1	123	123	N
CUSTOMER REQUEST	7/11/2013	1	319	319	N
PLANNED	7/11/2013	8	480	60	N
PLANNED	7/11/2013	10	620	62	N
PLANNED	7/11/2013	8	1,408	176	N
PLANNED	7/11/2013	10	1,830	183	N
PLANNED	7/11/2013	2	8	4	N
PLANNED	7/11/2013	5	1,105	221	N
PLANNED	7/11/2013	8	1,256	157	N
PLANNED	7/11/2013	9	405	45	N
PLANNED	7/11/2013	12	1,260	105	N
PLANNED	7/11/2013	5	860	172	N
PLANNED	7/11/2013	1	301	301	N
PLANNED	7/11/2013	3	180	60	N
PLANNED	7/11/2013	1	181	181	N
PLANNED	7/11/2013	6	684	114	N
PLANNED	7/11/2013	1	60	60	N
PLANNED	7/11/2013	5	645	129	N
PLANNED	7/11/2013	4	112	28	N
PLANNED	7/11/2013	9	2,133	237	N
PLANNED	7/11/2013	2	160	80	N
PLANNED	7/11/2013	9	1,305	145	N
CUSTOMER REQUEST	7/11/2013	8	480	60	N
PLANNED	7/11/2013	7	1,414	202	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/11/2013	1	154	154	N
CUSTOMER REQUEST	7/11/2013	8	3,040	380	N
PLANNED	7/11/2013	8	496	62	N
PLANNED	7/11/2013	1	94	94	N
PLANNED	7/11/2013	7	665	95	N
PLANNED	7/11/2013	7	518	74	N
PLANNED	7/11/2013	4	1,500	375	N
PLANNED	7/11/2013	5	635	127	N
PLANNED	7/11/2013	3	1,128	376	N
PLANNED	7/11/2013	6	2,286	381	N
PLANNED	7/11/2013	2	312	156	N
PLANNED	7/11/2013	2	260	130	N
PLANNED	7/11/2013	1	135	135	N
PLANNED	7/11/2013	3	789	263	N
CUSTOMER REQUEST	7/11/2013	1	66	66	N
PLANNED	7/11/2013	3	177	59	N
PLANNED	7/11/2013	3	174	58	N
PLANNED	7/11/2013	37	740	20	N
PLANNED	7/11/2013	5	170	34	N
PLANNED	7/11/2013	10	830	83	N
PLANNED	7/11/2013	10	460	46	N
PLANNED	7/11/2013	25	4,050	162	N
PLANNED	7/11/2013	14	3,962	283	N
PLANNED	7/11/2013	5	75	15	N
PLANNED	7/11/2013	4	1,108	277	N
PLANNED	7/11/2013	3	573	191	N
PLANNED	7/11/2013	78	7,722	99	N
PLANNED	7/11/2013	24	216	9	N
PLANNED	7/11/2013	1	233	233	N
PLANNED	7/11/2013	17	2,431	143	N
PLANNED	7/11/2013	133	21,147	159	N
PLANNED	7/11/2013	2	46	23	N
PLANNED	7/11/2013	11	2,398	218	N
PLANNED	7/11/2013	2	204	102	N
PLANNED	7/11/2013	2	816	408	N
PLANNED	7/11/2013	5	650	130	N
PLANNED	7/11/2013	1	240	240	N
PLANNED	7/11/2013	4	240	60	N
PLANNED	7/11/2013	2	114	57	N
PLANNED	7/11/2013	2	198	99	N
PLANNED	7/11/2013	7	1,169	167	N
PLANNED	7/11/2013	12	372	31	N
PLANNED	7/11/2013	4	304	76	N
PLANNED	7/11/2013	5	710	142	N
PLANNED	7/11/2013	2	124	62	N
PLANNED	7/11/2013	2	202	101	N
PLANNED	7/11/2013	9	225	25	N
PLANNED	7/11/2013	4	476	119	N
PLANNED	7/11/2013	1	137	137	N
PLANNED	7/11/2013	6	78	13	N
CUSTOMER REQUEST	7/11/2013	2	62	31	N
PLANNED	7/11/2013	11	528	48	N
PLANNED	7/11/2013	9	468	52	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/11/2013	8	576	72	N
PLANNED	7/11/2013	67	1,072	16	N
PLANNED	7/12/2013	3	135	45	N
PLANNED	7/12/2013	1	117	117	N
PLANNED	7/12/2013	10	1,370	137	N
PLANNED	7/12/2013	2	38	19	N
PLANNED	7/12/2013	1	25	25	N
PLANNED	7/12/2013	19	2,527	133	N
CUSTOMER REQUEST	7/12/2013	9	630	70	N
PLANNED	7/12/2013	12	312	26	N
PLANNED	7/12/2013	8	1,360	170	N
PLANNED	7/12/2013	4	580	145	N
PLANNED	7/12/2013	2	356	178	N
PLANNED	7/12/2013	17	170	10	N
PLANNED	7/12/2013	5	1,130	226	N
PLANNED	7/12/2013	8	456	57	N
PLANNED	7/12/2013	2	610	305	N
PLANNED	7/12/2013	8	2,680	335	N
PLANNED	7/12/2013	6	210	35	N
PLANNED	7/12/2013	1	44	44	N
PLANNED	7/12/2013	4	564	141	N
PLANNED	7/12/2013	12	1,836	153	N
PLANNED	7/12/2013	11	1,683	153	N
PLANNED	7/12/2013	2	74	37	N
PLANNED	7/12/2013	3	33	11	N
CUSTOMER REQUEST	7/12/2013	18	5,004	278	N
PLANNED	7/12/2013	4	132	33	N
PLANNED	7/12/2013	7	203	29	N
PLANNED	7/12/2013	4	168	42	N
PLANNED	7/12/2013	2	32	16	N
PLANNED	7/12/2013	6	648	108	N
PLANNED	7/12/2013	1	33	33	N
PLANNED	7/12/2013	123	30,012	244	N
PLANNED	7/12/2013	3	24	8	N
PLANNED	7/12/2013	2	42	21	N
PLANNED	7/12/2013	2	126	63	N
PLANNED	7/12/2013	17	289	17	N
PLANNED	7/12/2013	76	1,444	19	N
PLANNED	7/12/2013	14	602	43	N
PLANNED	7/12/2013	6	72	12	N
PLANNED	7/12/2013	6	600	100	N
PLANNED	7/12/2013	12	252	21	N
PLANNED	7/12/2013	7	497	71	N
PLANNED	7/12/2013	7	742	106	N
CUSTOMER REQUEST	7/12/2013	1	268	268	N
CUSTOMER REQUEST	7/12/2013	4	240	60	N
PLANNED	7/12/2013	5	260	52	N
CUSTOMER REQUEST	7/13/2013	1	313	313	N
PLANNED	7/13/2013	10	1,590	159	N
PLANNED	7/13/2013	7	1,701	243	N
PLANNED	7/13/2013	12	624	52	N
PLANNED	7/13/2013	1	139	139	N
PLANNED	7/13/2013	1	513	513	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/13/2013	1	166	166	N
CUSTOMER REQUEST	7/13/2013	1	459	459	N
CUSTOMER REQUEST	7/13/2013	1	12	12	N
CUSTOMER REQUEST	7/13/2013	11	363	33	N
PLANNED	7/13/2013	13	741	57	N
CUSTOMER REQUEST	7/13/2013	8	1,824	228	N
PLANNED	7/13/2013	6	198	33	N
CUSTOMER REQUEST	7/13/2013	1	175	175	N
CUSTOMER REQUEST	7/14/2013	1	134	134	N
CUSTOMER REQUEST	7/14/2013	1	36	36	N
CUSTOMER REQUEST	7/14/2013	1	242	242	N
PLANNED	7/14/2013	4	700	175	N
CUSTOMER REQUEST	7/14/2013	4	192	48	N
PLANNED	7/14/2013	3	417	139	N
PLANNED	7/14/2013	4	396	99	N
PLANNED	7/14/2013	17	1,003	59	N
CUSTOMER REQUEST	7/15/2013	1	53	53	N
PLANNED	7/15/2013	4	328	82	N
PLANNED	7/15/2013	10	770	77	N
PLANNED	7/15/2013	4	236	59	N
PLANNED	7/15/2013	31	4,247	137	N
PLANNED	7/15/2013	9	1,062	118	N
PLANNED	7/15/2013	11	3,630	330	N
PLANNED	7/15/2013	1	236	236	N
PLANNED	7/15/2013	1	70	70	N
PLANNED	7/15/2013	4	444	111	N
CUSTOMER REQUEST	7/15/2013	1	157	157	N
PLANNED	7/15/2013	1	121	121	N
PLANNED	7/15/2013	1	35	35	N
CUSTOMER REQUEST	7/15/2013	10	1,570	157	N
PLANNED	7/15/2013	41	3,977	97	N
PLANNED	7/15/2013	8	1,360	170	N
PLANNED	7/15/2013	8	488	61	N
PLANNED	7/15/2013	10	190	19	N
PLANNED	7/15/2013	12	672	56	N
PLANNED	7/15/2013	2	66	33	N
PLANNED	7/15/2013	8	1,112	139	N
PLANNED	7/15/2013	6	1,008	168	N
PLANNED	7/15/2013	5	345	69	N
PLANNED	7/15/2013	1	179	179	N
PLANNED	7/15/2013	7	406	58	N
PLANNED	7/15/2013	6	156	26	N
PLANNED	7/15/2013	42	3,822	150	N
PLANNED	7/15/2013	9	1,485	165	N
PLANNED	7/15/2013	4	268	67	N
PLANNED	7/15/2013	1	10	10	N
PLANNED	7/15/2013	1	48	48	N
PLANNED	7/15/2013	5	515	103	N
PLANNED	7/15/2013	9	684	76	N
PLANNED	7/15/2013	8	424	53	N
PLANNED	7/15/2013	2	240	120	N
PLANNED	7/15/2013	1	12	12	N
PLANNED	7/15/2013	15	1,020	68	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/15/2013	1	251	251	N
CUSTOMER REQUEST	7/15/2013	1	266	266	N
PLANNED	7/15/2013	1	31	31	N
PLANNED	7/15/2013	2	164	82	N
CUSTOMER REQUEST	7/15/2013	2	32	16	N
PLANNED	7/15/2013	2	478	239	N
PLANNED	7/15/2013	19	1,976	104	N
PLANNED	7/15/2013	1	181	181	N
CUSTOMER REQUEST	7/15/2013	3	501	167	N
PLANNED	7/15/2013	31	2,883	93	N
CUSTOMER REQUEST	7/15/2013	8	248	31	N
PLANNED	7/15/2013	6	360	60	N
PLANNED	7/15/2013	6	270	45	N
PLANNED	7/15/2013	1	204	204	N
PLANNED	7/15/2013	11	803	73	N
PLANNED	7/15/2013	8	256	32	N
PLANNED	7/15/2013	3	222	74	N
PLANNED	7/15/2013	4	328	82	N
PLANNED	7/15/2013	1	12	12	N
PLANNED	7/15/2013	2	514	257	N
PLANNED	7/15/2013	4	496	124	N
PLANNED	7/15/2013	12	1,416	118	N
PLANNED	7/15/2013	10	1,740	174	N
PLANNED	7/15/2013	10	1,150	115	N
PLANNED	7/15/2013	3	48	16	N
PLANNED	7/15/2013	16	2,112	132	N
PLANNED	7/15/2013	2	146	73	N
PLANNED	7/15/2013	1	31	31	N
PLANNED	7/15/2013	2	62	31	N
PLANNED	7/15/2013	7	1,134	162	N
PLANNED	7/15/2013	8	112	14	N
PLANNED	7/15/2013	32	394	107	N
PLANNED	7/15/2013	8	216	27	N
CUSTOMER REQUEST	7/15/2013	22	902	41	N
PLANNED	7/15/2013	9	711	79	N
CUSTOMER REQUEST	7/15/2013	8	816	102	N
CUSTOMER REQUEST	7/15/2013	10	990	99	N
PLANNED	7/15/2013	1	62	62	N
PLANNED	7/15/2013	2	166	83	N
PLANNED	7/15/2013	1	82	82	N
CUSTOMER REQUEST	7/15/2013	9	990	110	N
CUSTOMER REQUEST	7/15/2013	1	31	31	N
CUSTOMER REQUEST	7/15/2013	141	5,499	39	N
PLANNED	7/15/2013	2	456	228	N
CUSTOMER REQUEST	7/16/2013	1	66	66	N
PLANNED	7/16/2013	11	2,784	284	N
PLANNED	7/16/2013	1	120	120	N
PLANNED	7/16/2013	1	125	125	N
CUSTOMER REQUEST	7/16/2013	1	371	371	N
PLANNED	7/16/2013	7	574	82	N
PLANNED	7/16/2013	1	66	66	N
PLANNED	7/16/2013	2	146	73	N
PLANNED	7/16/2013	18	810	45	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/16/2013	1	32	32	N
PLANNED	7/16/2013	23	1,012	44	N
PLANNED	7/16/2013	11	1,166	106	N
PLANNED	7/16/2013	5	870	174	N
PLANNED	7/16/2013	20	5,340	267	N
PLANNED	7/16/2013	14	2,296	164	N
PLANNED	7/16/2013	10	310	31	N
PLANNED	7/16/2013	2	160	80	N
CUSTOMER REQUEST	7/16/2013	31	1,271	41	N
CUSTOMER REQUEST	7/16/2013	4	68	17	N
PLANNED	7/16/2013	1	73	73	N
PLANNED	7/16/2013	9	756	84	N
PLANNED	7/16/2013	1	264	264	N
PLANNED	7/16/2013	6	18	3	N
PLANNED	7/16/2013	3	351	117	N
PLANNED	7/16/2013	19	1,140	60	N
PLANNED	7/16/2013	11	1,936	176	N
PLANNED	7/16/2013	43	4,644	108	N
CUSTOMER REQUEST	7/16/2013	10	1,420	142	N
PLANNED	7/16/2013	1	279	279	N
PLANNED	7/16/2013	18	2,682	149	N
PLANNED	7/16/2013	5	1,385	277	N
PLANNED	7/16/2013	15	1,290	86	N
PLANNED	7/16/2013	2	554	277	N
PLANNED	7/16/2013	17	1,224	72	N
PLANNED	7/16/2013	3	72	24	N
PLANNED	7/16/2013	1	129	129	N
PLANNED	7/16/2013	17	3,315	195	N
PLANNED	7/16/2013	2	170	85	N
PLANNED	7/16/2013	4	820	205	N
PLANNED	7/16/2013	4	556	139	N
PLANNED	7/16/2013	4	240	60	N
PLANNED	7/16/2013	11	1,309	119	N
PLANNED	7/16/2013	38	2,584	68	N
PLANNED	7/16/2013	24	4,320	180	N
PLANNED	7/16/2013	23	4,117	179	N
CUSTOMER REQUEST	7/16/2013	5	230	46	N
PLANNED	7/16/2013	6	492	82	N
PLANNED	7/16/2013	8	200	25	N
PLANNED	7/16/2013	36	3,168	88	N
PLANNED	7/16/2013	12	1,356	113	N
PLANNED	7/16/2013	2	360	180	N
PLANNED	7/16/2013	4	128	32	N
PLANNED	7/16/2013	22	3,212	146	N
CUSTOMER REQUEST	7/16/2013	5	50	10	N
PLANNED	7/16/2013	7	504	72	N
CUSTOMER REQUEST	7/16/2013	7	434	62	N
PLANNED	7/16/2013	7	819	117	N
PLANNED	7/16/2013	1	120	120	N
PLANNED	7/16/2013	9	1,296	144	N
PLANNED	7/16/2013	16	1,712	107	N
PLANNED	7/16/2013	1	119	119	N
PLANNED	7/16/2013	51	8,670	170	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/16/2013	11	935	85	N
PLANNED	7/16/2013	20	1,740	87	N
PLANNED	7/16/2013	21	2,289	109	N
PLANNED	7/16/2013	21	2,289	109	N
PLANNED	7/16/2013	12	720	60	N
PLANNED	7/16/2013	7	700	100	N
CUSTOMER REQUEST	7/16/2013	3	246	82	N
PLANNED	7/16/2013	17	238	14	N
PLANNED	7/16/2013	14	812	58	N
PLANNED	7/16/2013	11	770	70	N
PLANNED	7/16/2013	7	672	96	N
PLANNED	7/16/2013	1	85	85	N
PLANNED	7/16/2013	12	1,212	101	N
CUSTOMER REQUEST	7/16/2013	1	76	76	N
CUSTOMER REQUEST	7/16/2013	1	115	115	N
PLANNED	7/16/2013	9	1,143	127	N
PLANNED	7/16/2013	10	230	23	N
PLANNED	7/16/2013	6	60	10	N
PLANNED	7/16/2013	2	194	97	N
CUSTOMER REQUEST	7/16/2013	1	258	258	N
PLANNED	7/17/2013	5	350	70	N
PLANNED	7/17/2013	8	640	80	N
PLANNED	7/17/2013	11	968	88	N
PLANNED	7/17/2013	20	1,760	88	N
PLANNED	7/17/2013	6	444	74	N
PLANNED	7/17/2013	3	300	100	N
PLANNED	7/17/2013	2	78	39	N
PLANNED	7/17/2013	6	1,044	174	N
PLANNED	7/17/2013	11	3,278	298	N
PLANNED	7/17/2013	94	18,988	202	N
PLANNED	7/17/2013	19	2,717	143	N
PLANNED	7/17/2013	11	3,674	334	N
PLANNED	7/17/2013	7	406	58	N
PLANNED	7/17/2013	8	264	33	N
PLANNED	7/17/2013	4	100	25	N
PLANNED	7/17/2013	1	288	288	N
CUSTOMER REQUEST	7/17/2013	465	53,940	116	N
CUSTOMER REQUEST	7/17/2013	17	119	7	N
PLANNED	7/17/2013	1	19	19	N
PLANNED	7/17/2013	8	32	4	N
PLANNED	7/17/2013	3	774	258	N
PLANNED	7/17/2013	5	635	127	N
PLANNED	7/17/2013	6	636	106	N
PLANNED	7/17/2013	4	1,360	340	N
PLANNED	7/17/2013	9	711	79	N
PLANNED	7/17/2013	6	828	138	N
PLANNED	7/17/2013	8	1,080	135	N
PLANNED	7/17/2013	8	1,080	135	N
PLANNED	7/17/2013	1	178	178	N
PLANNED	7/17/2013	12	648	54	N
PLANNED	7/17/2013	1	35	35	N
PLANNED	7/17/2013	4	228	57	N
PLANNED	7/17/2013	3	252	84	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/17/2013	8	48	6	N
CUSTOMER REQUEST	7/17/2013	13	3,783	291	N
PLANNED	7/17/2013	5	410	82	N
PLANNED	7/17/2013	22	814	37	N
PLANNED	7/17/2013	4	232	58	N
PLANNED	7/17/2013	13	1,339	103	N
PLANNED	7/17/2013	8	224	28	N
PLANNED	7/17/2013	4	68	17	N
PLANNED	7/17/2013	9	1,422	158	N
PLANNED	7/17/2013	10	1,210	121	N
PLANNED	7/17/2013	12	1,524	127	N
PLANNED	7/17/2013	1	57	57	N
PLANNED	7/17/2013	2	292	146	N
PLANNED	7/17/2013	3	249	83	N
PLANNED	7/17/2013	14	1,232	88	N
CUSTOMER REQUEST	7/17/2013	6	384	64	N
PLANNED	7/17/2013	8	328	41	N
PLANNED	7/17/2013	2	120	60	N
PLANNED	7/17/2013	8	1,720	215	N
PLANNED	7/17/2013	8	16	2	N
PLANNED	7/17/2013	8	272	34	N
CUSTOMER REQUEST	7/17/2013	11	209	19	N
PLANNED	7/17/2013	6	744	124	N
PLANNED	7/17/2013	3	258	86	N
PLANNED	7/17/2013	1	170	170	N
PLANNED	7/17/2013	3	369	123	N
PLANNED	7/17/2013	9	864	96	N
PLANNED	7/17/2013	2	124	62	N
PLANNED	7/17/2013	8	40	5	N
PLANNED	7/17/2013	2	248	124	N
PLANNED	7/17/2013	1	120	120	N
PLANNED	7/17/2013	10	650	65	N
CUSTOMER REQUEST	7/17/2013	17	68	4	N
PLANNED	7/17/2013	2	124	62	N
PLANNED	7/17/2013	9	963	107	N
CUSTOMER REQUEST	7/17/2013	1	115	115	N
PLANNED	7/17/2013	3	30	10	N
PLANNED	7/18/2013	11	561	51	N
PLANNED	7/18/2013	1	247	247	N
PLANNED	7/18/2013	10	1,280	128	N
PLANNED	7/18/2013	4	496	124	N
PLANNED	7/18/2013	5	410	82	N
PLANNED	7/18/2013	2	124	62	N
PLANNED	7/18/2013	4	588	147	N
PLANNED	7/18/2013	8	608	76	N
PLANNED	7/18/2013	9	45	5	N
PLANNED	7/18/2013	6	282	47	N
PLANNED	7/18/2013	5	455	91	N
PLANNED	7/18/2013	1	160	160	N
PLANNED	7/18/2013	4	360	90	N
PLANNED	7/18/2013	5	460	92	N
PLANNED	7/18/2013	7	833	119	N
PLANNED	7/18/2013	6	366	61	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/18/2013	10	1,520	152	N
PLANNED	7/18/2013	9	396	44	N
PLANNED	7/18/2013	9	756	84	N
PLANNED	7/18/2013	6	888	148	N
PLANNED	7/18/2013	2	480	240	N
PLANNED	7/18/2013	7	252	36	N
PLANNED	7/18/2013	1	1	1	N
PLANNED	7/18/2013	1	90	90	N
PLANNED	7/18/2013	1	25	25	N
PLANNED	7/18/2013	1	179	179	N
PLANNED	7/18/2013	12	1,488	124	N
PLANNED	7/18/2013	14	1,372	98	N
PLANNED	7/18/2013	3	264	88	N
PLANNED	7/18/2013	7	609	87	N
PLANNED	7/18/2013	7	455	65	N
PLANNED	7/18/2013	23	4,117	179	N
PLANNED	7/18/2013	3	306	102	N
PLANNED	7/18/2013	8	584	73	N
PLANNED	7/18/2013	32	736	23	N
CUSTOMER REQUEST	7/18/2013	15	60	4	N
PLANNED	7/18/2013	14	2,100	150	N
PLANNED	7/18/2013	9	396	44	N
PLANNED	7/18/2013	6	1,278	213	N
PLANNED	7/18/2013	3	168	56	N
PLANNED	7/18/2013	5	330	66	N
PLANNED	7/18/2013	7	602	86	N
PLANNED	7/18/2013	2	196	98	N
PLANNED	7/18/2013	13	1,313	101	N
PLANNED	7/18/2013	7	42	6	N
PLANNED	7/18/2013	10	1,270	127	N
PLANNED	7/18/2013	1	125	125	N
PLANNED	7/18/2013	5	30	6	N
PLANNED	7/18/2013	1	2	2	N
PLANNED	7/18/2013	4	440	110	N
PLANNED	7/18/2013	3	39	13	N
PLANNED	7/18/2013	13	1,014	78	N
PLANNED	7/18/2013	28	2,632	94	N
PLANNED	7/18/2013	5	90	18	N
PLANNED	7/18/2013	23	1,357	59	N
PLANNED	7/18/2013	6	882	147	N
PLANNED	7/18/2013	10	710	71	N
PLANNED	7/18/2013	6	624	104	N
PLANNED	7/18/2013	2	186	93	N
PLANNED	7/18/2013	8	240	30	N
PLANNED	7/18/2013	9	954	106	N
PLANNED	7/18/2013	4	204	51	N
PLANNED	7/18/2013	16	1,648	103	N
PLANNED	7/18/2013	5	890	178	N
PLANNED	7/18/2013	5	595	119	N
PLANNED	7/18/2013	4	72	18	N
PLANNED	7/18/2013	14	1,288	92	N
PLANNED	7/18/2013	6	18	3	N
PLANNED	7/18/2013	4	196	49	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/18/2013	17	527	31	N
PLANNED	7/18/2013	1	97	97	N
CUSTOMER REQUEST	7/18/2013	15	75	5	N
PLANNED	7/18/2013	8	448	56	N
PLANNED	7/18/2013	10	590	59	N
PLANNED	7/18/2013	3	78	26	N
PLANNED	7/18/2013	6	780	130	N
PLANNED	7/18/2013	9	459	51	N
CUSTOMER REQUEST	7/18/2013	7	14	2	N
CUSTOMER REQUEST	7/18/2013	63	4,221	67	N
CUSTOMER REQUEST	7/18/2013	9	108	12	N
CUSTOMER REQUEST	7/18/2013	7	266	38	N
PLANNED	7/19/2013	3	570	190	N
PLANNED	7/19/2013	2	46	23	N
PLANNED	7/19/2013	1	111	111	N
PLANNED	7/19/2013	1	262	262	N
PLANNED	7/19/2013	2	310	155	N
PLANNED	7/19/2013	21	2,709	129	N
PLANNED	7/19/2013	23	5,543	241	N
PLANNED	7/19/2013	23	5,497	239	N
PLANNED	7/19/2013	23	5,451	237	N
PLANNED	7/19/2013	8	840	105	N
PLANNED	7/19/2013	14	672	48	N
PLANNED	7/19/2013	5	50	10	N
PLANNED	7/19/2013	10	2,720	272	N
PLANNED	7/19/2013	13	2,522	194	N
PLANNED	7/19/2013	6	348	58	N
PLANNED	7/19/2013	7	1,680	240	N
PLANNED	7/19/2013	12	3,912	326	N
PLANNED	7/19/2013	1	177	177	N
PLANNED	7/19/2013	3	585	195	N
PLANNED	7/19/2013	3	492	164	N
PLANNED	7/19/2013	6	864	144	N
PLANNED	7/19/2013	6	180	30	N
PLANNED	7/19/2013	5	870	174	N
PLANNED	7/19/2013	4	476	119	N
PLANNED	7/19/2013	6	738	123	N
PLANNED	7/19/2013	69	3,864	56	N
PLANNED	7/19/2013	9	1,431	159	N
PLANNED	7/19/2013	46	9,292	202	N
PLANNED	7/19/2013	8	1,624	203	N
PLANNED	7/19/2013	2	392	196	N
PLANNED	7/19/2013	6	1,170	195	N
PLANNED	7/19/2013	7	175	25	N
PLANNED	7/19/2013	16	352	22	N
PLANNED	7/19/2013	8	792	99	N
PLANNED	7/19/2013	12	108	9	N
PLANNED	7/19/2013	10	980	98	N
PLANNED	7/19/2013	26	780	30	N
PLANNED	7/19/2013	2	152	76	N
PLANNED	7/19/2013	1	97	97	N
PLANNED	7/19/2013	6	258	43	N
PLANNED	7/19/2013	1	26	26	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/19/2013	4	568	142	N
PLANNED	7/19/2013	75	10,575	141	N
PLANNED	7/19/2013	12	1,608	134	N
PLANNED	7/19/2013	8	200	25	N
PLANNED	7/19/2013	8	872	109	N
PLANNED	7/19/2013	1	9	9	N
PLANNED	7/19/2013	1	21	21	N
PLANNED	7/19/2013	6	462	77	N
PLANNED	7/19/2013	2	244	122	N
CUSTOMER REQUEST	7/19/2013	4	20	5	N
PLANNED	7/19/2013	3	129	43	N
PLANNED	7/19/2013	4	156	39	N
PLANNED	7/19/2013	6	852	142	N
PLANNED	7/19/2013	6	168	28	N
PLANNED	7/19/2013	3	363	121	N
PLANNED	7/19/2013	6	678	113	N
PLANNED	7/19/2013	7	322	46	N
PLANNED	7/19/2013	1	66	66	N
PLANNED	7/19/2013	5	675	135	N
PLANNED	7/19/2013	7	938	134	N
PLANNED	7/19/2013	5	425	85	N
PLANNED	7/19/2013	15	4,305	287	N
PLANNED	7/19/2013	11	1,067	97	N
PLANNED	7/19/2013	1	100	100	N
PLANNED	7/19/2013	5	315	63	N
CUSTOMER REQUEST	7/19/2013	1	134	134	N
PLANNED	7/19/2013	9	396	44	N
PLANNED	7/19/2013	7	847	121	N
CUSTOMER REQUEST	7/19/2013	23	966	42	N
CUSTOMER REQUEST	7/19/2013	9	171	19	N
CUSTOMER REQUEST	7/19/2013	1	18	18	N
PLANNED	7/20/2013	4	272	68	N
CUSTOMER REQUEST	7/20/2013	7	210	30	N
PLANNED	7/20/2013	1	466	466	N
PLANNED	7/20/2013	8	1,024	128	N
PLANNED	7/20/2013	1	172	172	N
CUSTOMER REQUEST	7/20/2013	2	196	98	N
CUSTOMER REQUEST	7/20/2013	1	102	102	N
PLANNED	7/20/2013	1	152	152	N
CUSTOMER REQUEST	7/20/2013	1	121	121	N
CUSTOMER REQUEST	7/20/2013	1	24	24	N
CUSTOMER REQUEST	7/21/2013	1	64	64	N
PLANNED	7/21/2013	115	28,750	250	N
PLANNED	7/21/2013	2	64	32	N
CUSTOMER REQUEST	7/21/2013	1	198	198	N
CUSTOMER REQUEST	7/21/2013	89	2,225	25	N
CUSTOMER REQUEST	7/21/2013	140	5,460	39	N
PLANNED	7/22/2013	5	1,205	241	N
PLANNED	7/22/2013	6	1,008	168	N
PLANNED	7/22/2013	2	106	53	N
CUSTOMER REQUEST	7/22/2013	1	155	155	N
PLANNED	7/22/2013	4	316	79	N
PLANNED	7/22/2013	20	780	39	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/22/2013	2	628	314	N
CUSTOMER REQUEST	7/22/2013	32	2,336	73	N
CUSTOMER REQUEST	7/22/2013	10	1,820	182	N
CUSTOMER REQUEST	7/22/2013	35	3,220	92	N
PLANNED	7/22/2013	5	640	128	N
PLANNED	7/22/2013	7	371	53	N
PLANNED	7/22/2013	6	330	55	N
PLANNED	7/22/2013	3	636	212	N
PLANNED	7/22/2013	2	122	61	N
CUSTOMER REQUEST	7/22/2013	1	439	439	N
PLANNED	7/22/2013	8	1,632	204	N
PLANNED	7/22/2013	9	522	58	N
PLANNED	7/22/2013	1	126	126	N
PLANNED	7/22/2013	7	91	13	N
PLANNED	7/22/2013	6	1,272	212	N
PLANNED	7/22/2013	8	1,424	178	N
PLANNED	7/22/2013	2	254	127	N
PLANNED	7/22/2013	10	170	17	N
CUSTOMER REQUEST	7/22/2013	1	70	70	N
PLANNED	7/22/2013	22	2,222	101	N
PLANNED	7/22/2013	2	290	145	N
PLANNED	7/22/2013	6	1,110	185	N
PLANNED	7/22/2013	9	1,170	130	N
PLANNED	7/22/2013	16	2,288	143	N
PLANNED	7/22/2013	7	1,610	230	N
PLANNED	7/22/2013	15	1,725	115	N
PLANNED	7/22/2013	4	72	18	N
PLANNED	7/22/2013	13	208	16	N
PLANNED	7/22/2013	4	252	63	N
PLANNED	7/22/2013	30	1,170	39	N
PLANNED	7/22/2013	4	424	106	N
PLANNED	7/22/2013	3	645	215	N
PLANNED	7/22/2013	9	1,233	137	N
CUSTOMER REQUEST	7/22/2013	23	1,495	65	N
PLANNED	7/22/2013	8	1,104	138	N
PLANNED	7/22/2013	1	53	53	N
PLANNED	7/22/2013	2	316	158	N
PLANNED	7/22/2013	1	58	58	N
PLANNED	7/22/2013	2	382	191	N
PLANNED	7/22/2013	5	100	20	N
PLANNED	7/22/2013	6	396	66	N
PLANNED	7/22/2013	1	34	34	N
PLANNED	7/22/2013	9	1,593	177	N
PLANNED	7/22/2013	2	180	90	N
PLANNED	7/22/2013	33	2,277	69	N
PLANNED	7/22/2013	13	1,742	134	N
PLANNED	7/22/2013	1	41	41	N
PLANNED	7/22/2013	4	436	109	N
PLANNED	7/22/2013	7	1,155	165	N
PLANNED	7/22/2013	7	252	36	N
PLANNED	7/22/2013	4	392	98	N
PLANNED	7/22/2013	11	1,749	159	N
PLANNED	7/22/2013	9	1,566	174	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/22/2013	5	155	31	N
PLANNED	7/22/2013	2	402	201	N
PLANNED	7/22/2013	10	690	69	N
PLANNED	7/22/2013	4	672	168	N
CUSTOMER REQUEST	7/22/2013	1	371	371	N
PLANNED	7/22/2013	11	990	90	N
PLANNED	7/22/2013	4	404	101	N
PLANNED	7/22/2013	6	756	126	N
PLANNED	7/22/2013	4	384	96	N
PLANNED	7/22/2013	10	1,510	151	N
PLANNED	7/22/2013	4	220	55	N
PLANNED	7/22/2013	10	1,190	119	N
CUSTOMER REQUEST	7/22/2013	7	420	60	N
PLANNED	7/22/2013	4	228	57	N
PLANNED	7/22/2013	10	1,400	140	N
PLANNED	7/22/2013	8	1,200	150	N
PLANNED	7/22/2013	1	147	147	N
PLANNED	7/22/2013	9	90	10	N
CUSTOMER REQUEST	7/22/2013	15	1,710	114	N
PLANNED	7/23/2013	1	60	60	N
PLANNED	7/23/2013	2	190	95	N
PLANNED	7/23/2013	5	905	181	N
PLANNED	7/23/2013	3	282	94	N
PLANNED	7/23/2013	4	232	58	N
PLANNED	7/23/2013	1	131	131	N
PLANNED	7/23/2013	6	768	128	N
CUSTOMER REQUEST	7/23/2013	2	402	201	N
PLANNED	7/23/2013	13	2,613	201	N
PLANNED	7/23/2013	6	990	165	N
PLANNED	7/23/2013	1	276	276	N
PLANNED	7/23/2013	13	3,367	259	N
PLANNED	7/23/2013	29	1,856	64	N
PLANNED	7/23/2013	3	495	165	N
PLANNED	7/23/2013	2	296	148	N
PLANNED	7/23/2013	5	615	123	N
PLANNED	7/23/2013	7	847	121	N
PLANNED	7/23/2013	2	154	77	N
CUSTOMER REQUEST	7/23/2013	7	1,610	230	N
PLANNED	7/23/2013	8	632	79	N
PLANNED	7/23/2013	5	350	70	N
PLANNED	7/23/2013	11	2,200	200	N
PLANNED	7/23/2013	10	1,590	159	N
PLANNED	7/23/2013	8	1,000	125	N
PLANNED	7/23/2013	9	2,349	261	N
PLANNED	7/23/2013	11	2,134	194	N
PLANNED	7/23/2013	8	2,016	252	N
PLANNED	7/23/2013	3	285	95	N
PLANNED	7/23/2013	6	672	112	N
PLANNED	7/23/2013	9	2,241	249	N
PLANNED	7/23/2013	8	880	110	N
PLANNED	7/23/2013	6	1,494	249	N
CUSTOMER REQUEST	7/23/2013	2	214	107	N
PLANNED	7/23/2013	6	1,488	248	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/23/2013	15	465	31	N
PLANNED	7/23/2013	7	1,736	248	N
PLANNED	7/23/2013	7	476	68	N
CUSTOMER REQUEST	7/23/2013	1	310	310	N
PLANNED	7/23/2013	4	396	99	N
PLANNED	7/23/2013	2	1,314	657	N
PLANNED	7/23/2013	5	525	105	N
CUSTOMER REQUEST	7/23/2013	10	940	94	N
PLANNED	7/23/2013	4	496	124	N
CUSTOMER REQUEST	7/23/2013	2	720	360	N
PLANNED	7/23/2013	4	392	98	N
PLANNED	7/23/2013	9	1,548	172	N
PLANNED	7/23/2013	6	1,038	173	N
PLANNED	7/23/2013	1	57	57	N
CUSTOMER REQUEST	7/23/2013	4	232	58	N
CUSTOMER REQUEST	7/23/2013	1	245	245	N
PLANNED	7/23/2013	6	1,134	189	N
PLANNED	7/23/2013	16	5,200	325	N
PLANNED	7/23/2013	9	1,485	165	N
PLANNED	7/23/2013	13	377	29	N
PLANNED	7/23/2013	31	4,402	142	N
PLANNED	7/23/2013	1	94	94	N
PLANNED	7/23/2013	10	1,230	123	N
PLANNED	7/23/2013	4	184	46	N
PLANNED	7/23/2013	1	87	87	N
PLANNED	7/23/2013	3	132	44	N
PLANNED	7/23/2013	3	42	14	N
PLANNED	7/23/2013	17	2,091	123	N
PLANNED	7/23/2013	5	960	192	N
PLANNED	7/23/2013	4	388	97	N
PLANNED	7/23/2013	15	1,695	113	N
PLANNED	7/23/2013	9	999	111	N
PLANNED	7/23/2013	7	812	116	N
PLANNED	7/23/2013	8	840	105	N
PLANNED	7/23/2013	6	1,110	185	N
PLANNED	7/23/2013	3	189	63	N
PLANNED	7/23/2013	1	190	190	N
CUSTOMER REQUEST	7/23/2013	17	1,496	88	N
PLANNED	7/23/2013	25	6,550	262	N
PLANNED	7/23/2013	7	1,617	231	N
PLANNED	7/23/2013	3	357	119	N
PLANNED	7/23/2013	6	948	158	N
PLANNED	7/23/2013	2	80	40	N
PLANNED	7/23/2013	1	65	65	N
PLANNED	7/23/2013	34	748	22	N
PLANNED	7/23/2013	10	1,020	102	N
PLANNED	7/23/2013	6	570	95	N
PLANNED	7/23/2013	18	2,448	136	N
PLANNED	7/23/2013	21	861	41	N
PLANNED	7/23/2013	3	93	31	N
PLANNED	7/23/2013	5	185	37	N
PLANNED	7/23/2013	3	729	243	N
PLANNED	7/23/2013	1	122	122	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/23/2013	4	536	134	N
PLANNED	7/23/2013	1	54	54	N
CUSTOMER REQUEST	7/23/2013	3	153	51	N
PLANNED	7/23/2013	1	166	166	N
PLANNED	7/24/2013	3	327	109	N
PLANNED	7/24/2013	8	896	112	N
PLANNED	7/24/2013	6	1,014	169	N
PLANNED	7/24/2013	1	238	238	N
PLANNED	7/24/2013	5	260	52	N
PLANNED	7/24/2013	1	250	250	N
CUSTOMER REQUEST	7/24/2013	1	279	279	N
PLANNED	7/24/2013	8	1,024	128	N
PLANNED	7/24/2013	11	1,265	115	N
PLANNED	7/24/2013	5	635	127	N
PLANNED	7/24/2013	29	1,160	40	N
PLANNED	7/24/2013	8	1,024	128	N
PLANNED	7/24/2013	10	390	39	N
PLANNED	7/24/2013	7	1,778	254	N
PLANNED	7/24/2013	8	1,832	229	N
PLANNED	7/24/2013	1	295	295	N
PLANNED	7/24/2013	8	944	118	N
PLANNED	7/24/2013	1	86	86	N
PLANNED	7/24/2013	20	1,500	75	N
CUSTOMER REQUEST	7/24/2013	7	931	133	N
PLANNED	7/24/2013	4	628	157	N
PLANNED	7/24/2013	20	2,920	146	N
CUSTOMER REQUEST	7/24/2013	14	2,786	199	N
PLANNED	7/24/2013	14	1,582	113	N
PLANNED	7/24/2013	5	340	68	N
PLANNED	7/24/2013	1	157	157	N
CUSTOMER REQUEST	7/24/2013	1	243	243	N
CUSTOMER REQUEST	7/24/2013	13	78	6	N
PLANNED	7/24/2013	6	30	5	N
PLANNED	7/24/2013	2	100	50	N
PLANNED	7/24/2013	12	1,068	89	N
PLANNED	7/24/2013	6	1,014	169	N
CUSTOMER REQUEST	7/24/2013	1	97	97	N
PLANNED	7/24/2013	7	1,778	254	N
PLANNED	7/24/2013	33	3,861	117	N
CUSTOMER REQUEST	7/24/2013	16	2,592	162	N
PLANNED	7/24/2013	11	825	75	N
PLANNED	7/24/2013	11	1,771	161	N
PLANNED	7/24/2013	13	858	66	N
PLANNED	7/24/2013	2	130	65	N
PLANNED	7/24/2013	10	1,780	178	N
PLANNED	7/24/2013	3	531	177	N
PLANNED	7/24/2013	10	20	2	N
PLANNED	7/24/2013	2	132	66	N
PLANNED	7/24/2013	4	360	90	N
PLANNED	7/24/2013	6	162	27	N
PLANNED	7/24/2013	2	126	63	N
CUSTOMER REQUEST	7/24/2013	63	1,953	31	N
PLANNED	7/24/2013	11	935	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/24/2013	8	1,840	230	N
PLANNED	7/24/2013	11	2,189	199	N
PLANNED	7/24/2013	1	50	50	N
PLANNED	7/24/2013	1	78	78	N
PLANNED	7/24/2013	4	448	112	N
PLANNED	7/24/2013	6	18	3	N
CUSTOMER REQUEST	7/24/2013	6	552	92	N
CUSTOMER REQUEST	7/24/2013	8	1,072	134	N
PLANNED	7/24/2013	3	372	124	N
PLANNED	7/24/2013	1	152	152	N
PLANNED	7/24/2013	22	1,892	86	N
PLANNED	7/24/2013	2	218	109	N
PLANNED	7/24/2013	6	762	127	N
PLANNED	7/24/2013	9	729	81	N
PLANNED	7/24/2013	25	4,425	177	N
PLANNED	7/24/2013	6	222	37	N
CUSTOMER REQUEST	7/24/2013	6	42	7	N
PLANNED	7/24/2013	11	682	62	N
PLANNED	7/24/2013	10	10	1	N
PLANNED	7/24/2013	11	1,276	116	N
PLANNED	7/24/2013	2	46	23	N
PLANNED	7/24/2013	9	1,476	164	N
PLANNED	7/24/2013	1	15	15	N
PLANNED	7/24/2013	8	1,720	215	N
PLANNED	7/24/2013	2	298	149	N
PLANNED	7/24/2013	11	814	74	N
PLANNED	7/24/2013	23	276	12	N
PLANNED	7/24/2013	7	224	32	N
PLANNED	7/24/2013	5	725	145	N
PLANNED	7/24/2013	1	129	129	N
PLANNED	7/24/2013	1	106	106	N
PLANNED	7/24/2013	66	132	2	N
PLANNED	7/24/2013	13	2,496	192	N
PLANNED	7/24/2013	2	218	109	N
PLANNED	7/24/2013	3	1,191	397	N
PLANNED	7/24/2013	15	1,200	80	N
PLANNED	7/24/2013	11	869	79	N
PLANNED	7/24/2013	5	20	4	N
PLANNED	7/24/2013	2	108	54	N
PLANNED	7/24/2013	24	552	23	N
PLANNED	7/24/2013	2	196	98	N
PLANNED	7/24/2013	4	420	105	N
PLANNED	7/24/2013	2	76	38	N
PLANNED	7/24/2013	1	64	64	N
PLANNED	7/24/2013	32	3,392	106	N
PLANNED	7/24/2013	5	355	71	N
CUSTOMER REQUEST	7/24/2013	9	459	51	N
CUSTOMER REQUEST	7/24/2013	1	275	275	N
PLANNED	7/25/2013	8	2,584	323	N
PLANNED	7/25/2013	2	314	157	N
PLANNED	7/25/2013	42	3,696	88	N
PLANNED	7/25/2013	6	756	126	N
PLANNED	7/25/2013	1	124	124	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/25/2013	14	2,128	152	N
PLANNED	7/25/2013	1	131	131	N
PLANNED	7/25/2013	19	2,128	112	N
PLANNED	7/25/2013	8	2,912	364	N
PLANNED	7/25/2013	11	572	52	N
PLANNED	7/25/2013	8	960	120	N
PLANNED	7/25/2013	1	122	122	N
CUSTOMER REQUEST	7/25/2013	4	596	149	N
PLANNED	7/25/2013	6	294	49	N
PLANNED	7/25/2013	3	624	208	N
PLANNED	7/25/2013	1	274	274	N
PLANNED	7/25/2013	1	87	87	N
PLANNED	7/25/2013	1	130	130	N
PLANNED	7/25/2013	1	139	139	N
PLANNED	7/25/2013	3	165	55	N
PLANNED	7/25/2013	9	837	93	N
PLANNED	7/25/2013	3	345	115	N
PLANNED	7/25/2013	8	16	2	N
PLANNED	7/25/2013	5	895	179	N
PLANNED	7/25/2013	3	159	53	N
CUSTOMER REQUEST	7/25/2013	4	968	242	N
PLANNED	7/25/2013	12	1,848	154	N
PLANNED	7/25/2013	4	464	116	N
CUSTOMER REQUEST	7/25/2013	3	336	112	N
PLANNED	7/25/2013	8	1,600	200	N
PLANNED	7/25/2013	2	158	79	N
PLANNED	7/25/2013	4	548	137	N
PLANNED	7/25/2013	6	798	133	N
CUSTOMER REQUEST	7/25/2013	4	232	58	N
PLANNED	7/25/2013	3	462	154	N
PLANNED	7/25/2013	2	478	239	N
PLANNED	7/25/2013	1	77	77	N
CUSTOMER REQUEST	7/25/2013	11	594	54	N
CUSTOMER REQUEST	7/25/2013	3	420	140	N
PLANNED	7/25/2013	3	57	19	N
PLANNED	7/25/2013	1	61	61	N
PLANNED	7/25/2013	4	504	126	N
PLANNED	7/25/2013	6	570	95	N
PLANNED	7/25/2013	6	306	51	N
PLANNED	7/25/2013	13	1,430	110	N
PLANNED	7/25/2013	4	292	73	N
PLANNED	7/25/2013	1	165	165	N
CUSTOMER REQUEST	7/25/2013	3	3	1	N
CUSTOMER REQUEST	7/25/2013	10	430	43	N
PLANNED	7/25/2013	2	324	162	N
PLANNED	7/25/2013	9	135	15	N
PLANNED	7/25/2013	29	3,857	133	N
PLANNED	7/25/2013	3	60	20	N
PLANNED	7/25/2013	7	266	38	N
PLANNED	7/25/2013	8	1,216	152	N
PLANNED	7/25/2013	6	1,914	319	N
PLANNED	7/25/2013	16	4,208	263	N
PLANNED	7/25/2013	1	230	230	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/25/2013	3	237	79	N
PLANNED	7/25/2013	2	394	197	N
PLANNED	7/25/2013	4	820	205	N
PLANNED	7/25/2013	7	560	80	N
PLANNED	7/25/2013	4	380	95	N
CUSTOMER REQUEST	7/25/2013	8	200	25	N
PLANNED	7/25/2013	1	258	258	N
PLANNED	7/25/2013	1	257	257	N
PLANNED	7/25/2013	14	2,324	166	N
CUSTOMER REQUEST	7/25/2013	24	96	4	N
PLANNED	7/25/2013	8	1,304	163	N
PLANNED	7/25/2013	11	1,606	146	N
PLANNED	7/25/2013	6	198	33	N
PLANNED	7/25/2013	3	309	103	N
CUSTOMER REQUEST	7/25/2013	4	220	55	N
PLANNED	7/25/2013	13	806	62	N
PLANNED	7/25/2013	10	770	77	N
PLANNED	7/25/2013	4	132	33	N
PLANNED	7/25/2013	4	40	10	N
PLANNED	7/25/2013	3	219	73	N
PLANNED	7/25/2013	7	1,001	143	N
PLANNED	7/25/2013	12	1,428	119	N
PLANNED	7/25/2013	4	52	13	N
PLANNED	7/25/2013	5	505	101	N
PLANNED	7/25/2013	10	600	60	N
PLANNED	7/25/2013	10	780	78	N
PLANNED	7/25/2013	1	10	10	N
PLANNED	7/25/2013	10	760	76	N
CUSTOMER REQUEST	7/25/2013	1	44	44	N
PLANNED	7/25/2013	4	400	100	N
PLANNED	7/26/2013	2	258	129	N
PLANNED	7/26/2013	2	160	80	N
CUSTOMER REQUEST	7/26/2013	19	247	13	N
PLANNED	7/26/2013	6	1,086	181	N
CUSTOMER REQUEST	7/26/2013	2	30	15	N
PLANNED	7/26/2013	10	2,280	228	N
PLANNED	7/26/2013	5	1,515	303	N
CUSTOMER REQUEST	7/26/2013	1	384	384	N
PLANNED	7/26/2013	10	530	53	N
PLANNED	7/26/2013	1	318	318	N
PLANNED	7/26/2013	4	1,096	274	N
PLANNED	7/26/2013	10	1,690	169	N
PLANNED	7/26/2013	1	216	216	N
PLANNED	7/26/2013	10	1,660	166	N
PLANNED	7/26/2013	150	11,100	74	N
PLANNED	7/26/2013	9	36	4	N
PLANNED	7/26/2013	4	8	2	N
CUSTOMER REQUEST	7/26/2013	5	40	8	N
PLANNED	7/26/2013	4	232	58	N
PLANNED	7/26/2013	1	199	199	N
PLANNED	7/26/2013	12	768	64	N
PLANNED	7/26/2013	1	73	73	N
PLANNED	7/26/2013	4	88	22	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/26/2013	4	1,044	261	N
PLANNED	7/26/2013	15	780	52	N
PLANNED	7/26/2013	2	100	50	N
PLANNED	7/26/2013	4	348	87	N
PLANNED	7/26/2013	7	686	98	N
CUSTOMER REQUEST	7/26/2013	4	260	65	N
PLANNED	7/26/2013	3	213	71	N
PLANNED	7/26/2013	1	105	105	N
PLANNED	7/26/2013	3	306	102	N
PLANNED	7/26/2013	4	680	170	N
PLANNED	7/26/2013	225	23,175	103	N
PLANNED	7/26/2013	9	1,656	184	N
PLANNED	7/26/2013	12	72	6	N
PLANNED	7/26/2013	7	910	130	N
PLANNED	7/26/2013	1	126	126	N
PLANNED	7/26/2013	1	101	101	N
PLANNED	7/26/2013	11	99	9	N
PLANNED	7/26/2013	24	2,304	96	N
PLANNED	7/26/2013	1	169	169	N
PLANNED	7/26/2013	7	532	76	N
CUSTOMER REQUEST	7/26/2013	5	40	8	N
PLANNED	7/26/2013	41	3,403	83	N
PLANNED	7/26/2013	1	214	214	N
PLANNED	7/26/2013	11	462	42	N
PLANNED	7/26/2013	10	890	89	N
PLANNED	7/26/2013	11	1,199	109	N
PLANNED	7/26/2013	1	54	54	N
PLANNED	7/26/2013	4	312	78	N
PLANNED	7/26/2013	9	1,368	152	N
PLANNED	7/26/2013	3	93	31	N
PLANNED	7/26/2013	12	360	30	N
PLANNED	7/26/2013	1	85	85	N
PLANNED	7/26/2013	2	4,672	2,336	N
PLANNED	7/26/2013	11	1,463	133	N
PLANNED	7/26/2013	10	1,270	127	N
CUSTOMER REQUEST	7/26/2013	6	402	67	N
PLANNED	7/26/2013	12	3,012	251	N
CUSTOMER REQUEST	7/26/2013	1	144	144	N
PLANNED	7/27/2013	1	124	124	N
PLANNED	7/27/2013	1	4	4	N
PLANNED	7/28/2013	17	3,230	190	N
PLANNED	7/28/2013	8	1,440	180	N
PLANNED	7/28/2013	3	258	86	N
PLANNED	7/28/2013	14	3,108	222	N
PLANNED	7/28/2013	27	6,912	256	N
PLANNED	7/28/2013	2	302	151	N
PLANNED	7/28/2013	8	2,968	371	N
PLANNED	7/28/2013	3	204	68	N
CUSTOMER REQUEST	7/28/2013	3	495	165	N
PLANNED	7/28/2013	14	1,806	129	N
PLANNED	7/28/2013	3	492	164	N
PLANNED	7/28/2013	1	119	119	N
PLANNED	7/28/2013	2	318	159	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/28/2013	1	189	189	N
CUSTOMER REQUEST	7/28/2013	1	69	69	N
PLANNED	7/28/2013	1	342	342	N
PLANNED	7/29/2013	7	1,162	166	N
PLANNED	7/29/2013	7	994	142	N
PLANNED	7/29/2013	2	268	134	N
PLANNED	7/29/2013	21	3,654	174	N
PLANNED	7/29/2013	17	6,681	393	N
PLANNED	7/29/2013	13	3,042	234	N
PLANNED	7/29/2013	16	3,456	216	N
PLANNED	7/29/2013	10	930	93	N
PLANNED	7/29/2013	18	1,872	104	N
PLANNED	7/29/2013	17	1,785	105	N
PLANNED	7/29/2013	3	567	189	N
PLANNED	7/29/2013	8	1,032	129	N
PLANNED	7/29/2013	4	820	205	N
PLANNED	7/29/2013	7	315	45	N
PLANNED	7/29/2013	18	828	46	N
CUSTOMER REQUEST	7/29/2013	14	2,170	155	N
PLANNED	7/29/2013	3	456	152	N
CUSTOMER REQUEST	7/29/2013	8	392	49	N
CUSTOMER REQUEST	7/29/2013	7	287	41	N
PLANNED	7/29/2013	5	250	50	N
PLANNED	7/29/2013	11	1,507	137	N
PLANNED	7/29/2013	2	272	136	N
PLANNED	7/29/2013	11	1,452	132	N
PLANNED	7/29/2013	1	242	242	N
PLANNED	7/29/2013	32	992	31	N
PLANNED	7/29/2013	8	944	118	N
PLANNED	7/29/2013	5	795	159	N
PLANNED	7/29/2013	12	1,272	106	N
PLANNED	7/29/2013	5	400	80	N
PLANNED	7/29/2013	2	406	203	N
PLANNED	7/29/2013	11	1,870	170	N
PLANNED	7/29/2013	57	342	6	N
PLANNED	7/29/2013	105	315	3	N
PLANNED	7/29/2013	9	1,755	195	N
PLANNED	7/29/2013	6	312	52	N
PLANNED	7/29/2013	31	1,767	57	N
PLANNED	7/29/2013	8	688	86	N
PLANNED	7/29/2013	5	410	82	N
PLANNED	7/29/2013	3	75	25	N
PLANNED	7/29/2013	2	34	17	N
PLANNED	7/29/2013	10	740	74	N
PLANNED	7/29/2013	1	40	40	N
CUSTOMER REQUEST	7/29/2013	2	88	44	N
PLANNED	7/29/2013	7	854	122	N
PLANNED	7/29/2013	7	1,078	154	N
PLANNED	7/29/2013	5	345	69	N
PLANNED	7/29/2013	3	369	123	N
CUSTOMER REQUEST	7/29/2013	20	2,720	136	N
CUSTOMER REQUEST	7/29/2013	21	2,667	127	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	7/29/2013	4	372	93	N
CUSTOMER REQUEST	7/29/2013	21	2,604	124	N
CUSTOMER REQUEST	7/29/2013	7	609	87	N
PLANNED	7/29/2013	9	486	54	N
PLANNED	7/29/2013	17	3,400	200	N
PLANNED	7/29/2013	10	660	66	N
PLANNED	7/29/2013	2	328	164	N
CUSTOMER REQUEST	7/29/2013	2	30	15	N
PLANNED	7/29/2013	17	408	24	N
PLANNED	7/29/2013	16	576	36	N
CUSTOMER REQUEST	7/29/2013	10	2,870	287	N
PLANNED	7/29/2013	4	60	15	N
PLANNED	7/29/2013	10	2,410	241	N
PLANNED	7/29/2013	6	354	59	N
PLANNED	7/29/2013	9	1,035	115	N
PLANNED	7/29/2013	10	1,220	122	N
PLANNED	7/29/2013	7	441	63	N
PLANNED	7/29/2013	16	416	26	N
PLANNED	7/29/2013	11	1,485	135	N
PLANNED	7/29/2013	3	303	101	N
PLANNED	7/29/2013	7	672	96	N
PLANNED	7/29/2013	5	40	8	N
PLANNED	7/29/2013	1	53	53	N
PLANNED	7/29/2013	12	1,188	99	N
PLANNED	7/29/2013	8	1,032	129	N
PLANNED	7/29/2013	8	1,360	228	N
CUSTOMER REQUEST	7/29/2013	1	275	275	N
PLANNED	7/29/2013	2	328	164	N
PLANNED	7/29/2013	2	278	139	N
PLANNED	7/29/2013	7	693	99	N
PLANNED	7/29/2013	6	570	95	N
PLANNED	7/29/2013	63	3,780	60	N
PLANNED	7/29/2013	10	630	63	N
PLANNED	7/29/2013	1	28	28	N
CUSTOMER REQUEST	7/29/2013	3	201	67	N
CUSTOMER REQUEST	7/29/2013	4	352	88	N
CUSTOMER REQUEST	7/29/2013	1	53	53	N
CUSTOMER REQUEST	7/30/2013	5	450	90	N
CUSTOMER REQUEST	7/30/2013	40	1,000	25	N
PLANNED	7/30/2013	2	176	88	N
PLANNED	7/30/2013	4	488	122	N
PLANNED	7/30/2013	8	952	119	N
PLANNED	7/30/2013	6	522	87	N
PLANNED	7/30/2013	5	1,265	253	N
CUSTOMER REQUEST	7/30/2013	25	7,700	308	N
PLANNED	7/30/2013	12	696	58	N
PLANNED	7/30/2013	9	243	27	N
PLANNED	7/30/2013	5	695	139	N
PLANNED	7/30/2013	8	792	99	N
PLANNED	7/30/2013	1	85	85	N
PLANNED	7/30/2013	8	1,248	156	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/30/2013	8	1,160	145	N
PLANNED	7/30/2013	5	720	144	N
PLANNED	7/30/2013	8	2,744	343	N
PLANNED	7/30/2013	20	2,460	123	N
PLANNED	7/30/2013	3	618	206	N
PLANNED	7/30/2013	3	747	249	N
PLANNED	7/30/2013	3	42	14	N
PLANNED	7/30/2013	18	198	11	N
PLANNED	7/30/2013	8	1,232	154	N
PLANNED	7/30/2013	4	1,208	302	N
PLANNED	7/30/2013	1	331	331	N
CUSTOMER REQUEST	7/30/2013	25	2,400	96	N
PLANNED	7/30/2013	8	504	63	N
PLANNED	7/30/2013	5	485	97	N
PLANNED	7/30/2013	9	684	76	N
PLANNED	7/30/2013	1	101	101	N
PLANNED	7/30/2013	14	2,016	144	N
PLANNED	7/30/2013	1	82	82	N
PLANNED	7/30/2013	6	504	84	N
CUSTOMER REQUEST	7/30/2013	5	190	38	N
PLANNED	7/30/2013	2	96	48	N
CUSTOMER REQUEST	7/30/2013	6	30	5	N
PLANNED	7/30/2013	5	705	141	N
PLANNED	7/30/2013	7	1,372	196	N
PLANNED	7/30/2013	12	1,248	104	N
PLANNED	7/30/2013	5	615	123	N
PLANNED	7/30/2013	8	984	123	N
PLANNED	7/30/2013	19	570	30	N
PLANNED	7/30/2013	4	892	223	N
PLANNED	7/30/2013	10	1,000	100	N
PLANNED	7/30/2013	5	270	54	N
PLANNED	7/30/2013	3	36	12	N
PLANNED	7/30/2013	3	303	101	N
PLANNED	7/30/2013	4	1,936	484	N
PLANNED	7/30/2013	10	1,500	150	N
PLANNED	7/30/2013	2	396	198	N
PLANNED	7/30/2013	6	636	106	N
PLANNED	7/30/2013	13	91	7	N
PLANNED	7/30/2013	28	3,449	173	N
CUSTOMER REQUEST	7/30/2013	2	52	26	N
PLANNED	7/30/2013	7	742	106	N
PLANNED	7/30/2013	10	740	74	N
PLANNED	7/30/2013	15	1,860	124	N
PLANNED	7/30/2013	7	651	93	N
PLANNED	7/30/2013	5	660	132	N
PLANNED	7/30/2013	28	1,652	59	N
PLANNED	7/30/2013	6	282	47	N
PLANNED	7/30/2013	6	792	132	N
PLANNED	7/30/2013	14	2,310	165	N
CUSTOMER REQUEST	7/30/2013	25	5,200	208	N
PLANNED	7/30/2013	7	770	110	N
PLANNED	7/30/2013	3	51	17	N
PLANNED	7/30/2013	4	396	99	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/30/2013	1	191	191	N
PLANNED	7/30/2013	15	2,010	134	N
CUSTOMER REQUEST	7/30/2013	1	52	52	N
CUSTOMER REQUEST	7/30/2013	5	10	2	N
CUSTOMER REQUEST	7/30/2013	8	16	2	N
PLANNED	7/30/2013	5	660	132	N
CUSTOMER REQUEST	7/30/2013	8	1,752	219	N
PLANNED	7/30/2013	4	340	85	N
PLANNED	7/30/2013	9	1,629	181	N
PLANNED	7/30/2013	10	880	88	N
PLANNED	7/30/2013	1	10	10	N
PLANNED	7/30/2013	8	544	68	N
PLANNED	7/30/2013	2	54	27	N
PLANNED	7/30/2013	10	700	70	N
PLANNED	7/30/2013	4	344	86	N
PLANNED	7/30/2013	15	720	48	N
PLANNED	7/30/2013	8	784	98	N
PLANNED	7/30/2013	1	81	81	N
PLANNED	7/30/2013	6	774	129	N
PLANNED	7/30/2013	1	79	79	N
CUSTOMER REQUEST	7/30/2013	1	184	184	N
PLANNED	7/31/2013	1	120	120	N
PLANNED	7/31/2013	8	608	76	N
PLANNED	7/31/2013	13	1,170	90	N
PLANNED	7/31/2013	17	1,003	59	N
PLANNED	7/31/2013	5	695	139	N
PLANNED	7/31/2013	8	584	73	N
PLANNED	7/31/2013	10	1,610	161	N
PLANNED	7/31/2013	12	2,196	183	N
CUSTOMER REQUEST	7/31/2013	8	2,576	322	N
PLANNED	7/31/2013	15	4,365	291	N
PLANNED	7/31/2013	49	6,464	304	N
PLANNED	7/31/2013	3	390	130	N
PLANNED	7/31/2013	3	792	264	N
PLANNED	7/31/2013	3	609	203	N
PLANNED	7/31/2013	9	1,647	183	N
CUSTOMER REQUEST	7/31/2013	12	2,124	177	N
CUSTOMER REQUEST	7/31/2013	4	1,036	259	N
PLANNED	7/31/2013	1	13	13	N
PLANNED	7/31/2013	4	380	95	N
PLANNED	7/31/2013	1	214	214	N
PLANNED	7/31/2013	8	1,008	126	N
PLANNED	7/31/2013	1	221	221	N
CUSTOMER REQUEST	7/31/2013	1	229	229	N
PLANNED	7/31/2013	6	12	2	N
PLANNED	7/31/2013	13	2,106	162	N
PLANNED	7/31/2013	10	1,210	121	N
PLANNED	7/31/2013	7	931	133	N
PLANNED	7/31/2013	10	1,880	188	N
PLANNED	7/31/2013	10	2,750	275	N
PLANNED	7/31/2013	18	1,890	105	N
PLANNED	7/31/2013	7	1,085	155	N
PLANNED	7/31/2013	14	980	70	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	7/31/2013	16	2,048	128	N
PLANNED	7/31/2013	18	2,322	129	N
PLANNED	7/31/2013	5	1,385	277	N
PLANNED	7/31/2013	4	1,116	279	N
PLANNED	7/31/2013	5	790	158	N
PLANNED	7/31/2013	22	1,298	59	N
PLANNED	7/31/2013	7	616	88	N
PLANNED	7/31/13	14	2184	156	N
CUSTOMER REQUEST	7/31/13	11	3003	273	N
PLANNED	7/31/13	6	702	117	N
PLANNED	7/31/13	3	453	151	N
PLANNED	7/31/13	7	49	7	N
PLANNED	7/31/13	2	386	193	N
PLANNED	7/31/13	13	1469	113	N
PLANNED	7/31/13	1	107	107	N
PLANNED	7/31/13	8	1496	187	N
PLANNED	7/31/13	3	147	49	N
CUSTOMER REQUEST	7/31/13	4	308	77	N
PLANNED	7/31/13	5	815	163	N
PLANNED	7/31/13	5	175	35	N
CUSTOMER REQUEST	7/31/13	15	570	38	N
PLANNED	7/31/13	4	624	156	N
PLANNED	7/31/13	2	240	120	N
PLANNED	7/31/13	10	1900	190	N
PLANNED	7/31/13	15	1155	77	N
PLANNED	7/31/13	1	102	102	N
PLANNED	7/31/13	4	372	93	N
PLANNED	7/31/13	2	182	91	N
PLANNED	7/31/13	4	412	103	N
PLANNED	7/31/13	17	2482	146	N
PLANNED	7/31/13	16	2304	144	N
PLANNED	7/31/13	11	1496	136	N
PLANNED	7/31/13	23	3266	142	N
PLANNED	7/31/13	7	168	24	N
CUSTOMER REQUEST	7/31/13	1	213	213	N
PLANNED	7/31/13	1	65	65	N
PLANNED	7/31/13	7	728	104	N
PLANNED	7/31/13	15	1695	113	N
PLANNED	7/31/13	3	480	160	N
PLANNED	7/31/13	3	543	181	N
CUSTOMER REQUEST	7/31/13	4	460	115	N
PLANNED	7/31/13	9	1404	156	N
PLANNED	7/31/13	12	900	75	N
PLANNED	7/31/13	6	18	3	N
PLANNED	7/31/13	1	194	194	N
PLANNED	7/31/13	4	776	194	N
PLANNED	7/31/13	8	440	55	N
PLANNED	7/31/13	6	780	130	N
PLANNED	7/31/13	2	258	129	N
PLANNED	7/31/13	6	204	34	N
PLANNED	7/31/13	17	1819	107	N
PLANNED	7/31/13	9	1899	211	N
CUSTOMER REQUEST	8/1/13	12	48	4	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/1/13	2	150	75	N
PLANNED	8/1/13	6	324	54	N
PLANNED	8/1/13	12	1080	90	N
PLANNED	8/1/13	2	34	17	N
PLANNED	8/1/13	9	648	72	N
PLANNED	8/1/13	7	1722	246	N
PLANNED	8/1/13	3	333	111	N
PLANNED	8/1/13	2	356	178	N
PLANNED	8/1/13	21	5565	265	N
PLANNED	8/1/13	55	10615	193	N
PLANNED	8/1/13	14	2800	200	N
PLANNED	8/1/13	23	3473	151	N
PLANNED	8/1/13	1	110	110	N
PLANNED	8/1/13	13	117	9	N
PLANNED	8/1/13	9	819	91	N
PLANNED	8/1/13	5	1135	227	N
PLANNED	8/1/13	9	855	95	N
PLANNED	8/1/13	5	1045	209	N
PLANNED	8/1/13	4	428	107	N
PLANNED	8/1/13	8	1656	207	N
PLANNED	8/1/13	10	3430	343	N
PLANNED	8/1/13	2	42	21	N
PLANNED	8/1/13	18	2214	123	N
PLANNED	8/1/13	12	1392	116	N
PLANNED	8/1/13	33	4917	149	N
PLANNED	8/1/13	8	56	7	N
PLANNED	8/1/13	1	4	4	N
CUSTOMER REQUEST	8/1/13	7	497	71	N
PLANNED	8/1/13	4	596	149	N
CUSTOMER REQUEST	8/1/13	6	2376	396	N
PLANNED	8/1/13	4	864	216	N
PLANNED	8/1/13	12	2472	206	N
CUSTOMER REQUEST	8/1/13	4	24	6	N
CUSTOMER REQUEST	8/1/13	8	3200	400	N
CUSTOMER REQUEST	8/1/13	6	180	30	N
CUSTOMER REQUEST	8/1/13	6	2328	388	N
PLANNED	8/1/13	7	1470	210	N
CUSTOMER REQUEST	8/1/13	6	2322	387	N
PLANNED	8/1/13	33	16302	494	N
PLANNED	8/1/13	6	468	78	N
PLANNED	8/1/13	5	575	115	N
PLANNED	8/1/13	1	160	160	N
PLANNED	8/1/13	1	56	56	N
PLANNED	8/1/13	6	336	56	N
PLANNED	8/1/13	1	295	295	N
PLANNED	8/1/13	1	295	295	N
PLANNED	8/1/13	4	308	77	N
PLANNED	8/1/13	1	293	293	N
PLANNED	8/1/13	11	3377	307	N
PLANNED	8/1/13	1	381	381	N
PLANNED	8/1/13	1	292	292	N
PLANNED	8/1/13	2	322	161	N
PLANNED	8/1/13	1	379	379	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/1/13	9	810	90	N
PLANNED	8/1/13	8	1744	218	N
PLANNED	8/1/13	9	1908	212	N
CUSTOMER REQUEST	8/1/13	8	136	17	N
CUSTOMER REQUEST	8/1/13	11	946	86	N
PLANNED	8/1/13	3	321	107	N
PLANNED	8/1/13	4	280	70	N
PLANNED	8/1/13	1	266	266	N
PLANNED	8/1/13	8	1624	203	N
PLANNED	8/1/13	3	477	159	N
PLANNED	8/1/13	1	185	185	N
PLANNED	8/1/13	1	123	123	N
PLANNED	8/1/13	4	816	204	N
PLANNED	8/1/13	20	2460	123	N
PLANNED	8/1/13	6	1440	240	N
PLANNED	8/1/13	2	80	40	N
PLANNED	8/1/13	11	1034	94	N
PLANNED	8/1/13	110	6270	57	N
PLANNED	8/1/13	7	686	98	N
PLANNED	8/1/13	1	75	75	N
PLANNED	8/1/13	4	160	40	N
PLANNED	8/1/13	3	546	182	N
CUSTOMER REQUEST	8/1/13	1	33	33	N
PLANNED	8/1/13	6	138	23	N
PLANNED	8/1/13	8	128	16	N
PLANNED	8/1/13	3	423	141	N
PLANNED	8/1/13	3	108	36	N
PLANNED	8/1/13	56	11648	208	N
PLANNED	8/1/13	3	210	70	N
CUSTOMER REQUEST	8/1/13	10	330	33	N
PLANNED	8/1/13	9	864	96	N
PLANNED	8/1/13	20	1580	79	N
PLANNED	8/1/13	1	87	87	N
PLANNED	8/1/13	11	2057	187	N
CUSTOMER REQUEST	8/1/13	8	1912	239	N
PLANNED	8/1/13	25	425	17	N
PLANNED	8/1/13	7	630	90	N
PLANNED	8/1/13	5	420	84	N
PLANNED	8/1/13	11	231	21	N
PLANNED	8/1/13	7	233	114	N
PLANNED	8/1/13	10	920	92	N
PLANNED	8/1/13	6	348	58	N
PLANNED	8/1/13	1	113	113	N
PLANNED	8/1/13	2	34	17	N
PLANNED	8/1/13	8	224	28	N
PLANNED	8/1/13	1	32	32	N
PLANNED	8/2/13	6	324	54	N
PLANNED	8/2/13	16	3952	247	N
PLANNED	8/2/13	13	4550	350	N
CUSTOMER REQUEST	8/2/13	1	349	349	N
PLANNED	8/2/13	10	370	37	N
PLANNED	8/2/13	7	2793	399	N
PLANNED	8/2/13	6	1338	223	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/2/13	3	243	81	N
PLANNED	8/2/13	5	675	135	N
CUSTOMER REQUEST	8/2/13	1	211	211	N
PLANNED	8/2/13	1	264	264	N
PLANNED	8/2/13	7	364	52	N
PLANNED	8/2/13	6	1176	196	N
PLANNED	8/2/13	8	728	91	N
PLANNED	8/2/13	11	957	87	N
PLANNED	8/2/13	1	81	81	N
CUSTOMER REQUEST	8/2/13	15	315	21	N
PLANNED	8/2/13	1	144	144	N
PLANNED	8/2/13	6	336	56	N
PLANNED	8/2/13	5	15	3	N
PLANNED	8/2/13	7	854	122	N
PLANNED	8/2/13	11	1001	91	N
PLANNED	8/2/13	1	153	153	N
PLANNED	8/2/13	2	434	217	N
PLANNED	8/2/13	1	19	19	N
PLANNED	8/2/13	11	1716	156	N
PLANNED	8/2/13	2	856	428	N
PLANNED	8/2/13	2	320	160	N
PLANNED	8/2/13	5	20	4	N
PLANNED	8/2/13	8	272	34	N
PLANNED	8/2/13	5	30	6	N
CUSTOMER REQUEST	8/2/13	1	7	7	N
PLANNED	8/2/13	6	102	17	N
PLANNED	8/2/13	7	210	30	N
PLANNED	8/2/13	1	57	57	N
CUSTOMER REQUEST	8/2/13	1	188	188	N
PLANNED	8/2/13	2	4	2	N
PLANNED	8/2/13	4	160	40	N
CUSTOMER REQUEST	8/2/13	8	184	23	N
PLANNED	8/3/13	3	174	58	N
CUSTOMER REQUEST	8/3/13	52	11596	223	N
CUSTOMER REQUEST	8/3/13	57	12654	222	N
PLANNED	8/3/13	1	176	176	N
PLANNED	8/3/13	3	255	85	N
PLANNED	8/3/13	4	828	207	N
CUSTOMER REQUEST	8/3/13	1	341	341	N
CUSTOMER REQUEST	8/3/13	1	279	279	N
PLANNED	8/3/13	8	2416	302	N
PLANNED	8/3/13	15	1815	121	N
PLANNED	8/3/13	10	390	39	N
PLANNED	8/4/13	6	1572	262	N
PLANNED	8/4/13	1	27	27	N
CUSTOMER REQUEST	8/4/13	1	185	185	N
PLANNED	8/4/13	2	148	74	N
CUSTOMER REQUEST	8/5/13	2286	80010	35	N
PLANNED	8/5/13	4	336	84	N
PLANNED	8/5/13	26	2522	97	N
PLANNED	8/5/13	27	6102	226	N
PLANNED	8/5/13	5	985	197	N
PLANNED	8/5/13	9	3132	348	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/5/13	10	1160	116	N
PLANNED	8/5/13	10	790	79	N
CUSTOMER REQUEST	8/5/13	12	3792	316	N
PLANNED	8/5/13	7	210	30	N
PLANNED	8/5/13	15	1170	78	N
PLANNED	8/5/13	8	1624	203	N
PLANNED	8/5/13	9	1818	202	N
PLANNED	8/5/13	2	276	138	N
PLANNED	8/5/13	5	285	57	N
PLANNED	8/5/13	23	2507	109	N
PLANNED	8/5/13	6	306	51	N
PLANNED	8/5/13	9	540	60	N
PLANNED	8/5/13	9	207	23	N
PLANNED	8/5/13	6	1278	213	N
PLANNED	8/5/13	25	950	38	N
PLANNED	8/5/13	3	141	47	N
PLANNED	8/5/13	16	656	41	N
PLANNED	8/5/13	1	223	223	N
CUSTOMER REQUEST	8/5/13	1	317	317	N
PLANNED	8/5/13	23	437	19	N
PLANNED	8/5/13	9	342	38	N
PLANNED	8/5/13	11	1496	136	N
PLANNED	8/5/13	12	1800	150	N
PLANNED	8/5/13	9	792	88	N
PLANNED	8/5/13	1	247	247	N
PLANNED	8/5/13	2	352	176	N
PLANNED	8/5/13	3	612	204	N
PLANNED	8/5/13	1	299	299	N
PLANNED	8/5/13	3	114	38	N
PLANNED	8/5/13	5	85	17	N
PLANNED	8/5/13	9	279	31	N
PLANNED	8/5/13	7	42	6	N
PLANNED	8/5/13	9	684	76	N
PLANNED	8/5/13	1	45	45	N
CUSTOMER REQUEST	8/5/13	2	414	207	N
PLANNED	8/5/13	3	543	181	N
PLANNED	8/5/13	8	144	18	N
PLANNED	8/5/13	2	112	56	N
PLANNED	8/5/13	52	1872	36	N
PLANNED	8/5/13	7	525	75	N
PLANNED	8/5/13	5	810	162	N
PLANNED	8/5/13	12	924	77	N
PLANNED	8/5/13	6	180	30	N
PLANNED	8/5/13	1	125	125	N
PLANNED	8/5/13	1	124	124	N
PLANNED	8/5/13	4	260	65	N
PLANNED	8/5/13	7	91	13	N
PLANNED	8/5/13	3	174	58	N
PLANNED	8/5/13	15	1785	119	N
PLANNED	8/5/13	8	720	90	N
PLANNED	8/5/13	1	79	79	N
PLANNED	8/5/13	9	207	23	N
PLANNED	8/5/13	3	267	89	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/5/13	11	1771	161	N
PLANNED	8/5/13	2	240	120	N
PLANNED	8/5/13	9	72	8	N
PLANNED	8/5/13	1	30	30	N
PLANNED	8/5/13	2	94	47	N
PLANNED	8/5/13	8	1024	128	N
PLANNED	8/5/13	6	924	154	N
PLANNED	8/5/13	4	232	58	N
PLANNED	8/5/13	7	441	63	N
PLANNED	8/5/13	2	220	110	N
PLANNED	8/5/13	5	525	105	N
PLANNED	8/5/13	5	350	70	N
CUSTOMER REQUEST	8/5/13	1	453	453	N
PLANNED	8/5/13	9	1467	163	N
PLANNED	8/6/13	30	6660	222	N
PLANNED	8/6/13	1	14	14	N
PLANNED	8/6/13	12	1584	132	N
PLANNED	8/6/13	9	207	23	N
PLANNED	8/6/13	6	624	104	N
PLANNED	8/6/13	2	438	219	N
PLANNED	8/6/13	9	495	55	N
CUSTOMER REQUEST	8/6/13	8	480	60	N
PLANNED	8/6/13	2	284	142	N
PLANNED	8/6/13	1	22	22	N
PLANNED	8/6/13	3	399	133	N
PLANNED	8/6/13	6	1002	167	N
PLANNED	8/6/13	8	784	98	N
PLANNED	8/6/13	6	1128	188	N
PLANNED	8/6/13	14	1722	123	N
PLANNED	8/6/13	2	718	359	N
PLANNED	8/6/13	23	2806	122	N
PLANNED	8/6/13	17	867	51	N
PLANNED	8/6/13	6	1566	261	N
PLANNED	8/6/13	9	54	6	N
PLANNED	8/6/13	2	292	146	N
PLANNED	8/6/13	5	575	115	N
PLANNED	8/6/13	97	3201	33	N
PLANNED	8/6/13	8	2112	264	N
PLANNED	8/6/13	24	4536	189	N
CUSTOMER REQUEST	8/6/13	20	3660	183	N
CUSTOMER REQUEST	8/6/13	10	4930	493	N
PLANNED	8/6/13	9	1269	141	N
PLANNED	8/6/13	1	146	146	N
PLANNED	8/6/13	15	3240	216	N
PLANNED	8/6/13	2	152	76	N
PLANNED	8/6/13	10	2340	234	N
PLANNED	8/6/13	2	254	127	N
PLANNED	8/6/13	1	214	214	N
PLANNED	8/6/13	2	142	71	N
CUSTOMER REQUEST	8/6/13	2	178	89	N
PLANNED	8/6/13	10	930	93	N
PLANNED	8/6/13	2	302	151	N
PLANNED	8/6/13	16	1856	116	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/6/13	10	670	67	N
PLANNED	8/6/13	8	1200	150	N
PLANNED	8/6/13	14	560	40	N
PLANNED	8/6/13	12	2232	186	N
PLANNED	8/6/13	6	714	119	N
PLANNED	8/6/13	1	54	54	N
PLANNED	8/6/13	15	855	57	N
PLANNED	8/6/13	9	936	104	N
PLANNED	8/6/13	4	332	83	N
PLANNED	8/6/13	9	2115	235	N
CUSTOMER REQUEST	8/6/13	3	498	166	N
PLANNED	8/6/13	9	900	100	N
PLANNED	8/6/13	14	168	12	N
PLANNED	8/6/13	1	47	47	N
PLANNED	8/6/13	38	2242	59	N
PLANNED	8/6/13	8	2472	309	N
PLANNED	8/6/13	8	784	98	N
PLANNED	8/6/13	1	72	72	N
PLANNED	8/6/13	3	660	220	N
PLANNED	8/6/13	1	120	120	N
PLANNED	8/6/13	9	1674	186	N
PLANNED	8/6/13	5	75	15	N
CUSTOMER REQUEST	8/6/13	1158	4632	4	N
PLANNED	8/6/13	15	1695	113	N
PLANNED	8/6/13	2	208	104	N
CUSTOMER REQUEST	8/6/13	11	165	15	N
PLANNED	8/6/13	8	864	108	N
PLANNED	8/6/13	1	101	101	N
PLANNED	8/6/13	2	68	34	N
PLANNED	8/6/13	1	47	47	N
PLANNED	8/6/13	15	360	24	N
PLANNED	8/6/13	6	342	57	N
PLANNED	8/6/13	3	210	70	N
PLANNED	8/6/13	3	225	75	N
PLANNED	8/6/13	71	4473	63	N
PLANNED	8/6/13	2	124	62	N
PLANNED	8/6/13	6	36	6	N
PLANNED	8/6/13	14	2072	148	N
PLANNED	8/7/13	4	696	174	N
PLANNED	8/7/13	2	192	96	N
PLANNED	8/7/13	3	405	135	N
PLANNED	8/7/13	6	1614	269	N
PLANNED	8/7/13	6	552	92	N
PLANNED	8/7/13	9	1053	117	N
PLANNED	8/7/13	2	242	121	N
PLANNED	8/7/13	18	1242	69	N
PLANNED	8/7/13	1	110	110	N
PLANNED	8/7/13	1	419	419	N
PLANNED	8/7/13	1	212	212	N
PLANNED	8/7/13	1	269	269	N
PLANNED	8/7/13	10	2530	253	N
PLANNED	8/7/13	7	1036	148	N
PLANNED	8/7/13	97	873	9	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/7/13	11	1606	146	N
PLANNED	8/7/13	12	1728	144	N
PLANNED	8/7/13	10	650	65	N
PLANNED	8/7/13	9	864	96	N
PLANNED	8/7/13	4	260	65	N
PLANNED	8/7/13	2	142	71	N
CUSTOMER REQUEST	8/7/13	2	40	20	N
PLANNED	8/7/13	6	306	51	N
PLANNED	8/7/13	1	108	108	N
PLANNED	8/7/13	10	1670	167	N
PLANNED	8/7/13	9	1494	166	N
PLANNED	8/7/13	56	7168	128	N
PLANNED	8/7/13	4	688	172	N
PLANNED	8/7/13	2	194	97	N
PLANNED	8/7/13	40	40	1	N
PLANNED	8/7/13	1	68	68	N
PLANNED	8/7/13	72	2232	31	N
PLANNED	8/7/13	22	2046	93	N
PLANNED	8/7/13	4	596	149	N
PLANNED	8/7/13	1	64	64	N
PLANNED	8/7/13	8	264	33	N
PLANNED	8/7/13	2	284	142	N
PLANNED	8/7/13	1	104	104	N
PLANNED	8/7/13	2	160	80	N
PLANNED	8/7/13	10	770	77	N
PLANNED	8/7/13	20	100	5	N
PLANNED	8/7/13	2	104	52	N
PLANNED	8/7/13	19	1919	101	N
PLANNED	8/7/13	8	232	29	N
PLANNED	8/7/13	6	6	1	N
PLANNED	8/7/13	3	225	75	N
PLANNED	8/7/13	8	96	12	N
PLANNED	8/7/13	1	125	125	N
PLANNED	8/7/13	1	78	78	N
PLANNED	8/7/13	9	369	41	N
CUSTOMER REQUEST	8/7/13	19	836	44	N
PLANNED	8/7/13	27	6453	239	N
PLANNED	8/7/13	1	136	136	N
PLANNED	8/7/13	6	156	26	N
PLANNED	8/7/13	2	194	97	N
PLANNED	8/7/13	1	72	72	N
PLANNED	8/7/13	2	628	314	N
PLANNED	8/7/13	3	186	62	N
PLANNED	8/7/13	8	392	49	N
PLANNED	8/7/13	8	160	20	N
PLANNED	8/7/13	8	560	70	N
PLANNED	8/7/13	3	318	106	N
PLANNED	8/7/13	19	2622	138	N
PLANNED	8/7/13	4	132	33	N
PLANNED	8/7/13	16	1248	78	N
PLANNED	8/7/13	2	136	68	N
PLANNED	8/7/13	19	1083	57	N
PLANNED	8/7/13	12	1020	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/7/13	13	975	75	N
PLANNED	8/7/13	2	96	48	N
PLANNED	8/7/13	2	98	49	N
PLANNED	8/7/13	1	49	49	N
PLANNED	8/7/13	1	135	135	N
PLANNED	8/7/13	8	40	5	N
PLANNED	8/7/13	1	98	98	N
PLANNED	8/7/13	2	238	119	N
PLANNED	8/7/13	14	532	38	N
PLANNED	8/7/13	2	180	90	N
PLANNED	8/7/13	3	165	55	N
PLANNED	8/7/13	1	79	79	N
PLANNED	8/7/13	17	1530	90	N
PLANNED	8/7/13	2	64	32	N
CUSTOMER REQUEST	8/7/13	1	129	129	N
CUSTOMER REQUEST	8/7/13	2	36	18	N
CUSTOMER REQUEST	8/7/13	3	141	47	N
PLANNED	8/7/13	22	3322	151	N
PLANNED	8/7/13	10	1700	170	N
PLANNED	8/7/13	11	803	73	N
PLANNED	8/7/13	14	588	42	N
PLANNED	8/8/13	1	310	310	N
PLANNED	8/8/13	17	2397	141	N
PLANNED	8/8/13	31	6665	215	N
PLANNED	8/8/13	1	64	64	N
PLANNED	8/8/13	5	445	89	N
PLANNED	8/8/13	8	1248	156	N
PLANNED	8/8/13	27	2106	78	N
PLANNED	8/8/13	16	4208	263	N
PLANNED	8/8/13	2	318	159	N
PLANNED	8/8/13	1	24	24	N
PLANNED	8/8/13	3	270	90	N
PLANNED	8/8/13	145	27550	190	N
PLANNED	8/8/13	1	219	219	N
CUSTOMER REQUEST	8/8/13	99	16929	171	N
PLANNED	8/8/13	1	138	138	N
PLANNED	8/8/13	6	432	72	N
PLANNED	8/8/13	4	432	108	N
PLANNED	8/8/13	2	422	211	N
PLANNED	8/8/13	1	114	114	N
PLANNED	8/8/13	64	1344	21	N
PLANNED	8/8/13	10	700	70	N
PLANNED	8/8/13	6	474	79	N
CUSTOMER REQUEST	8/8/13	8	168	21	N
PLANNED	8/8/13	5	60	12	N
PLANNED	8/8/13	8	80	10	N
CUSTOMER REQUEST	8/8/13	18	72	4	N
PLANNED	8/8/13	2	176	88	N
CUSTOMER REQUEST	8/8/13	1	353	353	N
PLANNED	8/8/13	3	675	225	N
PLANNED	8/8/13	8	1592	199	N
PLANNED	8/8/13	12	912	76	N
PLANNED	8/8/13	14	966	69	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/8/13	18	270	15	N
PLANNED	8/8/13	3	393	131	N
PLANNED	8/8/13	3	198	66	N
CUSTOMER REQUEST	8/8/13	21	735	35	N
PLANNED	8/8/13	5	1065	213	N
PLANNED	8/8/13	8	1144	143	N
PLANNED	8/8/13	16	2240	140	N
PLANNED	8/8/13	19	7467	393	N
PLANNED	8/8/13	1	17	17	N
PLANNED	8/8/13	11	847	77	N
PLANNED	8/8/13	12	3324	277	N
CUSTOMER REQUEST	8/8/13	6	54	9	N
PLANNED	8/8/13	9	1233	137	N
CUSTOMER REQUEST	8/8/13	29	638	22	N
PLANNED	8/8/13	1	63	63	N
PLANNED	8/8/13	6	348	58	N
PLANNED	8/8/13	2	80	40	N
CUSTOMER REQUEST	8/8/13	1	312	312	N
PLANNED	8/8/13	1	57	57	N
PLANNED	8/8/13	11	88	8	N
PLANNED	8/8/13	2	88	44	N
PLANNED	8/8/13	16	3040	190	N
PLANNED	8/8/13	1	217	217	N
PLANNED	8/8/13	2	62	31	N
PLANNED	8/8/13	5	600	120	N
CUSTOMER REQUEST	8/8/13	1	198	198	N
PLANNED	8/8/13	1	227	227	N
PLANNED	8/8/13	11	1232	112	N
PLANNED	8/8/13	10	410	41	N
PLANNED	8/8/13	35	70	2	N
CUSTOMER REQUEST	8/8/13	8	40	5	N
PLANNED	8/8/13	50	250	5	N
PLANNED	8/8/13	14	1246	89	N
PLANNED	8/8/13	2	230	115	N
PLANNED	8/8/13	7	350	50	N
PLANNED	8/8/13	11	1364	124	N
PLANNED	8/8/13	2	210	105	N
PLANNED	8/8/13	2	248	124	N
PLANNED	8/8/13	6	1614	269	N
PLANNED	8/8/13	12	1584	132	N
PLANNED	8/8/13	11	2706	246	N
CUSTOMER REQUEST	8/8/13	1	287	287	N
PLANNED	8/8/13	2	210	105	N
PLANNED	8/8/13	3	177	59	N
CUSTOMER REQUEST	8/8/13	1	250	250	N
CUSTOMER REQUEST	8/8/13	10	330	33	N
PLANNED	8/8/13	2	222	111	N
PLANNED	8/8/13	5	110	22	N
PLANNED	8/8/13	7	245	35	N
PLANNED	8/8/13	7	259	37	N
CUSTOMER REQUEST	8/8/13	1	150	150	N
PLANNED	8/8/13	1	121	121	N
PLANNED	8/8/13	2	164	82	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/8/13	18	126	7	N
PLANNED	8/8/13	1	25	25	N
PLANNED	8/9/13	3	132	44	N
PLANNED	8/9/13	8	1240	155	N
PLANNED	8/9/13	1	100	100	N
PLANNED	8/9/13	1	3	3	N
PLANNED	8/9/13	2	18	9	N
PLANNED	8/9/13	2	278	139	N
CUSTOMER REQUEST	8/9/13	3	93	31	N
PLANNED	8/9/13	16	3088	193	N
PLANNED	8/9/13	5	745	149	N
PLANNED	8/9/13	3	180	60	N
PLANNED	8/9/13	11	473	43	N
PLANNED	8/9/13	5	175	35	N
PLANNED	8/9/13	5	545	109	N
PLANNED	8/9/13	1	198	198	N
PLANNED	8/9/13	5	510	102	N
PLANNED	8/9/13	2	416	208	N
PLANNED	8/9/13	3	606	202	N
PLANNED	8/9/13	3	177	59	N
PLANNED	8/9/13	2	82	41	N
CUSTOMER REQUEST	8/9/13	5	115	23	N
PLANNED	8/9/13	5	420	84	N
PLANNED	8/9/13	9	594	66	N
PLANNED	8/9/13	4	496	124	N
PLANNED	8/9/13	1	129	129	N
PLANNED	8/9/13	1	127	127	N
PLANNED	8/9/13	1	113	113	N
CUSTOMER REQUEST	8/9/13	29	1131	39	N
PLANNED	8/9/13	12	48	4	N
PLANNED	8/9/13	1	99	99	N
CUSTOMER REQUEST	8/9/13	12	752	301	N
PLANNED	8/9/13	10	1450	145	N
CUSTOMER REQUEST	8/9/13	11	880	80	N
PLANNED	8/9/13	1	177	177	N
PLANNED	8/9/13	2	312	156	N
PLANNED	8/9/13	6	414	69	N
PLANNED	8/9/13	6	498	83	N
CUSTOMER REQUEST	8/9/13	6	174	29	N
PLANNED	8/9/13	4	80	20	N
PLANNED	8/9/13	6	3018	503	N
PLANNED	8/9/13	4	176	44	N
PLANNED	8/9/13	1	49	49	N
PLANNED	8/9/13	12	612	51	N
PLANNED	8/9/13	1	47	47	N
PLANNED	8/9/13	9	36	4	N
PLANNED	8/9/13	9	414	46	N
CUSTOMER REQUEST	8/9/13	601	33068	68	N
PLANNED	8/10/13	5	1145	229	N
PLANNED	8/10/13	1	72	72	N
CUSTOMER REQUEST	8/10/13	4	420	105	N
PLANNED	8/10/13	1	61	61	N
CUSTOMER REQUEST	8/10/13	1	90	90	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/11/13	1	173	173	N
PLANNED	8/11/13	3	327	109	N
PLANNED	8/11/13	22	1738	79	N
PLANNED	8/12/13	1	57	57	N
PLANNED	8/12/13	13	1547	119	N
PLANNED	8/12/13	21	7287	347	N
PLANNED	8/12/13	21	3360	160	N
PLANNED	8/12/13	2	122	61	N
PLANNED	8/12/13	7	560	80	N
CUSTOMER REQUEST	8/12/13	1	302	302	N
PLANNED	8/12/13	2	200	100	N
PLANNED	8/12/13	8	648	81	N
PLANNED	8/12/13	2	202	101	N
PLANNED	8/12/13	7	273	39	N
PLANNED	8/12/13	25	2675	107	N
PLANNED	8/12/13	1	137	137	N
PLANNED	8/12/13	8	368	46	N
PLANNED	8/12/13	7	980	140	N
PLANNED	8/12/13	7	525	75	N
PLANNED	8/12/13	8	1640	205	N
PLANNED	8/12/13	15	3090	206	N
PLANNED	8/12/13	8	1816	227	N
PLANNED	8/12/13	1	145	145	N
PLANNED	8/12/13	8	224	28	N
PLANNED	8/12/13	9	612	68	N
PLANNED	8/12/13	1	74	74	N
PLANNED	8/12/13	78	1014	13	N
PLANNED	8/12/13	1	227	227	N
PLANNED	8/12/13	4	904	226	N
PLANNED	8/12/13	6	1194	199	N
PLANNED	8/12/13	2	96	48	N
PLANNED	8/12/13	3	483	161	N
CUSTOMER REQUEST	8/12/13	25	400	16	N
PLANNED	8/12/13	96	960	10	N
PLANNED	8/12/13	15	2955	197	N
PLANNED	8/12/13	6	54	9	N
PLANNED	8/12/13	4	104	26	N
PLANNED	8/12/13	5	115	23	N
PLANNED	8/12/13	9	657	73	N
PLANNED	8/12/13	1	113	113	N
PLANNED	8/12/13	5	705	141	N
PLANNED	8/12/13	4	124	31	N
PLANNED	8/12/13	1	139	139	N
PLANNED	8/12/13	19	1767	93	N
PLANNED	8/12/13	2	178	89	N
PLANNED	8/12/13	10	820	82	N
PLANNED	8/12/13	4	116	29	N
PLANNED	8/12/13	8	592	74	N
PLANNED	8/12/13	8	848	106	N
PLANNED	8/12/13	4	620	155	N
CUSTOMER REQUEST	8/12/13	1	341	341	N
PLANNED	8/12/13	8	352	44	N
PLANNED	8/12/13	10	940	94	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/12/13	7	448	64	N
PLANNED	8/12/13	10	590	59	N
PLANNED	8/12/13	1	112	112	N
PLANNED	8/12/13	2	248	124	N
PLANNED	8/12/13	6	216	36	N
PLANNED	8/12/13	1	53	53	N
CUSTOMER REQUEST	8/12/13	11	1243	113	N
PLANNED	8/12/13	20	2480	124	N
PLANNED	8/12/13	3	255	85	N
PLANNED	8/12/13	7	889	127	N
PLANNED	8/12/13	3	333	111	N
PLANNED	8/12/13	11	1089	99	N
PLANNED	8/12/13	21	1428	68	N
PLANNED	8/12/13	7	658	94	N
PLANNED	8/12/13	7	476	68	N
PLANNED	8/12/13	5	90	18	N
PLANNED	8/12/13	7	126	18	N
PLANNED	8/12/13	9	819	91	N
CUSTOMER REQUEST	8/12/13	1	64	64	N
PLANNED	8/12/13	17	289	17	N
PLANNED	8/12/13	4	700	175	N
PLANNED	8/12/13	7	287	41	N
CUSTOMER REQUEST	8/12/13	1	8	8	N
PLANNED	8/12/13	13	1118	86	N
PLANNED	8/12/13	1	168	168	N
PLANNED	8/12/13	4	504	126	N
PLANNED	8/13/13	10	450	45	N
PLANNED	8/13/13	10	2420	242	N
CUSTOMER REQUEST	8/13/13	1	42	42	N
PLANNED	8/13/13	6	1434	239	N
PLANNED	8/13/13	4	620	155	N
CUSTOMER REQUEST	8/13/13	39	22971	589	N
PLANNED	8/13/13	8	720	90	N
PLANNED	8/13/13	27	4887	181	N
PLANNED	8/13/13	18	2196	122	N
PLANNED	8/13/13	5	155	31	N
PLANNED	8/13/13	7	588	84	N
PLANNED	8/13/13	2	402	201	N
PLANNED	8/13/13	1	23	23	N
PLANNED	8/13/13	31	8308	268	N
PLANNED	8/13/13	2	76	38	N
PLANNED	8/13/13	8	1392	174	N
PLANNED	8/13/13	3	18	6	N
PLANNED	8/13/13	30	7020	234	N
PLANNED	8/13/13	5	1110	222	N
PLANNED	8/13/13	1	206	206	N
PLANNED	8/13/13	1	309	309	N
PLANNED	8/13/13	8	1512	189	N
CUSTOMER REQUEST	8/13/13	8	80	10	N
CUSTOMER REQUEST	8/13/13	14	560	40	N
CUSTOMER REQUEST	8/13/13	3	453	151	N
PLANNED	8/13/13	9	684	76	N
PLANNED	8/13/13	2	34	17	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/13/13	1	84	84	N
PLANNED	8/13/13	11	165	15	N
PLANNED	8/13/13	8	1672	209	N
PLANNED	8/13/13	2	366	183	N
PLANNED	8/13/13	8	856	107	N
PLANNED	8/13/13	28	1316	47	N
PLANNED	8/13/13	4	540	135	N
PLANNED	8/13/13	102	14688	144	N
PLANNED	8/13/13	13	806	62	N
PLANNED	8/13/13	11	1012	92	N
PLANNED	8/13/13	10	1360	136	N
PLANNED	8/13/13	3	207	69	N
PLANNED	8/13/13	1	24	24	N
PLANNED	8/13/13	47	8178	174	N
PLANNED	8/13/13	10	1170	117	N
PLANNED	8/13/13	1	85	85	N
PLANNED	8/13/13	27	4725	175	N
PLANNED	8/13/13	6	198	33	N
PLANNED	8/13/13	3	387	129	N
PLANNED	8/13/13	18	1674	93	N
PLANNED	8/13/13	4	216	54	N
PLANNED	8/13/13	3	24	8	N
PLANNED	8/13/13	8	648	81	N
PLANNED	8/13/13	9	954	106	N
PLANNED	8/13/13	1	83	83	N
PLANNED	8/13/13	1	27	27	N
PLANNED	8/13/13	12	792	66	N
PLANNED	8/13/13	7	791	113	N
PLANNED	8/13/13	21	2835	135	N
PLANNED	8/13/13	7	224	32	N
PLANNED	8/13/13	4	264	66	N
PLANNED	8/13/13	1	100	100	N
PLANNED	8/13/13	1	19	19	N
PLANNED	8/13/13	3	234	78	N
PLANNED	8/13/13	1	18	18	N
PLANNED	8/13/13	44	9680	220	N
PLANNED	8/13/13	1	14	14	N
PLANNED	8/13/13	8	744	93	N
PLANNED	8/13/13	9	594	66	N
PLANNED	8/13/13	15	660	44	N
PLANNED	8/13/13	6	504	84	N
PLANNED	8/13/13	29	3074	106	N
PLANNED	8/13/13	35	3885	111	N
CUSTOMER REQUEST	8/13/13	3	684	228	N
PLANNED	8/13/13	4	508	127	N
PLANNED	8/13/13	4	492	123	N
PLANNED	8/13/13	8	832	104	N
PLANNED	8/13/13	3	99	33	N
PLANNED	8/13/13	1	55	55	N
PLANNED	8/13/13	3	543	181	N
CUSTOMER REQUEST	8/13/13	2	210	105	N
PLANNED	8/13/13	59	1003	17	N
PLANNED	8/13/13	14	1022	73	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/13/13	10	860	86	N
PLANNED	8/13/13	5	440	88	N
CUSTOMER REQUEST	8/13/13	3	99	33	N
CUSTOMER REQUEST	8/13/13	7	77	11	N
PLANNED	8/13/13	1	222	222	N
PLANNED	8/14/13	10	2460	246	N
PLANNED	8/14/13	14	1834	131	N
PLANNED	8/14/13	8	1440	180	N
PLANNED	8/14/13	22	4268	194	N
PLANNED	8/14/13	1	85	85	N
PLANNED	8/14/13	10	1450	145	N
PLANNED	8/14/13	5	405	81	N
PLANNED	8/14/13	6	504	84	N
PLANNED	8/14/13	6	624	104	N
PLANNED	8/14/13	3	1065	355	N
PLANNED	8/14/13	13	2613	201	N
PLANNED	8/14/13	7	483	69	N
PLANNED	8/14/13	42	4746	113	N
PLANNED	8/14/13	9	729	81	N
PLANNED	8/14/13	4	812	203	N
PLANNED	8/14/13	7	581	83	N
PLANNED	8/14/13	1	413	413	N
PLANNED	8/14/13	7	462	66	N
PLANNED	8/14/13	1	395	395	N
PLANNED	8/14/13	7	1288	184	N
PLANNED	8/14/13	13	689	53	N
PLANNED	8/14/13	8	2352	294	N
PLANNED	8/14/13	6	84	14	N
CUSTOMER REQUEST	8/14/13	4	32	8	N
PLANNED	8/14/13	4	700	175	N
PLANNED	8/14/13	5	745	149	N
PLANNED	8/14/13	1	77	77	N
PLANNED	8/14/13	4	616	154	N
PLANNED	8/14/13	8	608	76	N
PLANNED	8/14/13	8	2000	250	N
PLANNED	8/14/13	7	133	19	N
PLANNED	8/14/13	12	1896	158	N
PLANNED	8/14/13	12	1668	139	N
PLANNED	8/14/13	1	114	114	N
PLANNED	8/14/13	2	450	225	N
PLANNED	8/14/13	6	576	96	N
PLANNED	8/14/13	26	8814	339	N
PLANNED	8/14/13	4	132	33	N
PLANNED	8/14/13	2	408	204	N
PLANNED	8/14/13	10	1980	198	N
PLANNED	8/14/13	9	171	19	N
PLANNED	8/14/13	16	2640	165	N
PLANNED	8/14/13	8	152	19	N
PLANNED	8/14/13	8	696	87	N
PLANNED	8/14/13	2	564	282	N
PLANNED	8/14/13	7	1113	159	N
PLANNED	8/14/13	6	714	119	N
PLANNED	8/14/13	8	480	60	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/14/13	2	474	237	N
PLANNED	8/14/13	2	252	126	N
CUSTOMER REQUEST	8/14/13	7	2121	303	N
PLANNED	8/14/13	18	1296	72	N
PLANNED	8/14/13	1	86	86	N
PLANNED	8/14/13	6	1110	185	N
PLANNED	8/14/13	6	452	104	N
PLANNED	8/14/13	7	567	81	N
PLANNED	8/14/13	7	679	97	N
PLANNED	8/14/13	2	362	181	N
PLANNED	8/14/13	2	352	176	N
PLANNED	8/14/13	3	66	22	N
PLANNED	8/14/13	4	344	86	N
PLANNED	8/14/13	10	2470	247	N
PLANNED	8/14/13	8	912	114	N
PLANNED	8/14/13	1	144	144	N
PLANNED	8/14/13	7	994	142	N
PLANNED	8/14/13	2	36	18	N
PLANNED	8/14/13	7	882	126	N
PLANNED	8/14/13	6	1068	178	N
PLANNED	8/14/13	4	624	156	N
PLANNED	8/14/13	8	208	26	N
PLANNED	8/14/13	8	408	51	N
PLANNED	8/14/13	4	788	197	N
PLANNED	8/14/13	8	1072	134	N
PLANNED	8/14/13	2	78	39	N
PLANNED	8/14/13	18	1062	59	N
PLANNED	8/14/13	3	198	66	N
PLANNED	8/14/13	4	604	151	N
PLANNED	8/14/13	1	44	44	N
PLANNED	8/14/13	2	98	49	N
PLANNED	8/14/13	1	41	41	N
PLANNED	8/14/13	3	111	37	N
PLANNED	8/14/13	9	639	71	N
CUSTOMER REQUEST	8/14/13	1	410	410	N
PLANNED	8/14/13	1	175	175	N
PLANNED	8/14/13	8	456	57	N
PLANNED	8/14/13	4	540	135	N
CUSTOMER REQUEST	8/14/13	1	347	347	N
PLANNED	8/14/13	1	95	95	N
PLANNED	8/14/13	3	171	57	N
CUSTOMER REQUEST	8/15/13	1	102	102	N
PLANNED	8/15/13	1	198	198	N
PLANNED	8/15/13	11	715	65	N
PLANNED	8/15/13	5	430	86	N
PLANNED	8/15/13	6	438	73	N
PLANNED	8/15/13	3	279	93	N
PLANNED	8/15/13	6	840	140	N
PLANNED	8/15/13	10	1200	120	N
PLANNED	8/15/13	24	2088	87	N
PLANNED	8/15/13	6	366	61	N
PLANNED	8/15/13	6	504	84	N
PLANNED	8/15/13	3	183	61	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/15/13	12	1188	99	N
PLANNED	8/15/13	6	990	165	N
CUSTOMER REQUEST	8/15/13	8	1168	146	N
PLANNED	8/15/13	6	786	131	N
PLANNED	8/15/13	7	602	86	N
CUSTOMER REQUEST	8/15/13	3	390	130	N
PLANNED	8/15/13	3	246	82	N
PLANNED	8/15/13	8	856	107	N
CUSTOMER REQUEST	8/15/13	3	552	184	N
PLANNED	8/15/13	8	1424	178	N
PLANNED	8/15/13	44	4224	96	N
PLANNED	8/15/13	52	1092	21	N
PLANNED	8/15/13	5	840	168	N
PLANNED	8/15/13	2	132	66	N
PLANNED	8/15/13	12	1860	155	N
PLANNED	8/15/13	4	792	198	N
PLANNED	8/15/13	6	150	25	N
PLANNED	8/15/13	12	1692	141	N
PLANNED	8/15/13	3	54	18	N
PLANNED	8/15/13	3	24	8	N
PLANNED	8/15/13	8	800	100	N
PLANNED	8/15/13	9	873	97	N
PLANNED	8/15/13	18	2520	140	N
PLANNED	8/15/13	5	450	90	N
PLANNED	8/15/13	1	118	118	N
PLANNED	8/15/13	2	196	98	N
PLANNED	8/15/13	8	448	56	N
PLANNED	8/15/13	3	102	34	N
PLANNED	8/15/13	6	708	118	N
PLANNED	8/15/13	11	891	81	N
PLANNED	8/15/13	12	1032	86	N
PLANNED	8/15/13	1	54	54	N
PLANNED	8/15/13	9	333	37	N
PLANNED	8/15/13	5	160	32	N
PLANNED	8/15/13	4	302	98	N
PLANNED	8/15/13	1	86	86	N
PLANNED	8/15/13	12	972	81	N
PLANNED	8/15/13	4	560	140	N
PLANNED	8/15/13	86	8600	100	N
CUSTOMER REQUEST	8/15/13	70	7070	101	N
PLANNED	8/15/13	5	300	60	N
PLANNED	8/15/13	8	896	112	N
CUSTOMER REQUEST	8/15/13	7	147	21	N
PLANNED	8/15/13	35	945	27	N
PLANNED	8/15/13	11	1023	93	N
PLANNED	8/15/13	3	252	84	N
PLANNED	8/15/13	2	238	119	N
PLANNED	8/15/13	2	178	89	N
PLANNED	8/15/13	1	6	6	N
CUSTOMER REQUEST	8/15/13	1	208	208	N
PLANNED	8/15/13	3	72	24	N
CUSTOMER REQUEST	8/15/13	1	133	133	N
PLANNED	8/15/13	8	680	85	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/15/13	1	194	194	N
CUSTOMER REQUEST	8/15/13	1	166	166	N
CUSTOMER REQUEST	8/15/13	1	79	79	N
PLANNED	8/15/13	1	12	12	N
CUSTOMER REQUEST	8/15/13	16	1216	76	N
PLANNED	8/15/13	31	8401	271	N
PLANNED	8/16/13	3	408	136	N
PLANNED	8/16/13	2	64	32	N
PLANNED	8/16/13	13	1872	144	N
PLANNED	8/16/13	11	1122	102	N
PLANNED	8/16/13	1	19	19	N
PLANNED	8/16/13	8	496	62	N
PLANNED	8/16/13	8	592	74	N
PLANNED	8/16/13	12	2772	231	N
PLANNED	8/16/13	10	2320	232	N
CUSTOMER REQUEST	8/16/13	2	568	284	N
PLANNED	8/16/13	7	455	65	N
PLANNED	8/16/13	13	2743	211	N
PLANNED	8/16/13	12	2748	229	N
PLANNED	8/16/13	35	3150	90	N
PLANNED	8/16/13	8	1384	173	N
PLANNED	8/16/13	11	242	22	N
PLANNED	8/16/13	6	810	135	N
PLANNED	8/16/13	1	153	153	N
PLANNED	8/16/13	60	8340	139	N
PLANNED	8/16/13	8	296	37	N
PLANNED	8/16/13	2	650	325	N
PLANNED	8/16/13	13	1521	117	N
CUSTOMER REQUEST	8/16/13	5	330	66	N
PLANNED	8/16/13	8	1024	128	N
PLANNED	8/16/13	6	288	48	N
PLANNED	8/16/13	28	3808	136	N
PLANNED	8/16/13	7	266	38	N
PLANNED	8/16/13	5	500	100	N
PLANNED	8/16/13	8	488	61	N
CUSTOMER REQUEST	8/16/13	1	145	145	N
PLANNED	8/16/13	7	392	56	N
PLANNED	8/16/13	17	1241	73	N
PLANNED	8/16/13	12	264	22	N
PLANNED	8/16/13	1	79	79	N
CUSTOMER REQUEST	8/16/13	4	664	166	N
CUSTOMER REQUEST	8/16/13	1	205	205	N
PLANNED	8/16/13	1	23	23	N
PLANNED	8/16/13	4	92	23	N
PLANNED	8/17/13	1	261	261	N
CUSTOMER REQUEST	8/17/13	1	110	110	N
PLANNED	8/18/13	4	64	16	N
CUSTOMER REQUEST	8/18/13	1	64	64	N
CUSTOMER REQUEST	8/18/13	1	85	85	N
CUSTOMER REQUEST	8/18/13	6	234	39	N
PLANNED	8/18/13	2	88	44	N
PLANNED	8/19/13	3	450	150	N
PLANNED	8/19/13	2	380	190	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/19/13	14	1246	89	N
PLANNED	8/19/13	10	2770	277	N
PLANNED	8/19/13	4	276	69	N
PLANNED	8/19/13	4	192	48	N
PLANNED	8/19/13	18	2430	135	N
PLANNED	8/19/13	7	1008	144	N
PLANNED	8/19/13	1	39	39	N
PLANNED	8/19/13	25	1350	54	N
PLANNED	8/19/13	1	82	82	N
PLANNED	8/19/13	12	1764	147	N
PLANNED	8/19/13	8	424	53	N
PLANNED	8/19/13	6	1338	223	N
PLANNED	8/19/13	2	52	26	N
CUSTOMER REQUEST	8/19/13	1	127	127	N
PLANNED	8/19/13	1	215	215	N
PLANNED	8/19/13	3	12	4	N
PLANNED	8/19/13	4	1660	415	N
PLANNED	8/19/13	3	255	85	N
PLANNED	8/19/13	8	448	56	N
CUSTOMER REQUEST	8/19/13	18	684	38	N
PLANNED	8/19/13	8	1184	148	N
PLANNED	8/19/13	8	1384	173	N
PLANNED	8/19/13	7	441	63	N
PLANNED	8/19/13	9	1296	144	N
PLANNED	8/19/13	2	338	169	N
PLANNED	8/19/13	13	1404	108	N
PLANNED	8/19/13	9	1431	159	N
PLANNED	8/19/13	5	1225	245	N
PLANNED	8/19/13	11	176	16	N
PLANNED	8/19/13	13	2769	213	N
PLANNED	8/19/13	1	88	88	N
PLANNED	8/19/13	1	90	90	N
PLANNED	8/19/13	17	3757	221	N
PLANNED	8/19/13	5	180	36	N
PLANNED	8/19/13	4	1316	329	N
PLANNED	8/19/13	2	184	92	N
PLANNED	8/19/13	11	1089	99	N
PLANNED	8/19/13	5	625	125	N
PLANNED	8/19/13	4	548	137	N
PLANNED	8/19/13	13	1118	86	N
PLANNED	8/19/13	4	600	150	N
PLANNED	8/19/13	8	1512	189	N
PLANNED	8/19/13	10	1420	142	N
PLANNED	8/19/13	2	206	103	N
PLANNED	8/19/13	6	270	45	N
CUSTOMER REQUEST	8/19/13	17	1955	115	N
PLANNED	8/19/13	8	312	39	N
PLANNED	8/19/13	4	72	18	N
PLANNED	8/19/13	9	1134	126	N
PLANNED	8/19/13	6	1044	174	N
PLANNED	8/19/13	1	177	177	N
PLANNED	8/19/13	14	2548	182	N
PLANNED	8/19/13	1	146	146	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/19/13	13	546	42	N
PLANNED	8/19/13	3	186	62	N
PLANNED	8/19/13	1	17	17	N
PLANNED	8/19/13	6	834	139	N
PLANNED	8/19/13	10	260	26	N
PLANNED	8/19/13	11	1892	172	N
PLANNED	8/19/13	10	1610	161	N
PLANNED	8/19/13	2	50	25	N
PLANNED	8/19/13	1	113	113	N
PLANNED	8/19/13	1	165	165	N
PLANNED	8/19/13	14	826	59	N
PLANNED	8/19/13	4	416	104	N
CUSTOMER REQUEST	8/19/13	1	114	114	N
PLANNED	8/19/13	128	1152	9	N
PLANNED	8/19/13	10	1710	171	N
PLANNED	8/19/13	2	230	115	N
PLANNED	8/19/13	10	420	42	N
PLANNED	8/19/13	7	700	100	N
PLANNED	8/19/13	3	54	18	N
PLANNED	8/19/13	10	1390	139	N
PLANNED	8/19/13	1	42	42	N
PLANNED	8/19/13	5	675	135	N
PLANNED	8/19/13	5	450	90	N
PLANNED	8/19/13	1	25	25	N
PLANNED	8/19/13	11	759	69	N
PLANNED	8/19/13	4	364	91	N
PLANNED	8/19/13	7	1540	220	N
CUSTOMER REQUEST	8/19/13	6	72	12	N
PLANNED	8/19/13	3	348	116	N
PLANNED	8/19/13	97	6014	62	N
PLANNED	8/19/13	2	234	117	N
CUSTOMER REQUEST	8/19/13	1	155	155	N
PLANNED	8/19/13	6	534	89	N
PLANNED	8/19/13	14	322	23	N
PLANNED	8/19/13	3	264	88	N
CUSTOMER REQUEST	8/19/13	1	516	516	N
CUSTOMER REQUEST	8/19/13	1	126	126	N
PLANNED	8/19/13	11	44	4	N
PLANNED	8/19/13	8	304	38	N
PLANNED	8/19/13	2	94	47	N
CUSTOMER REQUEST	8/19/13	1	146	146	N
CUSTOMER REQUEST	8/19/13	1	96	96	N
PLANNED	8/19/13	4	576	144	N
PLANNED	8/19/13	2	40	20	N
PLANNED	8/20/13	1	101	101	N
PLANNED	8/20/13	24	4512	188	N
PLANNED	8/20/13	25	6300	252	N
PLANNED	8/20/13	7	630	90	N
PLANNED	8/20/13	6	570	95	N
PLANNED	8/20/13	6	1794	299	N
PLANNED	8/20/13	4	612	153	N
PLANNED	8/20/13	4	260	65	N
CUSTOMER REQUEST	8/20/13	1	67	67	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/20/13	11	2123	193	N
PLANNED	8/20/13	6	324	54	N
CUSTOMER REQUEST	8/20/13	1	204	204	N
PLANNED	8/20/13	1	235	235	N
PLANNED	8/20/13	8	1528	191	N
PLANNED	8/20/13	4	600	150	N
PLANNED	8/20/13	12	2004	167	N
CUSTOMER REQUEST	8/20/13	26	546	21	N
PLANNED	8/20/13	4	388	97	N
PLANNED	8/20/13	6	456	76	N
PLANNED	8/20/13	4	512	128	N
PLANNED	8/20/13	9	603	67	N
PLANNED	8/20/13	10	3050	305	N
PLANNED	8/20/13	4	504	126	N
PLANNED	8/20/13	1	99	99	N
PLANNED	8/20/13	4	608	152	N
CUSTOMER REQUEST	8/20/13	1	437	437	N
PLANNED	8/20/13	8	2432	304	N
PLANNED	8/20/13	10	1110	111	N
PLANNED	8/20/13	13	572	44	N
PLANNED	8/20/13	6	1806	301	N
PLANNED	8/20/13	2	376	188	N
PLANNED	8/20/13	5	365	73	N
PLANNED	8/20/13	4	184	46	N
PLANNED	8/20/13	6	1422	237	N
PLANNED	8/20/13	4	824	206	N
PLANNED	8/20/13	5	420	84	N
PLANNED	8/20/13	32	2016	63	N
PLANNED	8/20/13	4	380	95	N
PLANNED	8/20/13	6	966	161	N
PLANNED	8/20/13	12	2628	219	N
PLANNED	8/20/13	11	1859	169	N
PLANNED	8/20/13	12	1524	127	N
PLANNED	8/20/13	3	231	77	N
PLANNED	8/20/13	120	12960	108	N
PLANNED	8/20/13	7	329	47	N
PLANNED	8/20/13	36	2340	65	N
PLANNED	8/20/13	11	1760	160	N
PLANNED	8/20/13	10	870	87	N
PLANNED	8/20/13	1	140	140	N
PLANNED	8/20/13	8	376	47	N
PLANNED	8/20/13	8	632	79	N
PLANNED	8/20/13	1	115	115	N
PLANNED	8/20/13	4	476	119	N
PLANNED	8/20/13	1	39	39	N
PLANNED	8/20/13	3	105	35	N
PLANNED	8/20/13	3	387	129	N
PLANNED	8/20/13	23	713	31	N
PLANNED	8/20/13	4	196	49	N
PLANNED	8/20/13	1	42	42	N
PLANNED	8/20/13	8	408	51	N
PLANNED	8/20/13	3	804	268	N
PLANNED	8/20/13	13	3510	270	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/20/13	4	516	129	N
PLANNED	8/20/13	5	840	168	N
PLANNED	8/20/13	4	24	6	N
PLANNED	8/20/13	8	392	49	N
PLANNED	8/20/13	15	720	48	N
PLANNED	8/20/13	4	372	93	N
PLANNED	8/20/13	8	304	38	N
PLANNED	8/20/13	5	430	86	N
PLANNED	8/20/13	6	486	81	N
PLANNED	8/20/13	7	1120	160	N
PLANNED	8/20/13	8	968	121	N
PLANNED	8/20/13	1	222	222	N
PLANNED	8/20/13	2	142	71	N
PLANNED	8/20/13	6	300	50	N
PLANNED	8/20/13	2	82	41	N
PLANNED	8/20/13	14	210	15	N
PLANNED	8/20/13	3	135	45	N
PLANNED	8/20/13	13	91	7	N
CUSTOMER REQUEST	8/20/13	26	754	29	N
PLANNED	8/20/13	3	270	90	N
PLANNED	8/20/13	3	384	128	N
PLANNED	8/20/13	6	642	107	N
CUSTOMER REQUEST	8/20/13	1	91	91	N
CUSTOMER REQUEST	8/21/13	1	142	142	N
PLANNED	8/21/13	9	1161	129	N
PLANNED	8/21/13	12	1272	106	N
PLANNED	8/21/13	9	1314	146	N
PLANNED	8/21/13	2	36	18	N
PLANNED	8/21/13	10	710	71	N
PLANNED	8/21/13	1	20	20	N
PLANNED	8/21/13	5	725	145	N
PLANNED	8/21/13	8	118	111	N
PLANNED	8/21/13	6	1062	177	N
CUSTOMER REQUEST	8/21/13	8	1808	226	N
CUSTOMER REQUEST	8/21/13	16	1936	121	N
PLANNED	8/21/13	10	1390	139	N
CUSTOMER REQUEST	8/21/13	6	420	70	N
CUSTOMER REQUEST	8/21/13	9	1044	116	N
PLANNED	8/21/13	7	1001	143	N
PLANNED	8/21/13	3	78	26	N
PLANNED	8/21/13	1	87	87	N
PLANNED	8/21/13	60	5280	88	N
PLANNED	8/21/13	9	954	106	N
PLANNED	8/21/13	4	400	100	N
PLANNED	8/21/13	3	1707	569	N
PLANNED	8/21/13	1	127	127	N
PLANNED	8/21/13	10	360	36	N
PLANNED	8/21/13	4	1056	264	N
PLANNED	8/21/13	1	89	89	N
PLANNED	8/21/13	11	1287	117	N
PLANNED	8/21/13	9	1044	116	N
PLANNED	8/21/13	8	1560	195	N
PLANNED	8/21/13	12	1704	142	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/21/13	3	195	65	N
PLANNED	8/21/13	9	495	55	N
PLANNED	8/21/13	3	114	38	N
PLANNED	8/21/13	8	456	57	N
PLANNED	8/21/13	6	78	13	N
PLANNED	8/21/13	8	2168	271	N
PLANNED	8/21/13	12	996	83	N
PLANNED	8/21/13	29	10643	367	N
PLANNED	8/21/13	15	1455	97	N
PLANNED	8/21/13	17	1853	109	N
PLANNED	8/21/13	2	160	80	N
CUSTOMER REQUEST	8/21/13	4	124	31	N
PLANNED	8/21/13	11	693	63	N
CUSTOMER REQUEST	8/21/13	8	1392	174	N
PLANNED	8/21/13	2	76	38	N
CUSTOMER REQUEST	8/21/13	12	1992	166	N
PLANNED	8/21/13	8	160	20	N
PLANNED	8/21/13	8	1616	202	N
CUSTOMER REQUEST	8/21/13	11	1012	92	N
CUSTOMER REQUEST	8/21/13	10	10	1	N
PLANNED	8/21/13	1	54	54	N
CUSTOMER REQUEST	8/21/13	1	207	207	N
CUSTOMER REQUEST	8/21/13	1219	39446	117	N
CUSTOMER REQUEST	8/21/13	16	2288	143	N
PLANNED	8/21/13	11	440	40	N
PLANNED	8/21/13	11	1848	168	N
PLANNED	8/21/13	4	444	111	N
PLANNED	8/21/13	7	924	132	N
PLANNED	8/21/13	6	386	73	N
PLANNED	8/21/13	4	440	110	N
PLANNED	8/21/13	8	424	53	N
PLANNED	8/21/13	2	236	118	N
CUSTOMER REQUEST	8/21/13	4	1200	300	N
PLANNED	8/21/13	2	314	157	N
PLANNED	8/21/13	1	171	171	N
CUSTOMER REQUEST	8/21/13	6	102	17	N
CUSTOMER REQUEST	8/21/13	6	438	73	N
PLANNED	8/21/13	2	414	207	N
PLANNED	8/21/13	1	196	196	N
PLANNED	8/21/13	2	388	194	N
PLANNED	8/21/13	3	105	35	N
CUSTOMER REQUEST	8/21/13	5	50	10	N
CUSTOMER REQUEST	8/21/13	1	85	85	N
PLANNED	8/21/13	38	494	13	N
CUSTOMER REQUEST	8/21/13	1	160	160	N
PLANNED	8/21/13	1	113	113	N
PLANNED	8/21/13	8	880	110	N
CUSTOMER REQUEST	8/21/13	1	152	152	N
PLANNED	8/21/13	11	748	68	N
CUSTOMER REQUEST	8/21/13	1	128	128	N
CUSTOMER REQUEST	8/21/13	1	110	110	N
PLANNED	8/21/13	8	800	100	N
PLANNED	8/22/13	6	1692	282	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/22/13	7	763	109	N
PLANNED	8/22/13	10	880	88	N
PLANNED	8/22/13	17	391	23	N
CUSTOMER REQUEST	8/22/13	3168	323136	102	N
CUSTOMER REQUEST	8/22/13	1	345	345	N
PLANNED	8/22/13	31	1705	55	N
PLANNED	8/22/13	11	2255	205	N
PLANNED	8/22/13	8	288	36	N
PLANNED	8/22/13	3	375	125	N
PLANNED	8/22/13	11	4378	398	N
PLANNED	8/22/13	7	378	54	N
PLANNED	8/22/13	6	660	110	N
CUSTOMER REQUEST	8/22/13	7	672	96	N
PLANNED	8/22/13	7	1890	270	N
PLANNED	8/22/13	1	302	302	N
PLANNED	8/22/13	3	645	215	N
CUSTOMER REQUEST	8/22/13	1	392	392	N
PLANNED	8/22/13	4	1100	275	N
PLANNED	8/22/13	10	1690	169	N
PLANNED	8/22/13	6	966	161	N
CUSTOMER REQUEST	8/22/13	18	540	30	N
PLANNED	8/22/13	6	1002	167	N
PLANNED	8/22/13	4	696	174	N
PLANNED	8/22/13	10	960	96	N
PLANNED	8/22/13	8	1336	167	N
PLANNED	8/22/13	12	2064	172	N
PLANNED	8/22/13	10	2270	227	N
PLANNED	8/22/13	8	1904	238	N
PLANNED	8/22/13	9	1953	217	N
CUSTOMER REQUEST	8/22/13	24	288	12	N
PLANNED	8/22/13	8	456	57	N
PLANNED	8/22/13	9	693	77	N
PLANNED	8/22/13	1	164	164	N
PLANNED	8/22/13	6	684	114	N
PLANNED	8/22/13	2	156	78	N
PLANNED	8/22/13	8	752	94	N
PLANNED	8/22/13	2	326	163	N
PLANNED	8/22/13	1	147	147	N
PLANNED	8/22/13	6	186	31	N
PLANNED	8/22/13	12	2100	175	N
CUSTOMER REQUEST	8/22/13	1	208	208	N
CUSTOMER REQUEST	8/22/13	13	6760	520	N
PLANNED	8/22/13	22	3938	179	N
PLANNED	8/22/13	1	180	180	N
CUSTOMER REQUEST	8/22/13	5	285	57	N
PLANNED	8/22/13	7	434	62	N
PLANNED	8/22/13	10	990	99	N
PLANNED	8/22/13	2	294	147	N
CUSTOMER REQUEST	8/22/13	24	240	10	N
PLANNED	8/22/13	41	6355	155	N
PLANNED	8/22/13	6	348	58	N
PLANNED	8/22/13	2	424	212	N
PLANNED	8/22/13	4	108	27	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/22/13	26	4420	170	N
PLANNED	8/22/13	5	170	34	N
PLANNED	8/22/13	9	1206	134	N
PLANNED	8/22/13	8	448	56	N
PLANNED	8/22/13	5	210	42	N
PLANNED	8/22/13	3	249	83	N
PLANNED	8/22/13	4	876	219	N
PLANNED	8/22/13	1	161	161	N
PLANNED	8/22/13	8	528	66	N
PLANNED	8/22/13	10	1160	116	N
PLANNED	8/22/13	6	402	67	N
PLANNED	8/22/13	8	1032	129	N
CUSTOMER REQUEST	8/22/13	1	104	104	N
PLANNED	8/22/13	4	72	18	N
PLANNED	8/22/13	1	121	121	N
PLANNED	8/22/13	24	960	40	N
CUSTOMER REQUEST	8/22/13	1	137	137	N
PLANNED	8/23/13	1	183	183	N
PLANNED	8/23/13	3	372	124	N
PLANNED	8/23/13	1	92	92	N
CUSTOMER REQUEST	8/23/13	1	357	357	N
PLANNED	8/23/13	2	190	95	N
PLANNED	8/23/13	3	345	115	N
PLANNED	8/23/13	1	64	64	N
PLANNED	8/23/13	12	1440	120	N
PLANNED	8/23/13	1	195	195	N
CUSTOMER REQUEST	8/23/13	1	97	97	N
PLANNED	8/23/13	4	48	12	N
PLANNED	8/23/13	6	474	79	N
CUSTOMER REQUEST	8/23/13	18	792	44	N
CUSTOMER REQUEST	8/23/13	12	48	4	N
PLANNED	8/23/13	2	394	197	N
PLANNED	8/23/13	20	1500	75	N
PLANNED	8/23/13	5	625	125	N
PLANNED	8/23/13	9	567	63	N
PLANNED	8/23/13	6	180	30	N
CUSTOMER REQUEST	8/23/13	1	65	65	N
PLANNED	8/23/13	5	595	119	N
PLANNED	8/23/13	18	5202	289	N
CUSTOMER REQUEST	8/23/13	4	1028	257	N
PLANNED	8/23/13	6	684	114	N
PLANNED	8/23/13	2	242	121	N
PLANNED	8/23/13	4	224	56	N
CUSTOMER REQUEST	8/23/13	3	309	103	N
PLANNED	8/23/13	2	220	110	N
CUSTOMER REQUEST	8/23/13	6	648	108	N
PLANNED	8/23/13	8	1936	242	N
PLANNED	8/23/13	2	458	229	N
PLANNED	8/23/13	1	66	66	N
PLANNED	8/23/13	11	3894	354	N
PLANNED	8/23/13	2	32	16	N
PLANNED	8/23/13	3	21	7	N
PLANNED	8/23/13	1	18	18	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/23/13	1	170	170	N
CUSTOMER REQUEST	8/23/13	1	179	179	N
PLANNED	8/23/13	1	24	24	N
PLANNED	8/23/13	12	420	35	N
PLANNED	8/23/13	31	1395	45	N
PLANNED	8/23/13	35	4270	122	N
PLANNED	8/23/13	3	213	71	N
PLANNED	8/23/13	4	272	68	N
PLANNED	8/23/13	1	38	38	N
PLANNED	8/23/13	7	273	39	N
PLANNED	8/23/13	7	1330	190	N
PLANNED	8/23/13	5	140	28	N
PLANNED	8/23/13	46	2392	52	N
PLANNED	8/23/13	3	45	15	N
PLANNED	8/23/13	12	156	13	N
PLANNED	8/23/13	1	81	81	N
PLANNED	8/23/13	1	41	41	N
CUSTOMER REQUEST	8/23/13	1	133	133	N
PLANNED	8/23/13	9	126	14	N
CUSTOMER REQUEST	8/23/13	1	113	113	N
CUSTOMER REQUEST	8/23/13	1	81	81	N
CUSTOMER REQUEST	8/24/13	1	313	313	N
CUSTOMER REQUEST	8/24/13	2065	55755	27	N
CUSTOMER REQUEST	8/24/13	12	3228	269	N
PLANNED	8/24/13	7	385	55	N
CUSTOMER REQUEST	8/24/13	5	200	40	N
PLANNED	8/25/13	4	668	167	N
CUSTOMER REQUEST	8/25/13	1	137	137	N
CUSTOMER REQUEST	8/26/13	8	1320	165	N
CUSTOMER REQUEST	8/26/13	1	581	581	N
PLANNED	8/26/13	8	2896	362	N
PLANNED	8/26/13	3	201	67	N
PLANNED	8/26/13	2	150	75	N
PLANNED	8/26/13	2	262	131	N
PLANNED	8/26/13	7	1232	176	N
PLANNED	8/26/13	3	483	161	N
PLANNED	8/26/13	4	288	72	N
PLANNED	8/26/13	6	522	87	N
PLANNED	8/26/13	2	410	205	N
CUSTOMER REQUEST	8/26/13	27	594	22	N
CUSTOMER REQUEST	8/26/13	1	276	276	N
PLANNED	8/26/13	8	1648	206	N
PLANNED	8/26/13	11	2343	213	N
CUSTOMER REQUEST	8/26/13	18	72	4	N
PLANNED	8/26/13	7	91	13	N
PLANNED	8/26/13	2	128	64	N
PLANNED	8/26/13	2	302	151	N
PLANNED	8/26/13	5	45	9	N
PLANNED	8/26/13	1	353	353	N
PLANNED	8/26/13	8	8	1	N
PLANNED	8/26/13	17	3383	199	N
CUSTOMER REQUEST	8/26/13	32	2400	75	N
PLANNED	8/26/13	1	36	36	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/26/13	3	186	62	N
PLANNED	8/26/13	6	1368	228	N
PLANNED	8/26/13	18	2664	148	N
CUSTOMER REQUEST	8/26/13	20	480	24	N
PLANNED	8/26/13	11	1540	140	N
PLANNED	8/26/13	4	872	218	N
PLANNED	8/26/13	4	672	168	N
PLANNED	8/26/13	9	1161	129	N
PLANNED	8/26/13	32	2720	85	N
CUSTOMER REQUEST	8/26/13	4	148	37	N
PLANNED	8/26/13	17	1513	89	N
PLANNED	8/26/13	3	99	33	N
PLANNED	8/26/13	24	3936	164	N
PLANNED	8/26/13	2	348	174	N
PLANNED	8/26/13	1	94	94	N
PLANNED	8/26/13	1	34	34	N
PLANNED	8/26/13	1	22	22	N
PLANNED	8/26/13	8	440	55	N
PLANNED	8/26/13	9	423	47	N
PLANNED	8/26/13	2	62	31	N
PLANNED	8/26/13	6	306	51	N
PLANNED	8/26/13	1	23	23	N
PLANNED	8/26/13	1	68	68	N
PLANNED	8/26/13	4	116	29	N
PLANNED	8/26/13	4	84	21	N
PLANNED	8/26/13	1	20	20	N
PLANNED	8/26/13	1	158	158	N
PLANNED	8/26/13	1	28	28	N
PLANNED	8/26/13	8	1160	145	N
PLANNED	8/26/13	10	1400	140	N
PLANNED	8/26/13	10	1250	125	N
PLANNED	8/26/13	3	219	73	N
PLANNED	8/26/13	3	126	42	N
PLANNED	8/26/13	1	21	21	N
PLANNED	8/26/13	8	176	22	N
PLANNED	8/26/13	3	249	83	N
PLANNED	8/26/13	5	350	70	N
PLANNED	8/26/13	2	136	68	N
PLANNED	8/26/13	18	2502	139	N
CUSTOMER REQUEST	8/26/13	4	40	10	N
PLANNED	8/26/13	2	104	52	N
PLANNED	8/27/13	8	1040	130	N
CUSTOMER REQUEST	8/27/13	11	1826	166	N
PLANNED	8/27/13	1	192	192	N
PLANNED	8/27/13	4	548	137	N
PLANNED	8/27/13	16	1760	110	N
PLANNED	8/27/13	10	580	58	N
PLANNED	8/27/13	21	8421	401	N
PLANNED	8/27/13	6	510	85	N
PLANNED	8/27/13	12	1692	141	N
CUSTOMER REQUEST	8/27/13	26	780	30	N
PLANNED	8/27/13	4	604	151	N
PLANNED	8/27/13	16	1152	72	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/27/13	7	1036	148	N
PLANNED	8/27/13	5	945	189	N
PLANNED	8/27/13	1	59	59	N
PLANNED	8/27/13	1	108	108	N
PLANNED	8/27/13	13	2067	159	N
CUSTOMER REQUEST	8/27/13	3	192	64	N
PLANNED	8/27/13	2	150	75	N
PLANNED	8/27/13	6	384	64	N
PLANNED	8/27/13	15	1245	83	N
PLANNED	8/27/13	16	1552	97	N
PLANNED	8/27/13	5	540	108	N
PLANNED	8/27/13	6	174	29	N
PLANNED	8/27/13	4	828	207	N
PLANNED	8/27/13	27	5886	218	N
PLANNED	8/27/13	4	1212	303	N
PLANNED	8/27/13	4	460	115	N
PLANNED	8/27/13	11	462	42	N
PLANNED	8/27/13	1	9	9	N
PLANNED	8/27/13	2	238	119	N
PLANNED	8/27/13	1	147	147	N
PLANNED	8/27/13	2	246	123	N
PLANNED	8/27/13	1	141	141	N
PLANNED	8/27/13	8	552	69	N
PLANNED	8/27/13	10	1540	154	N
CUSTOMER REQUEST	8/27/13	4	224	56	N
PLANNED	8/27/13	2	150	75	N
PLANNED	8/27/13	10	170	17	N
PLANNED	8/27/13	8	1280	160	N
PLANNED	8/27/13	15	1560	104	N
PLANNED	8/27/13	2	336	168	N
PLANNED	8/27/13	7	868	124	N
PLANNED	8/27/13	1	66	66	N
PLANNED	8/27/13	2	206	103	N
PLANNED	8/27/13	1	11	11	N
PLANNED	8/27/13	9	945	105	N
PLANNED	8/27/13	78	10998	141	N
CUSTOMER REQUEST	8/27/13	3	3	1	N
PLANNED	8/27/13	1	180	180	N
PLANNED	8/27/13	3	141	47	N
PLANNED	8/27/13	1	115	115	N
CUSTOMER REQUEST	8/27/13	10	1040	104	N
PLANNED	8/27/13	4	984	246	N
PLANNED	8/27/13	76	6992	92	N
PLANNED	8/27/13	8	976	122	N
PLANNED	8/27/13	6	774	129	N
PLANNED	8/27/13	6	768	128	N
PLANNED	8/27/13	5	5	1	N
PLANNED	8/27/13	31	1519	49	N
PLANNED	8/27/13	2	442	221	N
PLANNED	8/27/13	2	278	139	N
PLANNED	8/27/13	18	918	51	N
PLANNED	8/27/13	3	81	27	N
PLANNED	8/27/13	9	243	27	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/27/13	7	623	89	N
PLANNED	8/27/13	7	966	138	N
PLANNED	8/27/13	11	352	32	N
PLANNED	8/27/13	15	285	19	N
PLANNED	8/27/13	8	184	23	N
PLANNED	8/27/13	16	288	18	N
PLANNED	8/27/13	4	192	48	N
PLANNED	8/27/13	6	138	23	N
PLANNED	8/27/13	8	152	19	N
PLANNED	8/27/13	2	550	275	N
PLANNED	8/27/13	2	40	20	N
PLANNED	8/27/13	9	504	56	N
PLANNED	8/27/13	4	68	17	N
CUSTOMER REQUEST	8/27/13	8	144	18	N
CUSTOMER REQUEST	8/27/13	1	18	18	N
PLANNED	8/27/13	1	46	46	N
PLANNED	8/28/13	947	23451	59	N
PLANNED	8/28/13	964	35460	50	N
PLANNED	8/28/13	8	904	113	N
PLANNED	8/28/13	4	664	166	N
PLANNED	8/28/13	4	900	225	N
PLANNED	8/28/13	9	747	83	N
PLANNED	8/28/13	9	1062	118	N
PLANNED	8/28/13	8	512	64	N
PLANNED	8/28/13	4	1208	302	N
PLANNED	8/28/13	2	266	133	N
PLANNED	8/28/13	12	348	29	N
PLANNED	8/28/13	11	594	54	N
PLANNED	8/28/13	51	7344	144	N
PLANNED	8/28/13	7	798	114	N
CUSTOMER REQUEST	8/28/13	1	256	256	N
PLANNED	8/28/13	22	440	20	N
PLANNED	8/28/13	2	66	33	N
PLANNED	8/28/13	2	240	120	N
PLANNED	8/28/13	2	230	115	N
PLANNED	8/28/13	8	1024	128	N
PLANNED	8/28/13	6	756	126	N
PLANNED	8/28/13	1	40	40	N
PLANNED	8/28/13	4	712	178	N
PLANNED	8/28/13	2	164	82	N
PLANNED	8/28/13	8	872	109	N
PLANNED	8/28/13	24	4176	174	N
PLANNED	8/28/13	2	138	69	N
PLANNED	8/28/13	22	6182	281	N
PLANNED	8/28/13	32	3168	99	N
PLANNED	8/28/13	8	160	20	N
PLANNED	8/28/13	14	3150	225	N
PLANNED	8/28/13	1	58	58	N
CUSTOMER REQUEST	8/28/13	1	127	127	N
PLANNED	8/28/13	1	110	110	N
PLANNED	8/28/13	9	945	105	N
PLANNED	8/28/13	1	71	71	N
PLANNED	8/28/13	3	132	44	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/28/13	8	200	25	N
PLANNED	8/28/13	1	140	140	N
PLANNED	8/28/13	16	2096	131	N
PLANNED	8/28/13	11	550	50	N
PLANNED	8/28/13	57	9633	169	N
PLANNED	8/28/13	3	294	98	N
PLANNED	8/28/13	3	267	89	N
PLANNED	8/28/13	9	963	107	N
PLANNED	8/28/13	2	322	161	N
PLANNED	8/28/13	3	393	131	N
PLANNED	8/28/13	2	76	38	N
PLANNED	8/28/13	17	2057	121	N
PLANNED	8/28/13	11	847	77	N
PLANNED	8/28/13	27	3537	131	N
PLANNED	8/28/13	25	3150	126	N
PLANNED	8/28/13	4	56	14	N
PLANNED	8/28/13	5	335	67	N
PLANNED	8/28/13	1	8	8	N
PLANNED	8/28/13	7	238	34	N
CUSTOMER REQUEST	8/28/13	1	444	444	N
PLANNED	8/28/13	1	93	93	N
PLANNED	8/28/13	3	78	26	N
PLANNED	8/28/13	2	1382	691	N
PLANNED	8/28/13	35	3220	92	N
PLANNED	8/29/13	11	3828	348	N
PLANNED	8/29/13	1	114	114	N
PLANNED	8/29/13	6	1116	186	N
PLANNED	8/29/13	8	552	69	N
PLANNED	8/29/13	1	358	358	N
PLANNED	8/29/13	8	344	43	N
PLANNED	8/29/13	11	2343	213	N
CUSTOMER REQUEST	8/29/13	1	169	169	N
PLANNED	8/29/13	27	6507	241	N
PLANNED	8/29/13	16	2384	149	N
PLANNED	8/29/13	1	57	57	N
PLANNED	8/29/13	6	1146	191	N
PLANNED	8/29/13	17	493	29	N
CUSTOMER REQUEST	8/29/13	84	30660	365	N
CUSTOMER REQUEST	8/29/13	12	660	55	N
PLANNED	8/29/13	4	56	14	N
PLANNED	8/29/13	7	819	117	N
PLANNED	8/29/13	8	1920	240	N
PLANNED	8/29/13	7	1512	216	N
PLANNED	8/29/13	3	801	267	N
PLANNED	8/29/13	8	1744	218	N
PLANNED	8/29/13	2	150	75	N
PLANNED	8/29/13	6	1362	227	N
PLANNED	8/29/13	5	990	198	N
PLANNED	8/29/13	6	12	2	N
PLANNED	8/29/13	3	117	39	N
PLANNED	8/29/13	4	1228	307	N
PLANNED	8/29/13	1	66	66	N
PLANNED	8/29/13	4	224	56	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/29/13	1	53	53	N
PLANNED	8/29/13	1	50	50	N
PLANNED	8/29/13	3	336	112	N
PLANNED	8/29/13	11	2222	202	N
PLANNED	8/29/13	6	66	11	N
PLANNED	8/29/13	7	1372	196	N
PLANNED	8/29/13	3	891	297	N
PLANNED	8/29/13	10	2210	221	N
PLANNED	8/29/13	17	1938	114	N
PLANNED	8/29/13	8	904	113	N
PLANNED	8/29/13	5	555	111	N
PLANNED	8/29/13	4	328	82	N
PLANNED	8/29/13	4	248	62	N
PLANNED	8/29/13	4	196	49	N
PLANNED	8/29/13	2	268	134	N
PLANNED	8/29/13	3	501	167	N
PLANNED	8/29/13	2	110	55	N
CUSTOMER REQUEST	8/29/13	12	636	53	N
PLANNED	8/29/13	2	378	189	N
PLANNED	8/29/13	2	190	95	N
PLANNED	8/29/13	13	416	32	N
PLANNED	8/29/13	20	2460	123	N
PLANNED	8/29/13	4	636	159	N
PLANNED	8/29/13	104	8008	77	N
PLANNED	8/29/13	1	107	107	N
PLANNED	8/29/13	3	99	33	N
PLANNED	8/29/13	1	199	199	N
PLANNED	8/29/13	1	58	58	N
PLANNED	8/29/13	4	176	44	N
PLANNED	8/29/13	71	1988	28	N
PLANNED	8/29/13	6	414	69	N
PLANNED	8/29/13	2	196	98	N
PLANNED	8/29/13	2	146	73	N
PLANNED	8/29/13	1	184	184	N
CUSTOMER REQUEST	8/29/13	1	353	353	N
PLANNED	8/29/13	1	143	143	N
PLANNED	8/29/13	10	1270	127	N
PLANNED	8/29/13	6	486	81	N
PLANNED	8/29/13	5	210	42	N
CUSTOMER REQUEST	8/29/13	8	176	22	N
CUSTOMER REQUEST	8/29/13	5	365	73	N
PLANNED	8/29/13	1	16	16	N
PLANNED	8/29/13	6	888	148	N
PLANNED	8/29/13	10	1030	103	N
PLANNED	8/29/13	10	480	48	N
PLANNED	8/29/13	6	276	46	N
PLANNED	8/29/13	11	132	12	N
PLANNED	8/29/13	7	56	8	N
PLANNED	8/29/13	8	1200	150	N
PLANNED	8/29/13	9	324	36	N
PLANNED	8/29/13	8	576	72	N
PLANNED	8/29/13	3	54	18	N
CUSTOMER REQUEST	8/29/13	3	99	33	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	8/29/13	1	101	101	N
CUSTOMER REQUEST	8/29/13	1	184	184	N
PLANNED	8/29/13	4	504	126	N
CUSTOMER REQUEST	8/29/13	68	5372	79	N
CUSTOMER REQUEST	8/29/13	1	70	70	N
PLANNED	8/29/13	2	110	55	N
PLANNED	8/29/13	1	136	136	N
PLANNED	8/29/13	3	69	23	N
PLANNED	8/29/13	6	198	33	N
PLANNED	8/29/13	8	312	39	N
CUSTOMER REQUEST	8/29/13	1	200	200	N
PLANNED	8/29/13	17	238	14	N
PLANNED	8/29/13	6	36	6	N
PLANNED	8/29/13	8	240	30	N
CUSTOMER REQUEST	8/29/13	1	1348	1348	N
CUSTOMER REQUEST	8/29/13	1	333	333	N
PLANNED	8/29/13	1	81	81	N
PLANNED	8/29/13	2	250	125	N
PLANNED	8/29/13	3	27	9	N
PLANNED	8/29/13	7	1113	159	N
PLANNED	8/29/13	3	51	17	N
PLANNED	8/29/13	4	16	4	N
PLANNED	8/29/13	8	592	74	N
PLANNED	8/30/13	4	416	104	N
CUSTOMER REQUEST	8/30/13	1	138	138	N
PLANNED	8/30/13	54	3996	74	N
PLANNED	8/30/13	2	42	21	N
PLANNED	8/30/13	6	696	116	N
PLANNED	8/30/13	11	2662	242	N
PLANNED	8/30/13	10	630	63	N
CUSTOMER REQUEST	8/30/13	26	806	31	N
PLANNED	8/30/13	6	54	9	N
PLANNED	8/30/13	3	63	21	N
PLANNED	8/30/13	14	2282	163	N
PLANNED	8/30/13	6	564	94	N
PLANNED	8/30/13	5	650	130	N
PLANNED	8/30/13	15	1380	92	N
PLANNED	8/30/13	3	711	237	N
PLANNED	8/30/13	7	448	64	N
PLANNED	8/30/13	1	77	77	N
PLANNED	8/30/13	9	657	73	N
PLANNED	8/30/13	10	660	66	N
PLANNED	8/30/13	10	660	66	N
PLANNED	8/30/13	7	455	65	N
PLANNED	8/30/13	11	715	65	N
PLANNED	8/30/13	1	109	109	N
PLANNED	8/30/13	7	721	103	N
PLANNED	8/30/13	6	420	70	N
PLANNED	8/30/13	1	119	119	N
PLANNED	8/30/13	10	980	98	N
PLANNED	8/30/13	468	23400	50	N
PLANNED	8/30/13	7	588	84	N
PLANNED	8/30/13	12	1164	97	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	8/30/13	4	560	140	N
PLANNED	8/30/13	3	105	35	N
PLANNED	8/30/13	2	72	36	N
PLANNED	8/30/13	31	3596	116	N
PLANNED	8/30/13	38	6080	160	N
PLANNED	8/30/13	12	348	29	N
PLANNED	8/30/13	12	1812	151	N
CUSTOMER REQUEST	8/30/13	1	155	155	N
PLANNED	8/30/13	14	3122	223	N
PLANNED	8/30/13	1	68	68	N
PLANNED	8/30/13	4	184	46	N
PLANNED	8/30/13	7	364	52	N
PLANNED	8/30/13	11	1650	150	N
PLANNED	8/30/13	3	213	71	N
CUSTOMER REQUEST	8/30/13	1	70	70	N
PLANNED	8/30/13	10	200	20	N
PLANNED	8/30/13	6	528	88	N
PLANNED	8/30/13	39	2301	59	N
PLANNED	8/30/13	6	42	7	N
CUSTOMER REQUEST	8/30/13	1	589	589	N
PLANNED	8/30/13	1	98	98	N
CUSTOMER REQUEST	8/31/13	1679	55407	33	N
CUSTOMER REQUEST	8/31/13	43	14491	337	N
PLANNED	9/1/13	8	88	11	N
CUSTOMER REQUEST	9/1/13	1	389	389	N
PLANNED	9/2/13	9	342	38	N
PLANNED	9/3/13	11	1826	166	N
PLANNED	9/3/13	2	140	70	N
PLANNED	9/3/13	2	426	213	N
PLANNED	9/3/13	8	712	89	N
CUSTOMER REQUEST	9/3/13	24	1008	42	N
PLANNED	9/3/13	1	170	170	N
PLANNED	9/3/13	121	11011	91	N
PLANNED	9/3/13	1	12	12	N
PLANNED	9/3/13	5	770	154	N
CUSTOMER REQUEST	9/3/13	4	752	188	N
PLANNED	9/3/13	1	228	228	N
PLANNED	9/3/13	9	918	102	N
PLANNED	9/3/13	11	1892	172	N
PLANNED	9/3/13	3	783	261	N
PLANNED	9/3/13	1	69	69	N
PLANNED	9/3/13	14	2856	204	N
CUSTOMER REQUEST	9/3/13	8	1552	194	N
PLANNED	9/3/13	1	110	110	N
PLANNED	9/3/13	5	1155	231	N
PLANNED	9/3/13	15	2070	138	N
PLANNED	9/3/13	9	171	19	N
PLANNED	9/3/13	7	455	65	N
PLANNED	9/3/13	6	78	13	N
CUSTOMER REQUEST	9/3/13	2897	43455	15	N
PLANNED	9/3/13	9	711	79	N
PLANNED	9/3/13	4	188	47	N
PLANNED	9/3/13	1	251	251	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/3/13	1	250	250	N
PLANNED	9/3/13	1	250	250	N
PLANNED	9/3/13	1	386	386	N
PLANNED	9/3/13	5	450	90	N
PLANNED	9/3/13	5	445	89	N
PLANNED	9/3/13	6	96	16	N
PLANNED	9/3/13	4	852	213	N
PLANNED	9/3/13	7	203	29	N
CUSTOMER REQUEST	9/3/13	6	606	101	N
PLANNED	9/3/13	51	9588	188	N
PLANNED	9/3/13	24	1368	57	N
PLANNED	9/3/13	10	2190	219	N
CUSTOMER REQUEST	9/3/13	1	99	99	N
PLANNED	9/3/13	84	1428	17	N
CUSTOMER REQUEST	9/3/13	18	234	13	N
PLANNED	9/3/13	1	141	141	N
PLANNED	9/3/13	16	1232	77	N
CUSTOMER REQUEST	9/3/13	2	102	51	N
PLANNED	9/3/13	5	1355	271	N
CUSTOMER REQUEST	9/3/13	20	480	24	N
PLANNED	9/3/13	10	1070	107	N
CUSTOMER REQUEST	9/3/13	9	585	65	N
PLANNED	9/3/13	2	254	127	N
PLANNED	9/3/13	8	704	88	N
PLANNED	9/3/13	4	372	93	N
PLANNED	9/3/13	3	270	90	N
PLANNED	9/3/13	1	89	89	N
CUSTOMER REQUEST	9/3/13	1	165	165	N
PLANNED	9/3/13	6	90	15	N
PLANNED	9/3/13	1	14	14	N
PLANNED	9/3/13	13	2509	193	N
PLANNED	9/3/13	1	222	222	N
PLANNED	9/4/13	7	1351	193	N
PLANNED	9/4/13	10	1510	151	N
PLANNED	9/4/13	5	105	21	N
CUSTOMER REQUEST	9/4/13	1	66	66	N
PLANNED	9/4/13	1	344	344	N
PLANNED	9/4/13	7	490	70	N
PLANNED	9/4/13	1	343	343	N
PLANNED	9/4/13	1	217	217	N
PLANNED	9/4/13	1	344	344	N
PLANNED	9/4/13	1	172	172	N
PLANNED	9/4/13	7	56	8	N
PLANNED	9/4/13	2	128	64	N
PLANNED	9/4/13	14	1680	120	N
PLANNED	9/4/13	1	206	206	N
PLANNED	9/4/13	3	264	88	N
CUSTOMER REQUEST	9/4/13	17	1071	63	N
PLANNED	9/4/13	7	602	86	N
PLANNED	9/4/13	6	1542	257	N
PLANNED	9/4/13	5	615	123	N
PLANNED	9/4/13	8	312	39	N
PLANNED	9/4/13	10	580	58	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/4/13	44	6116	139	N
PLANNED	9/4/13	2	146	73	N
PLANNED	9/4/13	1	115	115	N
PLANNED	9/4/13	4	396	99	N
PLANNED	9/4/13	14	3346	239	N
PLANNED	9/4/13	2	482	241	N
PLANNED	9/4/13	3	582	194	N
CUSTOMER REQUEST	9/4/13	3	330	110	N
PLANNED	9/4/13	12	1296	108	N
CUSTOMER REQUEST	9/4/13	12	96	8	N
PLANNED	9/4/13	18	2232	124	N
PLANNED	9/4/13	13	1911	147	N
PLANNED	9/4/13	1	112	112	N
PLANNED	9/4/13	5	560	112	N
PLANNED	9/4/13	5	540	108	N
PLANNED	9/4/13	6	744	124	N
PLANNED	9/4/13	1	263	263	N
PLANNED	9/4/13	7	602	86	N
PLANNED	9/4/13	57	3306	58	N
PLANNED	9/4/13	6	1434	239	N
PLANNED	9/4/13	1	114	114	N
PLANNED	9/4/13	1	90	90	N
CUSTOMER REQUEST	9/4/13	12	1908	159	N
PLANNED	9/4/13	5	855	171	N
CUSTOMER REQUEST	9/4/13	22	880	40	N
PLANNED	9/4/13	8	512	64	N
PLANNED	9/4/13	1	233	233	N
PLANNED	9/4/13	3	858	286	N
PLANNED	9/4/13	1	51	51	N
PLANNED	9/4/13	11	891	81	N
PLANNED	9/4/13	4	960	240	N
PLANNED	9/4/13	7	49	7	N
PLANNED	9/4/13	3	177	59	N
PLANNED	9/4/13	11	1452	132	N
PLANNED	9/4/13	2	532	266	N
PLANNED	9/4/13	7	1183	169	N
PLANNED	9/4/13	32	2944	92	N
PLANNED	9/4/13	6	12	2	N
PLANNED	9/4/13	6	594	99	N
PLANNED	9/4/13	2	372	186	N
PLANNED	9/4/13	1	102	102	N
PLANNED	9/4/13	1	58	58	N
PLANNED	9/4/13	8	624	78	N
CUSTOMER REQUEST	9/4/13	1	96	96	N
PLANNED	9/4/13	8	736	92	N
PLANNED	9/4/13	1	213	213	N
PLANNED	9/4/13	11	1595	145	N
PLANNED	9/4/13	11	913	83	N
PLANNED	9/4/13	6	456	76	N
PLANNED	9/4/13	7	819	117	N
PLANNED	9/4/13	16	1456	91	N
PLANNED	9/4/13	2	90	45	N
PLANNED	9/4/13	3	294	98	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/4/13	10	570	57	N
PLANNED	9/4/13	6	336	56	N
PLANNED	9/4/13	2	200	100	N
PLANNED	9/4/13	11	1166	106	N
PLANNED	9/4/13	5	325	65	N
CUSTOMER REQUEST	9/4/13	1	147	147	N
PLANNED	9/4/13	7	231	33	N
PLANNED	9/4/13	6	294	49	N
PLANNED	9/4/13	3	180	60	N
PLANNED	9/4/13	1	160	160	N
PLANNED	9/4/13	10	320	32	N
PLANNED	9/4/13	8	200	25	N
PLANNED	9/4/13	8	264	33	N
PLANNED	9/4/13	11	143	13	N
PLANNED	9/4/13	5	45	9	N
PLANNED	9/4/13	8	528	66	N
CUSTOMER REQUEST	9/4/13	1	88	88	N
CUSTOMER REQUEST	9/4/13	4	64	16	N
PLANNED	9/5/13	31	7843	253	N
PLANNED	9/5/13	3	531	177	N
PLANNED	9/5/13	9	513	57	N
PLANNED	9/5/13	18	1026	57	N
PLANNED	9/5/13	1	1	1	N
CUSTOMER REQUEST	9/5/13	7	2702	386	N
PLANNED	9/5/13	9	540	60	N
CUSTOMER REQUEST	9/5/13	118	5074	43	N
PLANNED	9/5/13	7	700	100	N
PLANNED	9/5/13	1	146	146	N
PLANNED	9/5/13	1	143	143	N
PLANNED	9/5/13	6	792	132	N
PLANNED	9/5/13	8	1184	148	N
PLANNED	9/5/13	2	468	234	N
PLANNED	9/5/13	1	114	114	N
PLANNED	9/5/13	4	128	32	N
PLANNED	9/5/13	11	1199	109	N
PLANNED	9/5/13	108	17172	159	N
PLANNED	9/5/13	10	730	73	N
PLANNED	9/5/13	12	780	65	N
PLANNED	9/5/13	7	882	126	N
PLANNED	9/5/13	80	12000	150	N
PLANNED	9/5/13	7	546	78	N
PLANNED	9/5/13	7	245	35	N
PLANNED	9/5/13	3	96	32	N
PLANNED	9/5/13	1	23	23	N
PLANNED	9/5/13	18	2412	134	N
PLANNED	9/5/13	8	360	45	N
PLANNED	9/5/13	6	540	90	N
PLANNED	9/5/13	7	525	75	N
PLANNED	9/5/13	7	854	122	N
PLANNED	9/5/13	9	549	61	N
CUSTOMER REQUEST	9/5/13	4	560	140	N
PLANNED	9/5/13	7	987	141	N
PLANNED	9/5/13	31	4464	144	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/5/13	2	466	233	N
PLANNED	9/5/13	1	124	124	N
PLANNED	9/5/13	8	288	36	N
PLANNED	9/5/13	8	1344	168	N
PLANNED	9/5/13	2	586	293	N
PLANNED	9/5/13	5	290	58	N
PLANNED	9/5/13	14	2338	167	N
PLANNED	9/5/13	18	3096	172	N
PLANNED	9/5/13	4	1160	290	N
PLANNED	9/5/13	18	2448	136	N
PLANNED	9/5/13	2	92	46	N
PLANNED	9/5/13	6	846	141	N
PLANNED	9/5/13	1	40	40	N
PLANNED	9/5/13	2	70	35	N
PLANNED	9/5/13	29	116	4	N
CUSTOMER REQUEST	9/5/13	2	222	111	N
PLANNED	9/5/13	1	144	144	N
PLANNED	9/5/13	1	39	39	N
PLANNED	9/5/13	6	534	89	N
PLANNED	9/5/13	21	2562	122	N
PLANNED	9/5/13	3	270	90	N
PLANNED	9/5/13	8	496	62	N
PLANNED	9/5/13	7	266	38	N
PLANNED	9/5/13	1	122	122	N
PLANNED	9/5/13	5	805	161	N
PLANNED	9/5/13	1	68	68	N
PLANNED	9/5/13	2	108	54	N
PLANNED	9/5/13	5	610	122	N
PLANNED	9/5/13	3	297	99	N
PLANNED	9/5/13	3	567	189	N
CUSTOMER REQUEST	9/5/13	1	34	34	N
PLANNED	9/5/13	1	33	33	N
PLANNED	9/5/13	8	56	7	N
PLANNED	9/5/13	29	3741	129	N
PLANNED	9/5/13	2	162	81	N
PLANNED	9/5/13	1	28	28	N
CUSTOMER REQUEST	9/5/13	1	213	213	N
PLANNED	9/5/13	3	99	33	N
PLANNED	9/5/13	18	756	42	N
PLANNED	9/5/13	12	228	19	N
PLANNED	9/5/13	2	80	40	N
PLANNED	9/5/13	5	325	65	N
PLANNED	9/5/13	12	1044	87	N
PLANNED	9/5/13	6	522	87	N
PLANNED	9/5/13	4	688	172	N
PLANNED	9/5/13	3	219	73	N
PLANNED	9/5/13	11	858	78	N
PLANNED	9/5/13	6	726	121	N
CUSTOMER REQUEST	9/5/13	3	126	42	N
PLANNED	9/5/13	1	5	5	N
PLANNED	9/5/13	10	240	24	N
PLANNED	9/5/13	2	54	27	N
CUSTOMER REQUEST	9/5/13	7	56	8	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/5/13	10	1160	116	N
CUSTOMER REQUEST	9/5/13	1	44	44	N
PLANNED	9/6/13	3	267	89	N
PLANNED	9/6/13	9	729	81	N
PLANNED	9/6/13	6	1290	215	N
CUSTOMER REQUEST	9/6/13	1	157	157	N
PLANNED	9/6/13	7	777	111	N
PLANNED	9/6/13	7	777	111	N
PLANNED	9/6/13	44	5236	119	N
PLANNED	9/6/13	11	1903	173	N
CUSTOMER REQUEST	9/6/13	7	2135	305	N
PLANNED	9/6/13	4	888	222	N
PLANNED	9/6/13	3	387	129	N
PLANNED	9/6/13	3	153	51	N
CUSTOMER REQUEST	9/6/13	8	96	12	N
PLANNED	9/6/13	1	16	16	N
PLANNED	9/6/13	6	540	90	N
PLANNED	9/6/13	4	52	13	N
PLANNED	9/6/13	38	4978	131	N
PLANNED	9/6/13	6	252	42	N
PLANNED	9/6/13	7	700	100	N
PLANNED	9/6/13	1	137	137	N
PLANNED	9/6/13	6	138	23	N
PLANNED	9/6/13	34	7854	231	N
CUSTOMER REQUEST	9/6/13	23	506	22	N
PLANNED	9/6/13	7	1064	152	N
PLANNED	9/6/13	6	960	160	N
PLANNED	9/6/13	3	102	34	N
CUSTOMER REQUEST	9/6/13	1	249	249	N
PLANNED	9/6/13	3	780	260	N
PLANNED	9/6/13	2	704	352	N
PLANNED	9/6/13	10	920	92	N
PLANNED	9/6/13	4	708	177	N
PLANNED	9/6/13	11	1936	176	N
PLANNED	9/6/13	47	1222	26	N
PLANNED	9/6/13	2	30	15	N
PLANNED	9/6/13	2	166	83	N
PLANNED	9/6/13	2	394	197	N
PLANNED	9/6/13	5	115	23	N
PLANNED	9/6/13	15	1080	72	N
PLANNED	9/6/13	4	284	71	N
CUSTOMER REQUEST	9/6/13	3	63	21	N
PLANNED	9/6/13	1	164	164	N
PLANNED	9/6/13	16	3472	217	N
PLANNED	9/6/13	3	273	91	N
CUSTOMER REQUEST	9/6/13	247	5434	22	N
PLANNED	9/6/13	4	392	98	N
PLANNED	9/6/13	6	102	17	N
PLANNED	9/6/13	5	104	40	N
PLANNED	9/6/13	14	1302	93	N
PLANNED	9/6/13	7	917	131	N
PLANNED	9/6/13	8	1240	155	N
PLANNED	9/6/13	9	270	30	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/6/13	7	308	44	N
PLANNED	9/6/13	32	3072	96	N
PLANNED	9/6/13	5	350	70	N
PLANNED	9/6/13	11	583	53	N
PLANNED	9/6/13	2	22	11	N
PLANNED	9/6/13	1	81	81	N
PLANNED	9/6/13	1	33	33	N
PLANNED	9/6/13	26	338	13	N
PLANNED	9/6/13	4	472	118	N
PLANNED	9/6/13	16	1008	63	N
PLANNED	9/6/13	1	51	51	N
CUSTOMER REQUEST	9/7/13	1	192	192	N
PLANNED	9/7/13	2	142	71	N
PLANNED	9/7/13	6	198	33	N
PLANNED	9/7/13	2	228	114	N
PLANNED	9/8/13	6	1446	241	N
PLANNED	9/8/13	38	7600	200	N
PLANNED	9/8/13	3	267	89	N
PLANNED	9/9/13	76	3800	50	N
PLANNED	9/9/13	6	468	78	N
PLANNED	9/9/13	1	40	40	N
PLANNED	9/9/13	6	438	73	N
PLANNED	9/9/13	2	362	181	N
PLANNED	9/9/13	12	1068	89	N
PLANNED	9/9/13	1	221	221	N
PLANNED	9/9/13	6	990	165	N
PLANNED	9/9/13	1	14	14	N
PLANNED	9/9/13	6	720	120	N
PLANNED	9/9/13	6	252	42	N
PLANNED	9/9/13	8	112	14	N
PLANNED	9/9/13	2	44	22	N
PLANNED	9/9/13	1	58	58	N
PLANNED	9/9/13	6	18	3	N
PLANNED	9/9/13	46	14996	326	N
PLANNED	9/9/13	1	54	54	N
PLANNED	9/9/13	2	304	152	N
PLANNED	9/9/13	2	218	109	N
PLANNED	9/9/13	1	70	70	N
CUSTOMER REQUEST	9/9/13	9	234	26	N
PLANNED	9/9/13	2	690	345	N
PLANNED	9/9/13	7	245	35	N
PLANNED	9/9/13	14	266	19	N
PLANNED	9/9/13	1	59	59	N
PLANNED	9/9/13	6	798	133	N
PLANNED	9/9/13	8	1704	213	N
PLANNED	9/9/13	7	553	79	N
PLANNED	9/9/13	4	220	55	N
PLANNED	9/9/13	6	1068	178	N
PLANNED	9/9/13	4	244	61	N
PLANNED	9/9/13	6	612	102	N
PLANNED	9/9/13	4	212	53	N
PLANNED	9/9/13	3	1050	350	N
PLANNED	9/9/13	2	142	71	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/9/13	2	428	214	N
PLANNED	9/9/13	9	1476	164	N
PLANNED	9/9/13	3	471	157	N
PLANNED	9/9/13	2	140	70	N
PLANNED	9/9/13	9	27	3	N
PLANNED	9/9/13	4	88	22	N
PLANNED	9/9/13	16	1136	71	N
PLANNED	9/9/13	7	1316	188	N
PLANNED	9/9/13	3	33	11	N
PLANNED	9/9/13	1	147	147	N
PLANNED	9/9/13	10	120	12	N
PLANNED	9/9/13	1	38	38	N
PLANNED	9/9/13	8	120	15	N
PLANNED	9/9/13	2	310	155	N
PLANNED	9/9/13	7	2366	338	N
PLANNED	9/9/13	29	4727	163	N
PLANNED	9/9/13	2	430	215	N
PLANNED	9/9/13	4	56	14	N
PLANNED	9/9/13	8	584	73	N
PLANNED	9/9/13	1	68	68	N
PLANNED	9/9/13	11	1430	130	N
PLANNED	9/9/13	6	936	156	N
PLANNED	9/9/13	4	444	111	N
PLANNED	9/9/13	1	13	13	N
PLANNED	9/9/13	9	153	17	N
PLANNED	9/9/13	1	63	63	N
PLANNED	9/9/13	4	60	15	N
PLANNED	9/9/13	7	161	23	N
PLANNED	9/9/13	3	285	95	N
PLANNED	9/9/13	2	46	23	N
PLANNED	9/9/13	6	36	6	N
PLANNED	9/9/13	2	86	43	N
PLANNED	9/9/13	1	13	13	N
PLANNED	9/9/13	10	930	93	N
PLANNED	9/9/13	4	120	30	N
PLANNED	9/9/13	3	579	193	N
PLANNED	9/9/13	1	13	13	N
PLANNED	9/9/13	3	27	9	N
PLANNED	9/9/13	10	220	22	N
PLANNED	9/9/13	3	198	66	N
CUSTOMER REQUEST	9/9/13	9	18	2	N
PLANNED	9/9/13	3	78	26	N
PLANNED	9/10/13	3	921	307	N
PLANNED	9/10/13	2	626	313	N
PLANNED	9/10/13	2	610	305	N
CUSTOMER REQUEST	9/10/13	79	2370	30	N
CUSTOMER REQUEST	9/10/13	7	1393	199	N
PLANNED	9/10/13	9	2241	249	N
PLANNED	9/10/13	4	40	10	N
CUSTOMER REQUEST	9/10/13	4	528	132	N
PLANNED	9/10/13	1	369	369	N
PLANNED	9/10/13	5	290	58	N
CUSTOMER REQUEST	9/10/13	2	312	156	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/10/13	5	555	111	N
PLANNED	9/10/13	4	548	137	N
PLANNED	9/10/13	2	190	95	N
PLANNED	9/10/13	7	910	130	N
PLANNED	9/10/13	24	5856	244	N
PLANNED	9/10/13	9	225	25	N
PLANNED	9/10/13	3	468	156	N
PLANNED	9/10/13	1	218	218	N
PLANNED	9/10/13	1	186	186	N
PLANNED	9/10/13	1	245	245	N
PLANNED	9/10/13	24	12864	536	N
PLANNED	9/10/13	8	384	48	N
PLANNED	9/10/13	56	4704	84	N
PLANNED	9/10/13	1	113	113	N
PLANNED	9/10/13	1	53	53	N
CUSTOMER REQUEST	9/10/13	17	7242	426	N
PLANNED	9/10/13	4	668	167	N
PLANNED	9/10/13	2	770	385	N
PLANNED	9/10/13	69	6072	88	N
PLANNED	9/10/13	8	1560	195	N
PLANNED	9/10/13	7	1323	189	N
PLANNED	9/10/13	3	45	15	N
PLANNED	9/10/13	7	795	198	N
PLANNED	9/10/13	2	118	59	N
PLANNED	9/10/13	6	606	101	N
PLANNED	9/10/13	2	574	287	N
PLANNED	9/10/13	14	1988	142	N
PLANNED	9/10/13	1	33	33	N
PLANNED	9/10/13	2	34	17	N
PLANNED	9/10/13	5	75	15	N
PLANNED	9/10/13	1	342	342	N
PLANNED	9/10/13	1	342	342	N
PLANNED	9/10/13	7	133	19	N
PLANNED	9/10/13	1	270	270	N
PLANNED	9/10/13	1	269	269	N
CUSTOMER REQUEST	9/10/13	8	936	117	N
PLANNED	9/10/13	11	418	38	N
PLANNED	9/10/13	6	642	107	N
PLANNED	9/10/13	25	4475	179	N
PLANNED	9/10/13	20	360	18	N
PLANNED	9/10/13	6	372	62	N
PLANNED	9/10/13	6	630	105	N
PLANNED	9/10/13	1	176	176	N
PLANNED	9/10/13	3	105	35	N
PLANNED	9/10/13	2	156	78	N
PLANNED	9/10/13	5	385	77	N
PLANNED	9/10/13	2	148	74	N
PLANNED	9/10/13	7	840	120	N
PLANNED	9/10/13	10	1070	107	N
PLANNED	9/10/13	14	2128	152	N
PLANNED	9/10/13	1	64	64	N
PLANNED	9/10/13	2	390	195	N
PLANNED	9/10/13	40	2680	67	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/10/13	9	1251	139	N
PLANNED	9/10/13	8	1512	189	N
PLANNED	9/10/13	6	1128	188	N
CUSTOMER REQUEST	9/10/13	1	435	435	N
PLANNED	9/10/13	3	561	187	N
PLANNED	9/10/13	31	682	22	N
PLANNED	9/10/13	1	7	7	N
PLANNED	9/10/13	3	651	217	N
PLANNED	9/10/13	122	19032	156	N
PLANNED	9/10/13	2	172	86	N
PLANNED	9/10/13	7	154	22	N
PLANNED	9/10/13	8	312	39	N
PLANNED	9/10/13	6	648	108	N
PLANNED	9/10/13	14	616	44	N
PLANNED	9/10/13	2	264	132	N
PLANNED	9/10/13	11	44	4	N
PLANNED	9/10/13	5	635	127	N
PLANNED	9/10/13	8	184	23	N
PLANNED	9/10/13	1	56	56	N
PLANNED	9/10/13	2	132	66	N
CUSTOMER REQUEST	9/10/13	10	2330	233	N
CUSTOMER REQUEST	9/10/13	5	1160	232	N
PLANNED	9/10/13	1	39	39	N
CUSTOMER REQUEST	9/10/13	6	1392	232	N
CUSTOMER REQUEST	9/10/13	6	858	143	N
PLANNED	9/10/13	2	44	22	N
PLANNED	9/10/13	1	38	38	N
PLANNED	9/10/13	7	42	6	N
PLANNED	9/10/13	1	66	66	N
PLANNED	9/10/13	3	81	27	N
PLANNED	9/10/13	7	546	78	N
CUSTOMER REQUEST	9/10/13	1	57	57	N
PLANNED	9/10/13	8	1928	241	N
CUSTOMER REQUEST	9/10/13	1	4	4	N
PLANNED	9/11/13	1	87	87	N
PLANNED	9/11/13	2	72	36	N
CUSTOMER REQUEST	9/11/13	10	960	96	N
PLANNED	9/11/13	29	6728	232	N
PLANNED	9/11/13	2	72	36	N
PLANNED	9/11/13	10	1660	166	N
PLANNED	9/11/13	9	972	108	N
PLANNED	9/11/13	1	149	149	N
PLANNED	9/11/13	34	2754	81	N
PLANNED	9/11/13	9	1053	117	N
PLANNED	9/11/13	1	348	348	N
PLANNED	9/11/13	14	2226	159	N
PLANNED	9/11/13	1	23	23	N
PLANNED	9/11/13	1	45	45	N
PLANNED	9/11/13	2	104	52	N
PLANNED	9/11/13	1	233	233	N
PLANNED	9/11/13	2	724	362	N
PLANNED	9/11/13	3	426	142	N
PLANNED	9/11/13	6	246	41	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	9/11/13	4	40	10	N
PLANNED	9/11/13	14	1078	77	N
PLANNED	9/11/13	10	2010	201	N
PLANNED	9/11/13	27	5859	217	N
PLANNED	9/11/13	8	1320	165	N
PLANNED	9/11/13	5	535	107	N
PLANNED	9/11/13	5	555	111	N
CUSTOMER REQUEST	9/11/13	7	2926	418	N
PLANNED	9/11/13	9	2304	256	N
PLANNED	9/11/13	18	3150	175	N
PLANNED	9/11/13	1	101	101	N
PLANNED	9/11/13	8	328	41	N
PLANNED	9/11/13	9	864	96	N
PLANNED	9/11/13	9	144	16	N
PLANNED	9/11/13	7	105	15	N
PLANNED	9/11/13	1	45	45	N
PLANNED	9/11/13	4	732	183	N
PLANNED	9/11/13	6	1104	184	N
PLANNED	9/11/13	2	426	213	N
PLANNED	9/11/13	6	636	106	N
PLANNED	9/11/13	15	2670	178	N
PLANNED	9/11/13	16	2496	156	N
PLANNED	9/11/13	24	3744	156	N
PLANNED	9/11/13	10	1560	156	N
PLANNED	9/11/13	35	1540	44	N
PLANNED	9/11/13	4	124	31	N
PLANNED	9/11/13	5	420	84	N
CUSTOMER REQUEST	9/11/13	28	2240	80	N
PLANNED	9/11/13	1	12	12	N
PLANNED	9/11/13	1	118	118	N
PLANNED	9/11/13	14	546	39	N
PLANNED	9/11/13	1	20	20	N
PLANNED	9/11/13	5	630	126	N
PLANNED	9/11/13	4	780	195	N
CUSTOMER REQUEST	9/11/13	16	288	18	N
PLANNED	9/11/13	10	1010	101	N
PLANNED	9/11/13	1	153	153	N
PLANNED	9/11/13	7	406	58	N
PLANNED	9/11/13	6	270	45	N
PLANNED	9/11/13	2	36	18	N
PLANNED	9/11/13	7	1477	211	N
CUSTOMER REQUEST	9/11/13	9	9	1	N
PLANNED	9/11/13	7	133	19	N
PLANNED	9/11/13	6	354	59	N
PLANNED	9/11/13	13	832	64	N
PLANNED	9/11/13	1	102	102	N
PLANNED	9/11/13	1	124	124	N
PLANNED	9/11/13	3	141	47	N
PLANNED	9/11/13	6	846	141	N
PLANNED	9/11/13	7	189	27	N
PLANNED	9/11/13	122	25132	206	N
PLANNED	9/11/13	9	1386	154	N
PLANNED	9/11/13	4	40	10	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/11/13	5	360	72	N
PLANNED	9/11/13	12	2160	180	N
PLANNED	9/11/13	6	264	44	N
PLANNED	9/11/13	9	171	19	N
PLANNED	9/11/13	9	846	94	N
PLANNED	9/11/13	4	328	82	N
PLANNED	9/11/13	2	130	65	N
PLANNED	9/11/13	1	203	203	N
PLANNED	9/11/13	4	280	70	N
CUSTOMER REQUEST	9/11/13	1	583	583	N
PLANNED	9/11/13	4	96	24	N
PLANNED	9/11/13	9	288	32	N
CUSTOMER REQUEST	9/11/13	2	88	44	N
PLANNED	9/11/13	3	81	27	N
PLANNED	9/11/13	1	32	32	N
PLANNED	9/12/13	26	3406	131	N
CUSTOMER REQUEST	9/12/13	18	3132	174	N
PLANNED	9/12/13	2	376	188	N
PLANNED	9/12/13	2	186	93	N
PLANNED	9/12/13	6	498	83	N
PLANNED	9/12/13	12	1008	84	N
PLANNED	9/12/13	9	1125	125	N
PLANNED	9/12/13	12	2772	231	N
PLANNED	9/12/13	5	355	71	N
PLANNED	9/12/13	3	243	81	N
PLANNED	9/12/13	10	920	92	N
PLANNED	9/12/13	2	84	42	N
PLANNED	9/12/13	4	80	20	N
PLANNED	9/12/13	6	378	63	N
PLANNED	9/12/13	15	270	18	N
PLANNED	9/12/13	5	230	46	N
PLANNED	9/12/13	1	123	123	N
PLANNED	9/12/13	12	984	82	N
PLANNED	9/12/13	3	99	33	N
PLANNED	9/12/13	1	68	68	N
PLANNED	9/12/13	6	1884	314	N
PLANNED	9/12/13	6	18	3	N
PLANNED	9/12/13	11	3861	351	N
PLANNED	9/12/13	1	343	343	N
PLANNED	9/12/13	34	7684	226	N
PLANNED	9/12/13	4	508	127	N
PLANNED	9/12/13	2	348	174	N
PLANNED	9/12/13	9	2385	265	N
PLANNED	9/12/13	1	75	75	N
PLANNED	9/12/13	2	62	31	N
PLANNED	9/12/13	4	440	110	N
PLANNED	9/12/13	50	16650	333	N
PLANNED	9/12/13	1	135	135	N
PLANNED	9/12/13	33	6270	190	N
PLANNED	9/12/13	2	96	48	N
PLANNED	9/12/13	1	126	126	N
PLANNED	9/12/13	1	168	168	N
PLANNED	9/12/13	9	1377	153	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/12/13	1	127	127	N
PLANNED	9/12/13	11	1309	119	N
PLANNED	9/12/13	4	676	169	N
PLANNED	9/12/13	5	830	166	N
PLANNED	9/12/13	4	608	152	N
CUSTOMER REQUEST	9/12/13	1	118	118	N
PLANNED	9/12/13	2	38	19	N
PLANNED	9/12/13	1	85	85	N
PLANNED	9/12/13	11	44	4	N
CUSTOMER REQUEST	9/12/13	1	168	168	N
PLANNED	9/12/13	7	490	70	N
PLANNED	9/12/13	3	102	34	N
PLANNED	9/12/13	181	12670	70	N
PLANNED	9/12/13	1	169	169	N
PLANNED	9/12/13	1	169	169	N
PLANNED	9/12/13	6	546	91	N
PLANNED	9/12/13	2	128	64	N
PLANNED	9/12/13	7	91	13	N
PLANNED	9/12/13	3	480	160	N
PLANNED	9/12/13	6	96	16	N
CUSTOMER REQUEST	9/12/13	4	728	182	N
PLANNED	9/12/13	6	36	6	N
PLANNED	9/12/13	8	304	38	N
PLANNED	9/12/13	1	211	211	N
PLANNED	9/12/13	6	402	67	N
PLANNED	9/12/13	4	336	84	N
PLANNED	9/12/13	5	410	82	N
PLANNED	9/12/13	5	390	78	N
PLANNED	9/12/13	101	17473	173	N
PLANNED	9/12/13	1	107	107	N
PLANNED	9/12/13	1	33	33	N
PLANNED	9/12/13	1	119	119	N
PLANNED	9/12/13	1	135	135	N
PLANNED	9/12/13	7	154	22	N
PLANNED	9/12/13	11	99	9	N
PLANNED	9/12/13	4	184	46	N
PLANNED	9/12/13	1	165	165	N
PLANNED	9/12/13	2	240	120	N
PLANNED	9/12/13	6	228	38	N
PLANNED	9/12/13	3	18	6	N
PLANNED	9/12/13	4	24	6	N
PLANNED	9/12/13	79	3002	38	N
PLANNED	9/12/13	3	24	8	N
PLANNED	9/12/13	6	1026	171	N
PLANNED	9/12/13	6	168	28	N
CUSTOMER REQUEST	9/13/13	1	245	245	N
PLANNED	9/13/13	7	504	72	N
PLANNED	9/13/13	2	210	105	N
PLANNED	9/13/13	11	847	77	N
PLANNED	9/13/13	1	102	102	N
PLANNED	9/13/13	1	153	153	N
PLANNED	9/13/13	2	192	96	N
PLANNED	9/13/13	2	52	26	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/13/13	1	100	100	N
PLANNED	9/13/13	2	264	132	N
PLANNED	9/13/13	9	585	65	N
PLANNED	9/13/13	14	1386	99	N
PLANNED	9/13/13	7	406	58	N
PLANNED	9/13/13	3	138	46	N
PLANNED	9/13/13	6	366	61	N
PLANNED	9/13/13	2	120	60	N
PLANNED	9/13/13	10	1380	138	N
PLANNED	9/13/13	5	30	6	N
PLANNED	9/13/13	12	2292	191	N
PLANNED	9/13/13	6	138	23	N
PLANNED	9/13/13	7	280	40	N
PLANNED	9/13/13	6	384	64	N
PLANNED	9/13/13	3	450	150	N
PLANNED	9/13/13	9	1242	138	N
PLANNED	9/13/13	24	2112	88	N
PLANNED	9/13/13	2	68	34	N
PLANNED	9/13/13	3	180	60	N
PLANNED	9/13/13	1	237	237	N
PLANNED	9/13/13	4	100	25	N
PLANNED	9/13/13	2	708	354	N
PLANNED	9/13/13	3	315	105	N
PLANNED	9/13/13	5	995	199	N
CUSTOMER REQUEST	9/13/13	8	320	40	N
PLANNED	9/13/13	7	161	23	N
CUSTOMER REQUEST	9/13/13	1	65	65	N
PLANNED	9/13/13	2	160	80	N
PLANNED	9/13/13	2	116	58	N
PLANNED	9/13/13	5	85	17	N
PLANNED	9/13/13	17	102	6	N
PLANNED	9/13/13	1	97	97	N
PLANNED	9/13/13	1	40	40	N
PLANNED	9/13/13	10	60	6	N
CUSTOMER REQUEST	9/13/13	1	85	85	N
PLANNED	9/14/13	5	1030	206	N
PLANNED	9/14/13	10	1610	161	N
CUSTOMER REQUEST	9/14/13	6	3102	517	N
PLANNED	9/14/13	1	373	373	N
PLANNED	9/14/13	1	126	126	N
PLANNED	9/14/13	1	116	116	N
PLANNED	9/14/13	1	74	74	N
PLANNED	9/14/13	6	126	21	N
PLANNED	9/14/13	6	534	89	N
PLANNED	9/15/13	6	1920	320	N
PLANNED	9/15/13	1	28	28	N
CUSTOMER REQUEST	9/15/13	1	172	172	N
CUSTOMER REQUEST	9/15/13	1	85	85	N
CUSTOMER REQUEST	9/15/13	48	3840	80	N
PLANNED	9/16/13	21	336	16	N
PLANNED	9/16/13	5	335	67	N
CUSTOMER REQUEST	9/16/13	3	51	17	N
PLANNED	9/16/13	4	296	74	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/16/13	2	748	374	N
PLANNED	9/16/13	5	680	136	N
PLANNED	9/16/13	4	260	65	N
PLANNED	9/16/13	10	1020	102	N
PLANNED	9/16/13	6	306	51	N
PLANNED	9/16/13	9	630	70	N
PLANNED	9/16/13	20	2760	138	N
PLANNED	9/16/13	5	255	51	N
PLANNED	9/16/13	8	920	115	N
CUSTOMER REQUEST	9/16/13	4	556	139	N
PLANNED	9/16/13	6	72	12	N
PLANNED	9/16/13	9	1449	161	N
PLANNED	9/16/13	6	84	14	N
PLANNED	9/16/13	119	26894	226	N
PLANNED	9/16/13	10	130	13	N
PLANNED	9/16/13	8	776	97	N
CUSTOMER REQUEST	9/16/13	9	108	12	N
PLANNED	9/16/13	7	539	77	N
PLANNED	9/16/13	6	2130	355	N
PLANNED	9/16/13	1	106	106	N
PLANNED	9/16/13	18	3060	170	N
PLANNED	9/16/13	1	230	230	N
PLANNED	9/16/13	41	8364	204	N
PLANNED	9/16/13	1	87	87	N
PLANNED	9/16/13	6	48	8	N
PLANNED	9/16/13	4	620	155	N
CUSTOMER REQUEST	9/16/13	5	50	10	N
PLANNED	9/16/13	1	68	68	N
PLANNED	9/16/13	7	567	81	N
PLANNED	9/16/13	2	162	81	N
PLANNED	9/16/13	20	380	19	N
PLANNED	9/16/13	6	72	12	N
PLANNED	9/16/13	5	635	127	N
PLANNED	9/16/13	89	23051	259	N
PLANNED	9/16/13	2	264	132	N
PLANNED	9/16/13	64	16448	257	N
PLANNED	9/16/13	2	94	47	N
PLANNED	9/16/13	2	404	202	N
PLANNED	9/16/13	7	644	92	N
PLANNED	9/16/13	6	378	63	N
PLANNED	9/16/13	12	264	22	N
CUSTOMER REQUEST	9/16/13	13	520	40	N
PLANNED	9/16/13	31	4960	160	N
PLANNED	9/16/13	129	6708	52	N
PLANNED	9/16/13	14	2212	158	N
PLANNED	9/16/13	1	70	70	N
PLANNED	9/16/13	10	200	20	N
CUSTOMER REQUEST	9/16/13	1	300	300	N
PLANNED	9/16/13	20	1740	87	N
PLANNED	9/16/13	12	420	35	N
CUSTOMER REQUEST	9/16/13	7	189	27	N
PLANNED	9/16/13	19	1577	83	N
CUSTOMER REQUEST	9/16/13	6	330	55	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/16/13	1	107	107	N
PLANNED	9/16/13	29	2436	84	N
PLANNED	9/16/13	6	138	23	N
PLANNED	9/16/13	1	5	5	N
CUSTOMER REQUEST	9/16/13	6	216	36	N
PLANNED	9/16/13	1	6	6	N
PLANNED	9/16/13	2	738	369	N
PLANNED	9/17/13	8	864	108	N
PLANNED	9/17/13	3	534	178	N
CUSTOMER REQUEST	9/17/13	8	168	21	N
CUSTOMER REQUEST	9/17/13	8	120	15	N
PLANNED	9/17/13	8	1448	181	N
PLANNED	9/17/13	17	3077	181	N
PLANNED	9/17/13	1	89	89	N
PLANNED	9/17/13	7	805	115	N
PLANNED	9/17/13	1	133	133	N
PLANNED	9/17/13	14	1694	121	N
CUSTOMER REQUEST	9/17/13	12	192	16	N
PLANNED	9/17/13	1	45	45	N
PLANNED	9/17/13	7	350	50	N
PLANNED	9/17/13	18	2070	115	N
PLANNED	9/17/13	2	90	45	N
PLANNED	9/17/13	1	75	75	N
CUSTOMER REQUEST	9/17/13	1	139	139	N
PLANNED	9/17/13	18	2394	133	N
PLANNED	9/17/13	4	440	110	N
PLANNED	9/17/13	5	385	77	N
PLANNED	9/17/13	15	2295	153	N
PLANNED	9/17/13	13	1443	111	N
PLANNED	9/17/13	1	52	52	N
PLANNED	9/17/13	1	203	203	N
PLANNED	9/17/13	31	3906	126	N
PLANNED	9/17/13	5	280	56	N
PLANNED	9/17/13	7	455	65	N
PLANNED	9/17/13	3	120	40	N
PLANNED	9/17/13	5	450	90	N
PLANNED	9/17/13	5	505	101	N
PLANNED	9/17/13	44	6776	154	N
CUSTOMER REQUEST	9/17/13	3	111	37	N
PLANNED	9/17/13	8	784	98	N
PLANNED	9/17/13	5	205	41	N
PLANNED	9/17/13	1	87	87	N
PLANNED	9/17/13	7	637	91	N
CUSTOMER REQUEST	9/17/13	6	18	3	N
PLANNED	9/17/13	1	39	39	N
PLANNED	9/17/13	2	460	230	N
PLANNED	9/17/13	2	416	208	N
PLANNED	9/17/13	4	1472	368	N
PLANNED	9/17/13	6	558	93	N
PLANNED	9/17/13	5	410	82	N
PLANNED	9/17/13	2	110	55	N
CUSTOMER REQUEST	9/17/13	13	260	20	N
PLANNED	9/17/13	8	352	44	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/17/13	18	1656	92	N
PLANNED	9/17/13	12	1524	127	N
PLANNED	9/17/13	7	1456	208	N
PLANNED	9/17/13	8	928	116	N
PLANNED	9/17/13	25	2000	80	N
PLANNED	9/17/13	22	3608	164	N
CUSTOMER REQUEST	9/17/13	6	30	5	N
PLANNED	9/17/13	5	895	179	N
PLANNED	9/17/13	4	200	50	N
PLANNED	9/17/13	8	456	57	N
PLANNED	9/17/13	4	544	136	N
PLANNED	9/17/13	11	803	73	N
PLANNED	9/17/13	5	670	134	N
PLANNED	9/17/13	42	2730	65	N
PLANNED	9/17/13	1	1032	1032	N
PLANNED	9/17/13	6	204	34	N
PLANNED	9/17/13	4	436	109	N
PLANNED	9/17/13	1	89	89	N
PLANNED	9/17/13	19	1501	79	N
CUSTOMER REQUEST	9/17/13	1	73	73	N
PLANNED	9/17/13	4	268	67	N
PLANNED	9/17/13	2	16	8	N
CUSTOMER REQUEST	9/18/13	4	1144	286	N
PLANNED	9/18/13	14	1395	223	N
PLANNED	9/18/13	8	1032	129	N
PLANNED	9/18/13	3	657	219	N
PLANNED	9/18/13	2	428	214	N
PLANNED	9/18/13	7	819	117	N
PLANNED	9/18/13	10	1330	133	N
PLANNED	9/18/13	4	448	112	N
PLANNED	9/18/13	8	40	5	N
PLANNED	9/18/13	2	1020	510	N
PLANNED	9/18/13	2	316	158	N
PLANNED	9/18/13	9	702	78	N
CUSTOMER REQUEST	9/18/13	2	422	211	N
PLANNED	9/18/13	1	125	125	N
PLANNED	9/18/13	1	180	180	N
PLANNED	9/18/13	4	276	69	N
CUSTOMER REQUEST	9/18/13	21	1617	77	N
PLANNED	9/18/13	1	319	319	N
PLANNED	9/18/13	12	1356	113	N
PLANNED	9/18/13	1	186	186	N
PLANNED	9/18/13	13	4095	315	N
PLANNED	9/18/13	1	25	25	N
PLANNED	9/18/13	1	175	175	N
PLANNED	9/18/13	6	798	133	N
PLANNED	9/18/13	6	636	106	N
PLANNED	9/18/13	1	192	192	N
PLANNED	9/18/13	6	930	155	N
PLANNED	9/18/13	10	740	74	N
PLANNED	9/18/13	6	432	72	N
PLANNED	9/18/13	3	240	80	N
CUSTOMER REQUEST	9/18/13	3	69	23	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/18/13	1	64	64	N
CUSTOMER REQUEST	9/18/13	8	1816	227	N
CUSTOMER REQUEST	9/18/13	4	864	216	N
CUSTOMER REQUEST	9/18/13	6	1308	218	N
CUSTOMER REQUEST	9/18/13	11	1584	144	N
PLANNED	9/18/13	9	810	90	N
PLANNED	9/18/13	4	740	185	N
PLANNED	9/18/13	32	3360	105	N
PLANNED	9/18/13	17	1547	91	N
CUSTOMER REQUEST	9/18/13	5	140	28	N
PLANNED	9/18/13	2	436	218	N
PLANNED	9/18/13	12	792	66	N
PLANNED	9/18/13	7	392	56	N
PLANNED	9/18/13	2	64	32	N
PLANNED	9/18/13	2	14	7	N
PLANNED	9/18/13	3	624	208	N
PLANNED	9/18/13	1	116	116	N
PLANNED	9/18/13	1	73	73	N
PLANNED	9/18/13	7	196	28	N
PLANNED	9/18/13	12	1344	112	N
PLANNED	9/18/13	1	46	46	N
PLANNED	9/18/13	9	1224	136	N
PLANNED	9/18/13	33	2145	65	N
PLANNED	9/18/13	8	440	55	N
PLANNED	9/18/13	5	585	117	N
PLANNED	9/18/13	11	33	3	N
PLANNED	9/18/13	2	136	68	N
PLANNED	9/18/13	3	171	57	N
PLANNED	9/18/13	12	1428	119	N
PLANNED	9/18/13	26	416	16	N
PLANNED	9/18/13	12	288	24	N
CUSTOMER REQUEST	9/18/13	1	220	220	N
PLANNED	9/18/13	5	155	31	N
PLANNED	9/18/13	7	588	84	N
PLANNED	9/18/13	21	378	18	N
PLANNED	9/18/13	1	92	92	N
PLANNED	9/18/13	30	3390	113	N
CUSTOMER REQUEST	9/18/13	1	45	45	N
CUSTOMER REQUEST	9/18/13	1	316	316	N
CUSTOMER REQUEST	9/18/13	1	30	30	N
PLANNED	9/19/13	3	720	240	N
CUSTOMER REQUEST	9/19/13	13	2834	218	N
PLANNED	9/19/13	7	966	138	N
CUSTOMER REQUEST	9/19/13	1	50	50	N
PLANNED	9/19/13	5	1055	211	N
PLANNED	9/19/13	5	1120	224	N
PLANNED	9/19/13	10	710	71	N
PLANNED	9/19/13	11	2299	209	N
PLANNED	9/19/13	6	378	63	N
PLANNED	9/19/13	2	166	83	N
PLANNED	9/19/13	1	221	221	N
PLANNED	9/19/13	4	1248	312	N
PLANNED	9/19/13	2	108	54	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/19/13	10	760	76	N
PLANNED	9/19/13	1	40	40	N
PLANNED	9/19/13	5	60	12	N
PLANNED	9/19/13	25	575	23	N
PLANNED	9/19/13	1	81	81	N
PLANNED	9/19/13	1	54	54	N
PLANNED	9/19/13	1	174	174	N
CUSTOMER REQUEST	9/19/13	25	5075	203	N
PLANNED	9/19/13	18	1548	86	N
PLANNED	9/19/13	2	700	350	N
PLANNED	9/19/13	5	605	121	N
PLANNED	9/19/13	4	151	148	N
PLANNED	9/19/13	11	704	64	N
PLANNED	9/19/13	10	1650	165	N
PLANNED	9/19/13	4	624	156	N
PLANNED	9/19/13	4	220	55	N
PLANNED	9/19/13	2	232	116	N
PLANNED	9/19/13	6	942	157	N
CUSTOMER REQUEST	9/19/13	27	945	35	N
PLANNED	9/19/13	9	1998	222	N
PLANNED	9/19/13	6	588	98	N
PLANNED	9/19/13	13	2015	155	N
PLANNED	9/19/13	3	453	151	N
PLANNED	9/19/13	7	1162	166	N
PLANNED	9/19/13	9	900	100	N
PLANNED	9/19/13	1	53	53	N
PLANNED	9/19/13	10	1480	148	N
PLANNED	9/19/13	1	52	52	N
PLANNED	9/19/13	1	91	91	N
PLANNED	9/19/13	2	98	49	N
PLANNED	9/19/13	1	48	48	N
PLANNED	9/19/13	2	92	46	N
PLANNED	9/19/13	1	44	44	N
CUSTOMER REQUEST	9/19/13	17	68	4	N
PLANNED	9/19/13	1	104	104	N
PLANNED	9/19/13	5	265	53	N
CUSTOMER REQUEST	9/19/13	12	216	18	N
CUSTOMER REQUEST	9/19/13	10	350	35	N
PLANNED	9/19/13	1	35	35	N
CUSTOMER REQUEST	9/19/13	1	185	185	N
PLANNED	9/19/13	2	6	3	N
PLANNED	9/19/13	11	495	45	N
PLANNED	9/19/13	13	780	60	N
PLANNED	9/19/13	77	3080	40	N
CUSTOMER REQUEST	9/19/13	5	105	21	N
PLANNED	9/19/13	2	320	160	N
PLANNED	9/19/13	2	166	83	N
PLANNED	9/19/13	8	368	46	N
PLANNED	9/19/13	1	82	82	N
CUSTOMER REQUEST	9/19/13	4	60	15	N
PLANNED	9/19/13	2	162	81	N
PLANNED	9/19/13	3	345	115	N
PLANNED	9/19/13	27	5751	213	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/19/13	7	756	108	N
PLANNED	9/19/13	10	890	89	N
PLANNED	9/19/13	18	3132	174	N
PLANNED	9/19/13	5	430	86	N
PLANNED	9/19/13	3	270	90	N
PLANNED	9/19/13	10	840	84	N
PLANNED	9/19/13	2	206	103	N
PLANNED	9/19/13	28	2744	98	N
PLANNED	9/19/13	6	522	87	N
PLANNED	9/19/13	8	1088	136	N
PLANNED	9/19/13	60	6180	103	N
PLANNED	9/19/13	5	585	117	N
PLANNED	9/19/13	2	108	54	N
PLANNED	9/19/13	1	22	22	N
PLANNED	9/19/13	9	603	67	N
PLANNED	9/19/13	7	77	11	N
PLANNED	9/19/13	6	366	61	N
PLANNED	9/19/13	5	30	6	N
PLANNED	9/19/13	8	856	107	N
PLANNED	9/19/13	33	4851	147	N
PLANNED	9/19/13	12	1332	111	N
PLANNED	9/19/13	1	30	30	N
PLANNED	9/19/13	24	1728	72	N
PLANNED	9/19/13	2	206	103	N
PLANNED	9/19/13	8	976	122	N
PLANNED	9/19/13	8	224	28	N
PLANNED	9/19/13	7	7	1	N
PLANNED	9/19/13	3	270	90	N
PLANNED	9/19/13	18	1494	83	N
CUSTOMER REQUEST	9/19/13	2	206	103	N
PLANNED	9/19/13	6	108	18	N
PLANNED	9/19/13	2	94	47	N
PLANNED	9/19/13	4	356	89	N
PLANNED	9/19/13	2	106	53	N
PLANNED	9/19/13	2	130	65	N
PLANNED	9/19/13	4	520	130	N
PLANNED	9/19/13	2	56	28	N
PLANNED	9/19/13	1	242	242	N
PLANNED	9/20/13	17	1377	81	N
PLANNED	9/20/13	1	42	42	N
CUSTOMER REQUEST	9/20/13	12	1392	116	N
PLANNED	9/20/13	15	585	39	N
PLANNED	9/20/13	1	112	112	N
PLANNED	9/20/13	10	1330	133	N
PLANNED	9/20/13	2	78	39	N
PLANNED	9/20/13	73	7300	100	N
PLANNED	9/20/13	11	1056	96	N
PLANNED	9/20/13	12	2088	174	N
PLANNED	9/20/13	3	498	166	N
PLANNED	9/20/13	4	440	110	N
PLANNED	9/20/13	12	1404	117	N
PLANNED	9/20/13	11	1265	115	N
PLANNED	9/20/13	2	70	35	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/20/13	6	282	47	N
PLANNED	9/20/13	1	58	58	N
PLANNED	9/20/13	7	623	89	N
CUSTOMER REQUEST	9/20/13	2	46	23	N
CUSTOMER REQUEST	9/20/13	24	1992	83	N
CUSTOMER REQUEST	9/20/13	16	4144	259	N
PLANNED	9/20/13	1	121	121	N
PLANNED	9/20/13	6	372	62	N
PLANNED	9/20/13	10	990	99	N
PLANNED	9/20/13	2	26	13	N
PLANNED	9/20/13	16	224	14	N
CUSTOMER REQUEST	9/20/13	12	504	42	N
CUSTOMER REQUEST	9/20/13	126	35406	281	N
PLANNED	9/20/13	37	3219	87	N
PLANNED	9/20/13	2	344	172	N
CUSTOMER REQUEST	9/20/13	43	15652	364	N
PLANNED	9/20/13	10	520	52	N
PLANNED	9/20/13	12	576	48	N
PLANNED	9/20/13	5	40	8	N
PLANNED	9/20/13	8	1480	185	N
PLANNED	9/20/13	4	216	54	N
CUSTOMER REQUEST	9/20/13	6	1290	215	N
CUSTOMER REQUEST	9/20/13	8	1760	220	N
PLANNED	9/20/13	2	86	43	N
PLANNED	9/20/13	13	1261	97	N
PLANNED	9/20/13	15	1770	118	N
PLANNED	9/20/13	18	1134	63	N
PLANNED	9/20/13	21	1911	91	N
PLANNED	9/20/13	18	1620	90	N
PLANNED	9/20/13	2	392	196	N
PLANNED	9/20/13	9	531	59	N
PLANNED	9/20/13	2	140	70	N
PLANNED	9/20/13	1	154	154	N
PLANNED	9/21/13	6	1596	266	N
PLANNED	9/21/13	2	546	273	N
PLANNED	9/21/13	1	174	174	N
PLANNED	9/21/13	2	238	119	N
PLANNED	9/21/13	11	693	63	N
PLANNED	9/22/13	5	145	29	N
PLANNED	9/22/13	14	1694	121	N
PLANNED	9/22/13	1	87	87	N
CUSTOMER REQUEST	9/22/13	9	981	109	N
PLANNED	9/23/13	5	1400	280	N
PLANNED	9/23/13	4	180	45	N
PLANNED	9/23/13	2	770	385	N
PLANNED	9/23/13	2	60	30	N
PLANNED	9/23/13	5	580	116	N
PLANNED	9/23/13	6	222	37	N
PLANNED	9/23/13	2	92	46	N
PLANNED	9/23/13	13	650	50	N
PLANNED	9/23/13	10	1230	123	N
PLANNED	9/23/13	8	824	103	N
PLANNED	9/23/13	8	624	78	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/23/13	3	945	315	N
PLANNED	9/23/13	1	119	119	N
CUSTOMER REQUEST	9/23/13	4	100	25	N
PLANNED	9/23/13	9	171	19	N
PLANNED	9/23/13	7	343	49	N
PLANNED	9/23/13	36	4140	115	N
PLANNED	9/23/13	23	4117	179	N
PLANNED	9/23/13	6	564	94	N
PLANNED	9/23/13	8	336	42	N
PLANNED	9/23/13	1	97	97	N
PLANNED	9/23/13	22	176	8	N
PLANNED	9/23/13	15	1410	94	N
PLANNED	9/23/13	1	26	26	N
PLANNED	9/23/13	4	344	86	N
PLANNED	9/23/13	10	1020	102	N
CUSTOMER REQUEST	9/23/13	2	84	42	N
PLANNED	9/23/13	1	51	51	N
PLANNED	9/23/13	5	890	178	N
PLANNED	9/23/13	4	1404	351	N
PLANNED	9/23/13	8	2808	351	N
PLANNED	9/23/13	4	1408	352	N
PLANNED	9/23/13	3	411	137	N
PLANNED	9/23/13	1	93	93	N
PLANNED	9/23/13	13	897	69	N
PLANNED	9/23/13	10	1240	124	N
PLANNED	9/23/13	5	1135	227	N
PLANNED	9/23/13	4	956	239	N
PLANNED	9/23/13	12	1680	140	N
PLANNED	9/23/13	1	245	245	N
PLANNED	9/23/13	2	134	67	N
PLANNED	9/23/13	19	1862	98	N
PLANNED	9/23/13	83	1245	15	N
PLANNED	9/23/13	15	15	1	N
PLANNED	9/23/13	5	395	79	N
PLANNED	9/23/13	5	250	50	N
PLANNED	9/23/13	10	310	31	N
PLANNED	9/23/13	2	258	129	N
PLANNED	9/23/13	7	266	38	N
PLANNED	9/23/13	14	518	37	N
PLANNED	9/23/13	32	2496	78	N
PLANNED	9/23/13	5	215	43	N
PLANNED	9/23/13	13	429	33	N
CUSTOMER REQUEST	9/23/13	5	160	32	N
PLANNED	9/23/13	5	240	48	N
PLANNED	9/23/13	6	444	74	N
PLANNED	9/23/13	4	344	86	N
PLANNED	9/23/13	8	760	95	N
CUSTOMER REQUEST	9/23/13	2	234	117	N
PLANNED	9/23/13	9	918	102	N
PLANNED	9/23/13	4	112	28	N
PLANNED	9/23/13	22	264	12	N
PLANNED	9/23/13	10	920	92	N
PLANNED	9/23/13	13	442	34	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/23/13	5	130	26	N
CUSTOMER REQUEST	9/23/13	7	210	30	N
PLANNED	9/23/13	5	390	78	N
PLANNED	9/23/13	3	87	29	N
PLANNED	9/23/13	3	93	31	N
PLANNED	9/23/13	2	406	203	N
PLANNED	9/23/13	2	136	68	N
PLANNED	9/23/13	1	34	34	N
PLANNED	9/23/13	1	73	73	N
PLANNED	9/23/13	5	660	132	N
CUSTOMER REQUEST	9/23/13	1	95	95	N
PLANNED	9/23/13	8	632	79	N
PLANNED	9/23/13	8	256	32	N
PLANNED	9/23/13	3	546	182	N
CUSTOMER REQUEST	9/23/13	250	5750	23	N
CUSTOMER REQUEST	9/23/13	21	3129	149	N
CUSTOMER REQUEST	9/23/13	20	360	18	N
PLANNED	9/24/13	9	1422	158	N
PLANNED	9/24/13	3	567	189	N
PLANNED	9/24/13	7	798	114	N
PLANNED	9/24/13	7	672	96	N
PLANNED	9/24/13	5	640	128	N
PLANNED	9/24/13	6	858	143	N
PLANNED	9/24/13	3	513	171	N
PLANNED	9/24/13	43	8256	192	N
CUSTOMER REQUEST	9/24/13	2	56	28	N
PLANNED	9/24/13	4	24	6	N
PLANNED	9/24/13	1	89	89	N
PLANNED	9/24/13	4	812	203	N
PLANNED	9/24/13	4	448	112	N
CUSTOMER REQUEST	9/24/13	36	16200	450	N
PLANNED	9/24/13	15	1845	123	N
PLANNED	9/24/13	5	455	91	N
PLANNED	9/24/13	2	426	213	N
CUSTOMER REQUEST	9/24/13	7	119	17	N
PLANNED	9/24/13	8	616	77	N
PLANNED	9/24/13	5	1530	306	N
PLANNED	9/24/13	10	1480	148	N
CUSTOMER REQUEST	9/24/13	5	445	89	N
CUSTOMER REQUEST	9/24/13	9	1062	118	N
CUSTOMER REQUEST	9/24/13	1	13	13	N
PLANNED	9/24/13	3	207	69	N
PLANNED	9/24/13	7	966	138	N
PLANNED	9/24/13	2	816	408	N
PLANNED	9/24/13	5	425	85	N
PLANNED	9/24/13	1	112	112	N
PLANNED	9/24/13	5	810	162	N
PLANNED	9/24/13	2	144	72	N
PLANNED	9/24/13	7	840	120	N
CUSTOMER REQUEST	9/24/13	4	68	17	N
PLANNED	9/24/13	7	119	17	N
CUSTOMER REQUEST	9/24/13	5	135	27	N
PLANNED	9/24/13	9	387	43	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/24/13	5	565	113	N
PLANNED	9/24/13	11	1353	123	N
PLANNED	9/24/13	4	512	128	N
PLANNED	9/24/13	5	510	102	N
PLANNED	9/24/13	1	65	65	N
PLANNED	9/24/13	12	2580	215	N
PLANNED	9/24/13	4	936	234	N
PLANNED	9/24/13	3	645	215	N
PLANNED	9/24/13	3	297	99	N
PLANNED	9/24/13	7	770	110	N
PLANNED	9/24/13	6	582	97	N
PLANNED	9/24/13	1	57	57	N
PLANNED	9/24/13	6	684	114	N
CUSTOMER REQUEST	9/24/13	7	168	24	N
PLANNED	9/24/13	8	288	36	N
PLANNED	9/24/13	4	292	73	N
PLANNED	9/24/13	6	666	111	N
CUSTOMER REQUEST	9/24/13	7	301	43	N
PLANNED	9/24/13	5	300	60	N
PLANNED	9/24/13	10	60	6	N
PLANNED	9/24/13	2	102	51	N
CUSTOMER REQUEST	9/24/13	10	200	20	N
PLANNED	9/24/13	8	112	14	N
PLANNED	9/24/13	6	810	135	N
PLANNED	9/24/13	5	430	86	N
PLANNED	9/24/13	1	53	53	N
PLANNED	9/24/13	7	686	98	N
PLANNED	9/24/13	11	704	64	N
PLANNED	9/24/13	39	2613	67	N
PLANNED	9/24/13	1	59	59	N
PLANNED	9/24/13	6	510	85	N
PLANNED	9/24/13	6	54	9	N
PLANNED	9/25/13	1	29	29	N
CUSTOMER REQUEST	9/25/13	1	72	72	N
PLANNED	9/25/13	6	540	90	N
PLANNED	9/25/13	1	202	202	N
PLANNED	9/25/13	10	1050	105	N
PLANNED	9/25/13	13	1105	85	N
PLANNED	9/25/13	4	492	123	N
PLANNED	9/25/13	6	936	156	N
PLANNED	9/25/13	1	118	118	N
PLANNED	9/25/13	26	2990	115	N
PLANNED	9/25/13	3	141	47	N
PLANNED	9/25/13	2	356	178	N
CUSTOMER REQUEST	9/25/13	8	824	103	N
CUSTOMER REQUEST	9/25/13	5	480	96	N
PLANNED	9/25/13	7	133	19	N
PLANNED	9/25/13	6	1002	167	N
PLANNED	9/25/13	11	1320	120	N
PLANNED	9/25/13	6	672	112	N
PLANNED	9/25/13	6	756	126	N
PLANNED	9/25/13	3	552	184	N
PLANNED	9/25/13	8	888	111	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/25/13	1	225	225	N
PLANNED	9/25/13	1	79	79	N
PLANNED	9/25/13	3	60	20	N
PLANNED	9/25/13	12	4968	414	N
PLANNED	9/25/13	10	1160	116	N
PLANNED	9/25/13	6	228	38	N
PLANNED	9/25/13	2	410	205	N
PLANNED	9/25/13	2	120	60	N
PLANNED	9/25/13	11	1419	129	N
PLANNED	9/25/13	14	798	57	N
PLANNED	9/25/13	1	45	45	N
PLANNED	9/25/13	12	684	57	N
PLANNED	9/25/13	1	210	210	N
PLANNED	9/25/13	16	176	11	N
PLANNED	9/25/13	9	1998	222	N
CUSTOMER REQUEST	9/25/13	1	68	68	N
PLANNED	9/25/13	1	134	134	N
PLANNED	9/25/13	7	105	15	N
PLANNED	9/25/13	1	125	125	N
PLANNED	9/25/13	5	80	16	N
PLANNED	9/25/13	52	6188	119	N
PLANNED	9/25/13	2	94	47	N
PLANNED	9/25/13	1	64	64	N
PLANNED	9/25/13	1	229	229	N
PLANNED	9/25/13	8	120	15	N
PLANNED	9/25/13	7	735	105	N
PLANNED	9/25/13	20	980	49	N
PLANNED	9/25/13	12	1104	92	N
PLANNED	9/25/13	17	2669	157	N
CUSTOMER REQUEST	9/25/13	8	448	56	N
PLANNED	9/25/13	11	1287	117	N
PLANNED	9/25/13	2	174	87	N
PLANNED	9/25/13	6	12	2	N
PLANNED	9/25/13	14	574	41	N
CUSTOMER REQUEST	9/25/13	1	230	230	N
PLANNED	9/25/13	6	288	48	N
PLANNED	9/25/13	7	644	92	N
PLANNED	9/25/13	1	204	204	N
PLANNED	9/25/13	3	234	78	N
PLANNED	9/25/13	3	138	46	N
PLANNED	9/25/13	2	272	136	N
PLANNED	9/25/13	4	60	15	N
PLANNED	9/25/13	1	87	87	N
PLANNED	9/25/13	6	126	21	N
CUSTOMER REQUEST	9/25/13	68	4896	72	N
PLANNED	9/25/13	6	600	100	N
PLANNED	9/26/13	14	2422	173	N
PLANNED	9/26/13	3	327	109	N
PLANNED	9/26/13	13	1300	100	N
CUSTOMER REQUEST	9/26/13	6	3378	563	N
PLANNED	9/26/13	3	288	96	N
PLANNED	9/26/13	3	426	142	N
PLANNED	9/26/13	9	945	105	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/26/13	16	880	55	N
PLANNED	9/26/13	11	1133	103	N
PLANNED	9/26/13	5	715	143	N
PLANNED	9/26/13	2	240	120	N
PLANNED	9/26/13	1	28	28	N
PLANNED	9/26/13	9	72	8	N
PLANNED	9/26/13	2	308	154	N
CUSTOMER REQUEST	9/26/13	3	204	68	N
CUSTOMER REQUEST	9/26/13	6	594	99	N
PLANNED	9/26/13	2	188	94	N
PLANNED	9/26/13	64	3456	54	N
PLANNED	9/26/13	4	652	163	N
PLANNED	9/26/13	11	1012	92	N
PLANNED	9/26/13	5	1065	213	N
PLANNED	9/26/13	5	600	120	N
CUSTOMER REQUEST	9/26/13	12	336	28	N
PLANNED	9/26/13	4	196	49	N
PLANNED	9/26/13	3	816	272	N
PLANNED	9/26/13	5	905	181	N
CUSTOMER REQUEST	9/26/13	13	1079	83	N
CUSTOMER REQUEST	9/26/13	8	72	9	N
PLANNED	9/26/13	6	900	150	N
PLANNED	9/26/13	5	735	147	N
PLANNED	9/26/13	1	149	149	N
PLANNED	9/26/13	7	518	74	N
PLANNED	9/26/13	31	9300	300	N
PLANNED	9/26/13	9	306	34	N
PLANNED	9/26/13	1	282	282	N
PLANNED	9/26/13	2	246	123	N
PLANNED	9/26/13	35	9240	264	N
PLANNED	9/26/13	7	1078	154	N
PLANNED	9/26/13	12	1788	149	N
PLANNED	9/26/13	6	2508	418	N
PLANNED	9/26/13	2	284	142	N
CUSTOMER REQUEST	9/26/13	140	13160	94	N
CUSTOMER REQUEST	9/26/13	5	35	7	N
PLANNED	9/26/13	11	902	82	N
CUSTOMER REQUEST	9/26/13	17	425	25	N
PLANNED	9/26/13	7	455	65	N
PLANNED	9/26/13	3	687	229	N
CUSTOMER REQUEST	9/26/13	8	1408	176	N
PLANNED	9/26/13	4	432	108	N
PLANNED	9/26/13	4	876	219	N
PLANNED	9/26/13	13	780	60	N
PLANNED	9/26/13	28	2352	84	N
CUSTOMER REQUEST	9/26/13	10	310	31	N
PLANNED	9/26/13	4	272	68	N
PLANNED	9/26/13	560	26880	48	N
PLANNED	9/26/13	8	40	5	N
PLANNED	9/26/13	5	120	24	N
PLANNED	9/26/13	3	339	113	N
PLANNED	9/26/13	6	354	59	N
PLANNED	9/26/13	5	460	92	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/26/13	3	30	10	N
CUSTOMER REQUEST	9/26/13	3	174	58	N
PLANNED	9/26/13	1	31	31	N
PLANNED	9/26/13	6	894	149	N
CUSTOMER REQUEST	9/26/13	1	161	161	N
PLANNED	9/26/13	8	136	17	N
PLANNED	9/26/13	1	57	57	N
PLANNED	9/26/13	1	98	98	N
PLANNED	9/26/13	4	492	123	N
PLANNED	9/26/13	5	620	124	N
CUSTOMER REQUEST	9/26/13	1	156	156	N
PLANNED	9/26/13	4	252	63	N
PLANNED	9/26/13	3	414	138	N
PLANNED	9/26/13	2	128	64	N
PLANNED	9/26/13	3	321	107	N
PLANNED	9/26/13	2	152	76	N
PLANNED	9/26/13	2	280	140	N
PLANNED	9/26/13	7	420	60	N
PLANNED	9/26/13	11	781	71	N
PLANNED	9/26/13	3	351	117	N
PLANNED	9/26/13	9	450	50	N
PLANNED	9/26/13	4	256	64	N
PLANNED	9/26/13	2	198	99	N
PLANNED	9/26/13	1	86	86	N
PLANNED	9/26/13	2	234	117	N
PLANNED	9/26/13	4	304	76	N
PLANNED	9/26/13	3	93	31	N
PLANNED	9/26/13	2	102	51	N
PLANNED	9/26/13	4	312	78	N
PLANNED	9/26/13	1	182	182	N
PLANNED	9/26/13	2	252	126	N
CUSTOMER REQUEST	9/26/13	17	884	52	N
CUSTOMER REQUEST	9/26/13	1	121	121	N
PLANNED	9/26/13	2	182	91	N
PLANNED	9/26/13	11	308	28	N
PLANNED	9/26/13	3	105	35	N
CUSTOMER REQUEST	9/26/13	10	740	74	N
PLANNED	9/27/13	10	600	60	N
PLANNED	9/27/13	4	884	221	N
PLANNED	9/27/13	12	1824	152	N
PLANNED	9/27/13	7	259	37	N
PLANNED	9/27/13	16	372	33	N
PLANNED	9/27/13	5	695	139	N
CUSTOMER REQUEST	9/27/13	10	680	68	N
PLANNED	9/27/13	4	128	32	N
PLANNED	9/27/13	3	57	19	N
PLANNED	9/27/13	5	585	117	N
PLANNED	9/27/13	9	1449	161	N
PLANNED	9/27/13	6	492	82	N
PLANNED	9/27/13	3	333	111	N
PLANNED	9/27/13	1	38	38	N
PLANNED	9/27/13	7	1064	152	N
PLANNED	9/27/13	6	126	21	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/27/13	7	343	49	N
PLANNED	9/27/13	11	880	80	N
PLANNED	9/27/13	6	414	69	N
PLANNED	9/27/13	3	450	150	N
PLANNED	9/27/13	9	711	79	N
CUSTOMER REQUEST	9/27/13	7	35	5	N
CUSTOMER REQUEST	9/27/13	2	172	86	N
CUSTOMER REQUEST	9/27/13	8	1184	148	N
PLANNED	9/27/13	3	102	34	N
PLANNED	9/27/13	1	263	263	N
PLANNED	9/27/13	1	69	69	N
PLANNED	9/27/13	4	220	55	N
CUSTOMER REQUEST	9/27/13	5	570	114	N
PLANNED	9/27/13	9	2151	239	N
PLANNED	9/27/13	2	380	190	N
CUSTOMER REQUEST	9/27/13	11	121	11	N
PLANNED	9/27/13	2	136	68	N
PLANNED	9/27/13	6	624	104	N
PLANNED	9/27/13	5	320	64	N
PLANNED	9/27/13	27	5481	203	N
PLANNED	9/27/13	4	464	116	N
PLANNED	9/27/13	14	560	40	N
PLANNED	9/27/13	5	530	106	N
PLANNED	9/27/13	5	115	23	N
PLANNED	9/27/13	7	490	70	N
PLANNED	9/27/13	4	280	70	N
PLANNED	9/27/13	1	76	76	N
PLANNED	9/27/13	18	648	36	N
CUSTOMER REQUEST	9/27/13	2	184	92	N
PLANNED	9/27/13	5	610	122	N
PLANNED	9/27/13	9	810	90	N
PLANNED	9/27/13	1	78	78	N
PLANNED	9/27/13	14	630	45	N
PLANNED	9/27/13	2	80	40	N
CUSTOMER REQUEST	9/27/13	4	552	138	N
CUSTOMER REQUEST	9/27/13	1	249	249	N
CUSTOMER REQUEST	9/27/13	1	113	113	N
PLANNED	9/28/13	1	272	272	N
PLANNED	9/28/13	2	476	238	N
PLANNED	9/28/13	12	1836	153	N
PLANNED	9/28/13	5	225	45	N
PLANNED	9/28/13	1	58	58	N
CUSTOMER REQUEST	9/28/13	1	621	621	N
PLANNED	9/29/13	2	200	100	N
CUSTOMER REQUEST	9/29/13	1	76	76	N
PLANNED	9/30/13	8	664	83	N
PLANNED	9/30/13	12	1620	135	N
PLANNED	9/30/13	4	792	198	N
PLANNED	9/30/13	2	190	95	N
PLANNED	9/30/13	3	684	228	N
PLANNED	9/30/13	34	7480	220	N
CUSTOMER REQUEST	9/30/13	36	11736	326	N
PLANNED	9/30/13	12	1320	110	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/30/13	6	708	118	N
PLANNED	9/30/13	1	161	161	N
PLANNED	9/30/13	6	504	84	N
PLANNED	9/30/13	9	1170	130	N
PLANNED	9/30/13	9	1170	130	N
PLANNED	9/30/13	6	462	77	N
PLANNED	9/30/13	5	1040	208	N
CUSTOMER REQUEST	9/30/13	13	442	34	N
PLANNED	9/30/13	1	264	264	N
PLANNED	9/30/13	14	56	4	N
PLANNED	9/30/13	1	5	5	N
PLANNED	9/30/13	12	420	35	N
PLANNED	9/30/13	14	672	48	N
PLANNED	9/30/13	1	69	69	N
PLANNED	9/30/13	11	1133	103	N
PLANNED	9/30/13	1	84	84	N
PLANNED	9/30/13	1	135	135	N
PLANNED	9/30/13	12	4332	361	N
PLANNED	9/30/13	13	13	1	N
PLANNED	9/30/13	1	150	150	N
PLANNED	9/30/13	2	36	18	N
PLANNED	9/30/13	10	1520	152	N
PLANNED	9/30/13	12	2400	200	N
CUSTOMER REQUEST	9/30/13	3	105	35	N
PLANNED	9/30/13	8	1896	237	N
PLANNED	9/30/13	3	342	114	N
PLANNED	9/30/13	11	1254	114	N
PLANNED	9/30/13	2	472	236	N
PLANNED	9/30/13	1	204	204	N
PLANNED	9/30/13	1	71	71	N
PLANNED	9/30/13	4	108	27	N
PLANNED	9/30/13	2	386	193	N
PLANNED	9/30/13	3	231	77	N
PLANNED	9/30/13	2	86	43	N
PLANNED	9/30/13	1	120	120	N
PLANNED	9/30/13	1	26	26	N
PLANNED	9/30/13	1	123	123	N
PLANNED	9/30/13	6	768	128	N
PLANNED	9/30/13	5	1075	215	N
PLANNED	9/30/13	14	1008	72	N
PLANNED	9/30/13	1	77	77	N
PLANNED	9/30/13	1	12	12	N
CUSTOMER REQUEST	9/30/13	6	36	6	N
PLANNED	9/30/13	4	524	131	N
PLANNED	9/30/13	16	1296	81	N
PLANNED	9/30/13	1	42	42	N
PLANNED	9/30/13	3	420	140	N
PLANNED	9/30/13	1	132	132	N
PLANNED	9/30/13	1	154	154	N
PLANNED	9/30/13	5	900	180	N
PLANNED	9/30/13	2	442	221	N
PLANNED	9/30/13	5	265	53	N
PLANNED	9/30/13	2	150	75	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	9/30/13	4	272	68	N
PLANNED	9/30/13	8	672	84	N
PLANNED	9/30/13	1	30	30	N
PLANNED	9/30/13	10	1190	119	N
PLANNED	9/30/13	1	47	47	N
PLANNED	9/30/13	2	280	140	N
PLANNED	9/30/13	1	85	85	N
PLANNED	9/30/13	1	37	37	N
PLANNED	9/30/13	3	192	64	N
PLANNED	9/30/13	2	418	209	N
PLANNED	9/30/13	8	768	96	N
CUSTOMER REQUEST	9/30/13	80	720	9	N
PLANNED	10/1/13	1	72	72	N
PLANNED	10/1/13	10	1090	109	N
PLANNED	10/1/13	5	715	143	N
PLANNED	10/1/13	3	33	11	N
PLANNED	10/1/13	1	249	249	N
PLANNED	10/1/13	12	1044	87	N
PLANNED	10/1/13	4	372	93	N
PLANNED	10/1/13	2	192	96	N
PLANNED	10/1/13	10	1120	112	N
PLANNED	10/1/13	10	1110	111	N
PLANNED	10/1/13	10	1100	110	N
PLANNED	10/1/13	13	1430	110	N
PLANNED	10/1/13	12	1308	109	N
PLANNED	10/1/13	9	441	49	N
PLANNED	10/1/13	10	1080	108	N
PLANNED	10/1/13	2	214	107	N
PLANNED	10/1/13	2	118	59	N
PLANNED	10/1/13	10	1450	145	N
PLANNED	10/1/13	7	560	80	N
PLANNED	10/1/13	2	524	262	N
PLANNED	10/1/13	1	359	359	N
PLANNED	10/1/13	5	685	137	N
PLANNED	10/1/13	9	2412	268	N
PLANNED	10/1/13	4	272	68	N
PLANNED	10/1/13	1	100	100	N
PLANNED	10/1/13	2	154	77	N
PLANNED	10/1/13	2	218	109	N
PLANNED	10/1/13	8	1176	147	N
PLANNED	10/1/13	35	4025	115	N
PLANNED	10/1/13	8	1032	129	N
PLANNED	10/1/13	4	60	15	N
PLANNED	10/1/13	26	2366	91	N
PLANNED	10/1/13	7	476	68	N
PLANNED	10/1/13	1	177	177	N
PLANNED	10/1/13	7	567	81	N
PLANNED	10/1/13	15	1410	94	N
PLANNED	10/1/13	2	46	23	N
PLANNED	10/1/13	4	72	18	N
PLANNED	10/1/13	5	560	112	N
PLANNED	10/1/13	45	10845	241	N
PLANNED	10/1/13	5	215	43	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/1/13	1	81	81	N
PLANNED	10/1/13	3	438	146	N
PLANNED	10/1/13	28	6720	240	N
PLANNED	10/1/13	4	904	226	N
PLANNED	10/1/13	1	180	180	N
PLANNED	10/1/13	7	889	127	N
PLANNED	10/1/13	13	351	27	N
CUSTOMER REQUEST	10/1/13	10	80	8	N
PLANNED	10/1/13	2	150	75	N
PLANNED	10/1/13	8	944	118	N
PLANNED	10/1/13	5	1420	284	N
PLANNED	10/1/13	2	256	128	N
PLANNED	10/1/13	4	376	94	N
PLANNED	10/1/13	2	8	4	N
PLANNED	10/1/13	10	240	24	N
PLANNED	10/1/13	4	192	48	N
PLANNED	10/1/13	8	1384	173	N
PLANNED	10/1/13	36	2088	58	N
PLANNED	10/1/13	2	154	77	N
PLANNED	10/1/13	9	792	88	N
CUSTOMER REQUEST	10/1/13	1	147	147	N
PLANNED	10/1/13	4	180	45	N
PLANNED	10/1/13	11	220	20	N
CUSTOMER REQUEST	10/1/13	7	371	53	N
PLANNED	10/1/13	3	246	82	N
PLANNED	10/1/13	2	150	75	N
PLANNED	10/1/13	10	660	66	N
PLANNED	10/1/13	18	234	13	N
PLANNED	10/1/13	3	246	82	N
PLANNED	10/1/13	1	83	83	N
PLANNED	10/1/13	12	1068	89	N
PLANNED	10/1/13	12	1140	95	N
PLANNED	10/1/13	10	50	5	N
PLANNED	10/1/13	8	680	85	N
PLANNED	10/1/13	7	28	4	N
PLANNED	10/1/13	3	396	132	N
PLANNED	10/1/13	1	276	276	N
PLANNED	10/1/13	6	630	105	N
PLANNED	10/1/13	2	526	263	N
PLANNED	10/1/13	1	126	126	N
PLANNED	10/1/13	1	77	77	N
PLANNED	10/1/13	3	285	95	N
PLANNED	10/1/13	1	164	164	N
PLANNED	10/1/13	1	111	111	N
PLANNED	10/1/13	2	130	65	N
CUSTOMER REQUEST	10/1/13	9	99	11	N
PLANNED	10/2/13	1	120	120	N
PLANNED	10/2/13	22	2596	118	N
PLANNED	10/2/13	8	464	58	N
PLANNED	10/2/13	4	568	142	N
PLANNED	10/2/13	8	1200	150	N
PLANNED	10/2/13	26	2626	101	N
PLANNED	10/2/13	12	876	73	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/2/13	12	852	71	N
PLANNED	10/2/13	10	900	90	N
PLANNED	10/2/13	4	352	88	N
PLANNED	10/2/13	20	2580	129	N
PLANNED	10/2/13	4	12	3	N
PLANNED	10/2/13	2	134	67	N
PLANNED	10/2/13	34	8024	236	N
PLANNED	10/2/13	1	95	95	N
PLANNED	10/2/13	8	1184	148	N
PLANNED	10/2/13	2	92	46	N
PLANNED	10/2/13	2	290	145	N
PLANNED	10/2/13	1	247	247	N
CUSTOMER REQUEST	10/2/13	6	462	77	N
PLANNED	10/2/13	6	492	82	N
PLANNED	10/2/13	15	2775	185	N
PLANNED	10/2/13	12	1404	117	N
PLANNED	10/2/13	5	450	90	N
PLANNED	10/2/13	3	234	78	N
PLANNED	10/2/13	1	109	109	N
PLANNED	10/2/13	3	252	84	N
CUSTOMER REQUEST	10/2/13	8	200	25	N
PLANNED	10/2/13	10	870	87	N
PLANNED	10/2/13	28	2352	84	N
PLANNED	10/2/13	4	356	89	N
PLANNED	10/2/13	3	516	172	N
PLANNED	10/2/13	1	252	252	N
PLANNED	10/2/13	8	448	56	N
PLANNED	10/2/13	1	33	33	N
PLANNED	10/2/13	8	1000	125	N
PLANNED	10/2/13	1	29	29	N
PLANNED	10/2/13	6	48	8	N
PLANNED	10/2/13	6	294	49	N
PLANNED	10/2/13	5	1090	218	N
PLANNED	10/2/13	1	204	204	N
PLANNED	10/2/13	1	130	130	N
CUSTOMER REQUEST	10/2/13	14	1400	100	N
PLANNED	10/2/13	3	528	176	N
PLANNED	10/2/13	3	177	59	N
PLANNED	10/2/13	2	132	66	N
PLANNED	10/2/13	3	120	40	N
PLANNED	10/2/13	8	1160	145	N
PLANNED	10/2/13	7	112	16	N
PLANNED	10/2/13	4	684	171	N
PLANNED	10/2/13	11	1177	107	N
PLANNED	10/2/13	8	168	21	N
PLANNED	10/2/13	35	5740	164	N
PLANNED	10/2/13	8	600	75	N
PLANNED	10/2/13	5	590	118	N
PLANNED	10/2/13	1	33	33	N
PLANNED	10/2/13	28	7728	276	N
PLANNED	10/2/13	2	282	141	N
PLANNED	10/2/13	10	1050	105	N
PLANNED	10/2/13	1	53	53	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/2/13	12	1140	95	N
PLANNED	10/2/13	4	476	119	N
PLANNED	10/2/13	2	222	111	N
PLANNED	10/2/13	23	1748	76	N
PLANNED	10/2/13	4	364	91	N
PLANNED	10/2/13	5	2075	415	N
PLANNED	10/2/13	1	139	139	N
PLANNED	10/2/13	5	1305	261	N
PLANNED	10/2/13	2	232	116	N
CUSTOMER REQUEST	10/2/13	8	904	113	N
PLANNED	10/2/13	1	72	72	N
PLANNED	10/2/13	2	114	57	N
PLANNED	10/2/13	2	164	82	N
PLANNED	10/2/13	1	67	67	N
PLANNED	10/2/13	2	166	83	N
PLANNED	10/2/13	5	530	106	N
PLANNED	10/2/13	1	62	62	N
PLANNED	10/2/13	1	76	76	N
CUSTOMER REQUEST	10/2/13	1	77	77	N
PLANNED	10/2/13	23	2530	110	N
PLANNED	10/2/13	4	164	41	N
PLANNED	10/2/13	3	279	93	N
PLANNED	10/2/13	3	174	58	N
PLANNED	10/2/13	3	273	91	N
PLANNED	10/2/13	2	202	101	N
PLANNED	10/2/13	12	384	32	N
PLANNED	10/2/13	1	95	95	N
PLANNED	10/2/13	4	100	25	N
CUSTOMER REQUEST	10/2/13	1	100	100	N
PLANNED	10/2/13	3	156	52	N
CUSTOMER REQUEST	10/2/13	37	1554	42	N
PLANNED	10/2/13	2	224	112	N
PLANNED	10/2/13	3	444	148	N
PLANNED	10/2/13	3	15	5	N
CUSTOMER REQUEST	10/2/13	1	98	98	N
CUSTOMER REQUEST	10/2/13	1	26	26	N
PLANNED	10/2/13	1	37	37	N
PLANNED	10/3/13	18	1530	85	N
PLANNED	10/3/13	19	1843	97	N
PLANNED	10/3/13	6	498	83	N
PLANNED	10/3/13	5	925	185	N
PLANNED	10/3/13	1	78	78	N
PLANNED	10/3/13	8	1144	143	N
PLANNED	10/3/13	1	76	76	N
PLANNED	10/3/13	1	98	98	N
PLANNED	10/3/13	3	597	199	N
PLANNED	10/3/13	7	1015	145	N
PLANNED	10/3/13	5	305	61	N
PLANNED	10/3/13	2	356	178	N
CUSTOMER REQUEST	10/3/13	1	551	551	N
PLANNED	10/3/13	11	737	67	N
PLANNED	10/3/13	1	253	253	N
PLANNED	10/3/13	10	1330	133	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/3/13	7	756	108	N
PLANNED	10/3/13	8	912	114	N
CUSTOMER REQUEST	10/3/13	3	324	108	N
PLANNED	10/3/13	7	175	25	N
PLANNED	10/3/13	4	484	121	N
PLANNED	10/3/13	15	3900	260	N
PLANNED	10/3/13	6	306	51	N
PLANNED	10/3/13	10	510	51	N
PLANNED	10/3/13	8	408	51	N
PLANNED	10/3/13	5	880	176	N
PLANNED	10/3/13	3	96	32	N
PLANNED	10/3/13	1	106	106	N
PLANNED	10/3/13	22	5654	257	N
PLANNED	10/3/13	50	7400	148	N
PLANNED	10/3/13	4	348	87	N
PLANNED	10/3/13	36	2016	56	N
PLANNED	10/3/13	1	19	19	N
PLANNED	10/3/13	1	67	67	N
PLANNED	10/3/13	11	726	66	N
PLANNED	10/3/13	1	76	76	N
PLANNED	10/3/13	6	1146	191	N
PLANNED	10/3/13	4	484	121	N
PLANNED	10/3/13	6	972	162	N
PLANNED	10/3/13	81	3321	41	N
PLANNED	10/3/13	7	189	27	N
PLANNED	10/3/13	6	330	55	N
PLANNED	10/3/13	1	37	37	N
PLANNED	10/3/13	8	952	119	N
PLANNED	10/3/13	35	4235	121	N
PLANNED	10/3/13	3	195	65	N
PLANNED	10/3/13	8	152	19	N
PLANNED	10/3/13	5	180	36	N
CUSTOMER REQUEST	10/3/13	29	928	32	N
PLANNED	10/3/13	9	1161	129	N
PLANNED	10/3/13	4	240	60	N
PLANNED	10/3/13	26	9126	351	N
PLANNED	10/3/13	31	2790	90	N
PLANNED	10/3/13	1	93	93	N
PLANNED	10/3/13	3	786	262	N
CUSTOMER REQUEST	10/3/13	35	315	9	N
PLANNED	10/3/13	3	330	110	N
PLANNED	10/3/13	6	162	27	N
CUSTOMER REQUEST	10/3/13	1	168	168	N
CUSTOMER REQUEST	10/3/13	8	312	39	N
PLANNED	10/3/13	6	1092	182	N
PLANNED	10/3/13	2	112	56	N
PLANNED	10/3/13	19	988	52	N
PLANNED	10/3/13	13	962	74	N
PLANNED	10/3/13	11	1056	96	N
CUSTOMER REQUEST	10/3/13	18	666	37	N
PLANNED	10/3/13	7	686	98	N
PLANNED	10/3/13	6	258	43	N
PLANNED	10/3/13	1	40	40	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/3/13	3	372	124	N
PLANNED	10/3/13	4	584	146	N
PLANNED	10/3/13	7	889	127	N
PLANNED	10/3/13	12	1524	127	N
PLANNED	10/3/13	5	935	187	N
PLANNED	10/3/13	2	292	146	N
PLANNED	10/3/13	2	116	58	N
PLANNED	10/3/13	5	360	72	N
PLANNED	10/3/13	6	540	90	N
PLANNED	10/3/13	1	143	143	N
PLANNED	10/3/13	1	187	187	N
PLANNED	10/3/13	2	144	72	N
PLANNED	10/3/13	3	201	67	N
PLANNED	10/3/13	2	316	158	N
PLANNED	10/3/13	11	660	60	N
PLANNED	10/3/13	15	270	18	N
PLANNED	10/3/13	26	390	15	N
PLANNED	10/3/13	5	635	127	N
PLANNED	10/3/13	5	645	129	N
PLANNED	10/3/13	1	23	23	N
PLANNED	10/3/13	8	432	54	N
PLANNED	10/3/13	3	399	133	N
PLANNED	10/3/13	4	180	45	N
CUSTOMER REQUEST	10/3/13	1	91	91	N
CUSTOMER REQUEST	10/3/13	1	150	150	N
CUSTOMER REQUEST	10/3/13	2	426	213	N
PLANNED	10/3/13	5	900	180	N
CUSTOMER REQUEST	10/4/13	1	78	78	N
PLANNED	10/4/13	6	1158	193	N
PLANNED	10/4/13	24	7104	296	N
PLANNED	10/4/13	1	103	103	N
PLANNED	10/4/13	10	2320	232	N
PLANNED	10/4/13	2	118	59	N
CUSTOMER REQUEST	10/4/13	10	970	97	N
PLANNED	10/4/13	6	324	54	N
PLANNED	10/4/13	1	94	94	N
CUSTOMER REQUEST	10/4/13	22	1298	59	N
PLANNED	10/4/13	12	1032	86	N
PLANNED	10/4/13	8	48	6	N
PLANNED	10/4/13	4	328	82	N
PLANNED	10/4/13	8	768	96	N
PLANNED	10/4/13	1	87	87	N
PLANNED	10/4/13	49	8673	177	N
PLANNED	10/4/13	44	5016	114	N
CUSTOMER REQUEST	10/4/13	1	160	160	N
PLANNED	10/4/13	5	1215	243	N
PLANNED	10/4/13	6	750	125	N
PLANNED	10/4/13	16	848	53	N
PLANNED	10/4/13	16	688	43	N
PLANNED	10/4/13	10	430	43	N
PLANNED	10/4/13	24	1008	42	N
PLANNED	10/4/13	15	630	42	N
PLANNED	10/4/13	3	213	71	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/4/13	5	462	114	N
PLANNED	10/4/13	2	198	99	N
PLANNED	10/4/13	11	11	1	N
PLANNED	10/4/13	13	2509	193	N
PLANNED	10/4/13	2	76	38	N
PLANNED	10/4/13	11	1155	105	N
PLANNED	10/4/13	14	1470	105	N
PLANNED	10/4/13	2	862	431	N
PLANNED	10/4/13	4	896	224	N
PLANNED	10/4/13	9	801	89	N
PLANNED	10/4/13	6	534	89	N
PLANNED	10/4/13	2	174	87	N
PLANNED	10/4/13	4	48	12	N
PLANNED	10/4/13	6	78	13	N
PLANNED	10/4/13	28	3528	126	N
PLANNED	10/4/13	8	1224	153	N
PLANNED	10/4/13	8	24	3	N
PLANNED	10/4/13	32	1792	56	N
PLANNED	10/4/13	8	192	24	N
PLANNED	10/4/13	13	1534	118	N
PLANNED	10/4/13	3	222	74	N
PLANNED	10/4/13	1	101	101	N
PLANNED	10/4/13	1	2	2	N
PLANNED	10/4/13	6	984	164	N
PLANNED	10/4/13	9	99	11	N
PLANNED	10/4/13	6	60	10	N
PLANNED	10/4/13	7	119	17	N
CUSTOMER REQUEST	10/4/13	1	119	119	N
CUSTOMER REQUEST	10/4/13	1	113	113	N
CUSTOMER REQUEST	10/4/13	1	390	390	N
CUSTOMER REQUEST	10/4/13	1	69	69	N
CUSTOMER REQUEST	10/4/13	1	207	207	N
CUSTOMER REQUEST	10/5/13	1	318	318	N
PLANNED	10/5/13	1	217	217	N
PLANNED	10/5/13	2	246	123	N
PLANNED	10/5/13	1	377	377	N
PLANNED	10/5/13	27	3348	124	N
PLANNED	10/5/13	14	3738	267	N
PLANNED	10/5/13	3	123	41	N
PLANNED	10/5/13	2	80	40	N
CUSTOMER REQUEST	10/5/13	15	525	35	N
PLANNED	10/6/13	1	139	139	N
PLANNED	10/6/13	2	90	45	N
PLANNED	10/6/13	1	68	68	N
CUSTOMER REQUEST	10/6/13	1	309	309	N
PLANNED	10/6/13	5	1035	207	N
PLANNED	10/7/13	2	166	83	N
PLANNED	10/7/13	1	73	73	N
PLANNED	10/7/13	1	107	107	N
PLANNED	10/7/13	4	384	96	N
PLANNED	10/7/13	12	216	18	N
PLANNED	10/7/13	9	900	100	N
CUSTOMER REQUEST	10/7/13	13	130	10	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/7/13	9	1818	202	N
PLANNED	10/7/13	6	1212	202	N
PLANNED	10/7/13	1	217	217	N
PLANNED	10/7/13	7	1092	156	N
PLANNED	10/7/13	24	2232	93	N
CUSTOMER REQUEST	10/7/13	46	23966	521	N
PLANNED	10/7/13	1	116	116	N
PLANNED	10/7/13	40	6760	169	N
PLANNED	10/7/13	6	432	72	N
PLANNED	10/7/13	12	216	18	N
PLANNED	10/7/13	8	1520	190	N
PLANNED	10/7/13	3	1974	658	N
PLANNED	10/7/13	2	1310	655	N
PLANNED	10/7/13	8	888	111	N
PLANNED	10/7/13	15	1725	115	N
PLANNED	10/7/13	1	181	181	N
PLANNED	10/7/13	2	154	77	N
PLANNED	10/7/13	5	680	136	N
PLANNED	10/7/13	2	50	25	N
PLANNED	10/7/13	5	320	64	N
CUSTOMER REQUEST	10/7/13	2	130	65	N
PLANNED	10/7/13	33	2376	72	N
PLANNED	10/7/13	5	345	69	N
PLANNED	10/7/13	12	1692	141	N
PLANNED	10/7/13	8	312	39	N
PLANNED	10/7/13	3	291	97	N
PLANNED	10/7/13	1	8	8	N
PLANNED	10/7/13	11	1672	152	N
PLANNED	10/7/13	1	109	109	N
PLANNED	10/7/13	2	558	279	N
PLANNED	10/7/13	1	312	312	N
PLANNED	10/7/13	1	156	156	N
PLANNED	10/7/13	2	144	72	N
PLANNED	10/7/13	3	177	59	N
PLANNED	10/7/13	9	693	77	N
PLANNED	10/7/13	8	94	44	N
PLANNED	10/7/13	4	60	15	N
PLANNED	10/7/13	1	58	58	N
PLANNED	10/7/13	2	202	101	N
PLANNED	10/7/13	20	2060	103	N
PLANNED	10/7/13	6	186	31	N
PLANNED	10/7/13	2	166	83	N
PLANNED	10/7/13	4	32	8	N
PLANNED	10/7/13	1	31	31	N
PLANNED	10/7/13	1	128	128	N
PLANNED	10/7/13	2	250	125	N
PLANNED	10/7/13	25	150	6	N
PLANNED	10/7/13	1	175	175	N
PLANNED	10/7/13	1	102	102	N
PLANNED	10/7/13	9	1152	128	N
PLANNED	10/7/13	5	120	24	N
CUSTOMER REQUEST	10/7/13	3	327	109	N
PLANNED	10/7/13	1	67	67	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/7/13	3	306	102	N
CUSTOMER REQUEST	10/7/13	1	305	305	N
PLANNED	10/7/13	1	61	61	N
PLANNED	10/7/13	15	1165	82	N
PLANNED	10/8/13	6	522	87	N
PLANNED	10/8/13	4	408	102	N
PLANNED	10/8/13	4	460	115	N
PLANNED	10/8/13	1	85	85	N
PLANNED	10/8/13	2	122	61	N
PLANNED	10/8/13	13	1924	148	N
PLANNED	10/8/13	107	33812	316	N
PLANNED	10/8/13	4	460	115	N
PLANNED	10/8/13	5	685	137	N
PLANNED	10/8/13	9	765	85	N
PLANNED	10/8/13	5	285	57	N
CUSTOMER REQUEST	10/8/13	17	5984	352	N
PLANNED	10/8/13	12	924	77	N
PLANNED	10/8/13	3	207	69	N
PLANNED	10/8/13	7	427	61	N
PLANNED	10/8/13	6	906	151	N
PLANNED	10/8/13	27	6264	232	N
PLANNED	10/8/13	7	1386	198	N
PLANNED	10/8/13	15	4755	317	N
PLANNED	10/8/13	13	286	22	N
PLANNED	10/8/13	1	125	125	N
PLANNED	10/8/13	12	540	45	N
PLANNED	10/8/13	4	240	60	N
PLANNED	10/8/13	1	177	177	N
PLANNED	10/8/13	10	570	57	N
PLANNED	10/8/13	2	462	231	N
PLANNED	10/8/13	2	380	190	N
PLANNED	10/8/13	4	136	34	N
PLANNED	10/8/13	7	301	43	N
PLANNED	10/8/13	1	42	42	N
PLANNED	10/8/13	11	1331	121	N
CUSTOMER REQUEST	10/8/13	2	474	237	N
CUSTOMER REQUEST	10/8/13	39	8424	216	N
PLANNED	10/8/13	7	504	72	N
PLANNED	10/8/13	5	60	12	N
PLANNED	10/8/13	5	400	80	N
PLANNED	10/8/13	7	7	1	N
PLANNED	10/8/13	6	1206	201	N
PLANNED	10/8/13	6	870	145	N
PLANNED	10/8/13	3	246	82	N
PLANNED	10/8/13	2	76	38	N
PLANNED	10/8/13	15	1470	98	N
PLANNED	10/8/13	1	47	47	N
PLANNED	10/8/13	4	380	95	N
PLANNED	10/8/13	2	252	126	N
PLANNED	10/8/13	9	819	91	N
PLANNED	10/8/13	8	600	75	N
PLANNED	10/8/13	8	1960	245	N
PLANNED	10/8/13	7	434	62	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/8/13	6	1428	238	N
PLANNED	10/8/13	5	165	33	N
PLANNED	10/8/13	4	48	12	N
PLANNED	10/8/13	12	720	60	N
PLANNED	10/8/13	4	464	116	N
PLANNED	10/8/13	3	207	69	N
PLANNED	10/8/13	6	330	55	N
PLANNED	10/8/13	46	3174	69	N
PLANNED	10/8/13	12	948	79	N
PLANNED	10/8/13	14	1848	132	N
PLANNED	10/8/13	2	216	108	N
PLANNED	10/8/13	3	195	65	N
PLANNED	10/8/13	8	128	16	N
CUSTOMER REQUEST	10/8/13	1	6	6	N
PLANNED	10/8/13	4	364	91	N
PLANNED	10/8/13	4	268	67	N
PLANNED	10/8/13	3	192	64	N
PLANNED	10/8/13	7	1050	150	N
PLANNED	10/8/13	9	594	66	N
PLANNED	10/8/13	8	112	14	N
PLANNED	10/8/13	9	243	27	N
PLANNED	10/8/13	7	385	55	N
PLANNED	10/8/13	10	560	56	N
PLANNED	10/8/13	30	930	31	N
PLANNED	10/8/13	4	232	58	N
PLANNED	10/8/13	11	198	18	N
PLANNED	10/8/13	9	1305	145	N
PLANNED	10/8/13	10	1150	115	N
PLANNED	10/8/13	2	238	119	N
PLANNED	10/8/13	1	20	20	N
PLANNED	10/8/13	4	116	29	N
PLANNED	10/8/13	1	75	75	N
CUSTOMER REQUEST	10/8/13	1	94	94	N
PLANNED	10/8/13	2	84	42	N
PLANNED	10/8/13	7	511	73	N
PLANNED	10/8/13	8	1896	237	N
PLANNED	10/8/13	1	50	50	N
PLANNED	10/8/13	3	252	84	N
PLANNED	10/8/13	2	200	100	N
CUSTOMER REQUEST	10/8/13	1156	20808	18	N
CUSTOMER REQUEST	10/8/13	7	154	22	N
PLANNED	10/8/13	2	158	79	N
PLANNED	10/8/13	1	67	67	N
CUSTOMER REQUEST	10/8/13	1	42	42	N
PLANNED	10/8/13	20	1620	81	N
PLANNED	10/9/13	8	704	88	N
PLANNED	10/9/13	17	2091	123	N
PLANNED	10/9/13	2	506	253	N
PLANNED	10/9/13	3	384	128	N
PLANNED	10/9/13	5	660	132	N
PLANNED	10/9/13	13	2314	178	N
PLANNED	10/9/13	5	1440	288	N
PLANNED	10/9/13	1	134	134	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/9/13	22	10582	481	N
CUSTOMER REQUEST	10/9/13	16	8496	531	N
PLANNED	10/9/13	13	3835	295	N
PLANNED	10/9/13	8	608	76	N
PLANNED	10/9/13	4	472	118	N
PLANNED	10/9/13	1	231	231	N
CUSTOMER REQUEST	10/9/13	21	5432	372	N
PLANNED	10/9/13	63	15561	247	N
PLANNED	10/9/13	7	1372	196	N
PLANNED	10/9/13	4	216	54	N
PLANNED	10/9/13	2	312	156	N
PLANNED	10/9/13	14	2086	149	N
PLANNED	10/9/13	5	40	8	N
PLANNED	10/9/13	12	1128	94	N
PLANNED	10/9/13	7	1232	176	N
PLANNED	10/9/13	7	1610	230	N
PLANNED	10/9/13	2	86	43	N
PLANNED	10/9/13	6	750	125	N
PLANNED	10/9/13	1	174	174	N
PLANNED	10/9/13	6	162	27	N
PLANNED	10/9/13	1	126	126	N
PLANNED	10/9/13	1	122	122	N
PLANNED	10/9/13	6	2022	337	N
PLANNED	10/9/13	10	3110	311	N
PLANNED	10/9/13	1	149	149	N
PLANNED	10/9/13	1	263	263	N
PLANNED	10/9/13	7	1008	144	N
PLANNED	10/9/13	6	234	39	N
PLANNED	10/9/13	13	1339	103	N
PLANNED	10/9/13	2	256	128	N
PLANNED	10/9/13	8	592	74	N
PLANNED	10/9/13	7	959	137	N
PLANNED	10/9/13	5	710	142	N
CUSTOMER REQUEST	10/9/13	8	1856	232	N
CUSTOMER REQUEST	10/9/13	8	1760	220	N
PLANNED	10/9/13	18	1062	59	N
PLANNED	10/9/13	51	357	7	N
PLANNED	10/9/13	14	2198	157	N
PLANNED	10/9/13	8	232	29	N
PLANNED	10/9/13	10	700	70	N
PLANNED	10/9/13	1	73	73	N
CUSTOMER REQUEST	10/9/13	6	1602	267	N
PLANNED	10/9/13	2	56	28	N
PLANNED	10/9/13	6	612	102	N
CUSTOMER REQUEST	10/9/13	7	77	11	N
PLANNED	10/9/13	8	544	68	N
PLANNED	10/9/13	3	213	71	N
PLANNED	10/9/13	5	40	8	N
PLANNED	10/9/13	2	88	44	N
PLANNED	10/9/13	2	220	110	N
PLANNED	10/9/13	8	936	117	N
PLANNED	10/9/13	1	138	138	N
PLANNED	10/9/13	9	819	91	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/9/13	2	162	81	N
PLANNED	10/9/13	9	846	94	N
CUSTOMER REQUEST	10/9/13	1	59	59	N
PLANNED	10/9/13	8	976	122	N
PLANNED	10/9/13	32	704	22	N
PLANNED	10/9/13	1	1	1	N
PLANNED	10/9/13	1	1	1	N
PLANNED	10/9/13	4	456	114	N
PLANNED	10/9/13	4	468	117	N
PLANNED	10/9/13	3	21	7	N
CUSTOMER REQUEST	10/9/13	1	26	26	N
PLANNED	10/9/13	9	648	72	N
PLANNED	10/9/13	2	320	160	N
PLANNED	10/9/13	1	91	91	N
PLANNED	10/9/13	6	2142	357	N
PLANNED	10/9/13	17	2482	146	N
PLANNED	10/10/13	26	2470	95	N
CUSTOMER REQUEST	10/10/13	1	279	279	N
PLANNED	10/10/13	1	142	142	N
PLANNED	10/10/13	1	5	5	N
CUSTOMER REQUEST	10/10/13	9	3573	397	N
PLANNED	10/10/13	6	558	93	N
PLANNED	10/10/13	1	83	83	N
PLANNED	10/10/13	1	474	474	N
PLANNED	10/10/13	14	2618	187	N
CUSTOMER REQUEST	10/10/13	10	50	5	N
PLANNED	10/10/13	7	791	113	N
CUSTOMER REQUEST	10/10/13	6	900	150	N
PLANNED	10/10/13	63	7623	121	N
PLANNED	10/10/13	1	84	84	N
CUSTOMER REQUEST	10/10/13	4	712	178	N
PLANNED	10/10/13	13	1664	128	N
PLANNED	10/10/13	7	714	102	N
PLANNED	10/10/13	12	1212	101	N
PLANNED	10/10/13	7	910	130	N
PLANNED	10/10/13	5	610	122	N
PLANNED	10/10/13	7	756	108	N
PLANNED	10/10/13	6	306	51	N
PLANNED	10/10/13	1	72	72	N
PLANNED	10/10/13	9	1251	139	N
PLANNED	10/10/13	8	1680	210	N
PLANNED	10/10/13	3	60	20	N
PLANNED	10/10/13	6	282	47	N
PLANNED	10/10/13	1	234	234	N
CUSTOMER REQUEST	10/10/13	1	158	158	N
PLANNED	10/10/13	5	125	25	N
PLANNED	10/10/13	10	570	57	N
PLANNED	10/10/13	69	10281	149	N
PLANNED	10/10/13	12	1800	150	N
PLANNED	10/10/13	25	3750	150	N
PLANNED	10/10/13	13	1950	150	N
PLANNED	10/10/13	2	484	242	N
PLANNED	10/10/13	28	4116	147	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/10/13	25	3700	148	N
PLANNED	10/10/13	9	1395	155	N
PLANNED	10/10/13	16	2368	148	N
PLANNED	10/10/13	2	592	296	N
PLANNED	10/10/13	12	2304	192	N
PLANNED	10/10/13	75	1425	19	N
PLANNED	10/10/13	8	80	10	N
PLANNED	10/10/13	8	56	7	N
PLANNED	10/10/13	2	80	40	N
PLANNED	10/10/13	8	40	5	N
PLANNED	10/10/13	4	304	76	N
PLANNED	10/10/13	2	208	104	N
PLANNED	10/10/13	39	5538	142	N
PLANNED	10/10/13	59	9204	156	N
PLANNED	10/10/13	1	125	125	N
PLANNED	10/10/13	6	930	155	N
PLANNED	10/10/13	14	2632	188	N
PLANNED	10/10/13	5	480	96	N
PLANNED	10/10/13	13	1781	137	N
PLANNED	10/10/13	14	1904	136	N
PLANNED	10/10/13	9	333	37	N
PLANNED	10/10/13	15	3090	206	N
PLANNED	10/10/13	1	35	35	N
PLANNED	10/10/13	4	960	240	N
PLANNED	10/10/13	1	29	29	N
PLANNED	10/10/13	1	47	47	N
PLANNED	10/10/13	12	1980	165	N
CUSTOMER REQUEST	10/10/13	9	225	25	N
PLANNED	10/10/13	4	600	150	N
PLANNED	10/10/13	3	306	102	N
PLANNED	10/10/13	2	198	99	N
PLANNED	10/10/13	1	98	98	N
CUSTOMER REQUEST	10/10/13	12	1176	98	N
PLANNED	10/10/13	11	858	78	N
PLANNED	10/10/13	8	1056	132	N
PLANNED	10/10/13	1	151	151	N
PLANNED	10/10/13	2	156	78	N
PLANNED	10/10/13	3	147	49	N
PLANNED	10/10/13	14	840	60	N
PLANNED	10/10/13	4	332	83	N
PLANNED	10/10/13	4	712	178	N
PLANNED	10/10/13	5	375	75	N
CUSTOMER REQUEST	10/10/13	8	728	91	N
PLANNED	10/10/13	9	1170	130	N
PLANNED	10/10/13	12	2352	196	N
PLANNED	10/10/13	8	304	38	N
PLANNED	10/10/13	28	1232	44	N
PLANNED	10/10/13	11	473	43	N
CUSTOMER REQUEST	10/10/13	9	297	33	N
PLANNED	10/10/13	1	21	21	N
PLANNED	10/10/13	1	10	10	N
PLANNED	10/10/13	20	260	13	N
PLANNED	10/10/13	8	512	64	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/10/13	29	2233	77	N
PLANNED	10/10/13	26	1976	76	N
PLANNED	10/10/13	2	116	58	N
PLANNED	10/10/13	2	118	59	N
CUSTOMER REQUEST	10/10/13	1	185	185	N
PLANNED	10/10/13	1	16	16	N
CUSTOMER REQUEST	10/10/13	1	189	189	N
PLANNED	10/10/13	2	110	55	N
PLANNED	10/10/13	6	318	53	N
PLANNED	10/10/13	2	246	123	N
PLANNED	10/10/13	8	464	58	N
PLANNED	10/11/13	8	160	20	N
PLANNED	10/11/13	1	224	224	N
PLANNED	10/11/13	4	844	211	N
PLANNED	10/11/13	8	1336	167	N
PLANNED	10/11/13	3	516	172	N
PLANNED	10/11/13	5	125	25	N
PLANNED	10/11/13	6	798	133	N
PLANNED	10/11/13	1	130	130	N
PLANNED	10/11/13	10	1540	154	N
CUSTOMER REQUEST	10/11/13	27	1026	38	N
PLANNED	10/11/13	9	1098	122	N
PLANNED	10/11/13	5	525	105	N
PLANNED	10/11/13	3	213	71	N
PLANNED	10/11/13	9	1953	217	N
PLANNED	10/11/13	8	176	22	N
PLANNED	10/11/13	11	2002	182	N
PLANNED	10/11/13	32	2144	67	N
PLANNED	10/11/13	7	441	63	N
PLANNED	10/11/13	8	1512	189	N
PLANNED	10/11/13	5	875	175	N
PLANNED	10/11/13	8	408	51	N
PLANNED	10/11/13	1	106	106	N
PLANNED	10/11/13	10	200	20	N
PLANNED	10/11/13	3	105	35	N
PLANNED	10/11/13	2	420	210	N
PLANNED	10/11/13	9	630	70	N
PLANNED	10/11/13	10	510	51	N
PLANNED	10/11/13	2	264	132	N
PLANNED	10/11/13	5	1045	209	N
PLANNED	10/11/13	4	680	170	N
PLANNED	10/11/13	12	1932	161	N
PLANNED	10/11/13	13	2028	156	N
PLANNED	10/11/13	12	1764	147	N
PLANNED	10/11/13	3	525	175	N
PLANNED	10/11/13	6	1008	168	N
PLANNED	10/11/13	7	133	19	N
PLANNED	10/11/13	1	210	210	N
PLANNED	10/11/13	4	428	107	N
PLANNED	10/11/13	5	155	31	N
PLANNED	10/11/13	8	1440	180	N
PLANNED	10/11/13	3	177	59	N
PLANNED	10/11/13	1	43	43	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/11/13	2	78	39	N
CUSTOMER REQUEST	10/11/13	6	132	22	N
PLANNED	10/11/13	5	630	126	N
PLANNED	10/11/13	17	221	13	N
PLANNED	10/11/13	8	976	122	N
PLANNED	10/11/13	6	624	104	N
CUSTOMER REQUEST	10/11/13	1	43	43	N
PLANNED	10/11/13	1	103	103	N
PLANNED	10/11/13	8	40	5	N
PLANNED	10/11/13	6	504	84	N
PLANNED	10/11/13	9	1044	116	N
PLANNED	10/11/13	10	240	24	N
CUSTOMER REQUEST	10/11/13	1322	55524	42	N
PLANNED	10/11/13	7	217	31	N
PLANNED	10/12/13	2	218	109	N
CUSTOMER REQUEST	10/12/13	1	120	120	N
CUSTOMER REQUEST	10/12/13	1	34	34	N
CUSTOMER REQUEST	10/12/13	1	38	38	N
PLANNED	10/12/13	4	80	20	N
PLANNED	10/12/13	2	44	22	N
PLANNED	10/12/13	5	55	11	N
CUSTOMER REQUEST	10/13/13	1	108	108	N
PLANNED	10/13/13	3	12	4	N
CUSTOMER REQUEST	10/14/13	10	2910	291	N
PLANNED	10/14/13	1	36	36	N
PLANNED	10/14/13	6	684	114	N
PLANNED	10/14/13	8	8	1	N
PLANNED	10/14/13	8	312	39	N
PLANNED	10/14/13	9	2709	301	N
CUSTOMER REQUEST	10/14/13	33	11187	339	N
PLANNED	10/14/13	6	420	70	N
PLANNED	10/14/13	6	1368	228	N
PLANNED	10/14/13	10	2050	511	N
PLANNED	10/14/13	7	1764	252	N
PLANNED	10/14/13	15	1035	69	N
PLANNED	10/14/13	1	142	142	N
PLANNED	10/14/13	1	257	257	N
PLANNED	10/14/13	1	108	108	N
PLANNED	10/14/13	24	2880	120	N
PLANNED	10/14/13	4	236	59	N
PLANNED	10/14/13	12	1536	128	N
PLANNED	10/14/13	2	216	108	N
PLANNED	10/14/13	33	6534	198	N
PLANNED	10/14/13	20	3760	188	N
PLANNED	10/14/13	13	1430	110	N
PLANNED	10/14/13	1	60	60	N
PLANNED	10/14/13	5	880	176	N
PLANNED	10/14/13	5	580	116	N
PLANNED	10/14/13	1	80	80	N
PLANNED	10/14/13	9	954	106	N
PLANNED	10/14/13	2	44	22	N
PLANNED	10/14/13	11	1166	106	N
PLANNED	10/14/13	13	1352	104	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/14/13	12	1224	102	N
PLANNED	10/14/13	7	539	77	N
CUSTOMER REQUEST	10/14/13	1	65	65	N
PLANNED	10/14/13	3	252	84	N
PLANNED	10/14/13	7	616	88	N
CUSTOMER REQUEST	10/14/13	5	315	63	N
PLANNED	10/14/13	6	1092	182	N
PLANNED	10/14/13	11	1122	102	N
PLANNED	10/14/13	5	300	60	N
CUSTOMER REQUEST	10/14/13	3	3	1	N
PLANNED	10/14/13	16	1520	95	N
PLANNED	10/14/13	3	597	199	N
PLANNED	10/14/13	5	45	9	N
PLANNED	10/14/13	1	427	427	N
PLANNED	10/14/13	4	228	57	N
PLANNED	10/14/13	7	1183	169	N
PLANNED	10/14/13	12	1896	158	N
PLANNED	10/14/13	8	320	40	N
PLANNED	10/14/13	5	290	58	N
PLANNED	10/14/13	4	544	136	N
PLANNED	10/14/13	3	21	7	N
PLANNED	10/14/13	2	418	209	N
PLANNED	10/14/13	15	1080	72	N
PLANNED	10/14/13	6	942	157	N
PLANNED	10/14/13	1	57	57	N
PLANNED	10/14/13	2	378	189	N
PLANNED	10/14/13	1	155	155	N
PLANNED	10/14/13	1	54	54	N
PLANNED	10/14/13	1	40	40	N
PLANNED	10/14/13	4	400	100	N
PLANNED	10/14/13	6	678	113	N
PLANNED	10/14/13	2	150	75	N
PLANNED	10/14/13	12	912	76	N
PLANNED	10/14/13	1	125	125	N
PLANNED	10/14/13	10	1370	137	N
PLANNED	10/14/13	1	69	69	N
PLANNED	10/14/13	12	660	55	N
PLANNED	10/14/13	5	520	104	N
PLANNED	10/14/13	1	60	60	N
PLANNED	10/14/13	1	15	15	N
PLANNED	10/14/13	1	157	157	N
CUSTOMER REQUEST	10/15/13	1	634	634	N
PLANNED	10/15/13	1	55	55	N
PLANNED	10/15/13	1	277	277	N
PLANNED	10/15/13	3	240	80	N
PLANNED	10/15/13	14	56	4	N
PLANNED	10/15/13	7	1393	199	N
PLANNED	10/15/13	2	470	235	N
CUSTOMER REQUEST	10/15/13	1	34	34	N
PLANNED	10/15/13	1	147	147	N
PLANNED	10/15/13	1	4	4	N
PLANNED	10/15/13	6	1524	254	N
PLANNED	10/15/13	1	152	152	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/15/13	1	39	39	N
PLANNED	10/15/13	1	85	85	N
PLANNED	10/15/13	4	748	187	N
PLANNED	10/15/13	6	960	160	N
PLANNED	10/15/13	5	430	86	N
PLANNED	10/15/13	1	114	114	N
PLANNED	10/15/13	1	82	82	N
PLANNED	10/15/13	7	840	120	N
CUSTOMER REQUEST	10/15/13	25	7450	298	N
PLANNED	10/15/13	7	728	104	N
CUSTOMER REQUEST	10/15/13	8	176	22	N
PLANNED	10/15/13	8	8	1	N
PLANNED	10/15/13	2	358	179	N
PLANNED	10/15/13	2	278	139	N
PLANNED	10/15/13	15	1035	69	N
PLANNED	10/15/13	11	1276	116	N
PLANNED	10/15/13	7	511	73	N
CUSTOMER REQUEST	10/15/13	6	120	20	N
CUSTOMER REQUEST	10/15/13	4	724	181	N
PLANNED	10/15/13	1	354	354	N
PLANNED	10/15/13	11	1760	160	N
PLANNED	10/15/13	3	261	87	N
PLANNED	10/15/13	7	987	141	N
PLANNED	10/15/13	2	4	2	N
PLANNED	10/15/13	2	322	161	N
PLANNED	10/15/13	1	138	138	N
PLANNED	10/15/13	4	252	63	N
PLANNED	10/15/13	8	984	123	N
PLANNED	10/15/13	1	74	74	N
PLANNED	10/15/13	2	358	179	N
PLANNED	10/15/13	3	93	31	N
PLANNED	10/15/13	14	1176	84	N
PLANNED	10/15/13	13	1144	88	N
PLANNED	10/15/13	3	102	34	N
PLANNED	10/15/13	9	1107	123	N
PLANNED	10/15/13	6	990	165	N
PLANNED	10/15/13	1	205	205	N
PLANNED	10/15/13	13	910	70	N
PLANNED	10/15/13	6	378	63	N
PLANNED	10/15/13	2	460	230	N
PLANNED	10/15/13	34	3808	112	N
PLANNED	10/15/13	2	274	137	N
PLANNED	10/15/13	8	768	96	N
PLANNED	10/15/13	11	748	68	N
PLANNED	10/15/13	2	118	59	N
PLANNED	10/15/13	4	556	139	N
PLANNED	10/15/13	21	126	6	N
PLANNED	10/15/13	7	1337	191	N
CUSTOMER REQUEST	10/15/13	25	600	24	N
PLANNED	10/15/13	1	63	63	N
PLANNED	10/15/13	30	6300	210	N
PLANNED	10/15/13	11	682	62	N
PLANNED	10/15/13	7	280	40	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/15/13	8	1552	194	N
PLANNED	10/15/13	12	1584	132	N
PLANNED	10/15/13	8	1048	131	N
PLANNED	10/15/13	1	131	131	N
PLANNED	10/15/13	1	130	130	N
PLANNED	10/15/13	11	1353	123	N
CUSTOMER REQUEST	10/15/13	1	71	71	N
PLANNED	10/15/13	8	472	59	N
PLANNED	10/15/13	13	2795	215	N
PLANNED	10/15/13	4	696	174	N
PLANNED	10/15/13	6	858	143	N
PLANNED	10/15/13	4	344	86	N
PLANNED	10/15/13	17	1921	113	N
PLANNED	10/15/13	3	87	29	N
PLANNED	10/15/13	1	2	2	N
PLANNED	10/15/13	5	340	68	N
PLANNED	10/15/13	3	378	126	N
CUSTOMER REQUEST	10/15/13	1	18	18	N
PLANNED	10/15/13	3	42	14	N
PLANNED	10/15/13	2	166	83	N
PLANNED	10/15/13	1	113	113	N
PLANNED	10/15/13	1	73	73	N
PLANNED	10/15/13	3	75	25	N
PLANNED	10/15/13	4	152	38	N
PLANNED	10/15/13	2	88	44	N
CUSTOMER REQUEST	10/15/13	1	110	110	N
PLANNED	10/15/13	8	576	72	N
PLANNED	10/15/13	2	196	98	N
PLANNED	10/15/13	8	512	64	N
PLANNED	10/15/13	16	1904	119	N
PLANNED	10/15/13	4	104	26	N
PLANNED	10/15/13	6	216	36	N
PLANNED	10/15/13	3	558	186	N
PLANNED	10/16/13	6	240	40	N
PLANNED	10/16/13	34	8359	280	N
PLANNED	10/16/13	11	726	66	N
PLANNED	10/16/13	34	3298	97	N
PLANNED	10/16/13	9	1980	220	N
PLANNED	10/16/13	37	4995	135	N
PLANNED	10/16/13	1	20	20	N
PLANNED	10/16/13	4	664	166	N
CUSTOMER REQUEST	10/16/13	33	10032	304	N
PLANNED	10/16/13	8	368	46	N
PLANNED	10/16/13	70	15960	228	N
PLANNED	10/16/13	1	189	189	N
PLANNED	10/16/13	1	275	275	N
PLANNED	10/16/13	11	2728	248	N
PLANNED	10/16/13	1	237	237	N
PLANNED	10/16/13	1	236	236	N
PLANNED	10/16/13	14	2702	193	N
PLANNED	10/16/13	2	130	65	N
PLANNED	10/16/13	12	2016	168	N
PLANNED	10/16/13	2	172	86	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/16/13	4	364	91	N
PLANNED	10/16/13	5	90	18	N
PLANNED	10/16/13	10	1790	179	N
PLANNED	10/16/13	8	424	53	N
PLANNED	10/16/13	7	616	88	N
PLANNED	10/16/13	4	752	188	N
PLANNED	10/16/13	1	28	28	N
PLANNED	10/16/13	56	9761	208	N
PLANNED	10/16/13	7	462	66	N
PLANNED	10/16/13	4	876	219	N
CUSTOMER REQUEST	10/16/13	3	201	67	N
PLANNED	10/16/13	12	1140	95	N
PLANNED	10/16/13	4	460	115	N
PLANNED	10/16/13	8	1608	201	N
PLANNED	10/16/13	7	3423	489	N
PLANNED	10/16/13	6	1176	196	N
PLANNED	10/16/13	9	531	59	N
PLANNED	10/16/13	9	279	31	N
PLANNED	10/16/13	13	2743	211	N
PLANNED	10/16/13	1	70	70	N
PLANNED	10/16/13	3	216	72	N
PLANNED	10/16/13	1	117	117	N
PLANNED	10/16/13	2	214	107	N
PLANNED	10/16/13	11	1364	124	N
PLANNED	10/16/13	4	412	103	N
PLANNED	10/16/13	14	1680	120	N
PLANNED	10/16/13	4	776	194	N
PLANNED	10/16/13	21	357	17	N
CUSTOMER REQUEST	10/16/13	26	156	6	N
PLANNED	10/16/13	8	136	17	N
PLANNED	10/16/13	4	216	54	N
CUSTOMER REQUEST	10/16/13	8	256	32	N
PLANNED	10/16/13	8	864	108	N
PLANNED	10/16/13	10	2610	261	N
PLANNED	10/16/13	2	276	138	N
PLANNED	10/16/13	3	144	48	N
PLANNED	10/16/13	3	177	59	N
PLANNED	10/16/13	1	68	68	N
PLANNED	10/16/13	3	291	97	N
PLANNED	10/16/13	2	10	5	N
PLANNED	10/16/13	2	190	95	N
PLANNED	10/16/13	6	414	69	N
PLANNED	10/16/13	2	258	129	N
PLANNED	10/16/13	2	400	200	N
PLANNED	10/16/13	2	128	64	N
PLANNED	10/16/13	2	386	193	N
PLANNED	10/16/13	3	42	14	N
PLANNED	10/16/13	10	50	5	N
PLANNED	10/16/13	2	136	68	N
PLANNED	10/16/13	1	133	133	N
PLANNED	10/16/13	6	816	136	N
PLANNED	10/16/13	7	322	46	N
PLANNED	10/16/13	2	60	30	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/16/13	2	34	17	N
PLANNED	10/16/13	14	2030	145	N
PLANNED	10/16/13	1	107	107	N
PLANNED	10/16/13	1	25	25	N
PLANNED	10/16/13	20	4480	224	N
PLANNED	10/16/13	3	360	120	N
PLANNED	10/16/13	11	1353	123	N
PLANNED	10/16/13	9	1152	128	N
PLANNED	10/16/13	9	1116	124	N
PLANNED	10/16/13	6	66	11	N
PLANNED	10/16/13	3	258	86	N
PLANNED	10/16/13	6	1038	173	N
PLANNED	10/16/13	7	525	75	N
PLANNED	10/16/13	2	58	29	N
PLANNED	10/16/13	11	1430	130	N
CUSTOMER REQUEST	10/16/13	1	117	117	N
PLANNED	10/16/13	2	266	133	N
CUSTOMER REQUEST	10/16/13	25	200	8	N
CUSTOMER REQUEST	10/16/13	7	504	72	N
CUSTOMER REQUEST	10/16/13	1	192	192	N
PLANNED	10/17/13	2	162	81	N
PLANNED	10/17/13	1	155	155	N
PLANNED	10/17/13	1	43	43	N
PLANNED	10/17/13	135	38340	284	N
PLANNED	10/17/13	12	432	36	N
PLANNED	10/17/13	25	3450	138	N
PLANNED	10/17/13	23	3887	169	N
PLANNED	10/17/13	10	690	69	N
PLANNED	10/17/13	12	2220	185	N
PLANNED	10/17/13	7	1001	143	N
PLANNED	10/17/13	5	575	115	N
PLANNED	10/17/13	2	210	105	N
CUSTOMER REQUEST	10/17/13	1	137	137	N
PLANNED	10/17/13	2	326	163	N
PLANNED	10/17/13	13	117	9	N
PLANNED	10/17/13	6	306	51	N
PLANNED	10/17/13	2	280	140	N
PLANNED	10/17/13	1	78	78	N
PLANNED	10/17/13	1	101	101	N
PLANNED	10/17/13	58	11310	195	N
PLANNED	10/17/13	6	660	110	N
PLANNED	10/17/13	2	106	53	N
PLANNED	10/17/13	5	785	157	N
CUSTOMER REQUEST	10/17/13	6	396	66	N
PLANNED	10/17/13	3	486	162	N
PLANNED	10/17/13	1	120	120	N
PLANNED	10/17/13	5	20	4	N
PLANNED	10/17/13	4	572	143	N
PLANNED	10/17/13	8	1040	130	N
PLANNED	10/17/13	7	511	73	N
PLANNED	10/17/13	12	816	68	N
CUSTOMER REQUEST	10/17/13	3	48	16	N
PLANNED	10/17/13	10	180	18	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/17/13	57	5586	98	N
PLANNED	10/17/13	5	500	100	N
PLANNED	10/17/13	5	635	127	N
PLANNED	10/17/13	18	2358	131	N
PLANNED	10/17/13	32	3584	112	N
CUSTOMER REQUEST	10/17/13	8	48	6	N
PLANNED	10/17/13	3	315	105	N
PLANNED	10/17/13	4	1088	272	N
PLANNED	10/17/13	7	966	138	N
PLANNED	10/17/13	4	472	118	N
PLANNED	10/17/13	7	2450	350	N
PLANNED	10/17/13	4	40	10	N
PLANNED	10/17/13	4	36	9	N
PLANNED	10/17/13	13	1911	147	N
PLANNED	10/17/13	7	805	115	N
PLANNED	10/17/13	6	18	3	N
PLANNED	10/17/13	2	448	224	N
PLANNED	10/17/13	1	236	236	N
PLANNED	10/17/13	9	1098	122	N
PLANNED	10/17/13	11	1023	93	N
PLANNED	10/17/13	1	142	142	N
PLANNED	10/17/13	25	1175	47	N
PLANNED	10/17/13	12	1740	145	N
PLANNED	10/17/13	26	3484	134	N
PLANNED	10/17/13	1	108	108	N
CUSTOMER REQUEST	10/17/13	4	136	34	N
PLANNED	10/17/13	1	5	5	N
PLANNED	10/17/13	57	1140	20	N
PLANNED	10/17/13	1	36	36	N
PLANNED	10/17/13	5	670	134	N
PLANNED	10/17/13	3	312	104	N
PLANNED	10/17/13	6	804	134	N
PLANNED	10/17/13	5	465	93	N
PLANNED	10/17/13	2	496	248	N
PLANNED	10/17/13	1	191	191	N
PLANNED	10/17/13	76	5543	95	N
PLANNED	10/17/13	6	984	164	N
PLANNED	10/17/13	4	860	215	N
PLANNED	10/17/13	2	350	175	N
PLANNED	10/17/13	26	3718	143	N
PLANNED	10/17/13	11	1265	115	N
PLANNED	10/17/13	4	112	28	N
PLANNED	10/17/13	14	1680	120	N
PLANNED	10/17/13	4	88	22	N
PLANNED	10/17/13	2	120	60	N
PLANNED	10/17/13	8	96	12	N
PLANNED	10/17/13	5	115	23	N
PLANNED	10/17/13	1	183	183	N
PLANNED	10/17/13	5	385	77	N
PLANNED	10/17/13	25	2750	110	N
PLANNED	10/17/13	1	31	31	N
PLANNED	10/17/13	9	459	51	N
PLANNED	10/17/13	6	966	161	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	10/17/13	1	184	184	N
PLANNED	10/17/13	4	40	10	N
PLANNED	10/17/13	1	95	95	N
CUSTOMER REQUEST	10/17/13	1	64	64	N
CUSTOMER REQUEST	10/17/13	1	256	256	N
PLANNED	10/18/13	12	168	14	N
PLANNED	10/18/13	1	113	113	N
PLANNED	10/18/13	1	289	289	N
PLANNED	10/18/13	4	820	205	N
PLANNED	10/18/13	10	2330	233	N
PLANNED	10/18/13	10	4030	403	N
PLANNED	10/18/13	3	528	176	N
PLANNED	10/18/13	1	32	32	N
PLANNED	10/18/13	17	1564	92	N
PLANNED	10/18/13	12	804	67	N
PLANNED	10/18/13	9	855	95	N
PLANNED	10/18/13	1	36	36	N
PLANNED	10/18/13	19	1634	86	N
PLANNED	10/18/13	4	216	54	N
PLANNED	10/18/13	4	36	9	N
PLANNED	10/18/13	30	1470	49	N
PLANNED	10/18/13	17	2074	122	N
PLANNED	10/18/13	28	7392	264	N
PLANNED	10/18/13	13	4160	320	N
PLANNED	10/18/13	80	3280	41	N
PLANNED	10/18/13	8	1536	192	N
PLANNED	10/18/13	5	420	84	N
CUSTOMER REQUEST	10/18/13	1	334	334	N
PLANNED	10/18/13	2	54	27	N
PLANNED	10/18/13	1	61	61	N
PLANNED	10/18/13	4	296	74	N
PLANNED	10/18/13	8	576	72	N
PLANNED	10/18/13	2	120	60	N
PLANNED	10/18/13	8	64	8	N
PLANNED	10/18/13	10	1020	102	N
PLANNED	10/18/13	1	19	19	N
PLANNED	10/18/13	3	684	228	N
PLANNED	10/18/13	1	176	176	N
PLANNED	10/18/13	14	1036	74	N
PLANNED	10/18/13	38	13452	354	N
PLANNED	10/18/13	5	295	59	N
PLANNED	10/18/13	6	120	20	N
PLANNED	10/18/13	7	259	37	N
PLANNED	10/18/13	4	1048	262	N
PLANNED	10/18/13	2	78	39	N
PLANNED	10/18/13	4	1376	344	N
CUSTOMER REQUEST	10/18/13	1	140	140	N
PLANNED	10/18/13	1	80	80	N
PLANNED	10/18/13	2	66	33	N
PLANNED	10/18/13	2	62	31	N
PLANNED	10/18/13	2	62	31	N
PLANNED	10/18/13	3	93	31	N
PLANNED	10/18/13	7	581	83	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/18/13	12	948	79	N
PLANNED	10/18/13	1	146	146	N
PLANNED	10/18/13	23	5313	231	N
PLANNED	10/18/13	12	1116	93	N
PLANNED	10/18/13	2	80	40	N
PLANNED	10/18/13	3	588	196	N
PLANNED	10/18/13	20	1460	73	N
PLANNED	10/18/13	17	1989	117	N
PLANNED	10/18/13	7	1680	240	N
PLANNED	10/18/13	2	94	47	N
PLANNED	10/18/13	3	84	28	N
PLANNED	10/18/13	1	44	44	N
PLANNED	10/18/13	4	24	6	N
PLANNED	10/18/13	6	966	161	N
PLANNED	10/18/13	3	372	124	N
PLANNED	10/18/13	50	3450	69	N
PLANNED	10/18/13	1	136	136	N
PLANNED	10/18/13	1	80	80	N
PLANNED	10/18/13	9	1188	132	N
CUSTOMER REQUEST	10/18/13	1	208	208	N
PLANNED	10/18/13	4	760	190	N
PLANNED	10/18/13	5	155	31	N
CUSTOMER REQUEST	10/18/13	1	141	141	N
PLANNED	10/18/13	1	283	283	N
CUSTOMER REQUEST	10/18/13	1	48	48	N
PLANNED	10/19/13	5	620	124	N
PLANNED	10/19/13	7	1666	238	N
PLANNED	10/19/13	10	2060	206	N
PLANNED	10/19/13	1	79	79	N
PLANNED	10/19/13	2	186	93	N
CUSTOMER REQUEST	10/19/13	1	136	136	N
PLANNED	10/19/13	7	70	10	N
CUSTOMER REQUEST	10/19/13	2	360	180	N
PLANNED	10/20/13	4	1292	323	N
PLANNED	10/20/13	4	856	214	N
PLANNED	10/20/13	5	185	37	N
PLANNED	10/20/13	9	3348	372	N
PLANNED	10/20/13	2	106	53	N
CUSTOMER REQUEST	10/20/13	1	157	157	N
PLANNED	10/20/13	3	429	143	N
CUSTOMER REQUEST	10/20/13	1	686	686	N
CUSTOMER REQUEST	10/20/13	1	183	183	N
PLANNED	10/21/13	2	586	293	N
PLANNED	10/21/13	6	1728	288	N
PLANNED	10/21/13	2	116	58	N
CUSTOMER REQUEST	10/21/13	1	281	281	N
PLANNED	10/21/13	4	20	5	N
PLANNED	10/21/13	38	3610	95	N
PLANNED	10/21/13	1	162	162	N
PLANNED	10/21/13	10	1460	146	N
CUSTOMER REQUEST	10/21/13	7	1218	174	N
CUSTOMER REQUEST	10/21/13	5	875	175	N
PLANNED	10/21/13	3	1020	340	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/21/13	8	608	76	N
PLANNED	10/21/13	7	1610	230	N
PLANNED	10/21/13	2	316	158	N
PLANNED	10/21/13	35	1155	33	N
PLANNED	10/21/13	15	4500	300	N
PLANNED	10/21/13	3	345	115	N
PLANNED	10/21/13	2	60	30	N
PLANNED	10/21/13	6	804	134	N
CUSTOMER REQUEST	10/21/13	5	60	12	N
PLANNED	10/21/13	1	48	48	N
PLANNED	10/21/13	12	1272	106	N
PLANNED	10/21/13	1	303	303	N
PLANNED	10/21/13	5	80	16	N
PLANNED	10/21/13	6	1824	304	N
PLANNED	10/21/13	2	348	174	N
PLANNED	10/21/13	2	86	43	N
PLANNED	10/21/13	4	50	23	N
PLANNED	10/21/13	1	6	6	N
PLANNED	10/21/13	2	376	188	N
PLANNED	10/21/13	10	650	65	N
PLANNED	10/21/13	6	2112	352	N
PLANNED	10/21/13	4	76	19	N
CUSTOMER REQUEST	10/21/13	27	3942	146	N
PLANNED	10/21/13	1	30	30	N
PLANNED	10/21/13	8	896	112	N
PLANNED	10/21/13	13	1287	99	N
PLANNED	10/21/13	5	415	83	N
PLANNED	10/21/13	12	312	26	N
PLANNED	10/21/13	10	70	7	N
PLANNED	10/21/13	8	664	83	N
PLANNED	10/21/13	1	246	246	N
PLANNED	10/21/13	20	2000	100	N
PLANNED	10/21/13	1	145	145	N
PLANNED	10/21/13	2	8	4	N
PLANNED	10/21/13	17	561	33	N
PLANNED	10/21/13	6	1380	230	N
PLANNED	10/21/13	10	2230	223	N
PLANNED	10/21/13	2	196	98	N
PLANNED	10/21/13	7	644	92	N
PLANNED	10/21/13	6	552	92	N
PLANNED	10/21/13	13	143	11	N
PLANNED	10/21/13	8	1112	139	N
PLANNED	10/21/13	1	21	21	N
PLANNED	10/21/13	3	57	19	N
PLANNED	10/21/13	7	280	40	N
PLANNED	10/21/13	2	116	58	N
PLANNED	10/21/13	6	438	73	N
CUSTOMER REQUEST	10/21/13	1	964	964	N
PLANNED	10/22/13	12	1896	158	N
PLANNED	10/22/13	2	240	120	N
PLANNED	10/22/13	2	170	85	N
PLANNED	10/22/13	1	70	70	N
PLANNED	10/22/13	17	1666	98	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/22/13	2	252	126	N
PLANNED	10/22/13	2	202	101	N
CUSTOMER REQUEST	10/22/13	8	136	17	N
PLANNED	10/22/13	6	1008	168	N
PLANNED	10/22/13	1	346	346	N
PLANNED	10/22/13	1	160	160	N
PLANNED	10/22/13	13	39	3	N
PLANNED	10/22/13	9	2790	310	N
PLANNED	10/22/13	12	1416	118	N
PLANNED	10/22/13	7	609	87	N
PLANNED	10/22/13	8	1272	159	N
CUSTOMER REQUEST	10/22/13	14	266	19	N
PLANNED	10/22/13	8	616	77	N
PLANNED	10/22/13	1	176	176	N
PLANNED	10/22/13	13	637	49	N
PLANNED	10/22/13	1	173	173	N
PLANNED	10/22/13	6	2304	384	N
PLANNED	10/22/13	4	764	191	N
CUSTOMER REQUEST	10/22/13	8	1568	210	N
PLANNED	10/22/13	4	740	185	N
PLANNED	10/22/13	9	1359	151	N
PLANNED	10/22/13	8	1520	190	N
PLANNED	10/22/13	38	1102	29	N
PLANNED	10/22/13	2	406	203	N
PLANNED	10/22/13	5	545	109	N
PLANNED	10/22/13	14	2380	170	N
PLANNED	10/22/13	2	88	44	N
PLANNED	10/22/13	5	805	161	N
PLANNED	10/22/13	8	1008	126	N
PLANNED	10/22/13	8	280	35	N
CUSTOMER REQUEST	10/22/13	17	3791	223	N
PLANNED	10/22/13	2	128	64	N
PLANNED	10/22/13	3	96	32	N
CUSTOMER REQUEST	10/22/13	1	202	202	N
PLANNED	10/22/13	1	40	40	N
PLANNED	10/22/13	2	146	73	N
PLANNED	10/22/13	1	79	79	N
PLANNED	10/22/13	2	92	46	N
PLANNED	10/22/13	1	153	153	N
PLANNED	10/22/13	4	240	60	N
PLANNED	10/22/13	44	308	7	N
PLANNED	10/22/13	6	42	7	N
PLANNED	10/22/13	8	2488	311	N
PLANNED	10/22/13	6	264	44	N
PLANNED	10/22/13	25	2275	91	N
PLANNED	10/22/13	1	195	195	N
PLANNED	10/22/13	2	32	16	N
PLANNED	10/22/13	8	2128	266	N
PLANNED	10/22/13	3	546	182	N
PLANNED	10/22/13	11	330	30	N
PLANNED	10/22/13	6	420	70	N
PLANNED	10/22/13	5	565	113	N
PLANNED	10/22/13	6	1212	202	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/22/13	7	490	70	N
PLANNED	10/22/13	2	186	93	N
PLANNED	10/22/13	1	103	103	N
PLANNED	10/22/13	4	84	21	N
PLANNED	10/22/13	5	590	118	N
PLANNED	10/22/13	8	2064	258	N
PLANNED	10/22/13	3	159	53	N
CUSTOMER REQUEST	10/22/13	1	63	63	N
CUSTOMER REQUEST	10/22/13	1	125	125	N
CUSTOMER REQUEST	10/22/13	1	20	20	N
PLANNED	10/22/13	1	157	157	N
PLANNED	10/23/13	1	291	291	N
PLANNED	10/23/13	7	861	123	N
PLANNED	10/23/13	4	484	121	N
PLANNED	10/23/13	1	55	55	N
PLANNED	10/23/13	3	483	161	N
PLANNED	10/23/13	7	1722	246	N
CUSTOMER REQUEST	10/23/13	21	5145	245	N
PLANNED	10/23/13	2	414	207	N
PLANNED	10/23/13	14	2296	164	N
PLANNED	10/23/13	1	64	64	N
PLANNED	10/23/13	4	352	88	N
PLANNED	10/23/13	26	10124	421	N
PLANNED	10/23/13	3	594	198	N
PLANNED	10/23/13	3	627	209	N
PLANNED	10/23/13	8	120	15	N
PLANNED	10/23/13	2	50	25	N
PLANNED	10/23/13	5	495	99	N
PLANNED	10/23/13	1	120	120	N
PLANNED	10/23/13	8	944	118	N
PLANNED	10/23/13	9	450	50	N
PLANNED	10/23/13	4	524	131	N
PLANNED	10/23/13	3	273	91	N
PLANNED	10/23/13	5	510	102	N
PLANNED	10/23/13	8	1192	149	N
PLANNED	10/23/13	9	1782	198	N
PLANNED	10/23/13	16	1072	67	N
PLANNED	10/23/13	8	712	89	N
PLANNED	10/23/13	25	2650	106	N
PLANNED	10/23/13	27	3348	124	N
PLANNED	10/23/13	60	4560	76	N
PLANNED	10/23/13	6	882	147	N
PLANNED	10/23/13	6	126	21	N
PLANNED	10/23/13	10	2120	212	N
PLANNED	10/23/13	12	1836	153	N
PLANNED	10/23/13	1	46	46	N
PLANNED	10/23/13	6	1464	244	N
PLANNED	10/23/13	27	2511	93	N
PLANNED	10/23/13	11	2651	241	N
PLANNED	10/23/13	8	824	103	N
PLANNED	10/23/13	8	1616	202	N
PLANNED	10/23/13	2	84	42	N
PLANNED	10/23/13	6	636	106	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/23/13	4	420	105	N
PLANNED	10/23/13	7	735	105	N
PLANNED	10/23/13	5	525	105	N
PLANNED	10/23/13	10	1050	105	N
PLANNED	10/23/13	12	2148	179	N
PLANNED	10/23/13	6	1002	167	N
PLANNED	10/23/13	9	3573	397	N
PLANNED	10/23/13	16	768	48	N
PLANNED	10/23/13	1	102	102	N
PLANNED	10/23/13	4	444	111	N
PLANNED	10/23/13	1	64	64	N
PLANNED	10/23/13	1	244	244	N
PLANNED	10/23/13	3	642	214	N
PLANNED	10/23/13	1	97	97	N
PLANNED	10/23/13	1	61	61	N
PLANNED	10/23/13	4	280	70	N
PLANNED	10/23/13	6	1248	208	N
PLANNED	10/23/13	9	639	71	N
PLANNED	10/23/13	30	570	19	N
PLANNED	10/23/13	4	368	92	N
PLANNED	10/23/13	4	452	113	N
PLANNED	10/23/13	5	1135	227	N
PLANNED	10/23/13	3	375	125	N
PLANNED	10/23/13	8	912	114	N
PLANNED	10/23/13	1	68	68	N
PLANNED	10/23/13	37	8066	218	N
PLANNED	10/23/13	2	18	9	N
PLANNED	10/23/13	6	972	162	N
PLANNED	10/23/13	13	1378	106	N
PLANNED	10/23/13	1	175	175	N
PLANNED	10/23/13	5	385	77	N
PLANNED	10/23/13	1	101	101	N
PLANNED	10/23/13	5	560	112	N
PLANNED	10/23/13	2	44	22	N
PLANNED	10/23/13	5	600	120	N
PLANNED	10/23/13	8	256	32	N
PLANNED	10/23/13	3	312	104	N
PLANNED	10/23/13	5	190	38	N
PLANNED	10/23/13	2	158	79	N
PLANNED	10/23/13	3	246	82	N
CUSTOMER REQUEST	10/23/13	4	20	5	N
PLANNED	10/23/13	13	468	36	N
PLANNED	10/23/13	3	408	136	N
PLANNED	10/24/13	1	188	188	N
PLANNED	10/24/13	6	264	44	N
PLANNED	10/24/13	17	1853	109	N
PLANNED	10/24/13	7	1155	165	N
PLANNED	10/24/13	4	888	222	N
PLANNED	10/24/13	2	68	34	N
PLANNED	10/24/13	3	204	68	N
PLANNED	10/24/13	16	2464	154	N
PLANNED	10/24/13	5	370	74	N
PLANNED	10/24/13	9	1539	171	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/24/13	19	608	32	N
PLANNED	10/24/13	7	350	50	N
PLANNED	10/24/13	1	78	78	N
PLANNED	10/24/13	7	21	3	N
PLANNED	10/24/13	10	190	19	N
PLANNED	10/24/13	41	779	19	N
PLANNED	10/24/13	6	1032	172	N
PLANNED	10/24/13	2	12	6	N
PLANNED	10/24/13	12	2904	242	N
CUSTOMER REQUEST	10/24/13	2	26	13	N
PLANNED	10/24/13	8	216	27	N
PLANNED	10/24/13	23	552	24	N
PLANNED	10/24/13	9	1557	173	N
PLANNED	10/24/13	27	2619	97	N
PLANNED	10/24/13	18	1656	92	N
PLANNED	10/24/13	13	390	30	N
PLANNED	10/24/13	18	1746	97	N
PLANNED	10/24/13	3	102	34	N
PLANNED	10/24/13	1	74	74	N
PLANNED	10/24/13	7	1148	164	N
PLANNED	10/24/13	13	897	69	N
PLANNED	10/24/13	8	248	31	N
PLANNED	10/24/13	8	440	55	N
PLANNED	10/24/13	124	21328	172	N
PLANNED	10/24/13	4	676	169	N
PLANNED	10/24/13	8	1080	135	N
PLANNED	10/24/13	6	708	118	N
PLANNED	10/24/13	2	120	60	N
PLANNED	10/24/13	3	441	147	N
PLANNED	10/24/13	5	110	22	N
PLANNED	10/24/13	5	570	114	N
PLANNED	10/24/13	4	444	111	N
PLANNED	10/24/13	2	452	226	N
PLANNED	10/24/13	1	55	55	N
PLANNED	10/24/13	32	32	1	N
PLANNED	10/24/13	1	23	23	N
CUSTOMER REQUEST	10/24/13	7	378	54	N
PLANNED	10/24/13	9	900	100	N
PLANNED	10/24/13	13	754	58	N
PLANNED	10/24/13	6	486	81	N
CUSTOMER REQUEST	10/24/13	11	352	32	N
PLANNED	10/24/13	1	78	78	N
PLANNED	10/24/13	29	2842	98	N
PLANNED	10/24/13	1	75	75	N
PLANNED	10/24/13	5	565	113	N
PLANNED	10/24/13	9	576	64	N
PLANNED	10/24/13	1	41	41	N
PLANNED	10/24/13	4	448	112	N
PLANNED	10/24/13	4	268	67	N
PLANNED	10/24/13	7	777	111	N
PLANNED	10/24/13	5	585	117	N
PLANNED	10/24/13	8	936	117	N
PLANNED	10/24/13	9	567	63	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/24/13	11	1001	91	N
PLANNED	10/24/13	1	170	170	N
PLANNED	10/24/13	1	68	68	N
PLANNED	10/24/13	3	117	39	N
PLANNED	10/24/13	9	954	106	N
PLANNED	10/24/13	8	864	108	N
PLANNED	10/24/13	10	1600	160	N
PLANNED	10/24/13	1	160	160	N
PLANNED	10/24/13	1	69	69	N
CUSTOMER REQUEST	10/24/13	10	220	22	N
PLANNED	10/24/13	13	1729	133	N
PLANNED	10/24/13	10	1400	140	N
PLANNED	10/24/13	8	1080	135	N
PLANNED	10/24/13	7	49	7	N
PLANNED	10/24/13	8	800	100	N
PLANNED	10/24/13	2	96	48	N
PLANNED	10/24/13	2	90	45	N
PLANNED	10/24/13	1	143	143	N
PLANNED	10/24/13	2	32	16	N
PLANNED	10/24/13	1	30	30	N
PLANNED	10/24/13	1	40	40	N
PLANNED	10/24/13	8	552	69	N
PLANNED	10/24/13	8	584	73	N
PLANNED	10/24/13	1	92	92	N
PLANNED	10/24/13	2	270	135	N
PLANNED	10/24/13	2	196	98	N
CUSTOMER REQUEST	10/24/13	1	12	12	N
PLANNED	10/24/13	1	146	146	N
PLANNED	10/24/13	3	828	276	N
CUSTOMER REQUEST	10/24/13	77	924	12	N
PLANNED	10/24/13	8	1280	160	N
PLANNED	10/24/13	9	2214	246	N
PLANNED	10/25/13	102	7956	78	N
CUSTOMER REQUEST	10/25/13	1	298	298	N
PLANNED	10/25/13	2	242	121	N
PLANNED	10/25/13	10	480	48	N
PLANNED	10/25/13	1	182	182	N
PLANNED	10/25/13	1	85	85	N
PLANNED	10/25/13	13	1222	94	N
PLANNED	10/25/13	8	1008	126	N
PLANNED	10/25/13	8	848	106	N
PLANNED	10/25/13	13	988	76	N
PLANNED	10/25/13	8	960	120	N
PLANNED	10/25/13	9	1242	138	N
PLANNED	10/25/13	6	924	154	N
PLANNED	10/25/13	4	564	141	N
PLANNED	10/25/13	7	259	37	N
PLANNED	10/25/13	12	372	31	N
PLANNED	10/25/13	1	114	114	N
PLANNED	10/25/13	6	168	28	N
CUSTOMER REQUEST	10/25/13	7	175	25	N
PLANNED	10/25/13	8	128	16	N
PLANNED	10/25/13	4	272	68	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/25/13	12	1680	140	N
PLANNED	10/25/13	47	2162	46	N
PLANNED	10/25/13	4	44	11	N
PLANNED	10/25/13	2	124	62	N
PLANNED	10/25/13	73	4234	58	N
PLANNED	10/25/13	7	245	35	N
PLANNED	10/25/13	1	156	156	N
PLANNED	10/25/13	16	1184	74	N
PLANNED	10/25/13	2	402	201	N
PLANNED	10/25/13	1	178	178	N
PLANNED	10/25/13	1	176	176	N
PLANNED	10/25/13	17	323	19	N
CUSTOMER REQUEST	10/25/13	5	340	68	N
PLANNED	10/25/13	6	672	112	N
PLANNED	10/25/13	9	864	96	N
PLANNED	10/25/13	4	436	109	N
PLANNED	10/25/13	18	1998	111	N
PLANNED	10/25/13	10	2140	214	N
CUSTOMER REQUEST	10/25/13	1	67	67	N
CUSTOMER REQUEST	10/25/13	8	688	86	N
PLANNED	10/25/13	50	4650	93	N
PLANNED	10/25/13	3	102	34	N
PLANNED	10/25/13	3	72	24	N
PLANNED	10/25/13	3	276	92	N
PLANNED	10/25/13	8	1384	173	N
PLANNED	10/25/13	1	199	199	N
CUSTOMER REQUEST	10/25/13	4	28	7	N
PLANNED	10/25/13	5	595	119	N
PLANNED	10/25/13	1	175	175	N
CUSTOMER REQUEST	10/25/13	1	227	227	N
PLANNED	10/25/13	8	1280	160	N
PLANNED	10/25/13	49	1323	27	N
PLANNED	10/25/13	17	1445	85	N
PLANNED	10/25/13	2	134	67	N
CUSTOMER REQUEST	10/25/13	1	385	385	N
CUSTOMER REQUEST	10/25/13	3	627	209	N
PLANNED	10/25/13	2	116	58	N
PLANNED	10/26/13	1	113	113	N
PLANNED	10/26/13	2	560	280	N
CUSTOMER REQUEST	10/26/13	2	752	376	N
CUSTOMER REQUEST	10/26/13	2	72	36	N
PLANNED	10/26/13	1	120	120	N
CUSTOMER REQUEST	10/26/13	1	126	126	N
CUSTOMER REQUEST	10/27/13	2	240	120	N
PLANNED	10/27/13	2	164	82	N
PLANNED	10/27/13	16	4048	253	N
PLANNED	10/27/13	1	104	104	N
PLANNED	10/27/13	2	42	21	N
PLANNED	10/27/13	2	576	288	N
CUSTOMER REQUEST	10/27/13	20	3740	187	N
PLANNED	10/27/13	1	134	134	N
PLANNED	10/28/13	2	296	148	N
PLANNED	10/28/13	2	634	317	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/28/13	15	3510	234	N
PLANNED	10/28/13	4	896	224	N
PLANNED	10/28/13	4	788	197	N
PLANNED	10/28/13	1	133	133	N
PLANNED	10/28/13	8	1632	204	N
PLANNED	10/28/13	4	388	97	N
PLANNED	10/28/13	1	275	275	N
PLANNED	10/28/13	30	4200	140	N
PLANNED	10/28/13	6	630	105	N
PLANNED	10/28/13	3	276	92	N
PLANNED	10/28/13	5	405	81	N
PLANNED	10/28/13	11	1199	109	N
PLANNED	10/28/13	8	1888	236	N
PLANNED	10/28/13	4	1240	310	N
PLANNED	10/28/13	4	204	51	N
PLANNED	10/28/13	18	3924	218	N
CUSTOMER REQUEST	10/28/13	1	186	186	N
PLANNED	10/28/13	18	7560	420	N
PLANNED	10/28/13	2	28	14	N
PLANNED	10/28/13	16	144	9	N
PLANNED	10/28/13	8	648	81	N
PLANNED	10/28/13	12	1356	113	N
PLANNED	10/28/13	13	3653	281	N
PLANNED	10/28/13	4	40	10	N
PLANNED	10/28/13	4	452	113	N
PLANNED	10/28/13	8	968	121	N
PLANNED	10/28/13	3	375	125	N
PLANNED	10/28/13	1	171	171	N
PLANNED	10/28/13	28	4788	171	N
PLANNED	10/28/13	1	100	100	N
PLANNED	10/28/13	7	1778	254	N
CUSTOMER REQUEST	10/28/13	2	234	117	N
PLANNED	10/28/13	22	5632	256	N
PLANNED	10/28/13	1	91	91	N
CUSTOMER REQUEST	10/28/13	1	237	237	N
PLANNED	10/28/13	1	142	142	N
PLANNED	10/28/13	3	78	26	N
PLANNED	10/28/13	11	1441	131	N
CUSTOMER REQUEST	10/28/13	12	372	31	N
CUSTOMER REQUEST	10/28/13	4	428	107	N
PLANNED	10/28/13	8	896	112	N
CUSTOMER REQUEST	10/28/13	3	66	22	N
PLANNED	10/28/13	1	227	227	N
PLANNED	10/28/13	2	268	134	N
PLANNED	10/28/13	9	1611	179	N
PLANNED	10/28/13	8	608	76	N
PLANNED	10/28/13	8	848	106	N
CUSTOMER REQUEST	10/28/13	1	334	334	N
PLANNED	10/28/13	8	1168	146	N
CUSTOMER REQUEST	10/28/13	1	109	109	N
PLANNED	10/28/13	8	384	48	N
PLANNED	10/28/13	12	708	59	N
PLANNED	10/28/13	8	640	80	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/28/13	3	75	25	N
PLANNED	10/28/13	5	290	58	N
PLANNED	10/28/13	8	2016	252	N
PLANNED	10/29/13	1	136	136	N
PLANNED	10/29/13	8	1360	170	N
PLANNED	10/29/13	1	142	142	N
PLANNED	10/29/13	1	64	64	N
PLANNED	10/29/13	1	293	293	N
PLANNED	10/29/13	9	1827	203	N
PLANNED	10/29/13	2	490	245	N
PLANNED	10/29/13	30	2640	88	N
PLANNED	10/29/13	6	378	63	N
PLANNED	10/29/13	9	1233	137	N
PLANNED	10/29/13	2	260	130	N
PLANNED	10/29/13	3	387	129	N
PLANNED	10/29/13	11	1067	97	N
PLANNED	10/29/13	35	6825	195	N
PLANNED	10/29/13	5	860	172	N
PLANNED	10/29/13	1	427	427	N
PLANNED	10/29/13	3	180	60	N
PLANNED	10/29/13	32	12224	382	N
PLANNED	10/29/13	9	2079	231	N
PLANNED	10/29/13	1	58	58	N
PLANNED	10/29/13	1	335	335	N
PLANNED	10/29/13	8	312	39	N
PLANNED	10/29/13	5	360	72	N
PLANNED	10/29/13	1	207	207	N
PLANNED	10/29/13	11	3652	332	N
PLANNED	10/29/13	8	408	51	N
PLANNED	10/29/13	54	6804	126	N
PLANNED	10/29/13	70	8260	118	N
PLANNED	10/29/13	3	318	106	N
PLANNED	10/29/13	72	11880	165	N
PLANNED	10/29/13	8	2712	339	N
PLANNED	10/29/13	2	610	305	N
PLANNED	10/29/13	8	2688	336	N
PLANNED	10/29/13	2	76	38	N
PLANNED	10/29/13	2	128	64	N
PLANNED	10/29/13	1	60	60	N
PLANNED	10/29/13	9	1035	115	N
PLANNED	10/29/13	2	140	70	N
PLANNED	10/29/13	83	32702	394	N
PLANNED	10/29/13	2	30	15	N
PLANNED	10/29/13	1	149	149	N
CUSTOMER REQUEST	10/29/13	17	663	39	N
PLANNED	10/29/13	4	176	44	N
PLANNED	10/29/13	6	960	160	N
PLANNED	10/29/13	17	3281	193	N
CUSTOMER REQUEST	10/29/13	6	174	29	N
PLANNED	10/29/13	16	5296	331	N
PLANNED	10/29/13	16	1856	116	N
PLANNED	10/29/13	3	357	119	N
PLANNED	10/29/13	4	676	169	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/29/13	4	964	241	N
PLANNED	10/29/13	5	360	72	N
PLANNED	10/29/13	5	280	56	N
PLANNED	10/29/13	7	84	12	N
PLANNED	10/29/13	12	2892	241	N
PLANNED	10/29/13	3	309	103	N
CUSTOMER REQUEST	10/29/13	25	5775	231	N
PLANNED	10/29/13	8	952	119	N
PLANNED	10/29/13	35	3220	92	N
PLANNED	10/29/13	3	399	133	N
PLANNED	10/29/13	2	196	98	N
PLANNED	10/29/13	3	129	43	N
PLANNED	10/29/13	1	43	43	N
PLANNED	10/29/13	1	34	34	N
PLANNED	10/29/13	34	3502	103	N
PLANNED	10/29/13	4	352	88	N
PLANNED	10/29/13	12	1584	132	N
PLANNED	10/29/13	2	174	87	N
PLANNED	10/29/13	24	3120	130	N
CUSTOMER REQUEST	10/29/13	5	30	6	N
PLANNED	10/29/13	7	595	85	N
PLANNED	10/29/13	5	775	155	N
PLANNED	10/29/13	11	858	78	N
PLANNED	10/29/13	1	8	8	N
PLANNED	10/29/13	17	2431	143	N
PLANNED	10/29/13	31	1023	33	N
PLANNED	10/29/13	3	342	114	N
PLANNED	10/29/13	8	1320	165	N
PLANNED	10/29/13	3	360	120	N
PLANNED	10/29/13	10	1370	137	N
PLANNED	10/29/13	1	51	51	N
PLANNED	10/29/13	10	1260	126	N
PLANNED	10/29/13	8	408	51	N
PLANNED	10/29/13	2	118	59	N
PLANNED	10/29/13	1	90	90	N
PLANNED	10/29/13	9	729	81	N
PLANNED	10/29/13	15	1290	86	N
PLANNED	10/29/13	1	143	143	N
PLANNED	10/29/13	1	86	86	N
PLANNED	10/29/13	5	635	127	N
PLANNED	10/29/13	7	336	48	N
CUSTOMER REQUEST	10/29/13	1	70	70	N
PLANNED	10/29/13	2	28	14	N
PLANNED	10/30/13	4	512	128	N
PLANNED	10/30/13	5	250	50	N
PLANNED	10/30/13	8	904	113	N
PLANNED	10/30/13	8	2152	269	N
PLANNED	10/30/13	1	27	27	N
PLANNED	10/30/13	7	1960	280	N
PLANNED	10/30/13	14	2506	179	N
PLANNED	10/30/13	11	902	82	N
PLANNED	10/30/13	14	1820	130	N
PLANNED	10/30/13	1	157	157	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/30/13	3	354	118	N
PLANNED	10/30/13	1	152	152	N
PLANNED	10/30/13	4	332	83	N
PLANNED	10/30/13	4	1052	263	N
PLANNED	10/30/13	4	508	127	N
CUSTOMER REQUEST	10/30/13	10	880	88	N
PLANNED	10/30/13	7	1330	190	N
PLANNED	10/30/13	2	494	247	N
PLANNED	10/30/13	31	2635	85	N
PLANNED	10/30/13	3	306	102	N
CUSTOMER REQUEST	10/30/13	8	704	88	N
PLANNED	10/30/13	5	1445	289	N
PLANNED	10/30/13	3	1080	360	N
PLANNED	10/30/13	1	67	67	N
CUSTOMER REQUEST	10/30/13	14	182	13	N
PLANNED	10/30/13	4	92	23	N
PLANNED	10/30/13	13	4173	321	N
PLANNED	10/30/13	2	318	159	N
PLANNED	10/30/13	1	154	154	N
PLANNED	10/30/13	1	107	107	N
PLANNED	10/30/13	12	576	48	N
PLANNED	10/30/13	38	6232	164	N
PLANNED	10/30/13	8	664	83	N
PLANNED	10/30/13	2	396	198	N
PLANNED	10/30/13	6	1146	191	N
PLANNED	10/30/13	14	1498	107	N
PLANNED	10/30/13	6	222	37	N
PLANNED	10/30/13	4	440	110	N
PLANNED	10/30/13	5	935	187	N
PLANNED	10/30/13	4	860	215	N
PLANNED	10/30/13	8	1672	209	N
PLANNED	10/30/13	81	4698	58	N
PLANNED	10/30/13	5	590	118	N
PLANNED	10/30/13	21	5208	248	N
PLANNED	10/30/13	12	444	37	N
PLANNED	10/30/13	5	705	141	N
PLANNED	10/30/13	1	89	89	N
PLANNED	10/30/13	12	1632	136	N
PLANNED	10/30/13	3	495	165	N
PLANNED	10/30/13	4	112	28	N
PLANNED	10/30/13	12	1800	150	N
PLANNED	10/30/13	2	30	15	N
PLANNED	10/30/13	8	112	14	N
CUSTOMER REQUEST	10/30/13	2	138	69	N
PLANNED	10/30/13	4	96	24	N
CUSTOMER REQUEST	10/30/13	7	448	64	N
PLANNED	10/30/13	1	131	131	N
PLANNED	10/30/13	5	545	109	N
PLANNED	10/30/13	2	188	94	N
PLANNED	10/30/13	8	632	79	N
PLANNED	10/30/13	25	675	27	N
PLANNED	10/30/13	4	172	43	N
PLANNED	10/30/13	7	847	121	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/30/13	14	1316	94	N
PLANNED	10/30/13	4	228	57	N
PLANNED	10/30/13	1	61	61	N
PLANNED	10/30/13	16	160	10	N
PLANNED	10/30/13	13	1651	127	N
PLANNED	10/30/13	2	180	90	N
CUSTOMER REQUEST	10/30/13	2	44	22	N
PLANNED	10/30/13	1	35	35	N
PLANNED	10/30/13	1	112	112	N
PLANNED	10/30/13	12	804	67	N
PLANNED	10/30/13	9	801	89	N
PLANNED	10/30/13	6	492	82	N
PLANNED	10/30/13	57	3876	68	N
PLANNED	10/30/13	5	905	181	N
PLANNED	10/30/13	4	728	182	N
PLANNED	10/30/13	9	333	37	N
PLANNED	10/30/13	11	1771	161	N
PLANNED	10/30/13	10	1440	144	N
PLANNED	10/30/13	6	768	128	N
CUSTOMER REQUEST	10/30/13	14	140	10	N
PLANNED	10/30/13	3	540	180	N
PLANNED	10/30/13	2	278	139	N
PLANNED	10/30/13	9	1368	152	N
PLANNED	10/30/13	10	890	89	N
PLANNED	10/30/13	9	189	21	N
PLANNED	10/30/13	1	7	7	N
PLANNED	10/30/13	3	291	97	N
PLANNED	10/30/13	14	2156	154	N
CUSTOMER REQUEST	10/30/13	1	70	70	N
PLANNED	10/30/13	4	148	37	N
PLANNED	10/30/13	15	1425	95	N
PLANNED	10/30/13	9	2142	238	N
CUSTOMER REQUEST	10/30/13	10	1400	140	N
CUSTOMER REQUEST	10/30/13	15	945	63	N
PLANNED	10/30/13	5	740	148	N
PLANNED	10/30/13	4	380	95	N
CUSTOMER REQUEST	10/30/13	12	732	61	N
PLANNED	10/30/13	3	162	54	N
PLANNED	10/30/13	14	518	37	N
PLANNED	10/30/13	11	1705	155	N
CUSTOMER REQUEST	10/30/13	1	124	124	N
PLANNED	10/30/13	31	2449	79	N
PLANNED	10/30/13	7	742	106	N
PLANNED	10/30/13	2	92	46	N
CUSTOMER REQUEST	10/30/13	14	994	71	N
PLANNED	10/30/13	13	4290	330	N
PLANNED	10/30/13	1	90	90	N
PLANNED	10/31/13	7	2030	290	N
PLANNED	10/31/13	1	141	141	N
PLANNED	10/31/13	1	155	155	N
PLANNED	10/31/13	2	64	32	N
PLANNED	10/31/13	1	112	112	N
PLANNED	10/31/13	3	171	57	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/31/13	7	483	69	N
PLANNED	10/31/13	42	3024	72	N
PLANNED	10/31/13	13	910	70	N
PLANNED	10/31/13	6	1482	247	N
PLANNED	10/31/13	20	3500	175	N
PLANNED	10/31/13	2	206	103	N
PLANNED	10/31/13	2	230	115	N
PLANNED	10/31/13	1	93	93	N
PLANNED	10/31/13	12	3468	289	N
PLANNED	10/31/13	1	52	52	N
PLANNED	10/31/13	10	1250	125	N
PLANNED	10/31/13	6	654	109	N
PLANNED	10/31/13	4	196	49	N
PLANNED	10/31/13	8	1608	201	N
PLANNED	10/31/13	50	5200	104	N
PLANNED	10/31/13	10	1950	195	N
PLANNED	10/31/13	1	18	18	N
PLANNED	10/31/13	59	3304	56	N
PLANNED	10/31/13	34	2856	84	N
CUSTOMER REQUEST	10/31/13	89	19313	217	N
PLANNED	10/31/13	11	143	13	N
PLANNED	10/31/13	14	2170	155	N
PLANNED	10/31/13	15	540	36	N
PLANNED	10/31/13	6	1572	262	N
PLANNED	10/31/13	2	282	141	N
CUSTOMER REQUEST	10/31/13	24	1032	43	N
PLANNED	10/31/13	23	1633	71	N
PLANNED	10/31/13	8	104	13	N
PLANNED	10/31/13	1	46	46	N
PLANNED	10/31/13	5	230	46	N
CUSTOMER REQUEST	10/31/13	8	184	23	N
PLANNED	10/31/13	4	32	8	N
PLANNED	10/31/13	10	1210	121	N
PLANNED	10/31/13	4	268	67	N
PLANNED	10/31/13	7	812	116	N
PLANNED	10/31/13	2	56	28	N
PLANNED	10/31/13	7	1449	207	N
PLANNED	10/31/13	6	492	82	N
PLANNED	10/31/13	1	97	97	N
PLANNED	10/31/13	1	58	58	N
PLANNED	10/31/13	5	635	127	N
CUSTOMER REQUEST	10/31/13	26	1300	50	N
PLANNED	10/31/13	2	460	230	N
PLANNED	10/31/13	5	610	122	N
PLANNED	10/31/13	40	5880	147	N
PLANNED	10/31/13	4	208	52	N
PLANNED	10/31/13	1	74	74	N
PLANNED	10/31/13	8	384	48	N
PLANNED	10/31/13	4	248	62	N
CUSTOMER REQUEST	10/31/13	7	315	45	N
PLANNED	10/31/13	6	810	135	N
PLANNED	10/31/13	9	1242	138	N
PLANNED	10/31/13	1	43	43	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	10/31/13	4	268	67	N
PLANNED	10/31/13	2	392	196	N
PLANNED	10/31/13	1	100	100	N
PLANNED	10/31/13	1	112	112	N
PLANNED	10/31/13	1	112	112	N
CUSTOMER REQUEST	10/31/13	135	11340	84	N
PLANNED	10/31/13	2	152	76	N
PLANNED	10/31/13	3	270	90	N
PLANNED	10/31/13	6	660	110	N
PLANNED	10/31/13	2	180	90	N
PLANNED	10/31/13	11	1892	172	N
PLANNED	10/31/13	2	36	18	N
CUSTOMER REQUEST	10/31/13	1	218	218	N
PLANNED	10/31/13	5	125	25	N
CUSTOMER REQUEST	10/31/13	1	184	184	N
PLANNED	10/31/13	1	117	117	N
PLANNED	11/1/13	25	3275	131	N
PLANNED	11/1/13	9	1566	174	N
PLANNED	11/1/13	1	92	92	N
PLANNED	11/1/13	6	606	101	N
PLANNED	11/1/13	5	165	33	N
PLANNED	11/1/13	12	2088	174	N
PLANNED	11/1/13	1	500	500	N
PLANNED	11/1/13	33	3234	98	N
PLANNED	11/1/13	13	2015	155	N
PLANNED	11/1/13	80	10800	135	N
PLANNED	11/1/13	4	1060	265	N
PLANNED	11/1/13	3	198	66	N
PLANNED	11/1/13	1	154	154	N
PLANNED	11/1/13	9	1503	167	N
PLANNED	11/1/13	2	72	36	N
PLANNED	11/1/13	8	1008	126	N
PLANNED	11/1/13	4	652	163	N
PLANNED	11/1/13	5	340	68	N
PLANNED	11/1/13	5	300	60	N
CUSTOMER REQUEST	11/1/13	10	1140	114	N
PLANNED	11/1/13	1	117	117	N
PLANNED	11/1/13	18	396	22	N
PLANNED	11/1/13	1	36	36	N
PLANNED	11/1/13	1	35	35	N
PLANNED	11/1/13	4	136	34	N
PLANNED	11/1/13	4	136	34	N
PLANNED	11/1/13	4	544	136	N
PLANNED	11/1/13	10	1970	197	N
CUSTOMER REQUEST	11/1/13	1	156	156	N
PLANNED	11/1/13	2	74	37	N
PLANNED	11/1/13	21	3591	171	N
PLANNED	11/1/13	25	4200	168	N
PLANNED	11/1/13	4	176	44	N
CUSTOMER REQUEST	11/1/13	6	1230	205	N
CUSTOMER REQUEST	11/1/13	8	1992	249	N
PLANNED	11/1/13	12	1116	93	N
PLANNED	11/1/13	66	7458	113	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/1/13	10	150	15	N
PLANNED	11/1/13	18	90	5	N
PLANNED	11/1/13	6	276	46	N
PLANNED	11/1/13	30	5160	172	N
PLANNED	11/1/13	29	4466	154	N
PLANNED	11/2/13	2	78	39	N
CUSTOMER REQUEST	11/2/13	1	147	147	N
PLANNED	11/2/13	1	51	51	N
PLANNED	11/2/13	1	75	75	N
CUSTOMER REQUEST	11/2/13	1	465	465	N
CUSTOMER REQUEST	11/2/13	1	303	303	N
PLANNED	11/2/13	9	2331	259	N
CUSTOMER REQUEST	11/2/13	2	50	25	N
PLANNED	11/2/13	4	320	80	N
CUSTOMER REQUEST	11/2/13	1	85	85	N
CUSTOMER REQUEST	11/2/13	85	4335	51	N
PLANNED	11/3/13	6	1392	232	N
PLANNED	11/3/13	1	369	369	N
PLANNED	11/3/13	1	57	57	N
PLANNED	11/3/13	1	37	37	N
PLANNED	11/4/13	2	80	40	N
PLANNED	11/4/13	1	128	128	N
PLANNED	11/4/13	2	266	133	N
PLANNED	11/4/13	5	820	164	N
PLANNED	11/4/13	12	1620	135	N
PLANNED	11/4/13	1	125	125	N
PLANNED	11/4/13	4	1012	253	N
PLANNED	11/4/13	1	173	173	N
PLANNED	11/4/13	39	1014	26	N
PLANNED	11/4/13	6	216	36	N
PLANNED	11/4/13	8	944	118	N
PLANNED	11/4/13	2	194	97	N
PLANNED	11/4/13	8	488	61	N
PLANNED	11/4/13	10	1320	132	N
PLANNED	11/4/13	8	840	105	N
PLANNED	11/4/13	7	497	71	N
PLANNED	11/4/13	5	415	83	N
PLANNED	11/4/13	6	6	1	N
PLANNED	11/4/13	4	1364	341	N
PLANNED	11/4/13	5	215	43	N
PLANNED	11/4/13	16	3336	212	N
PLANNED	11/4/13	5	850	170	N
PLANNED	11/4/13	3	219	73	N
CUSTOMER REQUEST	11/4/13	10	310	31	N
PLANNED	11/4/13	8	2248	281	N
PLANNED	11/4/13	4	488	122	N
PLANNED	11/4/13	1	49	49	N
PLANNED	11/4/13	9	1170	130	N
PLANNED	11/4/13	2	298	149	N
CUSTOMER REQUEST	11/4/13	9	783	87	N
PLANNED	11/4/13	9	693	77	N
PLANNED	11/4/13	5	560	112	N
PLANNED	11/4/13	3	318	106	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/4/13	6	606	101	N
PLANNED	11/4/13	4	268	67	N
PLANNED	11/4/13	4	684	171	N
PLANNED	11/4/13	3	204	68	N
PLANNED	11/4/13	1	148	148	N
CUSTOMER REQUEST	11/4/13	7	77	11	N
PLANNED	11/4/13	6	612	102	N
PLANNED	11/4/13	10	730	73	N
PLANNED	11/4/13	9	477	53	N
PLANNED	11/4/13	4	526	138	N
PLANNED	11/4/13	2	184	92	N
PLANNED	11/4/13	3	212	132	N
PLANNED	11/4/13	12	1836	153	N
PLANNED	11/4/13	2	134	67	N
PLANNED	11/4/13	21	1008	48	N
PLANNED	11/4/13	3	501	167	N
PLANNED	11/4/13	17	816	48	N
PLANNED	11/4/13	4	188	47	N
PLANNED	11/4/13	6	276	46	N
PLANNED	11/4/13	8	784	98	N
PLANNED	11/4/13	5	230	46	N
PLANNED	11/4/13	6	654	109	N
PLANNED	11/4/13	1	125	125	N
PLANNED	11/4/13	1	45	45	N
PLANNED	11/4/13	4	384	96	N
PLANNED	11/4/13	3	363	121	N
PLANNED	11/4/13	5	120	24	N
PLANNED	11/4/13	14	1904	136	N
PLANNED	11/4/13	18	1602	89	N
PLANNED	11/4/13	13	429	33	N
PLANNED	11/4/13	6	768	128	N
PLANNED	11/4/13	2	192	96	N
CUSTOMER REQUEST	11/4/13	39	195	5	N
PLANNED	11/4/13	74	3626	49	N
PLANNED	11/4/13	12	1674	189	N
PLANNED	11/4/13	2	284	142	N
PLANNED	11/4/13	2	270	135	N
PLANNED	11/4/13	5	475	95	N
PLANNED	11/4/13	3	546	182	N
PLANNED	11/4/13	1	186	186	N
CUSTOMER REQUEST	11/4/13	24	216	9	N
PLANNED	11/4/13	8	848	106	N
PLANNED	11/4/13	7	1134	162	N
PLANNED	11/4/13	12	360	30	N
PLANNED	11/4/13	8	704	88	N
PLANNED	11/4/13	6	828	138	N
CUSTOMER REQUEST	11/4/13	1	50	50	N
PLANNED	11/4/13	5	325	65	N
PLANNED	11/5/13	8	552	69	N
PLANNED	11/5/13	6	174	29	N
PLANNED	11/5/13	5	310	62	N
PLANNED	11/5/13	6	786	131	N
PLANNED	11/5/13	3	153	51	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/5/13	15	1185	79	N
PLANNED	11/5/13	6	606	101	N
PLANNED	11/5/13	2	430	215	N
PLANNED	11/5/13	11	1056	96	N
PLANNED	11/5/13	1	186	186	N
CUSTOMER REQUEST	11/5/13	14	28	2	N
PLANNED	11/5/13	4	712	178	N
PLANNED	11/5/13	9	369	41	N
PLANNED	11/5/13	3	321	107	N
PLANNED	11/5/13	6	546	91	N
PLANNED	11/5/13	4	596	149	N
PLANNED	11/5/13	2	50	25	N
PLANNED	11/5/13	7	889	127	N
PLANNED	11/5/13	1	478	478	N
PLANNED	11/5/13	5	565	113	N
PLANNED	11/5/13	2	400	200	N
PLANNED	11/5/13	1	122	122	N
PLANNED	11/5/13	4	44	11	N
PLANNED	11/5/13	2	454	227	N
CUSTOMER REQUEST	11/5/13	3	219	73	N
PLANNED	11/5/13	8	640	80	N
PLANNED	11/5/13	15	1905	127	N
PLANNED	11/5/13	20	180	9	N
PLANNED	11/5/13	10	890	89	N
PLANNED	11/5/13	8	664	83	N
PLANNED	11/5/13	1	134	134	N
PLANNED	11/5/13	4	240	60	N
PLANNED	11/5/13	6	732	122	N
PLANNED	11/5/13	7	14	2	N
PLANNED	11/5/13	2	226	113	N
PLANNED	11/5/13	1	106	106	N
PLANNED	11/5/13	3	102	34	N
PLANNED	11/5/13	3	192	64	N
PLANNED	11/5/13	106	14840	140	N
PLANNED	11/5/13	29	4553	157	N
PLANNED	11/5/13	4	424	106	N
PLANNED	11/5/13	1	79	79	N
PLANNED	11/5/13	2	252	126	N
PLANNED	11/5/13	1	112	112	N
PLANNED	11/5/13	2	282	141	N
PLANNED	11/5/13	4	544	136	N
PLANNED	11/5/13	2	362	181	N
PLANNED	11/5/13	2	34	17	N
PLANNED	11/5/13	1	207	207	N
PLANNED	11/5/13	73	6789	93	N
PLANNED	11/5/13	6	612	102	N
CUSTOMER REQUEST	11/5/13	1	422	422	N
PLANNED	11/5/13	7	1085	155	N
PLANNED	11/5/13	1	78	78	N
PLANNED	11/5/13	7	504	72	N
PLANNED	11/5/13	6	558	93	N
PLANNED	11/5/13	7	1435	205	N
PLANNED	11/5/13	8	1712	214	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/5/13	1	95	95	N
PLANNED	11/5/13	7	588	84	N
PLANNED	11/5/13	6	588	98	N
PLANNED	11/5/13	11	1551	141	N
PLANNED	11/5/13	7	966	138	N
PLANNED	11/5/13	7	651	93	N
PLANNED	11/5/13	8	680	85	N
PLANNED	11/5/13	15	855	57	N
PLANNED	11/5/13	2	134	67	N
PLANNED	11/5/13	10	1330	133	N
PLANNED	11/5/13	8	464	58	N
PLANNED	11/5/13	4	604	151	N
PLANNED	11/5/13	5	885	177	N
PLANNED	11/5/13	8	856	107	N
PLANNED	11/5/13	7	777	111	N
PLANNED	11/5/13	8	672	84	N
PLANNED	11/5/13	6	600	100	N
PLANNED	11/5/13	3	183	61	N
PLANNED	11/5/13	3	360	120	N
PLANNED	11/5/13	3	390	130	N
PLANNED	11/5/13	47	4418	94	N
PLANNED	11/5/13	17	1530	90	N
CUSTOMER REQUEST	11/5/13	2	122	61	N
PLANNED	11/5/13	8	1048	131	N
PLANNED	11/5/13	8	704	88	N
CUSTOMER REQUEST	11/5/13	10	340	34	N
PLANNED	11/5/13	6	522	87	N
PLANNED	11/5/13	5	175	35	N
PLANNED	11/5/13	2	144	72	N
PLANNED	11/5/13	4	516	129	N
PLANNED	11/5/13	2	204	102	N
PLANNED	11/5/13	22	2068	94	N
PLANNED	11/5/13	1	181	181	N
PLANNED	11/5/13	11	275	25	N
PLANNED	11/5/13	5	205	41	N
PLANNED	11/5/13	5	245	49	N
PLANNED	11/5/13	27	2484	92	N
CUSTOMER REQUEST	11/5/13	7	77	11	N
CUSTOMER REQUEST	11/5/13	1	122	122	N
PLANNED	11/5/13	2	616	308	N
CUSTOMER REQUEST	11/5/13	1	82	82	N
PLANNED	11/6/13	3	387	129	N
PLANNED	11/6/13	1	66	66	N
PLANNED	11/6/13	10	1770	177	N
PLANNED	11/6/13	14	1638	117	N
CUSTOMER REQUEST	11/6/13	1	165	165	N
PLANNED	11/6/13	2	102	51	N
PLANNED	11/6/13	6	948	158	N
PLANNED	11/6/13	4	228	62	N
PLANNED	11/6/13	4	312	78	N
PLANNED	11/6/13	13	2080	160	N
PLANNED	11/6/13	7	896	128	N
PLANNED	11/6/13	1	231	231	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/6/13	4	1988	497	N
PLANNED	11/6/13	25	3350	134	N
PLANNED	11/6/13	23	3082	134	N
PLANNED	11/6/13	4	504	126	N
PLANNED	11/6/13	3	192	64	N
PLANNED	11/6/13	6	840	140	N
PLANNED	11/6/13	5	1480	296	N
PLANNED	11/6/13	14	602	43	N
PLANNED	11/6/13	4	368	92	N
PLANNED	11/6/13	23	3335	145	N
PLANNED	11/6/13	11	1595	145	N
PLANNED	11/6/13	11	1518	138	N
PLANNED	11/6/13	5	230	46	N
PLANNED	11/6/13	3	30	10	N
PLANNED	11/6/13	1	145	145	N
PLANNED	11/6/13	4	408	102	N
PLANNED	11/6/13	36	2808	78	N
PLANNED	11/6/13	4	412	103	N
PLANNED	11/6/13	4	688	172	N
PLANNED	11/6/13	9	729	81	N
PLANNED	11/6/13	1	30	30	N
PLANNED	11/6/13	9	1584	176	N
PLANNED	11/6/13	1	112	112	N
PLANNED	11/6/13	11	517	47	N
PLANNED	11/6/13	3	147	49	N
PLANNED	11/6/13	11	1815	165	N
PLANNED	11/6/13	2	240	120	N
PLANNED	11/6/13	1	283	283	N
PLANNED	11/6/13	17	3502	206	N
PLANNED	11/6/13	2	208	104	N
PLANNED	11/6/13	1	275	275	N
PLANNED	11/6/13	2	246	123	N
PLANNED	11/6/13	6	486	81	N
PLANNED	11/6/13	7	77	11	N
PLANNED	11/6/13	6	642	107	N
PLANNED	11/6/13	1	66	66	N
CUSTOMER REQUEST	11/6/13	2	64	32	N
PLANNED	11/6/13	3	66	22	N
PLANNED	11/6/13	13	1365	149	N
PLANNED	11/6/13	10	1230	123	N
PLANNED	11/6/13	4	660	165	N
PLANNED	11/6/13	6	252	42	N
PLANNED	11/6/13	25	3400	136	N
PLANNED	11/6/13	25	3350	134	N
PLANNED	11/6/13	1	45	45	N
PLANNED	11/6/13	21	2352	112	N
PLANNED	11/6/13	3	405	135	N
PLANNED	11/6/13	5	1355	271	N
PLANNED	11/6/13	5	530	106	N
PLANNED	11/6/13	3	189	63	N
PLANNED	11/6/13	1	262	262	N
PLANNED	11/6/13	24	2184	91	N
PLANNED	11/6/13	3	387	129	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/6/13	8	512	64	N
PLANNED	11/6/13	18	3060	170	N
PLANNED	11/6/13	1	38	38	N
PLANNED	11/6/13	18	2754	153	N
PLANNED	11/6/13	89	712	8	N
PLANNED	11/6/13	7	518	74	N
PLANNED	11/6/13	1	48	48	N
PLANNED	11/6/13	13	2561	197	N
PLANNED	11/6/13	4	488	122	N
CUSTOMER REQUEST	11/6/13	9	792	88	N
PLANNED	11/6/13	5	335	67	N
PLANNED	11/6/13	6	426	71	N
PLANNED	11/6/13	7	1071	153	N
PLANNED	11/6/13	9	522	58	N
PLANNED	11/6/13	2	46	23	N
PLANNED	11/6/13	4	416	104	N
PLANNED	11/6/13	5	590	118	N
PLANNED	11/6/13	3	345	115	N
PLANNED	11/6/13	20	2360	118	N
PLANNED	11/6/13	22	2596	118	N
PLANNED	11/6/13	13	572	44	N
PLANNED	11/6/13	4	828	207	N
PLANNED	11/6/13	4	644	161	N
PLANNED	11/6/13	8	1152	144	N
PLANNED	11/6/13	5	365	73	N
PLANNED	11/6/13	7	924	132	N
PLANNED	11/6/13	10	700	70	N
PLANNED	11/6/13	1	74	74	N
PLANNED	11/6/13	4	60	15	N
PLANNED	11/6/13	6	780	130	N
PLANNED	11/6/13	4	396	99	N
PLANNED	11/6/13	10	830	83	N
CUSTOMER REQUEST	11/6/13	1	252	252	N
PLANNED	11/7/13	3	228	76	N
PLANNED	11/7/13	15	1860	124	N
PLANNED	11/7/13	1	95	95	N
PLANNED	11/7/13	4	868	217	N
PLANNED	11/7/13	8	784	98	N
PLANNED	11/7/13	12	1236	103	N
PLANNED	11/7/13	7	861	123	N
PLANNED	11/7/13	10	1510	151	N
PLANNED	11/7/13	4	524	131	N
PLANNED	11/7/13	1	253	253	N
CUSTOMER REQUEST	11/7/13	26	910	35	N
CUSTOMER REQUEST	11/7/13	3	702	234	N
CUSTOMER REQUEST	11/7/13	8	1872	234	N
PLANNED	11/7/13	7	1064	152	N
PLANNED	11/7/13	3	666	222	N
PLANNED	11/7/13	6	1278	213	N
PLANNED	11/7/13	5	1200	240	N
PLANNED	11/7/13	49	2156	44	N
PLANNED	11/7/13	10	920	92	N
PLANNED	11/7/13	2	262	131	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/7/13	2	44	22	N
PLANNED	11/7/13	4	204	51	N
CUSTOMER REQUEST	11/7/13	7	168	24	N
PLANNED	11/7/13	4	116	29	N
PLANNED	11/7/13	2	96	48	N
PLANNED	11/7/13	1	74	74	N
PLANNED	11/7/13	10	250	25	N
CUSTOMER REQUEST	11/7/13	3	117	39	N
PLANNED	11/7/13	13	611	47	N
CUSTOMER REQUEST	11/7/13	9	2826	314	N
CUSTOMER REQUEST	11/7/13	9	1440	160	N
PLANNED	11/7/13	1	47	47	N
PLANNED	11/7/13	3	561	187	N
PLANNED	11/7/13	8	456	57	N
PLANNED	11/7/13	8	464	58	N
PLANNED	11/7/13	6	402	67	N
PLANNED	11/7/13	7	1463	209	N
PLANNED	11/7/13	8	416	52	N
PLANNED	11/7/13	3	261	87	N
PLANNED	11/7/13	4	136	34	N
PLANNED	11/7/13	16	1936	121	N
PLANNED	11/7/13	9	342	38	N
PLANNED	11/7/13	3	525	175	N
CUSTOMER REQUEST	11/7/13	2	346	173	N
PLANNED	11/7/13	10	580	58	N
CUSTOMER REQUEST	11/7/13	2	216	108	N
PLANNED	11/7/13	5	515	103	N
PLANNED	11/7/13	6	546	91	N
PLANNED	11/7/13	10	430	43	N
PLANNED	11/7/13	13	975	75	N
PLANNED	11/7/13	4	228	57	N
PLANNED	11/7/13	6	264	44	N
PLANNED	11/7/13	6	372	62	N
PLANNED	11/7/13	2	14	7	N
PLANNED	11/7/13	7	385	55	N
PLANNED	11/7/13	3	78	26	N
PLANNED	11/7/13	4	324	81	N
PLANNED	11/7/13	35	770	22	N
PLANNED	11/7/13	8	760	95	N
CUSTOMER REQUEST	11/7/13	8	48	6	N
PLANNED	11/7/13	7	119	17	N
PLANNED	11/7/13	5	955	191	N
CUSTOMER REQUEST	11/7/13	1	127	127	N
PLANNED	11/7/13	4	604	151	N
PLANNED	11/7/13	1	203	203	N
PLANNED	11/7/13	4	92	23	N
PLANNED	11/7/13	9	27	3	N
PLANNED	11/7/13	3	141	47	N
PLANNED	11/7/13	4	164	41	N
PLANNED	11/7/13	1	8	8	N
PLANNED	11/7/13	2	184	92	N
PLANNED	11/7/13	4	528	132	N
PLANNED	11/7/13	9	1800	200	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/7/13	1	84	84	N
CUSTOMER REQUEST	11/7/13	1	34	34	N
PLANNED	11/8/13	8	856	107	N
PLANNED	11/8/13	10	30	3	N
PLANNED	11/8/13	9	1026	114	N
PLANNED	11/8/13	1	222	222	N
CUSTOMER REQUEST	11/8/13	1	95	95	N
PLANNED	11/8/13	14	2674	191	N
PLANNED	11/8/13	4	20	5	N
CUSTOMER REQUEST	11/8/13	4	480	120	N
PLANNED	11/8/13	8	1008	126	N
PLANNED	11/8/13	2	208	104	N
PLANNED	11/8/13	16	1184	74	N
PLANNED	11/8/13	4	80	20	N
PLANNED	11/8/13	6	630	105	N
PLANNED	11/8/13	1	20	20	N
PLANNED	11/8/13	23	2921	127	N
PLANNED	11/8/13	4	244	61	N
CUSTOMER REQUEST	11/8/13	11	209	19	N
CUSTOMER REQUEST	11/8/13	21	105	5	N
PLANNED	11/8/13	3	702	234	N
PLANNED	11/8/13	3	381	127	N
CUSTOMER REQUEST	11/8/13	2	88	44	N
PLANNED	11/8/13	2	32	16	N
CUSTOMER REQUEST	11/8/13	10	410	41	N
PLANNED	11/8/13	2	272	136	N
PLANNED	11/8/13	12	1488	124	N
PLANNED	11/8/13	11	77	7	N
CUSTOMER REQUEST	11/8/13	39	13611	349	N
PLANNED	11/8/13	2	316	158	N
PLANNED	11/8/13	6	756	126	N
PLANNED	11/8/13	12	1512	126	N
PLANNED	11/8/13	7	84	12	N
PLANNED	11/8/13	3	225	75	N
PLANNED	11/8/13	8	376	47	N
CUSTOMER REQUEST	11/8/13	9	2034	226	N
CUSTOMER REQUEST	11/8/13	13	2119	163	N
PLANNED	11/8/13	33	11583	351	N
CUSTOMER REQUEST	11/8/13	15	1710	114	N
PLANNED	11/8/13	9	594	66	N
CUSTOMER REQUEST	11/8/13	53	4346	82	N
CUSTOMER REQUEST	11/8/13	8	112	14	N
PLANNED	11/8/13	6	1020	170	N
PLANNED	11/8/13	12	636	53	N
CUSTOMER REQUEST	11/8/13	8	392	49	N
CUSTOMER REQUEST	11/8/13	1	74	74	N
CUSTOMER REQUEST	11/8/13	8	320	40	N
PLANNED	11/8/13	6	720	120	N
PLANNED	11/8/13	1	28	28	N
CUSTOMER REQUEST	11/8/13	18	162	9	N
PLANNED	11/8/13	22	616	28	N
PLANNED	11/8/13	1	98	98	N
PLANNED	11/8/13	4	540	135	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/8/13	5	555	111	N
PLANNED	11/8/13	3	198	66	N
PLANNED	11/8/13	1	109	109	N
PLANNED	11/9/13	17	51	3	N
PLANNED	11/9/13	1	70	70	N
PLANNED	11/9/13	2	124	62	N
PLANNED	11/9/13	5	310	62	N
CUSTOMER REQUEST	11/9/13	6	1362	227	N
CUSTOMER REQUEST	11/9/13	1	93	93	N
PLANNED	11/9/13	5	60	12	N
PLANNED	11/9/13	1	493	493	N
PLANNED	11/9/13	3	219	73	N
CUSTOMER REQUEST	11/9/13	11	154	14	N
CUSTOMER REQUEST	11/9/13	8	192	24	N
PLANNED	11/10/13	3	858	286	N
PLANNED	11/11/13	15	1905	127	N
PLANNED	11/11/13	8	736	92	N
PLANNED	11/11/13	5	645	129	N
PLANNED	11/11/13	2	136	68	N
PLANNED	11/11/13	10	1110	111	N
PLANNED	11/11/13	2	134	67	N
PLANNED	11/11/13	1	110	110	N
PLANNED	11/11/13	1	178	178	N
PLANNED	11/11/13	19	2204	116	N
PLANNED	11/11/13	5	365	73	N
PLANNED	11/11/13	10	3310	331	N
PLANNED	11/11/13	1	96	96	N
PLANNED	11/11/13	6	924	154	N
PLANNED	11/11/13	8	1232	154	N
PLANNED	11/11/13	3	276	92	N
PLANNED	11/11/13	7	749	107	N
PLANNED	11/11/13	8	840	105	N
PLANNED	11/11/13	6	624	104	N
PLANNED	11/11/13	1	21	21	N
PLANNED	11/11/13	10	1740	174	N
PLANNED	11/11/13	1	84	84	N
PLANNED	11/11/13	6	1104	184	N
PLANNED	11/11/13	2	246	123	N
PLANNED	11/11/13	4	396	99	N
PLANNED	11/11/13	8	1264	158	N
PLANNED	11/11/13	3	96	32	N
PLANNED	11/11/13	3	255	85	N
PLANNED	11/11/13	2	116	58	N
PLANNED	11/11/13	21	1974	94	N
PLANNED	11/11/13	1	145	145	N
PLANNED	11/11/13	6	492	82	N
PLANNED	11/11/13	2	374	187	N
PLANNED	11/11/13	3	501	167	N
PLANNED	11/11/13	1	108	108	N
PLANNED	11/11/13	12	1572	131	N
PLANNED	11/11/13	1	96	96	N
PLANNED	11/11/13	9	828	92	N
PLANNED	11/11/13	4	352	88	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/11/13	11	440	40	N
PLANNED	11/11/13	11	1265	115	N
PLANNED	11/12/13	1	173	173	N
PLANNED	11/12/13	14	882	63	N
PLANNED	11/12/13	4	304	76	N
PLANNED	11/12/13	5	385	77	N
PLANNED	11/12/13	3	342	114	N
PLANNED	11/12/13	39	4212	108	N
PLANNED	11/12/13	2	6	3	N
PLANNED	11/12/13	1	108	108	N
PLANNED	11/12/13	9	1053	117	N
PLANNED	11/12/13	4	1360	340	N
CUSTOMER REQUEST	11/12/13	1	77	77	N
PLANNED	11/12/13	5	205	41	N
PLANNED	11/12/13	1	158	158	N
PLANNED	11/12/13	8	96	12	N
PLANNED	11/12/13	2	382	191	N
PLANNED	11/12/13	8	136	17	N
PLANNED	11/12/13	4	532	133	N
CUSTOMER REQUEST	11/12/13	4	20	5	N
PLANNED	11/12/13	8	1184	148	N
PLANNED	11/12/13	2	174	87	N
PLANNED	11/12/13	6	258	43	N
CUSTOMER REQUEST	11/12/13	39	1482	38	N
PLANNED	11/12/13	2	414	207	N
PLANNED	11/12/13	15	1365	91	N
PLANNED	11/12/13	21	2667	127	N
PLANNED	11/12/13	6	336	56	N
PLANNED	11/12/13	13	403	31	N
PLANNED	11/12/13	17	204	12	N
PLANNED	11/12/13	8	1136	142	N
PLANNED	11/12/13	13	442	34	N
PLANNED	11/12/13	10	1440	144	N
PLANNED	11/12/13	13	1274	98	N
CUSTOMER REQUEST	11/12/13	66	2904	44	N
PLANNED	11/12/13	6	648	108	N
PLANNED	11/12/13	50	8700	174	N
PLANNED	11/12/13	82	14186	173	N
PLANNED	11/12/13	28	4256	152	N
CUSTOMER REQUEST	11/12/13	7	21	3	N
PLANNED	11/12/13	51	10098	198	N
PLANNED	11/12/13	44	5808	132	N
PLANNED	11/12/13	44	4928	112	N
PLANNED	11/12/13	73	18980	260	N
PLANNED	11/12/13	7	609	87	N
PLANNED	11/12/13	8	1424	178	N
PLANNED	11/12/13	1	398	398	N
PLANNED	11/12/13	8	1008	126	N
PLANNED	11/12/13	16	3440	215	N
PLANNED	11/12/13	10	230	23	N
PLANNED	11/12/13	10	380	38	N
PLANNED	11/12/13	14	3822	273	N
PLANNED	11/12/13	8	1448	181	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/12/13	1	18	18	N
PLANNED	11/12/13	10	1790	179	N
PLANNED	11/12/13	2	146	73	N
PLANNED	11/12/13	6	462	77	N
PLANNED	11/12/13	1	62	62	N
PLANNED	11/12/13	2	24	12	N
PLANNED	11/12/13	8	2344	293	N
PLANNED	11/12/13	6	420	70	N
PLANNED	11/12/13	2	36	18	N
PLANNED	11/12/13	5	410	82	N
PLANNED	11/12/13	7	336	48	N
PLANNED	11/12/13	1	290	290	N
PLANNED	11/12/13	24	6696	279	N
PLANNED	11/12/13	1	127	127	N
PLANNED	11/12/13	7	1547	221	N
PLANNED	11/12/13	8	440	55	N
PLANNED	11/12/13	2	134	67	N
PLANNED	11/12/13	3	369	123	N
PLANNED	11/12/13	3	207	69	N
PLANNED	11/12/13	19	2356	124	N
PLANNED	11/12/13	8	1024	128	N
PLANNED	11/12/13	2	268	134	N
PLANNED	11/12/13	6	684	114	N
PLANNED	11/12/13	17	2142	126	N
PLANNED	11/12/13	1	108	108	N
PLANNED	11/12/13	4	116	29	N
PLANNED	11/12/13	2	276	138	N
CUSTOMER REQUEST	11/12/13	1	69	69	N
PLANNED	11/12/13	9	711	79	N
PLANNED	11/12/13	4	516	129	N
PLANNED	11/12/13	5	525	105	N
PLANNED	11/12/13	3	396	132	N
PLANNED	11/12/13	13	1287	99	N
PLANNED	11/12/13	11	1034	94	N
PLANNED	11/12/13	8	128	16	N
PLANNED	11/12/13	1	109	109	N
PLANNED	11/12/13	11	1452	132	N
PLANNED	11/12/13	9	1377	153	N
PLANNED	11/12/13	1	40	40	N
PLANNED	11/12/13	5	360	72	N
PLANNED	11/12/13	3	156	52	N
PLANNED	11/12/13	6	588	98	N
PLANNED	11/12/13	12	1116	93	N
PLANNED	11/12/13	3	87	29	N
PLANNED	11/12/13	1	125	125	N
PLANNED	11/12/13	4	236	59	N
PLANNED	11/12/13	6	756	126	N
PLANNED	11/12/13	13	65	5	N
PLANNED	11/12/13	7	49	7	N
PLANNED	11/12/13	6	324	54	N
PLANNED	11/12/13	2	126	63	N
PLANNED	11/12/13	2	114	57	N
CUSTOMER REQUEST	11/12/13	1	62	62	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/13/13	6	570	95	N
PLANNED	11/13/13	1	230	230	N
PLANNED	11/13/13	1	229	229	N
PLANNED	11/13/13	1	49	49	N
PLANNED	11/13/13	2	808	404	N
PLANNED	11/13/13	25	1950	78	N
PLANNED	11/13/13	4	432	108	N
PLANNED	11/13/13	15	3960	264	N
PLANNED	11/13/13	3	306	102	N
PLANNED	11/13/13	7	882	126	N
PLANNED	11/13/13	9	1359	151	N
PLANNED	11/13/13	5	620	124	N
PLANNED	11/13/13	9	1314	146	N
PLANNED	11/13/13	3	222	74	N
PLANNED	11/13/13	4	536	134	N
PLANNED	11/13/13	17	1938	114	N
CUSTOMER REQUEST	11/13/13	62	4216	68	N
PLANNED	11/13/13	10	20	2	N
PLANNED	11/13/13	12	4416	368	N
PLANNED	11/13/13	21	2016	96	N
PLANNED	11/13/13	10	1520	152	N
PLANNED	11/13/13	4	408	102	N
CUSTOMER REQUEST	11/13/13	1	591	591	N
PLANNED	11/13/13	4	444	111	N
PLANNED	11/13/13	4	812	203	N
PLANNED	11/13/13	10	430	43	N
CUSTOMER REQUEST	11/13/13	4	584	146	N
CUSTOMER REQUEST	11/13/13	39	2340	60	N
PLANNED	11/13/13	5	45	9	N
PLANNED	11/13/13	89	17444	196	N
PLANNED	11/13/13	4	56	14	N
PLANNED	11/13/13	24	4056	169	N
PLANNED	11/13/13	1	95	95	N
PLANNED	11/13/13	30	3060	102	N
PLANNED	11/13/13	54	11934	221	N
PLANNED	11/13/13	4	464	116	N
PLANNED	11/13/13	15	1290	86	N
PLANNED	11/13/13	2	612	306	N
PLANNED	11/13/13	10	5960	596	N
PLANNED	11/13/13	51	14127	277	N
PLANNED	11/13/13	6	1758	293	N
PLANNED	11/13/13	33	9009	273	N
PLANNED	11/13/13	6	90	15	N
PLANNED	11/13/13	32	4736	148	N
PLANNED	11/13/13	11	759	69	N
PLANNED	11/13/13	6	1452	242	N
PLANNED	11/13/13	34	1054	31	N
PLANNED	11/13/13	6	420	70	N
PLANNED	11/13/13	8	952	119	N
PLANNED	11/13/13	4	388	97	N
PLANNED	11/13/13	9	864	96	N
PLANNED	11/13/13	4	904	226	N
PLANNED	11/13/13	12	1044	87	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/13/13	4	116	29	N
PLANNED	11/13/13	12	2664	222	N
PLANNED	11/13/13	2	84	42	N
PLANNED	11/13/13	4	252	63	N
PLANNED	11/13/13	110	5390	49	N
PLANNED	11/13/13	10	1340	134	N
PLANNED	11/13/13	5	285	57	N
PLANNED	11/13/13	15	1545	103	N
PLANNED	11/13/13	9	153	17	N
PLANNED	11/13/13	2	234	117	N
PLANNED	11/13/13	9	1089	121	N
PLANNED	11/13/13	10	1120	112	N
PLANNED	11/13/13	11	1298	118	N
PLANNED	11/13/13	2	210	105	N
PLANNED	11/13/13	6	810	135	N
PLANNED	11/13/13	4	88	22	N
PLANNED	11/13/13	15	660	44	N
PLANNED	11/13/13	6	648	108	N
PLANNED	11/13/13	11	484	44	N
PLANNED	11/13/13	11	539	49	N
PLANNED	11/13/13	37	2997	81	N
PLANNED	11/13/13	3	123	41	N
PLANNED	11/13/13	3	129	43	N
PLANNED	11/13/13	1	38	38	N
PLANNED	11/13/13	1	37	37	N
PLANNED	11/13/13	3	60	20	N
PLANNED	11/13/13	8	904	113	N
PLANNED	11/13/13	8	992	124	N
PLANNED	11/13/13	7	658	94	N
PLANNED	11/13/13	3	96	32	N
PLANNED	11/13/13	5	225	45	N
PLANNED	11/13/13	10	830	83	N
PLANNED	11/13/13	7	616	88	N
PLANNED	11/13/13	38	4332	114	N
PLANNED	11/13/13	10	1150	115	N
PLANNED	11/13/13	8	712	89	N
PLANNED	11/13/13	4	324	81	N
PLANNED	11/13/13	3	246	82	N
PLANNED	11/13/13	6	114	19	N
PLANNED	11/13/13	3	51	17	N
PLANNED	11/13/13	1	125	125	N
PLANNED	11/13/13	11	407	37	N
PLANNED	11/13/13	12	1932	161	N
PLANNED	11/13/13	8	208	26	N
PLANNED	11/13/13	4	172	43	N
PLANNED	11/13/13	7	1022	146	N
PLANNED	11/13/13	2	110	55	N
CUSTOMER REQUEST	11/13/13	7	77	11	N
PLANNED	11/13/13	4	124	31	N
PLANNED	11/13/13	10	510	51	N
PLANNED	11/13/13	6	36	6	N
CUSTOMER REQUEST	11/13/13	1	46	46	N
CUSTOMER REQUEST	11/13/13	1	159	159	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/13/13	7	98	14	N
CUSTOMER REQUEST	11/13/13	1	34	34	N
PLANNED	11/13/13	1	66	66	N
CUSTOMER REQUEST	11/13/13	1	26	26	N
PLANNED	11/13/13	5	120	24	N
CUSTOMER REQUEST	11/13/13	2	24	12	N
PLANNED	11/14/13	1	209	209	N
PLANNED	11/14/13	31	2046	66	N
PLANNED	11/14/13	1	83	83	N
PLANNED	11/14/13	1	86	86	N
PLANNED	11/14/13	7	532	76	N
PLANNED	11/14/13	1	42	42	N
PLANNED	11/14/13	2	106	53	N
PLANNED	11/14/13	9	684	76	N
PLANNED	11/14/13	6	930	155	N
CUSTOMER REQUEST	11/14/13	4	708	177	N
PLANNED	11/14/13	2	196	98	N
PLANNED	11/14/13	2	124	62	N
PLANNED	11/14/13	2	404	202	N
PLANNED	11/14/13	16	864	54	N
PLANNED	11/14/13	9	828	92	N
PLANNED	11/14/13	6	714	119	N
PLANNED	11/14/13	2	160	80	N
PLANNED	11/14/13	6	1560	260	N
PLANNED	11/14/13	5	635	127	N
PLANNED	11/14/13	8	1968	246	N
PLANNED	11/14/13	2	162	81	N
PLANNED	11/14/13	9	234	26	N
PLANNED	11/14/13	1	139	139	N
CUSTOMER REQUEST	11/14/13	62	682	11	N
PLANNED	11/14/13	6	72	12	N
PLANNED	11/14/13	1	147	147	N
PLANNED	11/14/13	2	168	84	N
PLANNED	11/14/13	8	336	42	N
PLANNED	11/14/13	4	400	100	N
PLANNED	11/14/13	7	84	12	N
PLANNED	11/14/13	3	411	137	N
PLANNED	11/14/13	7	392	56	N
PLANNED	11/14/13	2	554	277	N
PLANNED	11/14/13	2	284	142	N
PLANNED	11/14/13	1	147	147	N
PLANNED	11/14/13	1	156	156	N
PLANNED	11/14/13	11	1540	140	N
PLANNED	11/14/13	2	178	89	N
PLANNED	11/14/13	1	114	114	N
PLANNED	11/14/13	1	91	91	N
PLANNED	11/14/13	8	272	34	N
PLANNED	11/14/13	9	342	38	N
PLANNED	11/14/13	2	170	85	N
PLANNED	11/14/13	4	176	44	N
PLANNED	11/14/13	2	120	60	N
PLANNED	11/14/13	8	952	119	N
PLANNED	11/14/13	5	475	95	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/14/13	1	91	91	N
PLANNED	11/14/13	8	1392	174	N
PLANNED	11/14/13	4	952	238	N
PLANNED	11/14/13	20	2000	100	N
PLANNED	11/14/13	2	302	151	N
PLANNED	11/14/13	12	1680	140	N
CUSTOMER REQUEST	11/14/13	17	1377	81	N
CUSTOMER REQUEST	11/14/13	13	351	27	N
PLANNED	11/14/13	2	66	33	N
PLANNED	11/14/13	8	3024	378	N
PLANNED	11/14/13	2	258	129	N
PLANNED	11/14/13	9	1593	177	N
PLANNED	11/14/13	10	80	8	N
PLANNED	11/14/13	10	340	34	N
PLANNED	11/14/13	11	539	49	N
PLANNED	11/14/13	1	36	36	N
CUSTOMER REQUEST	11/14/13	1	77	77	N
PLANNED	11/14/13	3	198	66	N
PLANNED	11/14/13	7	1001	143	N
PLANNED	11/14/13	6	522	87	N
PLANNED	11/14/13	6	324	54	N
PLANNED	11/14/13	6	534	89	N
PLANNED	11/14/13	3	381	127	N
PLANNED	11/14/13	5	355	71	N
PLANNED	11/14/13	5	550	110	N
PLANNED	11/14/13	1	37	37	N
PLANNED	11/14/13	8	816	102	N
PLANNED	11/14/13	1	96	96	N
PLANNED	11/14/13	1	79	79	N
PLANNED	11/14/13	4	84	21	N
PLANNED	11/14/13	5	560	112	N
PLANNED	11/14/13	1	118	118	N
PLANNED	11/14/13	11	1199	109	N
PLANNED	11/14/13	1	98	98	N
PLANNED	11/14/13	1	57	57	N
PLANNED	11/14/13	6	48	8	N
PLANNED	11/14/13	6	390	65	N
PLANNED	11/14/13	2	250	125	N
PLANNED	11/14/13	3	36	12	N
CUSTOMER REQUEST	11/14/13	10	60	6	N
PLANNED	11/14/13	3	267	89	N
PLANNED	11/14/13	2	94	58	N
PLANNED	11/14/13	9	684	76	N
PLANNED	11/14/13	5	660	132	N
PLANNED	11/14/13	1	53	53	N
PLANNED	11/14/13	3	171	57	N
PLANNED	11/14/13	13	754	58	N
PLANNED	11/14/13	2	120	60	N
PLANNED	11/14/13	4	432	108	N
PLANNED	11/15/13	1	155	155	N
PLANNED	11/15/13	12	492	41	N
CUSTOMER REQUEST	11/15/13	9	423	47	N
PLANNED	11/15/13	7	728	104	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/15/13	2	76	38	N
PLANNED	11/15/13	7	504	72	N
PLANNED	11/15/13	8	784	98	N
PLANNED	11/15/13	4	328	82	N
PLANNED	11/15/13	4	424	106	N
PLANNED	11/15/13	7	1022	146	N
PLANNED	11/15/13	3	309	103	N
PLANNED	11/15/13	9	1287	143	N
PLANNED	11/15/13	4	664	166	N
PLANNED	11/15/13	1	202	202	N
PLANNED	11/15/13	2	128	64	N
PLANNED	11/15/13	18	1242	69	N
CUSTOMER REQUEST	11/15/13	1	80	80	N
PLANNED	11/15/13	5	785	157	N
PLANNED	11/15/13	42	7560	180	N
PLANNED	11/15/13	1	110	110	N
PLANNED	11/15/13	2	284	142	N
PLANNED	11/15/13	13	1209	93	N
PLANNED	11/15/13	6	78	13	N
CUSTOMER REQUEST	11/15/13	7	266	38	N
PLANNED	11/15/13	13	1001	77	N
CUSTOMER REQUEST	11/15/13	4	28	7	N
PLANNED	11/15/13	5	1075	215	N
PLANNED	11/15/13	6	468	78	N
PLANNED	11/15/13	57	6212	115	N
PLANNED	11/15/13	4	292	73	N
PLANNED	11/15/13	6	954	159	N
PLANNED	11/15/13	59	10207	173	N
PLANNED	11/15/13	4	292	73	N
PLANNED	11/15/13	3	1026	342	N
PLANNED	11/15/13	26	3406	131	N
PLANNED	11/15/13	1	125	125	N
PLANNED	11/15/13	10	380	38	N
PLANNED	11/15/13	6	1050	175	N
PLANNED	11/15/13	1	139	139	N
PLANNED	11/15/13	1	98	98	N
PLANNED	11/15/13	31	2232	72	N
PLANNED	11/15/13	1	167	167	N
PLANNED	11/15/13	7	700	100	N
PLANNED	11/15/13	4	336	84	N
PLANNED	11/15/13	32	4672	146	N
PLANNED	11/15/13	8	760	95	N
PLANNED	11/15/13	17	2159	127	N
PLANNED	11/15/13	3	381	127	N
PLANNED	11/15/13	1	229	229	N
PLANNED	11/15/13	3	162	54	N
PLANNED	11/15/13	59	5900	100	N
CUSTOMER REQUEST	11/15/13	1	71	71	N
PLANNED	11/15/13	3	111	37	N
PLANNED	11/15/13	4	328	82	N
CUSTOMER REQUEST	11/15/13	1	124	124	N
PLANNED	11/15/13	4	388	97	N
CUSTOMER REQUEST	11/15/13	1	115	115	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/15/13	23	2714	118	N
PLANNED	11/15/13	1	5	5	N
PLANNED	11/15/13	9	540	60	N
PLANNED	11/15/13	6	18	3	N
PLANNED	11/15/13	4	100	25	N
PLANNED	11/15/13	4	1100	275	N
PLANNED	11/15/13	4	388	97	N
PLANNED	11/15/13	1	62	62	N
PLANNED	11/15/13	4	284	71	N
PLANNED	11/15/13	2	262	131	N
CUSTOMER REQUEST	11/15/13	1	278	278	N
PLANNED	11/15/13	7	406	58	N
PLANNED	11/15/13	31	3069	99	N
PLANNED	11/15/13	1	84	84	N
PLANNED	11/15/13	9	576	64	N
PLANNED	11/15/13	1	47	47	N
PLANNED	11/15/13	4	56	14	N
CUSTOMER REQUEST	11/15/13	1	157	157	N
PLANNED	11/16/13	1	326	326	N
PLANNED	11/16/13	9	1116	124	N
PLANNED	11/16/13	4	548	149	N
PLANNED	11/16/13	1	321	321	N
CUSTOMER REQUEST	11/16/13	1	47	47	N
PLANNED	11/16/13	6	552	92	N
CUSTOMER REQUEST	11/16/13	1	153	153	N
CUSTOMER REQUEST	11/16/13	1	212	212	N
CUSTOMER REQUEST	11/17/13	1	267	267	N
PLANNED	11/17/13	6	510	85	N
PLANNED	11/17/13	8	2288	286	N
CUSTOMER REQUEST	11/17/13	3	711	237	N
CUSTOMER REQUEST	11/17/13	21	2562	122	N
PLANNED	11/17/13	4	224	56	N
CUSTOMER REQUEST	11/17/13	1	106	106	N
PLANNED	11/18/13	32	416	13	N
PLANNED	11/18/13	8	760	95	N
PLANNED	11/18/13	26	2964	114	N
PLANNED	11/18/13	4	240	60	N
PLANNED	11/18/13	4	380	95	N
PLANNED	11/18/13	38	1254	33	N
PLANNED	11/18/13	10	1430	143	N
PLANNED	11/18/13	14	2702	193	N
PLANNED	11/18/13	2	256	128	N
PLANNED	11/18/13	40	7280	182	N
CUSTOMER REQUEST	11/18/13	20	140	7	N
PLANNED	11/18/13	53	9169	173	N
CUSTOMER REQUEST	11/18/13	27	1080	40	N
PLANNED	11/18/13	13	2054	158	N
PLANNED	11/18/13	7	574	82	N
PLANNED	11/18/13	11	1925	175	N
PLANNED	11/18/13	7	497	71	N
PLANNED	11/18/13	6	420	70	N
PLANNED	11/18/13	9	630	70	N
CUSTOMER REQUEST	11/18/13	3	405	135	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/18/13	1	80	80	N
PLANNED	11/18/13	5	360	72	N
PLANNED	11/18/13	2	48	24	N
PLANNED	11/18/13	18	810	45	N
PLANNED	11/18/13	4	360	90	N
PLANNED	11/18/13	9	333	37	N
CUSTOMER REQUEST	11/18/13	2	36	18	N
PLANNED	11/18/13	7	854	122	N
PLANNED	11/18/13	2	78	39	N
PLANNED	11/18/13	21	4326	206	N
PLANNED	11/18/13	21	4326	206	N
PLANNED	11/18/13	1	65	65	N
PLANNED	11/18/13	3	393	131	N
PLANNED	11/18/13	3	435	145	N
PLANNED	11/18/13	4	248	62	N
PLANNED	11/18/13	1	52	52	N
PLANNED	11/18/13	1	67	67	N
PLANNED	11/18/13	23	4140	180	N
PLANNED	11/18/13	33	3036	92	N
PLANNED	11/18/13	7	826	118	N
PLANNED	11/18/13	3	327	109	N
PLANNED	11/18/13	8	1024	128	N
PLANNED	11/18/13	9	666	74	N
PLANNED	11/18/13	9	27	3	N
PLANNED	11/18/13	15	1335	89	N
PLANNED	11/18/13	8	704	88	N
PLANNED	11/18/13	1	111	111	N
PLANNED	11/18/13	14	4438	317	N
PLANNED	11/18/13	7	707	101	N
PLANNED	11/18/13	2	210	105	N
PLANNED	11/18/13	1	13	13	N
PLANNED	11/18/13	12	2676	223	N
PLANNED	11/18/13	27	4239	157	N
PLANNED	11/18/13	1	145	145	N
PLANNED	11/18/13	1	171	171	N
PLANNED	11/18/13	3	186	62	N
PLANNED	11/18/13	3	714	238	N
PLANNED	11/18/13	3	396	132	N
PLANNED	11/18/13	2	126	63	N
PLANNED	11/18/13	3	528	176	N
PLANNED	11/18/13	9	666	74	N
PLANNED	11/18/13	4	532	133	N
PLANNED	11/18/13	3	612	204	N
PLANNED	11/18/13	1	153	153	N
PLANNED	11/18/13	27	5508	204	N
PLANNED	11/18/13	6	702	117	N
PLANNED	11/18/13	4	280	70	N
PLANNED	11/18/13	8	976	122	N
CUSTOMER REQUEST	11/18/13	1	206	206	N
PLANNED	11/18/13	1	151	151	N
PLANNED	11/18/13	7	826	118	N
PLANNED	11/18/13	4	172	43	N
PLANNED	11/18/13	8	480	60	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/18/13	8	152	19	N
PLANNED	11/18/13	4	468	117	N
PLANNED	11/18/13	7	868	124	N
PLANNED	11/18/13	1	46	46	N
PLANNED	11/18/13	4	224	56	N
PLANNED	11/18/13	4	264	66	N
PLANNED	11/18/13	12	480	40	N
PLANNED	11/18/13	2	432	216	N
PLANNED	11/18/13	4	220	55	N
PLANNED	11/18/13	2	136	68	N
PLANNED	11/19/13	2	302	151	N
PLANNED	11/19/13	13	3133	241	N
PLANNED	11/19/13	1	109	109	N
PLANNED	11/19/13	2	152	76	N
PLANNED	11/19/13	6	1404	234	N
PLANNED	11/19/13	3	522	174	N
PLANNED	11/19/13	8	1008	126	N
PLANNED	11/19/13	6	336	56	N
PLANNED	11/19/13	1	127	127	N
PLANNED	11/19/13	63	5796	92	N
PLANNED	11/19/13	7	483	69	N
PLANNED	11/19/13	8	16	2	N
PLANNED	11/19/13	1	56	56	N
PLANNED	11/19/13	8	1296	162	N
PLANNED	11/19/13	7	665	95	N
PLANNED	11/19/13	11	814	74	N
PLANNED	11/19/13	4	1404	351	N
PLANNED	11/19/13	1	92	92	N
PLANNED	11/19/13	5	235	47	N
PLANNED	11/19/13	2	244	122	N
CUSTOMER REQUEST	11/19/13	3	282	94	N
PLANNED	11/19/13	12	2568	214	N
PLANNED	11/19/13	4	484	121	N
PLANNED	11/19/13	4	1056	264	N
PLANNED	11/19/13	7	665	95	N
PLANNED	11/19/13	7	553	79	N
PLANNED	11/19/13	11	66	6	N
PLANNED	11/19/13	2	2	1	N
PLANNED	11/19/13	118	24426	207	N
PLANNED	11/19/13	10	1050	105	N
PLANNED	11/19/13	46	5566	121	N
PLANNED	11/19/13	3	420	140	N
PLANNED	11/19/13	14	2044	146	N
PLANNED	11/19/13	7	553	79	N
PLANNED	11/19/13	7	35	5	N
PLANNED	11/19/13	2	28	14	N
CUSTOMER REQUEST	11/19/13	10	90	9	N
PLANNED	11/19/13	8	768	96	N
PLANNED	11/19/13	84	588	7	N
PLANNED	11/19/13	8	888	111	N
PLANNED	11/19/13	1	255	255	N
PLANNED	11/19/13	1	69	69	N
PLANNED	11/19/13	11	2893	263	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/19/13	14	924	66	N
PLANNED	11/19/13	9	99	11	N
PLANNED	11/19/13	1	214	214	N
PLANNED	11/19/13	1	32	32	N
PLANNED	11/19/13	12	1416	118	N
PLANNED	11/19/13	2	106	53	N
PLANNED	11/19/13	9	936	104	N
PLANNED	11/19/13	1	199	199	N
PLANNED	11/19/13	3	219	73	N
PLANNED	11/19/13	7	322	46	N
PLANNED	11/19/13	5	230	46	N
PLANNED	11/19/13	1	53	53	N
PLANNED	11/19/13	32	2336	73	N
PLANNED	11/19/13	3	123	41	N
CUSTOMER REQUEST	11/19/13	11	1617	147	N
PLANNED	11/19/13	6	918	153	N
PLANNED	11/19/13	6	708	118	N
PLANNED	11/19/13	2	278	139	N
PLANNED	11/19/13	1	121	121	N
PLANNED	11/19/13	8	840	105	N
PLANNED	11/19/13	27	2538	94	N
PLANNED	11/19/13	9	855	95	N
PLANNED	11/19/13	31	2821	91	N
PLANNED	11/19/13	9	819	91	N
PLANNED	11/19/13	1	85	85	N
CUSTOMER REQUEST	11/19/13	10	10	1	N
PLANNED	11/19/13	16	624	39	N
CUSTOMER REQUEST	11/19/13	3	63	21	N
PLANNED	11/19/13	6	492	82	N
PLANNED	11/19/13	3	261	87	N
PLANNED	11/19/13	9	1098	122	N
PLANNED	11/19/13	2	334	167	N
PLANNED	11/19/13	1	115	115	N
PLANNED	11/19/13	1	89	89	N
PLANNED	11/19/13	23	1794	78	N
PLANNED	11/19/13	8	232	29	N
PLANNED	11/19/13	5	425	85	N
PLANNED	11/19/13	8	168	21	N
PLANNED	11/19/13	8	976	122	N
PLANNED	11/19/13	8	1360	170	N
PLANNED	11/19/13	5	600	120	N
PLANNED	11/19/13	2	116	58	N
PLANNED	11/19/13	2	156	78	N
PLANNED	11/19/13	1	22	22	N
PLANNED	11/19/13	9	594	66	N
PLANNED	11/19/13	8	680	85	N
PLANNED	11/19/13	7	616	88	N
PLANNED	11/19/13	2	302	151	N
PLANNED	11/19/13	10	660	66	N
PLANNED	11/19/13	8	24	3	N
PLANNED	11/19/13	4	456	114	N
PLANNED	11/19/13	3	234	78	N
PLANNED	11/19/13	2	218	109	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/20/13	6	594	99	N
PLANNED	11/20/13	8	1376	172	N
PLANNED	11/20/13	4	1076	269	N
PLANNED	11/20/13	15	1815	121	N
PLANNED	11/20/13	2	242	121	N
PLANNED	11/20/13	2	230	115	N
PLANNED	11/20/13	8	2432	304	N
PLANNED	11/20/13	13	195	15	N
PLANNED	11/20/13	19	2470	130	N
PLANNED	11/20/13	4	156	39	N
PLANNED	11/20/13	8	56	7	N
CUSTOMER REQUEST	11/20/13	8	104	13	N
PLANNED	11/20/13	4	184	46	N
PLANNED	11/20/13	1	83	83	N
PLANNED	11/20/13	3	156	52	N
PLANNED	11/20/13	1	110	110	N
PLANNED	11/20/13	6	894	149	N
PLANNED	11/20/13	1	237	237	N
PLANNED	11/20/13	6	1266	211	N
PLANNED	11/20/13	2	264	132	N
PLANNED	11/20/13	1	99	99	N
PLANNED	11/20/13	1	93	93	N
PLANNED	11/20/13	1	25	25	N
PLANNED	11/20/13	5	375	75	N
PLANNED	11/20/13	7	840	120	N
PLANNED	11/20/13	6	768	128	N
PLANNED	11/20/13	1	96	96	N
PLANNED	11/20/13	3	240	80	N
PLANNED	11/20/13	16	2976	186	N
PLANNED	11/20/13	6	1830	305	N
PLANNED	11/20/13	2	514	257	N
PLANNED	11/20/13	8	2240	280	N
PLANNED	11/20/13	4	708	177	N
PLANNED	11/20/13	9	1080	120	N
PLANNED	11/20/13	2	68	34	N
PLANNED	11/20/13	6	282	47	N
PLANNED	11/20/13	3	348	116	N
PLANNED	11/20/13	5	415	83	N
PLANNED	11/20/13	7	609	87	N
PLANNED	11/20/13	40	2200	55	N
PLANNED	11/20/13	14	2072	148	N
PLANNED	11/20/13	13	1859	143	N
PLANNED	11/20/13	5	305	61	N
PLANNED	11/20/13	3	339	113	N
PLANNED	11/20/13	8	456	57	N
PLANNED	11/20/13	8	136	17	N
PLANNED	11/20/13	3	165	55	N
PLANNED	11/20/13	8	40	5	N
PLANNED	11/20/13	11	33	3	N
PLANNED	11/20/13	5	455	91	N
PLANNED	11/20/13	7	1085	155	N
PLANNED	11/20/13	9	171	19	N
PLANNED	11/20/13	15	1050	70	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/20/13	18	486	27	N
PLANNED	11/20/13	4	112	28	N
PLANNED	11/20/13	8	304	38	N
PLANNED	11/20/13	9	450	50	N
PLANNED	11/20/13	3	618	206	N
PLANNED	11/20/13	2	460	230	N
PLANNED	11/20/13	8	320	40	N
PLANNED	11/20/13	4	328	82	N
PLANNED	11/20/13	19	1824	96	N
PLANNED	11/20/13	2	78	39	N
PLANNED	11/20/13	2	102	51	N
PLANNED	11/20/13	17	1411	83	N
PLANNED	11/20/13	1	57	57	N
PLANNED	11/20/13	5	280	56	N
PLANNED	11/20/13	4	580	145	N
PLANNED	11/20/13	1	146	146	N
PLANNED	11/20/13	4	368	92	N
PLANNED	11/20/13	8	72	9	N
PLANNED	11/20/13	10	20	2	N
PLANNED	11/20/13	15	765	51	N
PLANNED	11/20/13	8	1000	125	N
PLANNED	11/20/13	105	2590	104	N
PLANNED	11/20/13	26	2834	109	N
PLANNED	11/20/13	7	273	39	N
PLANNED	11/20/13	5	235	47	N
PLANNED	11/20/13	18	1584	88	N
PLANNED	11/20/13	25	2650	106	N
PLANNED	11/21/13	15	2055	137	N
PLANNED	11/21/13	1	119	119	N
PLANNED	11/21/13	2	360	180	N
PLANNED	11/21/13	14	2240	160	N
PLANNED	11/21/13	19	3667	193	N
PLANNED	11/21/13	19	3515	185	N
PLANNED	11/21/13	11	1056	96	N
PLANNED	11/21/13	10	850	85	N
PLANNED	11/21/13	1	190	190	N
PLANNED	11/21/13	4	852	213	N
PLANNED	11/21/13	1	215	215	N
PLANNED	11/21/13	2	184	92	N
PLANNED	11/21/13	11	682	62	N
PLANNED	11/21/13	2	712	356	N
PLANNED	11/21/13	2	208	104	N
PLANNED	11/21/13	2	546	273	N
PLANNED	11/21/13	2	210	105	N
PLANNED	11/21/13	1	371	371	N
CUSTOMER REQUEST	11/21/13	12	156	13	N
PLANNED	11/21/13	18	1332	74	N
PLANNED	11/21/13	24	3672	153	N
PLANNED	11/21/13	21	3087	147	N
PLANNED	11/21/13	10	1610	161	N
PLANNED	11/21/13	38	5662	149	N
PLANNED	11/21/13	30	1650	55	N
PLANNED	11/21/13	4	160	40	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/21/13	3	258	86	N
PLANNED	11/21/13	5	530	106	N
PLANNED	11/21/13	6	756	126	N
PLANNED	11/21/13	5	1385	277	N
PLANNED	11/21/13	2	300	150	N
PLANNED	11/21/13	16	528	33	N
CUSTOMER REQUEST	11/21/13	70	30590	437	N
PLANNED	11/21/13	25	2900	116	N
PLANNED	11/21/13	7	805	115	N
PLANNED	11/21/13	3	426	142	N
PLANNED	11/21/13	1	96	96	N
PLANNED	11/21/13	1	55	55	N
PLANNED	11/21/13	1	212	212	N
PLANNED	11/21/13	7	1603	229	N
PLANNED	11/21/13	16	720	45	N
PLANNED	11/21/13	11	1551	141	N
PLANNED	11/21/13	18	1962	109	N
PLANNED	11/21/13	8	1400	175	N
PLANNED	11/21/13	8	1408	176	N
PLANNED	11/21/13	8	424	53	N
CUSTOMER REQUEST	11/21/13	34	2244	66	N
PLANNED	11/21/13	4	1332	333	N
PLANNED	11/21/13	1	99	99	N
PLANNED	11/21/13	3	27	9	N
PLANNED	11/21/13	30	1530	51	N
PLANNED	11/21/13	9	198	22	N
CUSTOMER REQUEST	11/21/13	1	176	176	N
PLANNED	11/21/13	7	350	50	N
PLANNED	11/21/13	9	657	73	N
PLANNED	11/21/13	5	455	91	N
PLANNED	11/21/13	1	178	178	N
PLANNED	11/21/13	1	180	180	N
PLANNED	11/21/13	25	2700	108	N
PLANNED	11/21/13	7	889	127	N
PLANNED	11/21/13	2	293	211	N
PLANNED	11/21/13	2	92	46	N
PLANNED	11/21/13	2	56	28	N
PLANNED	11/21/13	9	1449	161	N
PLANNED	11/21/13	6	618	103	N
PLANNED	11/21/13	2	202	101	N
PLANNED	11/21/13	10	920	92	N
PLANNED	11/21/13	12	120	10	N
PLANNED	11/21/13	2	80	40	N
PLANNED	11/21/13	18	1350	75	N
PLANNED	11/21/13	1	82	82	N
PLANNED	11/21/13	25	5625	225	N
CUSTOMER REQUEST	11/21/13	27	2931	377	N
PLANNED	11/22/13	15	1320	88	N
PLANNED	11/22/13	4	452	113	N
PLANNED	11/22/13	1	281	281	N
PLANNED	11/22/13	4	420	105	N
PLANNED	11/22/13	1	102	102	N
PLANNED	11/22/13	19	2546	134	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/22/13	10	2450	245	N
PLANNED	11/22/13	4	404	101	N
PLANNED	11/22/13	15	1185	79	N
PLANNED	11/22/13	8	856	107	N
CUSTOMER REQUEST	11/22/13	10	250	25	N
PLANNED	11/22/13	1	115	115	N
PLANNED	11/22/13	4	784	196	N
PLANNED	11/22/13	4	324	81	N
CUSTOMER REQUEST	11/22/13	32	544	17	N
CUSTOMER REQUEST	11/22/13	24	2472	103	N
PLANNED	11/22/13	10	2260	226	N
PLANNED	11/22/13	9	1557	173	N
PLANNED	11/22/13	2	136	68	N
PLANNED	11/22/13	9	2340	260	N
PLANNED	11/22/13	8	600	75	N
PLANNED	11/22/13	4	1036	259	N
PLANNED	11/22/13	5	1295	259	N
PLANNED	11/22/13	10	1220	122	N
PLANNED	11/22/13	4	676	169	N
PLANNED	11/22/13	6	834	139	N
PLANNED	11/22/13	25	4225	169	N
PLANNED	11/22/13	12	1284	107	N
PLANNED	11/22/13	9	4365	485	N
PLANNED	11/22/13	8	608	76	N
PLANNED	11/22/13	7	273	39	N
PLANNED	11/22/13	7	1001	143	N
PLANNED	11/22/13	1	178	178	N
PLANNED	11/22/13	7	2016	288	N
PLANNED	11/22/13	8	784	98	N
PLANNED	11/22/13	3	129	43	N
PLANNED	11/22/13	6	252	42	N
PLANNED	11/22/13	7	294	42	N
CUSTOMER REQUEST	11/22/13	6	408	68	N
PLANNED	11/22/13	2	418	209	N
PLANNED	11/22/13	5	375	75	N
PLANNED	11/22/13	1	52	52	N
PLANNED	11/22/13	7	630	90	N
PLANNED	11/22/13	2	128	64	N
PLANNED	11/22/13	11	1474	134	N
PLANNED	11/22/13	74	2442	33	N
PLANNED	11/22/13	51	3213	63	N
PLANNED	11/22/13	4	44	11	N
PLANNED	11/22/13	21	1365	65	N
PLANNED	11/22/13	3	216	72	N
PLANNED	11/22/13	2	126	63	N
PLANNED	11/22/13	1	90	90	N
PLANNED	11/22/13	2	170	85	N
PLANNED	11/22/13	12	1248	104	N
CUSTOMER REQUEST	11/22/13	1	28	28	N
CUSTOMER REQUEST	11/22/13	46	552	12	N
PLANNED	11/22/13	2	136	68	N
CUSTOMER REQUEST	11/22/13	1	80	80	N
CUSTOMER REQUEST	11/22/13	48	8544	178	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/23/13	1	75	75	N
PLANNED	11/23/13	1	99	99	N
PLANNED	11/23/13	4	404	101	N
PLANNED	11/23/13	2	414	207	N
CUSTOMER REQUEST	11/23/13	1	71	71	N
PLANNED	11/23/13	9	639	71	N
PLANNED	11/23/13	21	504	24	N
CUSTOMER REQUEST	11/23/13	1	104	104	N
PLANNED	11/23/13	2	1516	758	N
PLANNED	11/23/13	3	594	198	N
PLANNED	11/23/13	10	2140	214	N
PLANNED	11/23/13	5	1510	302	N
PLANNED	11/23/13	10	3140	314	N
CUSTOMER REQUEST	11/23/13	3	15	5	N
PLANNED	11/23/13	13	455	35	N
CUSTOMER REQUEST	11/23/13	49	637	13	N
CUSTOMER REQUEST	11/23/13	5	75	15	N
CUSTOMER REQUEST	11/23/13	1	368	368	N
CUSTOMER REQUEST	11/23/13	1	98	98	N
CUSTOMER REQUEST	11/23/13	1	46	46	N
CUSTOMER REQUEST	11/23/13	1	39	39	N
CUSTOMER REQUEST	11/23/13	1	285	285	N
PLANNED	11/23/13	3	969	323	N
PLANNED	11/23/13	4	68	17	N
PLANNED	11/24/13	2	174	87	N
PLANNED	11/24/13	2	152	76	N
PLANNED	11/24/13	1	160	160	N
CUSTOMER REQUEST	11/24/13	6	1014	169	N
PLANNED	11/24/13	3	39	13	N
CUSTOMER REQUEST	11/24/13	6	90	15	N
PLANNED	11/24/13	8	160	20	N
PLANNED	11/24/13	18	7956	500	N
CUSTOMER REQUEST	11/24/13	661	7932	12	N
PLANNED	11/25/13	3	489	163	N
PLANNED	11/25/13	15	1155	77	N
PLANNED	11/25/13	14	3626	259	N
PLANNED	11/25/13	22	6622	301	N
PLANNED	11/25/13	5	845	169	N
PLANNED	11/25/13	7	875	125	N
PLANNED	11/25/13	6	792	132	N
PLANNED	11/25/13	5	520	104	N
PLANNED	11/25/13	8	88	11	N
PLANNED	11/25/13	8	856	107	N
PLANNED	11/25/13	6	510	85	N
PLANNED	11/25/13	5	60	12	N
PLANNED	11/25/13	4	660	165	N
CUSTOMER REQUEST	11/25/13	32	672	21	N
PLANNED	11/25/13	36	10476	291	N
PLANNED	11/25/13	23	644	28	N
PLANNED	11/25/13	12	96	8	N
CUSTOMER REQUEST	11/25/13	56	2184	39	N
PLANNED	11/25/13	6	84	14	N
PLANNED	11/25/13	4	440	110	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/25/13	8	48	6	N
PLANNED	11/25/13	8	32	4	N
PLANNED	11/25/13	15	2640	176	N
PLANNED	11/25/13	16	1168	73	N
PLANNED	11/25/13	4	748	187	N
CUSTOMER REQUEST	11/25/13	3	21	7	N
PLANNED	11/25/13	5	710	142	N
PLANNED	11/25/13	2	70	35	N
PLANNED	11/25/13	4	264	66	N
PLANNED	11/25/13	4	320	80	N
PLANNED	11/25/13	2	44	22	N
PLANNED	11/25/13	7	1288	184	N
PLANNED	11/25/13	18	1260	70	N
PLANNED	11/25/13	20	1920	96	N
CUSTOMER REQUEST	11/25/13	5	775	155	N
PLANNED	11/25/13	2	222	111	N
PLANNED	11/25/13	5	723	247	N
PLANNED	11/25/13	5	1455	291	N
PLANNED	11/25/13	7	798	114	N
PLANNED	11/25/13	10	804	90	N
PLANNED	11/25/13	1	267	267	N
PLANNED	11/25/13	2	556	278	N
CUSTOMER REQUEST	11/25/13	4	360	90	N
PLANNED	11/25/13	2	104	52	N
CUSTOMER REQUEST	11/25/13	8	1448	181	N
PLANNED	11/25/13	7	714	102	N
PLANNED	11/25/13	7	980	140	N
PLANNED	11/25/13	8	888	111	N
PLANNED	11/25/13	4	76	19	N
PLANNED	11/25/13	9	1044	116	N
PLANNED	11/25/13	5	465	93	N
PLANNED	11/25/13	3	621	207	N
PLANNED	11/25/13	1	112	112	N
PLANNED	11/25/13	2	98	49	N
PLANNED	11/25/13	18	1728	96	N
PLANNED	11/25/13	2	70	35	N
PLANNED	11/25/13	4	376	94	N
PLANNED	11/25/13	3	459	153	N
PLANNED	11/25/13	7	1015	145	N
CUSTOMER REQUEST	11/25/13	2	94	47	N
PLANNED	11/25/13	6	306	51	N
PLANNED	11/25/13	2	172	86	N
PLANNED	11/25/13	11	396	36	N
PLANNED	11/25/13	8	16	2	N
CUSTOMER REQUEST	11/25/13	1	31	31	N
PLANNED	11/25/13	1	90	90	N
PLANNED	11/25/13	5	595	119	N
PLANNED	11/25/13	2	66	33	N
PLANNED	11/25/13	3	108	36	N
PLANNED	11/25/13	6	1476	246	N
PLANNED	11/25/13	12	3756	313	N
PLANNED	11/25/13	23	1495	65	N
CUSTOMER REQUEST	11/25/13	75	1800	24	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	11/25/13	5	45	9	N
PLANNED	11/25/13	8	40	5	N
PLANNED	11/25/13	8	16	2	N
CUSTOMER REQUEST	11/25/13	32	160	5	N
CUSTOMER REQUEST	11/25/13	1	407	407	N
CUSTOMER REQUEST	11/25/13	1	172	172	N
PLANNED	11/25/13	4	272	68	N
PLANNED	11/25/13	4	564	141	N
PLANNED	11/25/13	4	176	44	N
PLANNED	11/25/13	18	432	24	N
PLANNED	11/25/13	7	847	121	N
CUSTOMER REQUEST	11/26/13	1	101	101	N
CUSTOMER REQUEST	11/26/13	1	156	156	N
PLANNED	11/26/13	4	812	203	N
CUSTOMER REQUEST	11/26/13	2562	7686	3	N
CUSTOMER REQUEST	11/26/13	1142	4568	4	N
PLANNED	11/26/13	16	3472	217	N
PLANNED	11/26/13	1	122	122	N
PLANNED	11/26/13	3	51	17	N
PLANNED	11/26/13	11	1056	96	N
PLANNED	11/26/13	8	696	87	N
PLANNED	11/26/13	4	120	30	N
PLANNED	11/26/13	3	186	62	N
CUSTOMER REQUEST	11/26/13	30	480	16	N
PLANNED	11/26/13	6	534	89	N
PLANNED	11/26/13	1	90	90	N
CUSTOMER REQUEST	11/26/13	8	744	93	N
PLANNED	11/26/13	1	114	114	N
PLANNED	11/26/13	3	615	205	N
PLANNED	11/26/13	25	4975	199	N
PLANNED	11/26/13	8	1296	162	N
PLANNED	11/26/13	4	312	78	N
PLANNED	11/26/13	8	872	109	N
PLANNED	11/26/13	8	80	10	N
PLANNED	11/26/13	17	748	44	N
PLANNED	11/26/13	7	1190	170	N
PLANNED	11/26/13	11	1804	164	N
PLANNED	11/26/13	3	549	183	N
PLANNED	11/26/13	11	3311	301	N
PLANNED	11/26/13	6	444	74	N
PLANNED	11/26/13	12	2220	185	N
PLANNED	11/26/13	2	394	197	N
PLANNED	11/26/13	8	576	72	N
PLANNED	11/26/13	8	648	81	N
PLANNED	11/26/13	9	351	39	N
PLANNED	11/26/13	6	720	120	N
CUSTOMER REQUEST	11/26/13	7	3304	472	N
PLANNED	11/26/13	5	665	133	N
PLANNED	11/26/13	6	1128	188	N
PLANNED	11/26/13	8	1136	142	N
PLANNED	11/26/13	6	336	56	N
PLANNED	11/26/13	7	1022	146	N
PLANNED	11/26/13	8	872	109	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/26/13	15	1395	93	N
PLANNED	11/26/13	1	106	106	N
PLANNED	11/26/13	14	2058	147	N
PLANNED	11/26/13	9	1098	122	N
PLANNED	11/26/13	6	168	28	N
CUSTOMER REQUEST	11/26/13	74	13394	181	N
PLANNED	11/26/13	15	2895	193	N
PLANNED	11/26/13	2	158	79	N
PLANNED	11/26/13	5	300	60	N
PLANNED	11/26/13	10	550	55	N
PLANNED	11/26/13	8	720	90	N
PLANNED	11/26/13	2	200	100	N
PLANNED	11/26/13	11	451	41	N
PLANNED	11/26/13	3	24	8	N
PLANNED	11/26/13	1	112	112	N
PLANNED	11/26/13	1	20	20	N
PLANNED	11/26/13	9	594	66	N
PLANNED	11/26/13	18	2484	138	N
PLANNED	11/26/13	11	1023	93	N
PLANNED	11/26/13	10	510	51	N
PLANNED	11/26/13	3	483	161	N
PLANNED	11/26/13	1	140	140	N
PLANNED	11/26/13	4	208	52	N
PLANNED	11/26/13	12	384	32	N
PLANNED	11/26/13	19	209	11	N
PLANNED	11/26/13	5	70	14	N
PLANNED	11/26/13	7	385	55	N
PLANNED	11/26/13	3	117	39	N
PLANNED	11/26/13	21	1617	77	N
PLANNED	11/26/13	74	20054	271	N
PLANNED	11/26/13	9	189	21	N
PLANNED	11/26/13	2	76	38	N
PLANNED	11/26/13	9	207	23	N
PLANNED	11/26/13	7	700	100	N
PLANNED	11/26/13	10	1130	113	N
PLANNED	11/26/13	3	99	33	N
PLANNED	11/26/13	2	104	52	N
PLANNED	11/26/13	2	272	136	N
PLANNED	11/26/13	7	168	24	N
PLANNED	11/26/13	4	196	49	N
PLANNED	11/26/13	7	70	10	N
PLANNED	11/26/13	2	210	105	N
PLANNED	11/26/13	9	756	84	N
PLANNED	11/26/13	1	80	80	N
PLANNED	11/26/13	4	28	7	N
PLANNED	11/26/13	3	240	80	N
PLANNED	11/26/13	28	1484	53	N
PLANNED	11/26/13	14	182	13	N
PLANNED	11/27/13	15	1860	124	N
CUSTOMER REQUEST	11/27/13	7	546	78	N
PLANNED	11/27/13	3	312	104	N
PLANNED	11/27/13	20	2580	129	N
CUSTOMER REQUEST	11/27/13	1	70	70	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	11/27/13	23	2438	106	N
PLANNED	11/27/13	206	206	1	N
PLANNED	11/27/13	7	546	78	N
PLANNED	11/27/13	10	660	66	N
PLANNED	11/27/13	10	780	78	N
PLANNED	11/27/13	17	1071	63	N
PLANNED	11/27/13	32	2528	79	N
PLANNED	11/27/13	67	8643	129	N
PLANNED	11/27/13	4	368	92	N
PLANNED	11/27/13	6	684	114	N
PLANNED	11/27/13	25	3650	146	N
PLANNED	11/27/13	1	43	43	N
PLANNED	11/27/13	7	1008	144	N
PLANNED	11/27/13	1	370	370	N
PLANNED	11/27/13	6	72	12	N
PLANNED	11/27/13	1	170	170	N
PLANNED	11/27/13	11	726	66	N
CUSTOMER REQUEST	11/27/13	1	8	8	N
PLANNED	11/27/13	5	145	29	N
PLANNED	11/27/13	7	840	120	N
PLANNED	11/27/13	6	816	136	N
PLANNED	11/27/13	9	2520	280	N
PLANNED	11/27/13	230	73830	321	N
PLANNED	11/27/13	3	237	79	N
PLANNED	11/27/13	8	440	55	N
PLANNED	11/27/13	2	66	33	N
CUSTOMER REQUEST	11/27/13	1	102	102	N
PLANNED	11/27/13	4	648	162	N
PLANNED	11/27/13	18	1404	78	N
PLANNED	11/27/13	4	280	70	N
CUSTOMER REQUEST	11/27/13	14	1148	82	N
PLANNED	11/27/13	15	585	39	N
CUSTOMER REQUEST	11/27/13	1	65	65	N
PLANNED	11/27/13	1	168	168	N
PLANNED	11/27/13	4	396	99	N
PLANNED	11/27/13	10	80	8	N
PLANNED	11/27/13	2	202	101	N
PLANNED	11/27/13	4	104	26	N
PLANNED	11/27/13	12	492	41	N
CUSTOMER REQUEST	11/27/13	1	89	89	N
PLANNED	11/27/13	11	187	17	N
CUSTOMER REQUEST	11/28/13	55	2035	37	N
CUSTOMER REQUEST	11/29/13	3727	141626	38	N
PLANNED	11/29/13	2	72	36	N
PLANNED	11/29/13	2	44	22	N
PLANNED	11/30/13	1	14	14	N
PLANNED	11/30/13	9	1305	145	N
PLANNED	11/30/13	1	50	50	N
PLANNED	12/2/13	1	217	217	N
PLANNED	12/2/13	12	1764	147	N
PLANNED	12/2/13	7	1533	219	N
PLANNED	12/2/13	2	236	118	N
PLANNED	12/2/13	7	385	55	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/2/13	6	300	50	N
PLANNED	12/2/13	8	776	97	N
PLANNED	12/2/13	2	172	86	N
PLANNED	12/2/13	13	1443	111	N
PLANNED	12/2/13	12	168	14	N
PLANNED	12/2/13	23	2254	98	N
PLANNED	12/2/13	2	312	156	N
PLANNED	12/2/13	8	1200	150	N
PLANNED	12/2/13	8	1440	180	N
PLANNED	12/2/13	14	1694	121	N
PLANNED	12/2/13	11	176	16	N
PLANNED	12/2/13	2	146	73	N
PLANNED	12/2/13	8	784	98	N
PLANNED	12/2/13	8	624	78	N
PLANNED	12/2/13	2	170	85	N
PLANNED	12/2/13	4	308	77	N
PLANNED	12/2/13	4	580	145	N
PLANNED	12/2/13	3	459	153	N
PLANNED	12/2/13	7	126	18	N
PLANNED	12/2/13	6	1650	275	N
PLANNED	12/2/13	1	36	36	N
PLANNED	12/2/13	1	68	68	N
PLANNED	12/2/13	5	120	24	N
PLANNED	12/2/13	8	576	72	N
PLANNED	12/2/13	7	847	121	N
PLANNED	12/2/13	14	2702	193	N
PLANNED	12/2/13	2	340	170	N
PLANNED	12/2/13	16	128	8	N
PLANNED	12/2/13	4	696	174	N
PLANNED	12/2/13	1	32	32	N
PLANNED	12/2/13	7	896	128	N
PLANNED	12/2/13	1	70	70	N
PLANNED	12/2/13	1	76	76	N
PLANNED	12/2/13	12	480	40	N
PLANNED	12/2/13	1	63	63	N
PLANNED	12/2/13	8	944	118	N
PLANNED	12/2/13	1	104	104	N
PLANNED	12/2/13	1	92	92	N
PLANNED	12/2/13	11	1397	127	N
PLANNED	12/2/13	10	1230	123	N
PLANNED	12/2/13	2	114	57	N
PLANNED	12/2/13	21	1890	90	N
PLANNED	12/2/13	1	85	85	N
PLANNED	12/2/13	11	770	70	N
PLANNED	12/2/13	4	232	58	N
PLANNED	12/2/13	4	392	98	N
PLANNED	12/2/13	5	155	31	N
PLANNED	12/2/13	6	1296	216	N
PLANNED	12/2/13	2	30	15	N
PLANNED	12/2/13	2	280	140	N
PLANNED	12/2/13	3	435	145	N
PLANNED	12/2/13	1	174	174	N
PLANNED	12/2/13	5	375	75	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/2/13	5	395	79	N
PLANNED	12/2/13	13	1833	141	N
PLANNED	12/2/13	3	414	138	N
PLANNED	12/2/13	3	408	136	N
PLANNED	12/2/13	2	76	38	N
PLANNED	12/2/13	3	96	32	N
PLANNED	12/2/13	13	1053	81	N
PLANNED	12/2/13	14	1932	138	N
PLANNED	12/2/13	2	198	99	N
PLANNED	12/2/13	2	224	112	N
PLANNED	12/2/13	12	1176	98	N
PLANNED	12/2/13	1	94	94	N
CUSTOMER REQUEST	12/2/13	5	60	12	N
PLANNED	12/2/13	46	6578	143	N
PLANNED	12/2/13	9	540	60	N
PLANNED	12/2/13	2	200	100	N
PLANNED	12/2/13	3	237	79	N
PLANNED	12/2/13	9	1062	118	N
PLANNED	12/2/13	5	135	27	N
PLANNED	12/2/13	5	145	29	N
CUSTOMER REQUEST	12/2/13	1	157	157	N
PLANNED	12/2/13	8	600	75	N
PLANNED	12/2/13	1	87	87	N
PLANNED	12/2/13	1	6	6	N
PLANNED	12/2/13	4	584	146	N
PLANNED	12/2/13	7	791	113	N
PLANNED	12/2/13	5	680	136	N
PLANNED	12/2/13	7	903	129	N
PLANNED	12/2/13	2	236	118	N
PLANNED	12/2/13	1	88	88	N
PLANNED	12/2/13	4	212	53	N
PLANNED	12/2/13	1	85	85	N
CUSTOMER REQUEST	12/2/13	2260	85880	38	N
PLANNED	12/2/13	12	1332	111	N
PLANNED	12/2/13	2	326	163	N
PLANNED	12/2/13	2	276	138	N
PLANNED	12/3/13	22	2750	125	N
PLANNED	12/3/13	1	136	136	N
PLANNED	12/3/13	1	82	82	N
PLANNED	12/3/13	8	952	119	N
PLANNED	12/3/13	11	990	90	N
PLANNED	12/3/13	1	121	121	N
PLANNED	12/3/13	1	104	104	N
PLANNED	12/3/13	3	246	82	N
PLANNED	12/3/13	8	2128	266	N
PLANNED	12/3/13	17	5831	343	N
PLANNED	12/3/13	3	651	217	N
PLANNED	12/3/13	1	265	265	N
CUSTOMER REQUEST	12/3/13	3	327	109	N
PLANNED	12/3/13	1	85	85	N
CUSTOMER REQUEST	12/3/13	20	820	41	N
PLANNED	12/3/13	8	1592	199	N
PLANNED	12/3/13	109	32700	300	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/3/13	1	121	121	N
PLANNED	12/3/13	3	207	69	N
PLANNED	12/3/13	1	97	97	N
PLANNED	12/3/13	1	66	66	N
PLANNED	12/3/13	24	1704	71	N
PLANNED	12/3/13	5	320	64	N
PLANNED	12/3/13	5	340	68	N
PLANNED	12/3/13	8	1072	134	N
PLANNED	12/3/13	10	2170	217	N
PLANNED	12/3/13	9	2646	294	N
PLANNED	12/3/13	28	1876	67	N
PLANNED	12/3/13	2	226	113	N
PLANNED	12/3/13	1	279	279	N
PLANNED	12/3/13	10	4560	456	N
PLANNED	12/3/13	2	410	205	N
CUSTOMER REQUEST	12/3/13	7	427	61	N
PLANNED	12/3/13	17	2091	123	N
PLANNED	12/3/13	3	144	48	N
PLANNED	12/3/13	7	560	80	N
PLANNED	12/3/13	2	808	404	N
CUSTOMER REQUEST	12/3/13	10	1720	172	N
PLANNED	12/3/13	7	357	51	N
PLANNED	12/3/13	4	288	72	N
PLANNED	12/3/13	26	2288	88	N
PLANNED	12/3/13	6	600	100	N
PLANNED	12/3/13	4	724	181	N
PLANNED	12/3/13	3	276	92	N
PLANNED	12/3/13	2	342	171	N
PLANNED	12/3/13	1	103	103	N
PLANNED	12/3/13	10	2340	234	N
PLANNED	12/3/13	6	414	69	N
PLANNED	12/3/13	9	1539	171	N
PLANNED	12/3/13	4	496	124	N
PLANNED	12/3/13	104	15496	149	N
PLANNED	12/3/13	4	348	87	N
PLANNED	12/3/13	5	225	45	N
PLANNED	12/3/13	1	144	144	N
PLANNED	12/3/13	6	480	80	N
PLANNED	12/3/13	5	305	61	N
PLANNED	12/3/13	90	3150	35	N
PLANNED	12/3/13	4	500	125	N
PLANNED	12/3/13	2	256	128	N
PLANNED	12/3/13	1	18	18	N
PLANNED	12/3/13	3	567	189	N
PLANNED	12/3/13	7	350	50	N
PLANNED	12/3/13	52	3848	74	N
CUSTOMER REQUEST	12/3/13	16	720	45	N
PLANNED	12/3/13	1	147	147	N
PLANNED	12/3/13	4	412	103	N
PLANNED	12/3/13	8	784	98	N
PLANNED	12/3/13	1	164	164	N
PLANNED	12/3/13	8	416	52	N
PLANNED	12/3/13	2	252	126	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/3/13	6	642	107	N
PLANNED	12/3/13	68	4624	68	N
PLANNED	12/3/13	13	780	60	N
PLANNED	12/3/13	3	111	37	N
CUSTOMER REQUEST	12/3/13	1	10	10	N
PLANNED	12/3/13	5	360	72	N
PLANNED	12/3/13	13	91	7	N
PLANNED	12/3/13	5	572	196	N
CUSTOMER REQUEST	12/3/13	7	70	10	N
PLANNED	12/3/13	21	1722	82	N
PLANNED	12/3/13	8	952	119	N
PLANNED	12/3/13	21	1197	57	N
CUSTOMER REQUEST	12/3/13	1	293	293	N
CUSTOMER REQUEST	12/3/13	1	18	18	N
PLANNED	12/3/13	16	2416	151	N
PLANNED	12/3/13	13	1950	150	N
PLANNED	12/3/13	2	148	74	N
PLANNED	12/3/13	2	112	56	N
PLANNED	12/3/13	1	90	90	N
PLANNED	12/3/13	69	5037	73	N
PLANNED	12/3/13	6	288	48	N
PLANNED	12/3/13	4	156	39	N
PLANNED	12/3/13	8	352	44	N
PLANNED	12/3/13	3	126	42	N
PLANNED	12/3/13	2	182	91	N
PLANNED	12/3/13	6	492	82	N
PLANNED	12/3/13	1	173	173	N
CUSTOMER REQUEST	12/3/13	1	211	211	N
PLANNED	12/3/13	1	74	74	N
PLANNED	12/3/13	5	215	43	N
PLANNED	12/3/13	1	99	99	N
PLANNED	12/3/13	4	308	77	N
PLANNED	12/3/13	8	128	16	N
PLANNED	12/3/13	8	576	72	N
PLANNED	12/3/13	3	432	144	N
PLANNED	12/3/13	7	210	30	N
CUSTOMER REQUEST	12/3/13	7	56	8	N
CUSTOMER REQUEST	12/3/13	1	64	64	N
PLANNED	12/3/13	2	186	93	N
CUSTOMER REQUEST	12/3/13	1	81	81	N
PLANNED	12/4/13	2	392	196	N
PLANNED	12/4/13	3	369	123	N
PLANNED	12/4/13	4	464	116	N
PLANNED	12/4/13	1	148	148	N
PLANNED	12/4/13	5	315	63	N
PLANNED	12/4/13	8	1496	187	N
CUSTOMER REQUEST	12/4/13	26	1586	61	N
PLANNED	12/4/13	9	1611	179	N
PLANNED	12/4/13	1	80	80	N
PLANNED	12/4/13	2	188	94	N
PLANNED	12/4/13	10	790	79	N
PLANNED	12/4/13	6	126	21	N
PLANNED	12/4/13	6	336	56	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/4/13	1	117	117	N
PLANNED	12/4/13	1	153	153	N
PLANNED	12/4/13	12	732	61	N
PLANNED	12/4/13	2	74	37	N
PLANNED	12/4/13	3	339	113	N
PLANNED	12/4/13	5	445	89	N
PLANNED	12/4/13	4	352	88	N
PLANNED	12/4/13	11	1727	157	N
PLANNED	12/4/13	18	2160	120	N
PLANNED	12/4/13	11	2409	219	N
PLANNED	12/4/13	1	25	25	N
PLANNED	12/4/13	6	354	59	N
PLANNED	12/4/13	15	75	5	N
CUSTOMER REQUEST	12/4/13	5	245	49	N
PLANNED	12/4/13	10	1290	129	N
PLANNED	12/4/13	4	220	55	N
PLANNED	12/4/13	1	106	106	N
PLANNED	12/4/13	70	13440	192	N
PLANNED	12/4/13	42	7854	187	N
CUSTOMER REQUEST	12/4/13	6	402	67	N
PLANNED	12/4/13	7	1001	143	N
PLANNED	12/4/13	4	588	147	N
PLANNED	12/4/13	11	66	6	N
PLANNED	12/4/13	1	55	55	N
PLANNED	12/4/13	8	784	98	N
PLANNED	12/4/13	3	180	60	N
PLANNED	12/4/13	9	405	45	N
PLANNED	12/4/13	33	10395	315	N
PLANNED	12/4/13	2	150	75	N
PLANNED	12/4/13	12	156	13	N
PLANNED	12/4/13	3	552	184	N
PLANNED	12/4/13	1	109	109	N
PLANNED	12/4/13	7	1596	228	N
PLANNED	12/4/13	6	474	79	N
PLANNED	12/4/13	8	96	12	N
PLANNED	12/4/13	6	816	136	N
PLANNED	12/4/13	5	1550	310	N
PLANNED	12/4/13	12	1416	118	N
PLANNED	12/4/13	6	336	56	N
PLANNED	12/4/13	4	1004	251	N
PLANNED	12/4/13	4	204	51	N
PLANNED	12/4/13	12	1620	135	N
PLANNED	12/4/13	6	96	16	N
PLANNED	12/4/13	8	392	49	N
PLANNED	12/4/13	2	248	124	N
PLANNED	12/4/13	8	1320	165	N
PLANNED	12/4/13	1	33	33	N
PLANNED	12/4/13	2	208	104	N
PLANNED	12/4/13	8	472	59	N
PLANNED	12/4/13	8	1304	163	N
PLANNED	12/4/13	2	254	127	N
PLANNED	12/4/13	6	294	49	N
PLANNED	12/4/13	2	232	116	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/4/13	11	1089	99	N
PLANNED	12/4/13	1	131	131	N
PLANNED	12/4/13	1	124	124	N
PLANNED	12/4/13	8	936	117	N
PLANNED	12/4/13	6	348	58	N
PLANNED	12/4/13	7	910	130	N
PLANNED	12/4/13	3	156	52	N
PLANNED	12/4/13	46	4278	93	N
PLANNED	12/4/13	7	84	12	N
PLANNED	12/4/13	7	1540	220	N
PLANNED	12/4/13	10	2220	222	N
PLANNED	12/4/13	1	109	109	N
PLANNED	12/4/13	1	77	77	N
PLANNED	12/4/13	4	220	55	N
PLANNED	12/4/13	3	357	119	N
PLANNED	12/4/13	7	504	72	N
PLANNED	12/4/13	4	272	68	N
PLANNED	12/4/13	14	826	59	N
PLANNED	12/4/13	3	468	156	N
PLANNED	12/4/13	2	256	128	N
PLANNED	12/4/13	2	254	127	N
PLANNED	12/4/13	4	464	116	N
PLANNED	12/4/13	1	97	97	N
PLANNED	12/4/13	3	147	49	N
PLANNED	12/4/13	1	17	17	N
PLANNED	12/4/13	6	858	143	N
PLANNED	12/4/13	8	1264	158	N
PLANNED	12/4/13	13	2210	170	N
PLANNED	12/4/13	1	99	99	N
PLANNED	12/4/13	4	396	99	N
PLANNED	12/4/13	6	378	63	N
CUSTOMER REQUEST	12/4/13	1	78	78	N
PLANNED	12/4/13	6	222	37	N
PLANNED	12/4/13	1	183	183	N
PLANNED	12/4/13	3	24	8	N
PLANNED	12/5/13	1	151	151	N
PLANNED	12/5/13	6	438	73	N
PLANNED	12/5/13	2	218	109	N
PLANNED	12/5/13	8	896	112	N
PLANNED	12/5/13	1	46	46	N
PLANNED	12/5/13	6	426	71	N
PLANNED	12/5/13	2	124	62	N
PLANNED	12/5/13	1	87	87	N
CUSTOMER REQUEST	12/5/13	8	1512	189	N
PLANNED	12/5/13	9	2151	239	N
PLANNED	12/5/13	6	1368	228	N
PLANNED	12/5/13	27	3105	115	N
PLANNED	12/5/13	10	1740	174	N
PLANNED	12/5/13	5	845	169	N
PLANNED	12/5/13	4	628	157	N
PLANNED	12/5/13	31	5611	181	N
PLANNED	12/5/13	7	1778	254	N
PLANNED	12/5/13	6	888	148	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/5/13	6	840	140	N
CUSTOMER REQUEST	12/5/13	10	220	22	N
PLANNED	12/5/13	9	18	2	N
PLANNED	12/5/13	1	96	96	N
PLANNED	12/5/13	5	145	29	N
PLANNED	12/5/13	8	152	19	N
PLANNED	12/5/13	2	126	77	N
PLANNED	12/5/13	8	968	121	N
PLANNED	12/5/13	39	13221	339	N
PLANNED	12/5/13	4	352	88	N
PLANNED	12/5/13	15	2280	152	N
PLANNED	12/5/13	2	140	70	N
PLANNED	12/5/13	2	196	98	N
PLANNED	12/5/13	2	488	244	N
PLANNED	12/5/13	7	98	14	N
PLANNED	12/5/13	8	1600	200	N
PLANNED	12/5/13	5	55	11	N
PLANNED	12/5/13	6	30	5	N
PLANNED	12/5/13	1	118	118	N
PLANNED	12/5/13	1	48	48	N
PLANNED	12/5/13	1	26	26	N
PLANNED	12/5/13	2	382	191	N
PLANNED	12/5/13	17	1853	109	N
PLANNED	12/5/13	4	688	172	N
PLANNED	12/5/13	3	357	119	N
PLANNED	12/5/13	10	620	62	N
PLANNED	12/5/13	3	342	114	N
PLANNED	12/5/13	4	384	96	N
PLANNED	12/5/13	3	294	98	N
PLANNED	12/5/13	3	213	71	N
PLANNED	12/5/13	1	92	92	N
PLANNED	12/5/13	11	275	25	N
PLANNED	12/5/13	3	87	29	N
PLANNED	12/5/13	1	135	135	N
PLANNED	12/5/13	1	27	27	N
PLANNED	12/5/13	2	54	27	N
PLANNED	12/5/13	3	78	26	N
PLANNED	12/5/13	1	108	108	N
PLANNED	12/5/13	6	360	60	N
PLANNED	12/5/13	4	748	187	N
PLANNED	12/5/13	7	364	52	N
PLANNED	12/5/13	7	413	59	N
PLANNED	12/5/13	5	225	45	N
PLANNED	12/5/13	17	2108	124	N
PLANNED	12/5/13	3	387	129	N
PLANNED	12/5/13	1	42	42	N
PLANNED	12/5/13	27	3267	121	N
PLANNED	12/5/13	3	336	112	N
PLANNED	12/5/13	3	15	5	N
PLANNED	12/5/13	9	1467	163	N
PLANNED	12/5/13	10	450	45	N
PLANNED	12/5/13	5	370	74	N
PLANNED	12/5/13	2	146	73	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/5/13	2	216	108	N
PLANNED	12/5/13	43	1462	34	N
PLANNED	12/5/13	3	336	112	N
PLANNED	12/5/13	6	1092	182	N
PLANNED	12/5/13	26	78	3	N
PLANNED	12/5/13	1	60	60	N
PLANNED	12/5/13	12	72	6	N
PLANNED	12/5/13	28	644	23	N
PLANNED	12/5/13	8	1128	141	N
PLANNED	12/5/13	1	220	220	N
CUSTOMER REQUEST	12/5/13	1	390	390	N
PLANNED	12/6/13	3	213	71	N
PLANNED	12/6/13	3	168	56	N
PLANNED	12/6/13	1	175	175	N
PLANNED	12/6/13	7	49	7	N
PLANNED	12/6/13	1	23	23	N
PLANNED	12/6/13	7	1141	163	N
PLANNED	12/6/13	5	590	118	N
PLANNED	12/6/13	4	244	61	N
PLANNED	12/6/13	9	153	17	N
PLANNED	12/6/13	10	240	24	N
PLANNED	12/6/13	3	48	16	N
PLANNED	12/6/13	10	690	69	N
PLANNED	12/6/13	2	386	193	N
PLANNED	12/6/13	6	408	68	N
PLANNED	12/6/13	12	60	5	N
PLANNED	12/6/13	12	624	52	N
PLANNED	12/6/13	10	680	68	N
PLANNED	12/6/13	10	80	8	N
PLANNED	12/6/13	12	240	20	N
PLANNED	12/6/13	1	28	28	N
PLANNED	12/6/13	8	336	42	N
PLANNED	12/6/13	8	168	21	N
PLANNED	12/6/13	1	40	40	N
PLANNED	12/6/13	3	81	27	N
CUSTOMER REQUEST	12/6/13	1	110	110	N
CUSTOMER REQUEST	12/7/13	14	2744	196	N
PLANNED	12/7/13	9	1314	146	N
PLANNED	12/7/13	1	238	238	N
PLANNED	12/7/13	1	40	40	N
PLANNED	12/7/13	3	66	22	N
PLANNED	12/7/13	2	92	46	N
PLANNED	12/7/13	3	177	59	N
CUSTOMER REQUEST	12/7/13	1	15	15	N
CUSTOMER REQUEST	12/7/13	1	112	112	N
CUSTOMER REQUEST	12/7/13	1	379	379	N
PLANNED	12/7/13	4	212	53	N
PLANNED	12/7/13	10	490	49	N
PLANNED	12/8/13	1	339	339	N
CUSTOMER REQUEST	12/8/13	1	111	111	N
CUSTOMER REQUEST	12/8/13	109	13734	126	N
PLANNED	12/8/13	2	168	84	N
PLANNED	12/8/13	1	361	361	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/8/13	1	89	89	N
PLANNED	12/9/13	29	29	2091	N
PLANNED	12/9/13	3	234	78	N
PLANNED	12/9/13	2	34	17	N
PLANNED	12/9/13	2	150	75	N
PLANNED	12/9/13	9	531	59	N
PLANNED	12/9/13	16	2864	179	N
PLANNED	12/9/13	1	47	47	N
PLANNED	12/9/13	2	238	119	N
PLANNED	12/9/13	4	540	135	N
PLANNED	12/9/13	3	192	64	N
PLANNED	12/9/13	10	520	52	N
PLANNED	12/9/13	1	29	29	N
PLANNED	12/9/13	11	1606	146	N
PLANNED	12/9/13	3	342	114	N
PLANNED	12/9/13	6	342	57	N
PLANNED	12/9/13	4	176	44	N
PLANNED	12/9/13	9	1197	133	N
PLANNED	12/9/13	5	30	6	N
PLANNED	12/9/13	25	3600	144	N
PLANNED	12/9/13	12	1128	94	N
PLANNED	12/9/13	1	110	110	N
PLANNED	12/9/13	6	1170	195	N
PLANNED	12/9/13	6	1578	263	N
PLANNED	12/9/13	6	1074	179	N
PLANNED	12/9/13	4	608	152	N
PLANNED	12/9/13	10	1970	197	N
PLANNED	12/9/13	6	702	117	N
PLANNED	12/9/13	12	1404	117	N
PLANNED	12/9/13	7	728	104	N
PLANNED	12/9/13	4	484	121	N
PLANNED	12/9/13	10	540	54	N
PLANNED	12/9/13	1	270	270	N
PLANNED	12/9/13	1	85	85	N
PLANNED	12/9/13	1	60	60	N
PLANNED	12/9/13	2	260	130	N
PLANNED	12/9/13	13	1456	112	N
PLANNED	12/9/13	1	131	131	N
PLANNED	12/9/13	9	1521	169	N
PLANNED	12/9/13	1	305	305	N
PLANNED	12/9/13	3	510	170	N
PLANNED	12/9/13	1	97	97	N
PLANNED	12/9/13	45	3420	76	N
PLANNED	12/9/13	6	1164	194	N
PLANNED	12/9/13	2	180	90	N
PLANNED	12/9/13	2	136	68	N
PLANNED	12/9/13	10	930	93	N
PLANNED	12/9/13	12	1044	87	N
PLANNED	12/9/13	1	170	170	N
PLANNED	12/9/13	20	340	17	N
PLANNED	12/9/13	3	108	36	N
PLANNED	12/9/13	1	42	42	N
PLANNED	12/9/13	8	1096	137	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/9/13	7	560	80	N
CUSTOMER REQUEST	12/9/13	16	272	17	N
PLANNED	12/9/13	4	100	25	N
PLANNED	12/9/13	8	400	50	N
PLANNED	12/9/13	8	480	60	N
PLANNED	12/9/13	6	354	59	N
PLANNED	12/9/13	6	1146	191	N
PLANNED	12/9/13	10	1580	158	N
PLANNED	12/9/13	7	574	82	N
PLANNED	12/9/13	7	595	85	N
PLANNED	12/9/13	4	192	48	N
PLANNED	12/9/13	4	592	148	N
PLANNED	12/9/13	2	100	50	N
PLANNED	12/9/13	5	30	6	N
PLANNED	12/9/13	11	1837	167	N
PLANNED	12/9/13	3	351	117	N
PLANNED	12/9/13	3	222	74	N
PLANNED	12/9/13	12	768	64	N
PLANNED	12/9/13	10	800	80	N
PLANNED	12/9/13	6	474	79	N
CUSTOMER REQUEST	12/9/13	5	540	108	N
PLANNED	12/9/13	11	1639	149	N
PLANNED	12/9/13	14	1624	116	N
PLANNED	12/9/13	2	90	45	N
PLANNED	12/9/13	8	336	42	N
PLANNED	12/9/13	22	770	35	N
PLANNED	12/9/13	8	1048	131	N
PLANNED	12/9/13	6	1314	219	N
PLANNED	12/9/13	3	105	35	N
PLANNED	12/9/13	34	1224	36	N
PLANNED	12/9/13	8	360	45	N
PLANNED	12/10/13	3	204	68	N
CUSTOMER REQUEST	12/10/13	6	216	36	N
PLANNED	12/10/13	11	1804	164	N
PLANNED	12/10/13	1	1	1	N
PLANNED	12/10/13	29	17922	618	N
PLANNED	12/10/13	3	309	103	N
PLANNED	12/10/13	1	87	87	N
PLANNED	12/10/13	7	539	77	N
PLANNED	12/10/13	28	6804	243	N
PLANNED	12/10/13	10	1530	153	N
PLANNED	12/10/13	3	87	29	N
PLANNED	12/10/13	1	120	120	N
PLANNED	12/10/13	3	186	62	N
PLANNED	12/10/13	2	492	246	N
PLANNED	12/10/13	10	1000	100	N
PLANNED	12/10/13	1	105	105	N
PLANNED	12/10/13	7	1750	250	N
PLANNED	12/10/13	7	1169	167	N
CUSTOMER REQUEST	12/10/13	16	1328	83	N
PLANNED	12/10/13	4	160	40	N
PLANNED	12/10/13	4	456	114	N
PLANNED	12/10/13	8	2048	256	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/10/13	8	159	27	N
PLANNED	12/10/13	1	85	85	N
PLANNED	12/10/13	3	192	64	N
PLANNED	12/10/13	1	109	109	N
PLANNED	12/10/13	7	728	104	N
PLANNED	12/10/13	5	15	3	N
PLANNED	12/10/13	41	8692	212	N
PLANNED	12/10/13	42	7770	185	N
PLANNED	12/10/13	6	156	26	N
PLANNED	12/10/13	31	6727	217	N
PLANNED	12/10/13	5	495	99	N
PLANNED	12/10/13	34	4556	134	N
PLANNED	12/10/13	39	4095	105	N
PLANNED	12/10/13	4	464	116	N
PLANNED	12/10/13	1	89	89	N
PLANNED	12/10/13	6	348	58	N
PLANNED	12/10/13	1	131	131	N
PLANNED	12/10/13	5	390	78	N
PLANNED	12/10/13	11	1287	117	N
PLANNED	12/10/13	8	96	12	N
PLANNED	12/10/13	2	72	36	N
PLANNED	12/10/13	1	132	132	N
PLANNED	12/10/13	7	378	54	N
PLANNED	12/10/13	6	1026	171	N
PLANNED	12/10/13	1	205	205	N
PLANNED	12/10/13	8	888	111	N
PLANNED	12/10/13	3	429	143	N
PLANNED	12/10/13	1	114	114	N
PLANNED	12/10/13	1	265	265	N
PLANNED	12/10/13	1	265	265	N
PLANNED	12/10/13	4	912	228	N
PLANNED	12/10/13	2	234	117	N
PLANNED	12/10/13	3	897	299	N
PLANNED	12/10/13	8	1000	125	N
PLANNED	12/10/13	1	74	74	N
PLANNED	12/10/13	1	106	106	N
PLANNED	12/10/13	14	112	8	N
PLANNED	12/10/13	6	348	58	N
PLANNED	12/10/13	1	30	30	N
PLANNED	12/10/13	5	815	163	N
PLANNED	12/10/13	2	298	149	N
PLANNED	12/10/13	6	450	75	N
PLANNED	12/10/13	11	682	62	N
PLANNED	12/10/13	15	945	63	N
PLANNED	12/10/13	39	8349	293	N
PLANNED	12/10/13	7	1400	200	N
PLANNED	12/10/13	2	52	26	N
PLANNED	12/10/13	13	1131	87	N
PLANNED	12/10/13	4	800	200	N
CUSTOMER REQUEST	12/10/13	1	169	169	N
PLANNED	12/10/13	23	2668	116	N
PLANNED	12/10/13	5	525	105	N
PLANNED	12/10/13	3	195	65	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/10/13	15	1871	179	N
PLANNED	12/10/13	4	120	30	N
PLANNED	12/10/13	3	519	173	N
PLANNED	12/10/13	2	54	27	N
PLANNED	12/10/13	4	748	187	N
PLANNED	12/10/13	3	261	87	N
PLANNED	12/10/13	2	220	110	N
PLANNED	12/10/13	8	32	4	N
PLANNED	12/10/13	7	161	23	N
PLANNED	12/10/13	5	440	88	N
PLANNED	12/10/13	1	65	65	N
PLANNED	12/10/13	6	486	81	N
PLANNED	12/10/13	8	384	48	N
PLANNED	12/10/13	1	204	204	N
PLANNED	12/10/13	2	216	108	N
PLANNED	12/10/13	1	141	141	N
PLANNED	12/10/13	1	22	22	N
PLANNED	12/10/13	10	1370	137	N
PLANNED	12/10/13	3	33	11	N
PLANNED	12/10/13	6	846	141	N
CUSTOMER REQUEST	12/10/13	1	232	232	N
PLANNED	12/10/13	2	148	74	N
PLANNED	12/10/13	10	1010	101	N
PLANNED	12/10/13	4	372	93	N
PLANNED	12/10/13	9	738	82	N
PLANNED	12/10/13	3	69	23	N
PLANNED	12/10/13	9	657	73	N
PLANNED	12/10/13	11	550	50	N
PLANNED	12/10/13	8	520	65	N
PLANNED	12/10/13	2	84	42	N
PLANNED	12/10/13	24	1824	76	N
PLANNED	12/10/13	8	520	65	N
PLANNED	12/10/13	1	74	74	N
PLANNED	12/10/13	1	162	162	N
PLANNED	12/10/13	5	20	4	N
PLANNED	12/10/13	1	55	55	N
PLANNED	12/10/13	5	55	11	N
PLANNED	12/10/13	4	452	113	N
PLANNED	12/11/13	1	231	231	N
CUSTOMER REQUEST	12/11/13	1	107	107	N
PLANNED	12/11/13	8	736	92	N
PLANNED	12/11/13	5	470	94	N
PLANNED	12/11/13	7	651	93	N
PLANNED	12/11/13	7	1589	227	N
PLANNED	12/11/13	4	296	74	N
PLANNED	12/11/13	1	252	252	N
PLANNED	12/11/13	10	1220	122	N
PLANNED	12/11/13	1	77	77	N
PLANNED	12/11/13	6	792	132	N
PLANNED	12/11/13	1	199	199	N
PLANNED	12/11/13	12	1104	92	N
PLANNED	12/11/13	9	945	105	N
PLANNED	12/11/13	2	204	102	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/11/13	7	546	78	N
PLANNED	12/11/13	2	260	130	N
PLANNED	12/11/13	3	243	81	N
PLANNED	12/11/13	4	436	109	N
PLANNED	12/11/13	3	237	79	N
PLANNED	12/11/13	2	254	127	N
PLANNED	12/11/13	7	1197	171	N
PLANNED	12/11/13	2	118	59	N
PLANNED	12/11/13	87	22620	260	N
PLANNED	12/11/13	1	70	70	N
PLANNED	12/11/13	13	1651	127	N
PLANNED	12/11/13	2	604	302	N
PLANNED	12/11/13	24	4056	169	N
PLANNED	12/11/13	5	305	61	N
PLANNED	12/11/13	3	171	57	N
CUSTOMER REQUEST	12/11/13	5	40	8	N
PLANNED	12/11/13	3	213	71	N
PLANNED	12/11/13	2	386	193	N
PLANNED	12/11/13	3	651	217	N
PLANNED	12/11/13	13	2015	155	N
PLANNED	12/11/13	1	166	166	N
PLANNED	12/11/13	5	845	169	N
PLANNED	12/11/13	4	680	170	N
PLANNED	12/11/13	9	900	100	N
PLANNED	12/11/13	7	1673	239	N
PLANNED	12/11/13	1	206	206	N
PLANNED	12/11/13	11	99	9	N
PLANNED	12/11/13	30	6870	229	N
PLANNED	12/11/13	12	2904	242	N
PLANNED	12/11/13	19	6441	339	N
PLANNED	12/11/13	4	328	82	N
PLANNED	12/11/13	8	2808	351	N
PLANNED	12/11/13	6	732	122	N
PLANNED	12/11/13	23	1541	67	N
PLANNED	12/11/13	8	1272	159	N
PLANNED	12/11/13	2	108	54	N
PLANNED	12/11/13	2	90	45	N
PLANNED	12/11/13	15	1800	120	N
PLANNED	12/11/13	14	896	64	N
PLANNED	12/11/13	1	15	15	N
PLANNED	12/11/13	9	1206	134	N
PLANNED	12/11/13	9	765	85	N
PLANNED	12/11/13	11	3905	355	N
PLANNED	12/11/13	20	580	29	N
PLANNED	12/11/13	9	1269	141	N
PLANNED	12/11/13	4	40	10	N
PLANNED	12/11/13	8	120	15	N
PLANNED	12/11/13	6	1092	182	N
PLANNED	12/11/13	9	2430	270	N
PLANNED	12/11/13	2	302	151	N
PLANNED	12/11/13	10	870	87	N
PLANNED	12/11/13	2	246	123	N
PLANNED	12/11/13	72	720	10	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/11/13	1	8	8	N
PLANNED	12/11/13	3	501	167	N
PLANNED	12/11/13	11	990	90	N
PLANNED	12/11/13	3	222	74	N
PLANNED	12/11/13	5	305	61	N
PLANNED	12/11/13	1	103	103	N
PLANNED	12/11/13	4	452	113	N
PLANNED	12/11/13	3	186	62	N
PLANNED	12/11/13	28	2828	101	N
PLANNED	12/11/13	7	1337	191	N
PLANNED	12/11/13	2	170	85	N
PLANNED	12/11/13	4	576	144	N
PLANNED	12/11/13	6	282	47	N
PLANNED	12/11/13	1	21	21	N
PLANNED	12/11/13	12	1428	119	N
PLANNED	12/11/13	8	688	86	N
PLANNED	12/11/13	4	252	63	N
PLANNED	12/11/13	26	2444	94	N
PLANNED	12/11/13	6	402	67	N
PLANNED	12/11/13	4	484	121	N
PLANNED	12/11/13	8	512	64	N
PLANNED	12/11/13	2	128	64	N
PLANNED	12/11/13	3	564	188	N
PLANNED	12/11/13	11	2288	208	N
PLANNED	12/11/13	2	76	38	N
PLANNED	12/11/13	11	1199	109	N
PLANNED	12/11/13	11	506	46	N
PLANNED	12/11/13	1	79	79	N
PLANNED	12/11/13	8	224	28	N
PLANNED	12/11/13	2	54	27	N
PLANNED	12/11/13	2	168	84	N
PLANNED	12/11/13	13	1391	107	N
PLANNED	12/11/13	5	710	142	N
PLANNED	12/11/13	8	336	42	N
PLANNED	12/11/13	2	48	24	N
PLANNED	12/11/13	10	1420	142	N
PLANNED	12/11/13	47	6862	146	N
PLANNED	12/11/13	8	760	95	N
PLANNED	12/11/13	3	483	161	N
PLANNED	12/11/13	2	168	84	N
PLANNED	12/11/13	4	28	7	N
PLANNED	12/11/13	32	3744	117	N
PLANNED	12/11/13	3	171	57	N
CUSTOMER REQUEST	12/11/13	1	105	105	N
PLANNED	12/11/13	1	36	36	N
PLANNED	12/11/13	14	1358	97	N
PLANNED	12/11/13	5	395	79	N
PLANNED	12/11/13	2	80	40	N
PLANNED	12/12/13	24	6522	283	N
PLANNED	12/12/13	2	500	250	N
PLANNED	12/12/13	17	1445	85	N
PLANNED	12/12/13	1	45	45	N
PLANNED	12/12/13	5	410	82	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/12/13	9	774	86	N
PLANNED	12/12/13	15	1845	123	N
PLANNED	12/12/13	25	8850	354	N
PLANNED	12/12/13	1	92	92	N
PLANNED	12/12/13	4	380	95	N
PLANNED	12/12/13	3	360	120	N
PLANNED	12/12/13	9	1026	114	N
PLANNED	12/12/13	9	2394	266	N
PLANNED	12/12/13	12	780	65	N
PLANNED	12/12/13	13	1183	91	N
PLANNED	12/12/13	15	255	17	N
PLANNED	12/12/13	121	29887	247	N
PLANNED	12/12/13	2	162	81	N
PLANNED	12/12/13	7	119	17	N
PLANNED	12/12/13	13	221	17	N
PLANNED	12/12/13	13	221	17	N
PLANNED	12/12/13	14	1400	100	N
PLANNED	12/12/13	2	154	77	N
PLANNED	12/12/13	4	884	221	N
PLANNED	12/12/13	8	1712	214	N
PLANNED	12/12/13	5	560	112	N
CUSTOMER REQUEST	12/12/13	16	4744	315	N
PLANNED	12/12/13	12	204	17	N
PLANNED	12/12/13	3	150	50	N
PLANNED	12/12/13	4	852	213	N
PLANNED	12/12/13	1	214	214	N
PLANNED	12/12/13	11	1980	180	N
PLANNED	12/12/13	50	450	17	N
PLANNED	12/12/13	15	3030	202	N
PLANNED	12/12/13	16	176	11	N
PLANNED	12/12/13	9	27	3	N
PLANNED	12/12/13	2	252	126	N
PLANNED	12/12/13	9	1773	197	N
PLANNED	12/12/13	5	320	64	N
PLANNED	12/12/13	13	2548	196	N
PLANNED	12/12/13	7	623	89	N
PLANNED	12/12/13	7	427	61	N
PLANNED	12/12/13	7	42	6	N
PLANNED	12/12/13	15	9180	612	N
PLANNED	12/12/13	3	318	106	N
PLANNED	12/12/13	16	160	10	N
PLANNED	12/12/13	13	442	34	N
PLANNED	12/12/13	16	112	7	N
PLANNED	12/12/13	19	4674	246	N
PLANNED	12/12/13	103	824	8	N
PLANNED	12/12/13	2	58	29	N
PLANNED	12/12/13	7	1519	217	N
PLANNED	12/12/13	7	1617	231	N
PLANNED	12/12/13	8	1712	214	N
PLANNED	12/12/13	3	156	52	N
PLANNED	12/12/13	9	1845	205	N
PLANNED	12/12/13	1	75	75	N
PLANNED	12/12/13	4	64	16	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/12/13	27	9099	337	N
PLANNED	12/12/13	1	256	256	N
PLANNED	12/12/13	1	254	254	N
PLANNED	12/12/13	5	475	95	N
PLANNED	12/12/13	12	1752	146	N
PLANNED	12/12/13	3	1149	383	N
PLANNED	12/12/13	3	327	109	N
PLANNED	12/12/13	2	220	110	N
PLANNED	12/12/13	6	1062	177	N
PLANNED	12/12/13	2	124	62	N
PLANNED	12/12/13	5	735	147	N
PLANNED	12/12/13	9	126	14	N
PLANNED	12/12/13	4	156	39	N
PLANNED	12/12/13	8	480	60	N
PLANNED	12/12/13	8	912	114	N
PLANNED	12/12/13	2	54	27	N
PLANNED	12/12/13	8	888	111	N
PLANNED	12/12/13	3	60	20	N
PLANNED	12/12/13	7	700	100	N
PLANNED	12/12/13	3	510	170	N
PLANNED	12/12/13	14	1694	121	N
PLANNED	12/12/13	6	702	117	N
PLANNED	12/12/13	11	143	13	N
CUSTOMER REQUEST	12/12/13	1	31	31	N
PLANNED	12/12/13	2	10	5	N
PLANNED	12/12/13	6	1428	238	N
PLANNED	12/12/13	15	1590	106	N
PLANNED	12/12/13	1	140	140	N
PLANNED	12/12/13	9	972	108	N
PLANNED	12/12/13	1	315	315	N
PLANNED	12/12/13	1	314	314	N
PLANNED	12/12/13	7	399	57	N
PLANNED	12/12/13	4	508	127	N
PLANNED	12/12/13	8	536	67	N
PLANNED	12/12/13	1	91	91	N
PLANNED	12/12/13	2	172	86	N
PLANNED	12/12/13	9	774	86	N
PLANNED	12/12/13	5	430	86	N
PLANNED	12/12/13	2	212	106	N
PLANNED	12/12/13	25	5400	216	N
PLANNED	12/12/13	22	4466	203	N
PLANNED	12/12/13	26	5278	203	N
PLANNED	12/12/13	23	4646	202	N
PLANNED	12/12/13	2	480	240	N
PLANNED	12/12/13	1	240	240	N
PLANNED	12/12/13	9	531	59	N
PLANNED	12/12/13	6	168	28	N
PLANNED	12/12/13	20	560	28	N
PLANNED	12/12/13	2	112	56	N
PLANNED	12/12/13	11	1463	133	N
PLANNED	12/12/13	9	1161	129	N
PLANNED	12/12/13	27	4266	158	N
PLANNED	12/12/13	2	314	157	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/12/13	1	93	93	N
PLANNED	12/12/13	1	99	99	N
PLANNED	12/12/13	5	10	2	N
PLANNED	12/12/13	1	79	79	N
PLANNED	12/12/13	5	695	139	N
PLANNED	12/12/13	2	172	86	N
PLANNED	12/12/13	4	80	20	N
PLANNED	12/12/13	9	1404	156	N
PLANNED	12/12/13	3	81	27	N
PLANNED	12/12/13	3	180	60	N
PLANNED	12/12/13	9	171	19	N
PLANNED	12/12/13	2	48	24	N
PLANNED	12/12/13	2	14	7	N
PLANNED	12/12/13	9	603	67	N
PLANNED	12/12/13	2	218	109	N
PLANNED	12/12/13	16	64	4	N
PLANNED	12/12/13	5	70	14	N
PLANNED	12/12/13	9	1179	131	N
PLANNED	12/12/13	5	200	40	N
PLANNED	12/12/13	21	3066	146	N
PLANNED	12/12/13	8	336	42	N
PLANNED	12/12/13	1	85	85	N
PLANNED	12/12/13	2	68	34	N
PLANNED	12/12/13	1	303	303	N
PLANNED	12/13/13	1	114	114	N
PLANNED	12/13/13	17	3995	235	N
PLANNED	12/13/13	2	190	95	N
PLANNED	12/13/13	3	354	118	N
PLANNED	12/13/13	15	30	2	N
PLANNED	12/13/13	8	600	75	N
PLANNED	12/13/13	7	1729	247	N
PLANNED	12/13/13	1	72	72	N
PLANNED	12/13/13	8	224	28	N
PLANNED	12/13/13	8	2632	329	N
PLANNED	12/13/13	1	24	24	N
PLANNED	12/13/13	6	420	70	N
PLANNED	12/13/13	7	42	6	N
PLANNED	12/13/13	59	10738	182	N
PLANNED	12/13/13	2	178	89	N
PLANNED	12/13/13	19	418	22	N
PLANNED	12/13/13	8	40	5	N
CUSTOMER REQUEST	12/13/13	1	107	107	N
PLANNED	12/13/13	4	244	61	N
PLANNED	12/13/13	1	90	90	N
PLANNED	12/13/13	1	123	123	N
PLANNED	12/13/13	1	205	205	N
PLANNED	12/13/13	3	498	166	N
PLANNED	12/13/13	21	6762	322	N
PLANNED	12/13/13	7	175	25	N
PLANNED	12/13/13	2	152	76	N
PLANNED	12/13/13	7	175	25	N
PLANNED	12/13/13	1	223	223	N
PLANNED	12/13/13	1	84	84	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/13/13	5	10	2	N
PLANNED	12/13/13	1	46	46	N
PLANNED	12/13/13	3	516	172	N
PLANNED	12/13/13	11	1166	106	N
PLANNED	12/13/13	2	328	164	N
PLANNED	12/13/13	3	492	164	N
PLANNED	12/13/13	11	264	24	N
PLANNED	12/13/13	4	484	121	N
PLANNED	12/13/13	1	63	63	N
PLANNED	12/13/13	15	45	3	N
PLANNED	12/13/13	1	176	176	N
PLANNED	12/13/13	148	2220	15	N
PLANNED	12/13/13	7	602	86	N
PLANNED	12/13/13	8	256	32	N
PLANNED	12/13/13	2	174	87	N
PLANNED	12/13/13	6	690	115	N
CUSTOMER REQUEST	12/13/13	7	70	10	N
PLANNED	12/13/13	3	87	29	N
PLANNED	12/13/13	6	342	57	N
CUSTOMER REQUEST	12/13/13	1	167	167	N
PLANNED	12/13/13	1	149	149	N
CUSTOMER REQUEST	12/13/13	4	4	1	N
CUSTOMER REQUEST	12/13/13	9	72	8	N
CUSTOMER REQUEST	12/14/13	6	840	140	N
PLANNED	12/14/13	3	135	45	N
PLANNED	12/14/13	5	470	94	N
PLANNED	12/14/13	3	804	268	N
PLANNED	12/14/13	5	735	147	N
PLANNED	12/14/13	2	198	99	N
PLANNED	12/14/13	26	104	4	N
CUSTOMER REQUEST	12/14/13	1	176	176	N
PLANNED	12/14/13	19	2128	112	N
PLANNED	12/15/13	5	735	147	N
PLANNED	12/15/13	6	2970	495	N
PLANNED	12/15/13	4	496	124	N
PLANNED	12/15/13	1	70	70	N
PLANNED	12/15/13	5	760	152	N
CUSTOMER REQUEST	12/15/13	1	128	128	N
PLANNED	12/16/13	8	872	109	N
PLANNED	12/16/13	4	540	135	N
PLANNED	12/16/13	1	86	86	N
PLANNED	12/16/13	2	142	71	N
PLANNED	12/16/13	4	444	111	N
PLANNED	12/16/13	12	2172	181	N
PLANNED	12/16/13	7	406	58	N
PLANNED	12/16/13	36	6264	174	N
PLANNED	12/16/13	11	1056	96	N
PLANNED	12/16/13	3	147	49	N
CUSTOMER REQUEST	12/16/13	3	1302	434	N
PLANNED	12/16/13	5	415	83	N
PLANNED	12/16/13	18	2520	140	N
PLANNED	12/16/13	5	570	114	N
CUSTOMER REQUEST	12/16/13	10	100	10	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/16/13	1	120	120	N
PLANNED	12/16/13	4	504	126	N
PLANNED	12/16/13	14	3696	264	N
PLANNED	12/16/13	2	194	97	N
PLANNED	12/16/13	1	16	16	N
PLANNED	12/16/13	1	140	140	N
PLANNED	12/16/13	7	539	77	N
CUSTOMER REQUEST	12/16/13	3	336	112	N
PLANNED	12/16/13	4	544	136	N
PLANNED	12/16/13	3	423	141	N
PLANNED	12/16/13	16	2112	132	N
PLANNED	12/16/13	2	234	117	N
PLANNED	12/16/13	2	296	148	N
PLANNED	12/16/13	2	258	129	N
PLANNED	12/16/13	15	990	66	N
CUSTOMER REQUEST	12/16/13	31	1426	46	N
PLANNED	12/16/13	1	101	101	N
PLANNED	12/16/13	1	56	56	N
PLANNED	12/16/13	10	1840	184	N
PLANNED	12/16/13	1	116	116	N
PLANNED	12/16/13	5	475	95	N
PLANNED	12/16/13	1	27	27	N
PLANNED	12/16/13	5	440	88	N
PLANNED	12/16/13	8	688	86	N
CUSTOMER REQUEST	12/16/13	1	255	255	N
PLANNED	12/16/13	10	1370	137	N
PLANNED	12/16/13	10	190	19	N
PLANNED	12/16/13	2	148	74	N
PLANNED	12/16/13	9	45	5	N
PLANNED	12/16/13	4	164	41	N
PLANNED	12/16/13	7	728	104	N
PLANNED	12/16/13	2	154	77	N
PLANNED	12/16/13	1	160	160	N
PLANNED	12/16/13	1	159	159	N
CUSTOMER REQUEST	12/16/13	9	756	84	N
CUSTOMER REQUEST	12/16/13	7	665	95	N
PLANNED	12/16/13	6	1338	223	N
PLANNED	12/16/13	7	392	56	N
PLANNED	12/16/13	10	1310	131	N
PLANNED	12/16/13	10	370	37	N
PLANNED	12/16/13	1	181	181	N
PLANNED	12/16/13	11	891	81	N
CUSTOMER REQUEST	12/16/13	2	34	17	N
PLANNED	12/16/13	2	202	101	N
PLANNED	12/16/13	4	16	4	N
PLANNED	12/16/13	13	845	65	N
PLANNED	12/16/13	1	50	50	N
PLANNED	12/16/13	11	1705	155	N
PLANNED	12/16/13	15	1470	98	N
PLANNED	12/16/13	4	140	35	N
PLANNED	12/16/13	7	735	105	N
PLANNED	12/16/13	8	680	85	N
PLANNED	12/16/13	2	70	35	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/16/13	8	304	38	N
PLANNED	12/16/13	1	181	181	N
PLANNED	12/16/13	10	860	86	N
PLANNED	12/16/13	39	8580	220	N
CUSTOMER REQUEST	12/16/13	2	112	56	N
PLANNED	12/16/13	2	190	95	N
PLANNED	12/16/13	4	376	94	N
CUSTOMER REQUEST	12/16/13	4	416	104	N
PLANNED	12/16/13	2	346	173	N
PLANNED	12/16/13	7	364	52	N
PLANNED	12/16/13	4	8	2	N
PLANNED	12/16/13	2	124	62	N
PLANNED	12/16/13	2	56	28	N
PLANNED	12/16/13	12	972	81	N
PLANNED	12/16/13	32	1216	38	N
PLANNED	12/16/13	4	452	113	N
PLANNED	12/16/13	1	109	109	N
CUSTOMER REQUEST	12/16/13	5	85	17	N
PLANNED	12/16/13	10	260	26	N
PLANNED	12/16/13	10	910	91	N
PLANNED	12/16/13	1	25	25	N
PLANNED	12/16/13	7	490	70	N
PLANNED	12/16/13	2	124	62	N
PLANNED	12/16/13	1	56	56	N
PLANNED	12/16/13	1	106	106	N
PLANNED	12/16/13	1	40	40	N
PLANNED	12/16/13	32	11360	355	N
PLANNED	12/16/13	2	242	121	N
CUSTOMER REQUEST	12/16/13	1	137	137	N
PLANNED	12/17/13	5	425	85	N
PLANNED	12/17/13	37	444	12	N
PLANNED	12/17/13	14	3024	216	N
PLANNED	12/17/13	14	1372	98	N
PLANNED	12/17/13	1	98	98	N
PLANNED	12/17/13	4	348	87	N
PLANNED	12/17/13	11	869	79	N
PLANNED	12/17/13	8	824	103	N
PLANNED	12/17/13	3	531	177	N
PLANNED	12/17/13	8	2136	267	N
PLANNED	12/17/13	9	2205	245	N
PLANNED	12/17/13	9	2169	241	N
PLANNED	12/17/13	8	1408	176	N
PLANNED	12/17/13	1	84	84	N
PLANNED	12/17/13	8	288	36	N
PLANNED	12/17/13	21	4809	229	N
PLANNED	12/17/13	7	840	120	N
PLANNED	12/17/13	2	490	245	N
PLANNED	12/17/13	14	1456	104	N
PLANNED	12/17/13	2	428	214	N
PLANNED	12/17/13	14	3192	228	N
PLANNED	12/17/13	1	244	244	N
PLANNED	12/17/13	13	3172	244	N
PLANNED	12/17/13	13	2964	228	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/17/13	12	2832	236	N
PLANNED	12/17/13	5	680	136	N
PLANNED	12/17/13	9	72	8	N
PLANNED	12/17/13	11	561	51	N
PLANNED	12/17/13	1	161	161	N
PLANNED	12/17/13	3	267	89	N
PLANNED	12/17/13	6	942	157	N
PLANNED	12/17/13	6	2226	371	N
PLANNED	12/17/13	12	2544	212	N
PLANNED	12/17/13	1	43	43	N
PLANNED	12/17/13	1	173	173	N
PLANNED	12/17/13	3	339	113	N
PLANNED	12/17/13	18	2196	122	N
PLANNED	12/17/13	2	330	165	N
PLANNED	12/17/13	12	2472	206	N
PLANNED	12/17/13	12	264	22	N
PLANNED	12/17/13	4	1156	289	N
PLANNED	12/17/13	1	152	152	N
PLANNED	12/17/13	10	720	72	N
PLANNED	12/17/13	15	1560	104	N
PLANNED	12/17/13	5	160	32	N
PLANNED	12/17/13	16	768	48	N
PLANNED	12/17/13	2	18	9	N
PLANNED	12/17/13	3	27	9	N
PLANNED	12/17/13	10	2244	225	N
PLANNED	12/17/13	18	1368	76	N
PLANNED	12/17/13	28	7924	283	N
PLANNED	12/17/13	2	274	137	N
PLANNED	12/17/13	1	58	58	N
PLANNED	12/17/13	1	248	248	N
PLANNED	12/17/13	6	738	123	N
PLANNED	12/17/13	10	140	14	N
PLANNED	12/17/13	7	581	83	N
PLANNED	12/17/13	6	126	21	N
PLANNED	12/17/13	1	82	82	N
PLANNED	12/17/13	4	516	129	N
PLANNED	12/17/13	24	2568	107	N
PLANNED	12/17/13	18	2034	113	N
PLANNED	12/17/13	18	1908	106	N
PLANNED	12/17/13	6	618	103	N
PLANNED	12/17/13	9	2691	299	N
PLANNED	12/17/13	10	2960	296	N
PLANNED	12/17/13	6	288	48	N
PLANNED	12/17/13	9	1197	133	N
PLANNED	12/17/13	1	70	70	N
PLANNED	12/17/13	3	711	237	N
PLANNED	12/17/13	33	957	29	N
PLANNED	12/17/13	10	390	39	N
PLANNED	12/17/13	7	1939	277	N
PLANNED	12/17/13	6	582	97	N
PLANNED	12/17/13	20	1000	50	N
PLANNED	12/17/13	9	1035	115	N
PLANNED	12/17/13	7	567	81	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/17/13	4	612	153	N
PLANNED	12/17/13	2	222	111	N
PLANNED	12/17/13	5	940	188	N
PLANNED	12/17/13	3	27	9	N
PLANNED	12/17/13	4	436	109	N
PLANNED	12/17/13	8	216	27	N
PLANNED	12/17/13	6	198	33	N
PLANNED	12/17/13	3	372	124	N
PLANNED	12/17/13	7	658	94	N
PLANNED	12/17/13	4	468	117	N
PLANNED	12/17/13	4	56	14	N
PLANNED	12/17/13	1	121	121	N
PLANNED	12/17/13	9	1701	189	N
PLANNED	12/17/13	12	1692	141	N
PLANNED	12/17/13	4	312	78	N
PLANNED	12/17/13	5	10	2	N
PLANNED	12/17/13	8	640	80	N
PLANNED	12/17/13	3	333	111	N
PLANNED	12/17/13	27	1296	48	N
PLANNED	12/17/13	13	624	48	N
PLANNED	12/17/13	2	40	20	N
PLANNED	12/17/13	4	200	50	N
PLANNED	12/17/13	8	40	5	N
PLANNED	12/17/13	7	798	114	N
PLANNED	12/17/13	1	80	80	N
PLANNED	12/17/13	6	882	147	N
PLANNED	12/17/13	9	45	5	N
PLANNED	12/17/13	11	869	79	N
PLANNED	12/17/13	10	630	63	N
PLANNED	12/17/13	4	400	100	N
PLANNED	12/17/13	9	621	69	N
PLANNED	12/17/13	7	1092	156	N
PLANNED	12/17/13	7	959	137	N
PLANNED	12/17/13	5	730	146	N
PLANNED	12/17/13	8	776	97	N
PLANNED	12/17/13	1	97	97	N
PLANNED	12/17/13	6	216	36	N
PLANNED	12/17/13	2	62	31	N
PLANNED	12/17/13	6	1062	177	N
PLANNED	12/17/13	13	962	74	N
PLANNED	12/17/13	2	172	86	N
PLANNED	12/17/13	35	2870	82	N
PLANNED	12/17/13	2	224	112	N
PLANNED	12/17/13	4	308	77	N
PLANNED	12/17/13	8	1368	171	N
PLANNED	12/17/13	4	816	204	N
PLANNED	12/17/13	5	235	47	N
PLANNED	12/17/13	1	95	95	N
PLANNED	12/17/13	7	595	85	N
PLANNED	12/17/13	11	231	21	N
PLANNED	12/17/13	9	351	39	N
PLANNED	12/17/13	27	1188	44	N
PLANNED	12/17/13	2	164	82	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/17/13	5	590	118	N
CUSTOMER REQUEST	12/17/13	7	1911	273	N
PLANNED	12/17/13	5	300	60	N
PLANNED	12/17/13	1	99	99	N
PLANNED	12/17/13	1	97	97	N
PLANNED	12/17/13	2	342	171	N
PLANNED	12/17/13	2	156	78	N
PLANNED	12/17/13	1	158	158	N
PLANNED	12/18/13	2	148	74	N
PLANNED	12/18/13	5	255	51	N
PLANNED	12/18/13	8	2752	344	N
PLANNED	12/18/13	3	336	112	N
PLANNED	12/18/13	5	1495	299	N
PLANNED	12/18/13	4	360	90	N
PLANNED	12/18/13	3	276	92	N
PLANNED	12/18/13	6	546	91	N
PLANNED	12/18/13	16	1728	108	N
PLANNED	12/18/13	6	528	88	N
PLANNED	12/18/13	32	2368	74	N
PLANNED	12/18/13	10	3280	328	N
PLANNED	12/18/13	15	1710	114	N
PLANNED	12/18/13	40	440	11	N
PLANNED	12/18/13	1	156	156	N
PLANNED	12/18/13	1	155	155	N
PLANNED	12/18/13	12	768	64	N
PLANNED	12/18/13	14	2184	156	N
PLANNED	12/18/13	3	78	26	N
PLANNED	12/18/13	2	224	112	N
PLANNED	12/18/13	11	2079	189	N
PLANNED	12/18/13	8	1504	188	N
PLANNED	12/18/13	2	104	52	N
PLANNED	12/18/13	3	33	11	N
PLANNED	12/18/13	14	1722	123	N
PLANNED	12/18/13	1	371	371	N
PLANNED	12/18/13	8	1856	232	N
PLANNED	12/18/13	25	5450	218	N
CUSTOMER REQUEST	12/18/13	7	1547	221	N
PLANNED	12/18/13	7	1729	247	N
PLANNED	12/18/13	9	342	38	N
PLANNED	12/18/13	9	1224	136	N
PLANNED	12/18/13	32	7968	249	N
PLANNED	12/18/13	4	448	112	N
PLANNED	12/18/13	1	50	50	N
PLANNED	12/18/13	17	1173	69	N
PLANNED	12/18/13	2	38	19	N
PLANNED	12/18/13	8	1832	229	N
CUSTOMER REQUEST	12/18/13	6	846	141	N
PLANNED	12/18/13	9	1260	140	N
PLANNED	12/18/13	6	570	95	N
PLANNED	12/18/13	4	732	183	N
PLANNED	12/18/13	6	1092	182	N
PLANNED	12/18/13	5	635	127	N
PLANNED	12/18/13	8	8	1	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/18/13	3	147	49	N
PLANNED	12/18/13	4	160	40	N
PLANNED	12/18/13	2	214	107	N
PLANNED	12/18/13	13	767	59	N
PLANNED	12/18/13	2	180	90	N
PLANNED	12/18/13	2	186	93	N
CUSTOMER REQUEST	12/18/13	1	35	35	N
PLANNED	12/18/13	2	140	70	N
PLANNED	12/18/13	12	1032	86	N
PLANNED	12/18/13	6	990	165	N
PLANNED	12/18/13	12	3516	293	N
PLANNED	12/18/13	7	1792	256	N
PLANNED	12/18/13	3	507	169	N
PLANNED	12/18/13	10	1180	118	N
PLANNED	12/18/13	5	390	78	N
PLANNED	12/18/13	4	324	81	N
PLANNED	12/18/13	16	3088	193	N
PLANNED	12/18/13	37	6179	167	N
PLANNED	12/18/13	4	312	78	N
PLANNED	12/18/13	29	3886	134	N
PLANNED	12/18/13	11	2816	256	N
PLANNED	12/18/13	5	165	33	N
PLANNED	12/18/13	1	43	43	N
PLANNED	12/18/13	7	1708	244	N
PLANNED	12/18/13	6	300	50	N
PLANNED	12/18/13	4	400	100	N
PLANNED	12/18/13	3	336	112	N
PLANNED	12/18/13	1	100	100	N
PLANNED	12/18/13	2	52	26	N
PLANNED	12/18/13	4	348	87	N
PLANNED	12/18/13	7	119	17	N
PLANNED	12/18/13	2	90	45	N
PLANNED	12/18/13	13	1469	113	N
PLANNED	12/18/13	4	164	41	N
PLANNED	12/18/13	4	532	133	N
PLANNED	12/18/13	7	644	92	N
PLANNED	12/18/13	16	1168	73	N
PLANNED	12/18/13	3	306	102	N
PLANNED	12/18/13	8	1504	188	N
PLANNED	12/18/13	11	2057	187	N
PLANNED	12/18/13	1	92	92	N
PLANNED	12/18/13	28	8624	308	N
PLANNED	12/18/13	8	424	53	N
CUSTOMER REQUEST	12/18/13	1	38	38	N
PLANNED	12/18/13	6	516	86	N
PLANNED	12/18/13	2	178	89	N
PLANNED	12/18/13	1	40	40	N
CUSTOMER REQUEST	12/18/13	17	1598	94	N
PLANNED	12/18/13	5	65	13	N
PLANNED	12/18/13	9	1530	170	N
PLANNED	12/18/13	3	135	45	N
PLANNED	12/18/13	1	53	53	N
PLANNED	12/18/13	25	4925	197	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/18/13	9	558	62	N
PLANNED	12/18/13	4	432	108	N
CUSTOMER REQUEST	12/18/13	4	240	60	N
PLANNED	12/18/13	6	30	5	N
PLANNED	12/18/13	4	304	76	N
PLANNED	12/18/13	16	2192	137	N
PLANNED	12/18/13	2	230	115	N
PLANNED	12/18/13	16	880	55	N
PLANNED	12/18/13	18	990	55	N
PLANNED	12/18/13	9	324	36	N
PLANNED	12/18/13	1	631	631	N
CUSTOMER REQUEST	12/18/13	1	135	135	N
CUSTOMER REQUEST	12/18/13	1	405	405	N
PLANNED	12/18/13	16	1440	90	N
PLANNED	12/18/13	4	392	98	N
PLANNED	12/18/13	4	188	47	N
CUSTOMER REQUEST	12/18/13	1	142	142	N
PLANNED	12/18/13	13	273	21	N
PLANNED	12/18/13	2	426	213	N
PLANNED	12/18/13	3	93	31	N
PLANNED	12/18/13	14	1498	107	N
PLANNED	12/18/13	17	2924	172	N
PLANNED	12/19/13	20	1080	54	N
PLANNED	12/19/13	8	2528	316	N
PLANNED	12/19/13	10	1540	154	N
PLANNED	12/19/13	6	354	59	N
PLANNED	12/19/13	12	732	61	N
PLANNED	12/19/13	6	408	68	N
PLANNED	12/19/13	4	748	187	N
PLANNED	12/19/13	9	882	98	N
PLANNED	12/19/13	2	174	87	N
PLANNED	12/19/13	20	3800	190	N
CUSTOMER REQUEST	12/19/13	1	227	227	N
PLANNED	12/19/13	7	952	136	N
PLANNED	12/19/13	1	219	219	N
PLANNED	12/19/13	2	42	21	N
PLANNED	12/19/13	11	550	50	N
PLANNED	12/19/13	8	1728	216	N
PLANNED	12/19/13	25	2675	107	N
PLANNED	12/19/13	17	1632	96	N
PLANNED	12/19/13	3	249	83	N
PLANNED	12/19/13	6	330	55	N
PLANNED	12/19/13	4	176	44	N
PLANNED	12/19/13	1	112	112	N
PLANNED	12/19/13	5	365	73	N
PLANNED	12/19/13	7	189	27	N
PLANNED	12/19/13	2	492	246	N
PLANNED	12/19/13	4	372	93	N
PLANNED	12/19/13	8	1352	169	N
PLANNED	12/19/13	17	2210	130	N
PLANNED	12/19/13	9	99	11	N
PLANNED	12/19/13	4	36	9	N
PLANNED	12/19/13	7	1134	162	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/19/13	9	1422	158	N
PLANNED	12/19/13	5	350	70	N
CUSTOMER REQUEST	12/19/13	3	90	30	N
PLANNED	12/19/13	7	1778	254	N
CUSTOMER REQUEST	12/19/13	1	226	226	N
PLANNED	12/19/13	8	720	90	N
PLANNED	12/19/13	5	285	57	N
PLANNED	12/19/13	14	2772	198	N
PLANNED	12/19/13	3	252	84	N
PLANNED	12/19/13	4	280	70	N
PLANNED	12/19/13	10	910	91	N
PLANNED	12/19/13	16	1776	111	N
PLANNED	12/19/13	3	129	43	N
PLANNED	12/19/13	1	87	87	N
PLANNED	12/19/13	11	1628	148	N
PLANNED	12/19/13	1	119	119	N
PLANNED	12/19/13	8	856	107	N
PLANNED	12/19/13	7	1561	223	N
PLANNED	12/19/13	8	1424	178	N
PLANNED	12/19/13	7	1582	226	N
PLANNED	12/19/13	1	124	124	N
PLANNED	12/19/13	13	2899	223	N
PLANNED	12/19/13	7	1554	222	N
PLANNED	12/19/13	122	5490	45	N
PLANNED	12/19/13	14	98	7	N
PLANNED	12/19/13	7	1547	221	N
PLANNED	12/19/13	8	304	38	N
PLANNED	12/19/13	2	178	89	N
PLANNED	12/19/13	1	123	123	N
PLANNED	12/19/13	3	525	175	N
PLANNED	12/19/13	1	314	314	N
PLANNED	12/19/13	7	1071	153	N
PLANNED	12/19/13	39	9701	275	N
PLANNED	12/19/13	6	1326	221	N
PLANNED	12/19/13	6	486	81	N
PLANNED	12/19/13	7	315	45	N
PLANNED	12/19/13	5	1290	258	N
PLANNED	12/19/13	4	324	81	N
PLANNED	12/19/13	8	840	105	N
PLANNED	12/19/13	10	1090	109	N
PLANNED	12/19/13	5	795	159	N
PLANNED	12/19/13	6	300	50	N
PLANNED	12/19/13	9	108	12	N
PLANNED	12/19/13	1	57	57	N
PLANNED	12/19/13	2	256	128	N
PLANNED	12/19/13	4	288	72	N
PLANNED	12/19/13	27	3213	119	N
PLANNED	12/19/13	9	189	21	N
PLANNED	12/19/13	3	195	65	N
PLANNED	12/19/13	8	920	115	N
PLANNED	12/19/13	8	880	110	N
PLANNED	12/19/13	12	912	76	N
PLANNED	12/19/13	2	284	142	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/19/13	8	408	51	N
PLANNED	12/19/13	9	477	53	N
PLANNED	12/19/13	9	1170	130	N
PLANNED	12/19/13	5	145	29	N
PLANNED	12/19/13	15	810	54	N
PLANNED	12/19/13	12	1536	128	N
PLANNED	12/19/13	8	920	115	N
PLANNED	12/19/13	2	130	65	N
PLANNED	12/19/13	3	177	59	N
PLANNED	12/19/13	6	288	48	N
PLANNED	12/19/13	5	125	25	N
CUSTOMER REQUEST	12/19/13	23	1403	61	N
PLANNED	12/19/13	6	360	60	N
PLANNED	12/19/13	4	248	62	N
PLANNED	12/19/13	8	800	100	N
PLANNED	12/19/13	2	76	38	N
PLANNED	12/19/13	6	300	50	N
PLANNED	12/19/13	8	1216	152	N
PLANNED	12/19/13	12	768	64	N
PLANNED	12/19/13	16	1296	81	N
PLANNED	12/19/13	1	71	71	N
CUSTOMER REQUEST	12/19/13	1	153	153	N
PLANNED	12/19/13	4	304	76	N
PLANNED	12/19/13	9	963	107	N
PLANNED	12/19/13	8	80	10	N
PLANNED	12/19/13	5	625	125	N
PLANNED	12/19/13	12	780	65	N
PLANNED	12/19/13	4	40	10	N
PLANNED	12/19/13	1	86	86	N
PLANNED	12/19/13	2	140	70	N
PLANNED	12/19/13	4	92	23	N
PLANNED	12/19/13	2	262	131	N
PLANNED	12/19/13	8	400	50	N
PLANNED	12/19/13	4	436	109	N
PLANNED	12/19/13	1	172	172	N
PLANNED	12/20/13	1	111	111	N
PLANNED	12/20/13	6	600	100	N
PLANNED	12/20/13	1	44	44	N
PLANNED	12/20/13	8	1088	136	N
PLANNED	12/20/13	9	387	43	N
PLANNED	12/20/13	2	80	40	N
PLANNED	12/20/13	2	268	134	N
PLANNED	12/20/13	32	1408	44	N
PLANNED	12/20/13	18	954	53	N
PLANNED	12/20/13	9	1206	134	N
PLANNED	12/20/13	3	522	174	N
PLANNED	12/20/13	16	896	56	N
PLANNED	12/20/13	11	737	67	N
PLANNED	12/20/13	18	2232	124	N
PLANNED	12/20/13	18	8712	484	N
PLANNED	12/20/13	5	455	91	N
PLANNED	12/20/13	11	649	59	N
PLANNED	12/20/13	6	1014	209	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/20/13	9	684	76	N
PLANNED	12/20/13	4	100	25	N
PLANNED	12/20/13	5	215	43	N
PLANNED	12/20/13	3	345	115	N
PLANNED	12/20/13	9	594	66	N
PLANNED	12/20/13	5	330	66	N
PLANNED	12/20/13	2	268	134	N
PLANNED	12/20/13	8	376	47	N
PLANNED	12/20/13	14	1722	123	N
PLANNED	12/20/13	2	198	99	N
PLANNED	12/20/13	12	384	32	N
CUSTOMER REQUEST	12/20/13	31	6789	219	N
PLANNED	12/20/13	4	424	106	N
PLANNED	12/20/13	7	2051	293	N
PLANNED	12/20/13	4	480	120	N
PLANNED	12/20/13	13	1430	110	N
PLANNED	12/20/13	8	1104	138	N
PLANNED	12/20/13	7	952	136	N
PLANNED	12/20/13	7	938	134	N
PLANNED	12/20/13	7	1169	167	N
PLANNED	12/20/13	3	138	46	N
PLANNED	12/20/13	14	1106	79	N
PLANNED	12/20/13	8	784	98	N
PLANNED	12/20/13	36	6048	168	N
PLANNED	12/20/13	1	39	39	N
PLANNED	12/20/13	8	312	39	N
PLANNED	12/20/13	8	1040	130	N
PLANNED	12/20/13	1	149	149	N
PLANNED	12/20/13	7	1036	148	N
PLANNED	12/20/13	13	2496	192	N
PLANNED	12/20/13	4	504	126	N
PLANNED	12/20/13	3	216	72	N
PLANNED	12/20/13	9	702	78	N
PLANNED	12/20/13	10	1480	148	N
PLANNED	12/20/13	16	2224	139	N
PLANNED	12/20/13	3	399	133	N
PLANNED	12/20/13	8	608	76	N
PLANNED	12/20/13	9	765	85	N
PLANNED	12/20/13	7	420	60	N
PLANNED	12/20/13	8	1128	141	N
PLANNED	12/20/13	5	500	100	N
PLANNED	12/20/13	9	1386	154	N
PLANNED	12/20/13	6	912	152	N
PLANNED	12/20/13	18	810	45	N
PLANNED	12/20/13	1	123	123	N
PLANNED	12/20/13	2	256	128	N
PLANNED	12/20/13	8	600	75	N
PLANNED	12/20/13	10	870	87	N
PLANNED	12/20/13	14	518	37	N
PLANNED	12/20/13	6	768	128	N
PLANNED	12/20/13	4	292	73	N
PLANNED	12/21/13	8	1512	189	N
PLANNED	12/21/13	4	244	61	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/21/13	5	870	174	N
CUSTOMER REQUEST	12/21/13	4	712	178	N
CUSTOMER REQUEST	12/21/13	1	171	171	N
PLANNED	12/21/13	5	225	45	N
PLANNED	12/21/13	49	7742	158	N
PLANNED	12/21/13	3	303	101	N
PLANNED	12/21/13	1	80	80	N
PLANNED	12/21/13	3	99	33	N
PLANNED	12/21/13	7	3913	559	N
PLANNED	12/21/13	1	119	119	N
PLANNED	12/21/13	8	360	45	N
PLANNED	12/21/13	2	120	60	N
PLANNED	12/21/13	1	70	70	N
PLANNED	12/21/13	1	28	28	N
PLANNED	12/21/13	1	72	72	N
PLANNED	12/21/13	1	18	18	N
PLANNED	12/21/13	3	234	78	N
PLANNED	12/22/13	12	1500	125	N
PLANNED	12/22/13	12	1608	134	N
PLANNED	12/22/13	9	900	100	N
PLANNED	12/22/13	7	840	120	N
PLANNED	12/22/13	4	304	76	N
PLANNED	12/22/13	1	7	7	N
PLANNED	12/22/13	1	137	137	N
PLANNED	12/22/13	1	84	84	N
PLANNED	12/22/13	4	200	50	N
PLANNED	12/22/13	18	6534	363	N
PLANNED	12/22/13	8	2272	284	N
PLANNED	12/22/13	10	1880	188	N
PLANNED	12/22/13	2	138	69	N
PLANNED	12/22/13	22	3102	141	N
PLANNED	12/22/13	4	420	105	N
PLANNED	12/22/13	18	6030	335	N
PLANNED	12/22/13	1	63	63	N
CUSTOMER REQUEST	12/23/13	1	272	272	N
PLANNED	12/23/13	2	592	296	N
PLANNED	12/23/13	1	132	132	N
PLANNED	12/23/13	9	2736	304	N
PLANNED	12/23/13	8	2432	304	N
PLANNED	12/23/13	2	144	72	N
PLANNED	12/23/13	9	1305	145	N
PLANNED	12/23/13	1	145	145	N
PLANNED	12/23/13	7	1008	144	N
PLANNED	12/23/13	8	496	62	N
PLANNED	12/23/13	1	113	113	N
PLANNED	12/23/13	10	1000	100	N
PLANNED	12/23/13	15	1665	111	N
PLANNED	12/23/13	21	2310	110	N
PLANNED	12/23/13	1	93	93	N
PLANNED	12/23/13	2	106	53	N
PLANNED	12/23/13	10	700	70	N
PLANNED	12/23/13	6	402	67	N
PLANNED	12/23/13	2	756	378	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/23/13	1	125	125	N
PLANNED	12/23/13	16	2224	139	N
PLANNED	12/23/13	22	198	9	N
PLANNED	12/23/13	10	2020	202	N
PLANNED	12/23/13	1	103	103	N
PLANNED	12/23/13	9	1656	184	N
PLANNED	12/23/13	5	975	195	N
PLANNED	12/23/13	2	150	75	N
PLANNED	12/23/13	2	158	79	N
PLANNED	12/23/13	24	6504	271	N
PLANNED	12/23/13	2	644	322	N
PLANNED	12/23/13	24	6000	250	N
PLANNED	12/23/13	4	824	206	N
PLANNED	12/23/13	4	992	248	N
PLANNED	12/23/13	1	22	22	N
PLANNED	12/23/13	3	573	191	N
PLANNED	12/23/13	14	1666	119	N
CUSTOMER REQUEST	12/23/13	22	2508	114	N
PLANNED	12/23/13	6	138	23	N
CUSTOMER REQUEST	12/23/13	21	2331	111	N
PLANNED	12/23/13	1	210	210	N
CUSTOMER REQUEST	12/23/13	1	84	84	N
PLANNED	12/23/13	5	490	98	N
PLANNED	12/23/13	8	1224	153	N
PLANNED	12/23/13	1	156	156	N
PLANNED	12/23/13	16	992	62	N
PLANNED	12/23/13	3	687	229	N
PLANNED	12/23/13	11	979	89	N
PLANNED	12/23/13	18	1152	64	N
PLANNED	12/23/13	10	550	55	N
PLANNED	12/23/13	3	414	138	N
PLANNED	12/23/13	3	66	22	N
PLANNED	12/23/13	17	697	41	N
PLANNED	12/23/13	7	434	62	N
PLANNED	12/23/13	3	492	164	N
PLANNED	12/23/13	1	81	81	N
PLANNED	12/23/13	2	236	118	N
PLANNED	12/23/13	1	32	32	N
PLANNED	12/23/13	12	948	79	N
PLANNED	12/23/13	1	17	17	N
PLANNED	12/23/13	4	188	47	N
PLANNED	12/23/13	1	98	98	N
PLANNED	12/23/13	2	50	25	N
PLANNED	12/23/13	2	30	15	N
PLANNED	12/23/13	1	136	136	N
PLANNED	12/23/13	9	810	90	N
PLANNED	12/23/13	2	146	73	N
PLANNED	12/23/13	8	928	116	N
PLANNED	12/23/13	10	1160	116	N
PLANNED	12/23/13	11	462	42	N
PLANNED	12/23/13	8	600	75	N
PLANNED	12/23/13	8	552	69	N
PLANNED	12/23/13	3	264	88	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/23/13	2	182	91	N
PLANNED	12/23/13	12	540	45	N
PLANNED	12/23/13	3	123	41	N
PLANNED	12/23/13	4	276	69	N
PLANNED	12/23/13	1	114	114	N
PLANNED	12/24/13	6	1128	188	N
PLANNED	12/24/13	12	2388	199	N
PLANNED	12/24/13	2	116	58	N
PLANNED	12/24/13	4	188	47	N
PLANNED	12/24/13	11	1364	124	N
PLANNED	12/24/13	1	74	74	N
PLANNED	12/24/13	11	198	18	N
PLANNED	12/24/13	5	185	37	N
CUSTOMER REQUEST	12/24/13	1	37	37	N
PLANNED	12/25/13	4	40	10	N
CUSTOMER REQUEST	12/26/13	8	152	19	N
PLANNED	12/26/13	9	351	39	N
PLANNED	12/26/13	2	430	215	N
PLANNED	12/26/13	9	99	11	N
PLANNED	12/26/13	2	68	34	N
PLANNED	12/26/13	20	1440	72	N
PLANNED	12/26/13	12	1932	161	N
PLANNED	12/26/13	10	1920	192	N
PLANNED	12/26/13	8	136	17	N
PLANNED	12/26/13	8	1456	182	N
PLANNED	12/26/13	1	71	71	N
PLANNED	12/26/13	2	236	118	N
PLANNED	12/26/13	10	380	38	N
PLANNED	12/26/13	2	172	86	N
PLANNED	12/26/13	8	1784	223	N
PLANNED	12/26/13	2	548	274	N
PLANNED	12/26/13	8	160	20	N
PLANNED	12/26/13	3	348	116	N
PLANNED	12/26/13	38	2356	62	N
PLANNED	12/26/13	2	78	39	N
PLANNED	12/26/13	2	60	30	N
PLANNED	12/26/13	1	43	43	N
PLANNED	12/26/13	1	146	146	N
PLANNED	12/26/13	3	51	17	N
PLANNED	12/26/13	8	960	120	N
PLANNED	12/26/13	1	108	108	N
PLANNED	12/26/13	16	1696	106	N
PLANNED	12/26/13	6	456	76	N
PLANNED	12/26/13	3	447	149	N
PLANNED	12/26/13	1	56	56	N
PLANNED	12/27/13	6	780	130	N
PLANNED	12/27/13	8	1648	206	N
PLANNED	12/27/13	13	1469	113	N
PLANNED	12/27/13	6	642	107	N
PLANNED	12/27/13	17	2091	123	N
PLANNED	12/27/13	4	36	9	N
PLANNED	12/27/13	78	23634	303	N
PLANNED	12/27/13	12	3180	265	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/27/13	19	703	37	N
PLANNED	12/27/13	8	560	70	N
PLANNED	12/27/13	5	1495	299	N
PLANNED	12/27/13	16	1952	122	N
PLANNED	12/27/13	12	1548	129	N
PLANNED	12/27/13	8	928	116	N
CUSTOMER REQUEST	12/27/13	37	259	7	N
PLANNED	12/27/13	2	70	35	N
PLANNED	12/27/13	5	1000	200	N
PLANNED	12/27/13	12	396	33	N
PLANNED	12/27/13	22	462	21	N
PLANNED	12/27/13	13	65	5	N
PLANNED	12/27/13	85	16660	196	N
PLANNED	12/27/13	36	6948	193	N
PLANNED	12/27/13	5	575	115	N
PLANNED	12/27/13	4	4	1	N
PLANNED	12/27/13	8	1904	238	N
PLANNED	12/27/13	4	300	75	N
PLANNED	12/27/13	2	682	341	N
PLANNED	12/27/13	16	4176	261	N
PLANNED	12/27/13	11	1848	168	N
PLANNED	12/27/13	1	70	70	N
PLANNED	12/27/13	5	60	12	N
PLANNED	12/27/13	1	34	34	N
PLANNED	12/27/13	9	162	18	N
PLANNED	12/27/13	2	256	128	N
PLANNED	12/27/13	4	144	36	N
PLANNED	12/27/13	3	114	38	N
PLANNED	12/27/13	3	57	19	N
PLANNED	12/28/13	3	369	123	N
PLANNED	12/28/13	9	954	106	N
PLANNED	12/28/13	1	544	544	N
PLANNED	12/28/13	10	1190	119	N
PLANNED	12/28/13	1	535	535	N
PLANNED	12/28/13	1	176	176	N
PLANNED	12/28/13	3	558	186	N
PLANNED	12/28/13	1	511	511	N
PLANNED	12/28/13	1	230	230	N
PLANNED	12/28/13	9	1845	205	N
PLANNED	12/28/13	8	1080	135	N
PLANNED	12/28/13	4	272	68	N
PLANNED	12/28/13	5	530	106	N
PLANNED	12/28/13	4	628	157	N
PLANNED	12/28/13	10	960	96	N
PLANNED	12/28/13	9	1161	129	N
PLANNED	12/28/13	11	638	58	N
PLANNED	12/28/13	12	1356	113	N
PLANNED	12/29/13	20	3100	155	N
PLANNED	12/29/13	1	95	95	N
PLANNED	12/29/13	1	215	215	N
PLANNED	12/29/13	1	318	318	N
PLANNED	12/29/13	5	520	104	N
PLANNED	12/29/13	10	230	23	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
CUSTOMER REQUEST	12/29/13	1	6	6	N
PLANNED	12/29/13	7	490	70	N
PLANNED	12/30/13	3	159	53	N
PLANNED	12/30/13	2	314	157	N
PLANNED	12/30/13	6	492	82	N
PLANNED	12/30/13	12	1476	123	N
PLANNED	12/30/13	14	2366	169	N
PLANNED	12/30/13	8	560	70	N
PLANNED	12/30/13	6	342	57	N
PLANNED	12/30/13	1	203	203	N
PLANNED	12/30/13	3	441	147	N
PLANNED	12/30/13	4	248	62	N
PLANNED	12/30/13	1	55	55	N
PLANNED	12/30/13	13	1586	122	N
PLANNED	12/30/13	6	318	53	N
PLANNED	12/30/13	13	1716	132	N
CUSTOMER REQUEST	12/30/13	14	1316	94	N
PLANNED	12/30/13	8	1024	128	N
PLANNED	12/30/13	9	1269	141	N
CUSTOMER REQUEST	12/30/13	7	777	111	N
PLANNED	12/30/13	3	792	264	N
CUSTOMER REQUEST	12/30/13	8	1136	142	N
PLANNED	12/30/13	3	471	157	N
PLANNED	12/30/13	1	64	64	N
PLANNED	12/30/13	14	294	21	N
PLANNED	12/30/13	2	142	71	N
PLANNED	12/30/13	8	1520	190	N
PLANNED	12/30/13	8	480	60	N
PLANNED	12/30/13	9	1620	180	N
PLANNED	12/30/13	4	240	60	N
PLANNED	12/30/13	6	366	76	N
PLANNED	12/30/13	10	1020	102	N
PLANNED	12/30/13	1	208	208	N
PLANNED	12/30/13	8	384	48	N
PLANNED	12/30/13	16	2544	159	N
PLANNED	12/30/13	25	1400	56	N
PLANNED	12/30/13	1	74	74	N
PLANNED	12/30/13	12	696	58	N
PLANNED	12/30/13	2	364	182	N
PLANNED	12/30/13	4	224	56	N
PLANNED	12/30/13	9	495	55	N
PLANNED	12/30/13	3	168	56	N
PLANNED	12/30/13	14	728	52	N
PLANNED	12/30/13	7	763	109	N
PLANNED	12/30/13	6	420	70	N
PLANNED	12/30/13	25	2825	113	N
PLANNED	12/30/13	3	411	137	N
PLANNED	12/30/13	2	218	109	N
PLANNED	12/30/13	12	1680	140	N
PLANNED	12/30/13	1	140	140	N
PLANNED	12/30/13	7	329	47	N
PLANNED	12/30/13	45	5040	112	N
PLANNED	12/30/13	6	564	94	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/30/13	9	837	93	N
PLANNED	12/30/13	9	1296	144	N
PLANNED	12/30/13	8	896	112	N
CUSTOMER REQUEST	12/30/13	1	197	197	N
PLANNED	12/30/13	2	104	52	N
PLANNED	12/30/13	4	604	151	N
PLANNED	12/30/13	5	35	7	N
PLANNED	12/30/13	14	742	53	N
CUSTOMER REQUEST	12/30/13	8	312	39	N
PLANNED	12/30/13	1	114	114	N
PLANNED	12/30/13	6	720	120	N
PLANNED	12/30/13	2	80	40	N
PLANNED	12/30/13	10	760	76	N
PLANNED	12/30/13	2	418	209	N
PLANNED	12/30/13	4	456	114	N
PLANNED	12/30/13	7	329	47	N
PLANNED	12/30/13	4	448	112	N
PLANNED	12/30/13	7	154	22	N
PLANNED	12/30/13	7	1155	165	N
CUSTOMER REQUEST	12/30/13	1	6	6	N
PLANNED	12/30/13	5	130	26	N
PLANNED	12/30/13	9	873	97	N
PLANNED	12/30/13	10	1640	164	N
PLANNED	12/30/13	3	402	134	N
PLANNED	12/30/13	3	180	60	N
PLANNED	12/30/13	9	261	29	N
PLANNED	12/30/13	7	819	117	N
PLANNED	12/30/13	25	2125	85	N
PLANNED	12/30/13	8	840	105	N
PLANNED	12/30/13	11	1177	107	N
PLANNED	12/30/13	3	312	104	N
PLANNED	12/30/13	1	128	128	N
PLANNED	12/30/13	3	384	128	N
PLANNED	12/30/13	6	78	13	N
PLANNED	12/30/13	13	897	69	N
PLANNED	12/31/13	1	123	123	N
PLANNED	12/31/13	4	824	206	N
PLANNED	12/31/13	24	1608	67	N
PLANNED	12/31/13	9	810	90	N
PLANNED	12/31/13	9	972	108	N
PLANNED	12/31/13	25	2575	103	N
PLANNED	12/31/13	9	1278	142	N
PLANNED	12/31/13	8	472	59	N
PLANNED	12/31/13	1	58	58	N
PLANNED	12/31/13	8	936	117	N
PLANNED	12/31/13	9	954	106	N
PLANNED	12/31/13	9	1692	188	N
PLANNED	12/31/13	3	312	104	N
PLANNED	12/31/13	1	66	66	N
PLANNED	12/31/13	1	29	29	N
PLANNED	12/31/13	1	88	88	N
PLANNED	12/31/13	15	1110	74	N
PLANNED	12/31/13	5	345	69	N

Q13 - Distribution Excluded Outage Events

Causation	Date	CI	CMI	L-Bar	Repair Cost
PLANNED	12/31/13	2	496	248	N
PLANNED	12/31/13	9	2070	230	N
PLANNED	12/31/13	2	486	243	N
PLANNED	12/31/13	6	84	14	N
PLANNED	12/31/13	6	1230	205	N
PLANNED	12/31/13	1	85	85	N
PLANNED	12/31/13	85	15300	180	N
CUSTOMER REQUEST	12/31/13	1	349	349	N
PLANNED	12/31/13	4	148	37	N
PLANNED	12/31/13	5	460	92	N
PLANNED	12/31/13	2	146	73	N
PLANNED	12/31/13	5	775	155	N
PLANNED	12/31/13	7	1141	163	N
PLANNED	12/31/13	11	2530	230	N
PLANNED	12/31/13	1	86	86	N
PLANNED	12/31/13	5	395	79	N
PLANNED	12/31/13	13	845	65	N
PLANNED	12/31/13	9	900	100	N
PLANNED	12/31/13	13	1118	86	N
PLANNED	12/31/13	25	1675	67	N
PLANNED	12/31/13	4	276	69	N
PLANNED	12/31/13	1	51	51	N
PLANNED	12/31/13	6	582	97	N
PLANNED	12/31/13	39	1053	27	N
PLANNED	12/31/13	9	648	72	N
PLANNED	12/31/13	27	756	28	N
PLANNED	12/31/13	23	2599	113	N
PLANNED	12/31/13	10	990	99	N
PLANNED	12/31/13	1	130	130	N
PLANNED	12/31/13	1	127	127	N
PLANNED	12/31/13	2	236	118	N
PLANNED	12/31/13	3	429	143	N
PLANNED	12/31/13	2	76	38	N
PLANNED	12/31/13	1	42	42	N
PLANNED	12/31/13	7	238	34	N
PLANNED	12/31/13	1	138	138	N
PLANNED	12/31/13	15	1350	90	N
PLANNED	12/31/13	8	1040	130	N
PLANNED	12/31/13	10	720	72	N
PLANNED	12/31/13	2	72	36	N
PLANNED	12/31/13	2	14	7	N
PLANNED	12/31/13	6	198	33	N
PLANNED	12/31/13	19	456	24	N
PLANNED	12/31/13	4	104	26	N
PLANNED	12/31/13	9	63	7	N
CUSTOMER REQUEST	12/31/13	3	270	90	N
PLANNED	12/31/13	1	1114	1114	N
CUSTOMER REQUEST	12/31/13	1713	10997	7	N

Feeder Specific Data and Attached Laterals

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
210531	BV	Hybrid	1260	11	9	6	2.3	1.5	2.6	1.8	4.9	3.3	8.2	2548.0	174233.0	Looped	0.15132	6.75132	38.0
210532	BV	Hybrid	744	15	11	2	2.0	0.1	1.7	2.2	3.7	2.3	6.0	262	20726	Looped	-0.35	6.2	22
202531	BV	Hybrid	1747	13	37	7	3.1	0.3	6.0	8.0	9.1	8.3	17.4	337	47964	Looped	-0.12	8.1	29
202532	BV	Hybrid	2637	12	44	7	4.8	0.0	4.7	14.1	9.5	14.1	23.6	494	42120	Looped	0.02	6.2	23
202533	BV	OH	1685	35	4	4	3.3	0.0	13.7	0.8	17.0	0.8	17.8	520	45522	Looped	-0.13	6.6	46
202534	BV	Hybrid	1705	2	32	2	2.0	0.6	1.1	10.6	3.1	11.2	14.3	525	41860	Looped	-0.02	5.6	22
202535	BV	Hybrid	1263	52	21	9	5.0	0.0	17.7	9.1	22.7	9.1	31.8	230	29267	Looped	-0.35	7.4	37
202536	BV	Hybrid	1480	21	15	1	4.8	1.1	8.8	4.3	13.6	5.4	19.0	1872	105283	Looped	-0.07	4.8	31
202537	BV	Hybrid	2335	2	48	2	3.8	0.2	0.7	15.0	4.5	15.2	19.7	3104	208495	Looped	-0.34	6.9	35
204261	BV	OH	2953	142	19	3	13.2	0.3	56.1	2.9	69.3	3.2	72.5	4246	249666	Looped	-0.27	11.0	151
204262	BV	Hybrid	3226	65	28	11	9.2	0.3	39.8	6.8	49.0	7.1	56.1	1542	153912	Looped	-0.10	16.0	103
204263	BV	Hybrid	3460	87	15	3	11.9	0.6	55.2	3.8	67.1	4.4	71.5	1260	156885	Looped	-0.20	15.6	112
204264	BV	OH	3322	82	12	5	10.0	0.1	45.5	2.5	55.5	2.6	58.1	1653	172807	Looped	0.21	14.6	146
204265	BV	Hybrid	2189	125	20	13	16.6	0.2	53.0	10.8	69.6	11.0	80.6	854	101780	Looped	-0.01	8.4	101
205531	BV	Hybrid	1630	1	26	1	1.8	3.4	0.3	18.1	2.1	21.5	23.6	355	41895	Looped	-0.08	5.6	24
205532	BV	Hybrid	2110	22	37	6	6.2	0.1	6.2	18.5	12.4	18.6	31.0	992	104721	Looped	-0.01	8.0	31
205533	BV	Hybrid	1332	1	21	2	2.9	1.6	0.9	6.5	3.8	8.1	11.9	2066	77104	Looped	-4.08	4.7	30
205534	BV	Hybrid	2281	3	39	0	5.4	0.1	0.3	23.1	5.7	23.2	28.9	4623	76196	Looped	-0.09	8.5	19
205535	BV	Hybrid	2246	1	34	3	3.4	0.4	0.7	12.6	4.1	13.0	17.1	52	6986	Looped	0.11	7.4	6
201031	BV	Hybrid	1280	28	9	11	4.7	0.0	8.6	1.3	13.3	1.3	14.6	3497	113057	Looped	0.24	5.5	37
201032	BV	Hybrid	1504	30	8	6	3.4	0.0	6.6	3.2	10.0	3.2	13.2	1618	54076	Looped	0.16	4.3	20
201033	BV	Hybrid	1690	33	10	4	2.9	0.0	12.0	3.5	14.9	3.5	18.4	2117	86636	Looped	0.02	5.5	39
201034	BV	Hybrid	2151	13	36	4	4.3	0.2	2.4	15.7	6.7	15.9	22.6	2445	120505	Looped	-0.01	7.1	23
201035	BV	Hybrid	795	8	12	4	3.5	0.1	2.5	2.9	6.0	3.0	9.0	163	22450	Looped	0.01	3.2	8
208761	BV	Hybrid	1495	63	30	5	7.0	6.4	10.9	8.9	17.9	15.3	33.2	306	90498	Looped	-0.26	5.3	56
208762	BV	Hybrid	1051	75	24	6	17.0	0.5	21.8	13.9	38.8	14.4	53.2	131	18363	Looped	-0.08	5.7	38
208763	BV	Hybrid	2032	25	25	4	10.3	0.9	16.8	21.4	27.1	22.3	49.4	505	76589	Looped	0.02	5.8	33
203631	BV	Hybrid	1103	14	28	0	4.8	0.5	4.9	6.8	9.7	7.3	17.0	289	60108	Looped	0.35	7.0	25
203632	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.05	1.5	0
203633	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.06	0.1	0
203634	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.03	2.0	0
203635	BV	Hybrid	2179	10	36	4	3.4	0.2	3.5	8.6	6.9	8.8	15.7	202	18277	Looped	-0.05	6.9	29
203636	BV	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	0.16	4.2	0
203637	BV	Hybrid	1265	20	23	1	4.0	0.2	5.3	5.1	9.3	5.3	14.6	682	21076	Looped	0.19	5.0	20
203638	BV	Hybrid	514	22	11	2	2.9	0.6	3.8	0.5	6.7	1.1	7.8	1661	73545	Looped	0.14	4.6	11
203531	BV	Hybrid	1620	10	33	3	3.5	1.5	2.1	8.9	5.6	10.4	16.0	2007	267806	Looped	-0.01	6.4	26
203532	BV	Hybrid	1253	26	7	2	3.7	0.2	9.5	2.5	13.2	2.7	15.9	449	33149	Looped	-0.03	4.8	24
203533	BV	Hybrid	155	3	15	2	2.8	0.4	1.2	1.3	4.0	1.7	5.7	8	975	Looped	-0.16	5.5	6
203534	BV	Hybrid	859	12	14	7	2.7	0.1	8.1	2.5	10.8	2.6	13.4	173	16561	Looped	-0.12	6.5	23
203535	BV	Hybrid	291	13	11	3	3.2	0.4	2.7	1.3	5.9	1.7	7.6	19	2452	Looped	-1.41	6.2	7

Feeder Specific Data and Attached Laterals

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
203536	BV	Hybrid	738	25	7	2	3.3	0.6	7.9	6.9	11.2	7.5	18.7	831	8531	Looped	-3.13	4.0	20
203537	BV	Hybrid	429	3	17	1	1.8	2.8	1.1	2.9	2.9	5.7	8.6	157	10901	Looped	-0.62	4.6	6
203538	BV	Hybrid	1223	31	17	4	3.6	2.6	11.1	2.7	14.7	5.3	20.0	552	65099	Looped	-0.31	7.1	43
203539	BV	Hybrid	643	15	18	0	4.3	0.9	6.0	3.5	10.3	4.4	14.7	269	30295	Looped	0.21	7.5	28
203540	BV	Hybrid	47	4	14	3	2.6	2.6	1.0	1.4	3.6	4.0	7.6	55	2258	Looped	0.47	7.8	9
203541	BV	Hybrid	1777	22	33	8	3.6	0.1	4.9	14.0	8.5	14.1	22.6	218	22748	Looped	-1.15	7.3	37
208161	BV	OH	2712	70	3	0	8.4	0.1	42.6	0.4	51.0	0.5	51.5	3472	238981	Looped	0.06	9.0	94
208162	BV	Hybrid	2230	52	27	5	7.0	0.2	19.4	14.7	26.4	14.9	41.3	506	35307	Looped	0.37	11.0	46
208163	BV	Hybrid	4062	110	12	4	17.0	0.4	64.6	8.4	81.6	8.8	90.4	9926	731522	Looped	-0.11	15.6	147
208164	BV	Hybrid	1957	53	40	7	9.5	0.7	17.3	16.6	26.8	17.3	44.1	191	21251	Looped	-0.99	10.9	37
208165	BV	OH	3312	88	6	4	9.8	0.9	42.5	1.1	52.3	2.0	54.3	7228	153709	Looped	-0.08	12.9	149
208166	BV	Hybrid	1372	25	27	10	11.6	1.9	17.2	5.1	28.8	7.0	35.8	474	37748	Looped	8.96	9.0	32
202631	BV	Hybrid	2656	36	34	6	5.0	0.0	6.1	12.4	11.1	12.4	23.5	1604	315598	Looped	0.05	7.1	70
202632	BV	Hybrid	1289	23	22	5	3.7	0.1	5.7	6.7	9.4	6.8	16.2	218	41405	Looped	0.16	5.7	36
202633	BV	Hybrid	1439	29	12	7	3.7	4.6	8.8	5.1	12.5	9.7	22.2	3333	251209	Looped	-0.02	5.0	49
203231	BV	Hybrid	1440	12	16	8	1.7	0.1	6.0	2.6	7.7	2.7	10.4	2015	92956	Looped	0.29	5.4	33
203232	BV	Hybrid	1118	23	20	7	2.7	0.1	6.3	6.7	9.0	6.8	15.8	131	29515	Looped	0.04	6.1	21
203233	BV	Hybrid	1447	38	7	5	3.3	0.1	9.4	0.9	12.7	1.0	13.7	331	52481	Looped	-0.01	5.4	47
203234	BV	OH	931	27	4	2	3.7	0.1	7.5	0.1	11.2	0.2	11.4	327	49598	Looped	0.06	4.6	28
202031	BV	Hybrid	1456	15	22	4	2.8	0.1	5.8	3.8	8.6	3.9	12.5	626	65131	Looped	0.03	5.7	32
202032	BV	Hybrid	1437	14	41	4	2.6	0.5	2.9	12.7	5.5	13.2	18.7	126	15100	Looped	0.28	7.0	16
202033	BV	Hybrid	2220	22	25	7	3.1	0.0	7.1	3.5	10.2	3.5	13.7	582	53687	Looped	0.05	6.7	36
202034	BV	Hybrid	1456	16	16	7	4.3	0.4	7.3	4.0	11.6	4.4	16.0	467	73277	Looped	0.10	5.7	32
202035	BV	Hybrid	1305	15	31	4	2.6	0.3	4.4	5.6	7.0	5.9	12.9	229	58859	Looped	-0.03	7.7	14
202036	BV	Hybrid	1427	10	20	5	1.8	1.8	4.9	4.2	6.7	6.0	12.7	2006	242321	Looped	0.15	4.6	29
200531	BV	Hybrid	595	12	12	3	2.4	0.5	4.4	3.0	6.8	3.5	10.3	387	51670	Looped	0.08	6.8	29
200532	BV	Hybrid	644	8	27	4	3.6	0.6	1.3	2.7	4.9	3.3	8.2	143	20924	Looped	-1.07	6.4	11
200533	BV	Hybrid	995	16	27	5	4.0	0.1	6.1	1.9	10.1	2.0	12.1	329	24400	Looped	-0.04	5.5	22
200534	BV	Hybrid	2097	34	23	6	5.1	0.1	9.2	4.8	14.3	4.9	19.2	523	73888	Looped	0.06	7.9	46
200535	BV	Hybrid	61	1	12	2	1.3	0.6	0.5	1.2	1.8	1.8	3.6	5	469	Looped	0.01	7.3	3
200536	BV	Hybrid	1394	36	10	11	4.2	0.0	8.7	0.9	12.9	0.9	13.8	436	44240	Looped	-0.06	8.3	41
200537	BV	Hybrid	128	6	12	3	2.2	0.2	0.9	1.0	3.1	1.2	4.3	18	2814	Looped	-0.13	4.9	10
200538	BV	Hybrid	908	17	7	1	3.2	0.6	4.4	4.7	7.6	5.3	12.9	164	22970	Looped	-0.82	3.4	21
203431	BV	Hybrid	1478	1	33	2	2.2	0.8	0.7	12.9	2.9	13.7	16.6	430	55618	Looped	0.15	3.9	29
203432	BV	Hybrid	1976	6	19	3	1.9	0.0	10.1	12.5	12.0	12.5	24.5	727	111681	Looped	-0.23	6.1	42
203433	BV	Hybrid	1704	43	20	12	7.0	0.3	16.3	7.2	23.3	7.5	30.8	3826	237495	Looped	0.17	6.2	57
201631	BV	Hybrid	1883	8	22	8	2.6	0.0	3.4	6.1	6.0	6.1	12.1	2064	52496	Looped	0.15	6.4	25
201632	BV	Hybrid	1249	26	7	3	3.9	0.2	13.0	1.2	16.9	1.4	18.3	318	44213	Looped	-0.15	6.6	31
201633	BV	Hybrid	1845	33	14	8	5.2	0.5	13.4	3.4	18.6	3.9	22.5	773	92023	Looped	0.07	6.1	43
201634	BV	Hybrid	0	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Looped	-0.39	3.5	0

Feeder Specific Data and Attached Laterals

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
201635	BV	Hybrid	2045	7	27	4	4.9	2.1	6.8	16.2	11.7	18.3	30.0	507	59408	Looped	-0.08	6.4	35
201636	BV	Hybrid	0	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Looped	0.02	0.0	0
201637	BV	Hybrid	2083	31	19	5	5.5	0.2	17.0	5.7	22.5	5.9	28.4	3083	188673	Looped	-0.42	7.3	55
201638	BV	Hybrid	1717	15	31	1	4.3	0.4	2.9	17.7	7.2	18.1	25.3	327	53721	Looped	-0.19	5.0	32
201639	BV	Hybrid	0	0	0	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Looped	1.07	5.3	0
201132	BV	OH	1	0	0	0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0	0	Looped	-0.34	4.6	0
201133	BV	Hybrid	1707	20	19	4	2.9	0.0	7.4	2.1	10.3	2.1	12.4	4212	194437	Looped	0.09	7.0	53
201134	BV	Hybrid	1203	68	49	4	9.8	3.5	9.2	15.8	19.0	19.3	38.3	1502	119573	Looped	0.08	6.7	40
201135	BV	Hybrid	1026	12	16	5	2.4	2.7	6.7	1.3	9.1	4.0	13.1	244	32235	Looped	0.27	5.6	28
201136	BV	Hybrid	1359	10	11	5	2.8	0.9	7.7	6.1	10.5	7.0	17.5	364	41713	Looped	-0.05	4.7	30
205631	BV	Hybrid	1447	74	12	11	10.7	1.1	26.0	13.8	36.7	14.9	51.6	7075	67981	Looped	-0.03	9.6	66
205632	BV	Hybrid	1244	14	30	2	4.9	0.3	5.9	7.7	10.8	8.0	18.8	2495	83356	Looped	-0.07	6.9	19
205633	BV	Hybrid	1049	4	29	4	3.5	0.1	2.4	7.8	5.9	7.9	13.8	1189	51472	Looped	-0.20	6.3	22
204131	BV	Hybrid	1325	11	10	9	2.0	0.6	8.2	7.5	10.2	8.1	18.3	243	37223	Looped	0.16	4.8	23
204132	BV	Hybrid	1118	27	3	4	1.6	0.8	8.0	1.6	9.6	2.4	12.0	246	33336	Looped	-0.06	4.4	22
204133	BV	Hybrid	1693	16	33	5	3.0	0.9	4.1	8.4	7.1	9.3	16.4	412	50609	Looped	-0.01	6.4	44
204361	BV	Hybrid	1507	0	22	0	1.8	2.8	0.0	17.4	1.8	20.2	22.0	179	18257	Looped	-1.02	10.7	21
204362	BV	UG	2186	0	31	0	0.8	2.9	0.0	25.3	0.8	28.2	29.0	377	40269	Looped	-0.55	13.6	22
204363	BV	Hybrid	2349	0	39	3	3.0	2.0	1.5	24.6	4.5	26.6	31.1	5707	159949	Looped	-0.40	9.4	25
204364	BV	Hybrid	1554	0	31	1	2.3	1.7	0.0	12.9	2.3	14.6	16.9	248	39368	Looped	-0.10	11.0	7
209761	BV	Hybrid	1713	4	54	2	5.2	5.8	0.7	32.0	5.9	37.8	43.7	186	25967	Looped	0.28	12.9	10
209762	BV	Hybrid	1686	0	42	0	1.7	5.8	0.0	21.0	1.7	26.8	28.5	3202	118910	Looped	0.49	14.9	5
209763	BV	UG	2013	1	43	1	0.9	7.8	0.3	39.5	1.2	47.3	48.5	5	1053	Looped	-0.50	11.2	2
209764	BV	Hybrid	2794	12	66	4	7.2	1.9	8.3	19.0	15.5	20.9	36.4	1290	175065	Looped	0.60	11.3	21
208861	BV	Hybrid	2242	30	29	5	6.2	0.9	9.6	12.7	15.8	13.6	29.4	382	34843	Looped	-0.08	14.2	30
208862	BV	Hybrid	2933	12	40	10	4.0	3.3	3.0	30.8	7.0	34.1	41.1	319	30722	Looped	0.11	13.8	13
208863	BV	Hybrid	2834	60	25	11	7.5	1.3	13.6	11.2	21.1	12.5	33.6	3330	201430	Looped	-0.26	7.6	62
207361	BV	OH	2289	183	4	3	17.4	0.1	52.5	1.0	69.9	1.1	71.0	13077	86087	Looped	-0.89	8.7	97
207362	BV	OH	3144	139	3	2	12.4	0.2	57.4	3.4	69.8	3.6	73.4	1242	128925	Looped	-0.17	12.3	134
207363	BV	Hybrid	3119	123	28	1	14.0	2.9	52.8	24.5	66.8	27.4	94.2	11853	882533	Looped	-0.03	12.8	111
207364	BV	Hybrid	0	0	0	0	28.2	1.2	60.8	8.2	89.0	9.4	98.4	0	0	Radial	0.00	0.0	0
201531	BV	OH	992	43	2	4	8.2	0.1	19.6	0.3	27.8	0.4	28.2	2181	100338	Looped	-0.29	4.8	43
201532	BV	Hybrid	1316	31	13	4	4.8	0.0	14.5	1.2	19.3	1.2	20.5	5900	251483	Looped	-0.28	5.2	62
201533	BV	Hybrid	1798	46	19	3	8.1	0.1	13.8	8.4	21.9	8.5	30.4	721	84261	Looped	-0.22	7.3	49
201534	BV	Hybrid	1343	13	29	2	5.1	0.1	5.7	3.9	10.8	4.0	14.8	658	97996	Looped	-0.12	6.7	37
202831	BV	Hybrid	1789	31	8	5	3.5	0.1	14.4	2.5	17.9	2.6	20.5	416	51085	Looped	0.15	8.5	38
202832	BV	OH	1862	45	5	3	4.6	0.1	14.4	0.5	19.0	0.6	19.6	644	68421	Looped	-0.20	5.9	61
202833	BV	Hybrid	1727	68	13	7	8.6	0.3	18.4	6.7	27.0	7.0	34.0	2816	273422	Looped	-0.52	7.8	88
200431	BV	Hybrid	984	18	8	5	2.4	0.1	6.3	1.3	8.7	1.4	10.1	344	41644	Looped	-0.03	6.9	30
200432	BV	Hybrid	997	29	5	3	4.0	0.1	8.5	0.6	12.5	0.7	13.2	2488	85078	Looped	0.18	4.9	47

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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
200433	BV	Hybrid	1883	37	9	4	4.4	0.0	15.6	2.0	20.0	2.0	22.0	249	35276	Looped	0.05	6.3	42
200434	BV	Hybrid	1356	41	24	9	5.3	0.2	7.4	1.1	12.7	1.3	14.0	1998	114041	Looped	0.10	6.2	47
200731	BV	Hybrid	1405	21	6	10	2.2	0.0	4.5	0.7	6.7	0.7	7.4	1391	216228	Looped	0.11	4.8	37
200732	BV	Hybrid	1236	9	29	5	2.5	0.1	3.0	4.4	5.5	4.5	10.0	1481	39632	Looped	0.22	6.4	20
200733	BV	Hybrid	2335	22	26	8	2.9	0.0	7.1	2.9	10.0	2.9	12.9	5037	190980	Looped	0.31	6.3	29
200734	BV	Hybrid	757	4	17	2	1.9	0.3	0.6	2.2	2.5	2.5	5.0	1573	49321	Looped	0.00	4.3	5
200735	BV	Hybrid	2325	7	33	7	2.4	0.2	1.7	2.9	4.1	3.1	7.2	205	25147	Looped	-0.18	5.6	14
201931	BV	Hybrid	1196	37	11	7	5.1	0.3	15.4	6.1	20.5	6.4	26.9	72	11721	Looped	-0.35	4.7	25
201932	BV	Hybrid	1725	25	23	7	5.0	0.5	9.2	9.8	14.2	10.3	24.5	2198	155587	Looped	-0.36	7.6	42
201933	BV	Hybrid	1146	7	16	7	3.5	0.4	3.4	8.7	6.9	9.1	16.0	286	30842	Looped	-0.06	5.4	30
201934	BV	Hybrid	878	4	26	1	5.3	0.1	2.6	7.9	7.9	8.0	15.9	40	3518	Looped	0.24	7.0	10
201935	BV	Hybrid	1179	11	27	8	3.8	0.2	8.0	15.1	11.8	15.3	27.1	165	12799	Looped	-0.05	6.2	20
201936	BV	Hybrid	1186	63	28	9	16.6	1.3	21.4	15.2	38.0	16.5	54.5	127	14356	Looped	-0.11	5.6	39
207061	BV	Hybrid	2258	114	19	7	15.2	0.8	47.0	8.2	62.2	9.0	71.2	5202	386745	Looped	-0.98	9.6	86
207062	BV	Hybrid	2664	96	25	13	14.8	0.7	39.0	9.1	53.8	9.8	63.6	7235	304393	Looped	1.00	11.2	113
207063	BV	Hybrid	0	0	0	0	0.8	1.1	0.0	0.0	0.8	1.1	1.9	0	0	Looped	-0.35	8.6	0
203031	BV	Hybrid	1705	59	15	9	6.4	0.2	24.1	2.7	30.5	2.9	33.4	2130	126170	Looped	-0.18	6.7	67
203032	BV	Hybrid	1173	17	16	0	3.9	0.8	7.8	1.8	11.7	2.6	14.3	1423	30121	Looped	-0.49	4.1	22
203033	BV	OH	1473	32	1	1	4.6	0.1	14.7	0.1	19.3	0.2	19.5	227	35385	Looped	-0.16	5.7	21
203034	BV	Hybrid	858	31	9	2	8.3	0.2	9.9	2.7	18.2	2.9	21.1	46	7551	Looped	-0.12	5.7	17
203035	BV	OH	1600	26	3	1	3.6	0.0	16.5	0.3	20.1	0.3	20.4	508	57436	Looped	-0.74	7.0	37
203036	BV	Hybrid	1	0	1	0	0.1	0.4	0.0	0.0	0.1	0.4	0.5	0	0	Looped	-0.04	11.4	0
205431	BV	Hybrid	1830	67	26	9	6.3	0.1	15.2	7.7	21.5	7.8	29.3	366	66489	Looped	0.03	7.6	44
205432	BV	Hybrid	1812	43	33	8	4.7	0.1	11.6	5.5	16.3	5.6	21.9	3909	209956	Looped	-0.16	7.1	50
205433	BV	Hybrid	918	20	11	7	2.6	0.0	5.7	1.2	8.3	1.2	9.5	502	41252	Looped	0.12	6.1	32
205434	BV	Hybrid	1199	21	10	6	3.1	0.6	8.7	0.8	11.8	1.4	13.2	2989	175437	Looped	-0.01	6.8	39
201831	BV	Hybrid	2498	26	19	11	4.0	0.0	7.6	5.2	11.6	5.2	16.8	797	109777	Looped	0.26	6.9	56
201832	BV	Hybrid	908	14	20	2	2.4	0.0	4.1	4.2	6.5	4.2	10.7	117	22829	Looped	0.03	5.0	20
201833	BV	Hybrid	1583	10	20	3	3.3	0.0	1.6	1.8	4.9	1.8	6.7	245	78921	Looped	0.05	3.9	21
201834	BV	Hybrid	1011	13	10	5	2.1	0.0	5.7	1.4	7.8	1.4	9.2	264	25870	Looped	-0.12	5.4	28
203131	BV	Hybrid	1743	32	21	10	4.6	0.3	9.7	4.7	14.3	5.0	19.3	249	33183	Looped	-0.04	7.9	45
203132	BV	Hybrid	1204	7	46	3	3.9	0.2	1.0	10.9	4.9	11.1	16.0	154	23773	Looped	0.10	8.0	17
203133	BV	Hybrid	1481	22	4	5	2.4	0.0	16.2	4.4	18.6	4.4	23.0	3370	126630	Looped	0.24	6.0	55
203134	BV	Hybrid	1311	15	26	2	3.5	0.0	4.4	8.1	7.9	8.1	16.0	1620	128079	Looped	-0.15	5.5	22
203135	BV	Hybrid	653	14	22	2	4.5	0.3	6.0	3.1	10.5	3.4	13.9	123	17350	Looped	0.17	4.4	25
203331	BV	Hybrid	101	5	12	2	6.1	0.9	2.0	2.6	8.1	3.5	11.6	23	4182	Looped	-0.06	4.2	4
201731	BV	Hybrid	1331	49	17	4	7.0	1.0	9.3	7.1	16.3	8.1	24.4	2834	88532	Looped	0.06	7.1	27
201732	BV	Hybrid	1059	20	14	1	3.6	0.4	4.1	0.5	7.7	0.9	8.6	504	38435	Looped	0.07	4.6	24
201733	BV	Hybrid	1751	32	7	6	3.6	0.4	11.8	3.3	15.4	3.7	19.1	223	28848	Looped	0.11	7.2	40
201734	BV	Hybrid	1535	22	12	7	4.3	0.7	8.0	2.5	12.3	3.2	15.5	523	58523	Looped	0.39	8.0	30

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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
201735	BV	Hybrid	722	15	10	1	3.8	0.6	4.5	1.2	8.3	1.8	10.1	148	23138	Looped	-0.12	4.5	18
201736	BV	Hybrid	1605	72	16	8	7.9	2.0	11.1	4.5	19.0	6.5	25.5	3446	299090	Looped	-0.05	6.4	46
201231	BV	Hybrid	3347	20	22	8	2.4	1.0	5.1	4.8	7.5	5.8	13.3	535	69118	Looped	0.12	6.3	29
201232	BV	Hybrid	1031	6	22	8	2.9	0.5	2.7	5.6	5.6	6.1	11.7	332	24427	Looped	0.03	5.2	8
201233	BV	Hybrid	171	3	18	5	3.8	1.5	0.8	2.4	4.6	3.9	8.5	18	2580	Looped	-0.13	5.0	10
201234	BV	Hybrid	2394	17	29	7	3.5	0.6	3.3	3.1	6.8	3.7	10.5	2965	47621	Looped	-0.30	5.0	33
209801	BV	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-2.50	4.4	0
209861	BV	Hybrid	518	22	26	5	4.5	0.1	6.2	4.6	10.7	4.7	15.4	1933	93072	Looped	0.01	7.6	21
209862	BV	Hybrid	3261	2	39	0	2.0	5.9	0.2	34.3	2.2	40.2	42.4	2790	65456	Looped	0.33	11.1	21
209863	BV	Hybrid	2890	3	35	2	2.2	6.0	0.8	34.4	3.0	40.4	43.4	48	9592	Looped	-0.16	13.1	6
209864	BV	Hybrid	973	18	33	7	6.6	0.1	5.0	7.5	11.6	7.6	19.2	1	135	Looped	#N/A	#N/A	1
206931	BV	Hybrid	1645	9	58	2	6.9	1.3	3.7	14.6	10.6	15.9	26.5	81	8814	Looped	0.30	8.4	32
206932	BV	Hybrid	1246	28	21	12	6.7	0.1	14.2	10.5	20.9	10.6	31.5	705	115398	Looped	-0.20	6.3	46
202131	BV	Hybrid	1742	27	32	5	5.0	0.0	6.8	3.3	11.8	3.3	15.1	375	43555	Looped	-0.10	5.8	28
202132	BV	Hybrid	2041	6	25	8	3.9	0.0	9.7	9.3	13.6	9.3	22.9	1059	86794	Looped	-0.14	8.0	45
202133	BV	Hybrid	2583	14	54	6	5.7	1.0	7.0	15.3	12.7	16.3	29.0	1084	157213	Looped	-0.15	8.2	40
202134	BV	Hybrid	1457	29	18	1	4.9	0.1	9.1	1.9	14.0	2.0	16.0	2177	109320	Looped	0.04	6.9	60
202135	BV	Hybrid	1100	23	15	5	3.7	0.3	6.0	1.7	9.7	2.0	11.7	266	33957	Looped	0.02	3.8	35
203931	BV	Hybrid	1691	58	19	7	13.0	0.1	15.0	5.9	28.0	6.0	34.0	810	45057	Looped	-0.14	6.5	25
203932	BV	OH	1	0	0	0	0.5	0.0	0.0	0.0	0.5	0.0	0.5	0	0	Looped	0.28	1.7	0
203933	BV	Hybrid	723	24	20	9	8.3	0.1	6.9	2.9	15.2	3.0	18.2	280	27757	Looped	-0.21	3.8	27
203934	BV	Hybrid	104	4	30	1	4.3	0.4	0.3	1.6	4.6	2.0	6.6	1	105	Looped	0.04	3.6	1
203935	BV	Hybrid	2063	8	31	5	4.4	0.1	6.6	14.6	11.0	14.7	25.7	134	17251	Looped	-0.24	7.1	29
202231	BV	Hybrid	1401	24	14	5	6.7	0.6	10.4	8.5	17.1	9.1	26.2	5268	173461	Looped	0.31	5.7	34
202232	BV	Hybrid	1464	29	10	4	4.7	0.3	25.5	1.5	30.2	1.8	32.0	1347	149918	Looped	-1.64	4.6	60
202233	BV	Hybrid	1108	30	13	5	6.0	0.6	8.8	3.4	14.8	4.0	18.8	387	33204	Looped	0.01	5.5	27
202234	BV	Hybrid	1524	32	8	7	6.5	0.3	23.6	3.3	30.1	3.6	33.7	948	111944	Looped	0.01	6.7	58
202235	BV	Hybrid	2057	62	37	10	15.4	0.4	39.9	12.2	55.3	12.6	67.9	4106	231977	Looped	0.42	7.9	42
200331	BV	Hybrid	1053	32	20	7	5.5	0.8	6.1	2.2	11.6	3.0	14.6	1178	69935	Looped	-0.20	5.3	32
200332	BV	Hybrid	2262	24	24	3	4.2	0.0	12.4	5.4	16.6	5.4	22.0	2844	179228	Looped	0.03	7.4	57
200333	BV	Hybrid	2033	67	23	7	7.0	0.3	16.1	5.0	23.1	5.3	28.4	420	48553	Looped	-0.26	7.5	43
200334	BV	Hybrid	1883	16	24	5	3.8	0.1	8.2	6.9	12.0	7.0	19.0	1370	217349	Looped	-0.21	5.9	31
200335	BV	Hybrid	526	14	12	3	2.5	0.3	4.3	0.8	6.8	1.1	7.9	83	7923	Looped	-0.23	5.7	14
200336	BV	Hybrid	1686	33	12	7	5.1	0.2	16.2	1.8	21.3	2.0	23.3	2084	43551	Looped	-0.18	7.2	52
208631	BV	Hybrid	1719	38	6	0	5.3	0.2	15.2	1.6	20.5	1.8	22.3	151	14814	Looped	-0.28	6.8	30
208632	BV	Hybrid	1466	37	6	2	5.7	1.0	15.3	4.9	21.0	5.9	26.9	101	10869	Looped	-0.01	6.4	20
208633	BV	Hybrid	1407	32	2	2	3.8	0.9	12.4	2.0	16.2	2.9	19.1	245	16269	Looped	-0.25	5.8	23
208634	BV	Hybrid	165	6	8	0	3.3	0.3	1.5	1.1	4.8	1.4	6.2	30	7192	Looped	-0.17	1.6	5
102031	CF	Hybrid	1232	2	26	2	2.9	2.4	0.6	27.4	3.5	29.8	33.3	1301	83911	Looped	-0.70	5.2	10
102032	CF	Hybrid	1584	21	7	8	7.6	0.5	9.6	4.7	17.2	5.2	22.4	5751	503802	Looped	0.28	3.7	92

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102033	CF	Hybrid	2327	16	27	14	7.7	1.1	10.5	5.3	18.2	6.4	24.6	8251	652605	Looped	-0.46	6.4	110
102034	CF	Hybrid	1743	43	27	10	8.4	0.9	11.8	8.6	20.2	9.5	29.7	7389	313317	Radial	-0.20	3.3	61
102035	CF	Hybrid	1068	2	27	1	2.1	6.0	1.3	25.7	3.4	31.7	35.1	632	168948	Looped	-0.07	4.8	15
106661	CF	Hybrid	1401	20	22	4	4.8	1.0	8.3	9.8	13.1	10.8	23.9	465	74068	Looped	-0.73	7.8	27
106662	CF	Hybrid	589	30	35	6	8.9	1.2	16.2	6.7	25.1	7.9	33.0	153	74218	Looped	0.06	8.2	17
106663	CF	Hybrid	959	8	19	0	1.9	3.3	3.6	11.9	5.5	15.2	20.7	190	24078	Looped	-0.18	4.2	4
102961	CF	Hybrid	894	6	13	5	3.7	2.2	6.6	13.4	10.3	15.6	25.9	247	26226	Looped	0.80	5.2	18
102962	CF	Hybrid	1445	24	29	5	12.0	0.4	12.6	15.1	24.6	15.5	40.1	1574	134374	Looped	0.18	5.2	24
101461	CF	Hybrid	1899	30	25	5	8.9	2.5	26.9	7.7	35.8	10.2	46.0	235	12959	Looped	-0.17	9.5	18
101462	CF	Hybrid	1505	31	33	6	8.5	1.8	8.3	9.8	16.8	11.6	28.4	1841	209549	Looped	-0.23	8.7	34
101463	CF	Hybrid	2780	31	69	3	21.0	11.2	6.3	37.8	27.3	49.0	76.3	404	66380	Looped	0.25	8.8	53
101464	CF	Hybrid	2681	126	17	9	33.2	1.2	87.9	10.9	121.1	12.1	133.2	6110	172825	Looped	-0.25	9.3	51
101465	CF	Hybrid	3905	44	26	0	8.4	4.5	54.0	9.8	62.4	14.3	76.7	5207	247938	Looped	-0.02	15.7	41
101466	CF	Hybrid	1776	47	23	13	10.8	3.4	19.6	5.7	30.4	9.1	39.5	2558	161103	Looped	0.07	9.1	42
106861	CF	Hybrid	1984	28	15	1	6.2	4.1	31.2	13.3	37.4	17.4	54.8	865	66263	Looped	-0.32	8.4	44
106862	CF	Hybrid	1658	27	15	1	3.2	5.2	10.8	7.4	14.0	12.6	26.6	2239	179716	Looped	-0.21	5.4	41
106863	CF	Hybrid	2186	20	35	7	3.0	5.2	10.6	20.5	13.6	25.7	39.3	2798	82888	Looped	-0.13	9.3	53
101131	CF	Hybrid	1194	40	2	4	3.8	0.5	11.0	0.6	14.8	1.1	15.9	609	84285	Looped	-0.11	5.6	58
101132	CF	Hybrid	819	9	19	4	2.9	2.5	3.4	3.1	6.3	5.6	11.9	99	22147	Looped	0.15	5.6	21
101133	CF	Hybrid	1436	8	31	8	3.8	0.0	4.5	6.4	8.3	6.4	14.7	848	79967	Looped	0.00	7.0	28
101134	CF	Hybrid	2006	20	25	3	5.1	1.4	8.2	6.0	13.3	7.4	20.7	682	104892	Looped	0.38	6.7	62
101135	CF	Hybrid	1165	1	27	1	2.6	0.1	1.1	11.5	3.7	11.6	15.3	331	51763	Looped	0.01	4.8	23
101136	CF	Hybrid	1461	8	37	2	3.4	0.0	2.3	10.0	5.7	10.0	15.7	1875	98740	Looped	-0.09	6.1	23
101137	CF	Hybrid	2286	42	23	4	5.6	1.0	10.2	4.4	15.8	5.4	21.2	3480	179490	Looped	-0.11	5.4	90
101138	CF	Hybrid	1374	25	17	8	6.4	1.2	6.5	4.8	12.9	6.0	18.9	214	26345	Looped	-0.22	6.5	35
110361	CF	Hybrid	2736	28	29	10	7.1	4.3	28.1	6.8	35.2	11.1	46.3	1700	113126	Looped	-0.70	9.9	52
110362	CF	Hybrid	6	0	4	0	1.1	0.3	0.6	2.7	1.7	3.0	4.7	0	0	Looped	-7.72	2.0	0
110363	CF	Hybrid	2501	34	8	4	8.9	3.2	36.6	2.3	45.5	5.5	51.0	3306	204429	Looped	2.07	11.8	58
106361	CF	Hybrid	1311	121	22	7	22.0	0.9	73.0	6.6	95.0	7.5	102.5	6611	426126	Looped	0.01	4.7	121
106362	CF	OH	2961	48	4	0	11.4	0.4	42.7	0.8	54.1	1.2	55.3	6817	238069	Looped	0.09	11.6	39
106363	CF	OH	986	102	12	5	28.5	0.0	60.2	2.0	88.7	2.0	90.7	560	96451	Looped	-0.02	3.3	78
106364	CF	Hybrid	3142	37	10	3	9.8	0.4	43.6	3.7	53.4	4.1	57.5	3301	78450	Looped	0.15	12.8	30
106365	CF	Hybrid	2696	25	17	3	8.4	0.3	26.7	5.9	35.1	6.2	41.3	624	46880	Looped	-0.33	10.3	44
102361	CF	Hybrid	3056	15	75	2	8.5	2.8	6.2	39.0	14.7	41.8	56.5	690	45087	Looped	-0.04	13.5	33
102362	CF	Hybrid	2876	38	19	0	8.0	1.8	30.8	2.9	38.8	4.7	43.5	1789	157150	Looped	-2.48	12.7	68
102363	CF	Hybrid	1680	12	18	0	2.9	0.1	11.6	5.8	14.5	5.9	20.4	379	59100	Looped	-0.68	6.5	26
102364	CF	Hybrid	3462	30	58	3	6.2	4.7	17.6	31.8	23.8	36.5	60.3	4539	347781	Looped	-0.07	12.3	61
102365	CF	Hybrid	1649	12	35	2	2.9	10.6	1.6	19.7	4.5	30.3	34.8	369	28625	Looped	-1.31	6.3	31
102366	CF	Hybrid	538	6	45	2	2.7	1.7	2.4	9.5	5.1	11.2	16.3	151	20119	Looped	-2.59	9.6	11
100131	CF	Hybrid	2036	40	20	2	4.4	0.4	7.3	1.5	11.7	1.9	13.6	390	44761	Looped	0.47	8.0	52

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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
100132	CF	Hybrid	1364	14	26	4	2.8	0.9	1.6	1.7	4.4	2.6	7.0	1466	16934	Looped	0.44	6.2	17
100133	CF	Hybrid	795	14	8	1	2.5	1.0	2.4	2.4	4.9	3.4	8.3	1734	50627	Looped	-0.15	4.8	33
100134	CF	Hybrid	412	6	4	0	0.9	2.9	1.1	0.1	2.0	3.0	5.0	60	9900	Looped	-0.02	1.6	11
100135	CF	Hybrid	1400	16	23	11	3.7	0.2	4.2	5.8	7.9	6.0	13.9	364	53766	Looped	0.14	8.6	18
100136	CF	Hybrid	180	2	9	2	0.8	0.3	0.4	0.8	1.2	1.1	2.3	359	12970	Looped	-0.05	2.6	5
100137	CF	Hybrid	1664	41	15	7	4.9	0.1	12.1	1.6	17.0	1.7	18.7	649	117608	Looped	-0.40	6.7	48
100138	CF	Hybrid	354	2	4	1	0.6	3.5	0.7	1.6	1.3	5.1	6.4	76	5607	Looped	0.06	5.6	8
100139	CF	Hybrid	679	9	6	0	0.8	2.3	1.5	0.5	2.3	2.8	5.1	131	17928	Looped	-0.19	4.9	13
102131	CF	Hybrid	379	39	22	10	24.6	0.4	25.2	8.0	49.8	8.4	58.2	558	19398	Looped	-0.17	1.7	33
101931	CF	Hybrid	642	12	5	6	4.1	0.1	4.3	3.2	8.4	3.3	11.7	122	12076	Looped	0.82	6.2	14
101932	CF	OH	2351	52	0	0	3.4	0.1	22.5	0.0	25.9	0.1	26.0	836	123513	Looped	-0.26	8.4	65
101933	CF	Hybrid	1810	21	13	9	3.9	0.1	10.1	6.1	14.0	6.2	20.2	2239	57752	Looped	-0.13	6.8	29
101934	CF	Hybrid	1479	26	21	6	6.8	0.0	9.8	2.0	16.6	2.0	18.6	3237	196358	Looped	-0.11	5.5	31
101935	CF	Hybrid	1951	59	7	4	14.0	0.1	29.1	5.4	43.1	5.5	48.6	2607	196311	Looped	2.48	7.3	55
101936	CF	Hybrid	1933	20	25	8	9.7	0.7	20.1	12.1	29.8	12.8	42.6	4432	190868	Looped	-0.60	7.2	37
101937	CF	Hybrid	1896	32	6	1	2.4	1.2	17.5	1.4	19.9	2.6	22.5	319	41875	Looped	0.07	7.6	40
101938	CF	Hybrid	1538	18	8	7	2.8	1.2	11.8	7.3	14.6	8.5	23.1	365	35468	Looped	0.40	4.7	26
102431	CF	Hybrid	1034	26	7	5	2.5	2.4	7.2	1.5	9.7	3.9	13.6	317	59342	Looped	-0.39	5.3	38
102432	CF	Hybrid	1125	15	16	7	4.3	0.1	6.4	5.5	10.7	5.6	16.3	429	41401	Looped	-0.26	4.2	24
102433	CF	Hybrid	1534	24	20	0	3.3	0.1	7.4	4.9	10.7	5.0	15.7	1768	91816	Looped	-0.58	4.7	29
102434	CF	Hybrid	1480	16	22	6	3.2	0.2	5.6	5.1	8.8	5.3	14.1	2105	104960	Looped	0.09	5.5	36
102435	CF	Hybrid	1105	31	17	6	4.8	0.8	7.0	3.2	11.8	4.0	15.8	3380	210980	Looped	-1.41	4.3	50
102436	CF	Hybrid	1113	13	5	2	2.2	2.1	3.5	1.8	5.7	3.9	9.6	304	39974	Looped	-0.33	3.6	14
101531	CF	Hybrid	212	3	19	6	2.6	0.1	1.7	3.2	4.3	3.3	7.6	108	9626	Looped	-0.08	9.4	14
101532	CF	Hybrid	4	0	2	0	0.0	2.6	0.2	0.2	0.2	2.8	3.0	0	0	Looped	-1.80	1.2	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	-2.02	1.0	0
101534	CF	Hybrid	441	4	33	9	5.1	0.2	1.5	4.3	6.6	4.5	11.1	27	3639	Looped	0.05	8.4	14
101535	CF	Hybrid	365	0	39	1	2.7	3.2	0.1	6.1	2.8	9.3	12.1	741	25013	Looped	0.14	3.9	10
101536	CF	UG	80	0	4	0	0.0	1.8	0.0	0.7	0.0	2.5	2.5	0	0	Looped	0.19	3.8	0
101537	CF	Hybrid	902	1	29	1	3.3	0.2	0.5	4.9	3.8	5.1	8.9	897	33601	Looped	-0.67	6.6	4
101538	CF	Hybrid	403	1	16	0	2.9	1.3	0.1	8.1	3.0	9.4	12.4	30	3633	Looped	-0.23	4.4	7
101539	CF	Hybrid	51	0	10	0	1.2	3.0	0.2	0.5	1.4	3.5	4.9	64	1265	Looped	-1.29	6.5	3
101540	CF	Hybrid	2047	10	34	1	4.4	0.1	4.1	5.7	8.5	5.8	14.3	47	3477	Looped	0.12	6.4	12
101541	CF	Hybrid	65	1	12	1	1.6	2.2	1.1	3.0	2.7	5.2	7.9	66	962	Looped	1.35	6.6	2
111131	CF	UG	1	0	2	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	-0.02	2.6	0
111132	CF	Hybrid	549	14	16	1	2.4	0.2	2.1	2.3	4.5	2.5	7.0	616	7612	Looped	0.05	2.7	15
107161	CF	Hybrid	511	29	28	7	19.9	0.5	12.9	4.7	32.8	5.2	38.0	569	64081	Looped	1.97	7.9	24
107162	CF	Hybrid	376	5	12	6	4.1	1.1	4.2	6.0	8.3	7.1	15.4	168	16770	Looped	0.40	4.4	17
101031	CF	Hybrid	1369	15	17	3	2.6	1.4	5.6	2.0	8.2	3.4	11.6	607	71805	Looped	0.33	6.5	49
101032	CF	Hybrid	1241	25	6	3	2.6	2.0	5.7	0.9	8.3	2.9	11.2	4565	153231	Looped	0.11	4.4	49

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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
101033	CF	Hybrid	887	20	11	1	4.4	1.4	3.9	1.2	8.3	2.6	10.9	1859	50330	Looped	-0.02	4.1	21
101034	CF	Hybrid	1605	35	21	5	4.3	0.0	6.7	5.1	11.0	5.1	16.1	3354	144675	Looped	-0.07	6.2	33
101035	CF	Hybrid	768	5	8	1	1.4	2.7	1.3	2.1	2.7	4.8	7.5	1217	28477	Looped	0.18	4.1	10
101036	CF	Hybrid	1880	42	12	8	5.5	0.3	9.6	1.3	15.1	1.6	16.7	2874	105774	Looped	0.10	7.7	57
101037	CF	Hybrid	1755	35	12	4	3.4	0.3	12.0	1.9	15.4	2.2	17.6	1999	103086	Looped	0.35	5.8	27
101038	CF	Hybrid	1311	25	6	5	4.2	0.3	8.6	0.7	12.8	1.0	13.8	762	109526	Looped	0.34	6.7	45
108261	CF	Hybrid	701	1	32	0	4.4	6.3	0.0	12.3	4.4	18.6	23.0	2667	163025	Looped	0.22	6.8	12
108262	CF	Hybrid	481	1	12	0	2.6	1.8	0.7	10.5	3.3	12.3	15.6	4	215	Looped	-1.48	1.9	2
102231	CF	Hybrid	1254	16	7	5	3.8	0.0	7.7	2.1	11.5	2.1	13.6	1928	78923	Looped	-0.07	5.6	34
102232	CF	Hybrid	266	6	3	1	1.6	0.7	1.7	0.2	3.3	0.9	4.2	77	9938	Looped	-0.08	2.1	15
102233	CF	Hybrid	1452	31	14	9	4.6	0.1	10.4	2.5	15.0	2.6	17.6	4992	133126	Looped	-0.28	7.1	57
102234	CF	Hybrid	1204	23	7	5	3.2	1.9	5.6	1.7	8.8	3.6	12.4	636	86364	Looped	-0.01	5.4	38
102235	CF	Hybrid	2589	52	10	5	4.8	0.2	17.2	2.0	22.0	2.2	24.2	657	83224	Looped	-0.29	5.8	90
102236	CF	Hybrid	1090	27	16	3	3.2	0.9	9.2	2.8	12.4	3.7	16.1	390	73939	Looped	-0.19	4.2	37
104431	CF	Hybrid	1525	22	19	4	3.1	0.0	6.6	5.1	9.7	5.1	14.8	972	109626	Looped	0.27	5.8	35
104432	CF	Hybrid	99	6	11	1	1.7	1.8	1.0	3.7	2.7	5.5	8.2	92	6264	Looped	0.29	6.0	10
104433	CF	Hybrid	1104	4	16	3	2.1	1.2	1.1	5.2	3.2	6.4	9.6	334	36920	Looped	0.19	3.2	22
100831	CF	Hybrid	1919	23	12	2	3.6	0.4	8.8	5.5	12.4	5.9	18.3	2255	137431	Looped	-0.57	5.4	33
100832	CF	Hybrid	2463	43	21	5	7.1	1.2	6.6	1.5	13.7	2.7	16.4	415	94285	Looped	2.87	6.9	60
100833	CF	Hybrid	1893	13	43	8	4.6	0.0	4.8	13.3	9.4	13.3	22.7	527	100464	Looped	0.18	7.9	44
100834	CF	Hybrid	2013	17	39	5	3.2	0.5	5.2	14.0	8.4	14.5	22.9	564	54371	Looped	-0.28	6.5	37
100835	CF	Hybrid	1522	9	14	3	1.2	3.1	1.9	4.8	3.1	7.9	11.0	1661	27786	Looped	-3.36	4.4	23
100836	CF	Hybrid	1276	5	31	3	2.7	0.3	1.2	9.2	3.9	9.5	13.4	219	19778	Looped	-0.07	6.5	24
100837	CF	Hybrid	1950	29	19	6	4.5	0.5	8.3	7.2	12.8	7.7	20.5	402	49501	Looped	-0.10	6.1	22
100838	CF	Hybrid	1189	0	39	0	3.0	0.4	0.0	14.5	3.0	14.9	17.9	191	35094	Looped	-1.41	8.0	12
100839	CF	Hybrid	863	20	5	3	2.6	0.1	4.8	0.6	7.4	0.7	8.1	215	14008	Looped	-0.04	2.6	18
106531	CF	Hybrid	1178	20	15	5	2.8	0.1	4.8	2.2	7.6	2.3	9.9	2928	75143	Looped	0.01	3.9	17
106532	CF	Hybrid	1439	29	10	6	3.0	0.6	9.6	3.4	12.6	4.0	16.6	3569	327223	Looped	-0.08	5.2	55
106533	CF	Hybrid	1177	15	16	5	3.1	0.7	6.4	4.5	9.5	5.2	14.7	923	186379	Looped	0.35	4.5	36
106534	CF	Hybrid	881	7	16	1	0.4	4.5	0.8	4.0	1.2	8.5	9.7	9	1148	Looped	-0.09	4.4	2
105061	CF	OH	2105	78	5	17	12.7	0.0	97.0	4.9	109.7	4.9	114.6	3006	261194	Looped	-0.06	8.8	94
105062	CF	Hybrid	1535	54	5	12	12.3	0.0	45.2	8.7	57.5	8.7	66.2	1025	121304	Looped	0.06	5.2	52
100931	CF	Hybrid	2115	30	22	10	4.4	0.1	8.9	6.2	13.3	6.3	19.6	560	67615	Looped	0.12	8.1	46
100932	CF	Hybrid	1220	1	18	2	0.6	3.1	0.4	6.2	1.0	9.3	10.3	6	1492	Looped	-0.49	5.7	2
100933	CF	Hybrid	1347	11	22	3	2.2	0.1	1.9	4.2	4.1	4.3	8.4	1648	106773	Looped	0.27	4.1	19
100934	CF	Hybrid	1249	44	24	7	2.3	1.3	5.2	2.3	7.5	3.6	11.1	171	28951	Looped	-0.02	3.6	41
100935	CF	Hybrid	1132	39	8	5	2.8	1.2	7.0	1.5	9.8	2.7	12.5	1755	36244	Looped	-0.23	5.2	49
100936	CF	Hybrid	188	1	9	1	1.0	0.7	0.4	1.5	1.4	2.2	3.6	0	0	Looped	-0.05	0.9	0
100937	CF	Hybrid	1500	23	13	4	3.5	0.1	7.6	2.9	11.1	3.0	14.1	1995	90985	Looped	-0.20	5.7	44
100938	CF	Hybrid	2443	17	16	2	1.8	3.1	2.7	4.0	4.5	7.1	11.6	348	42109	Looped	0.12	6.0	21

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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
106461	CF	Hybrid	2268	1	63	0	7.7	0.4	0.8	26.4	8.5	26.8	35.3	2545	331525	Looped	-0.27	13.2	15
106462	CF	Hybrid	1824	5	34	0	3.2	0.5	1.8	33.6	5.0	34.1	39.1	2034	69765	Looped	-9.77	8.1	8
106463	CF	Hybrid	3227	35	60	4	5.5	7.7	14.6	47.6	20.1	55.3	75.4	1192	178136	Looped	-3.37	13.1	61
106464	CF	Hybrid	1577	10	39	5	4.4	0.2	3.7	14.1	8.1	14.3	22.4	2004	92580	Looped	2.49	8.8	37
106465	CF	Hybrid	2174	45	25	7	11.8	4.2	29.6	11.8	41.4	16.0	57.4	107	14105	Looped	10.42	10.4	24
104831	CF	Hybrid	1064	9	12	2	2.1	0.0	6.7	4.6	8.8	4.6	13.4	604	63429	Looped	-0.15	2.8	22
104832	CF	Hybrid	1324	19	5	3	2.9	0.0	10.1	1.0	13.0	1.0	14.0	660	54655	Looped	-0.09	2.2	31
104833	CF	Hybrid	1021	4	14	3	1.4	1.2	4.2	12.5	5.6	13.7	19.3	133	12386	Looped	-0.05	4.9	16
104834	CF	Hybrid	1321	15	18	2	2.6	3.2	4.6	6.0	7.2	9.2	16.4	402	40141	Looped	-0.44	4.0	24
104835	CF	Hybrid	1682	12	39	10	3.3	4.7	4.9	7.3	8.2	12.0	20.2	265	19158	Looped	-0.07	5.4	25
104836	CF	Hybrid	1359	4	27	4	6.0	1.4	3.7	18.7	9.7	20.1	29.8	3026	214957	Looped	-3.85	5.7	22
104837	CF	Hybrid	845	1	20	0	1.0	0.3	0.0	8.6	1.0	8.9	9.9	347	54389	Looped	-0.07	3.0	23
106061	CF	Hybrid	1640	19	37	12	4.9	0.5	10.4	16.2	15.3	16.7	32.0	738	108670	Looped	-0.70	13.6	51
106062	CF	Hybrid	821	45	4	11	11.4	0.0	30.5	4.3	41.9	4.3	46.2	1446	171058	Looped	-0.23	4.0	48
106063	CF	Hybrid	2519	32	52	6	8.5	1.9	14.4	40.4	22.9	42.3	65.2	382	65229	Looped	-0.45	11.6	43
103831	CF	Hybrid	1824	6	48	1	4.5	0.1	1.9	14.9	6.4	15.0	21.4	422	45038	Looped	0.21	7.7	22
103832	CF	Hybrid	2300	1	41	0	6.6	0.0	0.1	24.5	6.7	24.5	31.2	2477	261459	Looped	-0.09	8.4	25
103833	CF	Hybrid	1418	0	37	1	3.1	0.4	0.1	16.3	3.2	16.7	19.9	370	40928	Looped	-0.26	6.0	39
103834	CF	Hybrid	641	48	6	3	22.6	0.5	19.6	12.2	42.2	12.7	54.9	1585	47714	Looped	-1.02	3.1	40
103835	CF	Hybrid	2975	7	59	1	4.0	0.7	2.8	19.9	6.8	20.6	27.4	601	63584	Looped	-0.05	8.7	25
103836	CF	Hybrid	1920	0	27	0	3.6	1.9	0.0	16.1	3.6	18.0	21.6	3879	287479	Looped	0.21	4.6	14
109031	CF	Hybrid	2097	42	6	4	3.4	0.1	14.6	2.6	18.0	2.7	20.7	419	42264	Looped	-0.36	7.4	45
109032	CF	Hybrid	686	3	38	0	6.9	2.4	0.5	10.8	7.4	13.2	20.6	670	2281	Looped	0.28	6.5	2
109033	CF	UG	0	0	2	0	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	0.06	3.8	0
109034	CF	Hybrid	2068	4	50	1	5.4	1.0	1.0	16.9	6.4	17.9	24.3	227	11659	Looped	0.04	9.0	17
204531	CF	Hybrid	1874	33	42	4	8.9	1.9	15.8	17.0	24.7	18.9	43.6	4184	229484	Looped	-0.20	9.9	44
204532	CF	Hybrid	239	1	7	0	1.2	0.4	0.1	1.3	1.3	1.7	3.0	12	730	Looped	0.29	0.9	4
200261	CF	Hybrid	809	56	4	9	12.5	0.1	30.5	3.6	43.0	3.7	46.7	1471	226315	Looped	-0.11	3.3	34
200262	CF	OH	1597	86	9	14	31.3	0.9	89.6	3.8	120.9	4.7	125.6	1688	242166	Looped	4.59	10.2	89
200263	CF	Hybrid	631	19	14	2	5.1	1.0	10.9	4.9	16.0	5.9	21.9	384	64685	Looped	0.28	4.1	27
200264	CF	Hybrid	1198	32	36	4	7.2	7.8	20.2	13.0	27.4	20.8	48.2	2726	130437	Looped	-0.04	8.4	65
207261	CF	Hybrid	1133	42	23	7	9.8	0.1	29.6	18.1	39.4	18.2	57.6	1240	95466	Looped	0.27	7.2	37
207262	CF	Hybrid	2182	45	25	13	8.2	3.6	20.0	21.1	28.2	24.7	52.9	565	57619	Looped	-0.68	10.7	47
207263	CF	Hybrid	2084	16	41	0	4.5	3.2	2.2	28.1	6.7	31.3	38.0	2263	152028	Looped	-0.08	12.8	14
204631	CF	Hybrid	1665	8	40	2	3.6	1.6	2.1	15.1	5.7	16.7	22.4	1994	353603	Looped	-0.47	7.2	39
204632	CF	Hybrid	2030	10	50	1	6.0	0.5	1.8	13.2	7.8	13.7	21.5	263	34637	Looped	-0.04	6.6	30
204633	CF	Hybrid	1128	8	31	3	3.9	0.3	2.2	6.0	6.1	6.3	12.4	236	44465	Looped	-0.30	6.3	16
204634	CF	Hybrid	45	4	11	0	2.9	1.1	0.5	1.4	3.4	2.5	5.9	6	1317	Looped	-0.16	5.1	6
204635	CF	Hybrid	1440	11	18	1	1.9	1.6	2.9	11.0	4.8	12.6	17.4	191	17522	Looped	-0.06	6.7	18
204636	CF	Hybrid	1796	13	29	3	3.7	1.0	6.5	7.0	10.2	8.0	18.2	2682	433408	Looped	0.05	7.2	33

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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
204061	CF	Hybrid	2632	24	22	9	5.3	0.0	32.9	5.9	38.2	5.9	44.1	2938	330973	Looped	-0.20	12.6	46
204062	CF	OH	1927	47	3	0	4.4	0.0	19.1	0.2	23.5	0.2	23.7	741	61026	Looped	3.66	11.9	32
204063	CF	Hybrid	3097	62	2	4	7.6	0.0	31.0	2.1	38.6	2.1	40.7	635	65284	Looped	0.02	13.0	53
204064	CF	Hybrid	1157	29	4	5	5.6	0.0	15.9	1.7	21.5	1.7	23.2	117	14074	Looped	0.35	6.5	18
204065	CF	Hybrid	2408	45	21	1	6.1	0.7	22.1	8.8	28.2	9.5	37.7	3483	204292	Looped	-0.52	9.6	46
210131	CF	Hybrid	2431	7	37	0	2.7	0.3	0.4	14.0	3.1	14.3	17.4	331	20363	Looped	-0.11	7.3	9
210132	CF	Hybrid	717	1	27	1	2.4	2.3	0.2	7.8	2.6	10.1	12.7	82	6154	Looped	1.41	7.9	5
210133	CF	Hybrid	773	10	14	3	2.1	1.0	5.2	5.4	7.3	6.4	13.7	301	39733	Looped	-0.08	3.9	28
205361	CF	OH	908	111	11	13	14.1	0.0	45.8	3.0	59.9	3.0	62.9	602	56496	Looped	-0.04	4.9	54
205362	CF	OH	529	71	3	4	10.6	0.0	34.1	1.8	44.7	1.8	46.5	677	58104	Looped	-0.18	3.6	36
205363	CF	Hybrid	811	39	6	8	9.2	2.4	39.2	2.1	48.4	4.5	52.9	1004	101657	Looped	-0.02	3.6	57
201431	CF	Hybrid	1742	21	35	4	4.7	0.6	5.4	5.4	10.1	6.0	16.1	2056	194427	Looped	-0.04	7.5	28
201432	CF	Hybrid	1507	26	12	8	4.3	0.1	11.4	1.5	15.7	1.6	17.3	686	131570	Looped	-0.14	7.1	53
201433	CF	Hybrid	1171	14	21	7	3.8	0.8	5.1	5.6	8.9	6.4	15.3	546	54696	Looped	-0.26	5.1	54
201434	CF	Hybrid	1710	26	29	2	5.5	0.1	7.4	3.6	12.9	3.7	16.6	407	48832	Looped	0.08	6.7	52
201435	CF	Hybrid	2170	40	17	3	4.7	0.0	14.9	8.5	19.6	8.5	28.1	3366	178361	Looped	0.13	8.4	64
201436	CF	Hybrid	172	10	15	3	3.2	0.7	1.8	2.1	5.0	2.8	7.8	28	4727	Looped	-0.01	3.1	8
201437	CF	Hybrid	833	27	8	4	3.4	0.4	5.9	3.5	9.3	3.9	13.2	202	32715	Looped	-0.01	3.1	28
200831	CF	Hybrid	1150	30	21	4	4.9	0.0	6.6	3.6	11.5	3.6	15.1	278	35810	Looped	0.18	6.5	44
200832	CF	OH	1227	34	3	3	4.4	0.0	9.1	0.4	13.5	0.4	13.9	1627	79353	Looped	0.16	5.4	45
200833	CF	OH	601	17	5	1	3.4	0.0	5.0	0.1	8.4	0.1	8.5	229	19609	Looped	-0.03	2.4	26
207861	CF	Hybrid	1405	74	15	13	7.7	0.6	18.2	6.4	25.9	7.0	32.9	653	84575	Looped	-4.38	6.5	34
207862	CF	Hybrid	2267	67	8	7	9.8	0.4	32.9	4.8	42.7	5.2	47.9	7175	519342	Looped	5.45	16.0	66
207931	CF	Hybrid	1086	18	47	6	5.3	0.8	6.2	14.8	11.5	15.6	27.1	428	46646	Looped	-0.41	8.3	42
207932	CF	Hybrid	177	0	28	0	0.4	1.7	0.0	4.1	0.4	5.8	6.2	0	0	Looped	-0.13	7.8	0
207933	CF	Hybrid	506	0	31	0	1.9	1.7	0.0	7.0	1.9	8.7	10.6	73	8334	Looped	0.19	7.6	6
207934	CF	Hybrid	1166	6	37	3	3.6	2.0	2.0	11.6	5.6	13.6	19.2	1207	32977	Looped	0.13	8.5	16
207935	CF	Hybrid	494	0	17	1	1.0	6.1	0.5	5.4	1.5	11.5	13.0	3	1017	Looped	0.45	5.2	2
207936	CF	Hybrid	1110	2	17	1	1.2	1.7	0.9	5.0	2.1	6.7	8.8	260	38702	Looped	-0.55	5.4	16
200131	CF	Hybrid	1342	13	20	7	4.9	0.1	3.4	5.4	8.3	5.5	13.8	116	16965	Looped	-0.30	4.4	22
200132	CF	Hybrid	1035	20	23	9	5.5	0.0	9.2	4.5	14.7	4.5	19.2	3534	80182	Looped	-0.29	8.4	40
200133	CF	Hybrid	1299	17	35	0	8.2	1.4	4.1	6.8	12.3	8.2	20.5	1355	63396	Looped	0.17	6.5	17
200134	CF	Hybrid	1142	19	27	5	4.5	0.7	3.9	7.3	8.4	8.0	16.4	255	34073	Looped	-0.08	6.5	17
200135	CF	Hybrid	45	5	15	0	2.5	1.1	0.7	0.7	3.2	1.8	5.0	10	1974	Looped	0.74	8.5	5
205931	CF	Hybrid	804	14	31	4	4.9	4.7	7.3	18.0	12.2	22.7	34.9	56	11461	Looped	0.12	5.3	17
205932	CF	Hybrid	698	4	19	2	2.0	3.6	1.0	15.0	3.0	18.6	21.6	724	65827	Looped	0.10	5.6	10
205933	CF	Hybrid	825	2	28	1	2.1	2.8	0.9	7.6	3.0	10.4	13.4	828	135185	Looped	0.21	7.4	3
205934	CF	UG	567	0	11	0	0.2	4.6	0.0	2.8	0.2	7.4	7.6	0	0	Looped	-0.07	6.2	0
205935	CF	UG	1086	0	15	0	0.0	3.7	0.0	14.5	0.0	18.2	18.2	34	4089	Looped	-0.08	6.8	2
205936	CF	Hybrid	681	3	10	0	0.5	2.2	0.0	3.3	0.5	5.5	6.0	364	26414	Looped	0.11	3.4	8

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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
205937	CF	Hybrid	794	22	19	4	3.9	0.9	10.7	12.2	14.6	13.1	27.7	535	13173	Looped	-0.04	4.5	23
301131	NF	Hybrid	690	20	16	3	6.4	0.0	5.1	2.6	11.5	2.6	14.1	365	77785	Looped	-0.30	6.1	16
301132	NF	Hybrid	784	27	11	3	5.4	0.2	8.0	1.3	13.4	1.5	14.9	335	57347	Looped	2.75	8.4	44
301133	NF	Hybrid	1011	43	4	4	7.3	0.1	14.4	1.1	21.7	1.2	22.9	3433	223910	Looped	0.07	3.6	73
301134	NF	Hybrid	778	46	9	4	8.2	0.1	9.2	1.6	17.4	1.7	19.1	193	24297	Looped	0.24	3.1	50
301135	NF	OH	654	44	15	1	15.8	0.2	16.3	1.1	32.1	1.3	33.4	433	49301	Looped	0.83	4.8	52
301136	NF	Hybrid	1685	56	24	7	8.3	0.1	12.3	5.5	20.6	5.6	26.2	2386	355708	Looped	-0.10	6.1	55
301137	NF	Hybrid	871	30	6	6	4.8	0.2	7.6	0.5	12.4	0.7	13.1	194	25120	Looped	-0.28	6.4	27
301138	NF	Hybrid	409	11	15	3	8.1	0.8	4.5	8.4	12.6	9.2	21.8	24	3568	Looped	0.04	2.7	10
301139	NF	Hybrid	836	56	6	5	11.9	0.6	31.5	2.9	43.4	3.5	46.9	2710	143049	Looped	-0.20	3.5	42
309461	NF	UG	0	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.17	2.4	0
309462	NF	OH	468	42	6	1	6.1	0.1	15.9	0.3	22.0	0.4	22.4	58	3961	Looped	0.10	2.3	22
300631	NF	OH	1222	80	9	6	14.5	0.0	37.9	0.9	52.4	0.9	53.3	552	85177	Looped	-0.50	4.6	53
300632	NF	Hybrid	666	29	4	6	8.4	0.0	16.6	1.5	25.0	1.5	26.5	312	65668	Looped	-0.01	4.0	40
300633	NF	OH	1242	66	9	4	14.5	0.0	29.7	1.0	44.2	1.0	45.2	720	131939	Looped	-0.10	6.2	53
300634	NF	Hybrid	849	32	26	6	6.8	0.0	8.9	2.6	15.7	2.6	18.3	1945	123572	Looped	-0.24	6.7	39
306131	NF	Hybrid	464	49	11	2	9.6	0.6	13.1	4.4	22.7	5.0	27.7	976	127618	Looped	-0.20	4.4	15
306132	NF	Hybrid	1086	48	41	5	8.4	0.9	16.8	14.1	25.2	15.0	40.2	58	4445	Looped	-1.61	5.5	23
306133	NF	Hybrid	794	38	20	13	5.3	0.9	11.7	4.3	17.0	5.2	22.2	46	3773	Looped	0.30	7.5	14
306134	NF	Hybrid	1094	82	18	11	16.3	0.4	59.3	12.1	75.6	12.5	88.1	1859	79629	Looped	0.27	4.6	57
305231	NF	Hybrid	1210	38	11	6	9.9	0.6	21.2	1.8	31.1	2.4	33.5	1874	84500	Looped	0.16	7.2	73
305232	NF	Hybrid	495	41	7	11	17.1	0.9	24.2	5.7	41.3	6.6	47.9	288	38204	Looped	0.26	6.8	23
309331	NF	Hybrid	913	82	2	9	16.0	1.7	57.2	3.0	73.2	4.7	77.9	1295	97864	Looped	0.04	3.2	89
309332	NF	Hybrid	262	28	8	5	11.1	1.8	16.6	3.1	27.7	4.9	32.6	317	33242	Looped	0.19	2.7	11
308061	NF	Hybrid	1184	67	25	14	19.1	0.0	42.6	5.5	61.7	5.5	67.2	408	34763	Looped	-0.15	6.3	48
308062	NF	OH	422	46	4	8	22.9	0.2	24.5	1.2	47.4	1.4	48.8	938	94409	Looped	0.01	2.5	27
308063	NF	Hybrid	2122	70	18	17	16.8	0.0	49.5	17.6	66.3	17.6	83.9	814	80804	Looped	-2.71	8.1	80
308064	NF	Hybrid	1805	52	16	13	9.9	0.4	36.5	8.7	46.4	9.1	55.5	509	75132	Looped	0.47	8.9	47
307761	NF	Hybrid	2884	65	81	16	12.1	1.1	24.4	40.4	36.5	41.5	78.0	6983	358123	Looped	0.28	13.8	81
307762	NF	Hybrid	1806	82	35	10	12.6	3.4	34.2	18.8	46.8	22.2	69.0	4573	300144	Looped	-0.04	7.3	77
307763	NF	UG	263	0	4	0	0.0	0.8	0.0	1.7	0.0	2.5	2.5	0	0	Looped	0.01	0.7	0
301461	NF	Hybrid	2092	21	69	8	9.7	6.1	10.1	28.3	19.8	34.4	54.2	249	43338	Looped	0.18	12.5	36
301462	NF	Hybrid	2468	84	35	9	20.8	0.4	42.7	23.0	63.5	23.4	86.9	1690	152011	Looped	0.02	10.4	61
301463	NF	Hybrid	2205	51	13	7	8.5	0.8	36.1	7.8	44.6	8.6	53.2	1086	163261	Looped	-0.06	10.4	76
301464	NF	Hybrid	1348	34	33	6	16.2	3.0	18.6	20.7	34.8	23.7	58.5	70	10211	Looped	0.24	7.1	32
105131	NF	OH	780	51	0	3	7.0	0.0	21.7	0.3	28.7	0.3	29.0	212	43889	Looped	-0.75	2.2	35
105132	NF	Hybrid	1455	92	15	8	14.0	0.1	44.9	4.0	58.9	4.1	63.0	1916	82382	Looped	-0.07	3.9	67
105133	NF	OH	963	107	2	4	13.2	0.2	42.8	1.0	56.0	1.2	57.2	396	47674	Looped	-0.03	2.9	69
100631	NF	OH	477	57	8	1	8.4	0.0	15.9	0.6	24.3	0.6	24.9	2617	184593	Looped	0.18	2.4	37
100632	NF	OH	1451	95	17	3	21.1	0.0	34.2	1.2	55.3	1.2	56.5	4116	164991	Looped	-0.25	4.6	87

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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
105831	NF	Hybrid	1567	25	21	0	8.9	3.0	11.3	18.9	20.2	21.9	42.1	904	215561	Looped	0.03	5.4	27
105832	NF	OH	1138	99	8	16	22.7	0.2	74.2	4.7	96.9	4.9	101.8	1965	185060	Looped	0.20	3.3	101
100331	NF	OH	869	83	7	7	15.4	0.0	43.4	2.4	58.8	2.4	61.2	2257	114247	Looped	-0.51	4.0	67
100332	NF	OH	505	45	0	4	9.3	0.0	27.1	0.3	36.4	0.3	36.7	1377	96840	Looped	0.08	1.7	47
100333	NF	OH	751	106	2	8	17.7	0.1	59.9	3.3	77.6	3.4	81.0	943	79128	Looped	0.05	2.8	50
100334	NF	OH	1102	109	8	6	16.5	0.2	80.5	1.0	97.0	1.2	98.2	1547	48409	Looped	0.26	4.9	60
101631	NF	OH	0	0	0	0	0.6	0.0	0.0	0.0	0.6	0.0	0.6	0	0	Looped	0.06	19.2	0
101632	NF	Hybrid	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.1	0.2	0	0	Looped	2.03	9.0	0
101633	NF	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	0.05	18.7	0
101634	NF	Hybrid	458	33	31	4	7.7	0.0	7.9	3.7	15.6	3.7	19.3	2352	57842	Looped	-0.22	6.7	24
101635	NF	Hybrid	118	13	16	4	5.4	0.1	2.7	2.3	8.1	2.4	10.5	15	1535	Looped	0.87	4.1	10
102731	NF	OH	544	36	3	3	5.3	0.0	26.1	0.6	31.4	0.6	32.0	536	43229	Looped	-0.02	2.2	24
102732	NF	OH	1422	95	8	5	11.2	0.0	50.7	1.2	61.9	1.2	63.1	391	46690	Looped	0.09	5.4	69
100531	NF	OH	1093	73	3	4	9.4	0.0	50.2	0.7	59.6	0.7	60.3	368	57891	Looped	0.06	3.6	66
100532	NF	OH	191	12	0	2	3.1	0.0	6.5	0.2	9.6	0.2	9.8	187	24812	Looped	0.02	0.7	25
100533	NF	OH	242	23	1	5	6.2	0.0	12.7	0.3	18.9	0.3	19.2	101	20949	Looped	-0.25	3.9	14
103732	NF	Hybrid	551	29	3	4	6.0	0.0	11.3	1.1	17.3	1.1	18.4	696	15758	Looped	0.01	2.7	25
100431	NF	OH	918	32	3	3	5.0	0.0	10.2	0.3	15.2	0.3	15.5	1104	60095	Looped	0.10	3.6	27
100432	NF	OH	633	30	4	4	3.8	0.0	4.8	0.2	8.6	0.2	8.8	1019	52018	Looped	0.44	2.6	17
100433	NF	Hybrid	1763	52	15	7	7.3	0.0	19.3	1.7	26.6	1.7	28.3	233	29313	Looped	0.35	6.1	40
100434	NF	OH	880	34	9	3	5.3	0.0	8.2	0.3	13.5	0.3	13.8	111	18533	Looped	0.23	4.1	33
100435	NF	Hybrid	1038	36	13	5	7.2	0.0	6.3	0.8	13.5	0.8	14.3	1109	9965	Looped	0.12	5.3	29
108431	NF	OH	1248	137	13	10	34.8	0.2	59.6	4.1	94.4	4.3	98.7	2755	73297	Looped	-0.02	4.4	92
108432	NF	Hybrid	1860	53	8	5	7.2	0.1	33.5	3.2	40.7	3.3	44.0	2821	99077	Radial	0.14	6.4	65
108433	NF	OH	1269	66	10	11	10.2	0.0	29.1	2.0	39.3	2.0	41.3	827	125726	Looped	-0.47	4.8	67
108961	NF	Hybrid	2398	6	68	2	7.1	17.2	5.2	52.7	12.3	69.9	82.2	2226	199701	Looped	0.83	10.0	12
108962	NF	Hybrid	965	8	20	8	9.5	2.8	8.8	18.2	18.3	21.0	39.3	107	27309	Looped	0.43	4.5	16
108361	NF	Hybrid	1434	33	44	3	8.3	4.0	10.3	27.2	18.6	31.2	49.8	107	22157	Looped	0.22	10.4	21
108362	NF	Hybrid	832	61	18	12	14.6	0.1	29.6	11.4	44.2	11.5	55.7	396	97786	Looped	0.07	5.9	52
108363	NF	Hybrid	2051	32	36	8	5.8	2.3	14.0	12.0	19.8	14.3	34.1	300	22982	Looped	-0.29	11.6	34
106231	NF	Hybrid	663	3	21	1	1.8	0.6	1.2	5.9	3.0	6.5	9.5	63	4316	Looped	-0.06	5.8	4
106232	NF	Hybrid	1325	29	7	2	3.1	1.2	13.0	1.0	16.1	2.2	18.3	1623	143055	Looped	-0.64	9.6	30
106233	NF	Hybrid	2674	31	26	1	3.8	2.4	11.2	10.1	15.0	12.5	27.5	303	44630	Looped	-0.72	8.2	45
106234	NF	Hybrid	1298	5	33	1	4.4	1.5	1.7	8.3	6.1	9.8	15.9	1579	92164	Looped	0.48	6.3	14
106235	NF	Hybrid	1850	49	28	5	6.8	1.0	17.0	13.7	23.8	14.7	38.5	571	30560	Looped	-0.24	7.8	35
106236	NF	Hybrid	2142	32	21	8	4.4	2.5	9.1	12.7	13.5	15.2	28.7	4818	60424	Looped	-0.42	8.3	56
104731	NF	Hybrid	1645	47	17	11	10.6	0.5	36.2	8.4	46.8	8.9	55.7	3145	129251	Looped	-0.26	6.6	61
104732	NF	Hybrid	1652	40	42	5	9.4	0.4	16.3	16.4	25.7	16.8	42.5	3771	123127	Looped	0.44	9.2	53
104733	NF	Hybrid	1400	15	36	5	6.4	0.3	5.0	8.8	11.4	9.1	20.5	258	23117	Looped	-0.36	7.9	24
102631	NF	Hybrid	2294	39	23	5	7.6	0.6	24.1	14.2	31.7	14.8	46.5	4753	437630	Looped	-0.23	7.8	46

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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
102632	NF	Hybrid	1081	14	9	9	3.8	1.1	6.5	5.9	10.3	7.0	17.3	199	38024	Looped	-0.05	4.5	10
102633	NF	Hybrid	509	12	5	2	1.9	3.7	4.4	2.1	6.3	5.8	12.1	577	64222	Looped	-1.73	2.4	15
102634	NF	Hybrid	2187	30	11	2	3.8	0.5	15.3	4.1	19.1	4.6	23.7	567	42998	Looped	0.37	5.8	36
102635	NF	Hybrid	1236	34	23	5	7.0	1.2	14.2	8.1	21.2	9.3	30.5	2808	184683	Looped	0.07	7.7	37
102636	NF	Hybrid	865	24	12	5	4.3	0.3	4.6	0.8	8.9	1.1	10.0	326	40275	Looped	-0.12	5.1	22
102637	NF	Hybrid	1646	26	23	5	5.2	2.2	10.5	6.6	15.7	8.8	24.5	2034	145950	Looped	0.03	8.6	53
102531	NF	Hybrid	1635	49	46	9	17.8	0.0	20.8	20.5	38.6	20.5	59.1	1996	104491	Looped	0.22	4.0	44
102532	NF	Hybrid	1487	15	18	4	3.8	0.6	7.2	6.3	11.0	6.9	17.9	6462	368554	Looped	-0.19	4.3	49
102533	NF	Hybrid	2612	17	27	4	6.3	1.5	8.0	16.9	14.3	18.4	32.7	2949	57384	Looped	-0.78	8.0	35
102534	NF	Hybrid	62	1	14	0	4.0	0.4	0.1	1.5	4.1	1.9	6.0	0	0	Looped	-0.73	4.6	0
102535	NF	Hybrid	2136	60	38	8	9.9	2.4	12.7	6.2	22.6	8.6	31.2	4290	400936	Looped	-0.54	6.4	54
104931	NF	Hybrid	2247	12	50	2	6.0	0.0	3.8	23.5	9.8	23.5	33.3	2664	171533	Looped	-0.17	7.8	30
104932	NF	Hybrid	1342	7	23	0	3.0	2.5	3.0	13.3	6.0	15.8	21.8	141	14503	Looped	0.14	6.3	19
104933	NF	Hybrid	2501	5	36	3	2.6	2.6	3.2	13.3	5.8	15.9	21.7	3544	127585	Looped	-0.40	6.3	24
104934	NF	Hybrid	1962	14	34	7	5.3	1.5	11.1	15.9	16.4	17.4	33.8	4819	349767	Looped	-0.09	7.3	26
101861	NF	Hybrid	2866	7	41	0	10.3	4.4	0.7	41.9	11.0	46.3	57.3	4513	695979	Looped	0.97	15.5	14
101862	NF	Hybrid	1854	24	60	1	6.0	8.6	13.3	25.7	19.3	34.3	53.6	301	33195	Looped	-0.42	11.4	25
101863	NF	Hybrid	1578	145	35	16	23.6	1.6	35.0	15.5	58.6	17.1	75.7	1830	407565	Looped	-0.18	6.7	92
101864	NF	Hybrid	3270	34	51	4	10.4	7.6	11.8	44.2	22.2	51.8	74.0	351	64644	Looped	0.67	13.9	23
101865	NF	Hybrid	177	15	4	1	5.0	0.1	5.6	2.1	10.6	2.2	12.8	734	42845	Looped	-0.03	0.7	13
105761	NF	Hybrid	1278	29	48	4	11.7	3.8	8.7	29.8	20.4	33.6	54.0	4479	431052	Looped	0.56	7.5	51
105762	NF	Hybrid	2349	36	53	14	14.6	0.7	16.4	42.5	31.0	43.2	74.2	2733	176121	Looped	-0.10	15.3	44
100231	NF	Hybrid	1334	21	17	5	4.4	1.2	9.8	5.5	14.2	6.7	20.9	3085	240111	Looped	-0.34	4.6	55
100232	NF	Hybrid	802	10	18	1	2.1	0.2	1.2	3.3	3.3	3.5	6.8	968	49852	Looped	0.17	3.6	16
100233	NF	Hybrid	844	36	7	2	3.8	0.2	5.0	0.6	8.8	0.8	9.6	180	18776	Looped	0.19	3.5	12
100234	NF	Hybrid	360	10	19	2	3.5	0.2	2.4	1.6	5.9	1.8	7.7	71	23865	Looped	0.08	5.2	14
100235	NF	Hybrid	1757	33	11	5	4.7	2.5	10.2	1.6	14.9	4.1	19.0	312	39509	Looped	-0.29	6.6	47
100236	NF	Hybrid	1306	16	16	7	3.5	0.2	4.0	2.4	7.5	2.6	10.1	1530	148924	Looped	-0.07	8.5	21
107631	NF	Hybrid	2114	27	40	8	6.7	6.2	20.3	35.1	27.0	41.3	68.3	282	26512	Looped	-0.25	9.6	41
107632	NF	Hybrid	276	9	13	3	2.3	0.6	4.6	4.5	6.9	5.1	12.0	96	9182	Looped	-0.16	4.0	18
107633	NF	Hybrid	1592	5	24	1	8.2	3.4	0.6	10.1	8.8	13.5	22.3	390	116272	Looped	-0.32	5.8	33
307561	NF	OH	1206	89	5	6	11.7	0.5	35.6	1.2	47.3	1.7	49.0	1051	180729	Looped	-0.07	4.2	78
307562	NF	Hybrid	211	32	2	2	5.5	0.4	7.0	0.4	12.5	0.8	13.3	45	4372	Looped	0.04	1.8	7
300431	NF	OH	953	69	8	8	12.6	0.0	36.5	2.0	49.1	2.0	51.1	91	17191	Looped	0.38	6.5	19
300432	NF	OH	630	20	2	6	3.3	0.0	14.5	0.6	17.8	0.6	18.4	163	12249	Looped	0.07	3.2	22
300731	NF	Hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	0.00	1.6	0
300732	NF	OH	1639	136	5	7	22.1	0.1	84.5	2.0	106.6	2.1	108.7	1157	138978	Looped	-1.12	6.0	83
300961	NF	OH	1305	53	16	7	8.2	0.2	30.3	1.2	38.5	1.4	39.9	1069	119966	Looped	-0.43	9.8	77
300962	NF	Hybrid	303	14	9	2	4.8	0.7	15.3	0.7	20.1	1.4	21.5	82	9833	Looped	-0.04	5.1	11
300963	NF	Hybrid	1942	70	17	11	11.1	0.1	43.7	4.5	54.8	4.6	59.4	2540	83903	Looped	-0.14	7.3	81

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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
300964	NF	Hybrid	1050	29	16	5	10.9	0.2	18.4	4.4	29.3	4.6	33.9	599	78088	Looped	0.02	5.9	39
303161	NF	OH	655	60	4	0	13.2	0.0	22.4	0.2	35.6	0.2	35.8	339	30450	Looped	0.06	2.7	55
303162	NF	OH	808	86	1	5	15.1	0.0	34.6	1.0	49.7	1.0	50.7	2334	159710	Looped	-0.10	3.0	88
303163	NF	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.04	19.0	0
301331	NF	Hybrid	835	53	6	5	20.1	0.2	25.7	2.5	45.8	2.7	48.5	576	59387	Looped	-0.35	6.6	46
301332	NF	UG	0	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.14	3.5	0
301561	NF	Hybrid	0	0	0	0	0.3	0.1	0.0	0.0	0.3	0.1	0.4	1	75	Looped	-0.59	5.5	1
301562	NF	OH	412	25	4	2	9.6	0.2	14.8	0.4	24.4	0.6	25.0	683	61293	Looped	-0.01	2.2	35
301563	NF	UG	3	0	2	0	0.0	0.7	0.0	0.3	0.0	1.0	1.0	0	0	Looped	0.10	3.0	0
401231	TC	OH	457	30	1	1	20.5	0.0	24.4	0.9	44.9	0.9	45.8	338	26665	Looped	0.05	1.3	24
401232	TC	OH	177	31	1	2	32.1	0.0	30.2	1.3	62.3	1.3	63.6	628	149206	Looped	-0.04	0.7	16
401631	TC	Hybrid	1699	33	14	6	9.2	0.1	9.1	7.7	18.3	7.8	26.1	126	22080	Looped	-0.06	3.5	33
401632	TC	Hybrid	1858	72	24	10	21.1	0.1	30.2	2.8	51.3	2.9	54.2	6049	274561	Looped	0.11	8.5	66
401633	TC	Hybrid	814	19	23	7	7.1	0.3	10.9	2.9	18.0	3.2	21.2	260	39741	Looped	0.14	5.3	29
401634	TC	Hybrid	1873	57	10	9	16.8	0.1	45.9	7.0	62.7	7.1	69.8	7974	234866	Looped	0.16	6.3	84
401635	TC	Hybrid	1505	36	10	3	6.0	0.2	16.2	4.1	22.2	4.3	26.5	579	36940	Looped	-0.01	5.6	48
401636	TC	Hybrid	1064	50	17	3	8.5	0.2	18.8	3.7	27.3	3.9	31.2	697	60428	Looped	-0.42	5.0	54
401637	TC	Hybrid	1721	26	32	9	6.7	0.8	9.5	9.5	16.2	10.3	26.5	167	11248	Looped	-0.72	7.6	29
406061	TC	OH	1514	69	14	3	31.0	0.1	50.0	3.9	81.0	4.0	85.0	6210	284770	Looped	-0.08	7.0	90
406062	TC	Hybrid	3815	62	13	13	14.8	3.8	41.7	12.0	56.5	15.8	72.3	10489	467695	Looped	0.68	10.9	78
406063	TC	Hybrid	2898	108	32	7	38.2	0.4	67.7	26.3	105.9	26.7	132.6	4749	289793	Looped	0.39	7.6	69
406064	TC	Hybrid	679	64	8	2	28.0	1.2	63.3	3.9	91.3	5.1	96.4	1467	162782	Looped	-0.23	4.6	60
409361	TC	Hybrid	1189	104	25	14	59.0	0.1	143.7	11.2	202.7	11.3	214.0	3423	401492	Looped	-0.65	7.2	147
409362	TC	Hybrid	333	50	5	5	22.0	0.1	69.5	15.6	91.5	15.7	107.2	774	92190	Looped	-0.03	1.8	66
408461	TC	Hybrid	1090	80	24	5	24.4	1.2	48.9	9.4	73.3	10.6	83.9	1943	152425	Looped	-0.02	8.1	58
408462	TC	Hybrid	556	62	3	15	34.4	0.0	100.9	8.0	135.3	8.0	143.3	2460	199445	Looped	-0.07	2.2	100
411561	TC	Hybrid	2082	80	28	8	14.4	0.4	38.0	7.6	52.4	8.0	60.4	4506	424107	Looped	0.21	7.9	153
411562	TC	Hybrid	3216	72	26	5	10.9	0.6	10.4	7.8	21.3	8.4	29.7	1305	149447	Looped	0.32	12.9	117
401531	TC	Hybrid	1603	22	23	3	7.6	1.0	11.1	4.2	18.7	5.2	23.9	213	23701	Looped	-0.15	5.6	27
401532	TC	Hybrid	1857	16	35	2	9.8	2.9	8.0	7.7	17.8	10.6	28.4	2368	140561	Looped	0.16	5.5	32
401533	TC	Hybrid	563	47	19	3	9.9	1.8	12.7	10.3	22.6	12.1	34.7	732	35584	Looped	0.06	3.7	22
401534	TC	OH	1040	60	1	5	11.8	0.1	16.0	0.9	27.8	1.0	28.8	492	77837	Looped	-0.23	3.5	49
412061	TC	Hybrid	726	30	22	4	6.5	0.2	13.5	9.8	20.0	10.0	30.0	147	22557	Looped	0.21	3.1	27
412062	TC	Hybrid	2830	57	77	7	11.1	8.8	23.1	28.6	34.2	37.4	71.6	966	147316	Looped	0.80	10.6	53
407561	TC	Hybrid	2308	53	72	12	25.0	1.1	24.2	34.8	49.2	35.9	85.1	2967	79144	Looped	0.29	9.2	44
407562	TC	Hybrid	1641	36	63	13	15.5	1.8	30.2	12.3	45.7	14.1	59.8	6445	311639	Looped	-0.18	10.5	75
407563	TC	Hybrid	354	58	14	7	43.3	1.1	72.4	5.1	115.7	6.2	121.9	2415	176100	Looped	0.06	3.4	66
407461	TC	Hybrid	2109	69	13	0	6.0	0.1	22.1	4.6	28.1	4.7	32.8	578	76065	Looped	0.19	7.8	59
407462	TC	Hybrid	2577	71	46	8	28.0	1.5	49.1	23.0	77.1	24.5	101.6	1202	139967	Looped	-0.55	7.9	104
407463	TC	Hybrid	1354	60	42	3	21.3	1.1	14.9	11.9	36.2	13.0	49.2	2210	239533	Looped	0.04	4.4	23

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
407464	TC	Hybrid	2643	40	38	4	15.0	2.8	17.0	13.7	32.0	16.5	48.5	5038	91973	Looped	-0.44	9.4	31
402931	TC	Hybrid	1304	29	21	2	4.3	0.0	10.1	5.5	14.4	5.5	19.9	371	108317	Looped	0.26	6.4	43
402932	TC	Hybrid	2286	41	22	1	6.7	0.2	18.7	9.0	25.4	9.2	34.6	5402	130642	Looped	0.40	8.9	50
402933	TC	Hybrid	1428	28	17	1	5.2	1.7	11.4	10.9	16.6	12.6	29.2	253	67315	Looped	0.12	5.6	35
402934	TC	Hybrid	1334	30	35	6	6.0	0.2	8.1	13.4	14.1	13.6	27.7	422	54525	Looped	0.56	7.9	43
402935	TC	Hybrid	1664	24	21	2	6.4	0.2	12.1	7.9	18.5	8.1	26.6	736	71884	Looped	-0.01	6.3	37
402936	TC	Hybrid	1450	22	47	5	10.7	1.6	15.6	26.3	26.3	27.9	54.2	2623	244397	Looped	-0.29	6.0	31
402937	TC	Hybrid	2133	32	12	5	6.9	0.5	13.7	6.1	20.6	6.6	27.2	879	136287	Looped	0.10	6.1	40
402938	TC	Hybrid	2638	24	37	3	7.0	1.3	10.8	10.7	17.8	12.0	29.8	1011	134503	Looped	0.24	6.7	52
411661	TC	Hybrid	2367	36	51	6	18.2	6.4	27.0	19.9	45.2	26.3	71.5	2634	16058	Looped	0.30	13.7	35
411662	TC	Hybrid	321	36	8	7	23.5	0.8	30.3	8.8	53.8	9.6	63.4	790	96071	Looped	0.02	1.8	29
410761	TC	Hybrid	1031	25	26	4	9.8	2.8	12.2	10.9	22.0	13.7	35.7	1475	111584	Looped	0.15	4.9	53
410762	TC	Hybrid	2065	62	15	7	5.4	0.1	23.3	8.9	28.7	9.0	37.7	669	72791	Looped	-0.51	8.5	78
410763	TC	Hybrid	1606	43	34	8	7.3	0.9	15.8	14.0	23.1	14.9	38.0	324	33736	Looped	-0.19	7.8	41
410764	TC	UG	1	0	0	0	0.0	4.9	0.0	0.0	0.0	4.9	4.9	0	0	Looped	0.49	6.4	0
405761	TC	Hybrid	2209	78	31	5	9.6	1.2	26.9	11.0	36.5	12.2	48.7	2930	309794	Looped	0.07	8.7	75
405762	TC	Hybrid	3026	58	16	17	9.9	0.1	25.9	6.8	35.8	6.9	42.7	1429	183001	Looped	0.08	7.3	81
405763	TC	Hybrid	1360	29	30	10	6.0	1.0	10.5	4.6	16.5	5.6	22.1	2900	213111	Looped	-0.32	8.0	34
405764	TC	Hybrid	2755	50	30	4	10.0	0.3	26.8	10.0	36.8	10.3	47.1	728	73654	Looped	0.01	10.8	65
405765	TC	Hybrid	3179	61	20	1	9.2	0.7	36.5	5.4	45.7	6.1	51.8	4657	204341	Looped	-0.15	12.0	128
400661	TC	Hybrid	2700	146	12	6	18.7	1.9	79.8	10.3	98.5	12.2	110.7	640	77199	Looped	0.06	12.1	118
400662	TC	Hybrid	1270	50	48	9	11.0	3.2	18.7	20.6	29.7	23.8	53.5	556	79031	Looped	0.00	5.1	62
400663	TC	Hybrid	1073	59	43	13	12.7	0.7	30.0	20.9	42.7	21.6	64.3	5520	149036	Looped	0.11	6.4	59
400664	TC	Hybrid	3176	20	108	4	8.6	10.0	8.3	46.7	16.9	56.7	73.6	7012	234253	Radial	0.54	14.9	68
401431	TC	Hybrid	1512	37	17	8	6.8	0.0	22.7	2.2	29.5	2.2	31.7	838	92222	Looped	-0.08	7.5	82
401432	TC	Hybrid	1270	26	25	5	5.5	0.7	13.7	9.3	19.2	10.0	29.2	1617	129621	Looped	0.41	6.8	46
401433	TC	Hybrid	1849	31	17	2	7.1	0.5	13.3	5.8	20.4	6.3	26.7	264	29181	Looped	0.37	6.8	42
401434	TC	Hybrid	802	49	39	2	13.1	1.1	7.1	9.8	20.2	10.9	31.1	925	47652	Looped	-0.47	4.8	40
401435	TC	Hybrid	887	29	8	1	3.3	0.5	6.3	0.7	9.6	1.2	10.8	374	30266	Looped	0.09	4.2	21
408261	TC	Hybrid	1170	2	24	0	3.7	1.2	0.3	19.2	4.0	20.4	24.4	41	6127	Looped	0.05	4.7	6
408262	TC	Hybrid	2704	30	22	9	5.6	0.9	17.2	11.8	22.8	12.7	35.5	10625	538441	Looped	0.37	8.5	53
408263	TC	Hybrid	3216	5	56	0	5.7	3.7	1.6	33.6	7.3	37.3	44.6	3429	438982	Looped	0.04	9.6	26
408264	TC	Hybrid	3530	22	58	5	6.8	0.2	7.8	25.1	14.6	25.3	39.9	1061	80000	Looped	0.19	10.3	47
408265	TC	Hybrid	2157	33	29	2	6.1	2.8	7.3	11.0	13.4	13.8	27.2	321	54776	Looped	0.03	8.3	35
407161	TC	Hybrid	2868	9	45	1	3.4	3.1	5.4	30.5	8.8	33.6	42.4	390	55460	Looped	-0.39	10.8	26
407162	TC	Hybrid	1311	30	29	7	22.4	8.5	52.4	238.1	74.8	246.6	321.4	1516	86826	Looped	-0.03	8.9	74
407163	TC	Hybrid	2521	7	54	4	6.3	4.0	4.6	39.1	10.9	43.1	54.0	793	106942	Looped	-0.17	10.6	60
407164	TC	Hybrid	2465	10	60	3	4.7	4.4	3.0	32.4	7.7	36.8	44.5	100	24440	Looped	-0.48	11.4	14
407165	TC	Hybrid	598	0	42	0	6.0	4.3	0.7	19.4	6.7	23.7	30.4	1853	60775	Looped	0.02	3.8	19
407166	TC	Hybrid	1793	29	34	2	3.0	1.9	6.9	11.7	9.9	13.6	23.5	474	61033	Looped	-0.06	8.2	33

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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
407167	TC	Hybrid	990	57	11	16	10.6	1.3	50.0	14.7	60.6	16.0	76.6	515	59663	Looped	0.02	5.8	64
408331	TC	Hybrid	3107	9	44	4	5.0	1.5	2.4	20.8	7.4	22.3	29.7	405	71703	Looped	0.04	8.3	23
408332	TC	Hybrid	2464	4	19	5	3.2	0.6	4.8	11.0	8.0	11.6	19.6	2550	137463	Looped	-0.24	6.2	17
408333	TC	Hybrid	1340	5	46	5	5.0	1.8	2.5	6.0	7.5	7.8	15.3	229	27497	Looped	-0.31	7.9	22
408334	TC	Hybrid	1660	51	26	14	5.9	2.2	11.4	7.3	17.3	9.5	26.8	2176	128702	Looped	-0.28	7.8	71
408335	TC	Hybrid	579	2	20	1	1.7	1.5	0.7	2.6	2.4	4.1	6.5	14	2248	Looped	0.09	3.3	4
401761	TC	Hybrid	1048	8	35	2	10.7	4.6	9.0	30.6	19.7	35.2	54.9	845	77787	Looped	0.25	7.4	15
401762	TC	Hybrid	2379	35	32	5	8.2	0.1	19.3	13.9	27.5	14.0	41.5	10260	427689	Looped	0.35	10.7	94
401763	TC	Hybrid	2303	26	58	8	11.7	1.7	12.9	31.5	24.6	33.2	57.8	5283	397683	Looped	0.47	10.1	62
401764	TC	Hybrid	397	33	13	5	21.1	2.5	28.9	17.5	50.0	20.0	70.0	2369	195249	Looped	-0.18	2.1	50
404631	TC	Hybrid	2220	31	31	17	13.8	0.1	39.4	11.9	53.2	12.0	65.2	2168	376127	Looped	-0.44	9.4	79
404632	TC	Hybrid	148	14	3	3	16.5	0.1	6.5	1.9	23.0	2.0	25.0	518	48821	Looped	-10.34	0.9	32
404633	TC	Hybrid	18	2	7	1	1.7	1.0	0.6	0.2	2.3	1.2	3.5	2	523	Looped	4.93	4.9	2
402731	TC	Hybrid	498	54	11	6	30.4	1.4	55.7	10.9	86.1	12.3	98.4	1223	129110	Looped	0.05	1.7	26
402761	TC	Hybrid	450	41	14	5	43.7	0.4	61.9	11.0	105.6	11.4	117.0	1495	128858	Looped	-0.23	3.3	59
402762	TC	OH	6	1	2	0	5.9	0.3	6.9	0.3	12.8	0.6	13.4	19	4146	Looped	-2.74	0.6	11
404931	TC	Hybrid	1814	21	34	2	7.0	0.3	6.4	6.2	13.4	6.5	19.9	4146	88298	Looped	0.23	6.9	35
404932	TC	Hybrid	1171	14	21	4	4.5	0.3	3.0	14.1	7.5	14.4	21.9	457	80273	Looped	0.15	5.6	37
404933	TC	Hybrid	1715	12	37	5	5.8	3.7	3.2	18.0	9.0	21.7	30.7	2116	199925	Looped	-0.10	9.1	42
404934	TC	Hybrid	744	10	23	5	5.0	0.2	3.6	1.7	8.6	1.9	10.5	68	4235	Looped	0.01	9.3	9
404935	TC	Hybrid	1608	12	22	2	4.4	0.1	3.5	6.3	7.9	6.4	14.3	2274	70287	Looped	-0.15	4.4	27
404936	TC	Hybrid	1643	45	25	5	6.1	0.1	10.5	3.8	16.6	3.9	20.5	240	52871	Looped	-0.46	6.4	38
404937	TC	Hybrid	2086	32	29	4	7.4	1.4	7.0	20.3	14.4	21.7	36.1	2270	123554	Looped	0.25	8.5	31
404938	TC	Hybrid	1069	36	34	7	7.8	2.8	9.8	20.6	17.6	23.4	41.0	1080	52628	Looped	0.54	6.6	25
404939	TC	Hybrid	1620	22	24	3	5.5	1.3	6.1	14.2	11.6	15.5	27.1	583	76121	Looped	-0.04	7.9	35
410861	TC	Hybrid	2856	31	40	11	9.7	0.8	22.3	25.0	32.0	25.8	57.8	1279	127314	Looped	-0.21	12.9	62
410862	TC	Hybrid	974	19	39	5	8.0	0.9	5.5	9.2	13.5	10.1	23.6	163	24555	Looped	-0.20	6.6	26
401131	TC	Hybrid	1934	38	19	8	6.2	0.0	9.7	2.9	15.9	2.9	18.8	443	82037	Looped	-0.01	7.4	44
401132	TC	Hybrid	1535	29	30	2	5.8	0.8	6.9	14.4	12.7	15.2	27.9	286	57770	Looped	-0.06	6.3	30
401133	TC	Hybrid	1125	20	16	7	3.2	0.1	4.5	2.1	7.7	2.2	9.9	207	24288	Looped	0.11	5.5	25
401134	TC	Hybrid	1377	26	23	6	4.0	0.4	8.0	2.5	12.0	2.9	14.9	427	71381	Looped	-0.32	6.6	36
401135	TC	Hybrid	1102	21	25	5	4.9	3.1	5.5	3.0	10.4	6.1	16.5	1452	87771	Looped	-0.13	4.3	38
401136	TC	Hybrid	1838	15	38	2	3.2	0.8	2.8	7.4	6.0	8.2	14.2	2215	120536	Looped	-0.09	4.3	22
401137	TC	Hybrid	1111	22	26	5	4.4	0.6	4.0	3.3	8.4	3.9	12.3	342	45692	Looped	-0.38	8.0	25
401138	TC	Hybrid	353	10	21	1	3.1	0.4	0.4	0.9	3.5	1.3	4.8	0	0	Looped	0.04	5.9	0
412161	TC	Hybrid	342	38	16	9	32.7	1.3	34.4	7.7	67.1	9.0	76.1	1356	135082	Looped	-0.07	4.9	72
412162	TC	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.01	7.9	0
412163	TC	UG	0	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.09	8.8	0
411031	TC	OH	2134	34	3	0	3.3	0.1	28.8	1.2	32.1	1.3	33.4	1611	167900	Looped	-0.18	8.0	61
411032	TC	Hybrid	540	9	25	0	4.3	0.1	4.2	3.1	8.5	3.2	11.7	845	64516	Looped	-0.74	7.1	19

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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
411033	TC	Hybrid	2322	4	46	2	3.8	1.1	4.1	18.0	7.9	19.1	27.0	3635	328167	Looped	0.02	6.7	30
411034	TC	Hybrid	1247	19	26	0	4.3	1.1	8.1	1.8	12.4	2.9	15.3	1396	60157	Looped	-0.32	6.4	21
410461	TC	OH	2738	73	1	0	8.8	1.1	49.2	0.2	58.0	1.3	59.3	1503	121846	Looped	-0.03	12.3	85
410462	TC	Hybrid	1925	36	28	3	5.6	5.6	30.1	4.3	35.7	9.9	45.6	1692	173247	Looped	-0.92	11.9	63
410463	TC	OH	2307	44	9	1	6.4	0.8	31.7	1.0	38.1	1.8	39.9	8849	396875	Looped	-0.58	11.8	90
410464	TC	UG	2602	0	69	0	0.0	13.4	0.0	40.7	0.0	54.1	54.1	70	14949	Looped	-0.18	9.1	12
410465	TC	Hybrid	3682	53	19	0	7.7	2.5	41.7	9.5	49.4	12.0	61.4	3458	207667	Looped	-0.64	16.0	129
410466	TC	UG	19	0	5	0	0.0	1.8	0.0	5.4	0.0	7.2	7.2	0	0	Looped	0.16	2.6	0
405131	TC	Hybrid	2190	0	23	0	0.9	5.7	0.0	9.6	0.9	15.3	16.2	114	15396	Looped	-0.22	2.8	22
405132	TC	Hybrid	21	7	11	1	4.3	1.7	1.6	6.5	5.9	8.2	14.1	34	3854	Looped	-1.82	3.2	4
405133	TC	Hybrid	10	2	1	0	0.9	1.0	0.5	0.7	1.4	1.7	3.1	1	327	Looped	-0.05	0.2	1
405134	TC	Hybrid	3573	0	60	2	4.4	3.0	0.3	11.0	4.7	14.0	18.7	3892	80375	Looped	0.53	7.1	37
403431	TC	Hybrid	1638	17	21	2	3.3	2.1	11.9	9.4	15.2	11.5	26.7	107	15474	Looped	-0.40	6.2	28
403432	TC	Hybrid	668	1	23	0	3.4	0.0	0.3	12.9	3.7	12.9	16.6	87	9107	Looped	0.03	5.4	7
403433	TC	Hybrid	1268	11	32	1	4.7	2.0	4.0	14.6	8.7	16.6	25.3	293	29926	Looped	-0.28	6.9	28
403434	TC	Hybrid	1664	24	27	6	5.7	0.2	10.7	3.6	16.4	3.8	20.2	310	34647	Looped	-0.16	7.3	58
403435	TC	Hybrid	1695	20	47	2	4.3	4.4	2.3	9.9	6.6	14.3	20.9	2130	126931	Looped	-0.11	5.1	37
403436	TC	Hybrid	1384	8	24	7	4.7	2.9	8.5	7.9	13.2	10.8	24.0	1199	81472	Looped	-0.08	8.0	33
403437	TC	Hybrid	267	1	25	0	1.6	0.4	1.3	4.3	2.9	4.7	7.6	61	14395	Looped	-0.07	6.4	11
403438	TC	Hybrid	1443	3	35	3	3.4	1.8	3.0	16.2	6.4	18.0	24.4	2234	177928	Looped	-0.05	5.7	40
403439	TC	Hybrid	2133	9	35	3	8.1	4.0	7.0	23.9	15.1	27.9	43.0	2582	219713	Looped	0.04	7.4	34
410161	TC	Hybrid	2092	27	7	2	6.6	0.1	19.1	2.9	25.7	3.0	28.7	3118	159587	Looped	-0.96	9.0	73
410162	TC	Hybrid	1614	0	27	0	4.2	0.7	0.0	16.5	4.2	17.2	21.4	142	20894	Looped	0.02	5.4	7
410163	TC	Hybrid	1694	26	14	6	4.6	0.5	17.8	4.3	22.4	4.8	27.2	1146	98616	Looped	-0.80	8.2	52
410164	TC	OH	1718	46	1	0	4.6	0.3	20.9	0.1	25.5	0.4	25.9	1533	150220	Looped	-0.56	6.9	53
410165	TC	Hybrid	2204	2	56	0	4.9	0.1	0.1	20.2	5.0	20.3	25.3	853	19681	Looped	-0.01	10.0	14
405531	TC	Hybrid	2226	25	13	3	5.4	0.7	21.2	7.6	26.6	8.3	34.9	2762	156258	Looped	0.12	8.1	52
405532	TC	Hybrid	1766	21	20	1	6.6	0.2	14.0	7.4	20.6	7.6	28.2	383	33253	Looped	-0.11	3.9	43
405533	TC	Hybrid	1389	30	9	1	5.5	0.7	19.8	3.3	25.3	4.0	29.3	766	71429	Looped	-0.33	6.0	57
405534	TC	Hybrid	1706	10	23	3	4.0	0.2	3.8	5.8	7.8	6.0	13.8	173	24954	Looped	-0.11	5.2	21
405535	TC	Hybrid	959	4	20	3	3.6	0.1	2.7	6.6	6.3	6.7	13.0	512	54128	Looped	-0.08	1.9	19
405536	TC	Hybrid	1792	28	30	2	5.3	0.6	9.6	10.3	14.9	10.9	25.8	2483	128711	Looped	0.10	6.8	50
407031	TC	Hybrid	2023	30	19	12	4.4	0.5	12.0	4.0	16.4	4.5	20.9	709	81663	Looped	0.05	5.2	55
407032	TC	Hybrid	2204	15	56	5	6.6	2.6	4.7	15.3	11.3	17.9	29.2	383	69988	Looped	0.01	8.3	41
407033	TC	Hybrid	1472	17	18	5	4.8	0.1	7.8	5.0	12.6	5.1	17.7	440	38007	Looped	-0.22	5.7	31
407034	TC	Hybrid	823	5	29	2	4.0	0.3	0.9	7.3	4.9	7.6	12.5	42	3412	Looped	-0.57	7.0	9
407035	TC	Hybrid	1377	32	21	8	3.8	1.2	7.5	2.7	11.3	3.9	15.2	347	40369	Looped	0.05	5.9	38
407036	TC	Hybrid	1550	22	28	3	4.0	4.3	5.0	3.8	9.0	8.1	17.1	3405	170288	Looped	0.05	4.0	34
407037	TC	Hybrid	908	26	21	4	3.1	1.7	6.1	4.7	9.2	6.4	15.6	482	66344	Looped	0.07	3.6	40
408761	TC	Hybrid	2926	23	29	2	7.7	1.2	29.8	15.8	37.5	17.0	54.5	3195	327069	Looped	-0.03	12.1	33

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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
408762	TC	Hybrid	3046	19	59	1	6.7	1.9	18.1	26.5	24.8	28.4	53.2	709	73617	Looped	0.06	15.3	42
408763	TC	Hybrid	2629	1	69	0	2.9	8.2	0.0	38.7	2.9	46.9	49.8	5379	517865	Looped	0.04	9.0	15
408764	TC	Hybrid	1916	0	66	0	5.5	1.0	0.0	19.3	5.5	20.3	25.8	80	24444	Looped	-0.33	10.7	8
408765	TC	Hybrid	434	10	23	4	16.1	3.1	17.0	12.8	33.1	15.9	49.0	177	68001	Looped	0.27	3.6	28
408766	TC	Hybrid	291	1	32	1	1.8	1.3	0.1	2.4	1.9	3.7	5.6	31	4932	Looped	-0.14	2.3	4
406431	TC	Hybrid	1772	7	23	3	3.6	0.6	1.2	16.3	4.8	16.9	21.7	203	44247	Looped	0.23	6.3	15
406432	TC	Hybrid	460	1	16	1	1.6	0.2	0.2	1.5	1.8	1.7	3.5	26	4949	Looped	0.03	3.8	5
406433	TC	Hybrid	1870	10	41	2	4.9	0.8	5.5	10.4	10.4	11.2	21.6	2203	74866	Looped	-0.41	6.1	29
406434	TC	Hybrid	1645	7	27	3	4.0	0.1	6.9	11.7	10.9	11.8	22.7	4099	162174	Looped	0.29	6.4	47
406435	TC	Hybrid	1696	30	25	2	5.0	0.8	13.0	8.1	18.0	8.9	26.9	330	32444	Looped	-0.18	6.3	33
411961	TC	Hybrid	2757	69	34	2	8.4	5.0	52.8	21.5	61.2	26.5	87.7	5213	347051	Looped	-1.21	12.7	100
411962	TC	Hybrid	1523	23	6	3	2.8	0.3	19.0	4.8	21.8	5.1	26.9	2078	83973	Looped	-0.11	7.1	47
406161	TC	OH	3420	65	7	2	7.6	0.2	49.5	0.4	57.1	0.6	57.7	1427	129225	Looped	0.83	15.4	108
406162	TC	OH	1750	37	11	2	5.9	0.3	21.6	0.9	27.5	1.2	28.7	5858	214074	Looped	-0.13	8.9	62
406163	TC	Hybrid	3753	53	13	2	8.3	1.4	38.6	6.8	46.9	8.2	55.1	9084	426233	Looped	0.08	15.7	121
406164	TC	OH	2897	48	10	0	6.6	0.2	38.1	1.9	44.7	2.1	46.8	963	104335	Looped	0.30	12.6	77
406165	TC	OH	2992	60	4	0	11.4	0.6	34.4	0.2	45.8	0.8	46.6	1478	99441	Looped	-0.32	10.9	62
406166	TC	Hybrid	3753	48	56	1	11.4	0.2	35.7	19.5	47.1	19.7	66.8	2252	218705	Looped	-1.18	16.9	127
406167	TC	OH	1923	59	0	0	5.5	0.7	23.1	0.0	28.6	0.7	29.3	501	69084	Looped	-0.55	8.4	40
505761	MS	Hybrid	3565	6	80	7	4.7	0.2	6.5	21.3	11.2	21.5	32.7	2444	163120	Looped	0.01	8.2	34
505762	MS	Hybrid	3251	16	45	3	7.6	0.3	8.6	25.4	16.2	25.7	41.9	1979	213678	Looped	0.40	11.5	53
505763	MS	Hybrid	4070	31	57	9	10.9	4.3	21.8	46.8	32.7	51.1	83.8	3676	182317	Looped	0.26	12.7	70
505764	MS	Hybrid	1792	14	56	4	18.0	5.6	18.4	28.0	36.4	33.6	70.0	1928	52010	Looped	0.29	8.5	26
505765	MS	Hybrid	3291	22	67	5	6.3	2.3	10.4	20.7	16.7	23.0	39.7	998	112825	Looped	0.90	12.1	72
505766	MS	Hybrid	1594	11	65	5	18.0	3.3	11.1	21.3	29.1	24.6	53.7	148	23352	Looped	0.78	10.7	13
505767	MS	Hybrid	2493	4	32	0	4.7	0.6	2.8	19.8	7.5	20.4	27.9	3290	132191	Looped	-0.13	8.7	37
504131	MS	Hybrid	1682	11	37	4	2.4	0.0	4.2	6.2	6.6	6.2	12.8	479	63363	Looped	-0.26	6.6	28
504132	MS	Hybrid	1956	27	18	4	3.0	0.1	12.3	3.4	15.3	3.5	18.8	421	71133	Looped	-1.20	6.9	47
504133	MS	Hybrid	1491	20	16	3	3.9	0.1	9.5	4.9	13.4	5.0	18.4	748	85932	Looped	0.04	5.7	52
504134	MS	Hybrid	1937	14	25	9	3.7	0.4	9.7	8.8	13.4	9.2	22.6	549	61734	Looped	-0.01	7.7	68
504135	MS	Hybrid	1000	18	16	5	2.8	0.5	6.1	3.3	8.9	3.8	12.7	1401	161098	Looped	-0.05	4.2	39
504136	MS	Hybrid	1664	18	21	6	3.5	0.2	7.3	2.9	10.8	3.1	13.9	534	58877	Looped	-0.14	5.5	43
504137	MS	Hybrid	1429	23	15	11	2.9	1.0	9.9	2.6	12.8	3.6	16.4	490	42201	Looped	-1.03	6.7	44
500531	MS	Hybrid	1687	17	38	6	3.4	0.1	3.6	7.7	7.0	7.8	14.8	2468	164587	Looped	0.00	6.1	42
500532	MS	Hybrid	2286	8	29	8	3.3	0.0	9.2	3.2	12.5	3.2	15.7	2549	160846	Looped	-0.35	8.9	57
500533	MS	Hybrid	818	6	39	5	5.7	0.0	2.6	7.0	8.3	7.0	15.3	263	23345	Looped	-0.65	6.1	15
500534	MS	Hybrid	2197	10	34	8	3.8	0.2	9.1	5.2	12.9	5.4	18.3	494	63025	Looped	-0.22	6.6	46
500535	MS	Hybrid	1572	3	28	4	2.1	0.1	2.0	14.4	4.1	14.5	18.6	330	42854	Looped	0.10	6.4	28
500536	MS	Hybrid	583	8	28	8	2.9	0.7	3.4	3.9	6.3	4.6	10.9	899	71360	Looped	1.19	6.4	16
500537	MS	Hybrid	1329	7	16	8	2.2	1.9	8.1	5.8	10.3	7.7	18.0	627	72688	Looped	-0.29	6.0	29

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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
500538	MS	Hybrid	1917	15	24	8	3.7	0.4	10.5	3.7	14.2	4.1	18.3	2503	180338	Looped	-0.01	6.7	55
501061	MS	Hybrid	2666	19	68	4	8.1	1.2	8.8	18.6	16.9	19.8	36.7	6782	233385	Looped	0.09	13.2	56
501062	MS	Hybrid	2534	11	34	10	4.1	0.2	11.2	15.3	15.3	15.5	30.8	3520	180649	Looped	-0.03	12.4	72
501063	MS	Hybrid	2627	25	50	13	6.1	0.3	10.7	18.8	16.8	19.1	35.9	3129	122388	Looped	-2.37	11.8	56
501064	MS	Hybrid	2262	27	61	8	11.2	1.0	7.9	15.4	19.1	16.4	35.5	973	77007	Looped	-0.44	8.3	49
501065	MS	Hybrid	708	7	29	0	3.1	0.8	3.4	5.1	6.5	5.9	12.4	855	54117	Looped	0.00	7.3	18
501066	MS	Hybrid	1582	19	29	7	5.1	1.8	13.5	22.9	18.6	24.7	43.3	1432	149642	Looped	0.17	9.3	33
506561	MS	Hybrid	3360	6	77	0	6.5	7.1	0.6	50.4	7.1	57.5	64.6	523	96343	Looped	0.30	11.0	33
506562	MS	Hybrid	3757	47	44	11	12.9	0.6	36.9	13.9	49.8	14.5	64.3	5301	330390	Looped	0.30	11.7	125
506563	MS	Hybrid	2653	8	49	2	7.9	4.1	9.8	30.1	17.7	34.2	51.9	2196	222015	Looped	0.43	6.2	43
500431	MS	Hybrid	1378	22	9	3	2.5	0.2	7.5	2.4	10.0	2.6	12.6	777	103163	Looped	-0.52	4.3	51
500432	MS	Hybrid	517	2	18	4	2.1	0.4	1.5	0.7	3.6	1.1	4.7	201	26020	Looped	0.27	6.7	20
500433	MS	Hybrid	1586	34	9	3	3.9	0.3	13.0	1.0	16.9	1.3	18.2	2267	106816	Looped	0.53	7.8	79
500434	MS	Hybrid	1019	26	6	4	2.1	2.8	8.6	0.5	10.7	3.3	14.0	1749	150995	Looped	0.05	5.6	61
500435	MS	Hybrid	1966	16	19	7	3.1	0.1	8.3	8.4	11.4	8.5	19.9	553	63689	Looped	1.11	7.2	41
500436	MS	Hybrid	1365	24	8	15	3.3	0.4	10.9	1.2	14.2	1.6	15.8	512	76573	Looped	0.12	7.4	56
500437	MS	Hybrid	1713	19	30	8	4.5	0.3	7.0	2.6	11.5	2.9	14.4	412	66145	Looped	0.26	8.8	45
500438	MS	Hybrid	320	5	7	0	1.4	0.7	2.5	0.2	3.9	0.9	4.8	639	29998	Looped	-4.12	1.5	14
500439	MS	UG	2	0	1	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	7.63	7.6	0
508161	MS	Hybrid	4479	3	75	0	8.7	4.8	0.6	52.2	9.3	57.0	66.3	10688	553636	Looped	0.03	16.8	26
508162	MS	Hybrid	2860	55	44	16	25.4	0.3	60.4	34.7	85.8	35.0	120.8	1336	143635	Looped	0.51	14.1	77
508631	MS	UG	435	1	8	1	0.1	3.3	0.1	2.4	0.2	5.7	5.9	0	0	Looped	-0.17	3.6	0
508632	MS	UG	250	0	3	0	0.0	2.8	0.0	0.5	0.0	3.3	3.3	0	0	Looped	-0.09	1.4	0
500931	MS	Hybrid	1379	22	43	4	7.3	0.5	4.8	9.0	12.1	9.5	21.6	1351	198663	Looped	-0.30	6.4	53
500932	MS	Hybrid	1274	7	19	6	2.8	0.0	6.0	10.3	8.8	10.3	19.1	534	54962	Looped	0.19	4.2	30
500933	MS	Hybrid	1108	0	26	2	2.6	0.1	1.1	12.5	3.7	12.6	16.3	604	56884	Looped	0.04	5.4	19
500934	MS	Hybrid	1875	4	27	1	3.3	0.4	2.1	25.1	5.4	25.5	30.9	312	35949	Looped	-0.07	7.4	15
502831	MS	UG	1503	1	24	1	0.2	10.8	0.0	3.2	0.2	14.0	14.2	17	7296	Looped	-0.49	6.3	11
502832	MS	Hybrid	1224	33	12	7	2.9	0.1	7.6	1.9	10.5	2.0	12.5	268	40259	Looped	0.10	6.0	36
502833	MS	Hybrid	565	5	11	6	1.3	0.6	1.2	1.3	2.5	1.9	4.4	91	15011	Looped	-1.62	3.3	10
502834	MS	Hybrid	1521	37	19	13	3.4	0.4	11.3	2.1	14.7	2.5	17.2	900	110920	Looped	-0.06	7.9	64
502835	MS	Hybrid	1427	14	18	5	2.1	2.7	2.3	1.4	4.4	4.1	8.5	1745	81941	Looped	-0.30	6.2	18
502836	MS	Hybrid	386	5	5	3	1.1	1.6	0.5	0.7	1.6	2.3	3.9	46	3615	Looped	0.06	3.2	6
502837	MS	Hybrid	529	18	18	3	3.1	2.4	3.1	1.9	6.2	4.3	10.5	681	43652	Looped	-0.07	3.9	22
502838	MS	Hybrid	548	0	6	0	0.3	1.6	0.2	0.8	0.5	2.4	2.9	0	0	Looped	-0.27	4.4	0
503031	MS	Hybrid	1851	8	21	11	2.8	0.3	5.0	5.2	7.8	5.5	13.3	250	45069	Looped	-0.31	7.1	31
503032	MS	Hybrid	931	11	12	14	1.9	0.1	7.1	2.5	9.0	2.6	11.6	451	57105	Looped	0.17	6.1	50
503033	MS	Hybrid	1009	16	19	8	2.7	1.8	5.2	3.8	7.9	5.6	13.5	109	13889	Looped	-0.10	5.2	31
503034	MS	Hybrid	1443	39	28	10	4.6	0.3	8.8	2.3	13.4	2.6	16.0	431	82405	Looped	0.62	8.8	51
503035	MS	Hybrid	1080	5	10	2	1.3	0.3	3.0	5.9	4.3	6.2	10.5	335	41189	Looped	-0.01	4.2	27

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503036	MS	Hybrid	1654	7	27	8	3.8	0.7	6.5	7.5	10.3	8.2	18.5	269	30969	Looped	-0.03	7.3	35
503037	MS	Hybrid	1326	23	9	3	3.5	2.3	9.1	3.1	12.6	5.4	18.0	436	37561	Looped	-0.26	6.2	40
503038	MS	Hybrid	2604	2	13	11	0.9	1.9	2.6	5.3	3.5	7.2	10.7	207	27724	Looped	-0.43	5.3	7
503039	MS	Hybrid	2580	7	39	6	3.2	2.4	5.0	7.4	8.2	9.8	18.0	5735	240115	Looped	-0.14	8.0	40
507161	MS	Hybrid	2542	8	77	3	8.3	12.9	8.4	55.8	16.7	68.7	85.4	324	34299	Looped	1.22	13.5	26
507162	MS	Hybrid	1776	99	33	18	54.0	1.6	105.7	28.3	159.7	29.9	189.6	8639	263678	Looped	0.07	10.3	150
507163	MS	Hybrid	2658	10	54	7	8.3	0.7	5.2	24.6	13.5	25.3	38.8	1063	130595	Looped	-0.26	11.4	51
507164	MS	UG	2096	3	58	0	1.0	10.3	0.3	31.0	1.3	41.3	42.6	2199	121538	Looped	0.37	14.1	10
505161	MS	Hybrid	1640	0	38	7	3.4	0.3	4.5	11.0	7.9	11.3	19.2	2725	143722	Looped	-0.17	8.5	50
505162	MS	Hybrid	2262	8	70	5	7.6	1.7	5.5	37.1	13.1	38.8	51.9	438	56531	Looped	0.02	13.7	52
505163	MS	Hybrid	1750	11	44	5	4.9	0.3	2.7	13.6	7.6	13.9	21.5	427	33925	Looped	0.64	8.2	36
505164	MS	Hybrid	2406	9	42	3	3.8	0.2	3.5	17.1	7.3	17.3	24.6	5219	58939	Looped	-0.13	9.3	27
505165	MS	Hybrid	1886	26	33	4	4.9	1.8	10.7	10.3	15.6	12.1	27.7	3646	198655	Looped	-1.12	13.5	76
505166	MS	Hybrid	3038	8	53	6	6.4	1.4	7.5	20.0	13.9	21.4	35.3	1608	252380	Looped	0.42	12.0	41
500131	MS	Hybrid	1725	29	17	5	5.4	0.3	10.9	3.0	16.3	3.3	19.6	260	47692	Looped	-0.75	6.3	50
500132	MS	Hybrid	972	8	9	9	2.3	1.0	2.4	1.9	4.7	2.9	7.6	154	13363	Looped	0.54	6.6	18
500133	MS	Hybrid	1085	7	21	4	2.1	1.2	1.1	1.2	3.2	2.4	5.6	222	21279	Looped	0.31	5.7	12
500134	MS	Hybrid	1230	20	17	11	3.6	0.0	6.3	2.9	9.9	2.9	12.8	621	71619	Looped	-0.63	7.6	39
500135	MS	Hybrid	803	9	9	9	2.9	0.2	3.1	0.7	6.0	0.9	6.9	126	11655	Looped	-0.09	6.0	14
500136	MS	Hybrid	266	3	17	3	2.1	1.5	0.4	1.6	2.5	3.1	5.6	8	661	Looped	-1.68	4.1	4
500161	MS	Hybrid	3168	2	47	1	1.9	6.5	2.9	12.9	4.8	19.4	24.2	314	25033	Looped	-0.46	10.3	17
500162	MS	Hybrid	3824	18	73	2	2.8	9.3	2.8	19.4	5.6	28.7	34.3	6173	575164	Looped	0.31	11.0	27
500163	MS	Hybrid	215	0	5	0	0.2	2.8	0.0	0.8	0.2	3.6	3.8	1303	52611	Looped	0.19	2.4	4
500164	MS	Hybrid	621	7	14	2	1.7	3.7	1.7	1.4	3.4	5.1	8.5	720	58850	Looped	-0.21	4.5	8
506261	MS	Hybrid	1662	14	36	11	4.5	0.4	6.5	11.1	11.0	11.5	22.5	3821	84455	Looped	-0.44	8.9	51
506262	MS	Hybrid	595	20	54	6	7.1	0.8	4.9	5.5	12.0	6.3	18.3	123	24624	Looped	0.49	9.2	35
506263	MS	Hybrid	2444	20	53	9	7.1	1.2	11.8	13.9	18.9	15.1	34.0	4821	252292	Looped	-0.70	11.1	42
506264	MS	Hybrid	1790	29	31	8	4.4	1.1	8.4	5.8	12.8	6.9	19.7	499	70622	Looped	0.08	8.9	44
504831	MS	Hybrid	2422	32	18	16	5.2	0.5	12.0	4.8	17.2	5.3	22.5	799	101548	Looped	-0.45	5.0	55
504832	MS	Hybrid	1564	22	27	9	4.1	0.1	13.0	6.4	17.1	6.5	23.6	2715	237885	Looped	-0.56	5.8	51
504833	MS	Hybrid	1264	20	18	2	2.9	2.0	11.1	15.2	14.0	17.2	31.2	175	31970	Looped	-0.19	5.8	30
504834	MS	Hybrid	2088	25	30	4	6.2	0.6	6.8	10.8	13.0	11.4	24.4	4726	501985	Looped	0.25	5.3	35
504835	MS	Hybrid	2279	18	17	9	3.0	1.8	15.9	7.7	18.9	9.5	28.4	830	88595	Looped	-0.48	6.4	51
503431	MS	OH	2279	37	1	3	5.6	0.1	24.6	0.2	30.2	0.3	30.5	882	90887	Looped	-0.38	6.9	67
503432	MS	Hybrid	1370	12	38	4	4.8	0.2	6.9	5.8	11.7	6.0	17.7	690	94926	Looped	-0.47	7.7	42
503433	MS	Hybrid	1606	21	9	2	3.6	0.1	8.0	5.3	11.6	5.4	17.0	2045	63797	Looped	-0.10	5.2	45
503434	MS	Hybrid	1998	22	27	10	6.1	0.6	15.5	6.5	21.6	7.1	28.7	2959	112294	Looped	-0.33	7.9	72
503435	MS	OH	2394	40	1	3	3.6	0.2	27.5	0.4	31.1	0.6	31.7	1381	179895	Looped	-0.55	8.1	80
503436	MS	Hybrid	2323	22	56	4	6.6	0.1	6.5	19.4	13.1	19.5	32.6	2738	113953	Looped	0.11	8.3	31
503437	MS	OH	1423	28	2	1	4.1	0.3	11.7	0.5	15.8	0.8	16.6	1817	51314	Looped	-0.30	4.2	46

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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
504531	MS	Hybrid	2804	36	39	6	5.3	0.2	12.2	7.2	17.5	7.4	24.9	707	86277	Looped	-0.26	9.0	63
504532	MS	Hybrid	2639	8	40	7	4.1	0.2	9.7	11.8	13.8	12.0	25.8	992	118142	Looped	-0.09	9.0	58
504533	MS	Hybrid	3056	17	49	8	5.0	0.4	7.8	10.2	12.8	10.6	23.4	4092	113769	Looped	0.56	9.2	54
504534	MS	Hybrid	2129	28	17	9	4.2	1.2	12.5	6.4	16.7	7.6	24.3	5049	153557	Looped	0.02	7.9	67
504535	MS	Hybrid	1586	19	12	9	3.0	0.2	12.0	2.8	15.0	3.0	18.0	746	98761	Looped	0.02	7.1	54
504536	MS	Hybrid	1066	11	17	6	2.1	0.6	4.6	2.3	6.7	2.9	9.6	421	39621	Looped	-0.09	4.5	22
505561	MS	Hybrid	2595	24	27	3	2.7	1.6	5.7	7.2	8.4	8.8	17.2	1415	204632	Looped	1.06	7.4	46
505562	MS	Hybrid	2421	24	38	12	4.0	1.4	7.7	7.0	11.7	8.4	20.1	3194	176640	Looped	-0.43	9.2	55
505563	MS	Hybrid	1355	0	36	0	2.6	1.4	0.0	7.9	2.6	9.3	11.9	1	213	Looped	0.11	9.2	1
505564	MS	Hybrid	2558	2	40	0	3.5	2.6	0.3	19.0	3.8	21.6	25.4	287	37824	Looped	-0.24	10.4	11
500331	MS	Hybrid	2032	10	41	7	3.1	0.4	5.1	3.8	8.2	4.2	12.4	815	123527	Looped	0.15	5.6	49
500332	MS	Hybrid	2041	18	15	12	4.4	0.3	10.6	3.1	15.0	3.4	18.4	3465	167684	Looped	-0.02	6.6	39
500333	MS	Hybrid	462	5	24	3	2.4	0.2	2.3	1.9	4.7	2.1	6.8	1006	63396	Looped	0.10	7.6	11
500334	MS	Hybrid	696	6	14	2	2.6	0.0	1.0	2.9	3.6	2.9	6.5	193	11750	Looped	0.10	2.4	11
500335	MS	Hybrid	2615	13	38	9	4.8	0.7	6.1	2.3	10.9	3.0	13.9	869	115860	Looped	0.02	7.5	35
500336	MS	Hybrid	2500	14	33	7	4.1	0.5	10.1	8.6	14.2	9.1	23.3	1336	194313	Looped	-0.01	7.2	55
500337	MS	Hybrid	1947	11	42	3	4.7	0.1	6.6	13.8	11.3	13.9	25.2	4718	235362	Looped	0.09	5.0	59
500231	MS	UG	24	0	3	0	0.0	1.3	0.0	0.9	0.0	2.2	2.2	0	0	Looped	0.06	2.2	0
500232	MS	Hybrid	1895	12	22	4	3.1	1.3	5.0	7.0	8.1	8.3	16.4	644	65139	Looped	-0.20	6.5	30
500233	MS	Hybrid	951	17	16	8	4.1	1.6	6.0	1.4	10.1	3.0	13.1	1070	33469	Looped	-0.62	6.0	24
500234	MS	Hybrid	1240	11	14	8	3.1	0.9	9.0	1.3	12.1	2.2	14.3	557	52727	Looped	-0.01	5.3	45
500235	MS	Hybrid	1114	27	5	5	2.8	1.2	8.8	0.8	11.6	2.0	13.6	279	41260	Looped	-0.21	4.9	31
500236	MS	Hybrid	200	3	10	4	1.3	1.3	0.5	0.9	1.8	2.2	4.0	95	25893	Looped	0.26	5.3	7
500237	MS	Hybrid	806	3	11	4	0.9	1.9	0.6	3.4	1.5	5.3	6.8	153	19814	Looped	0.33	6.9	13
500238	MS	Hybrid	1560	13	25	2	3.5	0.2	3.6	4.9	7.1	5.1	12.2	530	66768	Looped	0.09	5.5	28
500239	MS	Hybrid	1132	20	20	15	5.1	0.6	8.6	1.8	13.7	2.4	16.1	568	87578	Looped	0.15	7.4	50
505861	MS	Hybrid	91	2	19	0	1.4	3.9	0.3	3.1	1.7	7.0	8.7	79	2039	Looped	0.06	2.8	6
505862	MS	Hybrid	821	19	12	6	15.3	1.7	13.0	10.4	28.3	12.1	40.4	1898	115591	Looped	-0.56	4.3	34
505863	MS	Hybrid	97	6	19	2	4.6	1.8	4.6	2.1	9.2	3.9	13.1	313	39704	Looped	-0.33	3.0	12
505864	MS	Hybrid	1754	18	27	5	13.1	1.1	6.2	9.8	19.3	10.9	30.2	2103	93150	Looped	0.29	5.6	32
505865	MS	UG	1	0	0	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	0.00	0.0	0
504661	MS	Hybrid	3481	35	34	9	6.9	0.4	14.1	11.3	21.0	11.7	32.7	981	105439	Looped	-0.33	10.7	65
504662	MS	Hybrid	1259	20	24	6	8.5	0.7	13.7	13.7	22.2	14.4	36.6	736	79794	Looped	-0.21	9.0	56
504663	MS	Hybrid	3241	22	77	8	8.8	4.4	8.6	29.7	17.4	34.1	51.5	1647	185400	Looped	1.47	16.2	52
504664	MS	Hybrid	2607	65	33	15	9.6	1.0	23.6	8.3	33.2	9.3	42.5	957	118611	Looped	-0.32	10.5	86
504665	MS	Hybrid	4158	12	73	8	4.2	8.2	8.8	36.9	13.0	45.1	58.1	432	38737	Looped	0.62	15.2	43
504666	MS	Hybrid	3215	24	67	10	6.1	1.3	10.3	17.2	16.4	18.5	34.9	2195	134198	Looped	0.06	11.0	53
504667	MS	Hybrid	1386	25	49	6	10.7	1.3	9.7	9.0	20.4	10.3	30.7	2994	138413	Looped	-0.47	10.7	38
500631	MS	Hybrid	1907	8	27	2	2.4	0.1	2.9	9.5	5.3	9.6	14.9	158	17452	Looped	0.36	4.7	21
500632	MS	Hybrid	2848	8	54	2	4.3	0.0	4.0	16.3	8.3	16.3	24.6	487	50529	Looped	-0.03	9.3	29

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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
500633	MS	Hybrid	846	6	23	2	2.7	0.2	3.1	3.1	5.8	3.3	9.1	1078	133550	Looped	0.01	5.8	33
500634	MS	Hybrid	1457	1	30	4	3.0	0.9	1.4	11.2	4.4	12.1	16.5	144	17056	Looped	-0.24	7.4	14
500635	MS	Hybrid	2103	4	26	0	2.0	1.5	1.1	9.0	3.1	10.5	13.6	2407	177968	Looped	-0.14	3.9	26
500636	MS	Hybrid	2172	11	27	5	2.9	0.6	5.0	10.3	7.9	10.9	18.8	554	80301	Looped	-0.25	7.6	43
500637	MS	Hybrid	2772	23	16	8	3.3	0.8	8.7	4.8	12.0	5.6	17.6	452	57939	Looped	0.24	7.8	41
500661	MS	Hybrid	3688	49	40	15	6.7	4.2	10.3	7.3	17.0	11.5	28.5	2991	235354	Looped	0.02	9.3	52
500662	MS	Hybrid	4522	27	47	6	6.4	2.0	9.5	16.2	15.9	18.2	34.1	7257	332433	Looped	-0.13	11.0	85
500663	MS	Hybrid	3398	8	70	1	6.0	1.7	0.9	19.2	6.9	20.9	27.8	7110	251908	Looped	-0.84	12.8	33
500664	MS	Hybrid	2950	33	75	16	8.4	4.8	11.2	11.3	19.6	16.1	35.7	5816	308702	Looped	-0.15	10.2	49
500665	MS	Hybrid	3596	23	56	9	8.1	1.4	11.2	18.6	19.3	20.0	39.3	5013	531804	Looped	-0.45	9.5	73
502201	MS	Hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	-4.43	1.1	0
502931	MS	Hybrid	1534	8	24	1	2.8	0.9	4.8	2.8	7.6	3.7	11.3	159	21015	Looped	0.27	6.0	19
502932	MS	Hybrid	2519	30	15	7	4.3	0.1	13.5	2.9	17.8	3.0	20.8	3649	247557	Looped	0.60	8.6	63
502933	MS	Hybrid	1698	10	27	2	2.9	0.1	4.4	6.6	7.3	6.7	14.0	1035	118720	Looped	0.00	6.1	48
502934	MS	Hybrid	2555	26	29	7	4.6	0.1	8.4	11.3	13.0	11.4	24.4	300	36293	Looped	-0.24	7.5	29
502935	MS	Hybrid	1596	14	24	4	3.9	1.2	4.6	4.3	8.5	5.5	14.0	258	34362	Looped	0.17	7.2	30
502936	MS	Hybrid	3080	20	43	4	4.3	0.3	6.2	3.8	10.5	4.1	14.6	722	78622	Looped	0.05	9.3	37
502937	MS	Hybrid	2245	29	22	4	4.3	0.5	7.9	4.9	12.2	5.4	17.6	213	19320	Looped	-0.72	7.2	34
502938	MS	Hybrid	2798	10	33	7	3.5	0.1	5.7	5.3	9.2	5.4	14.6	1127	119953	Looped	-0.16	6.8	27
502939	MS	Hybrid	2566	21	19	7	2.8	0.5	7.2	7.9	10.0	8.4	18.4	3359	201649	Looped	0.15	6.9	48
502531	MS	Hybrid	426	2	12	1	1.5	0.1	1.2	4.2	2.7	4.3	7.0	356	29727	Looped	0.01	3.7	11
502532	MS	Hybrid	1698	8	26	3	2.9	0.3	4.6	9.1	7.5	9.4	16.9	418	91519	Looped	-0.01	6.1	37
502533	MS	Hybrid	957	22	14	4	2.5	0.3	8.6	3.6	11.1	3.9	15.0	804	88177	Looped	0.08	5.6	41
502534	MS	Hybrid	1327	7	22	5	2.1	0.3	7.1	7.5	9.2	7.8	17.0	826	96013	Looped	-0.16	5.4	49
502536	MS	Hybrid	1094	0	41	0	2.5	0.5	0.1	10.7	2.6	11.2	13.8	1218	77262	Looped	0.08	8.0	22
502538	MS	Hybrid	1204	21	25	6	3.7	0.6	7.8	3.5	11.5	4.1	15.6	131	23784	Looped	0.16	6.8	28
502561	MS	Hybrid	3057	47	30	14	8.3	5.5	16.3	11.8	24.6	17.3	41.9	4188	184963	Looped	-0.12	13.6	101
502562	MS	Hybrid	2529	46	24	10	5.7	3.0	10.9	8.9	16.6	11.9	28.5	3271	408450	Looped	-0.03	8.6	65
502563	MS	Hybrid	3971	18	43	15	5.9	3.4	11.3	11.8	17.2	15.2	32.4	2487	141026	Looped	0.05	11.6	60
505361	MS	Hybrid	3239	1	32	0	2.4	5.2	0.4	26.1	2.8	31.3	34.1	569	96436	Looped	-1.15	11.4	21
505362	MS	Hybrid	3197	3	72	0	4.6	1.6	1.7	25.5	6.3	27.1	33.4	2737	131988	Looped	0.01	11.9	33
505363	MS	Hybrid	3294	19	53	6	6.2	2.1	12.2	28.1	18.4	30.2	48.6	815	112665	Looped	-0.39	12.8	70
505364	MS	Hybrid	3950	2	66	1	5.2	2.7	0.6	43.8	5.8	46.5	52.3	2917	170859	Looped	0.66	14.9	13
505365	MS	Hybrid	3738	1	66	0	3.5	6.4	0.1	39.1	3.6	45.5	49.1	4581	329416	Looped	-0.98	12.7	40
505366	MS	UG	2189	0	51	0	1.2	5.9	0.0	21.2	1.2	27.1	28.3	2217	120829	Looped	0.62	14.5	3
507561	MS	Hybrid	2826	79	54	12	24.2	3.5	36.5	40.1	60.7	43.6	104.3	783	77096	Looped	0.25	11.1	63
507562	MS	Hybrid	3177	3	46	8	5.0	1.3	8.1	25.0	13.1	26.3	39.4	1410	270281	Looped	0.34	9.7	42
507563	MS	Hybrid	2454	4	42	0	4.3	6.2	0.5	36.5	4.8	42.7	47.5	128	14729	Looped	-0.13	12.5	16
507564	MS	Hybrid	2597	0	0	0	5.0	2.1	5.5	29.0	10.5	31.1	41.6	680	95974	Looped	-0.11	9.0	31
505261	MS	Hybrid	1910	35	45	15	11.0	2.2	18.4	10.4	29.4	12.6	42.0	3343	219805	Looped	0.95	10.9	90

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505262	MS	Hybrid	3091	40	28	18	13.0	1.2	28.3	10.3	41.3	11.5	52.8	3711	186671	Looped	0.04	9.8	52
505263	MS	Hybrid	1501	16	26	4	5.2	0.4	13.7	7.8	18.9	8.2	27.1	2491	128632	Looped	-0.06	4.1	41
505264	MS	Hybrid	3550	52	29	15	10.1	0.5	25.1	7.7	35.2	8.2	43.4	4605	268760	Looped	-0.18	12.9	85
508261	MS	Hybrid	2717	28	45	4	9.0	2.2	9.6	35.8	18.6	38.0	56.6	502	60400	Looped	-0.11	14.2	33
508262	MS	Hybrid	1733	45	62	12	15.6	4.3	18.8	37.6	34.4	41.9	76.3	2024	35315	Looped	0.21	11.4	51
506031	MS	Hybrid	941	20	16	7	3.3	0.1	4.9	3.3	8.2	3.4	11.6	284	56497	Looped	-0.23	6.1	39
506032	MS	Hybrid	1287	23	8	4	3.2	0.0	8.7	2.3	11.9	2.3	14.2	1724	102165	Looped	0.23	6.4	54
506033	MS	Hybrid	1492	20	7	5	2.9	0.0	9.7	1.0	12.6	1.0	13.6	597	56959	Looped	-0.15	6.3	39
506034	MS	Hybrid	901	21	4	4	3.0	0.1	7.7	0.5	10.7	0.6	11.3	604	84546	Looped	0.38	5.1	37
506035	MS	Hybrid	1300	13	9	3	3.2	0.2	5.8	5.0	9.0	5.2	14.2	668	74062	Looped	-1.56	5.1	45
506036	MS	Hybrid	2250	25	5	16	5.4	0.3	12.3	1.0	17.7	1.3	19.0	1367	129098	Looped	-0.49	8.7	59
506037	MS	Hybrid	1818	21	16	6	3.8	0.8	7.6	4.0	11.4	4.8	16.2	683	99716	Looped	-0.45	6.1	37
500831	MS	Hybrid	286	4	23	3	1.6	0.5	1.6	1.3	3.2	1.8	5.0	118	15740	Looped	-0.18	2.3	13
500832	MS	Hybrid	160	2	40	1	3.2	0.4	2.5	2.1	5.7	2.5	8.2	63	8607	Looped	0.05	7.1	12
500833	MS	Hybrid	1670	28	25	6	4.9	0.1	11.4	3.6	16.3	3.7	20.0	359	42108	Looped	0.36	7.9	49
500834	MS	Hybrid	1499	17	27	11	4.0	0.1	9.0	5.6	13.0	5.7	18.7	964	148815	Looped	0.16	7.4	55
500835	MS	Hybrid	262	0	49	2	2.4	0.6	0.7	1.8	3.1	2.4	5.5	40	4990	Looped	0.29	4.1	14
500836	MS	Hybrid	962	10	28	8	3.9	1.1	5.7	6.7	9.6	7.8	17.4	654	83315	Looped	0.02	8.9	51
500837	MS	Hybrid	1597	21	19	7	3.2	0.6	9.1	1.7	12.3	2.3	14.6	718	80138	Looped	0.05	5.5	46
506961	MS	Hybrid	661	13	36	7	4.8	0.8	4.1	4.1	8.9	4.9	13.8	855	49953	Looped	-0.13	8.0	27
506962	MS	Hybrid	2567	24	66	7	7.6	0.2	6.3	18.1	13.9	18.3	32.2	563	83333	Looped	-0.93	10.3	37
506963	MS	Hybrid	2660	10	58	6	6.4	0.8	4.8	22.7	11.2	23.5	34.7	8133	247180	Looped	0.69	10.3	32
506964	MS	Hybrid	2207	20	74	5	5.8	1.0	4.7	19.1	10.5	20.1	30.6	733	119055	Looped	-0.05	12.7	58
506965	MS	Hybrid	3135	6	59	1	5.4	1.9	2.8	31.8	8.2	33.7	41.9	784	74489	Looped	-0.15	10.2	34
507461	NA	Hybrid	3019	21	46	5	18.3	6.1	17.3	41.1	35.6	47.2	82.8	6980	287906	Looped	0.44	10.8	61
507462	NA	Hybrid	2519	2	45	1	4.7	3.9	2.5	24.9	7.2	28.8	36.0	733	190421	Looped	-0.20	13.5	16
507463	NA	Hybrid	341	1	46	0	5.1	6.1	3.0	12.9	8.1	19.0	27.1	343	25978	Looped	0.68	10.9	2
507464	NA	Hybrid	19	3	12	0	7.0	1.9	0.6	1.2	7.6	3.1	10.7	3	249	Looped	-0.20	6.7	1
507465	NA	Hybrid	105	11	20	0	15.4	3.2	12.3	3.3	27.7	6.5	34.2	142	27431	Looped	0.76	8.5	27
507466	NA	UG	2075	0	68	0	0.4	12.1	0.0	36.7	0.4	48.8	49.2	9	729	Looped	-0.09	14.6	4
503631	NA	Hybrid	1286	24	14	6	3.0	0.6	9.2	7.5	12.2	8.1	20.3	637	105133	Looped	-0.30	6.2	59
503632	NA	Hybrid	1763	6	42	4	2.6	0.4	2.5	10.4	5.1	10.8	15.9	962	96804	Looped	0.09	5.5	45
503633	NA	Hybrid	1571	0	42	1	2.2	1.0	0.7	7.0	2.9	8.0	10.9	124	22602	Looped	0.04	6.7	12
503634	NA	Hybrid	1861	3	47	3	2.9	0.2	1.8	9.7	4.7	9.9	14.6	102	8674	Looped	-0.11	5.5	15
503635	NA	Hybrid	2332	0	37	2	2.2	0.2	1.1	9.8	3.3	10.0	13.3	460	33669	Looped	-0.47	6.3	23
503636	NA	Hybrid	2036	6	47	2	2.7	1.1	1.8	12.8	4.5	13.9	18.4	413	39755	Looped	0.04	6.6	21
503637	NA	Hybrid	1769	4	43	4	3.7	1.4	2.4	9.7	6.1	11.1	17.2	2163	108190	Looped	-0.30	7.3	20
503638	NA	Hybrid	1016	8	14	4	1.2	0.6	4.5	4.7	5.7	5.3	11.0	585	67294	Looped	0.03	3.9	22
503639	NA	Hybrid	2535	4	36	4	2.9	1.1	3.9	18.0	6.8	19.1	25.9	1253	124202	Looped	-0.22	8.2	60
503961	NA	Hybrid	4452	28	38	12	3.8	4.1	12.7	6.4	16.5	10.5	27.0	6958	553969	Looped	0.69	12.0	81

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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
503962	NA	Hybrid	3561	35	30	3	5.9	1.9	16.3	22.7	22.2	24.6	46.8	1163	139099	Looped	-0.10	12.1	73
503963	NA	Hybrid	1589	2	28	2	3.8	1.4	3.6	15.8	7.4	17.2	24.6	244	34297	Looped	-0.08	5.4	21
503964	NA	Hybrid	4125	7	51	5	5.7	7.9	3.9	8.1	9.6	16.0	25.6	6551	434322	Looped	0.05	7.0	41
503965	NA	Hybrid	4854	15	37	5	5.9	1.6	5.5	28.1	11.4	29.7	41.1	1781	189860	Looped	-1.02	11.2	32
503966	NA	Hybrid	2076	16	39	2	5.2	4.7	5.4	14.9	10.6	19.6	30.2	398	46925	Looped	-0.31	10.0	17
503967	NA	Hybrid	2186	34	24	8	4.9	3.7	15.9	10.4	20.8	14.1	34.9	805	91164	Looped	0.01	8.9	79
503968	NA	Hybrid	2408	8	37	7	3.8	2.8	3.0	31.3	6.8	34.1	40.9	5374	434120	Looped	-0.17	9.5	27
503969	NA	Hybrid	2762	2	38	3	4.4	3.3	1.7	22.5	6.1	25.8	31.9	621	71256	Looped	-0.35	8.1	24
507661	NA	Hybrid	604	3	29	0	3.0	2.4	1.2	9.0	4.2	11.4	15.6	103	12928	Looped	0.10	9.2	11
507662	NA	Hybrid	4395	5	63	6	5.2	1.2	7.3	24.0	12.5	25.2	37.7	1384	137044	Looped	-0.20	12.8	43
507663	NA	Hybrid	4590	9	65	5	5.4	2.7	3.2	33.3	8.6	36.0	44.6	548	46275	Looped	-0.13	13.3	35
507664	NA	Hybrid	3251	7	56	7	5.7	0.6	2.5	25.0	8.2	25.6	33.8	451	38172	Looped	0.08	10.9	39
507665	NA	Hybrid	3104	1	50	3	2.7	1.8	1.2	28.4	3.9	30.2	34.1	606	63131	Looped	-0.04	8.9	29
501761	NA	Hybrid	3408	16	38	7	4.1	0.2	5.5	11.6	9.6	11.8	21.4	1352	98300	Looped	-0.28	9.6	43
501762	NA	Hybrid	2525	23	39	16	3.4	1.2	5.7	5.4	9.1	6.6	15.7	5962	344628	Looped	-0.49	9.8	61
501763	NA	Hybrid	2500	28	18	11	4.8	0.7	9.5	2.7	14.3	3.4	17.7	1170	113342	Looped	-0.19	7.1	53
501764	NA	Hybrid	4212	15	49	9	6.1	1.4	6.6	24.8	12.7	26.2	38.9	1113	108552	Looped	0.38	12.9	53
501765	NA	Hybrid	3906	4	60	5	4.6	0.8	3.8	19.6	8.4	20.4	28.8	1780	134647	Looped	-1.38	8.9	69
501766	NA	Hybrid	3908	9	45	7	4.4	1.9	8.5	22.8	12.9	24.7	37.6	5907	397365	Looped	-0.28	9.1	66
501767	NA	Hybrid	3967	13	65	7	5.4	1.8	4.8	23.7	10.2	25.5	35.7	8241	375873	Looped	0.68	9.8	47
501768	NA	Hybrid	1399	1	50	1	6.6	2.4	0.2	15.2	6.8	17.6	24.4	323	42166	Looped	-0.07	8.4	37
506161	NA	Hybrid	1531	20	7	7	3.1	0.1	9.4	3.2	12.5	3.3	15.8	2270	132809	Looped	-0.40	6.4	59
506162	NA	Hybrid	1685	5	52	7	6.2	2.1	7.6	14.6	13.8	16.7	30.5	667	58968	Looped	1.54	16.3	24
506163	NA	Hybrid	3382	23	38	5	8.3	0.5	10.3	19.2	18.6	19.7	38.3	4271	120007	Looped	-1.23	11.2	40
506164	NA	Hybrid	2012	24	35	12	6.4	0.6	5.5	7.8	11.9	8.4	20.3	601	58552	Looped	-0.51	12.6	25
506165	NA	Hybrid	1242	8	32	5	4.7	0.6	2.6	10.3	7.3	10.9	18.2	411	40679	Looped	-4.45	10.2	20
506166	NA	Hybrid	1483	6	44	7	4.0	1.1	3.2	5.8	7.2	6.9	14.1	472	53224	Looped	-0.29	7.1	23
507261	NA	Hybrid	2221	12	30	4	8.9	1.6	11.0	14.8	19.9	16.4	36.3	954	138669	Looped	0.13	9.9	40
507262	NA	Hybrid	2875	11	32	7	6.6	0.4	6.4	22.7	13.0	23.1	36.1	1159	103899	Looped	-0.22	9.8	48
507263	NA	Hybrid	2255	39	48	6	8.8	1.3	18.3	14.2	27.1	15.5	42.6	1470	163312	Looped	-4.73	9.8	74
507264	NA	Hybrid	3160	56	2	3	5.0	0.9	27.3	4.9	32.3	5.8	38.1	2382	264463	Looped	-0.05	13.2	100
507265	NA	Hybrid	3000	29	68	11	9.2	0.5	11.2	17.7	20.4	18.2	38.6	3651	192328	Looped	-3.60	12.7	37
507266	NA	Hybrid	3686	6	55	6	9.1	3.3	4.5	36.1	13.6	39.4	53.0	1284	154559	Looped	11.77	12.4	43
503561	NA	Hybrid	4744	15	60	10	6.4	0.2	8.7	26.0	15.1	26.2	41.3	716	78974	Looped	0.62	9.8	38
503562	NA	Hybrid	3887	28	63	19	7.8	1.2	11.1	11.4	18.9	12.6	31.5	5452	317585	Looped	0.48	12.0	97
503563	NA	Hybrid	2231	5	53	7	4.7	0.9	3.3	10.3	8.0	11.2	19.2	4633	322948	Looped	-0.74	11.4	30
503564	NA	Hybrid	3425	13	66	6	5.4	1.7	7.1	19.2	12.5	20.9	33.4	2647	239718	Looped	0.50	10.3	78
503565	NA	Hybrid	4595	3	73	1	4.9	0.4	2.7	30.8	7.6	31.2	38.8	826	126171	Looped	-0.04	10.8	59
503566	NA	Hybrid	3558	3	37	4	3.8	0.1	3.8	21.6	7.6	21.7	29.3	1780	211236	Looped	-0.45	10.2	51
503567	NA	Hybrid	3144	0	33	3	4.4	1.5	1.3	17.2	5.7	18.7	24.4	910	103003	Looped	0.05	7.0	15

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503568	NA	Hybrid	3237	12	65	11	5.6	1.2	9.0	10.7	14.6	11.9	26.5	1849	193361	Looped	0.45	10.9	69
503569	NA	Hybrid	2312	22	76	7	8.2	4.4	11.6	20.8	19.8	25.2	45.0	6153	445311	Looped	-0.02	10.4	80
502161	NA	Hybrid	2428	24	57	10	5.5	0.5	9.1	11.8	14.6	12.3	26.9	940	186761	Looped	-0.65	10.0	59
502162	NA	Hybrid	2826	9	59	2	4.3	2.2	3.0	25.7	7.3	27.9	35.2	444	87985	Looped	0.65	11.1	29
502163	NA	Hybrid	3758	9	76	5	7.4	1.3	3.8	20.9	11.2	22.2	33.4	1142	116880	Looped	0.07	13.5	39
502164	NA	Hybrid	2946	1	59	1	5.0	2.4	0.3	20.9	5.3	23.3	28.6	2162	116004	Looped	-0.07	9.3	11
502165	NA	Hybrid	3987	4	59	3	2.8	7.1	1.7	33.3	4.5	40.4	44.9	429	64176	Looped	-0.42	14.5	25
502166	NA	Hybrid	2558	31	51	8	6.3	5.8	10.9	24.1	17.2	29.9	47.1	1515	119982	Looped	0.02	10.7	61
502167	NA	Hybrid	2356	8	32	9	3.7	1.3	3.3	18.7	7.0	20.0	27.0	601	76887	Looped	-0.21	7.6	36
502168	NA	Hybrid	3061	32	30	9	5.5	2.2	10.4	12.3	15.9	14.5	30.4	770	138131	Looped	0.32	8.9	47
504061	NA	Hybrid	4468	22	62	8	6.3	6.0	18.4	29.8	24.7	35.8	60.5	15884	345008	Looped	-0.23	11.7	78
504062	NA	Hybrid	4396	1	62	8	8.1	3.2	4.0	31.8	12.1	35.0	47.1	1367	171511	Looped	-0.49	10.2	40
504063	NA	Hybrid	2813	19	43	4	7.9	10.2	9.1	19.9	17.0	30.1	47.1	5979	876984	Looped	0.04	8.1	36
504064	NA	Hybrid	3848	6	46	4	4.1	10.1	14.7	36.6	18.8	46.7	65.5	5535	482033	Looped	0.27	7.9	49
504961	NA	Hybrid	2146	19	28	2	6.5	0.4	11.0	15.6	17.5	16.0	33.5	693	72771	Looped	-0.36	8.9	39
504962	NA	Hybrid	2763	23	26	6	6.2	0.1	16.4	3.2	22.6	3.3	25.9	1114	111876	Looped	0.28	12.7	68
504963	NA	Hybrid	1702	18	9	3	3.5	0.4	9.3	1.9	12.8	2.3	15.1	1410	110934	Looped	0.42	6.6	44
504964	NA	Hybrid	1581	33	10	5	5.7	0.2	20.5	8.3	26.2	8.5	34.7	2158	65083	Looped	0.00	8.1	60
504965	NA	Hybrid	2361	26	9	5	7.4	0.3	17.3	3.4	24.7	3.7	28.4	2883	113765	Looped	0.28	9.5	82
504966	NA	Hybrid	2797	30	8	9	5.3	0.3	22.6	3.5	27.9	3.8	31.7	1772	76017	Looped	0.42	10.0	46
504967	NA	OH	1499	72	9	7	16.7	0.5	43.9	2.6	60.6	3.1	63.7	3694	261352	Looped	-0.03	6.6	92
504968	NA	Hybrid	1908	95	25	4	15.4	0.7	42.8	7.1	58.2	7.8	66.0	2926	202253	Looped	-0.26	10.3	100
504969	NA	Hybrid	860	6	22	3	4.3	0.8	13.4	4.7	17.7	5.5	23.2	752	61990	Looped	0.36	7.3	43
507061	NA	Hybrid	2594	3	42	2	3.3	0.8	0.8	20.2	4.1	21.0	25.1	528	79429	Looped	-0.24	8.3	19
507062	NA	Hybrid	3562	18	41	2	4.6	3.6	13.9	29.0	18.5	32.6	51.1	4405	154452	Looped	-0.22	10.6	52
507063	NA	Hybrid	4206	49	75	13	11.1	3.1	16.5	23.7	27.6	26.8	54.4	2299	255210	Looped	0.55	13.7	64
507064	NA	Hybrid	2530	4	47	0	1.8	7.5	1.2	24.1	3.0	31.6	34.6	2825	247179	Looped	-0.19	9.8	27
507065	NA	Hybrid	1330	1	36	3	0.6	5.6	1.3	10.2	1.9	15.8	17.7	202	39146	Looped	0.08	10.2	7
506661	NA	Hybrid	2065	1	54	3	3.1	3.9	2.1	27.6	5.2	31.5	36.7	824	105583	Looped	-0.04	10.7	30
506662	NA	Hybrid	2603	33	39	4	6.5	1.9	8.9	18.0	15.4	19.9	35.3	781	108175	Looped	0.39	10.8	46
506663	NA	Hybrid	3772	5	58	2	5.2	3.6	1.2	32.6	6.4	36.2	42.6	310	29371	Looped	-0.22	14.6	12
506664	NA	Hybrid	3820	24	48	7	8.8	0.3	8.1	22.6	16.9	22.9	39.8	1822	154841	Looped	-0.52	12.0	74
506665	NA	Hybrid	1214	4	35	4	5.4	0.8	2.0	10.5	7.4	11.3	18.7	2534	205980	Looped	-0.19	11.4	19
506666	NA	Hybrid	1202	10	21	15	3.6	0.5	6.8	2.2	10.4	2.7	13.1	371	41165	Looped	0.09	9.4	44
506667	NA	Hybrid	1748	0	40	1	2.5	2.2	0.4	21.5	2.9	23.7	26.6	283	36557	Looped	-0.16	7.4	23
501231	NA	Hybrid	402	6	14	2	1.5	1.0	2.2	3.2	3.7	4.2	7.9	204	30074	Looped	-0.57	4.5	17
501232	NA	Hybrid	461	5	5	2	1.1	0.2	2.9	0.5	4.0	0.7	4.7	208	35064	Looped	-0.09	6.7	14
501233	NA	Hybrid	1426	5	28	10	2.2	0.2	3.1	2.6	5.3	2.8	8.1	494	70775	Looped	0.27	7.7	35
501234	NA	Hybrid	1922	3	51	13	3.5	0.5	3.5	5.2	7.0	5.7	12.7	513	32189	Looped	0.33	8.4	13
501235	NA	Hybrid	1731	15	29	5	4.2	0.2	4.2	4.9	8.4	5.1	13.5	668	61483	Looped	0.20	7.7	27

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501236	NA	Hybrid	186	2	11	1	1.4	2.0	1.1	2.5	2.5	4.5	7.0	95	7026	Looped	1.15	5.3	4
501237	NA	Hybrid	1043	5	19	7	2.4	0.5	2.9	1.9	5.3	2.4	7.7	117	19241	Looped	-0.04	5.8	21
501238	NA	Hybrid	846	8	25	4	3.4	0.6	5.6	1.0	9.0	1.6	10.6	1188	58257	Looped	-0.15	5.8	57
501239	NA	Hybrid	1825	3	50	12	3.8	0.8	6.3	3.9	10.1	4.7	14.8	3274	177601	Looped	0.31	8.9	65
501240	NA	Hybrid	688	4	35	11	3.4	2.5	5.8	6.9	9.2	9.4	18.6	2220	225890	Looped	0.11	8.0	72
507361	NA	OH	2208	98	3	6	11.3	0.1	76.0	0.6	87.3	0.7	88.0	4662	326537	Looped	-0.73	10.0	116
507362	NA	Hybrid	4553	17	78	2	8.7	12.4	19.5	52.7	28.2	65.1	93.3	3495	181778	Looped	0.34	13.8	48
507363	NA	Hybrid	3152	134	34	5	25.8	0.6	81.2	21.6	107.0	22.2	129.2	719	74930	Looped	0.08	16.2	86
507364	NA	Hybrid	3145	165	11	4	35.0	0.9	99.3	8.8	134.3	9.7	144.0	2839	128741	Looped	-0.42	15.3	113
504361	NA	Hybrid	3069	0	50	3	2.0	2.8	0.5	15.9	2.5	18.7	21.2	205	26446	Looped	-0.81	9.4	14
504362	NA	Hybrid	2751	1	31	0	0.9	3.7	0.2	16.0	1.1	19.7	20.8	3044	216725	Looped	-0.30	8.7	15
504363	NA	Hybrid	3470	18	65	6	6.4	0.8	4.2	20.3	10.6	21.1	31.7	2213	161381	Looped	-0.31	15.5	29
504364	NA	Hybrid	1628	8	52	1	4.0	3.6	2.5	9.3	6.5	12.9	19.4	158	22293	Looped	-0.22	11.4	10
504365	NA	Hybrid	3146	10	39	13	5.4	1.6	6.1	15.0	11.5	16.6	28.1	1087	111846	Looped	0.45	12.1	32
504366	NA	Hybrid	2471	6	20	1	1.5	3.3	2.6	12.6	4.1	15.9	20.0	1344	115265	Looped	0.03	8.6	19
504367	NA	Hybrid	2939	3	56	2	2.8	2.8	1.1	26.0	3.9	28.8	32.7	252	41702	Looped	-0.43	12.4	14
504368	NA	Hybrid	3013	20	12	8	1.4	2.9	13.4	7.5	14.8	10.4	25.2	975	114758	Looped	-0.53	12.3	66
504369	NA	Hybrid	1404	31	20	5	4.1	2.7	6.2	10.4	10.3	13.1	23.4	1625	194429	Looped	-0.69	10.5	30
504370	NA	Hybrid	2420	18	41	2	2.0	4.3	5.6	5.6	7.6	9.9	17.5	2874	75079	Looped	-1.00	15.0	29
507761	NA	Hybrid	1813	4	36	2	6.3	0.9	5.7	16.5	12.0	17.4	29.4	3259	187839	Looped	-0.20	9.0	21
507762	NA	Hybrid	3978	13	60	1	3.4	10.1	6.5	46.7	9.9	56.8	66.7	5212	750057	Looped	0.20	12.8	28
507763	NA	Hybrid	3725	18	51	2	6.9	2.9	10.3	25.4	17.2	28.3	45.5	2374	317749	Looped	-0.44	13.0	74
507764	NA	Hybrid	3781	0	31	2	5.4	3.6	1.3	22.2	6.7	25.8	32.5	118	30447	Looped	-1.56	7.3	8
503131	NA	Hybrid	2033	0	39	2	2.6	1.8	0.7	13.8	3.3	15.6	18.9	811	123119	Looped	0.25	6.2	30
503132	NA	Hybrid	2613	12	37	13	2.9	1.6	6.0	7.4	8.9	9.0	17.9	902	104857	Looped	0.06	7.9	62
503133	NA	Hybrid	1588	14	27	3	3.4	2.4	3.7	6.5	7.1	8.9	16.0	317	54677	Looped	0.18	5.8	18
503134	NA	Hybrid	1770	0	53	1	2.1	1.5	0.2	12.1	2.3	13.6	15.9	245	46122	Looped	0.52	8.2	19
503135	NA	Hybrid	1698	6	27	1	2.3	2.3	2.3	5.0	4.6	7.3	11.9	375	34201	Looped	0.08	6.8	20
503136	NA	Hybrid	1211	0	24	0	1.0	4.2	0.0	7.2	1.0	11.4	12.4	46	4440	Looped	-0.14	6.0	8
503137	NA	UG	1815	0	18	0	0.5	7.0	0.0	4.1	0.5	11.1	11.6	115	11200	Looped	-0.18	6.3	5
503138	NA	Hybrid	1293	9	60	2	3.8	0.7	4.0	5.3	7.8	6.0	13.8	666	98656	Looped	0.84	9.9	39
509061	NA	Hybrid	2885	5	54	1	6.4	0.5	4.9	24.5	11.3	25.0	36.3	741	74161	Looped	0.18	12.2	31
509062	NA	Hybrid	3048	23	33	3	4.9	0.6	10.1	21.8	15.0	22.4	37.4	487	48268	Looped	0.14	9.5	24
508361	NA	Hybrid	1705	23	14	5	9.1	0.4	11.0	7.4	20.1	7.8	27.9	339	53127	Looped	0.14	3.6	26
508362	NA	Hybrid	3775	22	66	4	12.1	2.5	17.8	44.4	29.9	46.9	76.8	5820	268413	Looped	-1.69	12.6	22
508363	NA	Hybrid	2439	32	28	10	5.8	0.5	14.8	10.1	20.6	10.6	31.2	603	55539	Looped	0.01	9.3	53
506761	NA	Hybrid	4009	1	74	1	5.8	5.7	0.6	46.5	6.4	52.2	58.6	351	38613	Looped	2.48	12.7	21
506762	NA	Hybrid	2221	3	38	7	3.6	0.1	3.4	16.1	7.0	16.2	23.2	1224	133601	Looped	-0.41	11.3	38
506763	NA	Hybrid	2415	3	33	4	5.8	1.3	9.8	16.6	15.6	17.9	33.5	928	107891	Looped	-0.03	9.3	52
506764	NA	Hybrid	2774	21	57	5	6.6	4.1	9.3	30.9	15.9	35.0	50.9	1635	169090	Looped	-0.18	12.9	49

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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
506765	NA	Hybrid	3198	9	47	11	5.2	1.8	5.4	22.7	10.6	24.5	35.1	956	94014	Looped	-0.45	12.3	50
506766	NA	Hybrid	3381	14	64	1	7.3	4.8	5.3	30.5	12.6	35.3	47.9	1306	172833	Looped	-0.67	13.1	41
506767	NA	Hybrid	2948	9	48	3	6.0	4.0	4.6	24.3	10.6	28.3	38.9	120	22613	Looped	0.18	7.3	18
506768	NA	Hybrid	2714	9	45	1	4.4	5.8	2.3	24.7	6.7	30.5	37.2	252	52320	Looped	-0.28	8.8	23
506769	NA	Hybrid	3384	3	86	2	7.7	3.5	2.0	32.3	9.7	35.8	45.5	1904	152388	Looped	-0.26	12.9	47
504761	TB	Hybrid	1906	95	39	27	36.1	1.2	66.2	30.6	102.3	31.8	134.1	3463	269149	Looped	-0.45	6.1	128
504762	TB	Hybrid	2327	61	48	22	15.0	5.5	48.7	29.2	63.7	34.7	98.4	3177	189799	Looped	-0.30	9.8	97
504763	TB	OH	3431	313	0	4	32.9	0.2	232.5	2.0	265.4	2.2	267.6	7930	482393	Looped	-0.30	13.3	194
502631	TB	Hybrid	687	13	3	4	2.8	0.1	5.8	1.0	8.6	1.1	9.7	1086	111032	Looped	-0.16	3.8	56
502632	TB	Hybrid	2021	5	33	5	2.8	0.1	3.1	7.7	5.9	7.8	13.7	4398	109936	Looped	0.00	8.6	21
502633	TB	Hybrid	280	4	10	4	1.1	0.3	0.9	1.7	2.0	2.0	4.0	106	26087	Looped	0.34	5.2	11
502634	TB	Hybrid	604	6	20	3	2.8	0.4	1.2	2.5	4.0	2.9	6.9	60	6028	Looped	-0.11	4.7	15
502635	TB	Hybrid	1419	16	21	10	2.3	0.3	8.2	5.8	10.5	6.1	16.6	609	62513	Looped	-0.02	7.8	49
502636	TB	Hybrid	2024	44	12	8	4.6	0.8	12.2	1.2	16.8	2.0	18.8	803	94259	Looped	0.18	8.2	67
502637	TB	Hybrid	1195	13	24	7	3.5	0.5	4.4	1.9	7.9	2.4	10.3	217	26699	Looped	0.30	5.7	20
502638	TB	Hybrid	887	3	25	5	1.9	0.2	1.7	7.0	3.6	7.2	10.8	51	6218	Looped	-0.71	6.5	6
501131	TB	Hybrid	686	23	16	6	2.9	0.4	4.4	1.7	7.3	2.1	9.4	167	22459	Looped	1.00	6.9	21
501132	TB	Hybrid	944	3	5	1	0.7	2.1	0.2	0.2	0.9	2.3	3.2	4	156	Looped	-0.04	3.5	1
501133	TB	Hybrid	1471	15	28	6	2.9	0.7	2.6	2.1	5.5	2.8	8.3	280	23326	Looped	-0.19	5.0	31
501134	TB	Hybrid	455	11	24	4	1.5	0.7	0.8	1.8	2.3	2.5	4.8	472	30395	Looped	0.42	7.0	11
501135	TB	Hybrid	945	19	4	5	3.3	0.4	9.5	1.3	12.8	1.7	14.5	1057	91221	Looped	-0.84	5.4	42
501136	TB	Hybrid	1079	27	18	5	5.3	0.2	5.4	1.7	10.7	1.9	12.6	738	63634	Looped	0.08	3.9	46
501137	TB	Hybrid	360	12	9	4	2.5	0.4	1.7	0.4	4.2	0.8	5.0	48	7521	Looped	-0.49	5.4	11
501138	TB	Hybrid	212	0	7	1	0.6	0.3	0.0	0.2	0.6	0.5	1.1	10	2034	Looped	-0.13	1.7	3
508461	TB	Hybrid	4958	8	80	5	5.1	15.3	2.7	50.9	7.8	66.2	74.0	303	43718	Looped	1.09	16.3	22
508462	TB	Hybrid	2888	46	34	7	11.0	0.4	41.3	9.8	52.3	10.2	62.5	1033	125662	Looped	-0.03	13.2	83
508463	TB	Hybrid	2226	56	12	6	13.1	1.5	56.3	4.8	69.4	6.3	75.7	3681	271898	Looped	0.00	9.2	76
508531	TB	Hybrid	1515	52	11	14	6.7	0.4	10.8	1.0	17.5	1.4	18.9	2007	62889	Looped	0.12	5.8	68
508532	TB	Hybrid	875	16	26	8	4.9	0.1	9.9	2.9	14.8	3.0	17.8	1699	133316	Looped	0.05	4.6	45
508533	TB	Hybrid	1	0	0	0	0.8	1.0	0.0	0.0	0.8	1.0	1.8	0	0	Looped	1.67	4.6	0
505061	TB	Hybrid	3427	16	67	9	10.6	7.1	9.1	43.5	19.7	50.6	70.3	7071	385603	Looped	0.15	16.7	33
505062	TB	Hybrid	299	0	38	1	5.0	12.0	2.2	18.3	7.2	30.3	37.5	5	597	Looped	0.07	8.2	3
505063	TB	Hybrid	4038	80	21	1	11.5	0.2	40.4	10.3	51.9	10.5	62.4	462	46882	Looped	0.46	13.5	45
505064	TB	Hybrid	3418	3	65	2	6.3	7.1	0.7	37.5	7.0	44.6	51.6	482	69723	Looped	0.60	12.9	21
505065	TB	UG	2120	0	45	1	0.0	6.8	0.3	24.1	0.3	30.9	31.2	76	17241	Looped	-0.03	8.4	7
502461	TB	Hybrid	2258	52	41	14	18.9	4.2	91.1	23.5	110.0	27.7	137.7	5507	292697	Looped	-0.20	9.1	115
502462	TB	Hybrid	1742	58	16	20	21.9	0.0	61.4	5.5	83.3	5.5	88.8	2883	452851	Looped	0.42	8.4	116
502463	TB	Hybrid	1283	143	20	19	31.8	0.3	94.5	7.8	126.3	8.1	134.4	2249	234793	Looped	-0.01	3.7	144
502464	TB	Hybrid	3497	103	30	31	30.8	0.1	99.0	13.7	129.8	13.8	143.6	4203	403074	Looped	0.06	11.3	160
503861	TB	Hybrid	2714	45	26	11	5.4	0.1	19.1	4.8	24.5	4.9	29.4	1878	199715	Looped	0.38	8.9	81

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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
503862	TB	Hybrid	2821	50	32	9	8.4	0.8	20.6	14.6	29.0	15.4	44.4	3443	296158	Looped	0.06	10.6	82
503863	TB	Hybrid	2340	37	34	10	7.0	0.3	15.9	8.0	22.9	8.3	31.2	3087	153048	Looped	0.05	8.6	59
503864	TB	Hybrid	1055	44	28	7	9.4	0.3	16.0	5.3	25.4	5.6	31.0	298	54594	Looped	-0.04	7.4	51
503865	TB	Hybrid	1712	17	39	8	8.1	2.5	4.8	14.0	12.9	16.5	29.4	2129	48031	Looped	0.12	12.5	34
501831	TB	Hybrid	1018	27	6	3	3.8	0.1	13.1	2.3	16.9	2.4	19.3	458	53691	Looped	0.02	4.8	37
501832	TB	Hybrid	2330	34	21	10	4.8	0.5	23.2	6.2	28.0	6.7	34.7	2338	215099	Looped	-0.10	7.6	84
501833	TB	Hybrid	1721	97	12	14	12.2	0.0	79.8	10.6	92.0	10.6	102.6	2320	227872	Looped	-0.05	7.3	95
501835	TB	Hybrid	2338	19	54	6	4.2	6.8	11.0	31.2	15.2	38.0	53.2	546	49835	Looped	0.05	9.1	33
505461	TB	Hybrid	1887	16	19	5	4.3	0.8	3.9	5.7	8.2	6.5	14.7	3989	166798	Looped	0.12	7.4	16
505462	TB	Hybrid	1690	11	38	7	3.7	1.1	2.3	4.9	6.0	6.0	12.0	318	40818	Looped	0.50	8.1	23
505463	TB	Hybrid	1215	9	54	6	5.4	1.0	5.0	11.8	10.4	12.8	23.2	30	3988	Looped	-0.17	10.7	12
505464	TB	Hybrid	3569	6	51	3	5.9	3.5	1.7	25.5	7.6	29.0	36.6	532	55048	Looped	-0.34	9.4	17
505465	TB	Hybrid	2184	26	26	14	6.2	0.3	11.9	6.1	18.1	6.4	24.5	1066	112776	Looped	-1.04	12.1	76
501431	TB	OH	1826	38	18	9	13.6	0.0	55.9	3.5	69.5	3.5	73.0	2969	191309	Looped	-0.15	6.2	72
501432	TB	Hybrid	2291	75	20	19	21.3	0.2	74.7	11.9	96.0	12.1	108.1	2273	245603	Looped	-1.55	6.0	116
501433	TB	Hybrid	1255	18	22	8	4.5	0.2	11.8	2.1	16.3	2.3	18.6	1811	44109	Looped	0.02	5.2	34
501434	TB	OH	787	53	18	4	19.4	0.1	39.6	2.5	59.0	2.6	61.6	405	51399	Looped	-0.14	7.2	56
501435	TB	Hybrid	1218	32	22	6	6.0	0.2	16.6	4.0	22.6	4.2	26.8	392	37508	Looped	1.02	7.2	38
501436	TB	Hybrid	1	0	0	0	1.8	0.7	0.0	0.0	1.8	0.7	2.5	0	0	Looped	-0.52	4.1	0
505961	TB	OH	3028	138	10	19	34.7	0.2	154.6	4.9	189.3	5.1	194.4	6350	277595	Looped	0.09	8.8	163
505962	TB	Hybrid	1929	26	22	5	8.1	0.2	22.9	10.7	31.0	10.9	41.9	4292	136980	Looped	0.08	6.0	57
505963	TB	OH	928	93	18	10	55.0	0.1	102.9	5.0	157.9	5.1	163.0	7529	564823	Looped	-0.15	2.4	128
504431	TB	Hybrid	1352	68	9	19	16.9	0.6	64.9	7.9	81.8	8.5	90.3	1624	32050	Looped	-0.21	5.0	78
504432	TB	Hybrid	1478	27	27	8	6.0	0.0	15.7	8.9	21.7	8.9	30.6	360	66935	Looped	0.03	4.0	45
504433	TB	Hybrid	1193	41	21	11	25.0	0.8	49.4	12.0	74.4	12.8	87.2	1987	122393	Looped	0.18	6.8	46
503261	TB	Hybrid	3200	16	15	4	5.1	0.1	26.5	12.9	31.6	13.0	44.6	3699	365366	Looped	-0.35	7.4	89
503262	TB	Hybrid	3086	38	36	6	10.7	0.0	68.0	9.8	78.7	9.8	88.5	12392	454686	Looped	0.60	15.3	143
503263	TB	Hybrid	2793	24	51	3	6.6	0.2	34.8	21.9	41.4	22.1	63.5	1113	132435	Looped	-0.44	7.6	65
503264	TB	Hybrid	3285	57	36	3	10.1	0.2	64.3	12.1	74.4	12.3	86.7	4794	211450	Looped	0.21	12.8	85
503265	TB	Hybrid	3374	3	50	8	6.9	0.0	11.5	32.0	18.4	32.0	50.4	7515	317959	Looped	-0.55	11.8	57
508061	TB	Hybrid	2015	24	21	1	5.7	2.9	13.4	2.5	19.1	5.4	24.5	707	94670	Looped	-0.37	6.5	52
508062	TB	Hybrid	1900	25	11	2	3.8	2.8	11.2	2.2	15.0	5.0	20.0	606	50782	Looped	-0.14	5.7	52
508063	TB	Hybrid	2224	40	42	11	15.7	2.2	27.5	11.8	43.2	14.0	57.2	6373	239036	Looped	-0.05	10.2	81
506361	TB	Hybrid	2971	20	27	9	5.1	1.1	32.7	11.3	37.8	12.4	50.2	1074	125612	Looped	0.06	13.3	80
506362	TB	Hybrid	3267	39	8	7	6.7	0.1	38.9	3.5	45.6	3.6	49.2	3585	236903	Looped	0.17	12.4	124
506363	TB	Hybrid	4115	53	21	10	8.1	0.2	46.9	10.7	55.0	10.9	65.9	1210	157622	Looped	-0.48	11.6	87
506364	TB	Hybrid	2250	27	26	5	13.1	1.7	22.4	18.5	35.5	20.2	55.7	7740	164171	Looped	-0.92	9.3	65
504261	TB	OH	604	77	8	7	30.9	0.1	54.7	1.3	85.6	1.4	87.0	2457	176769	Looped	0.06	2.9	60
504262	TB	OH	161	41	4	1	74.7	0.0	52.9	0.6	127.6	0.6	128.2	979	250260	Looped	-0.61	4.2	57
500761	TB	Hybrid	1609	32	17	7	5.4	0.1	15.0	2.8	20.4	2.9	23.3	343	36950	Looped	-0.13	4.7	46

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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
500762	TB	Hybrid	2542	70	34	10	6.8	0.4	12.7	2.8	19.5	3.2	22.7	3425	351872	Looped	-0.07	6.8	44
500763	TB	Hybrid	1637	20	25	5	4.5	0.2	9.6	3.2	14.1	3.4	17.5	362	45729	Looped	0.02	5.4	19
500764	TB	Hybrid	2360	29	24	8	4.7	1.3	21.6	6.4	26.3	7.7	34.0	726	88503	Looped	0.76	8.0	44
500765	TB	Hybrid	2418	29	40	4	9.0	0.4	9.5	15.9	18.5	16.3	34.8	3831	39346	Looped	-0.23	7.3	47
500766	TB	Hybrid	2479	77	37	8	12.8	1.3	14.3	10.2	27.1	11.5	38.6	1238	120849	Looped	0.05	6.3	58
500767	TB	OH	2644	39	10	4	10.7	0.3	69.6	1.2	80.3	1.5	81.8	2598	227089	Looped	0.19	10.4	102
500768	TB	Hybrid	1905	25	29	5	7.4	0.8	11.0	18.8	18.4	19.6	38.0	2553	605559	Looped	-0.15	5.8	49
506461	TB	Hybrid	825	7	47	4	5.9	0.1	20.8	5.2	26.7	5.3	32.0	2815	253468	Looped	0.98	10.7	50
506462	TB	Hybrid	3282	46	35	5	11.1	4.2	35.5	27.3	46.6	31.5	78.1	4135	282913	Looped	0.67	8.0	55
506463	TB	Hybrid	3158	56	11	2	9.2	0.2	79.6	6.7	88.8	6.9	95.7	4235	207870	Looped	-0.40	11.0	60
506464	TB	Hybrid	2776	47	6	10	10.2	0.4	65.6	3.6	75.8	4.0	79.8	2905	214518	Looped	-0.37	10.6	129
506465	TB	OH	2484	66	2	1	8.9	0.1	56.0	0.2	64.9	0.3	65.2	3655	230959	Looped	-0.04	9.4	94
503761	TB	Hybrid	1761	29	21	12	4.9	0.1	12.3	11.5	17.2	11.6	28.8	481	41679	Looped	-0.12	7.3	34
503762	TB	Hybrid	2347	27	22	6	5.5	0.1	22.3	2.1	27.8	2.2	30.0	1401	118276	Looped	0.22	10.7	55
503763	TB	Hybrid	1221	15	4	3	3.2	0.3	11.2	1.3	14.4	1.6	16.0	574	66334	Looped	0.21	5.3	29
503764	TB	Hybrid	3953	34	68	13	12.0	1.0	20.8	30.4	32.8	31.4	64.2	2690	163031	Looped	0.28	12.8	70
503765	TB	Hybrid	2794	36	25	4	7.2	0.3	40.4	5.3	47.6	5.6	53.2	3466	192551	Looped	1.03	12.4	107
503766	TB	Hybrid	2600	46	7	4	6.1	0.7	24.4	1.3	30.5	2.0	32.5	1241	147927	Looped	0.06	8.9	88
507861	TB	UG	6	0	7	0	0.0	0.7	0.0	0.1	0.0	0.8	0.8	0	0	Looped	-0.10	3.6	0
507862	TB	Hybrid	1847	43	20	10	12.5	0.3	43.8	8.2	56.3	8.5	64.8	799	58728	Looped	-0.31	4.2	78
507961	TB	Hybrid	3238	46	15	10	13.3	0.1	82.1	14.1	95.4	14.2	109.6	2452	224290	Looped	-1.10	11.4	128
507962	TB	Hybrid	2905	101	9	10	18.1	0.3	113.8	11.9	131.9	12.2	144.1	3192	271668	Looped	0.38	10.5	101
502061	TB	Hybrid	1619	12	24	4	4.5	0.5	4.7	3.1	9.2	3.6	12.8	583	79464	Looped	0.04	8.7	15
502062	TB	OH	2990	36	10	3	6.8	0.1	36.9	0.9	43.7	1.0	44.7	5903	249022	Looped	-0.17	12.3	103
502063	TB	OH	1974	24	11	2	4.9	0.2	22.0	0.9	26.9	1.1	28.0	4920	280455	Looped	-0.72	7.3	59
502064	TB	Hybrid	2026	19	61	4	6.1	0.2	20.0	8.9	26.1	9.1	35.2	6434	258168	Looped	-1.07	13.3	57
502065	TB	Hybrid	3490	37	31	5	5.9	0.1	49.2	7.1	55.1	7.2	62.3	1388	113299	Looped	-0.05	11.3	87
502066	TB	Hybrid	2508	43	3	6	6.8	0.1	36.2	2.6	43.0	2.7	45.7	843	91194	Looped	-1.19	7.9	111
502067	TB	Hybrid	2227	39	15	5	6.8	0.1	35.9	2.2	42.7	2.3	45.0	1256	109672	Looped	-0.30	10.3	88
506861	TB	Hybrid	3205	43	35	4	9.2	0.4	29.8	15.8	39.0	16.2	55.2	348	40371	Looped	-0.62	8.8	56
506862	TB	Hybrid	2431	67	18	10	21.2	1.4	106.7	11.1	127.9	12.5	140.4	5216	420001	Looped	-0.62	7.7	133
508861	TB	OH	2363	79	5	7	11.4	0.6	111.3	1.3	122.7	1.9	124.6	866	52104	Looped	-0.40	9.7	83
508862	TB	Hybrid	3726	43	51	3	11.6	7.9	95.7	20.7	107.3	28.6	135.9	812	99712	Looped	0.60	14.9	37
508863	TB	Hybrid	2995	53	15	0	8.3	0.6	62.9	3.9	71.2	4.5	75.7	698	59109	Looped	-0.14	12.6	42
508864	TB	OH	2028	62	2	0	6.4	0.2	47.6	0.4	54.0	0.6	54.6	627	90369	Looped	0.42	8.6	32
501531	TB	Hybrid	1015	17	30	4	5.4	0.3	3.3	5.2	8.7	5.5	14.2	260	14770	Looped	-0.86	5.1	25
501532	TB	Hybrid	771	23	22	4	5.2	0.0	6.8	2.0	12.0	2.0	14.0	348	42810	Looped	-0.09	3.7	38
501533	TB	Hybrid	849	30	21	2	5.8	0.5	7.0	3.5	12.8	4.0	16.8	59	10519	Looped	0.41	4.7	18
501534	TB	Hybrid	1719	19	23	4	3.8	0.1	7.8	4.7	11.6	4.8	16.4	1766	66687	Looped	0.09	4.6	17
501535	TB	Hybrid	704	24	29	5	8.5	1.8	7.2	6.4	15.7	8.2	23.9	33	3916	Looped	-0.12	3.4	11

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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
501536	TB	Hybrid	1653	19	22	6	3.1	0.4	7.4	5.9	10.5	6.3	16.8	990	145442	Looped	-2.05	5.4	30
501537	TB	Hybrid	1233	11	26	6	4.5	0.1	8.8	8.9	13.3	9.0	22.3	85	11449	Looped	-0.04	4.0	24
501538	TB	Hybrid	1277	25	13	14	5.4	0.7	15.2	2.4	20.6	3.1	23.7	190	22710	Looped	-0.30	5.2	35
505661	TB	OH	3322	51	13	2	9.2	0.0	51.5	2.1	60.7	2.1	62.8	1745	149257	Looped	0.10	12.4	73
505662	TB	Hybrid	3461	39	17	11	7.9	0.4	35.0	10.5	42.9	10.9	53.8	1009	121328	Looped	-0.93	9.3	65
505663	TB	Hybrid	3009	27	19	3	8.3	0.4	51.4	6.4	59.7	6.8	66.5	1352	70650	Looped	0.16	12.0	33
505664	TB	Hybrid	2953	35	83	11	11.8	3.4	11.2	26.2	23.0	29.6	52.6	4147	332616	Looped	0.23	9.9	95
505665	TB	Hybrid	3058	22	40	20	9.3	10.0	10.9	29.1	20.2	39.1	59.3	2281	190048	Looped	-0.02	13.8	49
800931	CE	UG	109	0	4	0	0.0	2.0	0.0	0.5	0.0	2.5	2.5	4	1520	Looped	0.77	2.1	4
800932	CE	Hybrid	623	0	5	1	0.0	1.7	0.2	0.8	0.2	2.5	2.7	35	686	Looped	0.15	2.8	3
800933	CE	Hybrid	673	15	4	1	2.8	0.3	2.5	0.1	5.3	0.4	5.7	728	86617	Looped	-0.14	5.0	40
800934	CE	UG	152	0	3	0	0.0	2.6	0.0	0.5	0.0	3.1	3.1	0	0	Looped	-1.10	4.4	0
800935	CE	UG	139	0	7	1	0.0	2.9	0.0	0.9	0.0	3.8	3.8	0	0	Looped	-0.53	5.3	0
800936	CE	UG	490	0	6	0	0.0	2.2	0.0	0.9	0.0	3.1	3.1	0	0	Looped	-0.05	2.8	0
800937	CE	UG	720	0	7	0	0.0	2.7	0.0	1.1	0.0	3.8	3.8	29	1421	Looped	-0.08	3.7	1
800938	CE	Hybrid	725	14	8	1	3.2	0.5	1.8	0.5	5.0	1.0	6.0	1943	147195	Looped	-0.11	6.3	38
800939	CE	UG	18	0	3	0	0.1	2.8	0.0	0.2	0.1	3.0	3.1	33	1509	Looped	-1.24	3.1	2
800940	CE	UG	2	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	0	0	Looped	0.55	4.5	0
800941	CE	Hybrid	881	14	3	3	2.8	0.7	3.5	0.7	6.3	1.4	7.7	147	33494	Looped	0.05	5.7	21
800942	CE	UG	1	0	0	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	1	1	Looped	0.11	5.6	1
800331	CE	Hybrid	1973	37	4	0	4.1	0.2	9.3	0.8	13.4	1.0	14.4	567	99941	Looped	-0.31	7.1	66
800332	CE	Hybrid	1236	17	19	6	3.9	0.5	3.7	3.8	7.6	4.3	11.9	551	153860	Looped	-0.17	9.2	67
800333	CE	Hybrid	1942	29	9	2	4.6	0.4	7.5	0.6	12.1	1.0	13.1	839	155550	Looped	-0.05	8.5	81
800334	CE	Hybrid	1565	5	14	5	2.9	1.3	1.1	3.9	4.0	5.2	9.2	1720	136418	Looped	-0.34	7.1	11
800335	CE	Hybrid	1474	17	10	2	4.1	0.7	3.0	0.4	7.1	1.1	8.2	462	28872	Looped	-0.05	4.7	22
800336	CE	OH	71	1	0	0	0.3	0.0	0.2	0.0	0.5	0.0	0.5	15	1482	Looped	0.02	0.3	3
800431	CE	Hybrid	1287	26	6	4	3.1	0.7	5.9	0.5	9.0	1.2	10.2	346	45776	Looped	-0.13	6.9	45
800432	CE	Hybrid	1496	13	17	4	2.2	0.2	2.4	0.7	4.6	0.9	5.5	447	96919	Looped	-0.26	6.3	20
800433	CE	Hybrid	1184	6	5	3	2.7	0.4	2.0	0.7	4.7	1.1	5.8	1358	49202	Looped	-0.19	5.0	14
800434	CE	Hybrid	201	5	7	0	1.4	1.2	0.5	0.5	1.9	1.7	3.6	20	3708	Looped	-0.26	3.5	9
800435	CE	Hybrid	1252	26	6	1	2.1	0.3	4.2	0.3	6.3	0.6	6.9	870	157062	Looped	-0.01	5.0	49
800436	CE	Hybrid	1252	24	8	12	4.2	0.4	6.7	2.5	10.9	2.9	13.8	671	140156	Looped	-0.01	7.7	92
800437	CE	Hybrid	568	13	2	0	1.5	0.3	1.3	0.1	2.8	0.4	3.2	766	81807	Looped	-0.18	1.6	23
800438	CE	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-1.60	2.4	0
800439	CE	UG	1	0	0	0	0.0	3.2	0.0	0.0	0.0	3.2	3.2	0	0	Looped	-0.36	2.7	0
800440	CE	Hybrid	1022	22	5	5	2.1	2.0	6.2	1.1	8.3	3.1	11.4	1495	173094	Looped	-1.74	5.0	60
800441	CE	UG	464	0	2	0	0.0	2.8	0.0	0.4	0.0	3.2	3.2	0	0	Looped	0.05	3.3	0
800442	CE	Hybrid	1190	31	1	4	3.0	0.7	8.2	0.4	11.2	1.1	12.3	1266	176940	Looped	0.21	7.1	70
800443	CE	Hybrid	825	6	5	2	1.3	1.9	1.0	0.5	2.3	2.4	4.7	58	13421	Looped	-0.33	4.4	9
800444	CE	Hybrid	911	5	20	2	1.5	3.1	0.5	3.6	2.0	6.7	8.7	984	9680	Looped	0.48	7.7	12

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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
800445	CE	Hybrid	961	7	12	2	1.0	2.7	1.3	1.1	2.3	3.8	6.1	771	91142	Looped	0.03	5.2	8
800446	CE	UG	141	0	4	0	0.0	1.7	0.0	0.2	0.0	1.9	1.9	143	253	Looped	0.15	5.9	2
800447	CE	UG	135	0	2	0	0.0	1.9	0.0	0.0	0.0	1.9	1.9	0	0	Looped	-0.32	6.1	0
800448	CE	Hybrid	952	16	5	1	3.3	1.8	3.4	0.4	6.7	2.2	8.9	125	30898	Looped	0.54	4.0	32
801931	CE	UG	436	0	6	0	0.0	1.9	0.0	2.0	0.0	3.9	3.9	22	9776	Looped	-1.63	3.3	2
801932	CE	UG	757	0	4	0	0.0	1.2	0.0	0.2	0.0	1.4	1.4	0	0	Looped	0.08	1.9	0
801933	CE	Hybrid	1088	1	6	3	1.1	0.1	0.7	0.3	1.8	0.4	2.2	86	11611	Looped	0.03	2.8	12
801934	CE	UG	838	0	3	0	0.0	1.1	0.0	0.4	0.0	1.5	1.5	2	165	Looped	0.50	4.7	2
801935	CE	Hybrid	1972	3	8	2	1.7	1.1	1.1	0.3	2.8	1.4	4.2	622	104814	Looped	-0.04	4.3	25
801936	CE	UG	225	0	3	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	6	3985	Looped	-0.02	1.0	2
801937	CE	Hybrid	695	3	10	0	3.0	0.9	0.3	0.4	3.3	1.3	4.6	2426	125181	Looped	0.02	3.9	20
801938	CE	Hybrid	1985	8	21	1	1.8	2.3	1.6	1.5	3.4	3.8	7.2	3978	146387	Looped	-0.01	6.8	18
801939	CE	Hybrid	923	1	14	2	1.2	3.9	0.8	2.5	2.0	6.4	8.4	186	32822	Looped	-0.50	3.9	12
801940	CE	Hybrid	2036	3	26	0	2.2	4.4	0.9	1.7	3.1	6.1	9.2	4301	53161	Looped	-0.14	6.5	16
801941	CE	Hybrid	1735	11	12	2	2.2	1.0	1.9	0.7	4.1	1.7	5.8	346	110042	Looped	0.88	6.5	22
801942	CE	Hybrid	1723	6	6	2	1.8	0.5	0.7	0.2	2.5	0.7	3.2	363	53266	Looped	0.01	4.1	12
806131	CE	UG	13	0	3	0	0.0	1.9	0.0	0.1	0.0	2.0	2.0	0	0	Looped	0.86	6.3	0
806132	CE	Hybrid	551	0	14	3	0.3	2.7	0.4	1.3	0.7	4.0	4.7	78	22153	Looped	-0.89	9.3	8
806133	CE	Hybrid	587	0	7	2	0.5	2.3	0.1	0.5	0.6	2.8	3.4	27	4288	Looped	-0.85	3.5	2
806134	CE	Hybrid	2154	27	15	5	3.3	0.4	3.8	1.0	7.1	1.4	8.5	3707	341634	Looped	-0.60	7.0	39
806135	CE	Hybrid	265	2	13	2	1.5	1.3	0.5	0.4	2.0	1.7	3.7	56	8433	Looped	-0.05	5.6	7
806136	CE	Hybrid	1618	5	22	4	2.1	1.1	1.3	1.3	3.4	2.4	5.8	241	38922	Looped	0.82	6.4	22
806137	CE	Hybrid	1348	8	11	2	3.0	0.4	1.2	0.3	4.2	0.7	4.9	103	8325	Looped	-0.19	5.8	18
806138	CE	Hybrid	1692	15	8	4	3.0	1.4	4.1	0.5	7.1	1.9	9.0	317	88401	Looped	0.14	6.7	27
806139	CE	Hybrid	222	0	7	0	0.1	1.7	0.0	0.2	0.1	1.9	2.0	0	0	Looped	0.35	4.9	0
806140	CE	Hybrid	1893	9	18	6	2.5	0.4	2.3	1.7	4.8	2.1	6.9	4492	334723	Looped	0.37	7.5	34
806141	CE	Hybrid	1200	2	10	1	1.4	0.3	1.9	0.3	3.3	0.6	3.9	56	16507	Looped	-0.44	6.9	11
806142	CE	Hybrid	43	1	6	1	0.1	2.1	0.2	0.5	0.3	2.6	2.9	1	45	Looped	0.81	4.3	1
806143	CE	Hybrid	613	7	10	2	1.5	0.9	0.6	0.5	2.1	1.4	3.5	72	18347	Looped	-0.01	7.2	16
813131	CE	UG	1540	0	9	0	0.0	2.3	0.0	1.8	0.0	4.1	4.1	0	0	Looped	-0.22	6.3	0
813132	CE	UG	1261	0	7	0	0.0	2.7	0.0	0.7	0.0	3.4	3.4	0	0	Looped	-0.69	7.7	0
813133	CE	UG	2192	0	10	0	0.0	2.7	0.0	1.4	0.0	4.1	4.1	0	0	Looped	0.19	8.5	0
813134	CE	UG	1257	0	7	0	0.0	4.8	0.0	1.5	0.0	6.3	6.3	0	0	Looped	2.18	5.6	0
802231	CE	Hybrid	1427	27	4	3	3.5	0.0	4.8	0.5	8.3	0.5	8.8	1854	187029	Looped	-0.08	4.8	53
802232	CE	Hybrid	2448	49	12	2	5.3	0.2	14.0	2.1	19.3	2.3	21.6	4046	368899	Looped	0.63	8.8	90
802233	CE	Hybrid	732	14	18	1	4.6	0.8	2.3	2.0	6.9	2.8	9.7	37	15622	Looped	0.19	5.6	12
802234	CE	Hybrid	1027	35	14	1	5.5	0.1	6.3	1.2	11.8	1.3	13.1	172	30400	Looped	0.24	5.4	46
802235	CE	OH	2614	47	11	2	5.1	0.0	11.4	0.6	16.5	0.6	17.1	1832	115577	Looped	0.17	9.4	96
802236	CE	Hybrid	3057	68	9	2	6.1	0.3	9.9	0.8	16.0	1.1	17.1	1750	176317	Looped	0.25	8.5	86
802237	CE	Hybrid	1405	26	12	5	6.0	0.5	5.6	0.5	11.6	1.0	12.6	406	66217	Looped	-0.01	6.0	47

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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
802238	CE	UG	1	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Looped	-0.67	1.7	0
802239	CE	UG	1	0	0	0	0.0	3.9	0.0	0.0	0.0	3.9	3.9	0	0	Looped	-2.76	1.4	0
802240	CE	Hybrid	1056	17	8	3	2.9	0.8	4.1	0.5	7.0	1.3	8.3	1356	134291	Looped	0.00	4.5	33
802931	CE	Hybrid	1938	14	8	4	2.6	0.0	3.6	0.7	6.2	0.7	6.9	626	83772	Looped	0.03	6.2	43
802932	CE	Hybrid	1408	14	8	2	2.2	0.0	2.8	0.4	5.0	0.4	5.4	215	37915	Looped	-0.10	6.8	27
802933	CE	Hybrid	2464	21	12	6	3.2	0.1	5.2	1.2	8.4	1.3	9.7	2750	162565	Looped	0.31	9.0	36
802934	CE	OH	1298	19	3	2	2.1	0.1	4.8	0.1	6.9	0.2	7.1	380	57214	Looped	0.02	5.5	41
802935	CE	Hybrid	1296	13	7	0	2.2	0.3	3.9	0.2	6.1	0.5	6.6	168	35405	Looped	-0.04	5.4	25
802936	CE	Hybrid	2064	17	7	7	3.5	0.9	6.1	0.6	9.6	1.5	11.1	531	91173	Looped	-0.52	7.5	42
802937	CE	Hybrid	1872	16	12	6	4.8	0.8	4.3	0.8	9.1	1.6	10.7	462	108837	Looped	0.15	8.1	30
806231	CE	UG	1396	0	7	0	0.0	2.3	0.0	0.5	0.0	2.8	2.8	134	8565	Looped	0.14	4.3	2
806232	CE	UG	339	0	4	0	0.0	2.1	0.0	0.6	0.0	2.7	2.7	0	0	Looped	-0.26	3.7	0
806233	CE	UG	1084	0	9	0	0.0	2.1	0.0	0.9	0.0	3.0	3.0	0	0	Looped	-0.21	5.0	0
806234	CE	UG	1327	0	9	0	0.0	2.0	0.0	0.4	0.0	2.4	2.4	2	318	Looped	0.73	5.0	2
806235	CE	UG	987	0	11	0	0.0	2.8	0.0	0.7	0.0	3.5	3.5	0	0	Looped	-2.18	4.5	0
806236	CE	UG	1628	0	9	1	0.0	2.4	0.1	1.6	0.1	4.0	4.1	0	0	Looped	0.00	5.8	0
806237	CE	Hybrid	474	5	5	0	3.2	0.7	0.2	1.9	3.4	2.6	6.0	1659	121159	Looped	0.18	4.4	20
805331	CE	Hybrid	1198	2	13	2	1.9	3.2	1.4	4.1	3.3	7.3	10.6	1268	5173	Looped	0.05	4.8	7
805332	CE	Hybrid	1503	3	34	2	2.7	1.5	3.3	4.6	6.0	6.1	12.1	584	101826	Looped	-1.00	7.7	36
805333	CE	UG	766	0	12	0	0.3	2.5	0.0	4.5	0.3	7.0	7.3	1502	1502	Looped	-1.00	4.1	2
805334	CE	Hybrid	701	5	10	1	0.6	2.0	0.6	1.3	1.2	3.3	4.5	121	26963	Looped	-2.32	3.4	14
805335	CE	Hybrid	976	25	13	2	3.9	0.4	6.5	2.9	10.4	3.3	13.7	1773	152857	Looped	-0.17	7.7	58
805336	CE	Hybrid	1474	0	10	0	0.3	3.9	0.0	1.6	0.3	5.5	5.8	1	518	Looped	-0.13	6.8	1
805337	CE	UG	829	0	6	0	0.0	3.8	0.0	2.6	0.0	6.4	6.4	916	928	Looped	-1.32	4.2	2
813231	CE	UG	1149	0	4	0	0.0	3.6	0.0	1.0	0.0	4.6	4.6	2	303	Looped	-3.35	4.5	2
813232	CE	UG	880	0	3	0	0.0	5.0	0.0	0.4	0.0	5.4	5.4	0	0	Looped	-2.49	4.0	0
813233	CE	UG	1465	0	5	0	0.0	0.7	0.0	0.8	0.0	1.5	1.5	458	15572	Looped	0.11	4.7	1
813234	CE	UG	1067	0	3	0	0.0	3.2	0.0	0.5	0.0	3.7	3.7	3	517	Looped	-0.25	8.9	3
813235	CE	UG	1472	0	6	0	0.0	4.1	0.0	0.9	0.0	5.0	5.0	0	0	Looped	0.31	8.9	0
813236	CE	UG	16	0	6	1	0.0	2.3	0.0	0.3	0.0	2.6	2.6	0	0	Looped	3.51	3.5	0
810931	CE	OH	2361	24	3	3	3.2	0.0	6.1	0.2	9.3	0.2	9.5	1218	102831	Looped	-0.21	8.8	41
810932	CE	Hybrid	2585	9	15	3	2.9	0.0	1.9	0.4	4.8	0.4	5.2	937	63201	Looped	-0.16	6.3	32
810933	CE	Hybrid	3428	15	16	1	3.6	0.4	1.4	0.6	5.0	1.0	6.0	3792	105974	Looped	0.30	7.0	26
810934	CE	Hybrid	2443	20	9	4	2.9	0.2	2.9	0.3	5.8	0.5	6.3	262	44639	Looped	0.31	6.5	35
810935	CE	Hybrid	1871	14	7	3	2.4	0.1	2.3	0.3	4.7	0.4	5.1	1600	79458	Looped	-0.12	5.8	27
810936	CE	UG	4	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	-0.24	2.9	0
810937	CE	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	0.26	1.8	0
805131	CE	Hybrid	2867	30	12	8	3.6	0.2	7.7	1.2	11.3	1.4	12.7	3357	177807	Looped	-0.35	10.3	55
805132	CE	Hybrid	1073	14	8	1	2.3	0.2	1.9	0.3	4.2	0.5	4.7	190	17452	Looped	-0.05	5.0	17
805133	CE	Hybrid	2725	14	13	4	3.5	0.2	2.3	0.6	5.8	0.8	6.6	275	36020	Looped	-0.12	7.3	21

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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
805134	CE	Hybrid	2302	16	14	4	3.0	0.1	5.3	1.1	8.3	1.2	9.5	3286	206637	Looped	-0.04	7.5	56
805135	CE	Hybrid	945	6	9	3	1.8	0.7	1.9	0.6	3.7	1.3	5.0	196	45818	Looped	0.05	4.6	22
805136	CE	Hybrid	2408	17	10	6	3.1	0.3	3.5	0.8	6.6	1.1	7.7	3748	292571	Looped	-0.08	7.1	44
805137	CE	Hybrid	1717	15	8	7	3.0	0.6	4.0	0.4	7.0	1.0	8.0	2140	125710	Looped	-0.18	5.8	26
805138	CE	Hybrid	2472	11	13	2	2.3	0.7	1.9	0.4	4.2	1.1	5.3	267	44265	Looped	0.00	5.9	23
805139	CE	UG	0	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	-2.86	1.7	0
805140	CE	UG	1	0	0	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-1.22	3.4	0
807731	CE	OH	1337	38	2	1	2.4	0.3	9.7	0.1	12.1	0.4	12.5	3739	300471	Looped	-0.64	5.9	88
807732	CE	Hybrid	1187	7	9	4	1.6	1.2	2.9	0.6	4.5	1.8	6.3	4069	337862	Looped	0.05	4.1	47
807733	CE	Hybrid	1181	9	10	4	2.7	1.0	2.0	0.6	4.7	1.6	6.3	1529	110527	Looped	0.12	3.6	24
807734	CE	Hybrid	1431	23	4	3	3.2	0.2	6.6	0.8	9.8	1.0	10.8	2336	205416	Looped	-0.22	6.4	79
807735	CE	Hybrid	1198	8	7	1	0.8	0.2	1.0	0.5	1.8	0.7	2.5	117	24623	Looped	-0.73	2.9	14
800631	CE	OH	1726	29	6	0	5.2	0.2	6.8	0.2	12.0	0.4	12.4	687	108321	Looped	0.00	7.1	69
800632	CE	OH	3676	48	9	5	6.6	0.0	9.5	0.7	16.1	0.7	16.8	4026	374485	Looped	0.39	10.4	98
800633	CE	Hybrid	1924	40	19	1	5.3	0.1	4.9	1.7	10.2	1.8	12.0	346	74163	Looped	-0.24	7.1	51
800634	CE	Hybrid	1098	21	5	1	3.3	0.1	4.3	0.4	7.6	0.5	8.1	817	131367	Looped	-0.08	5.1	62
800635	CE	Hybrid	1388	16	15	2	5.0	0.0	2.3	1.1	7.3	1.1	8.4	2842	175320	Looped	0.16	6.9	33
800636	CE	Hybrid	1295	20	10	3	3.5	0.4	2.6	0.3	6.1	0.7	6.8	37	7642	Looped	0.19	3.8	15
800637	CE	Hybrid	2366	27	14	4	3.7	3.2	4.1	1.3	7.8	4.5	12.3	5079	85378	Looped	0.19	7.6	50
800638	CE	Hybrid	1752	33	12	1	5.4	0.2	9.2	0.8	14.6	1.0	15.6	466	82412	Looped	0.20	7.4	81
811631	CE	UG	29	0	9	0	0.0	5.6	0.0	2.0	0.0	7.6	7.6	9	1584	Looped	-2.09	2.8	1
811632	CE	UG	29	0	9	0	0.0	5.1	0.0	1.3	0.0	6.4	6.4	0	0	Looped	0.37	3.8	0
811633	CE	UG	68	1	4	0	0.0	2.9	0.0	0.7	0.0	3.6	3.6	2	404	Looped	-0.42	1.8	1
811634	CE	UG	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	1.14	2.6	0
811635	CE	UG	1	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	0.00	2.9	0
811636	CE	Hybrid	456	0	7	2	0.0	2.7	0.7	4.0	0.7	6.7	7.4	180	33544	Looped	-1.57	3.5	6
803531	CE	Hybrid	2302	14	20	7	3.2	0.1	3.6	1.1	6.8	1.2	8.0	627	105106	Looped	-1.42	7.6	34
803532	CE	Hybrid	3086	16	26	8	3.8	0.2	3.7	1.2	7.5	1.4	8.9	449	91832	Looped	-0.32	8.3	23
803533	CE	UG	4	0	4	0	0.0	1.8	0.0	0.1	0.0	1.9	1.9	0	0	Looped	0.12	4.6	0
803534	CE	UG	5	0	4	0	0.0	2.1	0.0	0.4	0.0	2.5	2.5	0	0	Looped	-0.12	4.2	0
803535	CE	UG	11	0	4	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	-2.85	2.4	0
803536	CE	Hybrid	8	0	6	0	0.2	1.5	0.0	0.2	0.2	1.7	1.9	16	456	Looped	-0.14	3.4	2
803537	CE	UG	155	0	4	0	0.0	2.7	0.0	0.5	0.0	3.2	3.2	1	288	Looped	-0.51	4.6	1
803538	CE	Hybrid	2390	12	13	8	3.7	0.1	2.7	2.6	6.4	2.7	9.1	606	106827	Looped	0.55	9.8	27
803539	CE	OH	1949	21	7	3	4.0	0.1	5.3	0.2	9.3	0.3	9.6	1223	330414	Looped	-0.23	7.6	48
803540	CE	Hybrid	944	7	7	1	2.6	0.1	1.7	0.7	4.3	0.8	5.1	953	53927	Looped	-0.17	4.7	7
803541	CE	UG	0	0	0	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	-1.45	2.0	0
803542	CE	UG	1	0	0	0	0.0	4.5	0.0	0.0	0.0	4.5	4.5	0	0	Looped	-0.55	3.8	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	-0.04	6.0	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	-0.24	2.5	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
803545	CE	Hybrid	279	2	18	0	1.5	1.1	0.2	0.8	1.7	1.9	3.6	40	9823	Looped	0.55	3.4	6
803546	CE	UG	2	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	0.22	3.9	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	-0.74	2.6	0
800131	CE	UG	10	0	5	0	0.0	2.3	0.0	0.3	0.0	2.6	2.6	1	310	Looped	-0.06	5.4	1
800132	CE	Hybrid	410	2	10	1	0.6	5.6	0.2	0.5	0.8	6.1	6.9	45	3793	Looped	0.00	3.3	4
800133	CE	UG	37	0	4	0	0.0	3.1	0.0	0.6	0.0	3.7	3.7	47	1159	Looped	0.07	4.6	3
800134	CE	UG	342	1	3	1	0.0	3.3	0.1	0.2	0.1	3.5	3.6	500	20678	Looped	0.08	1.7	2
800135	CE	UG	40	0	5	0	0.0	3.3	0.0	0.6	0.0	3.9	3.9	40	70	Looped	0.36	4.7	2
800136	CE	UG	517	0	6	0	0.0	3.6	0.0	0.6	0.0	4.2	4.2	584	42002	Looped	0.19	5.6	2
800139	CE	Hybrid	2156	12	18	2	3.3	0.6	1.2	0.7	4.5	1.3	5.8	104	24586	Looped	-0.05	5.8	14
800140	CE	Hybrid	1969	18	11	2	3.7	2.3	1.6	0.4	5.3	2.7	8.0	119	44048	Looped	-0.46	6.0	14
800141	CE	UG	271	0	2	0	0.0	2.9	0.0	0.1	0.0	3.0	3.0	260	1308	Looped	0.39	4.9	1
800142	CE	UG	427	0	4	0	0.0	2.2	0.0	0.3	0.0	2.5	2.5	0	0	Looped	0.08	3.9	0
800143	CE	UG	1125	0	5	0	0.0	3.0	0.0	0.7	0.0	3.7	3.7	316	53404	Looped	-0.88	4.8	1
800144	CE	UG	1550	0	0	0	0.0	4.2	0.0	0.9	0.0	5.1	5.1	1517	59399	Looped	0.40	5.7	2
800145	CE	Hybrid	1943	13	16	3	4.1	2.2	1.5	0.8	5.6	3.0	8.6	886	46053	Looped	0.38	6.4	18
800146	CE	UG	0	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	-0.72	4.1	0
800147	CE	UG	3	0	0	0	0.0	3.4	0.0	0.0	0.0	3.4	3.4	0	0	Looped	-0.82	5.0	0
800197	CE	UG	485	0	1	0	0.0	0.0	0.0	0.4	0.0	0.4	0.4	4	1760	#N/A	#N/A	#N/A	1
800198	CE	UG	96	0	1	0	0.0	0.1	0.0	1.8	0.0	1.9	1.9	0	0	Looped	0.00	0.0	0
800199	CE	UG	75	0	1	0	0.0	0.1	0.0	1.8	0.0	1.9	1.9	0	0	#N/A	#N/A	#N/A	0
800231	CE	Hybrid	2521	3	12	0	2.2	1.5	0.1	0.6	2.3	2.1	4.4	298	37756	Looped	-0.25	4.9	21
800232	CE	Hybrid	2057	1	14	2	1.5	1.7	0.3	1.5	1.8	3.2	5.0	143	20603	Looped	-0.72	5.8	9
800233	CE	UG	979	1	10	1	0.1	3.3	0.0	0.9	0.1	4.2	4.3	1012	7797	Looped	0.03	4.9	3
800234	CE	UG	822	0	14	0	0.0	4.8	0.0	0.6	0.0	5.4	5.4	0	0	Looped	-0.37	3.0	0
800237	CE	UG	691	0	2	0	0.0	3.1	0.0	0.3	0.0	3.4	3.4	0	0	Looped	1.59	4.4	0
800238	CE	Hybrid	694	0	12	1	1.0	3.0	0.1	0.4	1.1	3.4	4.5	2	543	Looped	0.85	4.1	2
800239	CE	UG	183	0	7	0	0.0	3.5	0.0	0.6	0.0	4.1	4.1	0	0	Looped	-0.44	3.2	0
800240	CE	UG	63	0	8	1	0.1	2.4	0.2	4.3	0.3	6.7	7.0	87	8333	Looped	0.00	2.3	4
800241	CE	UG	1751	0	8	1	0.0	2.7	0.1	1.6	0.1	4.3	4.4	156	33550	Looped	-0.13	5.5	7
800242	CE	UG	307	0	7	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	70	23484	Looped	-0.03	3.7	2
800243	CE	UG	972	0	12	1	0.0	5.8	0.1	1.4	0.1	7.2	7.3	941	1575	Looped	0.11	3.6	2
800244	CE	UG	867	0	9	4	0.0	4.7	0.1	2.9	0.1	7.6	7.7	2167	60336	Looped	-0.07	5.7	8
800245	CE	UG	1867	0	13	0	0.0	3.9	0.0	1.5	0.0	5.4	5.4	2388	53300	Looped	-0.80	7.7	6
800246	CE	Hybrid	537	7	14	1	1.8	3.0	1.0	1.6	2.8	4.6	7.4	1162	65791	Looped	-0.33	3.6	18
800247	CE	Hybrid	833	0	2	1	0.0	2.8	0.2	0.6	0.2	3.4	3.6	6	942	Looped	-0.01	3.9	1
800248	CE	Hybrid	875	5	7	1	0.7	3.5	3.6	3.4	4.3	6.9	11.2	906	187670	Looped	0.11	5.9	47
800249	CE	UG	0	0	0	0	0.0	2.0	0.0	0.0	0.0	2.0	2.0	0	0	Looped	-2.27	3.9	0
802131	CE	Hybrid	1898	24	13	2	6.8	0.1	4.5	0.9	11.3	1.0	12.3	1369	143746	Looped	-0.07	9.8	46
802132	CE	Hybrid	684	12	12	0	4.4	0.5	0.9	1.4	5.3	1.9	7.2	51	8175	Looped	1.31	5.4	14

Feeder Specific Data and Attached Laterals

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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
802133	CE	Hybrid	1245	9	20	0	3.6	0.3	1.0	3.8	4.6	4.1	8.7	287	45078	Looped	-0.26	5.8	21
802134	CE	Hybrid	2517	12	17	7	2.9	0.3	2.9	1.8	5.8	2.1	7.9	570	127472	Looped	-0.46	7.0	32
802135	CE	Hybrid	1963	10	19	2	4.6	1.0	2.1	1.0	6.7	2.0	8.7	818	66447	Looped	0.04	8.5	33
802136	CE	UG	237	0	3	0	0.0	5.5	0.0	0.2	0.0	5.7	5.7	0	0	Looped	-1.81	3.4	0
802137	CE	UG	213	0	9	0	0.0	5.3	0.0	1.5	0.0	6.8	6.8	0	0	Looped	-0.06	2.6	0
802138	CE	UG	600	0	2	1	0.0	2.1	0.1	1.8	0.1	3.9	4.0	640	73472	Looped	0.31	5.9	2
802139	CE	UG	0	0	1	0	0.0	2.1	0.0	0.0	0.0	2.1	2.1	0	0	Looped	0.72	8.9	0
805231	CE	Hybrid	416	3	5	2	1.3	0.2	0.4	1.2	1.7	1.4	3.1	499	9845	Looped	-0.11	2.4	11
805232	CE	OH	1750	24	3	2	3.2	0.1	6.3	0.4	9.5	0.5	10.0	402	57136	Looped	0.12	7.7	42
805233	CE	Hybrid	1775	16	14	3	3.3	0.5	2.2	1.6	5.5	2.1	7.6	240	39601	Looped	0.01	5.8	28
805234	CE	Hybrid	749	10	11	5	2.5	0.9	2.3	1.3	4.8	2.2	7.0	1208	134869	Looped	-1.95	5.8	33
805235	CE	Hybrid	950	16	16	2	2.5	2.6	1.7	1.2	4.2	3.8	8.0	1729	88609	Looped	-1.13	5.7	28
805236	CE	Hybrid	1693	18	20	4	2.9	0.9	3.7	1.9	6.6	2.8	9.4	322	69011	Looped	-0.13	9.5	40
805237	CE	Hybrid	878	9	11	1	1.3	2.2	1.4	2.5	2.7	4.7	7.4	36	10742	Looped	0.59	7.3	10
805238	CE	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-0.09	3.6	0
805239	CE	UG	0	0	0	0	0.0	7.1	0.0	0.0	0.0	7.1	7.1	0	0	Looped	-2.03	1.4	0
805240	CE	Hybrid	1290	3	8	0	0.8	2.4	0.8	1.1	1.6	3.5	5.1	81	29503	Looped	0.48	6.4	15
801031	CE	Hybrid	1944	0	28	0	0.9	2.5	0.0	6.1	0.9	8.6	9.5	127	10912	Looped	-2.60	6.1	3
801032	CE	UG	530	0	7	0	0.0	2.8	0.0	0.2	0.0	3.0	3.0	1	287	Looped	0.48	3.3	1
801033	CE	Hybrid	1318	4	11	2	2.0	1.0	1.2	0.6	3.2	1.6	4.8	411	37924	Looped	0.56	6.2	25
801034	CE	Hybrid	2022	14	6	0	2.7	0.2	3.6	0.2	6.3	0.4	6.7	2616	165594	Looped	0.11	6.6	27
801035	CE	Hybrid	1228	13	7	2	3.1	0.8	2.7	1.8	5.8	2.6	8.4	5142	285430	Looped	-0.29	6.0	31
801036	CE	Hybrid	1742	4	14	2	1.2	0.2	0.7	1.1	1.9	1.3	3.2	259	38612	Looped	0.11	3.4	12
801037	CE	Hybrid	685	15	1	0	2.1	0.2	3.1	2.0	5.2	2.2	7.4	302	43848	Looped	0.04	4.2	30
801038	CE	Hybrid	1467	2	22	1	1.4	2.0	0.4	0.9	1.8	2.9	4.7	3111	88551	Looped	0.52	5.8	11
801039	CE	Hybrid	2084	5	12	4	1.8	0.6	0.9	0.4	2.7	1.0	3.7	2338	141481	Looped	-0.08	4.0	14
811931	CE	UG	988	0	7	0	0.0	3.9	0.0	1.6	0.0	5.5	5.5	2	54	Looped	-1.83	6.3	2
811932	CE	UG	1041	0	8	0	0.0	2.3	0.0	1.6	0.0	3.9	3.9	1	90	Looped	-2.60	5.6	1
811933	CE	UG	529	0	3	0	0.0	4.4	0.0	0.2	0.0	4.6	4.6	1	276	Looped	0.89	4.4	1
811934	CE	UG	1010	0	7	0	0.0	4.3	0.0	0.9	0.0	5.2	5.2	69	3741	Looped	0.49	5.6	1
811935	CE	UG	1338	0	8	1	0.0	2.2	0.0	1.6	0.0	3.8	3.8	0	0	Looped	0.02	4.3	0
811936	CE	UG	598	0	4	0	0.0	1.5	0.0	0.4	0.0	1.9	1.9	0	0	Looped	2.58	2.6	0
800831	CE	UG	64	0	3	0	0.0	2.3	0.0	0.2	0.0	2.5	2.5	5	205	Looped	-0.02	2.5	1
800832	CE	Hybrid	2547	16	28	5	3.6	1.3	2.7	2.9	6.3	4.2	10.5	3181	115417	Looped	0.10	4.8	34
800833	CE	UG	344	0	8	1	0.0	5.1	0.1	0.8	0.1	5.9	6.0	0	0	Looped	-2.15	4.0	0
800834	CE	UG	12	0	0	1	0.0	3.0	0.1	0.5	0.1	3.5	3.6	13	770	Looped	6.49	6.5	2
800835	CE	Hybrid	1342	18	14	0	3.9	1.1	2.7	1.1	6.6	2.2	8.8	4171	182923	Looped	-0.05	4.0	23
800836	CE	UG	8	0	2	0	0.0	2.0	0.0	0.8	0.0	2.8	2.8	0	0	Looped	0.87	9.8	0
800841	CE	UG	121	0	8	1	0.0	4.7	0.0	0.8	0.0	5.5	5.5	145	6701	Looped	-0.52	5.7	3
800842	CE	UG	813	0	4	0	0.0	3.0	0.0	0.7	0.0	3.7	3.7	38	808	Looped	-3.57	5.3	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
800843	CE	UG	115	4	8	0	0.0	5.2	0.3	1.0	0.3	6.2	6.5	244	3612	Looped	0.04	5.1	4
800844	CE	UG	15	0	4	0	0.0	7.2	0.0	0.5	0.0	7.7	7.7	1	346	Looped	-0.34	4.7	1
800845	CE	UG	163	0	7	2	0.0	5.3	0.1	1.3	0.1	6.6	6.7	107	18171	Looped	0.39	6.8	4
800846	CE	UG	9	0	2	0	0.0	2.0	0.0	0.2	0.0	2.2	2.2	100	20695	Looped	-0.13	5.1	2
800847	CE	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.67	1.8	0
800848	CE	UG	2	0	0	0	0.0	3.3	0.0	0.0	0.0	3.3	3.3	2	2	Looped	0.71	4.1	1
800849	CE	UG	667	0	8	0	0.0	5.0	0.0	1.0	0.0	6.0	6.0	1162	34681	Looped	-0.17	7.5	5
800850	CE	UG	360	0	2	1	0.0	3.4	0.0	0.3	0.0	3.7	3.7	10	2270	Looped	0.09	2.9	1
800851	CE	Hybrid	20	0	5	0	0.8	1.1	0.0	0.5	0.8	1.6	2.4	38	347	Looped	-2.46	3.5	2
800852	CE	UG	229	0	4	1	0.0	4.8	0.0	0.6	0.0	5.4	5.4	0	0	Looped	-0.37	5.6	0
800853	CE	UG	2	0	0	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	-0.08	6.7	0
809331	CE	UG	1131	0	15	1	0.0	2.6	0.0	1.0	0.0	3.6	3.6	72	5592	Looped	0.18	4.0	2
809332	CE	UG	591	0	10	0	0.0	4.3	0.0	0.6	0.0	4.9	4.9	1181	1358	Looped	-0.05	4.7	4
809333	CE	UG	897	0	6	0	0.0	2.0	0.0	1.9	0.0	3.9	3.9	886	886	Looped	0.05	4.1	1
809334	CE	UG	1280	0	7	0	0.0	2.3	0.0	1.0	0.0	3.3	3.3	54	60102	Looped	-0.49	3.6	1
809335	CE	Hybrid	371	3	5	1	0.4	1.1	0.2	0.3	0.6	1.4	2.0	726	71874	Looped	0.12	1.2	2
809336	CE	UG	1068	0	5	0	0.0	1.6	0.0	0.7	0.0	2.3	2.3	1	528	Looped	-0.54	2.6	1
809337	CE	UG	300	0	5	0	0.0	2.5	0.0	0.8	0.0	3.3	3.3	0	0	Looped	-4.26	3.3	0
809338	CE	UG	39	1	5	0	0.0	2.5	0.1	1.2	0.1	3.7	3.8	0	0	Looped	0.91	7.3	0
809339	CE	Hybrid	1429	11	11	5	2.3	0.2	1.4	1.6	3.7	1.8	5.5	1602	78131	Looped	-0.22	5.7	18
809340	CE	Hybrid	689	0	5	3	0.0	2.3	0.2	1.3	0.2	3.6	3.8	1510	18352	Looped	-0.44	5.0	4
809341	CE	Hybrid	790	3	0	0	0.4	2.2	0.3	0.0	0.7	2.2	2.9	1184	61004	Looped	-0.73	2.0	5
809342	CE	UG	738	0	8	4	0.0	4.8	0.3	2.2	0.3	7.0	7.3	45	36308	Looped	-0.69	6.7	5
809343	CE	Hybrid	3779	4	5	5	1.0	1.5	1.2	0.3	2.2	1.8	4.0	556	84381	Looped	-0.40	6.0	17
809931	CE	UG	1727	0	12	1	0.0	3.3	0.1	0.7	0.1	4.0	4.1	1724	26783	Looped	0.54	9.4	2
809932	CE	UG	325	0	3	1	0.0	2.5	0.0	1.2	0.0	3.7	3.7	0	0	Looped	0.07	3.8	0
809933	CE	Hybrid	1014	2	10	0	0.5	4.1	0.4	0.4	0.9	4.5	5.4	32	4884	Looped	0.48	5.0	3
809934	CE	UG	114	0	2	0	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	-0.24	2.9	0
809935	CE	Hybrid	1364	5	7	0	0.7	1.9	0.6	0.8	1.3	2.7	4.0	4	656	Looped	0.10	7.1	4
809936	CE	Hybrid	2008	32	13	4	3.4	0.1	5.3	0.5	8.7	0.6	9.3	2264	43163	Looped	-0.45	7.9	44
809937	CE	UG	431	0	6	0	0.0	1.7	0.0	0.3	0.0	2.0	2.0	1	259	Looped	0.58	7.1	1
809938	CE	UG	502	0	4	0	0.0	1.5	0.0	0.2	0.0	1.7	1.7	0	0	Looped	-3.16	3.1	0
809939	CE	UG	1452	0	10	0	0.0	2.2	0.0	1.1	0.0	3.3	3.3	0	0	Looped	0.06	6.3	0
809131	CE	Hybrid	493	12	9	2	1.7	0.2	1.2	0.3	2.9	0.5	3.4	508	37379	Looped	-0.09	4.2	7
809132	CE	Hybrid	357	2	5	2	0.6	0.1	0.8	0.2	1.4	0.3	1.7	39	4297	Looped	-0.09	1.3	5
809133	CE	OH	1284	22	5	1	2.6	0.2	4.5	0.1	7.1	0.3	7.4	617	121652	Looped	-0.17	5.5	57
809134	CE	Hybrid	859	17	6	1	2.2	0.2	2.7	0.4	4.9	0.6	5.5	146	24040	Looped	-0.02	5.9	25
809135	CE	Hybrid	1580	24	10	3	3.0	1.2	4.8	0.6	7.8	1.8	9.6	2156	176525	Looped	0.50	6.1	57
809136	CE	Hybrid	2951	14	22	9	1.8	0.6	2.1	2.5	3.9	3.1	7.0	645	108065	Looped	0.09	8.8	27
809137	CE	Hybrid	1588	25	12	1	3.0	0.9	5.0	0.5	8.0	1.4	9.4	185	36129	Looped	0.10	8.6	30

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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
805031	CE	Hybrid	103	0	20	0	1.5	2.6	0.0	1.7	1.5	4.3	5.8	105	9259	Looped	-0.04	7.1	2
805032	CE	UG	19	0	9	0	0.0	2.9	0.0	0.6	0.0	3.5	3.5	0	0	Looped	0.36	4.2	0
805033	CE	Hybrid	1060	13	11	3	3.2	2.7	4.1	8.9	7.3	11.6	18.9	1248	115737	Looped	0.19	8.0	37
805034	CE	UG	11	0	6	0	0.0	1.6	0.0	0.2	0.0	1.8	1.8	0	0	Looped	0.03	4.5	0
805035	CE	Hybrid	777	33	8	3	4.4	0.7	7.1	0.8	11.5	1.5	13.0	389	79378	Looped	-0.05	7.3	52
805036	CE	Hybrid	1437	30	12	4	3.3	0.1	7.7	1.1	11.0	1.2	12.2	2017	85860	Looped	0.21	9.0	74
804431	CE	Hybrid	478	4	10	1	1.8	1.3	1.0	2.7	2.8	4.0	6.8	175	39875	Looped	-0.32	4.4	15
804432	CE	Hybrid	1618	8	17	2	2.6	0.4	0.8	1.6	3.4	2.0	5.4	249	45477	Looped	0.22	7.2	30
804433	CE	UG	35	0	3	0	0.0	2.5	0.0	0.2	0.0	2.7	2.7	11	4081	Looped	0.22	3.4	1
804434	CE	UG	239	0	1	0	0.0	2.0	0.0	0.2	0.0	2.2	2.2	0	0	Looped	0.03	2.9	0
804435	CE	UG	150	0	3	0	0.0	2.9	0.0	0.1	0.0	3.0	3.0	62	7503	Looped	0.15	2.5	4
804436	CE	UG	722	0	4	0	0.0	2.2	0.0	0.4	0.0	2.6	2.6	0	0	Looped	-0.45	3.2	0
804437	CE	Hybrid	863	7	8	1	0.8	1.9	0.8	2.4	1.6	4.3	5.9	3496	144968	Looped	-0.08	3.2	23
804438	CE	UG	800	0	8	0	0.1	2.3	0.0	1.1	0.1	3.4	3.5	2	118	Looped	0.60	3.2	2
804439	CE	Hybrid	1511	3	10	0	1.6	1.6	0.1	0.3	1.7	1.9	3.6	5811	224253	Looped	0.02	2.3	13
804440	CE	UG	36	0	3	0	0.0	2.3	0.0	0.1	0.0	2.4	2.4	38	38	Looped	-1.00	1.2	1
804441	CE	UG	256	0	7	0	0.0	2.2	0.0	0.7	0.0	2.9	2.9	1	50	Looped	-2.41	3.2	1
804442	CE	UG	2479	0	9	0	0.0	3.4	0.0	1.6	0.0	5.0	5.0	97	2573	Looped	-2.88	2.7	2
804443	CE	UG	697	0	11	0	0.0	2.0	0.0	0.8	0.0	2.8	2.8	1	197	Looped	-0.31	4.0	1
809531	CE	UG	1	0	0	0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0	0	Looped	-0.04	4.7	0
809532	CE	UG	0	0	0	0	0.0	0.1	0.0	1.0	0.0	1.1	1.1	0	0	Looped	-2.02	2.0	0
809533	CE	Hybrid	338	3	9	0	3.8	4.5	0.4	2.4	4.2	6.9	11.1	15	5561	Looped	1.78	4.0	4
809534	CE	UG	42	0	5	1	0.1	2.9	0.1	1.9	0.2	4.8	5.0	0	0	Looped	0.08	3.0	0
802831	ND	Hybrid	967	13	18	1	2.7	0.1	3.0	1.1	5.7	1.2	6.9	154	26554	Looped	-0.32	6.5	24
802832	ND	Hybrid	688	7	14	1	2.0	0.1	1.3	0.6	3.3	0.7	4.0	774	41852	Looped	0.05	3.2	18
802833	ND	Hybrid	2067	31	12	11	3.8	0.0	10.1	1.1	13.9	1.1	15.0	1177	227095	Looped	0.01	7.5	113
802834	ND	Hybrid	1466	6	16	4	2.2	0.6	1.9	2.8	4.1	3.4	7.5	846	182210	Looped	1.25	6.5	28
802835	ND	Hybrid	2688	9	39	6	4.0	0.1	4.7	2.5	8.7	2.6	11.3	443	50708	Looped	0.03	6.2	28
802836	ND	Hybrid	2331	21	21	3	3.6	0.9	4.8	1.9	8.4	2.8	11.2	304	60877	Looped	-0.19	9.6	41
802837	ND	Hybrid	1489	16	11	10	3.5	0.1	3.6	0.6	7.1	0.7	7.8	530	70048	Looped	0.01	4.9	64
809031	ND	Hybrid	731	5	21	0	0.9	1.2	0.5	5.9	1.4	7.1	8.5	38	15357	Looped	-0.15	8.5	10
809032	ND	UG	1193	0	13	0	0.0	4.2	0.0	4.3	0.0	8.5	8.5	10	1446	Looped	0.01	5.4	2
809033	ND	UG	617	0	9	0	0.0	3.5	0.0	3.8	0.0	7.3	7.3	1	361	Looped	-1.26	1.6	1
809034	ND	UG	769	0	3	0	0.0	2.7	0.0	1.4	0.0	4.1	4.1	1	269	Looped	0.11	3.4	1
809035	ND	UG	272	0	5	0	0.0	5.2	0.0	1.4	0.0	6.6	6.6	274	274	Looped	-0.10	4.6	1
809036	ND	Hybrid	746	6	14	2	1.4	0.6	0.7	3.3	2.1	3.9	6.0	115	11052	Looped	-0.73	3.0	9
809037	ND	UG	1846	0	12	0	0.0	4.5	0.0	2.9	0.0	7.4	7.4	2714	63625	Looped	-1.36	4.0	8
809038	ND	UG	2127	0	4	0	0.0	3.0	0.0	2.3	0.0	5.3	5.3	386	5018	Looped	-0.66	7.8	1
809039	ND	UG	1112	0	5	0	0.0	3.1	0.0	0.9	0.0	4.0	4.0	0	0	Looped	0.00	4.3	0
801831	ND	Hybrid	646	18	7	0	2.5	0.0	4.0	1.1	6.5	1.1	7.6	434	50337	Looped	0.06	5.9	39

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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
801832	ND	Hybrid	2264	24	18	9	4.4	1.0	6.2	1.0	10.6	2.0	12.6	573	85851	Looped	0.12	7.1	66
801833	ND	OH	1506	22	2	3	2.1	0.0	11.7	0.1	13.8	0.1	13.9	1608	215181	Looped	0.11	6.1	79
801834	ND	Hybrid	1817	16	16	2	3.3	0.0	9.4	1.2	12.7	1.2	13.9	1607	161812	Looped	-0.17	7.4	94
801835	ND	OH	1368	13	1	1	1.5	0.1	8.8	0.1	10.3	0.2	10.5	582	66916	Looped	0.20	5.4	78
801836	ND	Hybrid	1243	14	7	6	3.4	0.2	5.7	1.5	9.1	1.7	10.8	4711	71990	Looped	-0.14	6.3	55
801837	ND	OH	1073	11	6	2	3.2	0.3	6.7	0.2	9.9	0.5	10.4	1133	141967	Looped	0.07	5.0	50
801838	ND	Hybrid	1592	23	7	2	3.1	0.2	10.7	0.8	13.8	1.0	14.8	6563	360085	Looped	0.00	6.8	120
801839	ND	Hybrid	2037	25	27	5	3.9	0.3	5.7	2.9	9.6	3.2	12.8	732	101137	Looped	0.53	6.3	62
808731	ND	Hybrid	2136	15	24	1	3.1	1.3	3.4	2.4	6.5	3.7	10.2	4857	279404	Looped	0.50	8.6	41
808732	ND	Hybrid	820	6	8	1	1.6	1.2	1.3	0.9	2.9	2.1	5.0	1516	111943	Looped	-0.04	2.4	28
808733	ND	OH	1782	31	12	3	5.3	0.1	9.4	0.5	14.7	0.6	15.3	506	78988	Looped	-0.76	6.2	65
808734	ND	Hybrid	2120	23	14	0	3.6	0.7	6.7	1.8	10.3	2.5	12.8	3170	184038	Looped	0.18	7.8	70
808631	ND	Hybrid	1425	3	17	4	2.5	0.8	3.8	4.0	6.3	4.8	11.1	1751	87542	Looped	0.72	4.9	28
808632	ND	Hybrid	1978	33	15	2	5.7	0.0	13.4	2.3	19.1	2.3	21.4	1742	243078	Looped	-0.15	8.9	134
805931	ND	Hybrid	2442	1	28	0	1.3	0.4	0.0	6.5	1.3	6.9	8.2	86	11729	Looped	-0.36	7.4	7
805932	ND	Hybrid	1554	1	28	0	1.1	1.7	0.3	16.4	1.4	18.1	19.5	199	55311	Looped	-1.19	7.5	13
805933	ND	Hybrid	1630	10	33	4	4.1	0.9	2.8	7.4	6.9	8.3	15.2	313	39552	Looped	-0.10	7.0	27
805934	ND	Hybrid	1403	0	15	0	1.7	3.3	0.0	14.9	1.7	18.2	19.9	3141	274047	Looped	0.56	8.3	19
805935	ND	UG	3799	0	32	0	0.4	3.2	0.0	11.6	0.4	14.8	15.2	4927	48755	Looped	0.01	8.9	2
805936	ND	Hybrid	1484	4	21	0	1.3	1.4	1.8	9.5	3.1	10.9	14.0	1931	74622	Looped	-0.70	6.6	24
805937	ND	UG	2101	0	22	0	0.1	3.0	0.0	12.0	0.1	15.0	15.1	97	14355	Looped	-0.35	7.4	6
805938	ND	Hybrid	2049	8	23	0	1.1	2.8	3.9	14.6	5.0	17.4	22.4	581	122229	Looped	-0.51	10.1	35
805939	ND	UG	2862	0	29	0	0.6	4.1	0.0	11.6	0.6	15.7	16.3	219	47671	Looped	-0.31	7.9	5
804831	ND	Hybrid	2286	3	22	0	3.7	1.7	1.0	9.9	4.7	11.6	16.3	322	41430	Looped	-0.57	6.9	29
804832	ND	Hybrid	1704	30	8	2	3.5	0.4	10.8	2.0	14.3	2.4	16.7	1808	149370	Looped	-0.58	9.0	81
804833	ND	Hybrid	1115	6	11	2	2.1	0.7	4.5	3.2	6.6	3.9	10.5	997	140075	Looped	-0.17	5.2	60
804834	ND	Hybrid	729	3	16	0	1.7	3.4	0.4	3.9	2.1	7.3	9.4	656	123215	Looped	-0.72	5.9	8
804835	ND	Hybrid	1513	6	4	4	2.2	0.1	6.5	3.2	8.7	3.3	12.0	536	57717	Looped	-0.48	7.1	37
804836	ND	Hybrid	1941	25	9	5	3.9	0.5	8.9	2.1	12.8	2.6	15.4	1235	246058	Looped	0.08	7.0	89
804837	ND	Hybrid	576	11	2	0	2.0	2.8	4.5	0.1	6.5	2.9	9.4	940	49246	Looped	-0.22	2.6	27
804838	ND	Hybrid	869	1	8	0	0.2	1.3	0.3	3.4	0.5	4.7	5.2	14	3864	Looped	-0.20	2.4	1
809831	ND	UG	697	0	4	0	0.0	1.9	0.0	1.3	0.0	3.2	3.2	0	0	Looped	0.03	4.0	0
809832	ND	UG	725	0	3	0	0.0	2.1	0.0	2.3	0.0	4.4	4.4	715	1002	Looped	-0.02	2.8	1
809833	ND	Hybrid	1736	2	22	0	1.1	0.7	0.0	4.0	1.1	4.7	5.8	90	13751	Looped	-0.83	7.3	3
809834	ND	Hybrid	1081	7	15	1	1.1	1.4	2.2	1.5	3.3	2.9	6.2	115	21191	Looped	0.24	6.8	18
809835	ND	UG	1691	0	5	0	0.0	1.7	0.0	3.6	0.0	5.3	5.3	2290	43695	Looped	-0.12	4.5	4
809836	ND	UG	542	0	2	0	0.0	3.4	0.0	1.5	0.0	4.9	4.9	0	0	Looped	1.13	4.5	0
809837	ND	Hybrid	1639	0	28	0	1.9	1.9	0.0	3.4	1.9	5.3	7.2	1826	94648	Looped	0.50	5.6	5
809838	ND	UG	1371	0	8	0	0.0	1.2	0.0	1.0	0.0	2.2	2.2	1	197	Looped	-0.53	3.6	1
809839	ND	UG	815	0	3	0	0.0	1.6	0.0	0.4	0.0	2.0	2.0	0	0	Looped	-0.22	4.6	0

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	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
809840	ND	UG	1181	0	4	0	0.0	2.7	0.0	1.4	0.0	4.1	4.1	3	2445	Looped	0.06	3.8	1
809841	ND	UG	2287	0	6	0	0.0	1.8	0.0	3.8	0.0	5.6	5.6	654	66968	Looped	-0.35	6.8	5
801431	ND	Hybrid	1977	11	26	7	2.9	0.6	9.7	2.8	12.6	3.4	16.0	1024	134578	Looped	-0.42	7.9	67
801432	ND	Hybrid	114	4	10	2	1.7	0.2	0.5	0.7	2.2	0.9	3.1	7	2103	Looped	0.56	7.1	5
801433	ND	Hybrid	1594	17	23	3	4.3	0.1	5.0	0.7	9.3	0.8	10.1	2021	183645	Looped	-0.32	7.7	62
801434	ND	Hybrid	868	21	8	3	2.4	0.1	4.7	0.3	7.1	0.4	7.5	1698	161589	Looped	-0.26	4.2	64
801435	ND	Hybrid	2668	39	23	3	4.0	0.1	11.8	2.8	15.8	2.9	18.7	2855	316261	Looped	0.13	8.6	160
801436	ND	Hybrid	1778	28	16	0	4.3	1.0	8.8	1.6	13.1	2.6	15.7	876	142874	Looped	0.29	7.6	78
804131	ND	Hybrid	1239	35	7	1	3.9	0.2	8.7	0.9	12.6	1.1	13.7	619	107705	Looped	-0.37	6.8	55
804132	ND	Hybrid	706	9	17	2	2.1	0.1	3.3	2.7	5.4	2.8	8.2	140	24697	Looped	-0.68	5.0	23
804133	ND	Hybrid	1160	12	22	9	4.2	0.3	4.9	3.6	9.1	3.9	13.0	748	123187	Looped	-1.63	8.2	77
804134	ND	Hybrid	1108	14	1	2	2.3	0.1	6.4	1.4	8.7	1.5	10.2	637	102363	Looped	-0.32	5.3	63
804135	ND	Hybrid	817	13	4	0	1.5	0.8	6.3	0.5	7.8	1.3	9.1	1230	93936	Looped	-0.79	4.7	57
804136	ND	Hybrid	302	4	8	0	2.5	0.6	1.2	2.0	3.7	2.6	6.3	28	2797	Looped	-0.03	3.7	11
804137	ND	Hybrid	781	4	7	2	1.1	0.7	3.0	2.3	4.1	3.0	7.1	909	115393	Looped	-0.92	2.7	47
804138	ND	Hybrid	715	6	23	3	3.5	0.2	2.0	7.1	5.5	7.3	12.8	182	32162	Looped	-0.35	7.1	11
804139	ND	Hybrid	1124	12	19	5	5.3	0.2	4.6	2.0	9.9	2.2	12.1	570	110546	Looped	-0.42	5.7	36
804140	ND	Hybrid	112	0	15	0	0.5	3.5	0.0	5.6	0.5	9.1	9.6	34	6451	Looped	-0.06	4.8	4
804141	ND	Hybrid	845	2	24	1	2.6	1.0	0.8	5.1	3.4	6.1	9.5	188	31508	Looped	0.05	6.6	21
806031	ND	Hybrid	1301	26	13	3	3.7	1.7	7.3	3.3	11.0	5.0	16.0	645	104781	Looped	-0.50	6.1	80
806032	ND	Hybrid	396	5	20	0	2.1	0.1	1.7	1.1	3.8	1.2	5.0	234	32683	Looped	-1.84	5.2	17
806033	ND	Hybrid	1105	18	4	0	4.3	0.9	5.7	1.2	10.0	2.1	12.1	5538	392700	Looped	-0.35	4.5	61
806034	ND	OH	1670	16	5	4	4.2	0.1	11.6	0.3	15.8	0.4	16.2	1750	351085	Looped	-0.34	7.2	119
806035	ND	Hybrid	178	2	25	0	1.7	0.2	0.5	0.8	2.2	1.0	3.2	31	4316	Looped	-0.34	5.4	11
806036	ND	Hybrid	138	0	22	0	1.8	0.7	0.0	1.2	1.8	1.9	3.7	141	11993	Looped	-0.64	5.6	6
806037	ND	Hybrid	924	14	7	2	2.4	0.2	6.5	0.9	8.9	1.1	10.0	1144	139043	Looped	-0.51	5.1	64
806038	ND	Hybrid	1531	32	13	2	4.1	0.3	11.5	1.0	15.6	1.3	16.9	2282	119241	Looped	-0.36	8.3	97
806039	ND	Hybrid	525	13	4	3	1.4	2.9	4.0	0.5	5.4	3.4	8.8	268	45061	Looped	-0.55	3.1	46
802531	ND	Hybrid	1053	8	13	7	3.3	0.1	1.5	0.8	4.8	0.9	5.7	142	22760	Looped	-0.58	4.6	10
802532	ND	Hybrid	1401	5	21	3	2.4	0.5	0.9	1.1	3.3	1.6	4.9	33	4308	Looped	-0.27	4.4	5
802533	ND	Hybrid	1093	8	34	0	4.9	0.6	0.6	4.9	5.5	5.5	11.0	226	22382	Looped	-0.23	5.4	6
802534	ND	Hybrid	1579	2	16	5	3.0	0.0	1.8	1.8	4.8	1.8	6.6	899	110029	Looped	-0.37	4.2	33
802535	ND	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-1.41	3.2	0
802536	ND	UG	16	0	9	0	0.0	3.0	0.0	1.7	0.0	4.7	4.7	17	584	Looped	-0.42	4.2	3
802537	ND	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-0.78	4.1	0
802538	ND	UG	0	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Looped	-4.50	0.0	0
804731	ND	UG	405	0	7	0	0.0	2.3	0.0	3.1	0.0	5.4	5.4	306	48039	Looped	-0.05	6.0	11
804732	ND	UG	828	0	4	0	0.0	1.2	0.0	2.0	0.0	3.2	3.2	1	614	Looped	-0.18	3.1	1
804733	ND	Hybrid	1071	2	9	0	1.9	2.6	0.1	1.8	2.0	4.4	6.4	4	592	Looped	0.02	3.2	2
804734	ND	UG	1038	0	7	0	0.0	2.6	0.0	2.0	0.0	4.6	4.6	207	32717	Looped	0.01	6.8	6

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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
804735	ND	Hybrid	1343	1	9	0	0.4	2.9	0.0	2.7	0.4	5.6	6.0	1373	11155	Looped	0.07	2.7	3
804736	ND	UG	1238	0	5	0	0.0	2.0	0.0	2.0	0.0	4.0	4.0	0	0	Looped	0.04	4.8	0
806731	ND	Hybrid	1050	4	8	0	1.8	0.2	1.8	2.8	3.6	3.0	6.6	305	43734	Looped	-0.40	4.5	26
806732	ND	Hybrid	2207	7	21	0	1.5	1.2	0.6	8.7	2.1	9.9	12.0	352	52064	Looped	-0.49	5.6	24
806733	ND	Hybrid	1800	8	28	0	2.4	2.1	4.2	8.6	6.6	10.7	17.3	1279	170583	Looped	-0.44	8.3	43
806734	ND	Hybrid	1105	0	9	0	0.4	1.2	0.0	4.9	0.4	6.1	6.5	532	49815	Looped	-0.17	3.6	10
806735	ND	Hybrid	2571	1	28	0	2.0	1.4	0.1	6.3	2.1	7.7	9.8	3135	235659	Looped	-0.12	5.9	13
806736	ND	Hybrid	1790	1	23	0	2.0	2.7	0.2	11.2	2.2	13.9	16.1	3715	69685	Looped	-0.23	5.0	11
806737	ND	Hybrid	927	15	15	3	2.8	0.4	4.1	1.8	6.9	2.2	9.1	1264	169900	Looped	-0.58	4.7	56
806738	ND	Hybrid	2050	0	28	2	1.0	2.0	0.1	8.7	1.1	10.7	11.8	2147	141302	Looped	-0.04	5.7	12
806739	ND	Hybrid	704	12	5	0	1.2	1.1	4.5	2.2	5.7	3.3	9.0	373	97745	Looped	-0.18	4.1	57
811831	ND	Hybrid	1575	0	27	0	1.5	2.8	0.0	7.8	1.5	10.6	12.1	113	13175	Looped	0.03	6.9	3
811832	ND	Hybrid	958	21	17	0	3.5	0.3	4.7	1.7	8.2	2.0	10.2	226	38158	Looped	-0.42	6.1	41
811833	ND	Hybrid	939	5	24	2	2.0	2.0	2.5	7.5	4.5	9.5	14.0	213	26686	Looped	-1.02	9.1	14
803431	ND	Hybrid	1436	27	3	3	3.8	0.5	9.2	0.6	13.0	1.1	14.1	859	118265	Looped	0.13	6.5	67
803432	ND	OH	1254	13	1	2	1.8	0.0	5.4	0.1	7.2	0.1	7.3	413	36243	Looped	0.16	3.5	35
803433	ND	OH	1471	33	2	3	3.7	0.1	10.0	0.2	13.7	0.3	14.0	2337	163575	Looped	-0.07	7.6	100
803434	ND	Hybrid	1467	19	10	2	4.4	0.1	4.8	1.3	9.2	1.4	10.6	323	40984	Looped	0.40	6.1	55
803435	ND	OH	1493	23	5	2	3.2	0.1	6.9	0.3	10.1	0.4	10.5	1895	200316	Looped	-0.24	4.7	71
803436	ND	Hybrid	1191	21	5	2	2.3	0.2	6.0	0.3	8.3	0.5	8.8	433	81197	Looped	-0.01	3.9	52
803437	ND	Hybrid	1385	20	16	3	4.6	0.6	7.2	1.0	11.8	1.6	13.4	1047	170745	Looped	-0.43	5.5	58
803438	ND	Hybrid	1050	25	6	4	3.5	0.6	6.9	0.4	10.4	1.0	11.4	446	81824	Looped	-0.32	6.7	55
803439	ND	Hybrid	1653	34	4	2	2.7	1.0	9.8	0.3	12.5	1.3	13.8	3136	257345	Looped	-0.23	6.4	99
803440	ND	Hybrid	1564	20	22	2	3.3	1.4	7.1	1.1	10.4	2.5	12.9	255	40811	Looped	0.31	6.0	50
812731	ND	UG	1249	0	0	0	0.0	3.6	0.0	0.0	0.0	3.6	3.6	1	353	Looped	-0.30	6.0	1
812732	ND	UG	777	0	3	0	0.0	5.2	0.0	0.9	0.0	6.1	6.1	0	0	Looped	-1.66	8.5	0
812733	ND	UG	1333	0	5	0	0.1	4.8	0.0	0.7	0.1	5.5	5.6	1	275	Looped	0.10	3.3	1
804931	ND	Hybrid	1507	17	20	6	3.4	0.6	7.1	1.7	10.5	2.3	12.8	1007	134436	Looped	-0.33	8.9	68
804932	ND	Hybrid	906	19	12	6	2.8	0.4	7.1	2.2	9.9	2.6	12.5	832	97522	Looped	-0.43	6.0	62
804933	ND	UG	145	0	3	0	0.0	2.5	0.0	2.3	0.0	4.8	4.8	0	0	Looped	0.68	5.0	0
804934	ND	UG	1143	0	6	0	0.0	2.3	0.0	1.2	0.0	3.5	3.5	1119	31560	Looped	0.33	4.0	3
804935	ND	UG	67	0	3	0	0.0	2.2	0.0	0.2	0.0	2.4	2.4	0	0	Looped	-0.67	5.6	0
804936	ND	UG	761	0	6	0	0.0	2.2	0.0	1.6	0.0	3.8	3.8	0	0	Looped	-0.30	4.5	0
804937	ND	UG	1425	0	13	0	0.0	2.4	0.0	4.2	0.0	6.6	6.6	2	195	Looped	0.41	6.0	2
804938	ND	UG	81	0	3	0	0.0	3.1	0.0	0.6	0.0	3.7	3.7	1	47	Looped	0.03	6.4	1
801231	ND	Hybrid	1823	7	26	7	4.0	0.1	3.6	3.9	7.6	4.0	11.6	651	70666	Looped	-0.39	5.5	36
801232	ND	Hybrid	1176	17	24	0	6.8	1.0	2.5	3.4	9.3	4.4	13.7	6083	195547	Looped	-0.13	6.1	33
801233	ND	Hybrid	1851	15	22	2	4.4	0.0	10.3	1.2	14.7	1.2	15.9	2634	241458	Looped	-0.58	6.9	76
801234	ND	Hybrid	1401	12	17	2	3.4	0.3	6.8	3.0	10.2	3.3	13.5	940	109669	Looped	-0.51	8.1	62
801235	ND	Hybrid	1229	24	16	4	4.4	0.2	5.1	0.9	9.5	1.1	10.6	550	68230	Looped	0.19	6.2	58

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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
801236	ND	Hybrid	590	4	16	0	1.7	2.0	1.9	3.5	3.6	5.5	9.1	570	81650	Looped	0.50	7.1	24
801237	ND	OH	5	0	0	0	1.4	0.0	0.0	0.0	1.4	0.0	1.4	0	0	Looped	-0.07	7.1	0
808431	ND	Hybrid	1437	2	22	2	2.7	0.3	1.2	10.8	3.9	11.1	15.0	412	73314	Looped	0.14	6.6	26
808432	ND	Hybrid	1322	2	16	2	0.6	2.2	0.9	6.8	1.5	9.0	10.5	69	12279	Looped	-0.31	3.9	8
808433	ND	Hybrid	1640	14	13	3	4.4	0.6	6.2	10.1	10.6	10.7	21.3	1198	201006	Looped	-0.53	6.7	75
808434	ND	Hybrid	1220	11	17	2	2.9	0.6	5.6	4.0	8.5	4.6	13.1	394	73623	Looped	-0.12	4.5	50
808435	ND	Hybrid	1111	0	20	0	2.7	1.3	0.0	8.8	2.7	10.1	12.8	862	68543	Looped	0.16	6.3	27
808436	ND	UG	777	0	16	0	0.1	4.3	0.0	10.5	0.1	14.8	14.9	37	10137	Looped	0.10	6.0	9
808437	ND	Hybrid	2167	15	25	4	2.9	2.1	8.3	12.6	11.2	14.7	25.9	489	75081	Looped	-0.25	8.9	58
808438	ND	UG	6	0	0	0	0.0	3.0	0.0	0.0	0.0	3.0	3.0	0	0	Looped	0.01	7.6	0
803931	ND	Hybrid	839	0	9	0	0.5	2.2	0.0	0.6	0.5	2.8	3.3	1	236	Looped	-0.34	3.4	1
803932	ND	Hybrid	438	2	14	1	1.2	1.5	0.1	1.0	1.3	2.5	3.8	423	22786	Looped	0.10	3.7	4
803933	ND	Hybrid	2426	7	40	4	2.1	0.0	2.4	7.5	4.5	7.5	12.0	2850	128625	Looped	0.20	8.4	26
803934	ND	UG	1055	0	7	0	0.0	3.8	0.0	0.8	0.0	4.6	4.6	17	106	Looped	0.56	3.9	1
803935	ND	UG	1676	0	10	0	0.0	4.2	0.0	1.3	0.0	5.5	5.5	235	19226	Looped	-2.48	3.5	2
803936	ND	UG	806	0	5	0	0.0	3.2	0.0	0.6	0.0	3.8	3.8	0	0	Looped	0.36	3.6	0
803937	ND	UG	2022	0	7	0	0.0	3.3	0.0	2.0	0.0	5.3	5.3	0	0	Looped	-1.38	4.7	0
803938	ND	Hybrid	343	0	17	2	0.9	2.6	0.3	0.7	1.2	3.3	4.5	60	7765	Looped	0.01	4.9	4
803939	ND	UG	2635	0	8	0	0.0	2.5	0.0	1.6	0.0	4.1	4.1	1	47	Looped	-0.72	6.6	1
803940	ND	UG	647	0	0	0	0.0	3.0	0.0	0.0	0.0	3.0	3.0	0	0	Looped	-0.09	4.2	0
803941	ND	UG	1342	0	6	0	0.0	3.8	0.0	1.8	0.0	5.6	5.6	10	990	Looped	0.14	3.8	3
806331	ND	Hybrid	2168	14	23	3	3.8	0.2	4.5	1.3	8.3	1.5	9.8	405	34654	Looped	-0.08	6.4	35
806332	ND	Hybrid	242	4	5	1	1.0	0.4	0.4	0.3	1.4	0.7	2.1	47	6144	Looped	0.34	3.5	9
806333	ND	Hybrid	1985	25	8	3	3.4	0.1	9.1	0.8	12.5	0.9	13.4	1538	219123	Looped	0.15	6.5	80
806334	ND	OH	1598	31	3	2	3.7	0.1	10.1	0.2	13.8	0.3	14.1	1459	233943	Looped	0.12	5.7	132
806335	ND	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-1.70	0.0	0
806336	ND	Hybrid	2340	13	10	2	2.3	2.6	5.0	2.6	7.3	5.2	12.5	5567	323730	Looped	-0.74	6.3	44
806337	ND	Hybrid	1193	22	17	1	3.1	1.1	4.6	0.9	7.7	2.0	9.7	1427	64949	Looped	-0.24	7.1	33
806338	ND	Hybrid	541	8	6	1	1.9	0.8	2.2	0.3	4.1	1.1	5.2	907	88243	Looped	-2.44	4.5	39
806339	ND	Hybrid	1293	11	17	5	3.7	0.2	3.7	2.1	7.4	2.3	9.7	1428	33483	Looped	-0.50	7.5	28
806340	ND	Hybrid	1937	17	17	5	4.1	0.3	3.1	2.6	7.2	2.9	10.1	418	53337	Looped	0.08	6.9	35
807831	ND	OH	1499	27	4	2	3.0	0.1	11.4	0.3	14.4	0.4	14.8	1193	190170	Looped	-0.58	7.3	104
807832	ND	Hybrid	1660	14	22	2	3.4	0.8	3.8	3.3	7.2	4.1	11.3	406	79044	Looped	-1.11	7.1	43
807833	ND	Hybrid	1702	6	43	2	3.8	0.1	2.1	3.9	5.9	4.0	9.9	490	93997	Looped	-0.47	6.5	29
807834	ND	Hybrid	80	1	13	2	1.4	0.1	0.5	0.8	1.9	0.9	2.8	0	0	Looped	-0.04	5.7	0
807835	ND	Hybrid	1146	17	18	4	3.2	0.5	5.5	2.1	8.7	2.6	11.3	406	65640	Looped	-0.15	6.2	45
807836	ND	Hybrid	218	1	15	1	1.8	0.4	0.3	0.6	2.1	1.0	3.1	4	400	Looped	-0.03	6.4	3
807837	ND	Hybrid	110	2	5	0	0.6	0.4	0.9	0.2	1.5	0.6	2.1	184	27013	Looped	-0.21	3.0	6
806931	SD	OH	964	20	4	0	2.5	0.0	5.0	0.2	7.5	0.2	7.7	390	64156	Looped	-0.31	4.8	41
806932	SD	OH	1212	18	3	4	3.9	0.1	9.2	0.4	13.1	0.5	13.6	769	163475	Looped	-0.32	7.6	71

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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
806933	SD	Hybrid	945	10	21	5	3.0	0.3	2.1	2.1	5.1	2.4	7.5	103	19781	Looped	-0.68	9.1	22
806934	SD	Hybrid	2072	17	33	3	2.6	0.2	3.6	2.8	6.2	3.0	9.2	2394	187940	Looped	-0.32	6.3	30
806935	SD	Hybrid	1491	42	5	3	4.2	0.6	12.6	0.9	16.8	1.5	18.3	677	137914	Looped	-1.65	9.1	95
806936	SD	Hybrid	1884	14	29	2	3.6	0.5	4.9	5.7	8.5	6.2	14.7	1828	91444	Looped	0.15	8.0	41
806937	SD	Hybrid	1154	22	13	0	4.7	0.5	6.4	0.7	11.1	1.2	12.3	2803	149128	Looped	-0.33	6.0	45
805831	SD	Hybrid	1185	7	26	0	3.5	0.0	3.9	6.4	7.4	6.4	13.8	581	59813	Looped	0.56	7.1	31
805832	SD	Hybrid	380	3	10	0	1.8	0.5	1.1	2.7	2.9	3.2	6.1	413	17890	Looped	0.13	5.4	15
805833	SD	Hybrid	1313	14	23	3	2.3	0.0	4.2	11.2	6.5	11.2	17.7	530	52752	Looped	0.11	7.2	38
805834	SD	Hybrid	1315	4	31	1	2.5	0.4	0.8	12.4	3.3	12.8	16.1	1534	40300	Looped	-0.66	6.0	23
805835	SD	Hybrid	1658	22	7	2	3.0	0.5	9.5	4.4	12.5	4.9	17.4	2537	239446	Looped	0.14	7.9	71
805836	SD	Hybrid	1177	14	11	1	4.4	0.4	4.8	11.1	9.2	11.5	20.7	574	97701	Looped	-2.79	5.0	34
809661	SD	Hybrid	2091	0	38	1	2.5	3.6	0.1	14.6	2.6	18.2	20.8	2385	181393	Looped	-0.12	9.5	15
809662	SD	Hybrid	2820	0	61	1	5.2	2.8	0.4	24.6	5.6	27.4	33.0	3112	55419	Looped	-0.26	11.9	24
809663	SD	Hybrid	1801	1	38	1	2.1	0.8	0.3	12.4	2.4	13.2	15.6	6172	124606	Looped	0.17	7.1	31
809664	SD	Hybrid	3300	2	65	1	4.5	5.0	0.8	28.6	5.3	33.6	38.9	6001	346188	Looped	-1.15	16.6	25
809665	SD	Hybrid	2906	0	49	4	2.3	2.6	1.0	20.0	3.3	22.6	25.9	5877	308199	Looped	-0.93	15.5	36
809666	SD	Hybrid	1052	5	29	2	4.1	3.0	1.0	12.9	5.1	15.9	21.0	99	10810	Looped	-0.77	6.2	12
809667	SD	Hybrid	975	3	58	2	4.7	1.7	1.2	3.8	5.9	5.5	11.4	2332	106590	Looped	-0.58	4.5	13
809668	SD	UG	1801	0	34	0	0.5	7.3	0.0	17.0	0.5	24.3	24.8	2299	155971	Looped	-0.45	8.9	11
809669	SD	Hybrid	1818	2	37	1	1.4	3.0	0.7	11.2	2.1	14.2	16.3	3705	233522	Looped	0.16	8.9	5
809670	SD	Hybrid	2929	2	46	0	2.0	3.3	0.2	24.1	2.2	27.4	29.6	3251	224360	Looped	-1.15	13.2	20
802031	SD	Hybrid	760	14	22	3	2.0	1.8	4.4	4.1	6.4	5.9	12.3	464	102743	Looped	-0.21	4.5	46
802032	SD	Hybrid	1061	23	18	3	3.8	0.2	9.3	5.3	13.1	5.5	18.6	931	167697	Looped	-0.24	7.6	86
802033	SD	Hybrid	877	15	14	5	4.2	0.4	5.5	5.0	9.7	5.4	15.1	2911	265449	Looped	-0.33	6.1	66
802034	SD	Hybrid	327	8	5	2	1.2	1.0	3.4	2.8	4.6	3.8	8.4	297	60011	Looped	-0.04	2.7	51
802035	SD	Hybrid	1186	8	39	6	3.8	1.7	3.3	18.6	7.1	20.3	27.4	298	69413	Looped	0.12	8.5	33
802036	SD	Hybrid	915	22	16	5	5.0	3.4	5.6	6.3	10.6	9.7	20.3	2197	130786	Looped	0.00	6.0	72
802037	SD	Hybrid	727	26	2	3	2.8	0.5	12.8	1.0	15.6	1.5	17.1	319	83485	Looped	0.04	6.0	85
802038	SD	Hybrid	842	5	28	2	2.0	2.1	1.5	12.2	3.5	14.3	17.8	145	33081	Looped	-0.20	5.9	17
807531	SD	Hybrid	552	21	15	5	3.7	0.0	4.7	2.9	8.4	2.9	11.3	866	101661	Looped	-0.42	3.1	42
807532	SD	Hybrid	1289	0	19	1	0.3	2.5	0.2	3.0	0.5	5.5	6.0	1130	133240	Looped	-0.20	2.9	9
807533	SD	UG	78	0	7	0	0.0	1.6	0.0	0.1	0.0	1.7	1.7	1	49	Looped	-1.30	4.1	1
807534	SD	UG	524	0	5	0	0.2	2.6	0.0	1.9	0.2	4.5	4.7	0	0	Looped	-0.36	4.3	0
807535	SD	Hybrid	683	2	10	2	0.6	1.7	0.7	1.5	1.3	3.2	4.5	110	26508	Looped	1.30	6.0	3
807536	SD	Hybrid	734	21	12	3	2.7	0.3	5.4	1.1	8.1	1.4	9.5	1219	119307	Looped	1.47	6.1	62
807537	SD	UG	423	0	2	0	0.0	2.9	0.0	0.2	0.0	3.1	3.1	0	0	Looped	0.87	3.2	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	-0.47	0.2	0
807539	SD	UG	2	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	0.08	2.2	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	-0.19	1.7	0
807541	SD	UG	420	0	4	0	0.0	2.9	0.0	0.8	0.0	3.7	3.7	0	0	Looped	-0.05	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
807542	SD	Hybrid	2258	0	27	1	1.2	2.0	0.2	5.7	1.4	7.7	9.1	2592	228979	Looped	-0.31	4.3	9
811261	SD	Hybrid	1335	10	34	1	4.7	2.3	6.3	20.9	11.0	23.2	34.2	950	32037	Looped	0.07	7.5	39
811262	SD	Hybrid	2658	4	39	1	3.4	2.1	0.9	22.8	4.3	24.9	29.2	2742	474754	Looped	-0.53	12.3	16
811263	SD	Hybrid	1293	5	33	1	3.8	0.5	0.9	9.8	4.7	10.3	15.0	173	23823	Looped	0.21	7.6	3
811264	SD	Hybrid	2203	2	37	0	2.5	1.6	0.8	20.3	3.3	21.9	25.2	278	50254	Looped	-0.81	10.7	17
805731	SD	Hybrid	1875	13	21	3	2.6	1.2	6.1	8.1	8.7	9.3	18.0	632	104775	Looped	-0.43	8.4	39
805732	SD	Hybrid	805	29	8	7	4.9	0.3	11.2	1.5	16.1	1.8	17.9	679	66897	Looped	-0.35	5.7	79
805733	SD	Hybrid	677	9	13	4	3.4	0.1	4.1	2.8	7.5	2.9	10.4	203	72948	Looped	-0.37	5.4	31
805734	SD	UG	1	0	0	0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	0	0	Looped	-0.24	3.3	0
805735	SD	Hybrid	1215	22	11	4	2.8	0.2	9.4	1.2	12.2	1.4	13.6	286	50672	Looped	-0.55	8.7	35
805736	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	0.34	3.5	0
805737	SD	Hybrid	1267	17	19	3	3.4	0.2	7.7	3.4	11.1	3.6	14.7	1633	207224	Looped	-0.73	8.8	71
805738	SD	Hybrid	1600	9	42	5	2.3	0.2	4.1	8.5	6.4	8.7	15.1	2406	57954	Looped	-0.71	8.1	32
805739	SD	UG	1	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	0.38	2.6	0
805740	SD	Hybrid	1047	31	15	5	5.0	0.6	9.6	3.3	14.6	3.9	18.5	376	48516	Looped	-0.66	5.7	64
810561	SD	Hybrid	3696	1	35	1	2.7	4.6	3.0	23.1	5.7	27.7	33.4	7002	444456	Looped	0.79	13.9	27
810562	SD	Hybrid	1069	1	13	0	3.2	3.4	0.9	11.7	4.1	15.1	19.2	1137	73524	Looped	0.01	5.4	8
810563	SD	UG	1872	0	25	0	0.0	5.8	0.2	15.2	0.2	21.0	21.2	7	2090	Looped	-0.06	10.3	6
810564	SD	Hybrid	3564	0	44	0	3.6	4.6	0.0	24.8	3.6	29.4	33.0	10250	510808	Looped	-0.11	16.8	18
810565	SD	UG	3137	0	29	0	0.0	7.8	0.0	20.3	0.0	28.1	28.1	12	2923	Looped	-0.02	12.7	5
810566	SD	Hybrid	26	2	4	0	3.5	0.6	0.5	0.6	4.0	1.2	5.2	2	830	Looped	0.34	3.7	1
810567	SD	UG	275	0	4	0	0.2	2.1	0.0	3.3	0.2	5.4	5.6	6	1050	Looped	0.41	0.6	2
810568	SD	UG	5	0	4	0	0.0	2.4	0.0	4.6	0.0	7.0	7.0	1	344	Looped	-0.12	2.8	1
804331	SD	Hybrid	748	17	22	2	2.9	0.1	4.7	2.7	7.6	2.8	10.4	961	103375	Looped	-0.63	5.0	37
804332	SD	Hybrid	845	17	21	2	3.6	0.4	6.3	3.2	9.9	3.6	13.5	330	59690	Looped	-0.55	6.4	70
804333	SD	Hybrid	426	9	15	5	2.7	0.1	3.5	2.6	6.2	2.7	8.9	588	41737	Looped	0.00	3.6	34
804334	SD	Hybrid	861	32	12	9	3.3	0.5	12.6	6.2	15.9	6.7	22.6	431	67161	Looped	-0.73	6.5	80
804335	SD	Hybrid	1721	7	28	4	1.6	0.2	3.2	5.0	4.8	5.2	10.0	482	89230	Looped	-0.74	6.2	33
804336	SD	Hybrid	1396	13	38	6	2.9	0.7	3.7	5.5	6.6	6.2	12.8	1793	76048	Looped	-0.40	7.7	46
804337	SD	UG	1	0	0	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	2.68	3.4	0
804338	SD	Hybrid	519	6	23	2	2.0	0.3	4.4	1.6	6.4	1.9	8.3	148	29671	Looped	-0.31	4.5	23
804339	SD	Hybrid	27	2	0	0	0.8	1.4	0.0	0.0	0.8	1.4	2.2	18	3042	Looped	-0.35	5.6	9
804340	SD	Hybrid	220	8	8	0	1.0	0.8	1.0	0.6	2.0	1.4	3.4	50	9140	Looped	0.30	4.6	10
807631	SD	Hybrid	1046	4	26	0	2.8	0.2	0.4	8.4	3.2	8.6	11.8	95	16798	Looped	-0.49	4.3	14
807632	SD	Hybrid	1241	5	26	4	3.4	0.1	3.1	14.4	6.5	14.5	21.0	1623	68164	Looped	-0.47	7.5	54
807633	SD	Hybrid	1163	2	42	0	3.3	2.4	0.3	9.0	3.6	11.4	15.0	747	86000	Looped	4.09	7.2	41
807634	SD	Hybrid	1073	13	32	8	3.0	0.6	7.0	8.3	10.0	8.9	18.9	2893	276986	Looped	0.34	7.6	71
807635	SD	Hybrid	1940	1	37	1	2.1	1.9	0.7	14.7	2.8	16.6	19.4	170	43716	Looped	-0.55	7.1	10
808261	SD	UG	3501	0	28	0	0.6	4.3	0.0	23.2	0.6	27.5	28.1	656	116274	Looped	-0.24	11.7	20
808262	SD	UG	1965	0	21	0	0.0	3.9	0.0	16.8	0.0	20.7	20.7	305	54559	Looped	0.31	11.0	15

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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
808263	SD	Hybrid	3261	0	35	0	1.9	2.4	0.0	18.2	1.9	20.6	22.5	200	33504	Looped	0.02	11.4	21
808264	SD	Hybrid	3350	0	36	0	1.9	2.6	0.0	17.1	1.9	19.7	21.6	4814	539580	Looped	0.16	13.1	20
808265	SD	UG	2494	0	20	0	0.0	6.8	0.0	19.2	0.0	26.0	26.0	12710	648933	Looped	-0.44	9.7	42
808266	SD	Hybrid	3499	1	38	0	3.0	5.2	0.9	30.1	3.9	35.3	39.2	678	60139	Looped	0.11	15.4	21
808267	SD	Hybrid	4577	0	36	0	2.1	3.7	0.0	15.8	2.1	19.5	21.6	508	81904	Looped	0.27	11.4	16
808268	SD	UG	2786	0	28	0	1.0	3.7	0.0	24.3	1.0	28.0	29.0	422	47471	Looped	-0.03	12.4	17
808269	SD	UG	3774	0	35	0	1.1	2.8	0.0	19.2	1.1	22.0	23.1	6456	269836	Looped	-4.20	11.9	16
808270	SD	Hybrid	3127	2	45	2	2.8	4.0	0.5	28.8	3.3	32.8	36.1	7391	396184	Looped	0.32	14.8	47
802731	SD	Hybrid	423	1	30	1	2.2	0.2	0.7	6.2	2.9	6.4	9.3	178	33765	Looped	-0.35	5.6	10
802732	SD	Hybrid	1448	1	24	0	1.5	1.4	0.6	6.3	2.1	7.7	9.8	451	71645	Looped	-0.53	8.0	17
802733	SD	Hybrid	484	4	28	1	1.2	0.8	0.5	4.7	1.7	5.5	7.2	44	6312	Looped	-0.58	6.4	5
802734	SD	Hybrid	2287	1	35	0	2.1	0.0	0.0	8.9	2.1	8.9	11.0	1428	208876	Looped	-0.57	6.7	17
802735	SD	Hybrid	862	7	28	0	1.6	2.1	1.5	8.0	3.1	10.1	13.2	79	8181	Looped	-0.03	9.1	16
802736	SD	Hybrid	1875	0	29	0	1.2	2.0	0.0	12.4	1.2	14.4	15.6	283	64115	Looped	-0.40	6.2	18
802737	SD	Hybrid	1274	0	12	0	0.8	1.9	0.0	5.6	0.8	7.5	8.3	1360	79843	Looped	-0.13	3.7	6
802738	SD	Hybrid	960	1	19	1	1.3	1.9	0.3	6.0	1.6	7.9	9.5	97	16155	Looped	-0.91	5.5	10
802739	SD	Hybrid	1514	3	19	1	0.9	1.8	1.2	5.9	2.1	7.7	9.8	181	27551	Looped	-0.25	4.5	10
805631	SD	Hybrid	1512	26	9	2	3.7	0.0	10.1	1.1	13.8	1.1	14.9	1003	160759	Looped	-0.18	8.0	84
805632	SD	Hybrid	1867	31	18	6	4.7	0.1	12.2	2.5	16.9	2.6	19.5	3238	420608	Looped	-0.05	10.1	64
805633	SD	Hybrid	990	21	6	2	4.5	0.1	8.5	1.7	13.0	1.8	14.8	430	98004	Looped	0.27	6.1	66
805634	SD	Hybrid	923	2	22	0	2.3	0.7	0.6	6.4	2.9	7.1	10.0	203	43035	Looped	-0.62	4.6	15
805635	SD	Hybrid	1410	6	36	5	3.9	0.3	4.9	8.0	8.8	8.3	17.1	898	89146	Looped	-0.34	8.7	43
805636	SD	Hybrid	1806	19	7	1	2.8	0.5	12.5	4.0	15.3	4.5	19.8	807	113629	Looped	-0.35	8.5	69
809231	SD	Hybrid	1430	3	19	2	1.6	1.0	2.0	8.2	3.6	9.2	12.8	88	10058	Looped	0.16	4.3	11
809232	SD	Hybrid	576	3	18	0	2.2	0.8	0.3	2.8	2.5	3.6	6.1	310	23276	Looped	-0.04	8.8	7
809233	SD	Hybrid	132	1	10	0	0.7	0.7	0.0	2.9	0.7	3.6	4.3	139	6014	Looped	0.26	2.3	2
809234	SD	Hybrid	1380	15	12	1	2.0	3.9	3.4	14.3	5.4	18.2	23.6	896	105780	Looped	-0.17	6.4	44
809235	SD	Hybrid	1002	13	40	0	4.2	0.4	2.2	3.4	6.4	3.8	10.2	158	42137	Looped	0.12	8.3	20
810661	SD	Hybrid	2155	0	33	0	1.8	3.2	0.0	18.0	1.8	21.2	23.0	302	45934	Looped	-1.76	10.6	16
810662	SD	Hybrid	2182	1	31	0	2.7	2.7	0.1	20.7	2.8	23.4	26.2	2753	253985	Looped	0.64	9.8	28
810663	SD	Hybrid	2421	0	29	3	2.3	2.8	1.3	26.1	3.6	28.9	32.5	1694	122141	Looped	-1.26	15.9	39
810361	SD	Hybrid	1687	0	24	0	2.5	2.3	0.0	18.0	2.5	20.3	22.8	136	22301	Looped	0.84	12.0	8
810362	SD	UG	3232	0	30	0	0.5	6.0	0.0	31.1	0.5	37.1	37.6	6795	208935	Looped	-1.42	15.5	19
810363	SD	Hybrid	2071	0	53	1	2.3	4.3	0.6	22.2	2.9	26.5	29.4	2381	227772	Looped	-0.72	12.0	14
810364	SD	UG	3186	0	56	0	1.8	4.0	0.0	33.1	1.8	37.1	38.9	3824	308433	Looped	-2.58	17.4	13
810365	SD	Hybrid	2596	0	38	1	1.4	7.4	0.8	29.2	2.2	36.6	38.8	34	3929	Looped	-0.54	9.9	6
810366	SD	Hybrid	909	22	33	2	41.6	12.1	21.9	11.7	63.5	23.8	87.3	2016	200422	Looped	-1.27	15.0	42
808931	SD	Hybrid	1398	33	9	3	5.1	0.4	8.2	1.3	13.3	1.7	15.0	2210	118375	Looped	-0.45	8.5	52
808932	SD	OH	1316	22	0	2	1.8	0.2	7.4	0.1	9.2	0.3	9.5	749	112696	Looped	0.01	5.8	60
808933	SD	Hybrid	1317	24	6	2	3.2	0.1	6.8	0.8	10.0	0.9	10.9	322	43176	Looped	-0.56	6.7	56

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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
808934	SD	Hybrid	1532	8	25	3	2.8	0.0	5.4	2.7	8.2	2.7	10.9	1067	97155	Looped	-0.14	6.7	29
808935	SD	Hybrid	1148	19	37	2	3.8	0.5	3.1	6.8	6.9	7.3	14.2	522	122630	Looped	-0.32	6.7	46
808936	SD	Hybrid	1451	13	28	4	5.3	0.4	2.3	2.3	7.6	2.7	10.3	1733	133640	Looped	-0.05	7.5	34
808831	SD	Hybrid	943	29	11	9	5.0	0.4	10.1	5.9	15.1	6.3	21.4	1650	185515	Looped	-0.01	8.7	111
808832	SD	Hybrid	626	20	9	7	3.4	0.6	8.6	10.4	12.0	11.0	23.0	646	80338	Looped	0.08	7.6	62
808833	SD	Hybrid	387	39	10	4	3.4	0.3	6.4	1.4	9.8	1.7	11.5	531	35876	Looped	0.00	2.9	59
808834	SD	Hybrid	956	31	19	7	4.8	0.6	11.4	3.2	16.2	3.8	20.0	1325	89763	Looped	0.58	8.9	110
808835	SD	UG	324	0	4	0	0.0	5.4	0.0	0.4	0.0	5.8	5.8	3	765	Looped	-0.27	2.3	1
808836	SD	UG	147	0	4	0	0.0	4.8	0.0	0.5	0.0	5.3	5.3	0	0	Looped	-0.02	4.9	0
808837	SD	Hybrid	586	38	10	1	2.9	1.6	6.4	5.5	9.3	7.1	16.4	2052	176387	Looped	-0.74	6.2	69
802431	SD	Hybrid	1014	9	15	5	1.4	1.2	2.0	1.1	3.4	2.3	5.7	71	8639	Looped	-0.22	7.1	18
802432	SD	Hybrid	627	8	12	1	1.7	0.4	2.2	1.2	3.9	1.6	5.5	107	17459	Looped	0.11	8.5	18
802433	SD	Hybrid	1467	30	13	5	4.5	0.0	11.2	1.9	15.7	1.9	17.6	884	150044	Looped	-0.05	7.2	87
802434	SD	Hybrid	900	15	16	1	2.3	0.8	5.1	0.6	7.4	1.4	8.8	451	56436	Looped	0.41	5.3	44
802435	SD	Hybrid	964	28	17	1	4.5	2.5	4.0	6.4	8.5	8.9	17.4	1166	71994	Looped	-0.42	7.3	44
802436	SD	Hybrid	1037	11	28	5	2.6	2.1	2.6	2.2	5.2	4.3	9.5	1468	17912	Looped	1.88	8.3	15
802437	SD	Hybrid	1237	21	13	7	3.1	0.8	8.7	1.8	11.8	2.6	14.4	1981	157833	Looped	-0.03	7.8	60
802438	SD	UG	1	0	0	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	0.58	3.0	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	0.11	3.1	0
802440	SD	UG	102	0	1	0	0.0	0.8	0.0	0.2	0.0	1.0	1.0	1	129	Looped	0.05	5.4	1
806531	SD	OH	808	29	7	1	2.9	0.1	11.6	0.3	14.5	0.4	14.9	327	62288	Looped	-0.29	5.7	68
806532	SD	Hybrid	794	17	12	5	3.7	0.0	7.1	3.1	10.8	3.1	13.9	405	80691	Looped	-0.10	4.4	38
806533	SD	Hybrid	733	25	6	0	3.6	0.4	8.2	0.3	11.8	0.7	12.5	623	82948	Looped	-0.41	6.4	62
806534	SD	Hybrid	835	18	11	2	2.0	0.2	6.9	2.1	8.9	2.3	11.2	758	98193	Looped	0.16	6.3	57
806535	SD	Hybrid	705	30	4	1	3.1	0.6	13.4	1.2	16.5	1.8	18.3	293	62832	Looped	-0.26	6.7	94
807431	SD	Hybrid	523	0	22	0	1.5	0.2	0.0	4.1	1.5	4.3	5.8	141	24308	Looped	0.50	5.8	3
807432	SD	Hybrid	1455	17	12	0	3.1	0.3	9.8	1.8	12.9	2.1	15.0	578	117872	Looped	-0.40	7.9	62
807433	SD	Hybrid	1417	19	16	0	3.7	0.4	7.6	1.3	11.3	1.7	13.0	7314	226637	Looped	-0.40	7.0	70
807434	SD	Hybrid	1086	12	20	2	2.6	0.2	5.8	2.7	8.4	2.9	11.3	1621	146421	Looped	-0.25	7.1	29
807435	SD	Hybrid	1910	5	21	0	2.5	2.5	0.9	13.3	3.4	15.8	19.2	363	58987	Looped	-0.70	7.4	29
807436	SD	Hybrid	437	30	17	3	5.4	0.7	7.3	2.4	12.7	3.1	15.8	179	31773	Looped	0.19	4.7	39
807437	SD	UG	0	0	2	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	0.03	0.8	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	-0.12	2.6	0
812061	SD	UG	3303	0	28	0	0.0	8.2	0.0	18.7	0.0	26.9	26.9	96	16035	Looped	2.43	13.4	10
812062	SD	Hybrid	1994	0	43	0	1.8	3.4	0.0	26.0	1.8	29.4	31.2	1709	70921	Looped	-2.17	12.0	19
812063	SD	OH	754	62	4	4	19.3	0.1	31.5	2.3	50.8	2.4	53.2	774	95653	Looped	-0.01	4.7	127
811361	SD	Hybrid	1277	77	23	8	18.4	0.2	47.3	10.2	65.7	10.4	76.1	4623	286052	Looped	-0.28	7.7	103
811362	SD	Hybrid	2487	18	23	6	7.1	0.3	9.6	11.8	16.7	12.1	28.8	5868	217268	Looped	0.34	9.6	58
811363	SD	Hybrid	392	14	8	7	26.1	83.3	24.8	22.0	50.9	105.3	156.2	847	109517	Looped	-0.21	2.2	28
810061	SD	Hybrid	1240	61	16	1	16.2	0.1	36.7	6.1	52.9	6.2	59.1	494	124610	Looped	-0.08	6.7	104

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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
810062	SD	OH	826	75	0	2	12.5	0.1	39.9	0.5	52.4	0.6	53.0	1124	183612	Looped	0.14	6.7	122
810063	SD	Hybrid	1740	78	32	9	15.5	0.7	24.7	10.7	40.2	11.4	51.6	690	105002	Looped	0.95	10.2	105
810064	SD	Hybrid	901	74	6	4	11.9	0.8	37.3	2.0	49.2	2.8	52.0	1777	145974	Looped	-0.14	6.2	98
803131	SD	Hybrid	1089	5	13	0	28.6	0.1	7.3	5.5	35.9	5.6	41.5	8	1729	Looped	-0.36	3.4	6
803132	SD	Hybrid	1237	22	25	3	13.0	0.5	10.8	12.8	23.8	13.3	37.1	580	57751	Looped	-0.51	7.4	18
803133	SD	Hybrid	1504	8	38	2	5.3	0.3	1.8	10.0	7.1	10.3	17.4	1636	150154	Looped	0.06	7.2	18
803134	SD	Hybrid	1480	2	25	2	6.1	1.9	3.3	15.3	9.4	17.2	26.6	1798	119556	Looped	1.52	7.0	34
803135	SD	Hybrid	128	2	6	1	14.2	0.2	5.2	5.0	19.4	5.2	24.6	243	33678	Looped	-0.08	0.9	15
803136	SD	Hybrid	1125	16	20	6	3.8	1.8	4.4	5.1	8.2	6.9	15.1	637	66856	Looped	0.07	6.9	13
803137	SD	Hybrid	2078	21	23	5	5.5	1.5	8.1	8.3	13.6	9.8	23.4	5075	265129	Looped	-0.01	7.1	46
803138	SD	Hybrid	2195	0	29	0	1.8	2.7	0.0	17.3	1.8	20.0	21.8	78	21030	Looped	-1.43	8.5	5
807331	SD	Hybrid	2119	16	22	1	3.1	2.5	4.0	11.6	7.1	14.1	21.2	105	21178	Looped	0.35	6.2	22
807332	SD	Hybrid	193	1	10	0	0.8	2.2	0.0	0.6	0.8	2.8	3.6	4	1900	Looped	-0.35	2.9	1
807333	SD	Hybrid	1985	14	21	2	3.2	1.7	7.1	5.1	10.3	6.8	17.1	2830	145523	Looped	0.02	8.5	56
807334	SD	UG	53	0	10	0	0.0	3.7	0.0	1.4	0.0	5.1	5.1	1	647	Looped	-0.67	3.7	1
807335	SD	Hybrid	1905	4	40	1	2.6	0.4	1.6	15.5	4.2	15.9	20.1	371	43954	Looped	-0.38	8.7	25
807336	SD	Hybrid	1971	4	20	2	2.2	0.6	1.0	4.7	3.2	5.3	8.5	2168	49070	Looped	0.01	5.1	21
807337	SD	Hybrid	1505	19	24	6	3.8	0.5	8.1	11.3	11.9	11.8	23.7	1645	49501	Looped	-0.78	6.2	23
807338	SD	UG	0	0	0	0	0.0	0.6	0.0	0.0	0.0	0.6	0.6	0	0	Looped	0.00	0.0	0
807339	SD	Hybrid	1509	2	19	1	2.6	0.7	2.2	9.9	4.8	10.6	15.4	2647	216986	Looped	-0.22	7.4	29
807340	SD	Hybrid	2052	0	33	2	1.1	1.6	1.6	16.9	2.7	18.5	21.2	2149	169067	Looped	1.35	8.4	25
806431	SD	Hybrid	1755	30	35	5	8.1	0.4	11.0	16.8	19.1	17.2	36.3	1563	153821	Looped	-0.43	9.4	57
806432	SD	Hybrid	518	47	7	2	6.8	0.1	14.2	1.7	21.0	1.8	22.8	204	36225	Looped	-0.33	3.0	33
806433	SD	Hybrid	1115	59	10	5	7.9	0.0	21.8	2.0	29.7	2.0	31.7	1765	142250	Looped	1.52	3.9	68
806434	SD	Hybrid	1919	27	37	3	5.3	0.8	3.7	27.9	9.0	28.7	37.7	2012	53514	Looped	-0.21	10.4	18
806435	SD	Hybrid	1352	7	16	0	2.0	2.8	1.9	8.8	3.9	11.6	15.5	6989	276549	Looped	-0.44	5.6	7
806436	SD	Hybrid	179	25	4	2	4.8	1.7	7.3	0.8	12.1	2.5	14.6	61	10417	Looped	-0.12	1.1	21
803231	SD	Hybrid	14	1	6	1	3.5	0.0	1.0	0.4	4.5	0.4	4.9	9	1827	Looped	0.14	1.1	1
803232	SD	Hybrid	1903	4	39	1	4.6	0.7	2.8	17.9	7.4	18.6	26.0	245	54791	Looped	0.64	6.8	27
803233	SD	Hybrid	2663	7	39	2	4.6	3.3	1.3	22.7	5.9	26.0	31.9	224	55526	Looped	0.02	8.7	18
803234	SD	Hybrid	67	3	15	0	4.2	0.8	0.2	6.2	4.4	7.0	11.4	129	8987	Looped	0.23	3.4	2
803235	SD	Hybrid	183	0	13	0	1.7	0.8	0.0	2.8	1.7	3.6	5.3	178	5147	Looped	0.03	1.3	3
803236	SD	Hybrid	1960	16	24	3	5.2	1.1	8.4	11.6	13.6	12.7	26.3	1062	167135	Looped	-0.22	10.1	71
810731	SD	Hybrid	16	0	7	1	1.4	0.3	0.3	1.0	1.7	1.3	3.0	1	354	Looped	0.10	0.9	1
810732	SD	Hybrid	11	5	7	1	1.3	0.5	1.8	1.2	3.1	1.7	4.8	0	0	Looped	-0.58	2.5	0
804231	SD	Hybrid	443	4	21	2	1.9	0.1	1.4	3.0	3.3	3.1	6.4	38	9250	Looped	-1.73	5.2	6
804232	SD	Hybrid	2120	23	32	4	5.6	0.0	5.8	7.2	11.4	7.2	18.6	2546	199587	Looped	-0.22	8.4	55
804233	SD	Hybrid	1275	6	27	1	3.5	0.2	2.4	9.5	5.9	9.7	15.6	332	54528	Looped	-0.23	8.4	27
804234	SD	Hybrid	1543	2	29	1	2.0	0.5	0.6	5.2	2.6	5.7	8.3	368	53020	Looped	-0.86	5.6	13
804235	SD	Hybrid	935	10	26	4	3.4	0.1	3.9	3.6	7.3	3.7	11.0	392	139697	Looped	-0.18	6.5	31

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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
804236	SD	Hybrid	1984	31	44	10	7.8	0.4	9.3	6.2	17.1	6.6	23.7	2550	100315	Looped	-0.19	8.9	74
804237	SD	Hybrid	1320	13	21	3	2.6	0.7	5.5	5.3	8.1	6.0	14.1	2077	198657	Looped	-0.41	7.8	36
804238	SD	Hybrid	1206	4	30	1	3.0	0.4	3.6	3.5	6.6	3.9	10.5	1826	169187	Looped	-0.15	7.6	26
804239	SD	Hybrid	1839	18	16	3	3.2	0.7	8.9	6.2	12.1	6.9	19.0	1262	161251	Looped	-0.11	7.9	68
801631	SD	Hybrid	644	64	15	7	12.3	0.0	16.7	2.5	29.0	2.5	31.5	1344	66084	Looped	0.02	5.3	48
801632	SD	Hybrid	1138	3	16	3	3.4	0.9	1.2	11.4	4.6	12.3	16.9	1763	196324	Looped	-0.65	4.6	26
801633	SD	Hybrid	2580	18	47	2	4.2	1.5	6.2	19.0	10.4	20.5	30.9	1843	71188	Looped	-0.26	9.1	38
801634	SD	Hybrid	2052	29	43	8	9.0	1.3	10.3	12.6	19.3	13.9	33.2	2521	84746	Looped	-1.31	8.4	42
801635	SD	Hybrid	2129	8	33	0	8.8	2.0	8.5	20.5	17.3	22.5	39.8	3741	341079	Looped	-0.25	8.8	38
801636	SD	Hybrid	1261	46	23	3	8.5	1.4	15.7	8.6	24.2	10.0	34.2	1209	213769	Looped	1.23	4.4	41
801637	SD	Hybrid	1374	13	23	1	3.6	0.8	4.2	22.9	7.8	23.7	31.5	108	15494	Looped	-4.44	6.2	16
809432	SD	Hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	-0.79	4.3	0
809433	SD	Hybrid	2314	8	24	1	3.4	1.6	3.7	12.5	7.1	14.1	21.2	2676	199203	Looped	0.16	7.6	22
809434	SD	Hybrid	3275	0	37	1	2.5	3.5	0.0	22.6	2.5	26.1	28.6	3259	152902	Looped	0.74	10.8	10
809435	SD	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	1.41	2.3	0
809436	SD	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	-0.35	2.3	0
808331	SD	Hybrid	1412	18	11	1	3.5	0.1	7.9	3.5	11.4	3.6	15.0	1422	226007	Looped	-0.17	6.9	76
808332	SD	Hybrid	1125	10	7	0	2.2	1.1	6.1	1.9	8.3	3.0	11.3	2776	147269	Looped	-0.19	5.0	55
808333	SD	Hybrid	867	5	36	4	3.3	1.1	2.3	12.9	5.6	14.0	19.6	390	71058	Looped	-0.02	7.7	36
808334	SD	UG	1963	0	20	0	0.3	3.6	0.0	16.0	0.3	19.6	19.9	270	73877	Looped	0.01	6.2	13
808335	SD	Hybrid	928	13	26	3	3.0	1.0	5.9	8.0	8.9	9.0	17.9	563	79383	Looped	-0.11	6.4	60
808336	SD	Hybrid	1400	13	13	4	2.7	1.4	6.2	8.4	8.9	9.8	18.7	1467	131723	Looped	-0.18	7.3	54
808337	SD	Hybrid	1682	9	33	3	4.0	0.8	2.5	14.8	6.5	15.6	22.1	310	37065	Looped	0.11	9.1	23
801731	WD	OH	1364	13	5	2	2.3	0.1	5.8	0.3	8.1	0.4	8.5	434	56924	Looped	-0.27	6.4	39
801732	WD	Hybrid	1371	30	3	3	3.8	0.3	6.2	0.5	10.0	0.8	10.8	376	61788	Looped	0.54	10.1	54
801733	WD	Hybrid	1714	31	18	3	4.3	0.1	7.8	0.8	12.1	0.9	13.0	866	150643	Looped	-0.25	9.7	66
801734	WD	Hybrid	1838	21	6	5	4.7	0.1	6.2	0.6	10.9	0.7	11.6	269	54176	Looped	-0.38	8.2	38
801735	WD	OH	1100	19	2	1	3.4	0.0	5.3	0.1	8.7	0.1	8.8	1678	234392	Looped	-0.01	5.5	51
801736	WD	OH	999	33	2	3	4.9	0.2	5.7	0.3	10.6	0.5	11.1	1847	174741	Looped	-0.28	6.3	59
801737	WD	Hybrid	1515	27	8	3	3.5	0.2	7.6	0.6	11.1	0.8	11.9	446	85366	Looped	0.06	7.1	48
801738	WD	Hybrid	740	16	1	0	2.0	0.7	5.5	0.0	7.5	0.7	8.2	298	55799	Looped	-0.04	3.3	44
802631	WD	Hybrid	1642	9	31	3	5.1	0.0	1.8	1.4	6.9	1.4	8.3	393	64316	Looped	0.30	7.2	26
802632	WD	UG	10	0	6	0	0.0	3.7	0.0	1.5	0.0	5.2	5.2	0	0	Looped	0.60	6.6	0
802633	WD	UG	1	0	4	0	0.0	2.2	0.0	0.1	0.0	2.3	2.3	0	0	Looped	0.00	4.0	0
802634	WD	UG	4	0	1	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	1.83	2.6	0
802635	WD	Hybrid	768	15	14	0	4.5	0.5	3.4	0.3	7.9	0.8	8.7	2257	185627	Looped	0.01	5.2	43
802636	WD	Hybrid	375	7	11	0	3.0	0.5	0.8	1.7	3.8	2.2	6.0	436	9262	Looped	0.07	3.8	13
802637	WD	UG	34	0	4	0	0.0	4.8	0.0	0.8	0.0	5.6	5.6	0	0	Looped	-1.50	6.4	0
802638	WD	UG	28	0	4	0	0.0	4.9	0.0	0.1	0.0	5.0	5.0	0	0	Looped	0.91	6.0	0
802639	WD	UG	1	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	0.01	1.0	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
812161	WD	Hybrid	1144	2	38	2	2.6	2.9	2.2	6.5	4.8	9.4	14.2	251	25155	Looped	0.44	9.0	23
812162	WD	Hybrid	571	3	28	1	5.2	4.3	0.4	4.9	5.6	9.2	14.8	40	5078	Looped	-1.40	10.5	2
812163	WD	UG	77	0	6	0	0.0	4.0	0.0	0.2	0.0	4.2	4.2	0	0	Looped	2.80	8.8	0
812164	WD	Hybrid	368	1	29	2	1.5	3.9	0.5	6.5	2.0	10.4	12.4	3334	158353	Looped	0.19	12.7	4
812165	WD	UG	4	0	7	0	0.0	3.1	0.0	0.2	0.0	3.3	3.3	0	0	Looped	-0.10	1.0	0
812166	WD	UG	31	0	6	0	0.0	2.1	0.0	1.4	0.0	3.5	3.5	0	0	Looped	0.28	7.5	0
810832	WD	UG	811	0	11	0	0.0	1.4	0.0	4.0	0.0	5.4	5.4	4	848	Looped	-0.44	5.6	1
810833	WD	Hybrid	3309	1	52	0	1.5	1.2	0.2	7.4	1.7	8.6	10.3	4	612	Looped	-0.33	9.0	4
810834	WD	Hybrid	713	14	6	3	2.3	1.5	3.3	0.9	5.6	2.4	8.0	71	8849	Looped	-0.15	3.3	22
810431	WD	Hybrid	193	0	7	0	0.3	1.5	0.0	0.7	0.3	2.2	2.5	1	263	Looped	1.71	6.4	1
810432	WD	Hybrid	1406	11	9	1	3.0	0.1	2.6	0.2	5.6	0.3	5.9	1615	34756	Looped	-2.38	4.7	22
810433	WD	Hybrid	1343	17	7	2	1.7	0.3	4.6	0.3	6.3	0.6	6.9	550	89335	Looped	2.16	7.4	36
810434	WD	Hybrid	2371	28	2	4	4.0	0.8	9.4	0.2	13.4	1.0	14.4	2868	79119	Looped	-0.64	10.1	53
805431	WD	Hybrid	500	4	31	1	2.8	0.4	0.9	2.5	3.7	2.9	6.6	72	9713	Looped	-0.58	5.3	7
805432	WD	Hybrid	501	2	40	4	4.3	0.6	1.3	4.0	5.6	4.6	10.2	553	19195	Looped	-0.45	7.2	9
805433	WD	Hybrid	1905	40	7	3	5.5	0.5	12.9	1.0	18.4	1.5	19.9	2919	253732	Looped	0.05	8.4	98
805434	WD	Hybrid	582	3	26	3	3.0	0.2	0.5	2.6	3.5	2.8	6.3	79	13538	Looped	0.46	6.3	6
805435	WD	Hybrid	178	3	18	1	1.2	0.1	0.4	0.7	1.6	0.8	2.4	1	246	Looped	-0.07	2.4	1
805436	WD	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	-0.03	5.4	0
805437	WD	UG	0	0	0	0	0.0	3.2	0.0	0.0	0.0	3.2	3.2	0	0	Looped	0.09	6.3	0
805438	WD	Hybrid	722	5	46	3	3.1	0.0	1.4	4.7	4.5	4.7	9.2	1620	94236	Looped	0.00	7.5	21
805439	WD	Hybrid	159	1	8	2	1.1	0.2	0.4	0.9	1.5	1.1	2.6	40	6987	Looped	-0.33	3.6	3
805440	WD	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.03	2.0	0
805441	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	0.11	0.9	0
808061	WD	Hybrid	3296	0	53	0	2.3	3.5	0.0	16.8	2.3	20.3	22.6	15072	386039	Looped	1.26	15.1	26
808062	WD	Hybrid	2998	0	19	0	1.8	4.3	0.0	11.4	1.8	15.7	17.5	4074	347878	Looped	-0.38	9.1	23
808063	WD	UG	4068	0	25	0	0.0	4.4	0.0	15.1	0.0	19.5	19.5	597	161913	Looped	0.68	9.6	19
808064	WD	Hybrid	902	1	17	3	1.5	1.7	0.9	5.4	2.4	7.1	9.5	86	27098	Looped	-0.80	6.8	19
808065	WD	Hybrid	1095	2	25	2	2.1	0.7	0.7	3.8	2.8	4.5	7.3	107	26424	Looped	-0.11	4.9	10
808066	WD	Hybrid	1319	7	22	4	2.7	1.0	2.5	3.7	5.2	4.7	9.9	772	83400	Looped	-0.28	6.0	20
808067	WD	Hybrid	2923	4	26	0	1.4	2.1	1.1	13.7	2.5	15.8	18.3	453	75185	Looped	0.25	8.6	22
808068	WD	UG	15	0	8	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Looped	0.01	3.4	0
801131	WD	Hybrid	197	1	16	3	3.2	1.0	1.1	1.9	4.3	2.9	7.2	452	29277	Looped	-0.37	5.3	9
801132	WD	Hybrid	198	3	1	1	1.7	0.3	0.4	0.1	2.1	0.4	2.5	6	538	Looped	-0.11	8.0	6
801133	WD	OH	1182	20	9	2	4.4	0.1	3.9	0.3	8.3	0.4	8.7	5036	270223	Looped	-0.32	6.8	39
801134	WD	Hybrid	1795	39	18	3	6.1	0.2	5.7	1.1	11.8	1.3	13.1	468	86306	Looped	-0.23	8.4	50
801135	WD	Hybrid	509	16	16	0	3.1	0.1	2.6	0.5	5.7	0.6	6.3	805	74681	Looped	-0.01	4.0	32
801136	WD	Hybrid	1700	13	12	4	4.4	0.8	2.7	1.1	7.1	1.9	9.0	825	132217	Looped	-0.82	7.5	29
801137	WD	UG	1	0	0	0	0.0	2.8	0.0	0.0	0.0	2.8	2.8	0	0	Looped	-0.25	2.7	0
801138	WD	UG	1	0	0	0	0.0	5.9	0.0	0.0	0.0	5.9	5.9	0	0	Looped	-0.02	2.6	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
801139	WD	Hybrid	537	8	11	0	3.7	0.3	1.4	0.4	5.1	0.7	5.8	173	20050	Looped	3.10	8.1	14
801140	WD	Hybrid	1458	19	8	3	5.0	0.6	3.2	0.5	8.2	1.1	9.3	375	64293	Looped	-0.20	7.1	24
804531	WD	Hybrid	1324	13	9	1	3.9	0.4	5.2	1.1	9.1	1.5	10.6	261	62783	Looped	-0.05	5.9	36
804532	WD	Hybrid	1669	6	21	0	1.9	1.2	1.1	4.3	3.0	5.5	8.5	379	28120	Looped	-0.24	7.3	16
804533	WD	Hybrid	2329	0	25	0	2.0	0.3	0.0	6.6	2.0	6.9	8.9	2573	166302	Looped	0.20	6.8	11
804534	WD	Hybrid	1957	14	26	1	2.3	0.0	3.4	3.2	5.7	3.2	8.9	534	102017	Looped	-0.19	6.9	23
804535	WD	Hybrid	13	0	1	0	0.1	1.2	0.0	0.0	0.1	1.2	1.3	0	0	Looped	-0.05	4.4	0
804536	WD	Hybrid	1661	4	11	6	1.8	0.3	3.4	2.8	5.2	3.1	8.3	627	101382	Looped	0.16	6.6	26
804537	WD	Hybrid	842	0	8	0	0.4	0.9	0.0	2.5	0.4	3.4	3.8	70	8785	Looped	-0.05	2.4	1
804538	WD	Hybrid	1182	1	18	1	1.3	0.9	0.4	3.0	1.7	3.9	5.6	18	6542	Looped	0.01	4.1	2
804539	WD	Hybrid	833	4	15	1	2.0	0.1	1.9	2.7	3.9	2.8	6.7	353	90803	Looped	0.08	4.5	18
800731	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-2.91	0.1	0
800732	WD	OH	1208	17	2	1	3.0	0.0	6.1	0.2	9.1	0.2	9.3	597	77869	Looped	-0.33	5.3	52
800733	WD	Hybrid	1501	5	6	1	2.3	0.1	1.1	0.3	3.4	0.4	3.8	252	59661	Looped	-0.13	4.6	23
800734	WD	Hybrid	1195	13	9	3	4.0	1.4	2.8	2.5	6.8	3.9	10.7	950	45360	Looped	1.44	7.4	24
800735	WD	UG	1	0	0	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.03	4.7	0
800736	WD	UG	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	0.08	5.7	0
800737	WD	Hybrid	2140	4	26	5	2.0	0.5	7.8	1.9	9.8	2.4	12.2	257	21414	Looped	-0.06	6.5	14
800738	WD	Hybrid	1446	12	13	2	3.4	0.4	4.4	1.1	7.8	1.5	9.3	179	24166	Looped	0.10	6.2	33
800739	WD	Hybrid	2646	19	7	3	3.2	0.3	4.8	0.5	8.0	0.8	8.8	7246	323536	Looped	-0.35	8.4	46
800740	WD	Hybrid	1957	18	2	2	3.3	0.6	4.4	0.3	7.7	0.9	8.6	401	68940	Looped	0.90	6.2	39
800741	WD	OH	1854	14	3	2	2.1	0.2	5.8	0.1	7.9	0.3	8.2	747	95671	Looped	-0.09	7.1	47
800742	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	1.53	4.6	0
804631	WD	Hybrid	314	6	18	1	3.4	0.0	1.3	0.6	4.7	0.6	5.3	395	28751	Looped	-0.02	4.8	15
804632	WD	Hybrid	743	12	22	0	4.9	0.0	3.3	0.6	8.2	0.6	8.8	428	114922	Looped	-0.03	8.4	38
804633	WD	Hybrid	129	5	12	1	2.7	0.1	0.6	0.4	3.3	0.5	3.8	20	3071	Looped	-0.54	3.8	11
804634	WD	OH	1301	30	9	1	3.1	0.1	6.6	0.4	9.7	0.5	10.2	1925	145142	Looped	-0.20	7.0	51
804635	WD	Hybrid	110	5	8	0	1.5	0.2	0.4	0.2	1.9	0.4	2.3	137	5677	Looped	-0.37	2.2	6
804636	WD	Hybrid	988	11	15	2	2.6	0.3	5.4	0.5	8.0	0.8	8.8	1545	128971	Looped	-0.39	7.1	39
810261	WD	Hybrid	72	0	34	0	1.1	3.6	0.0	6.2	1.1	9.8	10.9	1	602	Looped	0.11	5.6	1
810262	WD	UG	1072	0	13	0	0.0	4.2	0.0	3.0	0.0	7.2	7.2	3	605	Looped	0.21	14.8	2
810263	WD	Hybrid	3906	3	55	3	3.2	0.4	2.2	11.9	5.4	12.3	17.7	5356	210022	Looped	-0.82	13.6	44
810264	WD	Hybrid	2151	5	40	4	3.8	1.3	3.5	13.2	7.3	14.5	21.8	1703	117842	Looped	-0.43	12.1	39
810265	WD	Hybrid	3399	6	45	6	4.1	0.6	3.3	7.3	7.4	7.9	15.3	4483	215023	Looped	-0.10	12.2	39
810266	WD	Hybrid	1464	9	42	5	4.1	2.1	3.7	11.9	7.8	14.0	21.8	3337	102397	Looped	0.41	10.8	39
810267	WD	UG	14	0	6	0	0.0	3.6	0.0	0.6	0.0	4.2	4.2	0	0	Looped	1.43	6.7	0
811561	WD	Hybrid	943	6	51	2	6.0	0.4	1.0	3.3	7.0	3.7	10.7	1375	70356	Looped	-0.96	9.4	19
811562	WD	Hybrid	3178	2	56	0	6.5	6.8	0.6	22.7	7.1	29.5	36.6	3434	159089	Looped	-0.45	15.7	12
811563	WD	Hybrid	1158	3	49	0	4.4	2.3	0.6	5.1	5.0	7.4	12.4	1538	129396	Looped	0.75	10.0	17
811564	WD	Hybrid	633	5	66	3	5.9	0.8	1.1	5.5	7.0	6.3	13.3	229	25054	Looped	-0.04	12.1	31

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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
804031	WD	UG	26	0	4	0	0.0	6.0	0.0	0.8	0.0	6.8	6.8	26	26	Looped	-1.07	3.7	1
804032	WD	UG	20	0	4	0	0.0	3.9	0.0	0.1	0.0	4.0	4.0	0	0	Looped	-0.95	5.7	0
804033	WD	UG	20	0	10	0	0.2	6.7	0.0	1.5	0.2	8.2	8.4	0	0	Looped	0.33	5.5	0
804034	WD	UG	23	0	2	0	0.0	4.8	0.0	0.0	0.0	4.8	4.8	0	0	Looped	-0.83	3.7	0
804035	WD	UG	0	0	2	0	0.0	0.2	0.0	0.1	0.0	0.3	0.3	0	0	Looped	-0.71	9.5	0
804036	WD	Hybrid	111	3	12	0	2.5	1.2	0.1	1.4	2.6	2.6	5.2	124	3191	Looped	-2.26	4.3	7
804037	WD	UG	8	0	5	0	0.0	5.3	0.0	0.1	0.0	5.4	5.4	0	0	Looped	-0.40	4.4	0
804038	WD	UG	1	0	2	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	-0.49	4.4	0
804039	WD	UG	23	0	4	0	0.0	2.6	0.0	0.7	0.0	3.3	3.3	0	0	Looped	0.12	5.7	0
804040	WD	UG	1	0	1	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-0.49	7.0	0
805531	WD	Hybrid	67	0	20	0	1.9	2.5	0.0	3.4	1.9	5.9	7.8	74	4579	Looped	-0.82	8.3	5
805532	WD	Hybrid	1197	25	19	0	3.2	0.1	7.4	1.1	10.6	1.2	11.8	2533	154448	Looped	-0.61	7.6	68
805533	WD	Hybrid	295	6	17	0	2.4	0.4	2.4	0.8	4.8	1.2	6.0	303	39378	Looped	0.00	4.4	18
805534	WD	Hybrid	38	0	11	0	1.0	0.1	0.0	2.6	1.0	2.7	3.7	0	0	Looped	0.40	4.9	0
805535	WD	Hybrid	904	12	6	2	3.4	0.5	4.6	0.6	8.0	1.1	9.1	731	51787	Looped	0.10	6.8	36
805536	WD	Hybrid	157	1	48	0	2.8	0.7	0.0	2.5	2.8	3.2	6.0	1	389	Looped	0.07	6.1	1
805537	WD	Hybrid	356	2	19	0	3.5	0.3	0.2	1.5	3.7	1.8	5.5	56	5079	Looped	-0.36	5.2	4
805538	WD	OH	1643	26	1	5	5.6	0.1	6.5	0.2	12.1	0.3	12.4	1872	109081	Looped	0.41	7.9	67
807231	WD	Hybrid	1121	19	8	2	1.9	1.3	5.3	1.2	7.2	2.5	9.7	2873	177364	Looped	0.69	8.7	36
807232	WD	Hybrid	139	0	20	0	1.6	1.8	0.0	1.9	1.6	3.7	5.3	80	7924	Looped	-0.23	5.1	11
807233	WD	UG	4	0	5	0	0.0	1.9	0.0	0.6	0.0	2.5	2.5	2	154	Looped	-1.60	1.1	1
807234	WD	Hybrid	1859	13	28	1	2.5	0.2	5.2	2.0	7.7	2.2	9.9	675	145322	Looped	0.23	6.5	45
807235	WD	Hybrid	505	0	9	0	0.4	1.4	0.0	0.3	0.4	1.7	2.1	295	10025	Looped	0.81	3.1	3
807236	WD	UG	40	0	14	0	0.0	3.2	0.0	2.4	0.0	5.6	5.6	0	0	Looped	1.29	8.1	0
807237	WD	Hybrid	134	0	2	0	0.6	0.7	0.0	0.3	0.6	1.0	1.6	183	12831	Looped	0.00	1.1	3
807931	WD	Hybrid	905	3	28	0	2.2	2.5	0.6	10.2	2.8	12.7	15.5	120	20820	Looped	0.10	7.9	5
807932	WD	Hybrid	1669	3	20	1	0.9	2.3	1.0	13.2	1.9	15.5	17.4	573	75767	Looped	-0.14	7.0	21
807933	WD	UG	1754	0	17	0	0.0	2.4	0.0	10.1	0.0	12.5	12.5	152	28678	Looped	0.12	6.6	11
807934	WD	UG	442	0	15	0	0.0	2.9	0.0	8.1	0.0	11.0	11.0	56	7191	Looped	0.09	5.6	3
807935	WD	Hybrid	1756	0	26	0	1.0	1.9	0.0	11.4	1.0	13.3	14.3	966	183950	Looped	0.24	8.2	24
807936	WD	Hybrid	1158	13	14	3	3.2	0.4	6.5	3.3	9.7	3.7	13.4	317	56093	Looped	0.08	6.6	35
807937	WD	Hybrid	629	1	22	1	2.2	1.0	0.2	1.1	2.4	2.1	4.5	637	19132	Looped	-0.40	3.2	3
807961	WD	UG	1600	1	31	0	0.7	3.0	0.2	20.2	0.9	23.2	24.1	2854	154745	Looped	5.42	11.6	22
807962	WD	Hybrid	2213	1	55	1	1.8	4.3	0.2	16.0	2.0	20.3	22.3	4521	141520	Looped	-2.36	13.4	9
807963	WD	UG	1479	0	30	0	1.2	2.7	0.0	22.1	1.2	24.8	26.0	527	43310	Looped	-2.64	12.8	9
808161	WD	Hybrid	1179	0	27	0	1.0	3.7	0.0	4.9	1.0	8.6	9.6	1442	91491	Looped	-0.10	8.7	4
808162	WD	Hybrid	485	0	44	0	2.9	1.4	0.0	5.6	2.9	7.0	9.9	175	22530	Looped	1.70	12.9	10
808163	WD	Hybrid	96	0	26	0	1.9	2.0	0.0	5.0	1.9	7.0	8.9	91	6014	Looped	-1.02	9.1	5
808164	WD	Hybrid	522	6	37	3	4.0	0.4	1.2	3.0	5.2	3.4	8.6	18	7056	Looped	-0.28	9.3	10
808165	WD	Hybrid	339	0	40	0	2.3	3.3	0.0	10.1	2.3	13.4	15.7	707	54293	Looped	-3.19	13.7	8

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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
808166	WD	Hybrid	364	0	51	3	2.5	2.7	1.8	4.0	4.3	6.7	11.0	1317	115597	Looped	0.73	11.6	24
808167	WD	Hybrid	2071	2	45	2	3.6	2.0	0.9	7.3	4.5	9.3	13.8	2731	30774	Looped	0.32	9.8	12
808168	WD	Hybrid	611	0	58	0	3.8	2.1	0.0	10.5	3.8	12.6	16.4	678	37215	Looped	-0.90	17.3	9
808169	WD	Hybrid	553	2	40	2	3.4	1.2	0.6	6.1	4.0	7.3	11.3	41	8644	Looped	-0.12	13.6	10
808170	WD	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	2.05	6.1	0
811061	WD	Hybrid	3858	0	55	0	2.3	0.9	0.0	15.5	2.3	16.4	18.7	3038	138812	Looped	0.47	14.8	14
811062	WD	Hybrid	2341	1	60	1	2.5	1.3	0.1	7.6	2.6	8.9	11.5	15	2125	Looped	-0.28	9.0	3
811063	WD	Hybrid	4477	1	62	0	3.2	0.4	0.0	18.7	3.2	19.1	22.3	486	27182	Looped	-0.31	14.3	15
811064	WD	Hybrid	3614	1	70	1	4.4	0.3	0.2	15.6	4.6	15.9	20.5	379	109144	Looped	-0.47	12.5	12
811065	WD	Hybrid	2644	0	47	0	2.1	0.5	0.0	7.7	2.1	8.2	10.3	735	94988	Looped	-0.99	6.8	16
807161	WD	Hybrid	551	22	33	1	19.1	1.4	13.1	5.0	32.2	6.4	38.6	1504	98663	Looped	-0.38	8.0	53
807162	WD	Hybrid	583	4	43	0	4.6	0.5	0.5	6.9	5.1	7.4	12.5	146	29340	Looped	-0.30	9.4	10
807163	WD	Hybrid	390	3	44	0	6.0	2.0	0.1	8.7	6.1	10.7	16.8	373	26769	Looped	-0.11	9.3	25
807164	WD	Hybrid	1653	2	59	4	7.9	0.7	0.6	10.3	8.5	11.0	19.5	313	58396	Looped	0.37	10.7	22
807165	WD	Hybrid	2960	3	42	3	3.9	2.3	1.2	18.3	5.1	20.6	25.7	3170	223624	Looped	-0.12	13.4	25
807166	WD	Hybrid	23	5	8	0	4.4	1.9	0.1	0.9	4.5	2.8	7.3	15	3567	Looped	1.77	10.8	4
806831	WD	Hybrid	1126	13	18	0	3.2	0.3	5.4	0.5	8.6	0.8	9.4	2770	68077	Looped	-0.50	7.5	33
806832	WD	Hybrid	2612	15	25	2	2.9	0.1	4.1	5.0	7.0	5.1	12.1	448	87615	Looped	-2.32	8.7	41
806833	WD	Hybrid	1629	24	11	3	3.8	0.0	6.9	0.9	10.7	0.9	11.6	511	69208	Looped	-0.10	8.8	56
806834	WD	Hybrid	670	1	17	3	1.4	3.5	0.8	6.9	2.2	10.4	12.6	659	25221	Looped	3.54	8.3	6
806835	WD	Hybrid	1407	22	5	1	3.1	0.6	8.0	0.9	11.1	1.5	12.6	2294	155260	Looped	-3.51	4.7	83
806836	WD	Hybrid	1129	2	34	0	1.5	0.2	0.1	2.7	1.6	2.9	4.5	102	29897	Looped	-0.11	5.5	16
806837	WD	Hybrid	893	23	6	1	2.7	0.6	5.7	0.4	8.4	1.0	9.4	416	57619	Looped	-0.84	7.6	48
806838	WD	Hybrid	565	2	18	0	2.2	1.5	0.3	2.2	2.5	3.7	6.2	616	77337	Looped	0.31	4.2	11
806839	WD	Hybrid	278	3	21	0	2.5	1.2	0.2	4.3	2.7	5.5	8.2	595	34970	Looped	-0.09	4.0	7
806840	WD	Hybrid	22	0	8	0	0.6	1.7	0.0	0.3	0.6	2.0	2.6	0	0	Looped	-0.47	7.0	0
806841	WD	Hybrid	1207	10	2	0	1.6	0.5	9.2	0.1	10.8	0.6	11.4	1720	243374	Looped	-0.07	7.0	35
806842	WD	Hybrid	660	7	28	0	3.9	1.0	1.8	4.8	5.7	5.8	11.5	871	61743	Looped	1.16	7.2	20
806843	WD	UG	1	0	1	0	0.0	1.9	0.0	0.2	0.0	2.1	2.1	0	0	Looped	0.02	1.6	0
800531	WD	Hybrid	909	9	7	0	1.5	0.2	1.0	0.6	2.5	0.8	3.3	21	1420	Looped	-0.12	5.9	6
800532	WD	Hybrid	2015	0	14	1	0.4	1.0	0.2	3.2	0.6	4.2	4.8	97	5592	Looped	-0.11	4.0	4
800533	WD	Hybrid	1126	6	19	0	2.1	0.8	2.0	2.6	4.1	3.4	7.5	1278	58457	Looped	-1.75	5.6	21
800534	WD	OH	1518	15	0	3	2.3	0.1	5.5	0.1	7.8	0.2	8.0	613	59638	Looped	-0.17	5.6	48
800535	WD	Hybrid	1743	30	11	2	3.3	0.2	4.7	0.4	8.0	0.6	8.6	528	74531	Looped	-0.24	6.9	45
800536	WD	Hybrid	1191	13	17	4	2.5	0.1	2.8	1.3	5.3	1.4	6.7	200	37741	Looped	-0.50	8.4	26
800537	WD	Hybrid	1048	3	14	1	1.1	2.7	0.3	2.2	1.4	4.9	6.3	17	3315	Looped	-3.02	6.5	1
800538	WD	Hybrid	1861	25	27	3	4.1	1.3	5.6	2.0	9.7	3.3	13.0	3255	291365	Looped	-0.25	7.1	41
800539	WD	Hybrid	1296	3	19	5	2.2	0.1	2.0	2.0	4.2	2.1	6.3	272	40954	Looped	-2.14	4.5	14
807031	WD	Hybrid	1838	0	21	0	0.9	1.7	0.0	4.2	0.9	5.9	6.8	323	32352	Looped	-0.59	7.9	12
807032	WD	Hybrid	1090	3	45	0	2.8	0.9	0.1	6.2	2.9	7.1	10.0	109	23126	Looped	-0.52	7.9	6

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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
807033	WD	Hybrid	1340	5	17	3	1.8	0.3	1.8	2.6	3.6	2.9	6.5	227	22119	Looped	-0.75	5.3	16
807034	WD	Hybrid	1072	0	28	0	0.7	3.1	0.0	3.5	0.7	6.6	7.3	1344	84006	Looped	0.39	7.3	8
807035	WD	Hybrid	1541	10	20	1	3.2	0.8	2.7	4.0	5.9	4.8	10.7	2002	56004	Looped	1.80	10.1	34
807036	WD	Hybrid	1560	8	29	3	4.7	0.4	2.6	3.0	7.3	3.4	10.7	1340	220060	Looped	-0.20	8.0	29
807037	WD	Hybrid	1047	2	32	1	2.8	1.7	0.2	2.8	3.0	4.5	7.5	185	21027	Looped	-0.38	5.6	12
807038	WD	UG	1470	0	14	0	0.4	1.4	0.0	7.4	0.4	8.8	9.2	247	48689	Looped	-2.09	4.9	8
807039	WD	Hybrid	1504	1	31	1	2.3	0.2	0.7	3.5	3.0	3.7	6.7	89	9044	Looped	-0.48	6.9	17
803631	WD	OH	1534	23	1	1	3.2	0.2	5.7	0.1	8.9	0.3	9.2	4410	338227	Looped	0.14	7.1	59
803632	WD	Hybrid	809	14	13	0	3.6	0.0	3.8	0.5	7.4	0.5	7.9	415	69875	Looped	-1.11	5.9	41
803633	WD	Hybrid	422	9	16	1	2.8	0.2	1.6	1.0	4.4	1.2	5.6	554	76511	Looped	-0.31	3.5	21
803634	WD	Hybrid	1036	14	8	1	3.2	0.2	2.9	0.6	6.1	0.8	6.9	858	67884	Looped	0.00	6.9	37
803635	WD	Hybrid	93	0	5	0	1.3	0.5	0.0	0.1	1.3	0.6	1.9	8	1337	Looped	5.11	8.3	5
803636	WD	Hybrid	1154	11	5	2	3.9	0.2	1.8	0.5	5.7	0.7	6.4	161	31721	Looped	-0.46	3.5	20
803637	WD	OH	1761	29	6	2	4.0	0.3	12.2	0.4	16.2	0.7	16.9	741	118638	Looped	-0.39	9.0	84
803638	WD	OH	1692	25	4	1	3.4	0.3	11.5	0.2	14.9	0.5	15.4	1527	170045	Looped	-0.99	9.6	107
803639	WD	UG	1	0	1	0	0.0	4.8	0.0	0.0	0.0	4.8	4.8	0	0	Looped	1.82	4.6	0
803640	WD	UG	1	0	0	0	0.0	0.9	0.0	0.0	0.0	0.9	0.9	0	0	Looped	-0.02	2.8	0
803641	WD	Hybrid	249	6	0	0	1.3	0.2	1.0	0.1	2.3	0.3	2.6	263	21064	Looped	-3.08	2.2	8
810161	WD	Hybrid	3617	0	47	0	1.7	2.2	0.0	24.7	1.7	26.9	28.6	354	40549	Looped	-0.75	16.4	8
810162	WD	Hybrid	4219	1	38	0	4.2	3.7	0.8	25.3	5.0	29.0	34.0	4323	196883	Looped	0.82	12.0	8
810163	WD	Hybrid	1613	0	37	0	2.6	2.7	0.0	8.0	2.6	10.7	13.3	2550	134601	Looped	0.56	9.2	10
810164	WD	Hybrid	2232	0	58	0	2.5	4.2	0.0	20.6	2.5	24.8	27.3	141	32768	Looped	-0.81	17.3	7
810165	WD	Hybrid	124	5	17	0	8.7	2.0	0.4	1.5	9.1	3.5	12.6	241	18435	Looped	-2.01	8.3	9
808531	WD	OH	1582	21	3	3	2.2	0.2	10.4	0.4	12.6	0.6	13.2	837	125627	Looped	-0.17	8.5	64
808532	WD	Hybrid	2413	18	20	8	3.5	0.2	3.5	1.4	7.0	1.6	8.6	2779	146953	Looped	0.62	7.4	35
808533	WD	Hybrid	1104	8	13	5	3.7	0.9	6.4	0.6	10.1	1.5	11.6	3158	100985	Looped	-0.07	6.1	37
808534	WD	Hybrid	821	14	17	0	2.2	0.5	1.6	1.7	3.8	2.2	6.0	990	110021	Looped	-0.52	5.8	25
808535	WD	UG	1	0	0	0	0.0	4.7	0.0	0.0	0.0	4.7	4.7	0	0	Looped	-1.45	4.2	0
808536	WD	UG	2	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	-1.38	4.2	0
808537	WD	Hybrid	1802	18	9	6	3.6	0.2	7.5	0.7	11.1	0.9	12.0	2788	181604	Looped	-0.11	8.5	91
808538	WD	UG	0	0	0	0	0.0	0.6	0.0	0.0	0.0	0.6	0.6	0	0	Looped	0.02	0.0	0
811161	WD	Hybrid	2403	10	38	1	3.1	5.9	4.2	22.3	7.3	28.2	35.5	5127	129049	Looped	0.16	15.1	34
811162	WD	Hybrid	3308	7	80	2	7.5	1.0	2.4	21.9	9.9	22.9	32.8	505	61704	Looped	0.38	15.2	28
811163	WD	Hybrid	1886	0	48	0	6.3	8.3	0.0	19.2	6.3	27.5	33.8	102	14291	Looped	0.14	10.4	5
811164	WD	UG	0	0	0	0	0.0	2.3	0.0	0.0	0.0	2.3	2.3	0	0	Looped	1.47	1.5	0
809761	WD	Hybrid	1070	8	25	2	3.6	0.2	2.8	9.9	6.4	10.1	16.5	132	13279	Looped	0.73	8.5	24
809762	WD	Hybrid	2648	2	35	0	3.5	1.4	0.4	17.9	3.9	19.3	23.2	3185	224014	Looped	-0.19	11.7	35
809763	WD	Hybrid	2093	2	37	16	5.5	0.5	6.3	17.2	11.8	17.7	29.5	1207	169604	Looped	-0.10	13.6	46
809764	WD	Hybrid	1681	3	41	0	8.7	6.3	0.6	9.3	9.3	15.6	24.9	1621	91400	Looped	1.36	15.1	9
809765	WD	Hybrid	3003	5	74	7	5.7	1.7	3.4	30.3	9.1	32.0	41.1	2206	222452	Looped	-0.46	17.0	34

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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
809766	WD	Hybrid	3726	0	40	0	2.0	3.2	0.0	22.5	2.0	25.7	27.7	8906	268345	Looped	-0.61	13.6	33
809767	WD	Hybrid	2520	0	25	0	1.4	1.9	0.0	19.3	1.4	21.2	22.6	619	72610	Looped	-0.22	12.0	18
803031	WD	Hybrid	1495	12	31	3	3.2	0.2	4.1	6.1	7.3	6.3	13.6	1858	115332	Looped	-0.61	7.5	27
803032	WD	Hybrid	714	9	22	2	3.4	0.1	2.5	1.6	5.9	1.7	7.6	203	34388	Looped	-0.14	8.5	20
803033	WD	Hybrid	2160	9	24	1	1.4	1.4	3.6	9.9	5.0	11.3	16.3	594	93533	Looped	-0.53	9.2	41
803034	WD	Hybrid	1397	22	17	3	2.9	0.1	4.9	3.7	7.8	3.8	11.6	698	22511	Looped	-0.13	7.0	35
803035	WD	Hybrid	1434	21	2	1	1.9	0.2	10.2	0.6	12.1	0.8	12.9	813	120547	Looped	-0.01	7.6	63
803036	WD	Hybrid	1348	9	33	1	2.7	0.2	2.9	5.9	5.6	6.1	11.7	463	56397	Looped	0.62	7.3	23
803037	WD	Hybrid	968	21	12	1	3.3	0.6	4.2	1.8	7.5	2.4	9.9	2148	133352	Looped	-0.34	6.7	34
803038	WD	Hybrid	1580	5	21	2	3.2	0.1	1.9	7.5	5.1	7.6	12.7	2023	124734	Looped	-0.28	6.4	38
812361	WD	Hybrid	3759	0	45	0	2.0	5.6	0.0	22.9	2.0	28.5	30.5	2	283	Looped	-3.77	13.1	2
812362	WD	Hybrid	949	1	27	0	0.9	6.7	0.6	9.7	1.5	16.4	17.9	40	9870	Looped	0.46	10.7	4
811431	WD	Hybrid	47	0	8	1	0.8	4.4	0.1	1.9	0.9	6.3	7.2	47	47	Looped	0.24	3.5	1
811432	WD	Hybrid	73	7	14	0	4.6	0.8	0.4	1.0	5.0	1.8	6.8	1	95	Looped	2.04	6.9	1
811433	WD	Hybrid	66	1	13	0	0.8	1.0	0.0	3.2	0.8	4.2	5.0	2	133	Looped	0.00	7.2	2
811434	WD	UG	44	0	9	1	0.0	4.3	0.0	0.7	0.0	5.0	5.0	0	0	Looped	0.04	6.7	0
811435	WD	Hybrid	195	1	20	0	1.5	0.6	0.0	3.1	1.5	3.7	5.2	30	6025	Looped	1.54	7.5	6
811436	WD	UG	3	0	3	0	0.0	4.3	0.0	0.2	0.0	4.5	4.5	0	0	Looped	0.81	4.1	0
811437	WD	UG	18	0	5	0	0.0	3.7	0.0	0.8	0.0	4.5	4.5	0	0	Looped	0.31	4.3	0
812831	WD	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	3.96	4.6	0
812832	WD	UG	2	0	1	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	0.00	0.0	0
812833	WD	UG	0	0	0	0	0.0	2.9	0.0	0.0	0.0	2.9	2.9	0	0	Looped	0.00	0.0	0
403231	BR	Hybrid	1759	12	29	4	4.7	0.5	7.3	4.0	12.0	4.5	16.5	2381	135744	Looped	0.07	9.0	43
403232	BR	Hybrid	1650	8	32	6	4.3	0.0	2.2	2.9	6.5	2.9	9.4	1922	124444	Looped	0.05	8.1	32
403233	BR	Hybrid	1	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	Looped	-0.86	13.0	0
403235	BR	Hybrid	618	1	27	0	2.6	0.5	0.8	1.8	3.4	2.3	5.7	755	37506	Looped	-0.22	4.1	8
403236	BR	Hybrid	592	0	22	0	1.2	1.8	0.0	5.8	1.2	7.6	8.8	8	839	Looped	-0.02	7.1	3
403237	BR	Hybrid	900	8	28	2	3.3	0.8	2.1	5.0	5.4	5.8	11.2	247	26605	Looped	-0.21	6.0	31
403238	BR	UG	0	0	0	0	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	-3.34	0.5	0
403239	BR	Hybrid	26	0	6	0	0.6	2.9	0.0	0.2	0.6	3.1	3.7	1	86	Looped	-0.18	8.3	1
400731	BR	Hybrid	1340	9	25	1	1.8	2.2	1.1	2.1	2.9	4.3	7.2	85	10394	Looped	0.22	6.5	10
400732	BR	Hybrid	1236	3	27	2	1.3	2.4	1.2	2.1	2.5	4.5	7.0	252	15964	Looped	0.11	5.6	11
400733	BR	Hybrid	752	8	15	5	3.3	0.9	3.0	1.5	6.3	2.4	8.7	4023	193712	Looped	0.38	6.8	29
400734	BR	Hybrid	976	0	18	0	0.6	0.9	0.0	0.5	0.6	1.4	2.0	0	0	Looped	-0.09	4.2	0
400735	BR	Hybrid	1646	14	24	4	3.4	0.1	2.8	2.7	6.2	2.8	9.0	1701	44214	Looped	0.00	5.6	12
400736	BR	Hybrid	1057	23	7	3	2.3	0.2	6.0	0.8	8.3	1.0	9.3	672	65779	Looped	0.01	6.0	41
400737	BR	Hybrid	2061	5	36	4	4.9	2.8	1.3	3.8	6.2	6.6	12.8	12651	649900	Looped	-0.31	8.1	41
400738	BR	Hybrid	750	1	23	0	0.7	2.6	0.1	2.2	0.8	4.8	5.6	14	2912	Looped	-0.17	7.4	3
400739	BR	Hybrid	1910	18	20	5	2.9	2.3	4.9	2.5	7.8	4.8	12.6	3317	198630	Looped	-0.21	8.0	55
400740	BR	Hybrid	807	5	11	6	2.0	1.4	2.2	2.4	4.2	3.8	8.0	243	47040	Looped	0.10	5.8	22

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404231	BR	Hybrid	2079	5	33	6	2.2	0.6	2.9	11.8	5.1	12.4	17.5	2478	44164	Looped	0.56	7.6	21
404232	BR	Hybrid	2126	11	30	4	2.5	1.0	3.2	6.9	5.7	7.9	13.6	5493	329144	Looped	-0.06	5.8	25
404233	BR	Hybrid	1820	1	28	0	2.2	0.4	0.3	2.3	2.5	2.7	5.2	5619	139914	Looped	-0.51	5.2	13
404234	BR	Hybrid	2405	4	24	2	1.5	2.7	1.0	5.0	2.5	7.7	10.2	7347	233835	Looped	0.23	7.7	28
404235	BR	Hybrid	242	0	21	1	2.7	0.6	0.1	1.9	2.8	2.5	5.3	479	23464	Looped	2.12	5.8	3
404236	BR	Hybrid	558	9	12	1	1.9	1.8	2.2	2.3	4.1	4.1	8.2	705	32134	Looped	-0.75	3.6	11
404237	BR	Hybrid	454	0	25	0	1.5	1.8	0.0	6.3	1.5	8.1	9.6	202	26434	Looped	-0.30	5.6	8
404238	BR	UG	50	0	17	0	0.2	2.2	0.0	3.5	0.2	5.7	5.9	3	261	Looped	0.11	7.6	3
404239	BR	Hybrid	1409	7	26	2	4.9	0.4	3.5	6.2	8.4	6.6	15.0	5307	334145	Looped	0.16	5.5	49
404240	BR	UG	1400	0	28	0	0.8	3.0	0.0	13.0	0.8	16.0	16.8	1398	62140	Looped	-0.11	7.5	1
404241	BR	Hybrid	1158	1	32	1	2.0	1.6	0.4	6.0	2.4	7.6	10.0	401	46184	Looped	0.09	6.0	10
404242	BR	Hybrid	433	5	15	4	1.4	1.0	0.7	0.9	2.1	1.9	4.0	17	1679	Looped	-2.71	4.7	7
405931	BR	Hybrid	1026	0	26	0	1.6	1.6	0.0	13.6	1.6	15.2	16.8	65	12598	Looped	-0.54	7.1	7
405932	BR	Hybrid	1315	0	29	0	2.8	0.7	0.0	14.0	2.8	14.7	17.5	228	18816	Looped	0.49	6.6	16
405933	BR	Hybrid	1025	0	14	0	1.3	0.2	0.0	3.4	1.3	3.6	4.9	46	2984	Looped	-0.06	2.7	4
405934	BR	Hybrid	1339	1	26	0	2.2	1.9	0.1	12.4	2.3	14.3	16.6	296	41211	Looped	-0.43	6.6	18
405935	BR	Hybrid	1148	0	22	0	0.8	1.4	0.0	9.7	0.8	11.1	11.9	146	12395	Looped	-0.29	6.9	9
405936	BR	UG	1521	0	26	0	0.7	3.0	0.0	11.8	0.7	14.8	15.5	1565	6080	Looped	0.38	5.8	12
405937	BR	UG	762	0	19	0	0.0	2.2	0.0	9.6	0.0	11.8	11.8	121	11100	Looped	-0.07	5.7	10
405938	BR	Hybrid	313	2	8	0	0.4	3.2	0.2	3.1	0.6	6.3	6.9	10	864	Looped	-1.41	5.6	2
405939	BR	Hybrid	1783	1	23	0	1.3	2.7	0.0	14.9	1.3	17.6	18.9	186	20452	Looped	-2.64	5.8	8
405940	BR	Hybrid	1989	5	32	2	3.1	2.8	0.9	14.2	4.0	17.0	21.0	2467	59738	Looped	0.10	7.4	16
408031	BR	Hybrid	878	8	22	3	2.3	0.1	1.7	2.4	4.0	2.5	6.5	1044	45972	Looped	-0.01	4.3	14
408032	BR	Hybrid	1768	12	20	6	3.7	0.1	4.7	2.1	8.4	2.2	10.6	2545	126781	Looped	0.06	7.9	41
408033	BR	Hybrid	990	10	19	5	3.7	0.2	3.1	1.2	6.8	1.4	8.2	3439	142275	Looped	-0.84	7.2	24
408034	BR	Hybrid	1365	13	17	1	3.3	0.0	5.5	0.5	8.8	0.5	9.3	671	119476	Looped	-0.43	5.7	43
408035	BR	Hybrid	1561	12	24	3	4.0	1.0	2.6	2.8	6.6	3.8	10.4	3329	271304	Looped	-0.17	6.3	20
405461	BR	Hybrid	3285	5	70	1	4.7	2.5	1.0	25.0	5.7	27.5	33.2	3863	175432	Looped	0.29	12.6	34
405462	BR	Hybrid	2993	1	39	2	3.7	3.2	0.5	30.5	4.2	33.7	37.9	6570	224794	Looped	0.35	12.1	34
405463	BR	Hybrid	1599	1	39	0	3.8	2.7	0.1	26.5	3.9	29.2	33.1	1826	96553	Looped	-0.70	13.8	23
405464	BR	Hybrid	2214	1	39	2	2.4	4.9	0.8	30.6	3.2	35.5	38.7	5012	297574	Looped	0.53	12.9	49
405465	BR	Hybrid	2142	0	35	0	2.2	5.0	0.0	29.5	2.2	34.5	36.7	1013	96287	Looped	0.19	12.7	17
405466	BR	Hybrid	1417	1	29	2	4.5	1.4	1.8	17.4	6.3	18.8	25.1	1783	62990	Looped	0.30	7.3	22
405467	BR	Hybrid	1720	2	35	1	2.3	3.4	0.2	26.0	2.5	29.4	31.9	375	59422	Looped	1.91	13.2	28
405468	BR	UG	1384	0	24	1	0.1	5.0	0.1	18.5	0.2	23.5	23.7	2952	141436	Looped	-0.11	8.3	14
405469	BR	UG	1416	0	28	0	0.0	4.4	0.0	22.3	0.0	26.7	26.7	1516	108430	Looped	-0.23	12.1	6
406931	BR	Hybrid	1488	0	23	0	2.2	0.3	0.0	11.1	2.2	11.4	13.6	1165	22713	Looped	0.12	6.1	10
406932	BR	UG	1376	0	19	0	0.6	1.6	0.0	10.3	0.6	11.9	12.5	110	15988	Looped	-0.04	4.9	4
406933	BR	Hybrid	937	0	24	0	1.0	0.7	0.0	8.6	1.0	9.3	10.3	210	10015	Looped	-0.11	6.3	5
406934	BR	UG	1660	0	25	0	0.4	2.5	0.0	9.9	0.4	12.4	12.8	229	25258	Looped	0.00	6.6	14

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406935	BR	Hybrid	2391	0	24	0	1.0	1.8	0.0	10.6	1.0	12.4	13.4	418	39074	Looped	-0.49	5.7	13
406936	BR	Hybrid	1843	0	27	1	3.3	2.0	0.2	13.2	3.5	15.2	18.7	2152	70439	Looped	1.80	8.2	11
406937	BR	UG	1764	0	28	0	0.5	2.7	0.0	12.7	0.5	15.4	15.9	29	6313	Looped	-0.24	7.1	6
404831	BR	Hybrid	2215	17	33	4	5.8	0.3	5.8	9.2	11.6	9.5	21.1	2922	160683	Looped	0.16	8.3	55
404832	BR	Hybrid	2266	5	53	3	5.1	2.3	1.4	15.8	6.5	18.1	24.6	563	56645	Looped	-0.52	7.3	33
404833	BR	Hybrid	2866	12	40	1	4.1	0.6	3.7	14.6	7.8	15.2	23.0	5286	335800	Looped	0.20	8.2	46
404834	BR	Hybrid	1661	1	35	3	2.8	0.2	0.6	10.2	3.4	10.4	13.8	443	50099	Looped	0.21	5.9	19
404835	BR	Hybrid	1961	19	18	7	5.0	0.0	7.1	4.1	12.1	4.1	16.2	4069	69998	Looped	0.61	4.8	47
404836	BR	Hybrid	2373	11	74	3	4.4	0.8	1.2	4.1	5.6	4.9	10.5	4907	312892	Looped	-0.14	9.4	29
404837	BR	Hybrid	1400	11	23	8	4.7	0.2	5.3	4.2	10.0	4.4	14.4	1642	37521	Looped	0.39	7.2	39
404838	BR	Hybrid	2445	10	52	10	4.4	0.5	2.8	8.7	7.2	9.2	16.4	2927	151475	Looped	-0.11	8.0	36
404839	BR	Hybrid	1699	30	26	8	4.0	0.9	7.0	1.6	11.0	2.5	13.5	5505	142187	Looped	-1.11	7.0	49
404840	BR	Hybrid	2012	9	20	0	2.7	0.6	3.1	7.6	5.8	8.2	14.0	2692	223149	Looped	0.59	7.2	21
409861	BR	Hybrid	3740	2	46	1	4.2	2.2	0.7	16.5	4.9	18.7	23.6	463	55562	Looped	-0.26	8.5	22
409862	BR	Hybrid	3010	2	39	2	3.3	1.1	0.6	10.8	3.9	11.9	15.8	483	61950	Looped	0.25	9.5	21
404731	BR	Hybrid	944	6	21	3	4.2	0.3	3.5	3.9	7.7	4.2	11.9	491	88356	Looped	-0.48	6.9	41
404732	BR	Hybrid	1638	26	9	3	3.9	0.1	11.8	2.2	15.7	2.3	18.0	4159	276413	Looped	-0.04	8.1	69
404733	BR	Hybrid	1142	1	18	0	2.0	0.1	0.6	9.7	2.6	9.8	12.4	240	16938	Looped	0.14	5.5	15
404734	BR	Hybrid	1824	1	20	0	3.8	3.3	0.1	9.9	3.9	13.2	17.1	3665	176538	Looped	-0.77	6.7	10
404735	BR	Hybrid	1899	6	24	1	3.6	1.4	3.1	12.7	6.7	14.1	20.8	1524	77006	Looped	-0.52	7.1	30
404736	BR	Hybrid	1432	3	21	1	1.3	1.9	0.2	4.4	1.5	6.3	7.8	59	8906	Looped	-1.19	5.5	4
404737	BR	Hybrid	754	4	5	5	1.4	0.2	4.3	1.5	5.7	1.7	7.4	423	43814	Looped	-0.11	3.2	18
404738	BR	Hybrid	596	5	19	2	1.9	1.0	0.5	0.6	2.4	1.6	4.0	3	348	Looped	-0.47	4.0	2
404739	BR	Hybrid	2123	11	35	8	2.9	1.6	4.7	4.4	7.6	6.0	13.6	568	69058	Looped	0.11	7.8	35
404740	BR	UG	799	1	18	0	0.3	3.0	0.1	14.9	0.4	17.9	18.3	5	1009	Looped	-0.16	7.6	4
404331	BR	UG	1	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	1.50	4.9	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	-1.03	3.5	0
404333	BR	Hybrid	349	6	15	4	2.7	0.5	0.8	3.3	3.5	3.8	7.3	14	1402	Looped	-2.57	7.3	5
404334	BR	Hybrid	354	1	26	0	1.6	1.4	0.1	6.5	1.7	7.9	9.6	0	0	Looped	-1.11	7.3	0
404335	BR	Hybrid	301	0	14	0	0.7	1.6	0.0	4.5	0.7	6.1	6.8	10	668	Looped	-4.51	4.2	3
404336	BR	Hybrid	1008	7	42	3	4.1	1.5	3.2	8.0	7.3	9.5	16.8	2729	106729	Looped	1.12	8.7	24
404337	BR	Hybrid	271	2	31	0	1.8	2.9	0.8	2.3	2.6	5.2	7.8	20	2557	Looped	0.18	8.9	4
404338	BR	Hybrid	575	0	20	0	2.4	2.1	0.0	8.4	2.4	10.5	12.9	360	56261	Looped	-1.69	6.3	13
404339	BR	UG	2	0	1	0	0.0	1.6	0.0	0.0	0.0	1.6	1.6	0	0	Looped	-0.56	6.1	0
406861	BR	Hybrid	2026	0	40	1	1.7	2.9	0.2	24.6	1.9	27.5	29.4	293	34480	Looped	-0.60	8.1	16
406862	BR	Hybrid	1506	3	27	1	3.5	2.6	1.7	18.1	5.2	20.7	25.9	1282	42723	Looped	0.17	8.9	9
406863	BR	Hybrid	2102	0	40	0	3.0	3.9	0.0	32.0	3.0	35.9	38.9	2791	175989	Looped	0.78	12.8	15
406864	BR	Hybrid	2139	1	35	0	5.3	1.3	0.1	22.0	5.4	23.3	28.7	353	41615	Looped	-0.03	8.2	11
406865	BR	Hybrid	1984	0	42	0	4.3	6.7	0.0	27.5	4.3	34.2	38.5	86	6421	Looped	-1.13	12.6	5
406866	BR	Hybrid	3499	0	49	0	2.8	2.6	0.1	22.8	2.9	25.4	28.3	7294	333690	Looped	0.48	9.0	30

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406867	BR	Hybrid	3350	1	33	1	3.3	1.8	0.3	22.2	3.6	24.0	27.6	510	56817	Looped	0.05	7.2	16
410031	BR	Hybrid	1009	0	24	1	2.4	0.7	0.4	6.1	2.8	6.8	9.6	29	5222	Looped	-2.84	5.6	3
410032	BR	Hybrid	86	2	16	0	0.8	0.9	0.2	1.2	1.0	2.1	3.1	0	0	Looped	2.62	5.5	0
410033	BR	UG	48	0	15	0	0.0	2.2	0.0	4.5	0.0	6.7	6.7	0	0	Looped	7.91	7.9	0
409961	BR	Hybrid	1506	11	44	1	8.5	6.9	4.6	30.0	13.1	36.9	50.0	1814	159902	Looped	0.92	10.2	39
409962	BR	Hybrid	1686	4	33	2	7.8	1.0	1.6	16.5	9.4	17.5	26.9	441	54813	Looped	0.56	10.1	20
409963	BR	Hybrid	2618	26	67	5	16.1	1.9	10.4	21.5	26.5	23.4	49.9	703	87099	Looped	1.05	11.4	55
409631	BR	Hybrid	185	1	27	0	2.4	0.3	0.1	2.5	2.5	2.8	5.3	233	15058	Looped	-0.02	5.6	4
409632	BR	Hybrid	174	0	7	0	0.3	0.7	0.1	0.9	0.4	1.6	2.0	20	1660	Looped	-0.08	0.9	1
409633	BR	Hybrid	2314	0	40	4	3.6	0.3	1.3	14.9	4.9	15.2	20.1	1026	113486	Looped	-0.09	9.1	27
409634	BR	Hybrid	1035	0	17	1	1.1	1.9	0.9	6.1	2.0	8.0	10.0	1065	33471	Looped	-0.25	7.0	9
405031	BR	Hybrid	1704	0	39	0	2.5	0.5	0.0	10.1	2.5	10.6	13.1	321	33099	Looped	0.23	6.5	25
405032	BR	Hybrid	2037	5	34	0	2.9	0.8	0.3	11.8	3.2	12.6	15.8	6558	114239	Looped	0.10	9.0	29
405033	BR	Hybrid	750	0	19	0	3.0	0.2	0.0	9.7	3.0	9.9	12.9	1412	101744	Looped	0.07	4.5	7
405034	BR	Hybrid	1092	0	22	1	2.5	0.9	0.8	12.7	3.3	13.6	16.9	164	24813	Looped	0.29	6.4	16
405035	BR	Hybrid	1942	3	26	0	3.4	1.1	1.7	10.1	5.1	11.2	16.3	6533	280731	Looped	-0.04	7.0	28
405036	BR	Hybrid	2271	0	35	0	3.7	0.0	0.0	11.3	3.7	11.3	15.0	2600	115396	Looped	-0.27	6.7	12
405037	BR	UG	1364	0	15	0	0.1	3.6	0.0	17.1	0.1	20.7	20.8	248	34317	Looped	0.34	6.7	11
405038	BR	Hybrid	891	2	21	0	1.6	2.6	0.1	13.2	1.7	15.8	17.5	59	7590	Looped	0.01	5.6	10
405039	BR	Hybrid	1537	2	31	1	2.7	1.7	0.8	14.1	3.5	15.8	19.3	180	13049	Looped	0.71	6.8	11
408861	BR	Hybrid	2471	4	53	3	4.6	4.5	2.0	26.3	6.6	30.8	37.4	2860	127434	Looped	-0.04	12.6	11
408862	BR	Hybrid	2929	1	49	1	4.6	2.8	0.3	27.7	4.9	30.5	35.4	6179	384225	Looped	-0.05	11.3	14
408863	BR	UG	3098	2	56	1	1.4	6.9	0.1	33.3	1.5	40.2	41.7	196	17925	Looped	0.43	13.1	14
408864	BR	Hybrid	2595	1	44	0	2.3	4.8	0.1	27.2	2.4	32.0	34.4	5267	439327	Looped	0.32	12.3	8
408865	BR	Hybrid	2626	1	46	1	4.5	3.4	0.9	31.9	5.4	35.3	40.7	3659	118684	Looped	0.29	13.3	22
400531	BR	Hybrid	1175	6	22	1	2.8	0.1	3.2	5.6	6.0	5.7	11.7	1873	62759	Looped	-0.02	4.7	26
400532	BR	Hybrid	1082	4	32	1	3.8	1.5	0.4	8.6	4.2	10.1	14.3	153	13863	Looped	0.04	6.6	12
400533	BR	Hybrid	1470	17	25	4	3.5	1.1	3.8	3.2	7.3	4.3	11.6	1671	81175	Looped	-0.14	5.7	28
400534	BR	Hybrid	358	5	1	2	0.9	0.0	2.5	0.8	3.4	0.8	4.2	53	7602	Looped	-0.08	1.6	12
400535	BR	Hybrid	2036	21	22	2	3.8	0.3	5.5	4.3	9.3	4.6	13.9	2453	105652	Looped	-0.97	5.7	28
400536	BR	Hybrid	1833	25	13	2	4.5	0.2	6.8	1.2	11.3	1.4	12.7	913	129673	Looped	0.18	5.7	67
400537	BR	Hybrid	444	2	22	0	2.1	0.2	0.5	1.8	2.6	2.0	4.6	51	4119	Looped	-0.05	3.3	4
400538	BR	Hybrid	2187	0	40	1	2.9	0.9	0.2	8.7	3.1	9.6	12.7	343	34818	Looped	0.17	7.5	14
400539	BR	Hybrid	352	1	23	1	1.2	1.7	1.3	2.0	2.5	3.7	6.2	121	25001	Looped	-1.84	6.2	5
405861	BR	Hybrid	3309	6	63	2	4.5	1.9	1.6	23.5	6.1	25.4	31.5	4258	297215	Looped	-0.91	9.9	47
405862	BR	Hybrid	5042	1	70	1	6.4	1.5	0.5	28.9	6.9	30.4	37.3	367	46232	Looped	-0.56	11.3	20
405863	BR	Hybrid	3038	0	42	0	3.7	3.9	0.0	29.8	3.7	33.7	37.4	287	39937	Looped	2.70	13.6	16
405864	BR	Hybrid	1956	1	33	1	4.5	5.1	2.4	21.6	6.9	26.7	33.6	8357	278532	Looped	-0.87	11.7	32
405865	BR	Hybrid	3895	19	59	2	7.8	2.3	3.3	28.5	11.1	30.8	41.9	7709	476928	Looped	-3.76	11.3	52
405866	BR	Hybrid	4071	3	56	1	5.3	0.8	0.5	24.8	5.8	25.6	31.4	4636	172402	Looped	-0.31	10.1	21

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405867	BR	Hybrid	4301	4	46	10	5.1	0.7	2.3	19.2	7.4	19.9	27.3	5855	217947	Looped	-0.63	11.4	37
405868	BR	Hybrid	4835	1	85	0	5.9	5.9	0.2	33.4	6.1	39.3	45.4	3457	181721	Looped	-1.62	11.4	16
405869	BR	Hybrid	2810	12	48	2	5.8	2.3	2.5	28.3	8.3	30.6	38.9	5902	186251	Looped	9.11	9.1	30
405631	BR	Hybrid	2557	8	39	1	4.7	1.3	1.2	14.9	5.9	16.2	22.1	8518	321916	Looped	-0.30	7.7	16
405632	BR	Hybrid	2185	2	44	2	2.7	0.1	0.7	12.0	3.4	12.1	15.5	2595	130824	Looped	-0.36	7.4	33
405633	BR	Hybrid	2577	17	33	1	3.8	0.8	5.6	10.5	9.4	11.3	20.7	800	135225	Looped	0.11	8.3	45
405634	BR	Hybrid	2963	12	38	2	5.1	0.5	7.3	7.3	12.4	7.8	20.2	672	96713	Looped	-0.12	8.7	35
405635	BR	Hybrid	1764	6	27	0	3.2	0.1	0.6	8.2	3.8	8.3	12.1	284	71273	Looped	0.05	4.0	10
405636	BR	Hybrid	3149	2	46	0	5.4	0.2	0.1	23.7	5.5	23.9	29.4	701	101538	Looped	-0.41	8.5	22
405637	BR	Hybrid	2420	28	25	2	5.1	0.8	10.2	10.6	15.3	11.4	26.7	521	62266	Looped	-0.18	8.5	59
405638	BR	Hybrid	2125	0	37	0	3.5	0.5	0.1	16.4	3.6	16.9	20.5	664	97451	Looped	0.10	7.6	23
404131	BR	Hybrid	1815	12	36	2	4.0	0.1	4.1	13.9	8.1	14.0	22.1	514	83622	Looped	-2.01	6.1	49
404132	BR	Hybrid	2573	9	33	8	3.3	0.9	3.8	5.5	7.1	6.4	13.5	511	50033	Looped	0.68	7.9	19
404133	BR	Hybrid	623	4	7	1	1.2	0.1	4.2	0.7	5.4	0.8	6.2	620	101025	Looped	0.19	3.1	28
404134	BR	Hybrid	1258	6	30	4	4.1	0.6	2.1	9.3	6.2	9.9	16.1	1404	48167	Looped	-2.40	6.9	18
404135	BR	Hybrid	2109	26	20	11	6.1	0.2	9.2	7.0	15.3	7.2	22.5	608	104279	Looped	0.71	8.3	53
404136	BR	Hybrid	4374	24	38	12	4.4	0.3	6.6	9.4	11.0	9.7	20.7	2395	276801	Looped	0.28	8.1	66
404137	BR	Hybrid	1883	1	48	1	5.8	1.1	0.4	16.6	6.2	17.7	23.9	497	61150	Looped	0.44	7.4	15
404138	BR	Hybrid	1646	1	31	2	2.3	2.7	0.4	8.9	2.7	11.6	14.3	1976	72271	Looped	-0.30	7.1	10
404139	BR	Hybrid	2473	2	70	0	4.0	0.4	0.2	14.1	4.2	14.5	18.7	2052	78937	Looped	0.42	7.8	29
404140	BR	UG	2	0	2	0	0.0	0.6	0.0	0.3	0.0	0.9	0.9	0	0	Looped	-0.03	4.8	0
401031	BR	OH	1808	38	6	6	4.6	0.0	12.7	0.8	17.3	0.8	18.1	1027	186092	Looped	0.18	7.4	64
401032	BR	Hybrid	2368	31	29	3	4.0	0.0	8.8	4.5	12.8	4.5	17.3	538	81303	Looped	-1.32	5.3	45
401033	BR	Hybrid	1628	25	18	11	4.3	0.5	8.1	10.4	12.4	10.9	23.3	308	40161	Looped	-0.15	6.9	39
401034	BR	Hybrid	955	12	23	2	3.3	0.1	2.3	6.0	5.6	6.1	11.7	156	16058	Looped	0.05	3.3	24
401035	BR	Hybrid	2960	7	32	2	3.4	0.4	1.5	14.5	4.9	14.9	19.8	1721	228368	Looped	0.24	7.7	49
401036	BR	Hybrid	2404	21	35	3	5.1	0.1	5.5	8.9	10.6	9.0	19.6	636	90366	Looped	0.47	8.7	53
409531	BR	Hybrid	1299	11	23	4	3.7	0.0	1.6	7.5	5.3	7.5	12.8	228	32593	Looped	-0.05	5.4	17
409532	BR	Hybrid	1748	2	28	2	3.1	0.3	1.5	17.5	4.6	17.8	22.4	677	61515	Looped	-0.91	5.5	27
409533	BR	Hybrid	3375	12	20	4	2.9	1.1	6.4	13.5	9.3	14.6	23.9	2325	330152	Looped	0.04	7.2	68
409534	BR	UG	2789	0	41	0	1.2	3.9	0.0	20.2	1.2	24.1	25.3	3229	133883	Looped	-0.43	6.6	28
402831	BR	Hybrid	1563	25	26	5	5.3	0.1	10.3	4.3	15.6	4.4	20.0	577	45180	Looped	-0.20	8.5	37
402832	BR	Hybrid	1133	29	8	4	6.8	0.0	6.4	0.9	13.2	0.9	14.1	588	27333	Looped	-0.49	5.9	27
402833	BR	Hybrid	1985	12	29	3	4.7	1.7	5.3	4.1	10.0	5.8	15.8	702	90278	Looped	0.53	9.2	31
402834	BR	Hybrid	1636	3	25	3	3.0	1.2	1.3	2.4	4.3	3.6	7.9	1906	125554	Looped	-0.48	6.0	9
402835	BR	Hybrid	2609	11	68	4	4.2	2.5	3.7	7.5	7.9	10.0	17.9	935	61171	Looped	-0.23	7.6	26
402836	BR	Hybrid	1201	10	24	2	3.4	0.7	4.1	2.9	7.5	3.6	11.1	526	43725	Looped	-0.09	5.0	25
402837	BR	Hybrid	2209	13	10	3	2.7	0.0	7.5	3.6	10.2	3.6	13.8	1288	131935	Looped	0.14	5.9	64
402838	BR	Hybrid	3063	21	37	5	3.6	1.1	7.1	8.1	10.7	9.2	19.9	885	128699	Looped	0.41	7.7	63
402839	BR	Hybrid	2814	27	13	6	3.3	0.6	9.7	2.5	13.0	3.1	16.1	3807	222196	Looped	0.24	7.9	62

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401931	BR	Hybrid	1726	31	33	14	4.7	0.5	8.4	3.0	13.1	3.5	16.6	10259	649170	Looped	0.12	8.2	88
401932	BR	Hybrid	1440	4	15	3	1.6	0.7	3.1	0.9	4.7	1.6	6.3	2129	113985	Looped	0.72	6.8	37
401933	BR	Hybrid	1510	28	25	7	4.9	0.4	6.5	1.3	11.4	1.7	13.1	181	26580	Looped	-1.93	7.1	29
401934	BR	Hybrid	1440	20	33	1	3.6	0.4	3.3	2.9	6.9	3.3	10.2	455	57794	Looped	0.50	6.0	34
401935	BR	Hybrid	1460	32	16	2	3.6	0.2	8.7	1.6	12.3	1.8	14.1	5062	263890	Looped	0.16	6.1	56
401936	BR	Hybrid	576	18	22	2	5.0	0.5	2.6	1.5	7.6	2.0	9.6	69	19672	Looped	-0.52	6.0	15
401937	BR	Hybrid	1588	7	30	5	3.9	0.4	3.0	1.9	6.9	2.3	9.2	2037	77432	Looped	-0.28	6.7	29
401938	BR	Hybrid	822	21	8	3	3.0	0.3	5.9	2.7	8.9	3.0	11.9	1814	87176	Looped	-0.04	4.6	34
410361	BR	Hybrid	2189	18	32	8	4.6	5.3	10.9	24.5	15.5	29.8	45.3	644	73912	Looped	-3.38	9.6	45
410362	BR	Hybrid	2544	17	66	0	2.7	6.7	7.4	33.0	10.1	39.7	49.8	3210	122048	Looped	-2.86	14.3	43
410363	BR	Hybrid	3268	19	74	1	5.6	12.0	5.7	44.4	11.3	56.4	67.7	274	47745	Looped	14.03	14.0	32
406531	BR	Hybrid	1666	6	30	0	2.3	0.9	0.3	13.6	2.6	14.5	17.1	27	7246	Looped	0.02	7.6	4
406532	BR	Hybrid	1538	14	36	0	4.1	1.0	5.7	13.3	9.8	14.3	24.1	1912	47130	Looped	0.21	5.7	32
406533	BR	Hybrid	1640	25	30	1	4.6	2.5	7.5	13.4	12.1	15.9	28.0	1715	69935	Looped	0.29	7.1	26
406534	BR	Hybrid	2143	1	44	3	4.8	0.1	1.0	22.5	5.8	22.6	28.4	672	51726	Looped	0.09	3.8	29
406535	BR	Hybrid	2291	13	32	1	4.2	0.7	8.6	7.0	12.8	7.7	20.5	4629	266567	Looped	-0.15	9.3	58
406536	BR	Hybrid	2076	20	37	4	4.7	0.3	3.7	16.7	8.4	17.0	25.4	564	49792	Looped	0.30	8.3	25
406537	BR	Hybrid	219	0	12	1	0.6	1.7	0.1	1.6	0.7	3.3	4.0	34	4202	Looped	0.12	5.1	2
407931	BR	Hybrid	3118	26	38	10	5.7	0.1	8.7	6.8	14.4	6.9	21.3	7138	142767	Looped	0.47	8.9	66
407932	BR	Hybrid	2701	0	62	0	2.2	5.0	0.0	13.4	2.2	18.4	20.6	3639	232538	Looped	0.63	7.4	26
407933	BR	Hybrid	1152	11	37	3	3.7	2.0	1.9	6.3	5.6	8.3	13.9	184	17689	Looped	-0.22	9.6	14
407934	BR	UG	634	0	14	0	0.0	2.0	0.0	3.2	0.0	5.2	5.2	118	12699	Looped	0.02	2.9	2
407935	BR	Hybrid	2310	1	47	0	3.9	1.4	0.2	18.0	4.1	19.4	23.5	6527	222257	Looped	-0.47	7.2	23
407936	BR	Hybrid	2064	28	14	7	5.0	0.2	10.3	1.6	15.3	1.8	17.1	2127	63834	Looped	0.37	6.8	49
407861	BR	Hybrid	3315	4	61	4	10.2	1.6	1.0	24.6	11.2	26.2	37.4	1657	83134	Looped	0.65	11.4	30
407862	BR	Hybrid	2410	10	42	0	5.1	1.7	2.1	22.7	7.2	24.4	31.6	3344	221798	Looped	-0.53	11.8	31
407863	BR	Hybrid	3889	5	52	4	3.7	1.5	1.5	26.7	5.2	28.2	33.4	1046	85913	Looped	-0.32	13.2	30
407864	BR	Hybrid	3981	16	52	5	5.9	0.4	7.6	23.8	13.5	24.2	37.7	4863	311706	Looped	-0.20	11.3	50
407865	BR	Hybrid	3708	1	56	1	5.4	0.8	0.1	24.0	5.5	24.8	30.3	1376	65979	Looped	0.16	10.3	20
407866	BR	Hybrid	2268	5	54	0	5.5	2.5	2.1	25.4	7.6	27.9	35.5	2883	134484	Looped	-3.07	12.3	36
400931	BR	Hybrid	269	6	4	3	5.1	0.1	2.3	0.4	7.4	0.5	7.9	143	25301	Looped	0.08	3.6	8
400932	BR	Hybrid	632	21	13	0	5.6	0.2	6.8	1.4	12.4	1.6	14.0	7041	216119	Looped	-4.07	3.1	36
400933	BR	Hybrid	2047	38	10	6	6.1	0.0	8.7	2.6	14.8	2.6	17.4	2034	82470	Looped	-0.34	8.0	70
400934	BR	OH	1663	68	15	4	36.9	0.3	26.1	1.3	63.0	1.6	64.6	3826	174276	Looped	0.16	7.8	73
400935	BR	Hybrid	1114	40	22	3	9.8	0.1	9.7	1.6	19.5	1.7	21.2	205	27518	Looped	2.61	4.3	17
402031	BR	OH	105	20	4	0	57.8	0.1	16.2	0.2	74.0	0.3	74.3	52	6871	Looped	-0.36	1.4	28
402032	BR	Hybrid	1325	41	23	5	19.9	0.1	10.0	6.5	29.9	6.6	36.5	6408	453051	Looped	-0.12	5.7	57
409231	BR	Hybrid	20	4	10	0	2.3	0.1	1.6	0.9	3.9	1.0	4.9	1	67	Looped	0.00	1.1	1
400831	BR	Hybrid	298	10	3	0	6.6	0.0	3.1	0.9	9.7	0.9	10.6	646	47279	Looped	0.14	1.0	7
400832	BR	OH	331	12	1	1	45.9	0.0	5.4	0.2	51.3	0.2	51.5	543	75443	Looped	-0.25	0.9	26

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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
400833	BR	Hybrid	1492	55	9	3	8.3	0.0	11.3	1.1	19.6	1.1	20.7	3969	218001	Looped	-0.60	4.5	60
400834	BR	OH	886	35	10	5	16.2	0.2	15.2	1.3	31.4	1.5	32.9	559	55745	Looped	-0.20	5.5	51
403631	BR	Hybrid	28	11	6	1	20.8	0.0	1.1	1.6	21.9	1.6	23.5	3	229	Looped	-1.00	4.5	3
403632	BR	Hybrid	1142	26	18	1	54.8	0.8	8.5	2.7	63.3	3.5	66.8	3510	199332	Looped	0.45	5.6	34
403633	BR	OH	833	45	14	3	18.3	0.5	19.7	1.2	38.0	1.7	39.7	1398	88045	Looped	-0.26	5.0	39
403634	BR	OH	149	13	9	3	66.6	0.6	20.2	1.7	86.8	2.3	89.1	973	57347	Looped	0.33	2.2	29
413231	BR	Hybrid	96	3	7	1	5.8	0.4	0.9	0.3	6.7	0.7	7.4	2	270	Looped	-0.70	2.6	2
413232	BR	Hybrid	631	34	12	2	21.7	1.2	16.0	1.2	37.7	2.4	40.1	830	69672	Looped	0.01	5.1	29
706361	GS	Hybrid	1745	1	42	0	3.3	3.3	0.0	18.1	3.3	21.4	24.7	1846	176850	Looped	0.56	13.0	8
706362	GS	Hybrid	1757	2	33	0	3.0	2.3	0.2	17.8	3.2	20.1	23.3	3577	217934	Looped	-0.35	10.5	8
706363	GS	Hybrid	1333	1	23	1	1.7	4.9	1.8	14.7	3.5	19.6	23.1	400	34537	Looped	-2.40	8.7	13
706364	GS	Hybrid	1484	0	22	0	2.8	1.1	0.0	15.1	2.8	16.2	19.0	115	12962	Looped	-0.39	8.0	4
706365	GS	Hybrid	1324	0	26	0	1.1	3.4	0.0	13.0	1.1	16.4	17.5	1314	108126	Looped	-1.04	6.8	3
706366	GS	Hybrid	4	0	5	0	5.9	1.5	0.0	1.3	5.9	2.8	8.7	12	1076	Looped	-0.01	10.0	3
706367	GS	Hybrid	1499	0	32	0	1.2	5.3	0.0	14.8	1.2	20.1	21.3	6	742	Looped	-0.43	13.1	5
700831	GS	OH	834	9	0	1	1.6	0.1	5.9	0.0	7.5	0.1	7.6	1040	56288	Looped	0.04	5.1	22
700832	GS	Hybrid	1501	25	5	4	3.9	0.1	6.8	0.5	10.7	0.6	11.3	834	93526	Looped	-0.39	6.4	58
700833	GS	Hybrid	1143	24	11	5	2.9	0.0	3.8	1.2	6.7	1.2	7.9	1782	189995	Looped	-0.01	5.6	39
700834	GS	Hybrid	1182	20	5	7	3.2	0.9	6.0	0.7	9.2	1.6	10.8	700	116956	Looped	-0.07	4.5	53
700835	GS	Hybrid	1364	12	12	0	2.0	0.1	4.8	2.0	6.8	2.1	8.9	1763	68262	Looped	-0.11	4.7	23
700836	GS	Hybrid	1212	26	9	4	4.5	1.4	6.6	0.6	11.1	2.0	13.1	1989	236109	Looped	-0.02	6.3	43
700837	GS	OH	1680	18	3	2	3.1	0.2	6.9	0.1	10.0	0.3	10.3	664	120712	Looped	0.00	6.1	61
700838	GS	Hybrid	1536	27	3	3	2.1	0.8	7.6	0.4	9.7	1.2	10.9	942	111795	Looped	-0.57	5.6	73
700839	GS	Hybrid	890	9	6	2	2.4	1.0	5.8	1.8	8.2	2.8	11.0	1515	192582	Looped	-0.68	5.8	64
700840	GS	Hybrid	1467	13	3	4	2.7	0.7	4.9	0.2	7.6	0.9	8.5	2071	72321	Looped	-0.03	3.0	32
700841	GS	UG	16	0	7	0	0.0	1.7	0.0	0.7	0.0	2.4	2.4	4	132	Looped	-0.01	0.6	1
700842	GS	OH	1780	23	3	1	3.5	0.2	8.0	0.1	11.5	0.3	11.8	585	60101	Looped	-0.28	6.5	66
700843	GS	Hybrid	1319	25	2	1	2.9	1.1	6.0	1.1	8.9	2.2	11.1	492	62343	Looped	0.22	6.0	56
700844	GS	Hybrid	1587	33	3	1	2.2	1.2	10.5	0.6	12.7	1.8	14.5	5265	317809	Looped	-0.26	6.7	49
709731	GS	Hybrid	1	0	0	0	0.4	1.0	0.0	0.0	0.4	1.0	1.4	0	0	Looped	1.50	1.5	0
706961	GS	Hybrid	1933	7	42	1	6.4	1.7	3.6	20.1	10.0	21.8	31.8	1238	90959	Looped	-0.42	12.7	28
706962	GS	Hybrid	1042	0	18	0	2.3	3.4	0.1	12.4	2.4	15.8	18.2	116	18432	Looped	-0.21	6.1	8
706963	GS	UG	1861	0	27	0	0.5	2.4	0.0	14.1	0.5	16.5	17.0	208	35746	Looped	-0.50	9.2	12
706964	GS	Hybrid	2403	5	48	4	11.5	2.6	4.1	19.5	15.6	22.1	37.7	9468	93702	Looped	-0.52	13.7	30
707661	GS	Hybrid	700	14	13	3	4.7	0.2	5.8	8.0	10.5	8.2	18.7	284	37430	Looped	0.03	5.3	26
707662	GS	Hybrid	1931	0	25	0	1.7	2.3	0.0	17.1	1.7	19.4	21.1	116	23603	Looped	-0.36	10.5	12
707663	GS	Hybrid	2124	0	34	0	1.4	2.3	0.0	21.7	1.4	24.0	25.4	2279	111525	Looped	-0.60	11.0	7
707664	GS	UG	1609	2	42	1	0.7	7.3	0.3	15.2	1.0	22.5	23.5	1644	59220	Looped	-0.63	11.1	4
707665	GS	UG	1435	2	26	1	0.5	3.4	0.3	11.9	0.8	15.3	16.1	15	588	Looped	-0.52	7.4	5
701531	GS	Hybrid	1453	21	12	4	2.7	0.1	3.5	2.6	6.2	2.7	8.9	284	60223	Looped	-0.52	5.2	30

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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
701532	GS	Hybrid	1837	14	21	10	4.6	0.5	3.4	5.5	8.0	6.0	14.0	259	13337	Looped	-0.69	6.0	20
701533	GS	Hybrid	1755	16	24	3	4.5	0.9	3.5	3.6	8.0	4.5	12.5	2250	130055	Looped	-0.78	7.6	32
701534	GS	Hybrid	1889	28	13	6	4.1	0.5	7.2	1.8	11.3	2.3	13.6	4316	206682	Looped	-0.33	6.9	37
701535	GS	Hybrid	1596	30	7	5	4.4	0.2	5.3	1.0	9.7	1.2	10.9	739	35930	Looped	-0.36	5.9	43
701536	GS	Hybrid	2862	10	34	5	3.1	0.3	2.7	7.8	5.8	8.1	13.9	3403	65504	Looped	-1.57	6.4	33
701537	GS	Hybrid	919	11	17	1	4.6	1.7	3.3	2.1	7.9	3.8	11.7	147	28921	Looped	-0.16	4.3	19
701538	GS	Hybrid	1704	14	16	2	3.5	0.3	3.1	2.3	6.6	2.6	9.2	2201	59744	Looped	-0.37	6.0	42
702531	GS	Hybrid	1237	5	28	1	2.6	1.4	0.8	12.1	3.4	13.5	16.9	332	54079	Looped	-0.92	4.9	31
702532	GS	Hybrid	59	0	20	1	1.3	1.4	0.9	3.3	2.2	4.7	6.9	6	774	Looped	-0.47	6.4	3
702533	GS	Hybrid	581	1	16	0	2.2	0.1	0.1	5.5	2.3	5.6	7.9	96	12131	Looped	-2.50	6.0	13
702534	GS	Hybrid	1538	2	40	2	3.2	0.3	0.5	12.1	3.7	12.4	16.1	1517	178078	Looped	0.52	7.1	14
702535	GS	Hybrid	2376	6	39	1	2.2	3.0	1.2	16.7	3.4	19.7	23.1	2774	62648	Looped	-0.17	8.2	15
702536	GS	Hybrid	1152	1	32	0	2.8	0.3	0.1	5.1	2.9	5.4	8.3	2385	115451	Looped	0.38	6.6	6
702537	GS	Hybrid	1087	2	23	0	1.9	0.8	0.1	2.5	2.0	3.3	5.3	26	6018	Looped	-0.02	5.9	4
702538	GS	UG	2	0	0	0	0.0	2.6	0.0	0.0	0.0	2.6	2.6	0	0	Looped	-0.08	6.1	0
702031	GS	Hybrid	824	3	24	2	2.5	1.2	1.5	4.9	4.0	6.1	10.1	281	20498	Looped	0.17	7.1	18
702032	GS	Hybrid	1707	23	13	4	3.4	0.2	4.9	3.3	8.3	3.5	11.8	756	106859	Looped	0.07	5.9	50
702033	GS	Hybrid	1678	1	35	2	1.7	1.3	1.0	10.3	2.7	11.6	14.3	2256	55629	Looped	0.04	7.6	17
702034	GS	Hybrid	1897	27	8	2	3.9	0.7	8.0	3.1	11.9	3.8	15.7	2349	180070	Looped	-0.54	7.3	41
702035	GS	Hybrid	1587	10	24	8	3.2	0.3	2.3	6.3	5.5	6.6	12.1	1785	59806	Looped	0.21	7.3	33
702036	GS	Hybrid	1459	4	6	7	2.2	0.8	3.1	6.9	5.3	7.7	13.0	508	68865	Looped	-0.21	6.4	25
702037	GS	Hybrid	1679	33	4	6	4.0	0.5	9.5	1.4	13.5	1.9	15.4	2256	134112	Looped	-0.43	7.6	60
702038	GS	Hybrid	2061	4	47	1	2.6	3.4	0.9	13.9	3.5	17.3	20.8	114	11495	Looped	-0.31	5.6	8
707261	GS	Hybrid	2192	0	24	0	3.3	2.5	0.0	19.4	3.3	21.9	25.2	281	45092	Looped	-0.71	10.3	24
707262	GS	Hybrid	2311	0	27	0	1.8	4.7	0.0	22.0	1.8	26.7	28.5	7437	169687	Looped	-0.61	9.5	27
707263	GS	Hybrid	3196	17	57	1	5.4	4.6	4.5	26.9	9.9	31.5	41.4	10070	433334	Looped	0.83	15.7	54
707264	GS	Hybrid	834	0	64	0	6.3	1.6	0.0	8.0	6.3	9.6	15.9	16	10464	Looped	0.62	16.2	5
707265	GS	Hybrid	3195	0	33	0	3.0	1.9	0.1	15.0	3.1	16.9	20.0	3846	150774	Looped	0.57	10.9	17
707266	GS	Hybrid	1665	0	15	0	3.2	0.4	0.2	9.4	3.4	9.8	13.2	624	71926	Looped	-2.04	5.3	17
707267	GS	Hybrid	4217	9	48	0	3.6	2.5	6.4	19.3	10.0	21.8	31.8	6836	207161	Looped	-0.38	15.9	44
700931	GS	Hybrid	2425	22	20	9	4.5	0.2	6.0	2.2	10.5	2.4	12.9	2574	155651	Looped	-0.16	7.1	24
700932	GS	Hybrid	1837	3	20	1	2.4	2.1	0.6	5.0	3.0	7.1	10.1	5147	197608	Looped	0.56	6.4	10
700933	GS	Hybrid	1157	2	4	5	0.4	2.7	0.9	0.4	1.3	3.1	4.4	700	157857	Looped	-0.05	2.2	6
700934	GS	Hybrid	2188	4	24	2	2.2	0.9	2.6	3.5	4.8	4.4	9.2	2571	257352	Looped	0.09	5.4	26
700935	GS	UG	996	0	4	0	0.0	1.2	0.0	1.9	0.0	3.1	3.1	349	19544	Looped	0.03	2.2	1
700936	GS	Hybrid	2319	10	14	5	2.4	0.2	4.1	2.7	6.5	2.9	9.4	3253	203718	Looped	-0.19	4.9	42
700937	GS	Hybrid	1090	0	22	2	1.6	0.0	0.3	2.5	1.9	2.5	4.4	87	12350	Looped	0.08	2.9	3
700941	GS	UG	433	0	21	0	0.2	3.6	0.0	10.2	0.2	13.8	14.0	581	90235	Looped	-0.33	3.6	32
700961	GS	UG	1943	0	11	0	0.0	3.6	0.0	0.9	0.0	4.5	4.5	0	0	Looped	0.23	4.6	0
700962	GS	UG	1165	0	6	0	0.0	4.0	0.0	0.7	0.0	4.7	4.7	0	0	Looped	-0.03	3.9	0

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700963	GS	UG	1545	0	7	0	0.0	3.6	0.0	1.4	0.0	5.0	5.0	3723	3723	Looped	-0.03	8.2	2
700964	GS	UG	2296	0	9	0	0.0	3.1	0.0	1.9	0.0	5.0	5.0	0	0	Looped	-0.55	6.3	0
700965	GS	UG	1470	0	3	0	0.0	2.9	0.0	0.6	0.0	3.5	3.5	1	205	Looped	-3.13	2.9	1
700966	GS	UG	1839	0	17	0	0.0	3.2	0.0	6.1	0.0	9.3	9.3	79	15403	Looped	-0.38	6.7	4
700967	GS	UG	1938	0	10	0	0.0	4.7	0.0	2.8	0.0	7.5	7.5	0	0	Looped	-0.02	6.1	0
700968	GS	UG	1616	0	17	0	0.0	5.1	0.0	6.4	0.0	11.5	11.5	1758	44486	Looped	-0.69	7.7	7
703831	GS	Hybrid	2304	22	25	13	3.5	0.2	6.0	3.4	9.5	3.6	13.1	3704	167116	Looped	-0.26	8.2	74
703832	GS	Hybrid	1462	25	11	6	3.0	0.0	7.1	0.7	10.1	0.7	10.8	1736	176454	Looped	-0.29	5.9	40
703833	GS	Hybrid	1233	10	18	1	2.4	0.0	1.8	5.4	4.2	5.4	9.6	305	45555	Looped	-0.42	4.5	29
703834	GS	Hybrid	550	4	4	2	1.4	1.5	2.4	3.4	3.8	4.9	8.7	465	100527	Looped	-1.09	3.4	35
703835	GS	Hybrid	602	6	19	2	2.5	0.3	4.1	1.7	6.6	2.0	8.6	381	62176	Looped	0.15	8.9	30
706161	GS	Hybrid	3127	0	50	0	3.9	1.7	0.0	12.7	3.9	14.4	18.3	6705	309983	Looped	-0.45	7.2	16
706162	GS	Hybrid	3249	1	44	1	4.0	0.1	0.2	10.4	4.2	10.5	14.7	11788	316101	Looped	-0.43	9.1	27
706163	GS	Hybrid	3633	0	57	1	3.5	0.2	0.1	13.8	3.6	14.0	17.6	8606	323587	Looped	-0.25	11.3	46
706164	GS	Hybrid	2553	2	47	1	4.8	0.3	0.5	14.2	5.3	14.5	19.8	4765	121674	Looped	0.31	11.7	22
706165	GS	Hybrid	2835	0	39	0	3.1	2.4	0.1	8.6	3.2	11.0	14.2	9346	233269	Looped	0.12	11.8	18
706166	GS	Hybrid	1110	0	27	0	2.5	1.8	0.2	6.0	2.7	7.8	10.5	1148	65795	Looped	0.27	13.5	7
706167	GS	Hybrid	2941	6	33	0	1.9	2.0	2.7	17.0	4.6	19.0	23.6	3368	271197	Looped	0.01	13.4	16
706168	GS	Hybrid	1205	2	29	0	3.6	1.9	0.4	8.9	4.0	10.8	14.8	2762	137664	Looped	-0.43	8.5	13
700231	GS	Hybrid	1333	14	12	3	3.2	0.5	3.7	1.1	6.9	1.6	8.5	261	52931	Looped	-0.17	4.0	28
700232	GS	Hybrid	663	11	9	2	2.5	0.1	1.7	1.1	4.2	1.2	5.4	891	28290	Looped	-0.05	2.7	21
700233	GS	Hybrid	968	4	10	3	2.0	0.2	1.5	0.6	3.5	0.8	4.3	75	10738	Looped	0.04	6.6	11
700234	GS	Hybrid	1430	13	13	5	2.7	0.8	3.8	0.8	6.5	1.6	8.1	3431	199547	Looped	-0.30	6.1	50
700235	GS	OH	1427	22	4	1	2.2	0.2	5.2	0.1	7.4	0.3	7.7	497	85097	Looped	-0.22	4.3	50
700236	GS	Hybrid	1629	9	9	5	2.4	0.7	2.8	1.1	5.2	1.8	7.0	509	64407	Looped	-1.08	4.3	42
700237	GS	Hybrid	1894	7	6	8	2.7	0.5	3.8	1.0	6.5	1.5	8.0	2831	166710	Looped	-0.49	6.7	54
700238	GS	Hybrid	1	0	1	0	0.1	0.8	0.0	0.0	0.1	0.8	0.9	0	0	Looped	-1.88	1.2	0
700239	GS	Hybrid	2544	27	25	5	4.5	0.5	4.7	4.3	9.2	4.8	14.0	3046	230578	Looped	-0.03	8.9	39
700240	GS	Hybrid	2178	11	18	3	3.1	0.7	1.9	6.7	5.0	7.4	12.4	228	21861	Looped	0.14	5.9	18
700241	GS	UG	0	0	0	0	0.0	2.0	0.0	0.1	0.0	2.1	2.1	0	0	Looped	0.03	0.7	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	-0.19	3.7	0
700243	GS	UG	329	0	1	0	0.0	0.7	0.0	0.2	0.0	0.9	0.9	0	0	Looped	-0.14	0.9	0
708161	GS	Hybrid	1674	0	26	0	2.0	0.9	0.0	8.1	2.0	9.0	11.0	319	37440	Looped	-4.58	8.1	5
708162	GS	Hybrid	715	0	53	0	2.9	4.5	0.0	11.0	2.9	15.5	18.4	1489	36263	Looped	-0.06	14.2	9
708163	GS	Hybrid	2378	3	55	0	5.1	3.4	0.6	18.8	5.7	22.2	27.9	2494	25002	Looped	0.77	16.7	15
704261	GS	Hybrid	2244	39	55	4	9.2	1.6	11.3	17.4	20.5	19.0	39.5	6208	449471	Looped	-0.38	13.2	66
704262	GS	Hybrid	1350	24	42	3	6.0	4.8	12.7	23.1	18.7	27.9	46.6	1840	158926	Looped	-0.37	10.4	74
704263	GS	Hybrid	765	0	40	1	0.8	4.8	0.2	14.2	1.0	19.0	20.0	792	37759	Looped	-0.78	13.4	7
704264	GS	Hybrid	1794	42	21	3	8.7	0.3	23.2	13.4	31.9	13.7	45.6	912	162102	Looped	-0.23	10.5	88
704265	GS	UG	1902	0	33	0	0.0	5.3	0.0	19.5	0.0	24.8	24.8	3	702	Looped	2.07	12.1	3

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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
704266	GS	UG	330	0	53	0	0.0	7.4	0.0	4.7	0.0	12.1	12.1	15	3441	Looped	-2.86	9.7	1
704131	GS	Hybrid	2729	21	20	11	4.3	0.5	7.4	2.2	11.7	2.7	14.4	5982	516867	Looped	0.30	9.4	48
704132	GS	OH	2370	15	7	7	2.7	0.0	5.3	0.4	8.0	0.4	8.4	3206	101635	Looped	-0.24	6.1	58
704133	GS	Hybrid	1562	22	12	5	4.2	0.5	7.2	2.2	11.4	2.7	14.1	988	147729	Looped	-0.47	6.9	63
704134	GS	Hybrid	2074	13	10	4	3.8	0.9	3.5	0.8	7.3	1.7	9.0	2289	161979	Looped	-0.19	7.1	51
704135	GS	Hybrid	2571	15	26	2	3.8	0.8	4.1	1.2	7.9	2.0	9.9	980	177155	Looped	0.48	8.3	63
704136	GS	Hybrid	1019	13	4	2	2.5	1.5	4.9	0.3	7.4	1.8	9.2	1359	84487	Looped	-3.70	4.4	27
704161	GS	UG	862	0	4	0	0.0	4.4	0.0	0.4	0.0	4.8	4.8	0	0	Looped	-0.39	5.2	0
704162	GS	UG	2266	0	8	0	0.0	5.2	0.0	1.7	0.0	6.9	6.9	1	81	Looped	-0.20	6.0	1
702431	GS	Hybrid	1969	31	7	4	5.0	0.1	8.0	2.1	13.0	2.2	15.2	396	120347	Looped	-0.02	6.4	43
702432	GS	Hybrid	2033	4	18	2	2.4	1.4	0.9	8.0	3.3	9.4	12.7	577	56001	Looped	0.51	6.3	15
702433	GS	Hybrid	1180	10	10	4	2.1	0.2	5.7	2.2	7.8	2.4	10.2	347	64581	Looped	-1.31	4.4	30
702434	GS	Hybrid	2515	12	33	7	6.1	0.1	4.1	6.1	10.2	6.2	16.4	3828	355354	Looped	0.09	8.0	57
702435	GS	Hybrid	2374	5	26	5	3.5	0.6	3.2	5.0	6.7	5.6	12.3	743	82323	Looped	-0.09	8.2	23
702436	GS	UG	1015	0	7	0	0.0	2.4	0.0	1.0	0.0	3.4	3.4	1	82	Looped	0.14	7.0	1
702437	GS	Hybrid	1883	23	3	4	4.2	0.0	12.0	0.9	16.2	0.9	17.1	773	125170	Looped	0.33	7.0	103
702438	GS	Hybrid	718	0	13	0	0.9	1.7	0.0	1.4	0.9	3.1	4.0	841	6478	Looped	0.04	3.2	4
702831	GS	Hybrid	2303	6	30	2	3.2	0.9	2.1	13.7	5.3	14.6	19.9	358	68056	Looped	0.60	7.7	22
702832	GS	Hybrid	2336	0	21	0	1.7	0.0	0.0	10.4	1.7	10.4	12.1	253	37196	Looped	-0.28	4.7	5
702833	GS	Hybrid	1397	0	45	0	4.1	0.3	0.0	7.1	4.1	7.4	11.5	2972	294420	Looped	0.13	7.8	10
702834	GS	Hybrid	1984	4	31	1	2.6	0.1	1.3	13.1	3.9	13.2	17.1	392	47441	Looped	-0.13	7.7	28
702835	GS	Hybrid	2224	1	33	1	2.8	0.8	0.4	8.7	3.2	9.5	12.7	2368	132670	Looped	-0.24	6.8	10
702836	GS	Hybrid	2241	12	18	0	2.6	0.7	5.1	7.1	7.7	7.8	15.5	320	67385	Looped	0.12	7.3	49
702837	GS	Hybrid	1346	14	28	2	5.3	0.8	5.5	5.3	10.8	6.1	16.9	3386	124834	Looped	-0.16	7.6	54
703131	GS	Hybrid	727	5	12	1	1.0	0.1	0.5	7.2	1.5	7.3	8.8	481	103950	Looped	0.21	4.1	27
703132	GS	Hybrid	1198	3	20	6	1.8	0.1	1.6	9.2	3.4	9.3	12.7	616	70065	Looped	-0.52	6.6	27
703133	GS	Hybrid	2070	4	31	0	3.0	0.1	0.3	14.2	3.3	14.3	17.6	411	52597	Looped	0.27	5.1	30
703134	GS	Hybrid	579	3	30	1	2.2	2.3	1.1	4.0	3.3	6.3	9.6	216	25125	Looped	0.35	5.8	10
703135	GS	Hybrid	282	1	6	1	1.3	1.9	0.5	0.2	1.8	2.1	3.9	52	12015	Looped	-0.03	6.1	7
703136	GS	Hybrid	343	3	28	4	2.1	0.3	0.9	2.8	3.0	3.1	6.1	21	3385	Looped	0.26	7.4	6
703137	GS	Hybrid	148	5	10	2	2.1	0.6	0.8	1.5	2.9	2.1	5.0	1070	19157	Looped	-0.19	5.7	6
703431	GS	Hybrid	1837	28	13	8	3.7	0.1	9.3	2.3	13.0	2.4	15.4	1095	170487	Looped	-0.20	7.7	75
703432	GS	Hybrid	1903	26	8	2	4.0	0.1	7.8	3.6	11.8	3.7	15.5	2042	127259	Looped	-0.56	7.6	45
703433	GS	Hybrid	960	11	15	1	3.2	0.1	3.9	1.1	7.1	1.2	8.3	776	136528	Looped	-0.03	6.4	55
703434	GS	Hybrid	623	6	13	2	2.3	1.1	3.4	3.1	5.7	4.2	9.9	260	32131	Looped	-0.66	3.4	25
703435	GS	Hybrid	1625	29	25	7	5.2	0.2	7.5	4.7	12.7	4.9	17.6	198	30725	Looped	0.46	7.4	35
703436	GS	Hybrid	1230	12	19	0	3.0	0.9	3.7	8.1	6.7	9.0	15.7	204	29587	Looped	-1.19	7.2	19
703437	GS	UG	1	0	4	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	-3.08	5.9	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	-0.59	1.2	0
707031	GS	Hybrid	1860	0	12	0	2.3	1.3	0.0	14.5	2.3	15.8	18.1	375	104476	Looped	0.03	6.9	33

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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
707032	GS	Hybrid	1491	3	40	4	4.7	0.6	2.6	11.7	7.3	12.3	19.6	358	53093	Looped	-0.65	8.3	24
707033	GS	Hybrid	1105	7	24	2	3.7	0.6	1.4	6.4	5.1	7.0	12.1	405	45871	Looped	0.38	7.4	21
707034	GS	Hybrid	1566	0	24	0	2.2	0.9	0.0	13.0	2.2	13.9	16.1	548	80803	Looped	0.11	6.7	21
708561	GS	Hybrid	1001	4	25	0	3.6	1.5	0.6	13.6	4.2	15.1	19.3	2850	140768	Looped	-0.27	6.0	11
708562	GS	UG	1340	0	23	0	0.8	4.7	0.0	15.3	0.8	20.0	20.8	30	3585	Looped	-0.21	7.4	6
701731	GS	Hybrid	447	9	3	1	1.6	0.6	3.3	0.4	4.9	1.0	5.9	241	39835	Looped	-0.13	3.4	18
701732	GS	Hybrid	1091	19	18	1	3.7	0.2	4.4	3.2	8.1	3.4	11.5	1653	131946	Looped	-0.33	8.1	57
701733	GS	Hybrid	1031	27	3	6	4.3	0.3	4.3	0.8	8.6	1.1	9.7	249	27095	Looped	-0.53	5.8	28
701734	GS	Hybrid	1385	0	24	1	1.9	0.1	0.2	10.2	2.1	10.3	12.4	1583	75341	Looped	-0.10	7.6	14
701735	GS	Hybrid	994	25	6	3	4.3	0.6	5.9	0.5	10.2	1.1	11.3	1332	132567	Looped	-0.37	7.1	42
701736	GS	Hybrid	2270	22	16	2	3.5	0.1	8.7	2.5	12.2	2.6	14.8	2919	215253	Looped	-0.34	8.3	43
701737	GS	Hybrid	1918	1	31	1	2.1	0.7	0.5	9.4	2.6	10.1	12.7	2709	139199	Looped	-0.17	6.4	17
701738	GS	Hybrid	1206	3	25	0	2.0	0.4	0.7	7.9	2.7	8.3	11.0	3076	242723	Looped	-0.25	6.6	22
701739	GS	Hybrid	546	5	42	1	3.6	0.1	0.7	3.7	4.3	3.8	8.1	73	8397	Looped	-0.52	4.7	12
701740	GS	UG	2	0	0	0	0.0	1.8	0.0	0.0	0.0	1.8	1.8	0	0	Looped	0.11	9.1	0
704761	GS	Hybrid	2613	54	45	5	8.2	1.1	11.7	17.9	19.9	19.0	38.9	1120	82739	Looped	0.04	13.6	65
704762	GS	Hybrid	1828	0	22	1	2.0	2.7	0.3	18.7	2.3	21.4	23.7	426	53195	Looped	0.67	11.5	20
704763	GS	Hybrid	2493	14	48	4	5.5	0.4	6.4	36.4	11.9	36.8	48.7	4256	288305	Looped	0.38	16.0	69
704764	GS	Hybrid	1758	1	29	0	2.1	0.3	0.1	16.0	2.2	16.3	18.5	2900	244476	Looped	0.21	8.9	21
704765	GS	UG	2386	0	18	0	0.9	3.0	0.0	15.5	0.9	18.5	19.4	307	59008	Looped	0.09	8.4	22
704766	GS	Hybrid	1767	11	39	6	6.5	0.3	6.0	16.6	12.5	16.9	29.4	3757	82828	Looped	0.02	11.4	34
704767	GS	Hybrid	2706	13	47	3	5.5	0.3	5.6	20.7	11.1	21.0	32.1	3111	78267	Looped	-0.52	13.5	32
704768	GS	UG	3221	0	48	0	0.9	4.5	0.0	20.3	0.9	24.8	25.7	227	43365	Looped	-0.36	12.8	12
705231	GS	Hybrid	1316	15	24	3	3.7	0.0	4.3	9.7	8.0	9.7	17.7	1736	146854	Looped	-0.12	7.2	30
705232	GS	Hybrid	855	4	32	3	3.0	0.4	2.0	7.1	5.0	7.5	12.5	643	65426	Looped	-0.73	8.1	19
705233	GS	Hybrid	584	13	27	6	3.9	1.0	3.3	4.4	7.2	5.4	12.6	223	32096	Looped	0.25	3.3	21
705234	GS	Hybrid	1541	2	45	2	4.6	0.9	0.5	12.4	5.1	13.3	18.4	290	32317	Looped	0.32	7.9	17
705235	GS	Hybrid	1716	16	30	5	4.3	0.3	5.0	6.2	9.3	6.5	15.8	2019	125992	Looped	0.52	7.1	36
705236	GS	Hybrid	1919	3	44	2	4.7	1.2	0.3	12.6	5.0	13.8	18.8	350	33521	Looped	-0.58	9.4	15
705237	GS	Hybrid	2035	9	29	6	4.2	0.5	4.6	9.8	8.8	10.3	19.1	2565	157651	Looped	-0.56	9.3	38
705761	GS	Hybrid	2649	0	37	3	2.8	3.6	0.9	19.5	3.7	23.1	26.8	2502	325105	Looped	-0.40	11.0	25
705762	GS	Hybrid	3581	1	62	0	4.8	0.6	0.0	23.3	4.8	23.9	28.7	3911	317224	Looped	-0.12	12.1	19
705763	GS	UG	1498	0	30	0	0.0	6.3	0.0	29.0	0.0	35.3	35.3	292	52362	Looped	-3.87	10.4	12
705764	GS	Hybrid	3218	2	66	2	5.2	5.6	3.3	22.4	8.5	28.0	36.5	250	40439	Looped	-0.90	14.4	31
705765	GS	UG	2343	0	32	0	0.0	5.2	0.0	24.7	0.0	29.9	29.9	163	24922	Looped	-0.33	11.5	9
705766	GS	UG	2640	0	38	0	0.0	7.8	0.0	32.1	0.0	39.9	39.9	156	33603	Looped	-0.39	13.8	12
705767	GS	Hybrid	2003	8	60	1	3.5	10.1	3.5	29.1	7.0	39.2	46.2	174	21789	Looped	1.05	13.6	8
706261	GS	Hybrid	2300	4	44	2	5.9	2.0	1.9	15.6	7.8	17.6	25.4	422	91106	Looped	-0.28	7.7	27
706262	GS	Hybrid	3033	17	48	8	6.3	0.1	10.7	24.1	17.0	24.2	41.2	1359	212073	Looped	-0.11	14.3	70
706263	GS	Hybrid	1994	5	37	1	3.6	0.6	0.7	13.9	4.3	14.5	18.8	382	38981	Looped	-2.67	8.7	24

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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
706264	GS	Hybrid	1621	30	48	6	9.2	2.5	11.9	22.9	21.1	25.4	46.5	1176	92500	Looped	-0.45	14.3	50
706265	GS	Hybrid	2731	4	45	3	4.7	2.8	3.3	26.5	8.0	29.3	37.3	1552	107457	Looped	0.36	15.8	28
706266	GS	Hybrid	1728	18	47	9	8.3	3.2	13.4	36.9	21.7	40.1	61.8	803	120364	Looped	-0.47	13.8	59
708061	GS	Hybrid	651	8	2	5	4.9	0.2	13.5	3.2	18.4	3.4	21.8	132	17915	Looped	0.07	4.7	32
708062	GS	UG	1732	0	27	0	0.0	5.9	0.0	24.1	0.0	30.0	30.0	1299	61957	Looped	-0.19	12.4	5
708063	GS	UG	1637	0	38	0	0.0	7.1	0.0	15.3	0.0	22.4	22.4	161	28275	Looped	0.05	11.1	5
708064	GS	Hybrid	2242	4	38	1	0.9	4.7	1.7	21.4	2.6	26.1	28.7	2703	151355	Looped	0.11	11.8	14
709431	PM	Hybrid	285	5	27	2	2.8	0.2	0.7	3.0	3.5	3.2	6.7	8	1604	Looped	-0.31	6.3	3
709432	PM	Hybrid	339	6	20	2	2.5	0.6	0.8	3.0	3.3	3.6	6.9	337	10578	Looped	0.08	6.1	9
709433	PM	Hybrid	191	0	18	0	1.6	1.4	0.0	1.9	1.6	3.3	4.9	16	2296	Looped	0.07	4.6	4
708431	PM	Hybrid	1616	2	33	0	1.4	2.8	0.3	14.6	1.7	17.4	19.1	36	3145	Looped	-0.56	6.9	2
708432	PM	Hybrid	2004	14	32	2	5.3	3.5	3.7	12.7	9.0	16.2	25.2	2629	133448	Looped	0.23	9.2	33
708433	PM	Hybrid	1614	2	32	0	3.6	2.4	0.1	7.1	3.7	9.5	13.2	151	7905	Looped	2.47	7.1	4
706861	PM	Hybrid	1259	1	50	0	3.9	2.4	0.2	13.7	4.1	16.1	20.2	357	47222	Looped	-2.35	12.3	13
706862	PM	Hybrid	936	0	42	1	3.4	0.8	0.3	3.4	3.7	4.2	7.9	2677	73906	Looped	-0.02	5.1	13
706863	PM	Hybrid	3021	8	61	7	5.6	1.7	4.5	18.8	10.1	20.5	30.6	4343	198402	Looped	0.66	14.3	47
705631	PM	Hybrid	3031	6	17	0	1.9	1.7	1.3	9.3	3.2	11.0	14.2	285	42129	Looped	-0.01	5.4	11
705632	PM	UG	3507	0	15	0	0.0	2.1	0.0	8.2	0.0	10.3	10.3	1	199	Looped	-0.11	6.0	1
705633	PM	Hybrid	1595	1	18	0	1.0	1.0	0.1	12.1	1.1	13.1	14.2	99	14738	Looped	-0.29	4.9	11
705634	PM	Hybrid	3785	0	26	1	2.2	2.1	0.1	16.3	2.3	18.4	20.7	4056	352616	Looped	-0.77	8.2	10
705635	PM	Hybrid	855	6	15	1	2.2	1.2	2.3	6.3	4.5	7.5	12.0	231	31675	Looped	-0.84	5.5	20
705636	PM	Hybrid	2390	2	31	0	1.9	1.1	0.7	10.2	2.6	11.3	13.9	193	36868	Looped	-0.36	6.8	8
705637	PM	Hybrid	823	5	21	5	1.7	0.7	1.1	2.2	2.8	2.9	5.7	1411	30753	Looped	0.07	5.3	6
705638	PM	Hybrid	861	1	24	2	1.5	0.9	0.3	5.3	1.8	6.2	8.0	392	61274	Looped	-0.06	5.2	16
703731	PM	Hybrid	628	7	8	4	1.8	1.5	3.2	2.2	5.0	3.7	8.7	862	46447	Looped	-0.91	4.7	17
703732	PM	Hybrid	361	6	21	3	3.0	0.0	1.1	1.1	4.1	1.1	5.2	227	40216	Looped	-0.03	5.0	21
703733	PM	Hybrid	2543	2	60	0	3.4	1.3	0.4	8.6	3.8	9.9	13.7	3337	176469	Looped	0.07	6.9	27
703734	PM	Hybrid	1188	1	36	0	4.1	0.2	0.2	7.2	4.3	7.4	11.7	13	1580	Looped	0.05	6.3	5
703735	PM	Hybrid	307	3	16	2	2.3	1.6	1.2	1.0	3.5	2.6	6.1	58	7020	Looped	-5.15	4.5	7
703736	PM	UG	1	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	4.94	7.4	0
703737	PM	UG	0	0	0	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	0	0	Looped	-6.28	0.0	0
703738	PM	Hybrid	251	5	14	3	3.3	0.2	1.1	1.0	4.4	1.2	5.6	166	25848	Looped	-0.02	4.5	13
703739	PM	Hybrid	1284	3	30	0	2.1	0.9	0.2	5.5	2.3	6.4	8.7	1509	31730	Looped	0.16	5.0	15
707131	PM	UG	2096	0	33	0	0.8	4.9	0.0	15.7	0.8	20.6	21.4	25	4561	Looped	0.85	9.1	2
707132	PM	Hybrid	1216	1	23	0	2.7	0.6	0.5	4.4	3.2	5.0	8.2	1353	82879	Looped	-0.28	5.6	12
707133	PM	UG	719	0	9	0	0.3	2.8	0.0	8.2	0.3	11.0	11.3	30	4451	Looped	-3.19	3.4	3
707134	PM	Hybrid	8	0	1	0	0.4	0.8	0.0	3.7	0.4	4.5	4.9	0	0	Looped	-0.04	7.7	0
707135	PM	Hybrid	1598	5	27	2	1.1	5.0	2.6	16.8	3.7	21.8	25.5	322	41183	Looped	-0.17	9.5	20
707136	PM	UG	0	0	0	0	0.0	0.6	0.0	0.0	0.0	0.6	0.6	0	0	Looped	0.02	4.7	0
702131	PM	Hybrid	2090	3	22	0	3.1	0.1	0.2	5.5	3.3	5.6	8.9	382	50492	Looped	-0.55	7.3	6

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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
702132	PM	Hybrid	317	0	17	1	2.1	0.6	0.1	2.2	2.2	2.8	5.0	80	10132	Looped	0.49	4.6	9
702133	PM	Hybrid	236	1	57	2	2.6	0.0	0.4	1.9	3.0	1.9	4.9	26	5661	Looped	-0.86	5.2	9
702134	PM	Hybrid	198	1	30	2	1.7	0.9	0.2	1.7	1.9	2.6	4.5	411	55495	Looped	-0.29	7.2	9
702135	PM	Hybrid	209	0	27	0	2.7	0.3	0.1	1.4	2.8	1.7	4.5	31	3720	Looped	-0.65	4.5	9
702136	PM	Hybrid	228	0	22	1	1.7	1.5	0.2	2.0	1.9	3.5	5.4	41	12974	Looped	-0.30	5.2	5
702137	PM	Hybrid	333	5	28	0	3.3	0.9	0.7	1.2	4.0	2.1	6.1	81	5415	Looped	0.12	4.7	7
702138	PM	Hybrid	258	5	12	0	1.6	0.8	1.4	1.9	3.0	2.7	5.7	82	17449	Looped	-0.36	7.0	15
702139	PM	Hybrid	149	1	43	0	2.2	0.0	0.0	3.0	2.2	3.0	5.2	15	3656	Looped	-2.51	6.4	10
702140	PM	Hybrid	1453	0	11	0	1.3	1.4	0.0	8.5	1.3	9.9	11.2	2682	69667	Looped	-0.20	3.1	4
703531	PM	Hybrid	1764	10	28	8	3.1	0.0	5.4	2.3	8.5	2.3	10.8	1248	206628	Looped	-0.30	6.6	58
703532	PM	Hybrid	557	8	3	0	1.7	0.1	2.6	0.3	4.3	0.4	4.7	296	58379	Looped	-0.07	2.8	19
703533	PM	Hybrid	1777	11	25	6	2.3	0.1	4.4	3.3	6.7	3.4	10.1	3921	95426	Looped	0.20	5.2	25
703534	PM	Hybrid	2677	10	21	0	2.2	1.1	2.1	7.3	4.3	8.4	12.7	2813	87949	Looped	-0.52	5.2	13
703535	PM	Hybrid	1746	7	19	4	1.1	1.6	2.3	1.9	3.4	3.5	6.9	637	90827	Looped	0.01	4.5	17
703536	PM	Hybrid	2485	19	21	9	2.9	1.9	6.7	2.8	9.6	4.7	14.3	4321	273807	Looped	-0.25	8.0	48
703537	PM	Hybrid	1929	15	15	4	4.1	0.2	8.7	2.3	12.8	2.5	15.3	2619	299788	Looped	-0.21	8.2	52
703538	PM	Hybrid	166	2	10	0	1.6	1.7	0.6	1.8	2.2	3.5	5.7	231	37033	Looped	-0.10	2.8	4
703539	PM	Hybrid	44	0	7	0	1.3	0.8	0.0	0.6	1.3	1.4	2.7	0	0	Looped	0.23	1.2	0
703540	PM	Hybrid	2032	20	22	4	2.3	1.0	6.7	1.6	9.0	2.6	11.6	695	131776	Looped	-0.12	6.0	34
703541	PM	Hybrid	1023	10	18	1	2.8	0.6	2.6	3.2	5.4	3.8	9.2	392	56292	Looped	-0.08	5.0	22
703542	PM	Hybrid	2469	13	31	7	3.8	0.4	5.9	7.5	9.7	7.9	17.6	2996	240232	Looped	0.01	6.2	33
703543	PM	Hybrid	1624	7	24	3	3.7	1.6	2.3	8.1	6.0	9.7	15.7	2111	93169	Looped	-0.66	6.6	22
702631	PM	Hybrid	2462	10	18	3	3.1	2.3	3.6	2.3	6.7	4.6	11.3	229	38384	Looped	0.27	6.9	22
702632	PM	Hybrid	932	24	11	3	3.9	0.2	5.4	1.8	9.3	2.0	11.3	371	50695	Looped	0.21	5.9	35
702633	PM	Hybrid	1577	13	17	3	2.1	1.0	2.8	4.6	4.9	5.6	10.5	2357	169567	Looped	-0.02	6.2	24
702634	PM	Hybrid	1502	12	24	4	3.4	2.0	3.6	1.5	7.0	3.5	10.5	1779	68414	Looped	-0.17	6.1	25
702635	PM	Hybrid	1295	17	14	1	3.2	0.2	7.4	2.2	10.6	2.4	13.0	2668	283849	Looped	-0.40	6.8	65
702636	PM	Hybrid	1488	8	16	2	3.7	0.1	2.9	3.0	6.6	3.1	9.7	166	16283	Looped	-0.15	4.9	17
702637	PM	Hybrid	1460	21	9	10	3.6	0.2	6.4	1.1	10.0	1.3	11.3	457	54753	Looped	0.02	6.4	44
702638	PM	Hybrid	928	14	21	4	3.3	1.1	3.8	1.7	7.1	2.8	9.9	1214	36843	Looped	-0.35	4.9	29
702639	PM	Hybrid	1038	16	13	3	3.2	0.1	3.7	0.9	6.9	1.0	7.9	164	25674	Looped	-0.23	4.7	24
704461	PM	UG	8	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	0	0	Looped	0.64	1.1	0
704462	PM	UG	65	0	3	0	0.0	1.5	0.0	0.0	0.0	1.5	1.5	72	1039	Looped	0.10	2.8	3
704463	PM	Hybrid	2658	33	34	3	7.0	0.6	11.5	5.6	18.5	6.2	24.7	6348	378714	Looped	-0.06	13.1	79
704464	PM	Hybrid	3088	11	30	6	2.3	3.9	2.5	1.7	4.8	5.6	10.4	511	61721	Looped	0.02	5.9	27
704465	PM	Hybrid	1731	20	13	2	2.7	1.8	5.0	2.0	7.7	3.8	11.5	1371	115295	Looped	-0.10	5.5	41
707731	PM	Hybrid	1731	2	45	1	2.6	0.1	0.6	9.4	3.2	9.5	12.7	519	57396	Looped	-0.14	6.3	27
707732	PM	Hybrid	1705	4	36	0	2.5	0.3	0.4	7.2	2.9	7.5	10.4	905	57462	Looped	0.42	8.4	6
707733	PM	UG	0	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	0.02	0.0	0
707734	PM	UG	1	0	2	0	0.0	0.4	0.0	0.0	0.0	0.4	0.4	0	0	Looped	0.10	2.5	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
707735	PM	UG	1	0	0	0	0.0	0.8	0.0	0.0	0.0	0.8	0.8	0	0	Looped	0.07	8.5	0
707736	PM	Hybrid	128	0	17	1	1.1	0.8	0.1	3.8	1.2	4.6	5.8	5	1109	Looped	-0.72	6.7	2
702931	PM	Hybrid	1779	7	15	0	1.6	0.1	2.1	3.9	3.7	4.0	7.7	763	83813	Looped	-0.27	3.9	14
702932	PM	Hybrid	1447	0	23	3	1.8	0.3	1.1	7.3	2.9	7.6	10.5	1021	128910	Looped	0.49	6.3	26
702933	PM	Hybrid	1248	13	24	5	3.9	0.7	4.1	3.8	8.0	4.5	12.5	735	178212	Looped	-1.14	6.7	40
702934	PM	Hybrid	2417	6	24	3	4.2	0.1	2.4	14.9	6.6	15.0	21.6	2885	218323	Looped	-0.25	6.5	38
702935	PM	Hybrid	1681	6	31	0	3.1	0.1	1.8	10.5	4.9	10.6	15.5	923	141553	Looped	-0.69	7.3	52
702936	PM	Hybrid	849	0	20	0	1.7	0.2	0.1	7.0	1.8	7.2	9.0	1975	50590	Looped	0.19	4.6	18
702937	PM	Hybrid	1166	12	17	4	2.0	0.6	3.3	3.4	5.3	4.0	9.3	243	31058	Looped	-0.16	5.0	22
702938	PM	Hybrid	1859	12	30	1	4.3	0.8	2.3	14.4	6.6	15.2	21.8	2632	113966	Looped	-0.24	7.2	44
702939	PM	Hybrid	2210	1	26	0	2.0	0.2	0.3	9.1	2.3	9.3	11.6	204	22715	Looped	-0.13	4.7	4
706461	PM	Hybrid	955	0	16	0	1.6	1.6	0.0	11.5	1.6	13.1	14.7	0	0	Looped	0.04	5.3	0
706462	PM	Hybrid	1108	13	32	1	9.7	1.7	4.7	19.5	14.4	21.2	35.6	466	77641	Looped	0.15	6.3	31
706463	PM	Hybrid	1528	9	28	3	2.6	0.4	6.5	13.1	9.1	13.5	22.6	124	17284	Looped	0.33	10.2	23
706464	PM	Hybrid	1247	2	31	3	2.6	2.5	0.9	11.1	3.5	13.6	17.1	3015	134833	Looped	0.56	8.5	18
706465	PM	Hybrid	1186	6	20	6	4.6	1.0	12.2	18.7	16.8	19.7	36.5	1813	130226	Looped	-0.16	9.0	57
704931	PM	Hybrid	1749	3	35	0	3.0	0.8	1.4	11.2	4.4	12.0	16.4	166	29458	Looped	-0.21	8.0	9
704932	PM	Hybrid	2953	0	25	0	1.4	2.4	0.1	11.9	1.5	14.3	15.8	145	25386	Looped	-0.51	4.2	4
704933	PM	UG	3742	0	18	0	0.5	2.4	0.0	14.8	0.5	17.2	17.7	824	82188	Looped	-0.03	3.6	11
704934	PM	Hybrid	2122	0	23	0	1.2	2.1	0.0	11.3	1.2	13.4	14.6	53	25879	Looped	-0.18	5.5	4
704935	PM	UG	0	0	1	0	0.0	4.3	0.0	0.0	0.0	4.3	4.3	0	0	Looped	0.10	1.2	0
704936	PM	UG	0	0	2	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Looped	-0.20	2.0	0
704937	PM	Hybrid	1919	0	34	1	2.6	0.7	0.2	11.9	2.8	12.6	15.4	822	80782	Looped	-0.15	8.2	18
704938	PM	Hybrid	2171	1	31	0	2.9	1.2	0.0	15.7	2.9	16.9	19.8	314	54614	Looped	-0.55	7.2	21
704939	PM	Hybrid	2436	4	28	0	2.4	1.4	2.0	12.3	4.4	13.7	18.1	138	13697	Looped	-0.02	7.0	11
704940	PM	Hybrid	1692	5	39	2	3.9	0.9	1.4	10.2	5.3	11.1	16.4	615	67231	Looped	0.38	9.0	27
704941	PM	Hybrid	1288	2	24	0	2.7	0.2	0.1	7.0	2.8	7.2	10.0	406	26182	Looped	0.56	6.8	10
701131	PM	Hybrid	2235	7	23	3	1.7	0.9	5.0	3.2	6.7	4.1	10.8	3056	155873	Looped	-0.23	6.1	29
701132	PM	Hybrid	1577	17	4	5	2.5	0.0	8.2	1.3	10.7	1.3	12.0	652	79516	Looped	-0.63	5.8	33
701133	PM	Hybrid	1672	10	15	5	2.1	0.0	4.3	3.7	6.4	3.7	10.1	2866	94391	Looped	0.07	6.1	35
701134	PM	Hybrid	1138	0	23	1	1.6	0.2	0.2	2.5	1.8	2.7	4.5	151	11957	Looped	-0.17	6.1	3
701135	PM	Hybrid	2069	27	10	2	4.0	0.5	8.4	1.0	12.4	1.5	13.9	618	84347	Looped	0.18	6.6	47
701136	PM	Hybrid	1321	2	21	2	0.7	2.3	1.5	3.9	2.2	6.2	8.4	161	25970	Looped	0.11	4.6	11
701140	PM	Hybrid	2047	10	20	1	2.7	0.4	3.2	8.7	5.9	9.1	15.0	330	43282	Looped	0.21	7.5	24
701141	PM	Hybrid	1344	17	4	0	2.7	0.7	7.6	0.4	10.3	1.1	11.4	1697	66766	Looped	0.37	6.8	33
701161	PM	UG	1282	0	8	0	0.0	4.9	0.0	0.7	0.0	5.6	5.6	76	21660	Looped	-0.08	2.7	1
701162	PM	UG	3426	0	15	0	0.0	7.2	0.0	0.9	0.0	8.1	8.1	1	90	Looped	-0.08	7.7	1
701163	PM	UG	1932	0	10	0	0.0	6.4	0.0	1.1	0.0	7.5	7.5	201	16683	Looped	-0.15	7.0	1
701164	PM	Hybrid	1469	9	16	1	1.3	3.1	1.3	1.2	2.6	4.3	6.9	2316	125327	Looped	-0.20	3.7	12
701165	PM	UG	1246	0	9	0	0.0	2.9	0.0	0.9	0.0	3.8	3.8	1248	1248	Looped	0.03	2.9	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
704561	PM	Hybrid	3732	0	40	0	2.0	2.3	0.0	21.7	2.0	24.0	26.0	1141	154226	Looped	0.49	11.0	34
704562	PM	UG	1194	0	16	0	0.8	4.0	0.0	14.6	0.8	18.6	19.4	182	25139	Looped	-0.37	9.9	10
704563	PM	Hybrid	2046	0	48	0	3.4	0.4	0.0	15.6	3.4	16.0	19.4	3684	183218	Looped	-1.27	8.5	28
704564	PM	Hybrid	2298	0	85	0	6.0	1.3	0.2	19.1	6.2	20.4	26.6	650	79048	Looped	-1.57	14.5	24
704565	PM	Hybrid	3444	0	44	0	3.1	0.1	0.0	22.4	3.1	22.5	25.6	2438	241217	Looped	0.36	13.3	58
704566	PM	Hybrid	3992	1	47	1	3.9	0.3	0.1	20.5	4.0	20.8	24.8	7270	285376	Looped	-0.35	11.6	29
704567	PM	UG	1854	0	13	0	0.0	5.0	0.0	14.0	0.0	19.0	19.0	4898	192735	Looped	-0.12	7.3	13
704568	PM	Hybrid	1288	0	23	0	1.8	2.7	0.0	14.4	1.8	17.1	18.9	1081	80141	Looped	-0.44	8.9	22
704569	PM	Hybrid	2741	0	34	0	3.9	0.4	0.0	12.4	3.9	12.8	16.7	2188	123753	Looped	-0.05	7.5	22
704570	PM	Hybrid	3501	0	54	1	6.9	0.6	0.2	16.1	7.1	16.7	23.8	8402	348505	Looped	-0.60	8.3	39
702231	PM	Hybrid	1758	37	8	2	4.3	0.1	10.9	1.3	15.2	1.4	16.6	540	89475	Looped	-0.58	7.6	66
702232	PM	Hybrid	1584	0	23	0	2.1	0.5	0.0	11.9	2.1	12.4	14.5	745	91235	Looped	0.04	6.8	18
702233	PM	Hybrid	1953	13	18	4	2.6	0.1	4.5	8.1	7.1	8.2	15.3	392	69189	Looped	0.03	8.2	24
702234	PM	Hybrid	1501	6	38	0	4.0	0.2	2.0	10.8	6.0	11.0	17.0	316	45108	Looped	-0.24	7.2	22
702235	PM	Hybrid	1068	6	17	6	3.0	1.0	2.9	3.4	5.9	4.4	10.3	3505	161838	Looped	-0.56	6.1	21
702236	PM	Hybrid	1007	0	23	1	2.0	2.4	0.4	6.1	2.4	8.5	10.9	278	34447	Looped	-0.88	5.7	10
702237	PM	Hybrid	2334	1	38	0	3.0	0.2	0.1	14.2	3.1	14.4	17.5	828	99467	Looped	-0.24	6.5	19
702238	PM	Hybrid	1822	0	35	0	3.2	1.9	0.0	11.8	3.2	13.7	16.9	307	76525	Looped	-0.12	8.7	3
702239	PM	Hybrid	806	0	13	0	0.8	0.9	0.0	6.8	0.8	7.7	8.5	15	3561	Looped	-0.62	2.5	3
702240	PM	Hybrid	2194	0	30	0	1.5	2.7	0.0	12.6	1.5	15.3	16.8	71	3604	Looped	0.20	7.7	7
702261	PM	Hybrid	1411	0	43	0	2.2	3.3	0.0	9.0	2.2	12.3	14.5	176	36413	Looped	-2.50	8.2	8
702262	PM	Hybrid	1705	0	42	0	2.3	2.7	0.0	12.0	2.3	14.7	17.0	502	81207	Looped	0.01	9.5	19
702263	PM	UG	1683	0	22	0	0.5	3.4	0.0	14.3	0.5	17.7	18.2	111	10650	Looped	0.19	7.9	14
703631	PM	Hybrid	1088	8	22	1	3.0	0.8	1.2	4.3	4.2	5.1	9.3	68	9929	Looped	-0.65	5.3	6
703632	PM	Hybrid	2826	0	21	0	1.1	1.0	0.0	16.8	1.1	17.8	18.9	1750	311099	Looped	-0.58	6.7	23
703633	PM	Hybrid	338	0	36	1	2.8	0.3	0.6	4.5	3.4	4.8	8.2	230	46080	Looped	-0.78	5.1	9
703634	PM	Hybrid	2621	2	22	0	4.1	3.0	0.1	10.3	4.2	13.3	17.5	2608	251684	Looped	-1.55	6.1	2
703635	PM	Hybrid	760	9	19	0	2.7	1.3	2.9	2.0	5.6	3.3	8.9	949	104110	Looped	0.17	3.5	13
703636	PM	Hybrid	2080	1	28	0	2.3	2.4	0.2	11.9	2.5	14.3	16.8	407	47474	Looped	-1.23	6.4	15
703637	PM	Hybrid	203	1	25	0	2.0	0.3	0.0	1.9	2.0	2.2	4.2	203	7682	Looped	0.13	4.1	1
703638	PM	Hybrid	745	3	34	3	3.5	0.7	2.1	4.3	5.6	5.0	10.6	944	99438	Looped	-0.16	8.6	17
703639	PM	Hybrid	408	6	29	1	2.8	0.9	1.2	2.1	4.0	3.0	7.0	443	6320	Looped	0.26	6.6	8
703640	PM	Hybrid	1349	1	22	0	2.4	0.6	0.0	8.3	2.4	8.9	11.3	144	21937	Looped	-0.15	4.3	5
707861	PM	UG	1841	0	48	0	0.0	6.6	0.0	23.2	0.0	29.8	29.8	103	27263	Looped	-0.01	14.0	7
707862	PM	UG	1562	0	47	0	0.4	9.8	0.0	30.8	0.4	40.6	41.0	139	23316	Looped	0.02	12.2	10
707863	PM	UG	1703	0	41	0	0.0	6.9	0.0	21.8	0.0	28.7	28.7	195	29849	Looped	8.94	8.9	13
705461	PM	Hybrid	2699	1	30	0	2.3	2.7	0.4	22.5	2.7	25.2	27.9	3216	138828	Looped	-1.12	11.2	37
705462	PM	Hybrid	257	0	13	0	0.7	3.0	0.0	1.3	0.7	4.3	5.0	34	8228	Looped	0.07	5.3	1
705463	PM	UG	2307	0	21	0	0.0	5.1	0.0	19.5	0.0	24.6	24.6	2752	90257	Looped	0.08	10.9	23
705464	PM	Hybrid	3379	0	48	0	3.3	0.7	0.0	15.2	3.3	15.9	19.2	4585	176577	Looped	0.15	8.8	24

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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
705465	PM	Hybrid	5449	0	60	0	5.2	1.6	0.1	19.5	5.3	21.1	26.4	1131	99227	Looped	-0.73	11.6	27
705466	PM	UG	2453	0	26	0	0.6	3.7	0.0	24.6	0.6	28.3	28.9	125	20103	Looped	-0.56	12.2	11
705467	PM	UG	2306	0	17	0	0.0	6.0	0.0	26.7	0.0	32.7	32.7	293	63758	Looped	0.45	12.8	23
705468	PM	Hybrid	1777	0	22	0	1.6	4.4	0.0	17.2	1.6	21.6	23.2	298	37158	Looped	0.07	8.9	20
700531	PM	Hybrid	1317	2	19	3	2.5	1.5	2.1	8.2	4.6	9.7	14.3	352	25336	Looped	0.33	7.1	16
700532	PM	Hybrid	828	13	18	1	3.2	1.1	2.9	3.3	6.1	4.4	10.5	443	20952	Looped	0.21	4.8	14
700533	PM	Hybrid	485	10	3	6	2.3	0.1	2.6	1.4	4.9	1.5	6.4	541	13993	Looped	0.34	3.6	13
700534	PM	Hybrid	800	12	29	3	3.9	4.8	3.1	4.8	7.0	9.6	16.6	822	47875	Looped	0.30	6.7	7
700535	PM	Hybrid	3248	24	24	7	4.8	1.2	7.2	12.0	12.0	13.2	25.2	760	103726	Looped	-0.03	9.7	41
700536	PM	Hybrid	217	2	18	2	3.4	0.3	0.9	1.9	4.3	2.2	6.5	138	9431	Looped	-0.22	3.5	9
700537	PM	Hybrid	253	15	18	1	3.1	0.8	1.5	1.1	4.6	1.9	6.5	278	21655	Looped	-1.02	4.9	6
700538	PM	Hybrid	1	0	0	0	1.1	0.3	0.0	0.0	1.1	0.3	1.4	0	0	Looped	0.07	2.6	0
700539	PM	Hybrid	169	4	8	2	1.8	0.5	1.2	0.6	3.0	1.1	4.1	13	1141	Looped	-0.13	1.7	3
705861	PM	UG	1159	0	14	0	0.7	2.5	0.0	18.7	0.7	21.2	21.9	1686	111051	Looped	0.00	7.1	9
705862	PM	Hybrid	2920	6	41	1	3.0	0.2	2.9	9.2	5.9	9.4	15.3	436	71424	Looped	-0.26	8.2	27
705863	PM	Hybrid	1239	0	14	1	0.7	3.9	2.1	14.0	2.8	17.9	20.7	1326	49848	Looped	-1.70	7.4	12
705864	PM	Hybrid	3500	3	51	0	2.9	4.5	1.7	22.9	4.6	27.4	32.0	676	86211	Looped	-0.22	16.7	28
705865	PM	Hybrid	1622	1	27	0	3.6	1.1	0.9	13.6	4.5	14.7	19.2	2049	131466	Looped	0.38	10.2	14
705866	PM	UG	2274	0	64	0	0.2	8.6	0.0	36.0	0.2	44.6	44.8	242	51196	Looped	0.08	15.9	16
705867	PM	Hybrid	1680	0	32	0	3.0	0.6	0.0	8.4	3.0	9.0	12.0	426	56797	Looped	-0.95	5.8	14
705868	PM	Hybrid	1873	5	30	1	2.9	0.5	1.4	8.5	4.3	9.0	13.3	3925	156728	Looped	-0.47	7.2	14
701031	PM	Hybrid	1313	27	6	1	4.2	0.1	7.8	0.9	12.0	1.0	13.0	1030	148935	Looped	-1.76	5.0	60
701032	PM	Hybrid	2031	30	14	5	4.6	0.3	9.2	1.9	13.8	2.2	16.0	496	46529	Looped	-0.39	8.7	48
701033	PM	Hybrid	1143	20	20	1	3.9	0.3	5.2	2.2	9.1	2.5	11.6	1317	35514	Looped	0.04	6.7	37
701034	PM	Hybrid	923	15	9	3	2.3	0.2	4.7	0.7	7.0	0.9	7.9	1283	120107	Looped	-0.08	5.3	33
701035	PM	Hybrid	2393	23	25	3	3.6	0.4	7.7	2.3	11.3	2.7	14.0	2881	50739	Looped	0.00	9.5	41
701036	PM	Hybrid	788	16	6	4	2.0	0.0	4.2	0.9	6.2	0.9	7.1	969	47807	Looped	0.09	3.3	34
701037	PM	OH	1765	25	0	1	4.7	0.2	10.8	0.0	15.5	0.2	15.7	5434	236966	Looped	-0.15	6.5	75
701038	PM	Hybrid	2414	17	40	3	4.9	0.2	3.7	7.7	8.6	7.9	16.5	1028	157378	Looped	-1.37	7.5	50
701039	PM	Hybrid	1060	14	7	0	3.2	0.7	4.1	1.0	7.3	1.7	9.0	314	49403	Looped	-1.38	2.8	31
701040	PM	Hybrid	604	1	9	3	0.6	3.5	0.4	0.6	1.0	4.1	5.1	1	182	Looped	0.21	1.9	1
701041	PM	Hybrid	978	1	20	1	1.7	2.2	0.4	2.1	2.1	4.3	6.4	55	4456	Looped	-0.02	2.4	5
701042	PM	Hybrid	1098	16	9	1	0.9	3.9	3.0	0.8	3.9	4.7	8.6	224	16494	Looped	-1.25	3.2	21
701043	PM	Hybrid	1761	8	11	7	2.4	0.2	7.1	3.6	9.5	3.8	13.3	961	141644	Looped	-0.02	7.1	41
706531	PM	Hybrid	792	10	18	2	3.3	1.3	2.8	1.8	6.1	3.1	9.2	280	38169	Looped	-1.27	6.2	13
706532	PM	Hybrid	1377	7	34	5	3.5	0.2	3.5	4.2	7.0	4.4	11.4	3320	260107	Looped	0.19	8.5	39
706533	PM	Hybrid	428	6	15	2	3.1	0.2	1.4	0.8	4.5	1.0	5.5	71	11740	Looped	-0.51	5.9	6
706534	PM	Hybrid	1178	7	9	0	1.7	0.4	2.7	1.3	4.4	1.7	6.1	4031	178625	Looped	-0.05	3.0	30
706535	PM	Hybrid	762	8	3	0	1.7	0.1	4.0	0.5	5.7	0.6	6.3	926	98425	Looped	0.05	2.8	41
703931	PM	Hybrid	828	6	31	2	3.6	0.0	1.0	10.7	4.6	10.7	15.3	1273	159006	Looped	-1.28	5.6	43

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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
703932	PM	Hybrid	1752	0	28	0	2.5	0.1	0.0	11.5	2.5	11.6	14.1	311	40180	Looped	-0.58	6.5	16
703933	PM	Hybrid	1787	0	23	0	1.6	1.0	0.0	10.9	1.6	11.9	13.5	194	18988	Looped	-0.71	6.3	18
703934	PM	Hybrid	261	0	21	0	3.8	2.5	0.0	2.7	3.8	5.2	9.0	71	4416	Looped	-0.01	4.8	8
703935	PM	Hybrid	1947	0	36	0	3.3	0.4	0.0	13.4	3.3	13.8	17.1	2328	60451	Looped	-0.29	7.5	14
703936	PM	Hybrid	1087	1	50	0	3.7	1.5	0.2	9.1	3.9	10.6	14.5	155	21402	Looped	-0.01	9.4	11
703937	PM	Hybrid	1541	0	61	1	4.3	0.2	0.4	9.1	4.7	9.3	14.0	241	20828	Looped	-1.30	8.5	10
703961	PM	UG	1623	0	27	0	0.2	2.6	0.0	22.9	0.2	25.5	25.7	24	7773	Looped	-8.68	8.3	9
703962	PM	Hybrid	2056	0	28	0	1.1	3.0	0.0	17.1	1.1	20.1	21.2	127	21330	Looped	-0.29	10.3	6
408561	WB	OH	2114	82	3	4	19.1	0.2	71.6	0.7	90.7	0.9	91.6	7450	492079	Looped	0.35	12.1	136
408562	WB	Hybrid	1431	36	32	13	23.9	2.5	46.3	18.3	70.2	20.8	91.0	3335	205802	Looped	0.02	9.1	123
408563	WB	UG	5	0	11	0	0.0	3.5	0.0	1.6	0.0	5.1	5.1	0	0	Looped	-0.60	4.4	0
408564	WB	Hybrid	1478	51	25	1	9.8	1.1	31.2	3.0	41.0	4.1	45.1	448	50016	Looped	0.20	9.1	47
405331	WB	Hybrid	1539	5	28	1	7.7	3.3	1.6	20.6	9.3	23.9	33.2	49	10187	Looped	0.55	7.4	11
405332	WB	Hybrid	1235	3	26	3	4.2	0.9	0.9	6.0	5.1	6.9	12.0	183	29284	Looped	0.32	7.5	13
405333	WB	Hybrid	1257	0	46	2	6.6	0.3	0.6	11.6	7.2	11.9	19.1	1306	19859	Looped	0.01	7.8	10
405334	WB	Hybrid	1240	5	16	5	3.7	1.9	4.8	8.0	8.5	9.9	18.4	379	32671	Looped	0.35	4.5	31
405335	WB	Hybrid	993	1	25	3	3.5	1.0	1.2	7.0	4.7	8.0	12.7	1186	88855	Looped	-0.31	4.0	14
405336	WB	Hybrid	2435	7	38	3	3.1	1.9	4.7	11.9	7.8	13.8	21.6	182	36407	Looped	0.31	10.0	30
405337	WB	Hybrid	159	0	17	0	3.8	0.6	0.0	2.4	3.8	3.0	6.8	152	10889	Looped	0.02	3.8	3
405338	WB	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	-0.05	4.9	0
405339	WB	Hybrid	16	1	2	0	0.3	0.5	0.2	0.1	0.5	0.6	1.1	2	337	Looped	-0.10	1.8	2
405340	WB	Hybrid	1183	5	23	1	2.1	1.5	0.4	6.4	2.5	7.9	10.4	5	1126	Looped	-0.32	5.1	5
407331	WB	Hybrid	1756	17	36	2	3.8	0.8	3.5	9.3	7.3	10.1	17.4	1992	158739	Looped	0.64	6.8	22
407332	WB	Hybrid	1513	11	40	5	9.7	4.9	5.1	22.9	14.8	27.8	42.6	1688	120393	Looped	0.11	8.1	30
407333	WB	Hybrid	1736	34	20	4	5.6	0.5	9.5	9.1	15.1	9.6	24.7	580	104283	Looped	0.14	8.2	70
402631	WB	Hybrid	1111	1	14	0	0.5	1.6	0.1	3.8	0.6	5.4	6.0	684	23063	Looped	-0.01	3.2	4
402632	WB	Hybrid	1515	6	36	1	2.4	2.8	1.6	2.3	4.0	5.1	9.1	1816	88175	Looped	0.23	6.7	9
402633	WB	Hybrid	1331	7	31	2	2.2	2.0	2.2	9.5	4.4	11.5	15.9	178	42914	Looped	0.28	7.5	16
402634	WB	Hybrid	1715	5	34	4	2.5	0.8	0.8	11.5	3.3	12.3	15.6	66	8955	Looped	-0.16	8.1	7
402635	WB	Hybrid	969	7	42	1	2.7	2.9	0.7	15.0	3.4	17.9	21.3	2209	73384	Looped	0.02	7.3	31
402636	WB	Hybrid	1381	2	28	2	1.4	2.1	0.7	5.7	2.1	7.8	9.9	20	2652	Looped	0.00	5.9	4
402637	WB	Hybrid	472	1	12	3	1.1	1.2	1.2	3.0	2.3	4.2	6.5	968	52394	Looped	0.09	4.4	5
402638	WB	Hybrid	1686	30	21	3	4.3	0.7	11.9	3.1	16.2	3.8	20.0	268	50898	Looped	-0.05	8.5	47
401831	WB	Hybrid	1914	32	36	7	5.9	0.9	8.2	7.2	14.1	8.1	22.2	3056	158896	Looped	-0.07	7.8	38
401832	WB	Hybrid	1787	25	20	5	6.4	0.6	6.2	2.8	12.6	3.4	16.0	1884	132914	Looped	-0.75	6.8	37
401833	WB	Hybrid	1058	21	31	5	4.8	0.7	6.6	9.6	11.4	10.3	21.7	1320	95960	Looped	0.09	7.2	42
401834	WB	Hybrid	1849	22	37	1	5.7	3.5	4.7	21.5	10.4	25.0	35.4	219	36419	Looped	0.32	8.0	31
401835	WB	Hybrid	1830	38	7	7	4.4	0.8	10.2	1.9	14.6	2.7	17.3	7281	233883	Looped	-0.48	6.9	60
401836	WB	Hybrid	1048	5	29	1	3.0	0.1	1.3	12.3	4.3	12.4	16.7	250	22917	Looped	0.39	6.0	19
401837	WB	Hybrid	1035	11	14	2	2.6	0.8	3.7	1.5	6.3	2.3	8.6	2566	115956	Looped	0.62	7.4	17

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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
401838	WB	Hybrid	1474	1	31	3	2.6	0.4	2.0	6.4	4.6	6.8	11.4	160	20202	Looped	0.49	8.7	19
403931	WB	Hybrid	2376	29	31	3	5.5	0.1	8.0	1.8	13.5	1.9	15.4	580	131244	Looped	-0.03	7.6	50
403932	WB	OH	1707	42	5	1	4.5	0.2	10.5	0.4	15.0	0.6	15.6	491	99936	Looped	-0.60	6.0	64
403933	WB	Hybrid	1687	8	26	3	2.6	1.5	2.2	3.5	4.8	5.0	9.8	56	9494	Looped	0.00	5.1	15
403934	WB	Hybrid	1774	21	15	9	4.3	0.5	5.4	2.4	9.7	2.9	12.6	3109	117338	Looped	0.05	7.5	33
403935	WB	Hybrid	2233	23	20	4	5.1	0.3	8.5	4.2	13.6	4.5	18.1	749	115582	Looped	0.33	8.4	63
403936	WB	Hybrid	1433	9	27	0	2.6	0.6	5.3	7.0	7.9	7.6	15.5	478	80612	Looped	0.00	6.4	37
403937	WB	Hybrid	2177	4	30	0	1.5	1.5	1.1	3.6	2.6	5.1	7.7	129	16198	Looped	0.64	6.2	16
411231	WB	UG	654	0	15	0	0.0	5.6	0.0	13.4	0.0	19.0	19.0	100	24298	Looped	0.13	5.5	9
411232	WB	UG	7	0	4	0	0.0	0.8	0.0	0.1	0.0	0.9	0.9	0	0	Looped	-0.27	3.7	0
411233	WB	Hybrid	2155	38	25	2	5.1	1.6	8.6	6.7	13.7	8.3	22.0	2903	133784	Looped	0.11	6.6	52
411234	WB	Hybrid	1451	16	16	6	2.5	0.3	6.5	6.5	9.0	6.8	15.8	413	74306	Looped	0.00	7.0	47
411235	WB	UG	143	0	6	0	0.0	4.3	0.0	0.2	0.0	4.5	4.5	10	393	Looped	-1.31	5.7	2
403731	WB	Hybrid	638	0	30	0	1.8	0.9	0.2	5.2	2.0	6.1	8.1	2	510	Looped	0.07	6.9	2
403732	WB	Hybrid	1025	0	29	0	0.7	3.4	0.2	13.5	0.9	16.9	17.8	192	31880	Looped	-0.22	6.6	10
403733	WB	Hybrid	1474	0	40	1	2.9	2.0	0.2	6.8	3.1	8.8	11.9	166	23883	Looped	-0.03	8.6	6
403734	WB	UG	259	0	9	0	0.0	4.5	0.0	1.4	0.0	5.9	5.9	0	0	Looped	2.13	5.6	0
403735	WB	Hybrid	1192	0	32	0	2.0	2.9	0.0	17.8	2.0	20.7	22.7	89	16090	Looped	1.09	6.6	10
403736	WB	Hybrid	1497	12	24	6	3.8	1.7	3.1	6.7	6.9	8.4	15.3	1965	139624	Looped	0.54	6.8	25
403737	WB	Hybrid	457	1	30	0	1.3	4.2	0.0	6.2	1.3	10.4	11.7	2	244	Looped	0.11	6.7	2
403738	WB	Hybrid	2015	5	21	1	2.0	3.1	4.5	9.1	6.5	12.2	18.7	2539	97821	Looped	-0.17	7.8	33
406231	WB	Hybrid	3150	0	46	0	3.6	0.3	0.0	17.7	3.6	18.0	21.6	2897	148014	Looped	0.08	8.0	29
406232	WB	Hybrid	3159	4	47	6	3.8	1.4	1.8	11.4	5.6	12.8	18.4	6870	72549	Looped	-0.19	8.3	15
406233	WB	Hybrid	2061	0	31	3	2.4	1.4	0.7	12.7	3.1	14.1	17.2	226	16561	Looped	0.01	3.6	23
406234	WB	Hybrid	1757	0	35	2	3.0	4.1	0.5	21.9	3.5	26.0	29.5	214	27052	Looped	0.00	7.7	13
406235	WB	Hybrid	2242	15	51	4	4.0	1.6	2.8	6.8	6.8	8.4	15.2	3390	145084	Looped	-0.19	5.9	32
406236	WB	Hybrid	1391	15	41	0	4.0	1.9	1.8	10.7	5.8	12.6	18.4	1560	24048	Looped	-0.22	5.8	15
406237	WB	Hybrid	761	7	22	5	3.3	2.1	1.9	8.3	5.2	10.4	15.6	1019	25716	Looped	-0.23	4.8	21
408961	WB	Hybrid	1235	2	41	1	3.4	0.6	0.5	14.1	3.9	14.7	18.6	242	35686	Looped	-0.14	7.5	15
408962	WB	Hybrid	3859	0	71	0	4.9	6.0	0.0	32.7	4.9	38.7	43.6	4167	59829	Looped	-0.01	13.3	25
408963	WB	Hybrid	2711	20	71	1	8.6	5.3	9.4	21.1	18.0	26.4	44.4	5872	117615	Looped	0.49	13.8	34
408161	WB	Hybrid	1814	8	53	1	4.0	4.7	1.8	30.1	5.8	34.8	40.6	218	36211	Looped	-0.08	12.7	20
408162	WB	Hybrid	1215	0	21	0	2.0	2.2	0.2	7.2	2.2	9.4	11.6	97	30561	Looped	-0.19	4.6	1
408163	WB	Hybrid	2377	3	46	0	3.4	4.2	0.3	27.4	3.7	31.6	35.3	60	33797	Looped	-0.97	10.1	7
408164	WB	Hybrid	2394	58	15	5	8.8	1.1	44.5	11.4	53.3	12.5	65.8	5498	202236	Looped	-0.29	10.9	70
408165	WB	Hybrid	1818	10	43	6	3.8	4.3	3.0	20.5	6.8	24.8	31.6	359	59142	Looped	0.60	10.3	32
408166	WB	Hybrid	2484	1	67	0	3.5	6.9	0.2	25.1	3.7	32.0	35.7	2465	158423	Looped	0.48	12.7	7
408167	WB	UG	6	0	7	0	0.0	1.3	0.0	2.5	0.0	3.8	3.8	0	0	Looped	0.20	5.9	0
408168	WB	Hybrid	2355	4	50	2	4.6	4.4	1.6	21.3	6.2	25.7	31.9	157	22961	Looped	0.07	12.4	13
408169	WB	Hybrid	2665	37	25	1	4.6	2.5	8.0	11.6	12.6	14.1	26.7	3008	116636	Looped	-0.25	12.5	40

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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
410661	WB	Hybrid	2116	1	34	1	3.3	5.2	3.4	21.7	6.7	26.9	33.6	37	5129	Looped	-0.39	6.2	15
410662	WB	UG	1215	0	50	0	0.4	7.1	0.0	24.3	0.4	31.4	31.8	1374	127350	Looped	1.40	10.4	13
410663	WB	Hybrid	1386	3	42	0	1.6	7.4	0.7	19.4	2.3	26.8	29.1	1538	139439	Looped	0.35	8.6	12
407731	WB	Hybrid	2604	0	39	1	2.6	3.7	0.5	22.9	3.1	26.6	29.7	114	18485	Looped	-0.32	9.8	17
407732	WB	Hybrid	1807	14	38	5	3.0	0.5	4.7	8.6	7.7	9.1	16.8	269	36353	Looped	-0.27	7.1	32
407733	WB	UG	740	0	14	0	0.1	2.2	0.0	10.1	0.1	12.3	12.4	0	0	Looped	0.35	4.5	0
407734	WB	Hybrid	901	3	16	0	3.3	2.7	0.2	11.0	3.5	13.7	17.2	953	54552	Looped	-0.44	5.4	10
407735	WB	Hybrid	1713	12	15	1	3.0	1.0	5.4	7.0	8.4	8.0	16.4	441	61848	Looped	-0.14	7.9	35
407736	WB	Hybrid	1024	9	13	4	1.9	0.7	4.1	4.3	6.0	5.0	11.0	418	70872	Looped	0.01	5.0	21
407737	WB	Hybrid	908	1	25	4	2.7	2.5	1.0	6.1	3.7	8.6	12.3	2026	142400	Looped	0.38	9.2	16
405261	WB	Hybrid	3859	16	73	0	8.6	5.3	10.3	40.2	18.9	45.5	64.4	9269	321637	Looped	0.20	17.3	72
405262	WB	Hybrid	2092	2	35	1	4.7	2.3	0.8	23.9	5.5	26.2	31.7	2435	52828	Looped	-0.06	11.0	34
405263	WB	Hybrid	3071	2	64	0	6.2	0.3	1.0	29.3	7.2	29.6	36.8	449	49707	Looped	-0.08	13.0	43
405264	WB	Hybrid	1225	6	41	4	6.6	1.2	2.7	15.7	9.3	16.9	26.2	181	17880	Looped	-0.14	11.9	23
405265	WB	Hybrid	2900	3	49	1	4.0	0.8	2.4	21.9	6.4	22.7	29.1	5986	212475	Looped	0.31	13.0	57
405266	WB	Hybrid	2068	11	57	1	6.8	2.4	5.1	20.3	11.9	22.7	34.6	202	22946	Looped	0.44	12.9	23
405267	WB	Hybrid	224	0	4	0	1.1	4.4	0.0	1.0	1.1	5.4	6.5	79	2879	Looped	-0.62	9.1	2
405268	WB	UG	1899	0	48	0	0.9	5.5	0.0	28.8	0.9	34.3	35.2	2204	138535	Looped	0.46	12.4	11
405269	WB	Hybrid	2590	4	58	6	5.6	1.2	4.1	20.8	9.7	22.0	31.7	8321	420723	Looped	-0.37	10.2	36
406761	WB	Hybrid	1411	21	5	1	9.1	0.0	29.8	9.4	38.9	9.4	48.3	879	112518	Looped	-0.10	8.1	61
406762	WB	Hybrid	2187	57	7	0	8.2	0.2	41.0	2.9	49.2	3.1	52.3	885	89262	Looped	-0.30	11.4	76
406763	WB	OH	1965	68	2	0	7.7	0.2	49.8	2.0	57.5	2.2	59.7	792	71781	Looped	-0.78	10.5	64
406764	WB	OH	2126	71	9	1	18.7	0.1	58.6	0.7	77.3	0.8	78.1	3029	80606	Looped	-0.31	12.9	74
406765	WB	Hybrid	2819	5	52	0	6.6	7.7	3.9	44.5	10.5	52.2	62.7	574	70774	Looped	0.10	14.3	27
406766	WB	Hybrid	2737	38	45	1	10.5	3.0	12.3	29.5	22.8	32.5	55.3	3008	127489	Looped	-0.66	14.7	31
406767	WB	OH	2342	62	2	0	10.0	0.2	57.2	1.0	67.2	1.2	68.4	3377	230352	Looped	-0.27	12.2	61
406768	WB	Hybrid	2900	26	25	1	7.1	0.8	25.7	15.9	32.8	16.7	49.5	3821	112600	Looped	-0.39	13.8	65
409761	WB	Hybrid	3351	1	72	1	3.6	4.8	0.3	31.1	3.9	35.9	39.8	3546	115506	Looped	0.14	13.1	11
409762	WB	Hybrid	2535	1	57	0	4.4	1.8	0.0	19.6	4.4	21.4	25.8	10542	65366	Looped	0.40	11.7	19
409763	WB	Hybrid	2077	6	71	4	6.7	4.7	2.5	26.9	9.2	31.6	40.8	4477	171606	Looped	-0.33	13.0	34
409764	WB	Hybrid	4383	13	56	2	6.6	2.2	4.3	20.2	10.9	22.4	33.3	1669	115573	Looped	0.07	12.4	34
409765	WB	Hybrid	3484	4	69	3	4.7	2.2	1.8	20.7	6.5	22.9	29.4	12020	478916	Looped	0.08	10.9	52
409766	WB	Hybrid	2504	35	58	7	8.6	3.3	6.5	17.0	15.1	20.3	35.4	9708	354934	Looped	-0.33	10.1	50
420061	WB	Hybrid	5	0	7	0	3.7	0.8	0.3	2.5	4.0	3.3	7.3	4	1570	Looped	-1.58	4.5	2
420062	WB	Hybrid	2	0	1	0	2.6	0.3	0.0	0.3	2.6	0.6	3.2	0	0	Looped	-0.58	4.5	0
408661	WB	Hybrid	2755	1	50	1	4.3	4.7	1.0	39.6	5.3	44.3	49.6	229	43309	Looped	0.01	14.0	21
408662	WB	Hybrid	2386	13	50	3	7.1	0.6	6.3	32.0	13.4	32.6	46.0	522	62599	Looped	0.74	14.7	35
408663	WB	Hybrid	2483	17	56	2	9.0	1.7	13.0	35.3	22.0	37.0	59.0	602	75017	Looped	-0.67	13.1	48
408664	WB	Hybrid	2074	20	59	18	16.9	0.9	29.9	44.1	46.8	45.0	91.8	4941	346027	Looped	-0.17	10.1	99
408665	WB	Hybrid	1734	1	35	2	5.6	6.6	2.6	27.0	8.2	33.6	41.8	515	132477	Looped	0.34	13.4	14

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408666	WB	Hybrid	2165	17	34	1	8.0	4.3	19.5	24.5	27.5	28.8	56.3	411	68061	Looped	-0.06	10.5	49
408667	WB	Hybrid	1119	13	35	5	5.0	3.8	4.8	18.0	9.8	21.8	31.6	2299	104848	Looped	-0.48	8.6	17
407661	WB	OH	353	42	14	3	32.2	0.8	26.3	1.8	58.5	2.6	61.1	623	31055	Looped	0.13	3.0	52
407662	WB	Hybrid	2465	7	42	0	6.3	0.2	2.0	28.9	8.3	29.1	37.4	560	60870	Looped	-0.15	13.6	30
407663	WB	Hybrid	1947	15	41	1	10.7	3.9	9.3	18.4	20.0	22.3	42.3	170	34650	Looped	0.06	12.7	28
407664	WB	Hybrid	1809	15	24	3	6.9	2.0	26.4	22.2	33.3	24.2	57.5	1155	95911	Looped	-2.46	7.4	59
407665	WB	OH	2631	122	14	4	28.6	0.9	95.3	4.9	123.9	5.8	129.7	2000	180420	Looped	-0.30	14.5	110
407666	WB	OH	1283	128	4	0	15.6	0.3	68.5	0.3	84.1	0.6	84.7	5295	249822	Looped	0.11	6.2	138
407667	WB	Hybrid	2519	5	45	0	4.7	0.9	3.4	25.3	8.1	26.2	34.3	5537	146639	Looped	-0.29	14.9	30
402232	WB	OH	0	0	0	0	1.6	0.0	0.0	0.0	1.6	0.0	1.6	0	0	Looped	-0.07	2.6	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	-0.07	2.6	0
402235	WB	OH	0	0	0	0	6.2	0.0	0.0	0.0	6.2	0.0	6.2	0	0	Looped	-0.07	2.6	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	-0.07	2.6	0
402262	WB	Hybrid	37	4	7	1	10.7	0.4	1.5	1.9	12.2	2.3	14.5	4	544	Looped	0.52	2.7	3
402531	WB	Hybrid	796	19	22	4	3.9	0.2	2.7	4.0	6.6	4.2	10.8	158	27728	Looped	-0.17	4.8	16
402532	WB	Hybrid	885	21	10	6	2.8	1.5	7.7	2.7	10.5	4.2	14.7	350	39990	Looped	-0.54	5.1	31
402533	WB	Hybrid	816	11	22	8	3.1	2.6	2.9	4.2	6.0	6.8	12.8	5480	244063	Looped	-0.14	7.4	34
402534	WB	Hybrid	1344	23	16	2	3.6	0.7	3.6	0.7	7.2	1.4	8.6	285	42253	Looped	-0.40	5.8	41
402535	WB	UG	1	0	0	0	0.0	1.4	0.0	0.0	0.0	1.4	1.4	1	220	Looped	-0.08	4.9	1
402536	WB	Hybrid	1200	36	15	0	4.6	0.8	4.7	1.0	9.3	1.8	11.1	273	33495	Looped	-0.23	6.6	36
402537	WB	Hybrid	737	21	20	4	3.0	0.7	3.0	0.9	6.0	1.6	7.6	982	65606	Looped	-0.03	5.2	18
402538	WB	Hybrid	1316	28	6	1	3.1	0.4	4.2	0.9	7.3	1.3	8.6	179	14680	Looped	0.09	4.6	36
402539	WB	Hybrid	191	2	20	0	1.2	1.7	0.3	2.0	1.5	3.7	5.2	2	818	Looped	-0.01	5.5	1
410231	WB	Hybrid	1455	22	22	5	4.4	0.4	7.6	4.2	12.0	4.6	16.6	4758	99138	Looped	0.14	5.1	41
410232	WB	Hybrid	118	4	30	0	3.4	0.6	1.0	3.2	4.4	3.8	8.2	6	707	Looped	0.31	7.4	4
400231	WB	Hybrid	384	0	7	2	1.2	1.0	0.2	0.8	1.4	1.8	3.2	378	5719	Looped	-0.23	3.7	2
400232	WB	Hybrid	474	4	7	2	1.5	1.6	0.7	0.9	2.2	2.5	4.7	533	28860	Looped	0.21	4.2	3
400233	WB	Hybrid	270	7	9	5	1.4	1.9	1.3	1.3	2.7	3.2	5.9	319	25520	Looped	0.56	7.4	13
400234	WB	Hybrid	677	6	12	2	0.7	2.0	0.7	0.8	1.4	2.8	4.2	54	6534	Looped	-0.26	4.5	4
400235	WB	Hybrid	279	8	11	1	0.9	1.8	0.7	1.7	1.6	3.5	5.1	561	21568	Looped	0.00	4.1	5
400236	WB	UG	161	0	5	2	0.1	1.5	0.0	1.2	0.1	2.7	2.8	1	62	Looped	0.01	5.6	1
400237	WB	Hybrid	489	0	0	0	0.4	1.4	0.0	0.0	0.4	1.4	1.8	48	12786	Looped	-0.19	2.1	2
400238	WB	UG	6	0	2	1	0.0	0.6	0.0	0.3	0.0	0.9	0.9	0	0	Looped	-0.03	2.8	0
400239	WB	Hybrid	93	0	8	1	0.2	1.2	0.0	1.2	0.2	2.4	2.6	2	274	Looped	0.08	3.7	2
400240	WB	Hybrid	523	1	12	0	0.1	0.5	0.0	0.3	0.1	0.8	0.9	45	2250	Looped	0.01	3.4	1
411861	WB	Hybrid	993	17	16	1	3.1	1.5	3.1	1.7	6.2	3.2	9.4	3081	26382	Looped	-0.27	7.0	37
411862	WB	Hybrid	733	2	13	2	2.1	2.9	0.1	0.9	2.2	3.8	6.0	1485	55351	Looped	0.05	5.4	5
410531	WB	Hybrid	784	1	34	0	2.5	1.6	0.1	5.9	2.6	7.5	10.1	899	55283	Looped	-0.12	8.2	15
410532	WB	Hybrid	538	13	11	5	3.3	1.2	2.7	2.1	6.0	3.3	9.3	415	48948	Looped	-0.38	6.5	17
410533	WB	Hybrid	2356	48	16	2	4.9	2.2	12.0	4.6	16.9	6.8	23.7	507	60149	Looped	0.50	9.2	62

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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
410534	WB	UG	0	0	0	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	0.11	0.1	0
400431	WB	Hybrid	1500	40	10	6	3.5	0.1	12.7	4.2	16.2	4.3	20.5	2198	158975	Looped	-0.23	7.6	70
400432	WB	Hybrid	2565	27	19	3	4.7	1.3	10.9	5.9	15.6	7.2	22.8	3141	121907	Looped	0.60	8.6	41
400433	WB	Hybrid	1342	30	4	0	4.6	0.7	6.0	0.6	10.6	1.3	11.9	392	47948	Looped	-0.09	5.1	32
400434	WB	Hybrid	809	15	39	4	3.3	4.6	2.5	5.0	5.8	9.6	15.4	1052	42526	Looped	0.00	7.0	59
400435	WB	Hybrid	1042	17	7	2	2.7	0.3	6.3	1.7	9.0	2.0	11.0	450	98677	Looped	0.25	4.8	36
400436	WB	Hybrid	1208	23	8	1	2.8	0.6	4.7	0.4	7.5	1.0	8.5	1656	124584	Looped	-0.02	5.0	48
411731	WB	Hybrid	1621	34	16	2	3.9	1.7	7.7	1.8	11.6	3.5	15.1	2407	145628	Looped	-0.04	5.4	50
411732	WB	Hybrid	2044	16	24	1	1.8	2.7	2.7	2.3	4.5	5.0	9.5	1112	189053	Looped	-0.10	8.9	21
411733	WB	Hybrid	1457	11	23	3	1.5	1.8	4.9	3.0	6.4	4.8	11.2	574	80151	Looped	0.25	7.2	37
407231	WB	Hybrid	1258	24	33	2	6.6	1.3	7.1	19.2	13.7	20.5	34.2	301	32091	Looped	0.31	7.3	30
407232	WB	Hybrid	1185	13	11	3	3.8	0.6	6.8	7.2	10.6	7.8	18.4	357	52221	Looped	-0.04	4.1	50
407233	WB	Hybrid	1762	7	26	1	2.5	1.0	1.2	13.2	3.7	14.2	17.9	1845	53573	Looped	0.20	6.2	21
407234	WB	Hybrid	1068	13	16	2	3.7	0.7	3.6	8.5	7.3	9.2	16.5	420	61706	Looped	0.30	5.7	23
407235	WB	Hybrid	1824	21	21	4	7.9	0.4	12.7	5.7	20.6	6.1	26.7	1754	101858	Looped	0.13	8.5	62
407236	WB	Hybrid	1337	2	25	5	5.3	1.3	4.6	8.5	9.9	9.8	19.7	3230	204017	Looped	-0.05	6.5	18
403031	WB	Hybrid	637	15	19	2	4.8	0.0	5.0	2.1	9.8	2.1	11.9	292	40490	Looped	0.12	5.7	31
403032	WB	Hybrid	1559	32	10	1	3.3	0.0	10.0	2.1	13.3	2.1	15.4	1049	96466	Looped	-0.14	6.2	63
403033	WB	Hybrid	2619	4	33	1	3.1	0.1	1.3	13.8	4.4	13.9	18.3	440	62167	Looped	-0.06	7.4	24
403034	WB	Hybrid	1692	47	23	5	4.0	0.6	9.3	7.1	13.3	7.7	21.0	712	74020	Looped	-0.24	8.1	61
403035	WB	Hybrid	1756	17	28	0	4.4	0.0	7.0	4.6	11.4	4.6	16.0	2293	267529	Looped	0.38	6.9	64
403036	WB	Hybrid	849	18	16	2	2.0	0.4	5.2	3.7	7.2	4.1	11.3	2006	54596	Looped	0.01	3.8	35
403037	WB	Hybrid	672	16	12	3	3.4	0.1	5.9	1.0	9.3	1.1	10.4	2377	147520	Looped	-0.03	3.8	35
403038	WB	Hybrid	2005	13	30	2	3.6	0.6	7.9	9.1	11.5	9.7	21.2	2774	180725	Looped	-0.26	6.2	69
400331	WB	Hybrid	1982	3	25	5	3.5	1.4	4.2	8.3	7.7	9.7	17.4	272	18468	Looped	-0.34	6.6	16
400332	WB	Hybrid	672	25	22	5	3.7	1.1	6.0	1.6	9.7	2.7	12.4	3800	272281	Looped	0.02	7.2	102
400333	WB	Hybrid	472	10	10	3	2.7	0.1	2.3	0.9	5.0	1.0	6.0	26	2375	Looped	0.04	3.4	8
400334	WB	Hybrid	752	17	5	0	2.4	0.1	3.0	0.3	5.4	0.4	5.8	141	33032	Looped	-0.01	2.4	27
400335	WB	Hybrid	150	2	12	3	2.6	0.8	1.0	0.7	3.6	1.5	5.1	118	25465	Looped	-0.45	5.7	8
400336	WB	Hybrid	1897	41	9	1	6.8	0.2	5.4	1.0	12.2	1.2	13.4	2872	143589	Looped	-0.25	6.8	52
400337	WB	Hybrid	1063	20	12	2	6.7	0.4	6.1	0.6	12.8	1.0	13.8	142	38816	Looped	-0.31	5.5	29
400338	WB	Hybrid	842	11	24	2	3.7	0.4	5.0	2.1	8.7	2.5	11.2	3225	145238	Looped	-0.55	6.6	27
404531	WB	Hybrid	1725	38	3	6	4.1	0.1	8.0	0.7	12.1	0.8	12.9	2478	206728	Looped	0.22	7.3	82
404532	WB	Hybrid	2319	7	46	4	4.3	1.8	2.2	5.9	6.5	7.7	14.2	4413	154701	Looped	0.01	8.7	20
404533	WB	Hybrid	1203	30	6	1	3.0	0.1	8.2	0.6	11.2	0.7	11.9	423	67782	Looped	-0.13	6.8	55
404431	WB	Hybrid	1154	11	11	6	1.7	0.0	3.6	3.5	5.3	3.5	8.8	855	91357	Looped	0.06	5.4	27
404432	WB	Hybrid	2261	17	36	3	4.3	0.0	3.6	7.7	7.9	7.7	15.6	280	34474	Looped	2.30	5.9	20
404433	WB	Hybrid	2315	14	30	4	5.1	0.3	6.3	3.3	11.4	3.6	15.0	991	112718	Looped	-0.62	7.5	54
404434	WB	Hybrid	2279	24	20	4	2.9	0.1	7.6	6.8	10.5	6.9	17.4	3108	133232	Looped	0.20	6.9	53
404435	WB	Hybrid	2144	9	26	4	2.9	0.0	2.0	5.7	4.9	5.7	10.6	701	72739	Looped	0.02	6.3	26

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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
404436	WB	Hybrid	2844	13	33	3	4.5	0.4	2.5	11.2	7.0	11.6	18.6	494	65369	Looped	0.23	6.9	25
404437	WB	Hybrid	2133	21	23	4	3.6	0.6	7.5	3.5	11.1	4.1	15.2	342	51329	Looped	0.09	7.0	35
404438	WB	Hybrid	1944	12	30	4	4.1	0.1	3.7	7.5	7.8	7.6	15.4	4447	157662	Looped	0.06	7.5	44
406331	WB	Hybrid	1858	9	42	3	6.0	0.1	3.6	12.2	9.6	12.3	21.9	3809	176995	Looped	0.09	9.0	18
406332	WB	Hybrid	2626	0	32	2	3.1	0.1	0.1	20.7	3.2	20.8	24.0	62	8975	Looped	0.15	7.1	3
406333	WB	Hybrid	1994	0	29	0	2.8	1.1	0.0	9.2	2.8	10.3	13.1	127	8605	Looped	-0.01	5.3	11
406334	WB	Hybrid	1446	2	31	3	4.2	0.5	0.9	10.0	5.1	10.5	15.6	189	19622	Looped	0.42	8.9	21
406335	WB	Hybrid	865	0	20	0	2.7	1.0	0.0	9.4	2.7	10.4	13.1	1100	67183	Looped	0.31	9.8	11
406336	WB	Hybrid	1854	5	25	0	1.9	1.1	1.0	9.6	2.9	10.7	13.6	63	12734	Looped	0.35	7.1	6
406337	WB	Hybrid	1953	9	21	2	2.2	1.3	2.3	10.9	4.5	12.2	16.7	169	24416	Looped	-0.02	4.9	14
413331	WB	UG	0	0	0	0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0	0	Looped	0.11	0.1	0
409431	WB	Hybrid	557	7	13	2	1.4	1.2	2.0	1.4	3.4	2.6	6.0	619	29970	Looped	0.30	3.1	16
409432	WB	Hybrid	766	18	13	1	4.3	0.3	4.7	0.6	9.0	0.9	9.9	251	37209	Looped	0.49	6.3	23
409433	WB	Hybrid	431	15	8	0	2.5	0.4	3.5	0.7	6.0	1.1	7.1	161	44977	Looped	-0.15	2.2	17
409434	WB	Hybrid	755	31	17	6	5.0	2.2	5.3	0.9	10.3	3.1	13.4	1888	136622	Looped	-0.39	6.3	64
409435	WB	Hybrid	0	0	1	0	0.3	0.0	0.0	0.2	0.3	0.2	0.5	0	0	Looped	0.12	0.2	0
409436	WB	UG	2	0	2	0	0.0	0.3	0.0	0.0	0.0	0.3	0.3	0	0	Looped	0.50	0.5	0
402131	WB	Hybrid	1624	30	24	9	5.7	1.3	5.2	3.3	10.9	4.6	15.5	5255	399727	Looped	0.01	7.1	47
402132	WB	Hybrid	1421	9	26	1	2.3	2.6	2.4	6.3	4.7	8.9	13.6	1596	178309	Looped	-1.47	5.0	20
402133	WB	OH	1189	36	7	1	5.7	0.0	4.6	0.5	10.3	0.5	10.8	1421	88730	Looped	-0.03	4.1	43
402134	WB	Hybrid	1379	21	8	3	3.9	0.6	4.2	0.6	8.1	1.2	9.3	201	35922	Looped	0.47	5.5	33
402135	WB	Hybrid	1201	17	16	1	2.4	0.7	1.9	2.0	4.3	2.7	7.0	1409	55939	Looped	-1.55	3.3	20
402136	WB	Hybrid	723	0	22	0	0.5	3.5	0.0	4.9	0.5	8.4	8.9	106	14483	Looped	0.15	5.7	3
402137	WB	Hybrid	2292	15	29	1	3.8	1.3	6.7	6.7	10.5	8.0	18.5	2581	348450	Looped	0.25	8.8	48
400131	WB	Hybrid	619	13	6	0	3.0	0.1	1.8	0.4	4.8	0.5	5.3	1488	55532	Looped	0.20	2.9	33
400132	WB	Hybrid	569	1	12	0	0.8	0.8	0.0	1.7	0.8	2.5	3.3	559	4909	Looped	0.37	7.3	2
400133	WB	Hybrid	1158	0	24	3	1.8	2.0	0.4	2.1	2.2	4.1	6.3	1419	120397	Looped	-0.15	6.1	22
400134	WB	Hybrid	617	3	24	4	1.5	1.8	0.9	2.2	2.4	4.0	6.4	161	25801	Looped	0.36	6.0	16
400135	WB	Hybrid	140	0	9	0	0.2	1.3	0.0	0.8	0.2	2.1	2.3	0	0	Looped	-0.50	2.4	0
400136	WB	Hybrid	789	1	9	1	0.1	2.4	0.4	1.5	0.5	3.9	4.4	58	5068	Looped	0.44	5.5	4
400137	WB	Hybrid	630	9	2	0	1.1	2.0	0.4	0.2	1.5	2.2	3.7	1	39	Looped	-0.69	5.1	1
400138	WB	Hybrid	366	0	6	1	0.1	1.0	0.1	1.7	0.2	2.7	2.9	0	0	Looped	0.29	5.1	0
400139	WB	Hybrid	1127	1	8	0	0.2	1.8	0.0	0.0	0.2	1.8	2.0	0	0	Looped	-0.30	3.5	0
404031	WB	Hybrid	758	17	19	3	3.7	0.1	4.9	0.7	8.6	0.8	9.4	1627	118556	Looped	-0.03	5.8	18
404032	WB	Hybrid	1754	33	15	6	4.8	0.2	8.4	2.6	13.2	2.8	16.0	569	101316	Looped	0.13	7.1	52
404033	WB	Hybrid	1524	0	38	0	2.6	0.1	0.0	6.8	2.6	6.9	9.5	32	2885	Looped	-0.52	5.4	4
404034	WB	Hybrid	4763	4	47	0	4.4	0.7	1.0	16.0	5.4	16.7	22.1	855	112976	Looped	0.36	7.5	27
404035	WB	Hybrid	2053	21	29	6	4.9	0.1	6.1	4.2	11.0	4.3	15.3	2774	157239	Looped	0.13	8.8	71
404036	WB	Hybrid	1469	12	14	0	2.7	0.1	3.1	4.2	5.8	4.3	10.1	285	41665	Looped	-0.03	3.7	18
404037	WB	Hybrid	2952	8	23	0	3.2	2.1	1.7	9.1	4.9	11.2	16.1	611	66805	Looped	0.33	6.7	23

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404038	WB	Hybrid	1939	8	46	2	3.1	0.6	4.1	5.4	7.2	6.0	13.2	2727	132737	Looped	-0.03	7.6	51
404039	WB	Hybrid	778	0	25	1	1.6	2.0	0.2	3.4	1.8	5.4	7.2	3	256	Looped	-0.25	4.5	3
404040	WB	Hybrid	537	9	24	5	2.8	0.4	2.4	2.4	5.2	2.8	8.0	35	7956	Looped	0.07	5.2	9
707531	WG	UG	179	0	17	0	0.1	2.6	0.0	3.5	0.1	6.1	6.2	0	0	Looped	0.27	5.2	0
707532	WG	Hybrid	1610	19	44	5	4.4	0.8	3.7	6.7	8.1	7.5	15.6	80	14961	Looped	0.55	8.1	22
707533	WG	Hybrid	2035	25	22	10	5.7	0.9	9.2	6.6	14.9	7.5	22.4	1932	179655	Looped	0.68	9.1	63
700731	WG	Hybrid	1007	14	2	1	2.4	0.0	4.8	0.4	7.2	0.4	7.6	3324	153035	Looped	-0.03	3.3	56
700732	WG	OH	1067	22	6	2	3.2	0.0	7.2	0.3	10.4	0.3	10.7	485	75218	Looped	-0.09	5.3	75
700733	WG	OH	1083	14	6	2	2.5	0.0	8.8	0.5	11.3	0.5	11.8	1125	124080	Looped	-0.26	4.3	58
700734	WG	Hybrid	2277	31	9	7	4.4	0.0	10.6	1.8	15.0	1.8	16.8	5608	334573	Looped	0.24	5.8	75
700735	WG	OH	1340	22	10	4	4.0	0.0	7.7	0.6	11.7	0.6	12.3	712	74422	Looped	0.39	6.3	49
700736	WG	Hybrid	1377	34	22	0	6.3	0.9	8.0	1.6	14.3	2.5	16.8	664	72840	Looped	0.69	9.3	65
700737	WG	Hybrid	1129	13	3	3	2.4	0.2	6.9	0.9	9.3	1.1	10.4	416	88668	Looped	-0.52	4.3	37
700738	WG	Hybrid	1483	18	27	0	4.1	2.4	5.3	6.0	9.4	8.4	17.8	3156	241614	Looped	-0.27	7.1	51
709161	WG	Hybrid	10	3	4	0	0.3	3.3	0.6	0.6	0.9	3.9	4.8	4	988	Looped	-1.74	4.6	2
709162	WG	Hybrid	15	1	6	1	1.0	0.7	0.3	1.4	1.3	2.1	3.4	2	836	Looped	0.00	1.9	2
709163	WG	UG	13	0	3	0	0.0	2.5	0.0	0.1	0.0	2.6	2.6	0	0	Looped	-2.38	4.3	0
708931	WG	UG	1	0	0	0	0.0	1.2	0.0	0.0	0.0	1.2	1.2	0	0	Looped	-0.06	3.5	0
708932	WG	Hybrid	1172	25	14	3	4.1	0.9	5.0	2.3	9.1	3.2	12.3	3028	184380	Looped	-0.26	4.6	47
708933	WG	Hybrid	196	0	10	1	0.9	0.2	0.1	0.3	1.0	0.5	1.5	25	7821	Looped	3.39	6.5	2
706061	WG	UG	152	0	6	0	0.0	3.8	0.0	0.4	0.0	4.2	4.2	9	1260	Looped	-0.23	6.1	1
706062	WG	Hybrid	3377	13	41	8	4.7	2.9	14.6	15.0	19.3	17.9	37.2	4560	295869	Looped	0.79	14.8	60
706063	WG	Hybrid	1338	6	44	0	3.0	3.4	1.5	13.9	4.5	17.3	21.8	2792	79564	Looped	2.62	12.7	10
706064	WG	Hybrid	2505	0	37	1	2.2	0.4	0.0	21.5	2.2	21.9	24.1	5970	391425	Looped	-0.26	11.5	25
706065	WG	UG	153	0	7	0	0.0	4.5	0.0	0.3	0.0	4.8	4.8	153	153	Looped	0.30	9.2	1
706066	WG	Hybrid	1513	5	23	4	3.0	0.1	2.3	11.4	5.3	11.5	16.8	3770	97528	Looped	1.24	8.8	29
706067	WG	Hybrid	3385	0	29	0	2.3	1.2	0.0	10.4	2.3	11.6	13.9	11910	458018	Looped	-0.14	6.9	8
706068	WG	UG	66	0	4	0	0.0	4.0	0.0	2.2	0.0	6.2	6.2	0	0	Looped	0.94	5.2	0
701931	WG	Hybrid	1459	9	24	8	5.7	0.3	4.1	1.0	9.8	1.3	11.1	660	105529	Looped	-0.04	7.9	36
701932	WG	Hybrid	676	2	18	2	2.6	0.5	1.3	0.9	3.9	1.4	5.3	109	39718	Looped	-1.19	2.9	7
701933	WG	Hybrid	1996	11	30	2	2.7	1.2	2.8	1.4	5.5	2.6	8.1	3845	471566	Looped	0.18	7.3	26
701934	WG	Hybrid	838	10	6	2	2.0	0.3	4.7	0.3	6.7	0.6	7.3	278	32922	Looped	-0.42	7.4	34
701935	WG	Hybrid	1914	10	22	3	2.6	1.1	2.9	3.2	5.5	4.3	9.8	2296	144231	Looped	-1.10	5.2	29
701936	WG	Hybrid	1386	11	17	2	1.9	1.2	3.1	0.7	5.0	1.9	6.9	1865	102387	Looped	-2.23	4.4	14
701937	WG	Hybrid	1097	16	4	6	2.6	1.0	4.5	0.6	7.1	1.6	8.7	2781	182020	Looped	-0.07	4.4	32
701938	WG	OH	1499	12	2	4	2.6	0.2	6.9	0.1	9.5	0.3	9.8	700	82915	Looped	0.09	5.5	47
701939	WG	Hybrid	2165	14	21	4	4.1	0.5	4.0	1.1	8.1	1.6	9.7	1890	154215	Looped	-0.21	6.7	38
701940	WG	Hybrid	1053	8	14	2	1.6	0.3	4.2	0.9	5.8	1.2	7.0	278	44307	Looped	0.06	4.9	37
705161	WG	Hybrid	1945	12	37	0	3.4	1.5	1.9	10.0	5.3	11.5	16.8	552	84064	Looped	0.07	11.6	30
705162	WG	UG	303	0	16	0	0.0	4.4	0.0	0.6	0.0	5.0	5.0	295	41106	Looped	-0.39	10.7	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	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
705163	WG	Hybrid	1756	2	43	0	4.1	0.6	0.2	12.7	4.3	13.3	17.6	151	23231	Looped	0.79	9.7	25
705164	WG	Hybrid	388	2	11	1	0.8	0.9	1.5	2.2	2.3	3.1	5.4	377	36373	Looped	-0.13	2.9	14
705165	WG	Hybrid	1730	1	27	3	3.6	1.7	0.9	13.4	4.5	15.1	19.6	3707	296886	Looped	0.35	8.6	24
705166	WG	Hybrid	1391	0	37	0	1.8	2.9	0.0	12.7	1.8	15.6	17.4	1437	53141	Looped	0.65	13.0	20
702731	WG	Hybrid	1549	1	31	1	2.7	0.9	0.4	3.5	3.1	4.4	7.5	94	9505	Looped	0.45	5.6	14
702732	WG	Hybrid	2128	14	16	2	3.3	0.0	6.3	4.0	9.6	4.0	13.6	5497	480007	Looped	0.17	7.1	69
702733	WG	Hybrid	1707	19	6	1	3.4	0.1	6.8	1.3	10.2	1.4	11.6	357	58203	Looped	0.21	6.3	31
702734	WG	Hybrid	2191	3	22	0	1.9	0.4	0.5	5.4	2.4	5.8	8.2	164	27789	Looped	-1.58	4.0	4
702735	WG	Hybrid	2716	1	22	4	1.9	0.2	1.6	7.7	3.5	7.9	11.4	579	75219	Looped	1.97	8.9	40
702736	WG	Hybrid	2267	17	23	1	3.7	0.5	7.8	3.6	11.5	4.1	15.6	3101	220874	Looped	0.19	6.8	40
702737	WG	Hybrid	1207	2	25	1	3.1	0.5	1.7	3.5	4.8	4.0	8.8	172	23221	Looped	0.17	4.4	10
702738	WG	Hybrid	617	10	6	2	1.8	1.2	3.8	0.2	5.6	1.4	7.0	986	125570	Looped	0.36	4.7	45
702739	WG	Hybrid	1502	0	26	2	1.7	0.4	0.4	5.1	2.1	5.5	7.6	1889	117406	Looped	0.52	4.6	32
702740	WG	Hybrid	2146	3	21	2	1.8	0.7	2.1	6.7	3.9	7.4	11.3	268	36110	Looped	0.34	6.4	22
702741	WG	Hybrid	3604	6	38	0	2.6	0.2	2.1	10.7	4.7	10.9	15.6	755	111160	Looped	-0.02	6.3	31
704032	WG	Hybrid	2817	23	29	0	4.8	1.7	8.8	5.7	13.6	7.4	21.0	776	158172	Looped	-0.11	9.0	47
704033	WG	Hybrid	502	1	17	0	1.6	0.1	0.3	2.5	1.9	2.6	4.5	206	30645	Looped	0.16	4.2	11
704061	WG	Hybrid	2990	1	41	1	3.0	1.8	0.3	11.9	3.3	13.7	17.0	2273	213612	Looped	-0.56	10.8	27
704062	WG	Hybrid	2719	14	12	10	3.8	0.2	8.8	5.9	12.6	6.1	18.7	2237	329659	Looped	-1.23	9.5	68
704063	WG	Hybrid	4754	11	36	4	4.2	0.5	6.7	13.4	10.9	13.9	24.8	956	155651	Looped	-0.20	10.6	29
704064	WG	Hybrid	1828	0	28	1	1.1	3.4	0.2	17.4	1.3	20.8	22.1	5960	223766	Looped	0.71	11.6	38
704065	WG	UG	0	0	0	0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0	0	Looped	1.23	2.3	0
704066	WG	Hybrid	2796	0	24	1	1.3	2.4	0.3	15.5	1.6	17.9	19.5	1208	130344	Looped	0.86	10.3	24
704067	WG	Hybrid	2361	25	41	3	5.7	0.9	7.1	4.3	12.8	5.2	18.0	350	51795	Looped	-0.34	10.7	32
704068	WG	UG	1	0	0	0	0.0	0.6	0.0	0.0	0.0	0.6	0.6	0	0	Looped	-0.27	2.4	0
706661	WG	Hybrid	2278	19	50	6	6.7	0.8	14.5	13.6	21.2	14.4	35.6	2983	162471	Looped	0.39	12.5	71
706662	WG	Hybrid	2835	0	38	1	1.6	1.9	0.4	16.6	2.0	18.5	20.5	3525	154966	Looped	0.65	11.6	24
706663	WG	Hybrid	2837	11	50	2	5.4	1.7	2.8	14.0	8.2	15.7	23.9	10268	301491	Looped	-1.24	11.0	41
706664	WG	Hybrid	1455	0	40	0	2.0	4.7	0.0	21.0	2.0	25.7	27.7	323	48270	Looped	0.11	11.6	26
706665	WG	Hybrid	3881	1	52	1	4.6	4.0	0.2	18.5	4.8	22.5	27.3	4075	227057	Looped	1.15	14.3	12
706666	WG	Hybrid	2126	0	36	0	2.4	1.5	0.0	10.8	2.4	12.3	14.7	2872	220831	Looped	-0.41	7.4	26
700431	WG	Hybrid	1957	17	25	2	3.7	0.3	4.4	2.2	8.1	2.5	10.6	884	84606	Looped	0.50	7.6	33
700432	WG	Hybrid	874	11	8	2	2.0	0.5	2.4	0.7	4.4	1.2	5.6	231	25352	Looped	0.04	4.0	18
700433	WG	Hybrid	1863	26	13	2	2.8	0.1	6.9	1.3	9.7	1.4	11.1	918	123698	Looped	-0.17	6.1	61
700434	WG	Hybrid	1566	25	6	6	3.2	0.1	6.1	2.1	9.3	2.2	11.5	276	30456	Looped	0.38	5.9	37
700435	WG	Hybrid	750	4	2	2	2.7	1.6	0.8	0.2	3.5	1.8	5.3	154	14010	Looped	1.23	3.6	11
700436	WG	Hybrid	1380	18	9	2	3.2	0.1	6.8	0.8	10.0	0.9	10.9	550	80188	Looped	0.16	6.0	54
700437	WG	Hybrid	1125	9	19	5	4.0	0.4	3.4	1.6	7.4	2.0	9.4	220	21195	Looped	0.24	6.1	17
700438	WG	Hybrid	1412	19	14	6	3.2	0.3	5.0	1.1	8.2	1.4	9.6	1643	95646	Looped	-0.10	6.9	18
700439	WG	Hybrid	1783	27	11	8	2.7	0.3	8.9	1.9	11.6	2.2	13.8	882	151006	Looped	0.46	7.9	47
700440	WG	Hybrid	188	2	13	0	0.9	1.9	0.8	0.9	1.7	2.8	4.5	54	9052	Looped	-0.05	3.2	7
700441	WG	Hybrid	1009	10	17	0	2.1	2.3	3.3	0.5	5.4	2.8	8.2	2095	80792	Looped	0.10	5.2	20

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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
700442	WG	Hybrid	385	3	10	0	1.8	2.5	0.1	0.2	1.9	2.7	4.6	406	26364	Looped	0.15	2.8	6
700443	WG	OH	1602	23	1	0	3.8	0.3	6.8	0.0	10.6	0.3	10.9	723	108264	Looped	0.24	5.6	56
700444	WG	Hybrid	1327	18	6	3	2.2	0.1	3.8	0.8	6.0	0.9	6.9	357	26632	Looped	-0.67	3.6	18
700461	WG	Hybrid	769	5	2	2	1.8	0.7	1.7	0.2	3.5	0.9	4.4	913	105904	Looped	0.02	2.0	26
700462	WG	UG	2955	0	14	0	0.0	7.0	0.0	2.1	0.0	9.1	9.1	1	169	Looped	-1.24	6.7	1
700463	WG	Hybrid	2153	15	22	2	5.2	0.2	5.6	2.2	10.8	2.4	13.2	5000	427645	Looped	-0.24	8.9	36
709361	WG	UG	929	0	3	0	0.0	7.4	0.0	0.5	0.0	7.9	7.9	0	0	Looped	-0.86	6.6	0
709362	WG	Hybrid	1813	11	18	4	2.9	5.7	4.0	1.6	6.9	7.3	14.2	1139	368542	Looped	-0.24	7.6	24
700331	WG	Hybrid	1955	17	5	2	3.1	0.1	5.7	2.0	8.8	2.1	10.9	367	43668	Looped	0.01	5.6	28
700332	WG	Hybrid	789	11	20	4	4.7	0.2	2.2	3.9	6.9	4.1	11.0	1202	76110	Looped	-0.46	6.4	25
700333	WG	Hybrid	1882	21	25	2	4.3	0.5	3.9	0.8	8.2	1.3	9.5	473	44949	Looped	0.18	5.0	31
700334	WG	Hybrid	555	10	18	2	5.5	0.4	1.4	2.1	6.9	2.5	9.4	1745	29739	Looped	0.16	5.9	19
700335	WG	Hybrid	1959	24	10	6	3.8	0.8	5.4	0.3	9.2	1.1	10.3	2647	145014	Looped	-0.30	6.1	59
700336	WG	Hybrid	276	6	15	1	2.4	0.6	0.5	1.0	2.9	1.6	4.5	15	2818	Looped	-0.05	4.9	2
700337	WG	Hybrid	1772	40	17	6	3.1	0.8	9.3	4.6	12.4	5.4	17.8	2415	193807	Looped	0.36	9.1	64
700338	WG	Hybrid	309	8	11	1	2.9	0.8	0.5	0.4	3.4	1.2	4.6	29	5277	Looped	-3.61	2.6	6
700339	WG	UG	2	0	3	0	0.0	1.3	0.0	0.0	0.0	1.3	1.3	0	0	Looped	-0.12	2.6	0
700340	WG	UG	31	0	2	0	0.0	2.5	0.0	0.0	0.0	2.5	2.5	0	0	Looped	-0.24	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	-0.30	3.4	0
700342	WG	Hybrid	379	0	10	1	0.7	0.8	0.2	0.7	0.9	1.5	2.4	21	1113	Looped	-0.28	5.2	1
701631	WG	Hybrid	419	7	11	3	2.4	0.1	2.0	1.3	4.4	1.4	5.8	77	17599	Looped	-3.39	4.0	22
701632	WG	Hybrid	1225	37	7	2	4.6	0.3	12.4	0.6	17.0	0.9	17.9	499	84855	Looped	0.06	7.8	89
701633	WG	Hybrid	1303	16	10	3	5.2	0.1	7.7	5.4	12.9	5.5	18.4	1794	88754	Looped	-0.14	7.8	64
701634	WG	Hybrid	1011	19	9	4	4.5	0.2	6.9	3.1	11.4	3.3	14.7	1311	65035	Looped	-0.38	7.2	41
701635	WG	OH	2057	28	2	3	4.4	0.1	13.6	0.2	18.0	0.3	18.3	863	134985	Looped	-0.75	8.0	71
701636	WG	Hybrid	1616	23	9	4	4.2	0.1	8.0	2.9	12.2	3.0	15.2	2172	87550	Looped	0.09	6.0	47
701637	WG	Hybrid	1261	9	7	4	5.1	0.2	6.1	1.2	11.2	1.4	12.6	237	40782	Looped	0.08	4.8	20
701638	WG	Hybrid	1744	12	27	2	4.4	0.3	2.3	4.7	6.7	5.0	11.7	3438	138746	Looped	-0.03	6.7	30
701639	WG	Hybrid	1628	32	12	3	3.8	0.7	9.2	3.1	13.0	3.8	16.8	317	52194	Looped	-0.23	7.7	56
701231	WG	Hybrid	416	5	12	4	2.8	0.2	1.1	1.5	3.9	1.7	5.6	450	6967	Looped	0.12	3.5	4
701232	WG	Hybrid	902	8	14	2	2.4	0.9	3.2	1.0	5.6	1.9	7.5	1237	183545	Looped	-1.80	5.1	37
701233	WG	Hybrid	2420	38	15	4	5.4	0.2	9.8	3.2	15.2	3.4	18.6	562	66133	Looped	-0.07	7.3	58
701234	WG	Hybrid	1579	6	22	3	2.2	0.2	3.5	10.1	5.7	10.3	16.0	318	57427	Looped	-0.23	6.7	32
701235	WG	Hybrid	1551	6	21	8	2.0	0.2	2.7	7.3	4.7	7.5	12.2	512	66497	Looped	0.08	6.6	30
701236	WG	Hybrid	129	3	5	0	1.0	1.1	0.4	0.2	1.4	1.3	2.7	74	8589	Looped	0.18	1.9	7
701431	WG	Hybrid	155	7	18	1	2.1	1.2	0.9	1.7	3.0	2.9	5.9	15	1983	Looped	0.11	7.0	4
701432	WG	Hybrid	243	2	9	4	2.8	1.7	2.0	2.0	4.8	3.7	8.5	226	21551	Looped	-0.80	4.6	12
701433	WG	Hybrid	102	8	17	1	2.5	0.1	0.4	1.1	2.9	1.2	4.1	2	500	Looped	-0.15	5.1	2
701434	WG	Hybrid	94	1	10	2	1.6	5.8	0.3	2.0	1.9	7.8	9.7	198	10750	Looped	2.15	6.8	4
701435	WG	UG	27	0	9	1	0.0	5.2	0.1	1.8	0.1	7.0	7.1	0	0	Looped	0.31	5.7	0
701436	WG	Hybrid	404	5	14	4	2.8	1.0	1.8	1.6	4.6	2.6	7.2	16	3615	Looped	-0.15	3.6	11
701437	WG	Hybrid	80	2	22	1	1.0	3.0	0.6	3.6	1.6	6.6	8.2	82	82	Looped	0.87	5.7	1

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Feeder ID#	Sub Region	FDR Type	Custs	OH Lat	UG Lat	Hybrid Lat	OH Fdr & OCR Miles	UG Fdr Miles	OH Lat Miles	UG Lat Miles	Total OH Miles	Total UG Miles	Total Miles	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
709261	WG	Hybrid	757	4	16	0	1.2	8.7	0.2	3.0	1.4	11.7	13.1	1659	33578	Looped	-4.53	6.9	13
709262	WG	Hybrid	2376	25	6	4	4.1	0.5	9.1	0.5	13.2	1.0	14.2	5435	360335	Looped	0.01	8.5	59
709263	WG	Hybrid	1466	13	5	8	1.2	1.9	4.0	2.1	5.2	4.0	9.2	2442	209068	Looped	-0.13	4.8	48
709264	WG	UG	641	0	2	0	0.0	8.9	0.0	0.2	0.0	9.1	9.1	0	0	Looped	2.60	5.9	0
709265	WG	UG	765	0	3	0	0.0	5.1	0.0	0.2	0.0	5.3	5.3	129	22575	Looped	0.07	4.7	1
701831	WG	Hybrid	2245	21	19	2	3.9	0.2	9.5	5.2	13.4	5.4	18.8	673	130509	Looped	0.13	8.2	51
701832	WG	Hybrid	2566	9	31	3	3.8	1.5	3.2	7.3	7.0	8.8	15.8	749	104674	Looped	-0.28	7.9	30
701833	WG	Hybrid	2128	8	12	5	3.0	0.1	6.6	2.4	9.6	2.5	12.1	574	92012	Looped	0.10	7.8	29
701834	WG	Hybrid	257	6	14	1	1.7	0.3	0.9	1.3	2.6	1.6	4.2	279	13917	Looped	-0.17	4.0	5
701835	WG	Hybrid	1240	3	16	1	1.8	0.3	2.5	2.3	4.3	2.6	6.9	345	53233	Looped	-0.07	3.4	16
701836	WG	Hybrid	1958	8	34	0	2.1	0.7	1.3	7.0	3.4	7.7	11.1	1256	117701	Looped	-0.02	5.0	31
701837	WG	Hybrid	1729	19	11	2	3.7	0.0	9.5	1.8	13.2	1.8	15.0	704	98504	Looped	0.07	6.9	53
701838	WG	Hybrid	1595	11	14	3	3.0	0.7	4.4	2.2	7.4	2.9	10.3	280	59508	Looped	0.25	6.7	39
701839	WG	Hybrid	1820	23	22	5	5.1	0.2	7.2	3.9	12.3	4.1	16.4	820	147197	Looped	-0.06	6.9	59
703031	WG	Hybrid	1418	26	16	1	4.4	0.2	6.1	1.8	10.5	2.0	12.5	300	57755	Looped	-0.30	5.3	39
703032	WG	OH	1271	22	7	4	5.4	0.0	8.6	0.6	14.0	0.6	14.6	3365	219872	Looped	-0.12	6.6	64
703033	WG	Hybrid	900	10	3	3	3.7	0.1	5.2	0.4	8.9	0.5	9.4	600	88548	Looped	-0.05	5.0	53
703034	WG	Hybrid	1192	32	2	1	3.3	0.2	8.1	0.6	11.4	0.8	12.2	2063	136555	Looped	-0.19	5.0	59
703035	WG	Hybrid	918	37	5	1	2.9	0.2	6.3	0.8	9.2	1.0	10.2	1282	53800	Looped	-0.16	4.4	48
703036	WG	Hybrid	1885	28	8	2	4.4	0.7	8.9	0.8	13.3	1.5	14.8	487	54522	Looped	-0.94	5.6	61
703037	WG	Hybrid	65	3	1	0	0.5	0.2	0.4	0.4	0.9	0.6	1.5	82	12833	Looped	-3.67	1.2	13
707461	WG	UG	2	0	0	0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	0	0	Looped	-0.38	3.4	0
707462	WG	Hybrid	1107	0	50	0	2.9	1.7	0.0	11.1	2.9	12.8	15.7	360	60791	Looped	-0.35	15.5	11
707463	WG	Hybrid	57	1	24	0	1.1	2.9	0.0	3.5	1.1	6.4	7.5	0	0	Looped	-0.10	5.5	0
707464	WG	Hybrid	431	2	37	1	2.8	2.8	0.4	8.8	3.2	11.6	14.8	434	18511	Looped	-0.12	12.3	9
700131	WG	Hybrid	701	4	12	7	2.6	1.4	2.6	0.9	5.2	2.3	7.5	1567	16090	Looped	-0.79	4.3	17
700132	WG	OH	2046	35	9	5	5.6	0.3	8.3	0.4	13.9	0.7	14.6	1202	120641	Looped	-0.45	8.2	70
700133	WG	Hybrid	1748	30	15	4	2.9	0.3	5.4	1.5	8.3	1.8	10.1	325	80706	Looped	0.26	5.4	40
700134	WG	Hybrid	1308	9	17	7	3.7	1.5	4.6	0.9	8.3	2.4	10.7	1793	52922	Looped	-0.13	6.9	42
700135	WG	Hybrid	1932	11	17	5	2.2	0.6	2.5	1.8	4.7	2.4	7.1	2173	135083	Looped	-1.32	5.2	27
700136	WG	Hybrid	741	6	24	2	3.2	1.8	0.7	0.7	3.9	2.5	6.4	22	4351	Looped	-0.41	5.7	8
700137	WG	Hybrid	2297	17	20	17	4.1	1.0	4.5	2.9	8.6	3.9	12.5	2928	155141	Looped	0.00	6.9	58
700138	WG	Hybrid	302	1	8	2	1.7	1.0	0.2	0.3	1.9	1.3	3.2	164	15724	Looped	-0.19	2.4	2
700139	WG	OH	2235	20	8	5	4.3	0.2	13.3	0.4	17.6	0.6	18.2	1595	221596	Looped	0.07	9.0	97
700140	WG	UG	19	0	4	1	0.0	2.2	0.1	0.3	0.1	2.5	2.6	0	0	Looped	0.12	5.9	0
700141	WG	Hybrid	2010	16	3	2	4.6	0.3	8.6	1.3	13.2	1.6	14.8	1129	218182	Looped	0.05	6.9	77
700142	WG	UG	33	0	6	0	0.0	2.4	0.0	0.5	0.0	2.9	2.9	0	0	Looped	-1.07	1.2	0
700143	WG	Hybrid	1814	22	26	3	4.6	1.0	6.0	3.0	10.6	4.0	14.6	4107	85214	Looped	0.06	7.1	36
700144	WG	Hybrid	1469	13	13	9	3.8	0.4	2.3	1.1	6.1	1.5	7.6	311	31217	Looped	0.14	5.9	36
700145	WG	Hybrid	855	0	5	2	0.0	3.0	0.3	1.1	0.3	4.1	4.4	853	2042	Looped	0.10	6.4	3
705531	WG	Hybrid	773	11	10	4	2.0	0.5	3.0	0.8	5.0	1.3	6.3	1120	94735	Looped	-0.21	4.8	28
705532	WG	Hybrid	962	15	3	7	2.1	0.5	5.2	1.0	7.3	1.5	8.8	220	34463	Looped	0.41	5.2	31

Feeder Specific Data and Attached Laterals

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
705533	WG	UG	4	0	4	0	0.0	0.7	0.0	0.0	0.0	0.7	0.7	0	0	Looped	0.14	6.4	0
705534	WG	UG	181	0	4	0	0.0	1.8	0.0	0.2	0.0	2.0	2.0	2	346	Looped	-2.97	3.7	2
705535	WG	UG	342	0	5	0	0.0	2.2	0.0	0.5	0.0	2.7	2.7	0	0	Looped	-1.21	2.0	0
705536	WG	UG	7	0	1	0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0	0	Looped	-0.06	1.1	0
705537	WG	UG	102	0	12	0	0.0	1.9	0.0	0.5	0.0	2.4	2.4	0	0	Looped	0.58	6.5	0
705538	WG	Hybrid	1841	20	20	10	3.4	1.0	3.1	1.9	6.5	2.9	9.4	795	104567	Looped	-4.61	5.5	31
705561	WG	UG	1310	0	11	0	0.0	5.8	0.0	0.9	0.0	6.7	6.7	0	0	Looped	0.09	6.3	0
705562	WG	UG	326	0	1	0	0.0	7.5	0.0	0.0	0.0	7.5	7.5	0	0	Looped	-0.35	4.9	0
705563	WG	UG	117	0	5	0	0.0	5.8	0.0	0.6	0.0	6.4	6.4	2	416	Looped	0.17	3.2	2
705564	WG	Hybrid	1814	28	6	4	3.1	0.4	6.8	0.9	9.9	1.3	11.2	2816	260793	Looped	0.19	6.1	69
705565	WG	UG	215	0	6	0	0.0	3.7	0.0	0.6	0.0	4.3	4.3	0	0	Looped	0.42	5.0	0
705566	WG	Hybrid	734	0	1	5	0.0	4.2	2.4	5.0	2.4	9.2	11.6	952	186758	Looped	-0.05	4.3	46
709031	WG	UG	12	0	1	0	0.0	3.9	0.0	0.3	0.0	4.2	4.2	0	0	Looped	0.44	4.1	0
704661	WG	Hybrid	2609	1	41	0	3.2	0.2	0.1	14.6	3.3	14.8	18.1	3072	142375	Looped	0.09	10.1	21
704662	WG	Hybrid	3224	2	48	1	2.5	2.0	0.4	18.7	2.9	20.7	23.6	818	132716	Looped	-3.44	12.9	34
704663	WG	Hybrid	2165	1	27	1	1.6	0.5	0.7	11.7	2.3	12.2	14.5	427	31609	Looped	-0.10	7.5	12
704664	WG	Hybrid	2316	3	32	3	4.3	0.6	1.2	17.4	5.5	18.0	23.5	1502	89269	Looped	-0.47	10.2	38
704665	WG	Hybrid	3853	1	66	0	4.5	0.6	0.3	22.9	4.8	23.5	28.3	4395	95177	Looped	-0.20	13.6	28
704666	WG	Hybrid	1808	3	54	0	4.1	0.2	0.2	9.1	4.3	9.3	13.6	2033	77517	Looped	-0.55	8.8	19
704667	WG	Hybrid	2962	3	47	1	2.6	0.7	0.5	15.9	3.1	16.6	19.7	5310	291426	Looped	-0.05	10.2	23
704668	WG	Hybrid	1977	0	48	3	4.0	0.5	0.8	10.7	4.8	11.2	16.0	7147	190461	Looped	-4.22	9.6	26
707931	WG	Hybrid	533	13	26	4	4.8	0.3	2.4	2.4	7.2	2.7	9.9	1319	48934	Looped	-0.38	6.4	15
707932	WG	Hybrid	1263	14	11	2	3.3	0.0	2.3	1.8	5.6	1.8	7.4	168	20870	Looped	-0.28	3.9	15
707933	WG	Hybrid	362	3	0	0	0.8	0.4	1.0	0.0	1.8	0.4	2.2	16	4423	Looped	-0.12	1.8	5
707934	WG	Hybrid	951	11	13	1	2.1	0.2	5.2	1.7	7.3	1.9	9.2	584	71192	Looped	-0.59	6.9	47
700631	WG	Hybrid	1393	21	12	2	2.9	0.2	2.9	1.0	5.8	1.2	7.0	308	43326	Looped	-0.23	4.3	26
700632	WG	Hybrid	1065	4	15	7	3.4	0.5	3.2	1.5	6.6	2.0	8.6	1524	71267	Looped	-0.07	6.0	14
700633	WG	Hybrid	2908	15	25	6	3.7	0.4	3.2	2.0	6.9	2.4	9.3	500	57585	Looped	-0.02	7.1	32
700634	WG	Hybrid	1146	18	8	5	2.7	0.2	5.0	0.6	7.7	0.8	8.5	420	71078	Looped	-0.04	5.6	47
700635	WG	OH	1124	35	6	2	3.9	0.0	7.8	0.4	11.7	0.4	12.1	2307	130834	Looped	-0.04	6.5	54
700636	WG	Hybrid	1656	18	11	6	4.0	0.4	6.0	1.3	10.0	1.7	11.7	262	46374	Looped	-0.21	6.5	40
700637	WG	Hybrid	1638	12	28	8	2.5	0.1	4.3	2.0	6.8	2.1	8.9	263	52528	Looped	-0.01	5.5	26
700638	WG	UG	12	0	9	0	0.0	3.0	0.0	0.5	0.0	3.5	3.5	0	0	Looped	-0.22	6.4	0
700639	WG	Hybrid	1664	25	14	4	3.3	0.6	4.0	1.2	7.3	1.8	9.1	714	96636	Looped	-0.08	6.3	60
700640	WG	Hybrid	802	2	13	1	1.1	2.8	0.2	0.6	1.3	3.4	4.7	38	13654	Looped	0.03	4.9	3
700641	WG	Hybrid	1254	12	11	2	2.4	3.4	1.4	0.5	3.8	3.9	7.7	93	13578	Looped	0.0	4.8	19
700642	WG	Hybrid	2771	33	25	1	4.2	0.2	5.9	3.2	10.1	3.4	13.5	606	83140	Looped	-0.1	6.7	49
703231	WG	Hybrid	1619	2	35	1	1.8	1.9	0.2	16.7	2.0	18.6	20.6	1958	134481	Looped	0.1	6.4	30
703232	WG	Hybrid	1595	10	12	3	3.2	0.7	5.4	3.1	8.6	3.8	12.4	250	39906	Looped	0.7	6.0	21
703233	WG	Hybrid	1679	0	19	0	1.2	0.4	0.0	7.1	1.2	7.5	8.7	23	3751	Looped	0.2	4.0	5
703234	WG	UG	2871	0	16	0	0.0	1.7	0.0	8.4	0.0	10.1	10.1	5650	303792	Looped	-0.2	4.9	7
703235	WG	Hybrid	2116	1	35	0	2.8	1.4	0.1	14.1	2.9	15.5	18.4	286	29416	Looped	-1.3	6.9	11

Feeder Specific Data and Attached Laterals

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
703236	WG	Hybrid	2134	1	29	0	1.5	2.3	0.0	11.9	1.5	14.2	15.7	4582	386248	Looped	-0.1	6.6	17
703237	WG	Hybrid	2737	1	57	2	5.8	0.8	0.1	17.4	5.9	18.2	24.1	5896	482993	Looped	0.5	8.1	17
703238	WG	Hybrid	1989	4	23	0	1.8	0.5	1.3	8.0	3.1	8.5	11.6	2383	64226	Looped	0.1	5.4	11

Transmission/Substation Outage Data

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	1/1/13	951	14582	951	n/a	n/a
Transmission / Substation	1/7/13	328	776	328	n/a	n/a
Transmission / Substation	1/13/13	910	1426	910	n/a	n/a
Transmission / Substation	1/14/13	1303	65636	1303	n/a	n/a
Transmission / Substation	1/16/13	1750	2625	1750	n/a	n/a
Transmission / Substation	1/16/13	16030	93296	16030	n/a	n/a
Transmission / Substation	1/18/13	1	1441	1	n/a	n/a
Transmission / Substation	1/20/13	3891	5188	3891	n/a	n/a
Transmission / Substation	1/28/13	1350	34200	1350	n/a	n/a
Transmission / Substation	1/28/13	5354	187454	5354	n/a	n/a
Transmission / Substation	1/30/13	2	37	2	n/a	n/a
Transmission / Substation	1/30/13	2	6	2	n/a	n/a
Transmission / Substation	2/1/13	1	1179	1	n/a	n/a
Transmission / Substation	2/5/13	2324	5423	2324	n/a	n/a
Transmission / Substation	2/6/13	4240	26571	4240	n/a	n/a
Transmission / Substation	2/10/13	1777	62817	1777	n/a	n/a
Transmission / Substation	2/14/13	1214	34235	1214	n/a	n/a
Transmission / Substation	2/14/13	5133	213817	5133	n/a	n/a
Transmission / Substation	2/15/13	1810	2172	1810	n/a	n/a
Transmission / Substation	2/17/13	1483	1829	1483	n/a	n/a
Transmission / Substation	2/17/13	1004	31124	1004	n/a	n/a
Transmission / Substation	2/18/13	1	114	1	n/a	n/a
Transmission / Substation	2/24/13	67	3792	67	n/a	n/a
Transmission / Substation	2/26/13	1154	2000	1154	n/a	n/a
Transmission / Substation	2/27/13	9020	189984	9020	n/a	n/a
Transmission / Substation	2/28/13	12516	301218	12516	n/a	n/a
Transmission / Substation	3/3/13	1119	4718	1119	n/a	n/a
Transmission / Substation	3/5/13	4934	111133	4934	n/a	n/a
Transmission / Substation	3/9/13	1965	79258	1965	n/a	n/a
Transmission / Substation	3/9/13	5999	20397	5999	n/a	n/a
Transmission / Substation	3/10/13	827	43788	827	n/a	n/a
Transmission / Substation	3/12/13	2500	72583	2500	n/a	n/a
Transmission / Substation	3/13/13	2001	67367	2001	n/a	n/a
Transmission / Substation	3/14/13	2641	56958	2641	n/a	n/a
Transmission / Substation	3/17/13	1435	1579	1435	n/a	n/a
Transmission / Substation	3/20/13	2314	71873	2314	n/a	n/a
Transmission / Substation	3/23/13	5319	10461	5319	n/a	n/a
Transmission / Substation	3/25/13	5132	7014	5132	n/a	n/a
Transmission / Substation	3/25/13	2097	95029	2097	n/a	n/a
Transmission / Substation	3/25/13	2384	12794	2384	n/a	n/a
Transmission / Substation	4/1/13	2250	16974	2250	n/a	n/a
Transmission / Substation	4/3/13	1113	1336	1113	n/a	n/a
Transmission / Substation	4/12/13	9586	67490	9586	n/a	n/a

Transmission/Substation Outage Data

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	4/13/13	6167	129507	6167	n/a	n/a
Transmission / Substation	4/15/13	1335	52643	1335	n/a	n/a
Transmission / Substation	4/15/13	2099	164177	2099	n/a	n/a
Transmission / Substation	4/15/13	2099	111037	2099	n/a	n/a
Transmission / Substation	4/17/13	5698	163533	5698	n/a	n/a
Transmission / Substation	4/17/13	1901	78511	1901	n/a	n/a
Transmission / Substation	4/18/13	1669	2949	1669	n/a	n/a
Transmission / Substation	4/19/13	2147	74930	2147	n/a	n/a
Transmission / Substation	4/19/13	2147	22758	2147	n/a	n/a
Transmission / Substation	4/20/13	485	50263	485	n/a	n/a
Transmission / Substation	4/20/13	1194	45436	1194	n/a	n/a
Transmission / Substation	4/25/13	899	50213	899	n/a	n/a
Transmission / Substation	4/25/13	1577	24601	1577	n/a	n/a
Transmission / Substation	4/26/13	1365	13968	1365	n/a	n/a
Transmission / Substation	5/2/13	2618	54280	2618	n/a	n/a
Transmission / Substation	5/3/13	2801	98875	2801	n/a	n/a
Transmission / Substation	5/3/13	1284	3467	1284	n/a	n/a
Transmission / Substation	5/6/13	4551	217143	4551	n/a	n/a
Transmission / Substation	5/15/13	5702	141600	5702	n/a	n/a
Transmission / Substation	5/16/13	2718	85255	2718	n/a	n/a
Transmission / Substation	5/16/13	480	36672	480	n/a	n/a
Transmission / Substation	5/17/13	6894	164507	6894	n/a	n/a
Transmission / Substation	5/20/13	2075	8162	2075	n/a	n/a
Transmission / Substation	5/20/13	1	1419	1	n/a	n/a
Transmission / Substation	5/21/13	857	54619	857	n/a	n/a
Transmission / Substation	5/22/13	885	16579	885	n/a	n/a
Transmission / Substation	5/24/13	8783	58346	8783	n/a	n/a
Transmission / Substation	5/25/13	383	562	383	n/a	n/a
Transmission / Substation	5/27/13	1	2	1	n/a	n/a
Transmission / Substation	5/27/13	1	37	1	n/a	n/a
Transmission / Substation	5/29/13	355	9612	355	n/a	n/a
Transmission / Substation	5/30/13	154	226	154	n/a	n/a
Transmission / Substation	5/30/13	2630	86055	2630	n/a	n/a
Transmission / Substation	6/1/13	825	20845	825	n/a	n/a
Transmission / Substation	6/2/13	1154	54950	1154	n/a	n/a
Transmission / Substation	6/4/13	32539	51764	32539	n/a	n/a
Transmission / Substation	6/4/13	2597	116822	2597	n/a	n/a
Transmission / Substation	6/6/13	1	59	1	n/a	n/a
Transmission / Substation	6/10/13	1044	1253	1044	n/a	n/a
Transmission / Substation	6/10/13	6616	175341	6616	n/a	n/a
Transmission / Substation	6/13/13	4368	215764	4368	n/a	n/a
Transmission / Substation	6/13/13	1092	34070	1092	n/a	n/a
Transmission / Substation	6/13/13	1092	27457	1092	n/a	n/a

Transmission/Substation Outage Data

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	6/15/13	13532	266129	13532	n/a	n/a
Transmission / Substation	6/15/13	2116	5361	2116	n/a	n/a
Transmission / Substation	6/18/13	1669	3227	1669	n/a	n/a
Transmission / Substation	6/21/13	4693	112897	4693	n/a	n/a
Transmission / Substation	6/25/13	2762	7273	2762	n/a	n/a
Transmission / Substation	6/26/13	2624	6691	2624	n/a	n/a
Transmission / Substation	6/28/13	1869	1869	1869	n/a	n/a
Transmission / Substation	6/28/13	5086	12338	5086	n/a	n/a
Transmission / Substation	6/29/13	1484	2078	1484	n/a	n/a
Transmission / Substation	6/29/13	449	15154	449	n/a	n/a
Transmission / Substation	6/29/13	1980	2772	1980	n/a	n/a
Transmission / Substation	7/1/13	29492	221032	29492	n/a	n/a
Transmission / Substation	7/1/13	20149	51043	20149	n/a	n/a
Transmission / Substation	7/1/13	20149	81937	20149	n/a	n/a
Transmission / Substation	7/2/13	2157	74237	2157	n/a	n/a
Transmission / Substation	7/2/13	533	13592	533	n/a	n/a
Transmission / Substation	7/2/13	114	243	114	n/a	n/a
Transmission / Substation	7/5/13	4018	138238	4018	n/a	n/a
Transmission / Substation	7/5/13	573	1213	573	n/a	n/a
Transmission / Substation	7/5/13	1739	4058	1739	n/a	n/a
Transmission / Substation	7/5/13	1739	4290	1739	n/a	n/a
Transmission / Substation	7/7/13	7245	652392	7245	n/a	n/a
Transmission / Substation	7/7/13	2434	77158	2434	n/a	n/a
Transmission / Substation	7/8/13	1338	2453	1338	n/a	n/a
Transmission / Substation	7/9/13	4909	220005	4909	n/a	n/a
Transmission / Substation	7/10/13	3122	103695	3122	n/a	n/a
Transmission / Substation	7/11/13	2567	99509	2567	n/a	n/a
Transmission / Substation	7/12/13	15798	33561	15798	n/a	n/a
Transmission / Substation	7/13/13	3653	61249	3653	n/a	n/a
Transmission / Substation	7/13/13	1068	22535	1068	n/a	n/a
Transmission / Substation	7/13/13	371	19787	371	n/a	n/a
Transmission / Substation	7/13/13	371	532	371	n/a	n/a
Transmission / Substation	7/13/13	120	132	120	n/a	n/a
Transmission / Substation	7/13/13	2154	97038	2154	n/a	n/a
Transmission / Substation	7/13/13	2154	40136	2154	n/a	n/a
Transmission / Substation	7/14/13	17027	780169	17027	n/a	n/a
Transmission / Substation	7/16/13	2834	87382	2834	n/a	n/a
Transmission / Substation	7/16/13	2573	53604	2573	n/a	n/a
Transmission / Substation	7/18/13	21479	45822	21479	n/a	n/a
Transmission / Substation	7/21/13	1957	9002	1957	n/a	n/a
Transmission / Substation	7/21/13	657	16600	657	n/a	n/a
Transmission / Substation	7/21/13	1764	3940	1764	n/a	n/a
Transmission / Substation	7/23/13	1170	47346	1170	n/a	n/a

Transmission/Substation Outage Data

Outage Event Description	Date of Event	# of Customers	Non-Storm Excluded CMI	Non-Storm Excluded CI	Replacement KW & KWH Costs	Total Repair Cost
Transmission / Substation	7/25/13	2350	93265	2350	n/a	n/a
Transmission / Substation	7/25/13	815	6384	815	n/a	n/a
Transmission / Substation	7/27/13	14706	18137	14706	n/a	n/a
Transmission / Substation	7/27/13	1999	55506	1999	n/a	n/a
Transmission / Substation	7/28/13	37	918	37	n/a	n/a
Transmission / Substation	7/29/13	3258	3692	3258	n/a	n/a
Transmission / Substation	7/29/13	9370	22801	9370	n/a	n/a
Transmission / Substation	7/30/13	1238	5200	1238	n/a	n/a
Transmission / Substation	7/30/13	2719	11510	2719	n/a	n/a
Transmission / Substation	7/31/13	450	5640	450	n/a	n/a
Transmission / Substation	8/1/13	10697	681666	10697	n/a	n/a
Transmission / Substation	8/1/13	4799	241485	4799	n/a	n/a
Transmission / Substation	8/1/13	11685	223768	11685	n/a	n/a
Transmission / Substation	8/1/13	7307	139929	7307	n/a	n/a
Transmission / Substation	8/1/13	8510	633790	8510	n/a	n/a
Transmission / Substation	8/1/13	14991	408546	14991	n/a	n/a
Transmission / Substation	8/1/13	10991	391014	10991	n/a	n/a
Transmission / Substation	8/1/13	214	6484	214	n/a	n/a
Transmission / Substation	8/1/13	7802	507647	7802	n/a	n/a
Transmission / Substation	8/1/13	2110	125264	2110	n/a	n/a
Transmission / Substation	8/1/13	1505	91830	1505	n/a	n/a
Transmission / Substation	8/1/13	1459	111370	1459	n/a	n/a
Transmission / Substation	8/1/13	4	70	4	n/a	n/a
Transmission / Substation	8/1/13	1214	68672	1214	n/a	n/a
Transmission / Substation	8/1/13	96	5867	96	n/a	n/a
Transmission / Substation	8/1/13	876	66634	876	n/a	n/a
Transmission / Substation	8/1/13	22	645	22	n/a	n/a
Transmission / Substation	8/1/13	1260	75684	1260	n/a	n/a
Transmission / Substation	8/1/13	1088	66604	1088	n/a	n/a
Transmission / Substation	8/1/13	77	2179	77	n/a	n/a
Transmission / Substation	8/1/13	1165	67259	1165	n/a	n/a
Transmission / Substation	8/1/13	400	6573	400	n/a	n/a
Transmission / Substation	8/1/13	1484	84390	1484	n/a	n/a
Transmission / Substation	8/1/13	2031	56123	2031	n/a	n/a
Transmission / Substation	8/1/13	2437	134766	2437	n/a	n/a
Transmission / Substation	8/1/13	2355	155979	2355	n/a	n/a
Transmission / Substation	8/1/13	2185	146978	2185	n/a	n/a
Transmission / Substation	8/1/13	1899	128436	1899	n/a	n/a
Transmission / Substation	8/1/13	1789	117776	1789	n/a	n/a
Transmission / Substation	8/1/13	2998	203364	2998	n/a	n/a
Transmission / Substation	8/1/13	1923	125892	1923	n/a	n/a
Transmission / Substation	8/1/13	1886	121710	1886	n/a	n/a
Transmission / Substation	8/1/13	1576	107483	1576	n/a	n/a

Transmission/Substation Outage Data

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	8/1/13	1534	101704	1534	n/a	n/a
Transmission / Substation	8/2/13	6094	104443	6094	n/a	n/a
Transmission / Substation	8/2/13	880	1320	880	n/a	n/a
Transmission / Substation	8/4/13	1999	4964	1999	n/a	n/a
Transmission / Substation	8/4/13	1015	34138	1015	n/a	n/a
Transmission / Substation	8/5/13	1754	5262	1754	n/a	n/a
Transmission / Substation	8/6/13	1	3	1	n/a	n/a
Transmission / Substation	8/6/13	5871	6262	5871	n/a	n/a
Transmission / Substation	8/7/13	596	62664	596	n/a	n/a
Transmission / Substation	8/7/13	1191	47321	1191	n/a	n/a
Transmission / Substation	8/7/13	3961	7130	3961	n/a	n/a
Transmission / Substation	8/7/13	4359	192190	4359	n/a	n/a
Transmission / Substation	8/10/13	33663	116817	33663	n/a	n/a
Transmission / Substation	8/10/13	1466	57516	1466	n/a	n/a
Transmission / Substation	8/12/13	1278	42962	1278	n/a	n/a
Transmission / Substation	8/12/13	2914	4274	2914	n/a	n/a
Transmission / Substation	8/12/13	2914	31568	2914	n/a	n/a
Transmission / Substation	8/12/13	2914	86550	2914	n/a	n/a
Transmission / Substation	8/12/13	1	2	1	n/a	n/a
Transmission / Substation	8/13/13	12334	13567	12334	n/a	n/a
Transmission / Substation	8/14/13	1	89	1	n/a	n/a
Transmission / Substation	8/14/13	25166	190125	25166	n/a	n/a
Transmission / Substation	8/16/13	15944	57930	15944	n/a	n/a
Transmission / Substation	8/16/13	11846	422507	11846	n/a	n/a
Transmission / Substation	8/16/13	5218	244301	5218	n/a	n/a
Transmission / Substation	8/18/13	671	32367	671	n/a	n/a
Transmission / Substation	8/20/13	1508	2337	1508	n/a	n/a
Transmission / Substation	8/21/13	104	2947	104	n/a	n/a
Transmission / Substation	8/21/13	881	1072	881	n/a	n/a
Transmission / Substation	8/21/13	3257	139006	3257	n/a	n/a
Transmission / Substation	8/21/13	1731	65316	1731	n/a	n/a
Transmission / Substation	8/23/13	3497	79773	3497	n/a	n/a
Transmission / Substation	8/23/13	2449	86222	2449	n/a	n/a
Transmission / Substation	8/26/13	1819	3820	1819	n/a	n/a
Transmission / Substation	8/30/13	6763	135116	6763	n/a	n/a
Transmission / Substation	9/4/13	1451	1741	1451	n/a	n/a
Transmission / Substation	9/6/13	1641	4675	1641	n/a	n/a
Transmission / Substation	9/7/13	659	28447	659	n/a	n/a
Transmission / Substation	9/9/13	1956	90367	1956	n/a	n/a
Transmission / Substation	9/9/13	1575	2179	1575	n/a	n/a
Transmission / Substation	9/12/13	5321	273745	5321	n/a	n/a
Transmission / Substation	9/12/13	2617	52384	2617	n/a	n/a
Transmission / Substation	9/13/13	1059	8013	1059	n/a	n/a

Transmission/Substation Outage Data

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	9/14/13	9901	16337	9901	n/a	n/a
Transmission / Substation	9/15/13	3105	17491	3105	n/a	n/a
Transmission / Substation	9/15/13	12619	16405	12619	n/a	n/a
Transmission / Substation	9/16/13	659	14642	659	n/a	n/a
Transmission / Substation	9/19/13	2392	55016	2392	n/a	n/a
Transmission / Substation	9/22/13	10091	330999	10091	n/a	n/a
Transmission / Substation	9/23/13	860	5948	860	n/a	n/a
Transmission / Substation	9/25/13	1925	66156	1925	n/a	n/a
Transmission / Substation	9/25/13	1195	3426	1195	n/a	n/a
Transmission / Substation	9/25/13	3963	4624	3963	n/a	n/a
Transmission / Substation	9/26/13	4701	5641	4701	n/a	n/a
Transmission / Substation	10/2/13	848	1286	848	n/a	n/a
Transmission / Substation	10/2/13	3464	4619	3464	n/a	n/a
Transmission / Substation	10/2/13	848	1018	848	n/a	n/a
Transmission / Substation	10/2/13	848	2347	848	n/a	n/a
Transmission / Substation	10/9/13	957	6611	957	n/a	n/a
Transmission / Substation	10/12/13	2031	4069	2031	n/a	n/a
Transmission / Substation	10/14/13	1184	44538	1184	n/a	n/a
Transmission / Substation	10/17/13	6086	181766	6086	n/a	n/a
Transmission / Substation	10/18/13	1025	36934	1025	n/a	n/a
Transmission / Substation	10/18/13	24355	159486	24355	n/a	n/a
Transmission / Substation	10/20/13	8973	297757	8973	n/a	n/a
Transmission / Substation	10/21/13	518	604	518	n/a	n/a
Transmission / Substation	10/22/13	391	456	391	n/a	n/a
Transmission / Substation	10/22/13	2549	3229	2549	n/a	n/a
Transmission / Substation	10/22/13	1643	5970	1643	n/a	n/a
Transmission / Substation	10/22/13	6004	17512	6004	n/a	n/a
Transmission / Substation	10/24/13	24370	38180	24370	n/a	n/a
Transmission / Substation	10/24/13	1875	31208	1875	n/a	n/a
Transmission / Substation	10/25/13	2954	90688	2954	n/a	n/a
Transmission / Substation	10/25/13	3227	5701	3227	n/a	n/a
Transmission / Substation	10/25/13	22	642	22	n/a	n/a
Transmission / Substation	10/25/13	22	76	22	n/a	n/a
Transmission / Substation	10/27/13	17180	374516	17180	n/a	n/a
Transmission / Substation	10/30/13	858	30030	858	n/a	n/a
Transmission / Substation	10/31/13	1383	4656	1383	n/a	n/a
Transmission / Substation	10/31/13	1455	54344	1455	n/a	n/a
Transmission / Substation	11/1/13	1270	2625	1270	n/a	n/a
Transmission / Substation	11/9/13	1	34	1	n/a	n/a
Transmission / Substation	11/14/13	13698	14611	13698	n/a	n/a
Transmission / Substation	11/16/13	1097	53477	1097	n/a	n/a
Transmission / Substation	11/18/13	3289	183425	3289	n/a	n/a
Transmission / Substation	11/20/13	2625	5075	2625	n/a	n/a

Transmission/Substation Outage Data

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	11/20/13	15601	381219	15601	n/a	n/a
Transmission / Substation	11/21/13	741	6740	741	n/a	n/a
Transmission / Substation	11/26/13	23588	74915	23588	n/a	n/a
Transmission / Substation	11/27/13	1778	35027	1778	n/a	n/a
Transmission / Substation	12/11/13	1207	61831	1207	n/a	n/a
Transmission / Substation	12/12/13	1635	5123	1635	n/a	n/a
Transmission / Substation	12/19/13	8438	27413	8438	n/a	n/a
Transmission / Substation	12/25/13	1792	70844	1792	n/a	n/a
Transmission / Substation	12/26/13	587	25241	587	n/a	n/a
Transmission / Substation	12/26/13	553	23779	553	n/a	n/a
Transmission / Substation	12/26/13	1	43	1	n/a	n/a
Transmission / Substation	12/27/13	850	21655	850	n/a	n/a



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

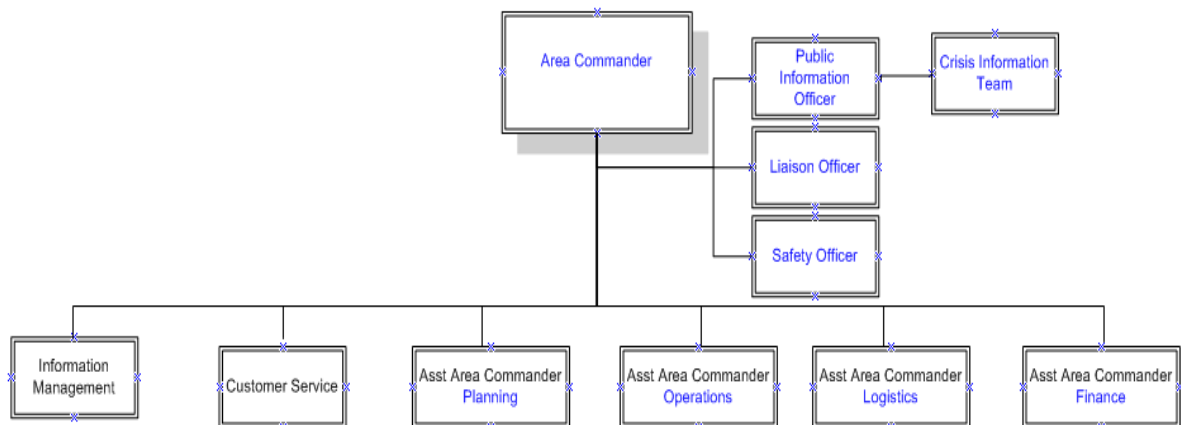
Hurricane Warning — Issued when winds of 74mph or higher are expected in a specified coastal area within 24 hours

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
4. Logistical support (sleeping accommodations, food, laundry, etc).

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 simultaneously or immediately 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.

Understanding the level of lateral damage is key to understanding resource requirements. During 2013 we developed a new application that allows us to utilize smart phones and document this information with the goal of completing this initial assessment within the first 48 hours

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.

During 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.

Mutual assistance (MA), within Regional Mutual Assistance Groups (RMAG), is an critical pre-landfall function that the electric power industry has utilized for decades. The MA planning works extremely well within its region, however Superstorm Sandy stretched this process when multiple RMAG's were affected. Utilities have recognized the need to develop this process at a national level and ensure a safe, transparent and equitable method of distributing the finite number of line resources within the US and Canada.

A consortium of utilities and their leadership have developed guiding principles and key expectations during a national response event (NRE). This effort has been facilitated by EEI, and they will assist in the NRE Resource Allocation process if and when an NRE is declared. This will present new challenges in preparing for and restoring electric service.