Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 11, 2022**
Data Request No. DOE 4-001 **Page 1 of 2**

Request from: Department of Energy

Witness: Hebsch, Jennifer J, Johnson, Russel D, Freeman, Lavelle A, Labrecque, Richard C

Request:

Reference: Eversource's October 1, 2020 Least Cost Integrated Resource Plan ("LCIRP") and the March 31, 2021 Supplement ("Supplement"), including all Attachments (providing various area planning studies, solution selection forms, and project authorization forms.)

a. Please provide a table that lists each planned project Eversource has identified in its LCIRP (2020) and 2021 Supplement. Please indicate -- in the table-- if the project was the "least cost option." In the table, please list the "alternative options" (to resolve the same issue) and list the costs for the selected solution and each option. Please identify the sections of the 2020 LCIRP and Supplement, by bates numbered page, that reference the project and alternative options.

b. For each instance where the Company did not choose the least cost option discussed in the area planning studies, solution selection forms, and project authorization forms, please explain in detail why the project was selected. The explanation should be in narrative form, referencing the table.

c. Please provide supporting documents, including economic analysis and calculations.

Response:

The LCIRP (including the Appendices and the Supplemental filing) identifies projects in the following locations:

Group #1 - Original Filing Appendix K – this is a Grid Needs Assessment that lists numerous line and station projects >$250K.

Group #2 - Original Filing Appendix L – provides Solution Selection Forms ("SSFs")/Project Authorization Forms ("PAFs")/Initial Funding Requests ("IFRs") for 6 different projects.

Group #3 - March Supplement – Appendix C – this is a listing of Proposed Reliability Projects (distribution line reliability) that have been proposed but have not been funded by the 2021 or previous years capital budgets.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 11, 2022**
Data Request No. DOE 4-001 **Page 2 of 2**

Group #4 - March Supplement – Appendix D – contains early versions of the IFRs for 20 System Planning projects that are in early development (SSFs have not been created).

Group #5 - March Supplement – Appendix E – contains early SSFs for White Lake, Dover, and Monadnock

Group #6 - March Supplement – Appendix F – contains PAFs for Distribution Line projects in the 2021 Capital Plan.

Response to Parts (a) and (b): Attachment DOE 4-001 provides the requested data for planned projects in Group #2, Group #5, and Group #6, totaling 37 projects.

The projects in Groups #1, #3, and #4 have either not progressed to the planned stage or are duplicates of projects included in Groups #2, #5, or #6.

Response to Part (c): Supporting documentation for these projects (SSFs and PAFs) are included in either the original LCIRP filing or the Supplement. For each project, specific additional supporting documentation is available on request.

Document	Bates #	Project Name	Selected Option	Alternative - #1	Alternative - #2	Alternative - #3	Least Cost (Y/N)	Explanation
Oct 2020 - App. L March 2021 - App. F	391 508	A20C40 Replace Manchester Network Cables	**$148k** This PAF is to provide funding for a survey of the first of four zones identified for the replacement of primary conductor on all four network circuits. The survey is intended to create a pull plan for circuit cable routing as well as identify in advance issues needing to be addressed during construction. Additional PAFs will be submitted for subsequent surveys and cable replacement projects. The total project will be to replace approximately 9,000 feet of 13.8 kV 350 mcm PILC mainline network cable circuiting per year for four years. Additionally, replace approximately 750 feet of 1/0 PILC tap cable feeding the thirty-three network transformers (approximately eight per circuit) as required. It should be noted that some taps were already replaced as part of the network transformer work over the past 15 years. It is proposed that four modular, disconnectible H-body splices be installed in MH 32A on Elm St. This would allow for a Nutfield Lane circuit to be de-energized for re-conductoring while the remainder of the circuit remains energized from Brook St. This approach could also be adopted while working on Zone 4 by using these same type of splices.	Address cable failures one at a time as they occur. This increases the overall cost of replacements due to the need to mobilize to respond to a failure and demobilize after replacing that section, until the next failure occurs. This alternative also depends on outages not cascading, which cannot be guaranteed.			Yes	
March 2021 - App. F	456	A17C30 - Pack Monadnock Rebuild	**$3,900k** The scope of this project is to construct a new 5,200 foot of primary single-phase line with covered primary conductor. Thirty new poles will be installed. All of the existing line and equipment up to the summit will be removed. A new service will be run to the MIT building, located approximately halfway up the mountain. Work associated with the summit will be addressed under a separate Project Authorization.	**from Preliminary Funding PAF 5/8/17:** Replace above-ground conduit with direct-buried cable in conduit. Due to the rugged mountain terrain, this was not considered a viable option. Randy Knepper, PUC Director of Safety & Security, proposes an overhead solution as the current terrain prohibits an underground solution.	**from 4/15/20 Revision:** Multiple alternatives have been considered including various overhead and underground options. All were reviewed internally and with external stakeholders. The final solution for this upgraded line was the result of three years of negotiations, public forums, site meetings, constructability reviews, and buy-in from our State partners.		No	Explanation is included in Alternative #2 description
March 2021 - App. F	468	A21E09 3191X3 - 3191 Circuit Tie	**$579k** Convert a 4.16kV section of the 3112X4 to 34.5kV in order to create a tie between the 3191X3 and the mainline of the 3191. Reconductor 1700 feet of 1/0 Spacer Cable and change 9 overhead transformers from 4.16kV to 34.5kV. This would allow for switching around faults on the 3191X3 and picking up customers while work is being done. Install a new recloser for a new tap off the 3191 mainline and another recloser on Winnicut Rd for sectionalizing. (PAF 7/23/2021)	The alternate consideration would be to convert the 3112X4 all the way back to the tap on Breakfast Hill Rd. This would create a tie for the 1564 customers on the 3191X3 and the 149 customers on the 3112X4. This project would add an additional 3000 feet of 1/0 spacer cable, 25 over head transformers, 2 pad transformers and 1 single phase step-down transformer. The total cost of this project would be **$912,500.**			Yes	
March 2021 - App. F	474	A20C16 Bouchard St Replace Cable and MOST Switchgear	**$544k** The current three phase 1/0 underground cable feeding the Bouchard St tap will be replaced by approximately 1,100 feet of three phase 1/0 AAC spacer cable. Six poles will be installed and nine poles will be replaced. Elimination of the M.O.S.T switchgear and a sector cabinet will be accomplished by the construction of three risers. Two live front transformers will be replaced, with another unit relocated to a more optimum spot next to the building it serves. Approximately 1,800 feet of 5" conduit will be needed for the civil portion of the job.	1) Leave the existing cable system as is. However, a good portion of this cable tested in 2013 yielded marginal results (neutral deterioration of < 50% capacity), and there have been several cable failures over the past years. Therefore, it is advisable to replace the existing cable. Replacement of all direct buried cable on Bouchard St with cable in conduit was considered too expensive (**$654,000 total job cost**). So while customers will continue to have underground cable feeds to their pad-mounted transformers, the main line cable on Bouchard is proposed to be replaced with overhead spacer cable.	2) A cost reducing measure would be to remove Gentex Corporation at 645 Harvey Rd from the project. This facility is fed from a separate riser pole and cable. It was included in the original project because the cable is also of 1970's vintage and its transformer is live-front. The estimated cost **savings for removing this work from the project is $95,000**.		No	Alternative does not address project objectives.
March 2021 - App. F	480	A21E21 63W1 Reconductor Drake Hill Rd	**$1,062k** Install 1.06 miles of 477 Spacer cable along Drake Hill Rd in Strafford. Install 1-167 kVA, 219A, 7.2 kV Regulator and associated equipment at P820/90 on new phase. Install 1-900 kVAR Capacitor bank and associated equipment at P820/109	Convert the circuit to 34.5 kV and install step down transformers for side taps. This alternative was not fully investigated due to the magnitude of cost increase and reliability issues.	Another alternative considered was to install a 12 kV substation in the Rochester AWC to offload East Northwood. This option is far more costly and cannot resolve voltage issues by 2021 summer peak period.		Yes	
March 2021 - App. F	487	A20C24 Pad Step RTE 13	**$754.5k** Install one 19.9/34.5 kV to 7.2/12.47 kV, 5 MVA three phase pad-mounted step transformer and remove the six existing 500 KVA steps. Utilize existing load side 12.47 kV DA SCADA device. An easement or land purchase of $30K to place the new transformer has been included in the cost estimate.	Alternative 1: Reconductor and convert up Route 13 for 3.88 miles just beyond Gorham Pond Road (pole 13/217). Initial assessment by Designer shows having to replace or work on almost half the poles in this section. In addition, current standard is covered wire so the existing #2 ACSR would be replaced with 477 spacer cable. Addresses future loading on 1000 KVA steps for 8 years based on 2% load growth. Step loading (60%,35%,84%). No simple load balancing available. Estimated at **$2,412,000**	Alternative 2: Reconductor and convert up Route 13 for 2 miles just beyond Paige Hill Road (pole 13/116). Initial assessment by Designer shows having to replace or work on almost half the poles in this section. In addition, current standard is covered wire so the existing #2 ACSR would be replaced with 477 spacer cable. Addresses future loading on 1000 KVA steps for 3 years based on 2% load growth. Step loading (94%, 94%,68%.). All simple load balancing taken into account. Estimated at **$1,382,000**		Yes	
March 2021 - App. F	502	A21E22 3191X1A Piscassic Rd Conversion	**$1,057k** The conversion will complete the following: -Convert 26 transformers – 2.4kV to 19.9 kV -Install 3-500 kVA 19.9/2.4 kV Step-downs. Remove 3-333 kVA step down transformers -Remove 4-2.4kV/19.9kV Step up transformers. -Reconductor 10 spans of 3-#4 CU conductor with 3-477 SPCA from P2/4 to P2/14 (1214') -Reconductor 16 spans of 1-#2 ACSR conductor with 1-1/0 AL TW from P14/1 to P14/9 (2815')	An alternative considered was to reconductor up to P2/54 to remove additional step up transformers from the system and to convert more of the 2.4 kV circuit. To reduce project costs, it was determined the best solution was to convert only the three phase on Piscassic Rd.	Another alternative considered was to install parallel steps instead of converting Piscassic Rd. The copper conductor on Piscassic Rd would still need to be reconductored due to overload, and the #2 ACSR on Old Lee Rd would need to be converted due to condition and overload.		Yes	
March 2021 - App. F	515	A21E23 Fogg Rd Conversion	**$543k** This project will complete the following: -Conversion of the 377X3 from 4.16 kV to 34.5 kV on Fogg Rd o Install parallel 500 kVA steps on N River Rd -Reconductor 1-1/0 ACSR on Coffin Rd from P29/31Y to P29/22 with 3-477 Spacer. o Provide capacity to serve new 100 home URD on Fogg Rd, Epping o Create a future circuit tie between the 377X3 and 377X10. o Offloads step on the 377X10.	Extend three phases on Coffin Rd (2650', 16 spans), convert Fogg Rd (18 spans to 19.9kV) and N River Rd (30 spans to 19.9kV). -Converting Fogg Rd, 7 OH transformers: $28,000 -Converting Old Stagecoach Rd, 2 OH transformers: $8,000 -Converting N River Rd, 9 OH Transformers: $36,000 -Converting N River Rd, 10 Pad mount transformers: $60,000 -Install new 250 kVA stepdown on Old Stage Rd: $20,000 -Install new 500 kVA step on N River Rd: $20,000 -Cost of 2600' of 477 Spacer Cable: $424,000 -**Total cost: $599,000** This alternative converts an additional 25 spans further down N River Rd to P30/25A. This allows us to feed the remaining 4.8 kV load with 1-500 kVA step down.			Yes	
March 2021 - App. F	520	A20C46 317 Line Section Rebuild Warner	**$944k** 27 poles to be replaced with self-weathering steel 5,000' of conductor to be replaced with 477 MCM spacer cable 5,000' of 127 AWA messenger to be installed which will add a neutral to an existing 3 wire system	Do nothing This alternative was not chosen because it does not address the condition deficiencies associated with this line portion and the impact on system reliability or resiliency.	Replace Only Deteriorated Components This will address the concern of individual component reliability but will reuse remaining parts of the structure. Due to the age of these poles (approximately eighty-five years), it is likely that many of these poles will also have to be replaced in the near future. This would result in additional line outages, environmental impact, and repeating the work of removing / installing the crossarm. In addition, replacement of an entire structure is more efficient as the new structure is installed next to the existing, and wires transferred. This reduces the cost of having to temporarily support wires and can result in reduced restoral time. This would also not address the clearance issues. As a result, this alternative was not selected. This option also does not address the lack of a system-neutral or the brittle and annealed #2 copper primary conductor.	Replace Only Structures with Deteriorated Components This alternative will address the concern of near-term reliability but not the line rating evaluation or future reliability. Addressing these issues with independent future projects would involve additional environmental and siting reviews and permitting. As a result, this alternative was not selected. This option also does not address the lack of a system-neutral or the brittle and annealed #2 primary conductor.	No	Alternative does not address project objectives.
March 2021 - App. F	533	A21E24 Beauty Hill Road Conversion	**$522k** Convert forty overhead 7.2kV transformers to 19.9kV transformers along Beauty Hill Rd and Hall Rd. Remove Parallel 500 kVA step-down transformers on Beauty Hill Rd. Install two 500 kVA step-down transformers on Hall Rd and Beauty Hill Rd beyond converted areas and two 167 kVA step-down transformers on Granville Rd and Lakeside Oaks Rd to minimize conversion costs.	**$849K** Convert Beauty Hill Road and portion of Hall Road. Convert 25 sections of Beauty Hill Rd and 54 sections of Hall Road in Barrington NH to remove overloaded parallel stepdown transformers on the 392X7 circuit out of the Rochester AWC. This approach eliminates the parallel 500 kVA stepdown transformers and hanging new stepdown transformers further out on the circuit.			Yes	
March 2021 - App. F	539	A20E47 Codfish Corner Rd	**$585k** Replace failed direct buried cable on the 3105X1 and put the Portsmouth Trailer Park loop back into service. Install 1,850 feet of underground single phase 1/0 XLP cable in conduit between transformers 146/134T2 and 146/134T7 and between transformers 146/134T2A and 146/134T3 to restore loop. Remove overhead out of service riser from customers backyard. Install a new dead-front transformer and removes 75 kVA live front transformer (146/134T2). It also replaces a second live-front transformer (146/134T3) to help complete loop and allow switching without having to de-energize customers.	The alternate consideration would be to splice the failed direct buried cable and use existing out of service riser. This is not possible as the riser and direct buried cable are on private property with no easement and customer will not allow rebuild as wire spans over their home which is a violation of the NESC in its current state.			Yes	
March 2021 - App. F	547	A21LS Distribution Line Sensors	**$360k** Install approximately 140 line sensors at various locations on the Eversource NH distribution system.	Install reclosers that will provide load information and alerts of an outage on a circuit. Estimated Cost: $70,000 - $80,000 each. 46 three phase installations at $70,000 each would be **$3.2M**.			Yes	
March 2021 - App. F	555	A20E48 Foundry Place Switchgear	**$290k** Install 2400 feet of backbone primary into the existing manhole and duct bank system in order to add another switchgear to the 15W4. The switchgear will cut in between Switchgear #2 and #12 and create a load port loop with Switchgear #12 and add a spare load port to downtown Portsmouth. To do this primary will be run through existing conduits that connect MH16, MH17, MH18 and MH19. It will create a loop for radially fed transformers and incoming customers, as well as adding another switching point for the downtown Portsmouth underground system.	The alternative would be to tie in the new switchgear with switchgear 2. This project would require about 2600 feet of primary in the existing manhole and duct bank system. This project is less favorable because it would require an additional 200 feet of underground primary cable.			Yes	
March 2021 - App. F	563	A21N28 Route 16 Line Relocation NHDOT (needs Revisions)	**$169k** Construct in new location approximately 2,500 feet of three phase overhead line in Ossipee, NH. The new line will require new conductors on new poles.	No alternatives were considered, as this work is required by state law.			Yes	
March 2021 - App. F	569	A20N50 Line Relocation Route 106 Loudon	**$366k** Construct in new location approximately 6,900 feet of three phase overhead line in Loudon NH. The new line will relocate the existing conductors onto new poles.	No alternatives were considered, as this work is required by state law.			Yes	

March 2021 - App. F	578	A21N46 IRU Fiber IFR	**$35k** The project objective is to develop segments of a SONET telecommunication network in the northern region of NH to enable provisioning of teleprotection circuits. This project is seeking initial funding in the amount of $35,000 to: • Develop the scope $10,000 • Estimate the project $5,000 • Complete the constructability reviews $5,000 • Complete conceptual engineering $10,000 • Other/misc. $5,000				N/A	Project scope will be developed following completion of the work defined in the Initial funding request.
March 2021 - App. F	585	A20W33 - Pack Monadnock Summit Rebuild	**$425k** The scope of this project is to remove a large portion of the existing distribution system and replace with a mix of new overhead and underground equipment. First, the 50 kVA pole mounted transformer will be replaced with two 50 kVA pad units. These will have the capability of backing each other up should one fail. Underground in conduit will be run from the first pole at the summit across the roadway to the two padmounts. This will allow the removal of the overhead line in the vista viewing area. A new overhead secondary line will be run south behind the tree line to the Crown Castle facility. The new north transformer will intercept the existing feeds to the State Police building, the Fire Tower, and the nearby cell tower. Eversource will work closely with the contractors and the Park personnel to properly restore the site to acceptable conditions.	Multiple alternatives have been considered including various overhead and underground options. All were reviewed internally and with external stakeholders. The final solution for this upgraded line was the result of three years of negotiations, public forums, site meetings, constructability reviews, and buy-in from our State partners.			No	Explanation is included in Alternative #1 description
March 2021 - App. F	592	A21S12 Apple Tree Cinema URD Rebuild	**$357k** Install 3500 feet of 34.5 kV URD cable in conduit and associated padmounted equipment including three new three-phase, 4-position sector cabinets, and replacement of two live front three-phase transformers with dead front equipment. Remove old cable where possible, abandon if not. Remove old padmounted equipment and fill.	Replace single phase equipment: **$100,000** estimate for concrete pads, cable splicing, and installing 6 new sector cabinets. *Future risk of equipment becoming damaged again in the same way.	Extend primary cable in conduit from existing padmounted transformer, 32/2GS2T2, and rebuild the remaining URD as specified: **$390,875** estimate. This is the same approximate length of cable as the project proposes, however, this is less desirable because a) this would put customers on the end of another feed and would reduce reliability, and b) this would require either a cable crossing a water drainage main or two road crossings.	Extend primary cable in conduit from a new sector cabinet on Winding Pond Rd. and rebuild the remaining URD as specified: **$390,875** estimate. This is the same approximate length of cable as the project proposes, however, it will add splices to the cable along Winding Pond Rd. and put the commercial URD customers on a long cable with more exposure and would thereby decrease reliability.	No	Alternative does not address project objectives.
March 2021 - App. F	598	A21C05 Reconductor Academy Rd	**$895k** Install new pole plant and associated equipment including 3-1/0 spacer cable in place of 3- #2 ACSR conductors on approximately 3,650 feet of 15 kV, three phase line along Academy Road in Pembroke. In anticipation of future load driven conversion work, 34 kV spacer will be installed.	This project was originally submitted to reconductor Academy Rd in its entirety. The **$1,813,000** estimate to do this was considered cost prohibitive. Instead, the project was revised to selectively reconductor portions of Academy Rd. based on an analysis of past outages and in consultation with Vegetation Management. In so doing, the cost per customer minute saved improved from $13.48 to $6.65.			Yes	This project was cancelled.
March 2021 - App. F	606	A21S13 Pine Isle Drive URD Rebuild	**$581k** Install approximately 2400 feet of single-phase 1/0 URD cable in conduit from riser pole 1/17Y to one new sector cabinet, then loop feed to five pad-mounted transformers. Install approximately 700 feet of secondary cable to hand holes. Remove existing above-ground equipment and abandon cable.	Replace failed equipment as needed.			No	Alternative does not address project objectives.
March 2021 - App. F	613	A21C19 Meetinghouse Rd Substation Offload	**$747k** Reconductor approximately 3,319 feet of single phase 1/0 and neutral with three phase 1/0 covered wire along Joppa Hill Road. Utilize approximately 2,550 feet of existing phase of 1/0 ACSR currently not in use from Carriage Lane up to North Amherst Road. Convert ten overhead single-phase transformers from 7,200 volts to 19,900 volts. Install six new overhead 19.9 to 7.2 kV step transformers for street side taps and North Amherst load. Remove two existing 19.9kv to 7.2 kV step transformers on Joppa Hill Road. Install cutouts for new open point between 3W2 and 322X12 on North Amherst Road. Install new three phase DA device at start of Joppa Hill Road.	1) Shift approximately 785 KVA connected from the 3W2 to the 322X12 circuit via Bedford Center Road. Engineering estimate is **$52K**. Only lowers TB32 to 99% of nameplate and does not address 322X12 step transformer on Joppa Hill which is at 97% of nameplate.	2) Run three-phase all the way up Joppa Hill to North Amherst, 3,319 feet plus 2,500 feet for a total distance of 5,819 feet. This solution allows for additional load to be transferred from the tail end of the 3W2 circuit to the 322X12 further reducing the TB32 loading at Meetinghouse Road substation to well below 96% of nameplate. Engineering estimate of **$1,000,000.**		No	Alternative does not address project objectives.
March 2021 - App. F	618	A21S27 Damren Rd. Conversion	**$214k** 2500 feet of single phase conversion from 7.2-19.9 kV. Remove overloaded 500 kVA. Replace with two 500 kVA steps, one feeding down Walnut Hill (to open point with Adams Pond Rd. step as back feed), and one feeding the end of Damren Rd. and a large trailer park.	Offload customers on Walnut Hill to Adams Pond Rd step. This would be costs to set up reconfiguration switching only. However, this would effectively eliminate the option to backfeed the Adams Pond Rd. step from Damren Rd, resulting in reduced reliability.			No	Alternative does not address project objectives.
March 2021 - App. F	623	A21C20 322X14 Off-load	**$141k** Install approximately 400 feet of new 1/0 covered conductor along College Road (pole 52/17) to St Anselm's Drive (pole 86/25). Convert twelve overhead 2.4 kV transformers to 7.2 kV transformers and move them from the 322X14 to the 18W1 via College Road. Install load side fusing protection for the 500 KVA step-down transformer which currently does not exist.	Reconductor 190 ft of #2 ACSR with 477 covered conductors to address the overload primary feeder, however this solution fails to off-load 500 KVA step-down transformer to below 100% of nameplate. In addition, this solution fails to improve system voltage on the 322X14 to acceptable levels and does not allow for low side step-down fusing. Estimated Cost **$20K**			No	Alternative does not address project objectives.
March 2021 - App. F	626	A21W36 Remove Lattice Steel Towers	**$250k** This project will remove approximately 11 miles/structures of the W15 circuit in Western Region. There are approximately five miles of line to be addressed and it is planned to seek funding for additional section in future years. Environmental controls and access may impact the number of structures able to be completed each year.	Not applicable.			Yes	
March 2021 - App. F	636	A21C25 360X5 Reconductor New Boston Rd	**$825k** Reconductor approximately 4,752 feet of single phase #2 ACSR with three phase 477 spacer cable from the start of the 360X5 circuit to Walsch Rd (pole 25/250). Redistribute load from phase C to two new phases. Replace single phase Spear recloser at start of circuit with Nova (SCADA controlled) recloser. Re-balance load on the 360X5.	Convert the tail end of the 322X10 and transfer load from the 360X5 at a cost of **less than $100k**. This alternative, which is currently under construction, is a short-term solution which only helps balance load on the 3194X1. It does not address known load growth associated with new residential home construction in progress on the 360X5 and 360X7 circuits. It does not help address loading on the parallel 500 kVA steps on the 360X7 circuit which reached 96% of nameplate rating during summer 2020, nor does it address high growth rate in this area of New Boston. This solution provides no opportunities to address load imbalance and equipment overloads on the 85W1 circuit. It also does not work towards establishing a circuit tie between the 3194X1 and 322X10 circuits.	360X7 – Multiphase down McCurdy Rd approximately 1,230 feet to off load approximately 20 amps of peak loading at a cost **$220K**. This alternative helps address the overloaded parallel 500 kVA steps on the 360X7 circuit and provide a slight improvement with load balancing on the 3194X1. It does not address high loading on the 360X5 single phase radial circuit (2.3MW peak) nor does it address new load under construction on the 360X5 circuit. It also does not work towards establishing a circuit tie between the 3194X1 and 322X10 circuits.		No	Alternative does not address project objectives.
March 2021 - App. F	645	A21W37 Extend Three Phase Route 202 Rindge	**$338k** This project is to extend three-phase 1/0 spacer cable from pole 149/28 on Route 202 near Rand Road to pole 37/92 near Forristall Road. The existing 18 – 40 foot poles will be replaced with 50 foot poles. A 333 kVA, 19.9/7.2 kV step will be installed at the beginning of Forristall Road. The line will be opened where Middle Winchendon Road meeting Route 202. The line heading south on Route 202 will be converted 4,000 feet to pole 37A/23. There is just on overhead transformer to be changed and a couple of insulators to upgrade.	A single-phase upgrade was considered. This would have met short term concerns but would not have met longer term objectives for the area.			No	Alternative does not address project objectives.
March 2021 - App. F	651	A21C42 Westland Ave Conversion	**$261k** Convert 1,725 feet of circuit from 2.4 to 7.2 kv as well as reconductor 1,300 feet of #6 Cu primary with 1/0 ACSR. The step-down transformer will be relocated 450 feet downstream of its present location. The #6 primary normal rating precludes the upgrading of the 333 kva with a 500 kva transformer at its present location.	One alternative considered was to extend primary 650 feet on West Mitchell St so that it could feed the back end of the 333 kva step area on Riverdale Ave. A 250 kva transformer at this location would thereby reduce loading on the 333 kva step to 75% of its rating. The cost of this work is estimated at **$125k**. However: 1. The need for licensing the railroad crossing would likely mean the June 1 deadline could not be met. 2. This work would increase total system circuit exposure due to the addition of primary line and poles that presently do not exist. 3. This money could be better spent upgrading existing, older facilities (bringing them up to standards), which otherwise would remain in place.			No	Alternative does not address project objectives.
March 2021 - App. F	657	CO1PCB 2021 PCB Transformer Removals	**$277k** Replacement of transformers containing PCBs. Approval of the PCB Transformer Replacement (CO1PCB) project covers authorization of all area work center PCB transformer replacement work orders. The CO1PCB program encompasses the total NH PCB transformer replacement program budget. Actual charges will accumulate in the individual area work center work orders.	Not applicable.			Yes	
March 2021 - App. F	667	A21E08 3191X1B-377X2 Circuit tie	**$944k** This project will complete the following: - Conversion of the 377X2 from 4.16 kV to 34.5 kV o Conversion of 2 pad mount transformers to 34.5 kV o Conversion of 10 overhead transformers to 19.9 kV o Install new 1- 19.9kV/2.4 kV 333 kVA step transformer downline to P5/32 & P5A/2 o Remove hydraulic recloser, replace with TripSaver. o Reconductor 950' of 3-#4 Cu, with 3-477 spacer cable from P5/25 to P5/31 o Reconductor 1350' of 3-#4 Cu with 477 spacer cable from P5/12 on Exeter Rd to P57/1 Bennett Way - Install new NOVA normally open circuit tie point on Bennett Rd, Newmarket - Replace Tripsaver on P5/62 on Hersey Lane with DA device. - Replace Tripsaver on P55/14 on Bennett Way with DA device.	None.			Yes	
Oct 2020 - App. L	283	A19S40/T1407A Amherst SS - PLC Automation Upgrade and P&C Upgrades	**$12.7M ($6.6M Dist, $6.1M Trans)** The project objective is to replace the existing PLC based automated system design at Amherst Substation with a design and materials that facilitate operation/maintenance flexibility and the ability to use up-to-date relays and firmware.	**No Cost Estimate** One alternative is to perform the recommended substation project scope noted minus the cabinet SEL-2240 Axion I/O devices and associated materials. This was not chosen because the metering and equipment alarm topology would not be changed and remain dependent on relays to pass the digitals to ESCC.			Yes	The latest PAF has further information.
Oct 2020 - App. L	349	A19X22 - Substation Animal Protection - Program Level	**$2.5M** This program is to provide an animal protection system for complete substations. This will include covering systems by Tyco or GreenJacket which are approved as capital assets when installed as a complete system. Another type of animal protection is an electrified fence inside the substation.				N/A	Program level approval; $500K per yr x 5 years
Oct 2020 - App. L	366	A19X35 - 34.5kV Capacitor Bank Switch Replacement Program Level	**$5.3M** This program is to replace seven (7) 34kV Capacitor Bank Switches. This equipment has been recommended for replacement primarily because of age and condition. Some equipment has failed including cracked vacuum bottles. The Electric System Control Center (ESCC) uses the substation 34.5kV capacitor banks during high load periods to control the system losses and transmission voltage. It is important that these switches be available for energizing the substation capacitor banks on the system.				N/A	Program level approval; $756K per switch x 7 switches

Oct 2020 - App. L	376	A19X36 - 34.5kV OCB Breaker and Ancillary Equipment Replacement Program Level	**$29.7M** This Program is to replace 34.5kV Oil Circuit Breakers (OCBs). This equipment has been recommended for replacement for various reasons including: - There is a need to remove all circuit breakers from the system which break fault current utilizing an oil insulating medium. - Several are unique and old breakers that no longer have spare parts and are difficult to maintain. - The elimination of Type U-Bushings from the system which have PCB oil and create an environmental risk. - Station Operations has identified specific problems with the breaker that cannot be fixed. The overall program objectives are to replace obsolete equipment to increase system reliability, increase employee safety, and reduce maintenance intervals. This Program is to replace all 34.5kV OCBs on the Eversource NH system. There are currently ninety-one (91) OCBs remaining on the system. Sixty-six (66) will be addressed with this Program. The remaining OCBs are being replaced as part of larger projects at the substations. Cable and conduit that runs to the OCBs will be replaced as detailed in the Major Equipment to be Removed/Added sections of the Project Scope.				N/A	Program level approval; $450K per unit x 66 units
Oct 2020 - App. L	387	A20X26 - Spare 345-34.5kV Transformer Initial Funding Request	**$5.59M** Procure a spare 140MVA 345-34.5kV transformer and design and install it at Timber Swamp SS. This site was chosen based on selection matrix under the Project Scope. This alternative includes a new foundation, oil containment, and AC power to the transformer. HICO provided a quote of $3.1M for the transformer. Site work at the existing substation, including oil containment is required to place the spare.	**$15M** Rebuild Lawrence Road SS to a 115-34.5kV substation with one (1) 62.5MVA transformer Re-terminate the Y135N line into the Lawrence Road SS This solution will eliminate one (1) 345-34.5kV transformer on the system that can then be designated as a system spare.	**$85M** Rebuild Timber Swamp SS to a 115-34.5kV substation with three (3) 62.5MVA transformers Install a 345-115kV autotransformer at Timber Swamp Build a 7.5-mile 115kV line from Ocean Road SS to Timber Swamp SS This solution will eliminate two (2) 345-34.5kV transformers on the system that can then be designated as system spares.	**$106M** Rebuild Amherst SS to a 115-34.5kV substation with two (2) 62.5MVA transformers Rebuild South Milford SS with one (1) 62.5MVA transformer Build a 115kV line from Long Hill SS to South Milford SS • 4.6 miles of the 34.5kV 3154 line will be converted to 115kV • 10.7 miles of the line from Broad St. SS to South Milford SS will be built in the 34.5kV 329 line ROW requiring Site Evaluation Committee approval. Build a four (4)-mile 115kV line from South Milford SS to Amherst SS Build a 6.5-mile 115kV line from Amherst SS to Eagle SS in the 345kV 3195 ROW This solution will eliminate two (2) 345-34.5kV transformers on the system that can then be designated as system spares.	Yes	This project is under construction
March 2021 - App. E	432	A18N03/T1419A - White Lake Substation Rebuild	N/A				N/A	Solution has not yet been selected & approved
March 2021 - App. E	445	A18E04/A19E47/T1401A - Dover/Cocheco Street S/S Rebuild	N/A				N/A	Solution has not yet been selected & approved
March 2021 - App. E	449	A18W06/A19W49/T1402A - Monadnock Substation Rebuild	**$42.3M ($24.0M Dist, $18.3M Trans)** Distribution: Rebuild the substation in a shared greenfield T&D yard (IEC 61850 design) with two (2) 62.5 MVA transformers with transformer high side circuit switchers, transformer low side circuit breakers, and 34.5 kV double-bus switchgear with integrated control room. The doublebus switchgear includes the following: normally open bus-tie breakers, spare line breaker cubicles, two (2) mobile connection cubicles, an automatic bus restoration scheme, and two (2) 5.4 MVAR capacitor banks. The 4.8 MVAR capacitor bank located in the existing substation will not be reused for the rebuild of the substation. Transmission: Construct a greenfield T & D yard (IEC 61850 design) on property purchased adjacent to the existing site under work order T1371A09. The transmission yard would be a two (2) bay breaker-and-a-half configuration with five (5) breakers for three (3) line terminals and one (1) future line terminal. In addition, the design would include two (2) mobile connections to the 115kV buses. Construct a new control house to be used by transmission.	**$41.1M ($21.0M Dist, $20.1M Trans)** Distribution: Rebuild the substation in a shared greenfield T&D yard (IEC 61850 design) with two (2) 62.5 MVA transformers with transformer high side circuit switchers, transformer low side circuit breakers, 34.5kV switchgear with normally open bus-tie breaker (which includes one (1) spare line breaker cubicle and two (2) mobile connection cubicles), an automatic bus restoration scheme, and two (2) 5.4 MVAR capacitor banks. Construct a new control house to be used by both transmission and distribution. Transmission: Construct a greenfield T & D yard (IEC 61850 design) on property purchased adjacent to the existing site. The transmission yard would be a breaker and one-half design consisting of six (6) terminal bays (nine (9) breakers).			No	Partial Funding approved 3/2/22. Alternative did not meet DSPG criteria.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 10, 2022**
Data Request No. DOE 4-002 **Page 1 of 1**

Request from: Department of Energy

Witness: Hebsch, Jennifer J

Request:

Please provide a copy of the latest distribution standards for Eversource and any studies or memos supporting any recent changes covering the minimum requirement for Class 2 poles, covered wire, pole construction configuration, etc.

Response:

Eversource is providing the following Standards in Attachment DOE 4-002 (1):

- Distribution System Engineering Manual (DSEM)
- Overhead Construction Standards
- Underground Construction Standards

To access the above books, perform the following:

1. Unzip the files to a separate directory
2. Open the file called Standards.pdf
3. This opens the "bookshelf" with the three books in it.
4. Click on the book title which will open the book and allow the user to open the various table of contents and documents.

Additional supporting information is also included:

- Attachment DOE 4-002(2) – Eversource Policy: Use of Steel Poles on Distribution Lines

Note that Eversource is working on a topic-by-topic review to consolidate its standards so that each section identifies enterprise-wide as well as operating company level standards within the section. Some standards apply to certain operating companies while others apply to all operating companies.

Use of Steel Poles on Distribution Lines

This policy applies to Eversource NH installations

Responsibility

All Engineering and Operations personnel are expected to understand and abide by this policy.

Policy

New poles installed in Eversource three phase lines in distribution Rights-of-Way are to be direct embedded self-weathering steel poles, class and height to be determined by the Transmission Line Engineering group.

The use of steel poles in other situations such as for single phase lines, jointly owned facilities, or other special situations is by exception only and requires approval from managers or above in Operations and Engineering.

Steel poles shall not be used for service poles.

See the attached Supervisor Briefing Sheet for additional information.

Revision History

0	Created new policy, *effective 10/3/2019*	

Steel Pole FAQ (Sabre weathering steel poles)

1. **Are there Eversource standards for steel poles?** Refer to Section 10 of the Overhead book, 9.1--9.4.

2. **Do we build to 200 kV BIL?** Steel Construction in the Distribution ROW is built to 350BIL - Wood construction is built to 200 kV BIL. Consult OH Standards book for correct material.

3. **What do we use for guy attachments? Our current attachment has teeth**. Consult Standards - on angles and dead ends where a guy will be attached, a Tee Plate is used on steel construction (SC:532221). It is flat and will sit flush to the pole.

4. **Can we equipotentially ground on a steel pole? How to ground?** Equipotentially grounding a line is done in almost the same way as a wood pole. The only difference is that you can use a step rung to attach a ground to in lieu of the cluster bracket; however, a cluster bracket is also an acceptable method.

5. **Should caulk guns be purchased - how much caulking is required?** Caulk or RTV is required to seal the drill holes to keep out moisture after a bolt is inserted.

6. **How do you drill holes or work in the air if steps are only on one side?** The preferred method would be to drill the poles on the ground before they are set. Poles now have step rung brackets on three sides above the neutral to assist with drilling and reaching outside phases. To reach outside phases where only one side has steps, a diving board can be utilized or hot stick methods.

7. **Is there a special type of rubber to be used on these poles?** No, the rubber we use on wood poles provides the same insulating value regardless of the material it is covering. Proper inspection of rubber goods and Insulate/Isolate techniques shall be followed when working on steel poles.

8. **Can we glove out of the bucket on an energized steel pole?** Yes, these poles can be worked energized using proper PPE and insulate/isolate methods.

9. **Can the Skylift lift and set steel poles?** The Skylift is limited by weight - use lifting chart on machine to determine if the machine can handle the load. Listed below are the 5 most common size distribution poles and their weight.

Height/Type	Weight
40’ Class I	818 lbs.
45’ Class I	946 lbs.
50’ Class I	1,078 lbs.
45’ H1	993 lbs.
50’ H1	1,137 lbs.

10. **Who is responsible for setting and working on the steel ROW poles? Can the AWC’s ask for help from the Transmission group?** *The AWC’s are responsible for all distribution lines in their*

area both off-road and road side. If there is a need for an off-road machine, call the Supervisor on-call and the determination will be made whether the Transmission group will be able to assist, or a contractor will be called.

11. **If an off-road machine is needed for assistance, who takes the lead?** In a non-storm event and the Transmission group is called to an event in the ROW, they will generally send one or two guys with the machine to assist the crew currently working.

12. **Where are the steps? How many are needed? What is the process for installing the step?** Each work center was issued a cage of steps to use if needed. The number of steps is determined by pole size but generally they require 15-20 depending on application. A PowerPoint Presentation is available showing the installation of the steps - contact your supervisor if you were not shown the PPT.

13. **What belts are required to climb?** Steel Poles can be climbed with either a climbing belt, a Ladder belt or a harness. *100% fall arrest must be maintained at all times*. When climbing - the best method is to loop the climbing belt or lanyard around a step above you and take a few steps up. Next, take a separate belt or lanyard and loop it around a step above you. Repeat process until you get to your desired location.

14. **Are we going to be trained on how to climb using 100% fall arrest?** A video will be available on how to climb a steel pole.

15. **Are we going to be trained in the rapid rail system?** Rapid Rail is a fall arrest system used on Transmission structures. This system is not used on the Distribution system.

16. **Are these poles set with a strap or chain?** There is no difference between setting a wood pole and steel pole as far as work procedures go.

17. **Is there a cluster bracket we can use to hang equipment to avoid drilling holes?** Currently there is no approved bracket, holes must be drilled to attach equipment.

18. **Copper ground wire is exposed at the bottom of the pole, will this get stolen?** Most of the D-ROW system is well off road and the likelihood of this wire being stolen is low. The pole is made of steel and will act as a ground in the event the wire is stolen.

19. **How do we use the mag drill to drill holes?** Consult the owner's manual that came with the drill to become familiar with it. A video is also being made available to show the operation of the unit on a steel pole.

20. **Where is pole top equipment mounted on the poles?** Refer to OH standards on the equipment that is being installed. There is no change between wood and steel poles - same measurements will be used.

21. **How do we perform pole top rescue on these poles?** It is the same method we currently use for wood poles.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-003 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:
Describe the role Eversource's LCIRP and Supplement played in the distribution and distribution substation capital project identification and selection process. Please provide specific examples.

Response:

In Eversource's view, the approaches to planning laid out in the LCIRP, Supplement, Appendix A.1 reflect a prudent balance of traditional investments alongside the application of advanced tools and techniques to integrate and support a more dynamic and distributed electric grid. As an example of advanced tools and techniques, the Company developed an NWA Framework and Screening Tool in the fourth quarter of 2020, and rolled it out across the Company in the first quarter of 2021. The screening tool evaluates the ability of non-traditional solutions to enable safe, secure reliable operation of the Eversource electric system at the lowest reasonable cost to our customers. The tool has been integrated into the distribution planning process, as documented in the Distribution System Planning Guide, such that every major capital project includes an NWA screening as part of its solution scope before it can be granted funding. This tool and many others will be continually adapted to help Eversource meet future challenges.

In light of the new and rapidly evolving demands being placed on modern electric systems, system planning must adapt to keep pace with customer needs and to anticipate changes in technology and customer expectations. Eversource has taken steps, as demonstrated in this LCIRP and the attached Distribution System Planning Guide, to analyze, understand, and plan for these future challenges while providing required system performance. In Eversource's assessment, this submission is consistent with the requirements of the New Hampshire statutes governing the scope and purpose of the LCIRP, as well as Commission directives.

Please refer to Confidential Attachment DOE 4-003.

Material in the attachments is confidential as containing critical energy infrastructure information. Accordingly, consistent with Puc 203.08(d), Eversource states that it has a good faith basis for seeking confidential treatment of the material provided with this response.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-004 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Reference: Eversource LCIRP Joint Planning Report (Appendix I) and Supplement.

In the 2020 Joint Planning Report (Appendix I, LCIRP), a number of substations connected to NHEC delivery points appear to be significantly overrated, e.g., Ashland Substation, Element 3196, capacity 32.3 MVA, peak load 10.3 MW; Beebe River Substation, Element 342B, capacity 32.3 MVA, peak load 8.1 MW; and others (pp. 4-8 i.e., Appendix I, Bates Page 000256-260). Please explain the rationale for substation capacity ratings. Please identify, by Bates Page, any update in the March 31, 2021 LCIRP Supplement.

Response:

The element ratings of particular concern are 34.5 kV substation feeders. Historically, over the past 10 years, the standard construction for 34.5 kV feeder main lines has been to use 477 ACSR conductor (40 MVA rating) (today's standard is 477 kcmil covered spacer cable). These lines make up the backbone of the bulk distribution power system, therefore, it is necessary to ensure these feeders have additional capacity above base load to accommodate future load growth, load transfers during maintenance activities, and additional load due to N-1 contingency events to ensure continuity of service to customers.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-005 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Reference: Eversource LCIRP Appendix D, Section 2.8 and Supplement.

Please clarify the meaning of "Low to Medium Load-Density" and "Medium to High Load-Density" areas when deciding if Double Bus Switchgear or Ring Bus design is to be used. Please clarify if the respective designs are considered standard or custom. Please indicate the typical percentage cost difference between the two designs.

Response:

From the Distribution System Planning Guide (DSPG), section 2.6:

- High Load Density areas are those greater than 750MWh/sq-mi;
- Medium Load Density areas are those between 250MWh/sq-mi and 750MWh/sq-mi; and
- Low Load Density areas are those less than 250MWh/sq-mi

Based on the above definitions, all regions of the New Hampshire service territory currently fall within the "Low to Medium Load Density" threshold.

Double-bus switchgear and the ring bus designs are considered standard designs (DSPG section 2.8).

Each substation project will have a unique scope and will involve various design and construction challenges related to the specific site. Therefore, there is no "typical" cost for these large projects.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 14, 2022**
Data Request No. DOE 4-006 (Rev.) **Page 1 of 4**

Request from: Department of Energy

Witness: David Plante, Johnson, Russel D

Request:
Reference: Eversource 2020 LCIRP, Appendix F-1, Rebuild Pack Monadnock Distribution Line, and Supplement:
a. Please provide a cost breakdown of what is included in the $1.76 million outside services charge.
b. Please provide a cost breakdown for what's included in the $70K materials charge.
c. Please provide a cost breakdown for removing the existing, unsafe, outdated line.
d. Please provide a list of external stakeholders and breakdown of time spent with each.
Response:

(a) Please see Attachment DOE 4-006(a), which provides the cost breakdown of the $1.76 million estimate of the outside services costs embedded in the Monadnock Project Authorization Form prepared on April 15, 2020.

(b) Please see Attachment DOE 4-06(b), which provides the materials breakdown, by type, for what was included in the $70k estimate of the materials charges embedded in the Monadnock Project Authorization Form prepared on April 15, 2020. This report was run out of the STORMS system at the time of preparing the response to this data request. The unit prices assigned to the materials are updated in the STORMS system based on the most recent unit price cost information. Therefore, the total cost estimate for those materials with current unit prices in STORMS totaled $59,934. The difference between the $59,934 and the $70k estimate was due primarily to (1) unit prices for materials that were no longer available or in stock and, therefore rendered a value of zero, and (2) the changes in unit price cost estimates since April 2020.

(c) Please see the table below for a cost breakdown of the total removal charges for this project through 12/31/2021.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 14, 2022**
Data Request No. DOE 4-006 (Rev.) **Page 2 of 4**

Project A17C30: PACK MONADNOCK RBLD SINGLE-PHASE LINE		
Cost of Removal		
Vendor	**Description**	**Amount**
JCR CONSTRUCTION CO INC	Access / restoration, structure removal & disposal	$ 51,732.08
EVERSOURCE INTERNAL LABOR		$ 48,088.77
NORTHERN TREE SERVICE INC	Tree removal and trimming	$ 46,218.39
SUPREME INDUSTRIES	Ledge removal, grading, and gravel for access points	$ 26,648.06
TWIN STATES UTILITY CORP.	Existing conduit removal	$ 23,547.49
LEIDOS ENGINEERING LLC	General Engineering Services	$ 17,539.47
VANASSE HANGEN BRUSTLIN INC	Land Surveyor	$ 8,260.12
RANDSTAD US LLP	Project Management	$ 4,640.90
OVERHEAD	Indirects / Allocations	$ 237,763.85
	TOTAL COST OF REMOVAL	$ 464,439.13

(d) This line rebuild was performed entirely on land owned by the State of New Hampshire, within Miller State Park.

Stakeholders

- NH Dept. of Natural & Cultural Resources (DNCR)
    - State Parks Division
    - Forest & Lands Division
- NH Public Utilities Commission (PUC)
- NH Dept. of Transportation (DOT)
- NH Dept. of Environmental Services (DES)
- Eversource property owners and customers served from the line and at the summit
- Town of Peterborough, NH
- Town of Temple, NH
- Community groups:
    - Pack Monadnock Road Alliance – grass roots public organization associated with this project
    - Friends of Wapack Trail
- Public – customers/clients using Miller State Park facilities
- Utility pole joint owners and third party attachees
    - Consolidated Communications, Inc. (CCI)
    - Comcast

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 14, 2022**
Data Request No. DOE 4-006 (Rev.) **Page 3 of 4**

  - First Light
- The Nature Conservancy
- NH Audubon

Timeline

The time spent with external stakeholders can be more easily defined by duration of the project (years 2017-2021), rather than time spent with each.

The duration of the project was impacted by the permits required and interaction with the following stakeholders that required permits:

- DOT: driveway and excavation permits
- Private property owners: easement
- PUC: Permit to cross state land
- DNCR: Stone Wall Agreement
- Private property owners: Stone Wall Agreement
- DES: Statutory Permit-by-Notification (SPN) Wetlands Permit
- National Park Service: Land Water Conservation Fund approval
- DNCR: Special Use and Construction Permits

Project Planning and Communication

2017 – The PUC determined current condition of the utility line was not up to code and could present safety issues. The initial plan was presented at the first public information session.

2018 – Eversource continued community and stakeholder outreach and received input regarding design. Route selection analysis was performed.

2019 – Project plan was adjusted to incorporate feedback from working group meetings, discussions with state and municipal officials, and a second public information session was held.

2020 – Eversource submitted permit applications for approval, which reflected community and stakeholder feedback and collaboration.

2021 – All permits were secured to allow construction to be performed in 2021. A final public information session was held in March. Eversource continued communication with stakeholders throughout the pre- and post-construction

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 14, 2022**
Data Request No. DOE 4-006 (Rev.) **Page 4 of 4**

phases. Sign-off and fulfillment of all permits and agreements was completed on June 10, 2021.

Desc.	Lower ROW Peterborough Rt 101 - 81/7	Lower ROW Temple 81/8-81/13X Refeed MIT Bg	Upper ROW Peterborough 81/24-81/29	Upper ROW Temple MIT Blg - 81/23	Totals
WR	3367138	3367164	3160599	3160624	
Engineering Design Services Leidos			$ 75,000.00	$ 75,000.00	$ 150,000.00
Environmental Contingency	$ 4,125.00	$ 2,062.00	$ 18,750.00	$ 6,250.00	$ 31,187.00
Off Road Ledge Drilling & Pole Setting JCR	$ 215,264.00	$ 161,448.00	$ 289,770.00	$ 173,862.00	$ 840,334.00
Access Roads Build Out Supreme	$ 1.00	$ 1.00	$ 147,261.00	$ 1.00	$ 147,264.00
Park Road Restoration	$ 49,720.00	$ 37,290.00	$ 62,150.00	$ 37,291.00	$ 186,451.00
Permits / Legal Fees Contingency	$ 4,950.00	$ 1,240.00	$ 11,250.00	$ 3,750.00	$ 21,190.00
Surveying Services VHB			$ 30,900.00	$ 30,900.00	$ 61,800.00
ROW Tree Trimming and Clearing Northern Tree	$ 51,000.00	$ 26,500.00	$ 98,400.00	$ 30,625.00	$ 206,525.00
Above Ground Conduit Removal Twin State Utilities			$ 10,000.00	$ 10,000.00	$ 20,000.00
Electrical Contractor MIT Building Contingency		$ 5,000.00			$ 5,000.00
Traffic Control Services	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 10,000.00
Temporary Generators Prime			$ 15,000.00		$ 15,000.00
Totals By Work Order	$ 327,560	$ 236,041.00	$ 760,981.00	$ 370,179.00	$ 1,694,751.00
				Total Contractor Estimate, with Contingency Allowance	**$ 1,760,000.00**

WR 3160599

CU	CU Description	Acct	Action	Plant Acct	UOP	Qty	Matl Amt
AE01X30TEROCK	ANC ELEC ROCK 1X30 TE	C	I	36431	MS00028	3	$272.47
AE01X53TEROCK	ANC ELEC ROCK 1X53 TE	C	I	36431	MS00028	3	$649.47
BKOSCTAN14INCH	BRACKET TANGENT 14 IN SPACA	C	I	36431	MS23164	4	$485.88
CFLBST25-100A	CUTOUT LBST FUSE 100A 12M 25 KV	C	I	365	DA31024	2	$233.29
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	I	365	DA19824	2	$37.84
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	I	365	DA19823	4	$69.36
KUVSTL3-RGD	CONDUIT STEEL RIGID 3 IN SVC	M	R	59422	ZZ99999	100	$0.00
OE052B	CABLE MES 052 AWA FOR SPCR CBL	C	I	365	DA31005	950	$1,876.16
OP1/0AS175M	CABLE PRI 1/0 AS 175MIL HDP 1P	C	I	365	DA31003	950	$1,527.03
OS4/0ALTPX	CABLE SEC 4/0 AL XLP TPX	M	I	59306	DA31007	30	$59.45
PE353FULL	POLE ELEC 35 FT CL 3 FULL	C	R	36431	MS10315	1	$0.00
PE401SYPPENTAFULL	POLE ELEC 40 FT CL 1 FULL PENTA SYP	C	I	36431	MS10316	4	$2,471.83
PE451SYPPENTAFULL	POLE ELEC 45 FT CL 1 FULL PENTA SYP	C	I	36431	MS10317	2	$1,678.19
PNOINS7IN-W/2-3/8SHKBLTTY	PIN INSULATOR 7IN 2-3/8IN SHK	C	I	36431	MS23164	1	$0.00
SZA6-4/0X6-146V	SPLICE BRANCH 6-4/0X6-14 600V	M	I	59899	ZZ99999	3	$27.17
TCOO#4CU0-499XFL	*CABLE #4 CU XFMR LEAD*	*M*	*I*	*58306*	*X*	*20*	*$0.00*
TCOO1,3240-0-499	*CONNECT SINGLE XF 1P3W 240 OH*	*M*	*I*	*58306*	*X*	*1*	*$0.00*
TCOO1,3240-0-499	*CONNECT SINGLE XF 1P3W 240 OH*	*M*	*R*	*58306*	*X*	*1*	*$0.00*
TCOO4/0-37STRCU0-499XFL	*CABLE 4/0-37STR CU XFMR LEAD*	*M*	*I*	*58306*	*X*	*15*	*$0.00*
THOBLT5/8X14	BOLT MCH 5/8 X 14 IN XF HDW	M	I	59509	ZZ99999	2	$0.00
UPREMPILC<350	UG PRIMARY REM ONLY LESS THAN 350 F	C	R	36772	DA31009	1000	$0.00
Totals							$9,388.14

WR 3160624

CU	CU Description	Acct	Action	Plant Acct	UOP	Qty	Matl Amt
AE01X30TEROCK	ANC ELEC ROCK 1X30 TE	C	I	36431	MS00028	3	$270.52
AE01X53TEROCK	ANC ELEC ROCK 1X53 TE	C	I	36431	MS00028	7	$1,118.73
AEOROD	ROD ANC ELEC	C	R	36431	MS00028	1	$0.00
AFMOV3DIST	ARRESTER DISTRIBUTION 3 KV MOV	C	R	365	DA31001	2	$0.00
BKOSCTAN14INCH	BRACKET TANGENT 14 IN SPACA	C	I	36431	MS23164	7	$971.76
BLOMCH5/8X14	BOLT MCH 5/8X14	C	R	36431	MS00028	4	$0.00
CFLBST25-100A	CUTOUT LBST FUSE 100A 12M 25 KV	C	R	365	DA31024	2	$0.00
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	I	365	DA19824	3	$0.00
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	R	365	DA19824	1	$0.00
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	I	365	DA19823	7	$83.01
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	R	365	DA19823	4	$0.00
KUVSTL3-RGD	CONDUIT STEEL RIGID 3 IN SVC	M	R	59422	ZZ99999	110	$0.00
OE052B	CABLE MES 052 AWA FOR SPCR CBL	C	I	365	DA31005	1935	$3,118.27
ONREMALL	OH NEUTRAL REMOVAL ONLY ALL SIZES	C	R	365	DA31003	855	$0.00
OP1/0AS175M	CABLE PRI 1/0 AS 175MIL HDP 1P	C	I	365	DA31003	1935	$2,660.12
OPREM<1/0	OH PRIMARY REMOVAL ONLY LESS THAN	C	R	365	DA31002	855	$0.00
PE353SYPPENTAFULL	POLE ELEC 35 FT CL 3 FULL SYP PENTA	C	R	36431	MS10315	5	$0.00
PE401SYPPENTAFULL	POLE ELEC 40 FT CL 1 FULL PENTA SYP	C	I	36431	MS10316	7	$4,325.69
PE451SYPPENTAFULL	POLE ELEC 45 FT CL 1 FULL PENTA SYP	C	I	36431	MS10317	3	$2,517.28
PNOINS7IN-W/2-3/8SHKBLTTY	PIN INSULATOR 7IN 2-3/8IN SHK	C	I	36431	MS23164	2	$0.00
PNOPTS24INCH	PIN POLETOP 24IN	C	R	36431	MS23164	4	$0.00
UPREMPILC<350	UG PRIMARY REM ONLY LESS THAN 350 F	C	R	36772	DA31009	1100	$0.00
Totals							$15,065.39

WR 3367138

CU	CU Description	Acct	Action	Plant Acct	UOP	Qty	Matl Amt
AE01X30TEROCK	ANC ELEC ROCK 1X30 TE	C	I	36431	MS00028	2	$137.20
AE01X53TEROCK	ANC ELEC ROCK 1X53 TE	C	I	36431	MS00028	5	$977.17
AFMOV3DIST	ARRESTER DISTRIBUTION 3 KV MOV	C	I	365	DA31001	2	$150.54
BKOSCINSPL	INSULATOR PLATE SPCA	C	I	36431	MS23164	1	$349.86
BKOSCTAN14INCH	BRACKET TANGENT 14 IN SPACA	C	I	36431	MS23164	4	$576.26
BLOEL5/8X14	BOLT EYELET LONG GS 5/8X14	M	I	59306	MS00028	1	$0.00
BLOEL5/8X14	BOLT EYELET LONG GS 5/8X14	M	R	59306	MS00028	1	$0.00
BLOMCH5/8X12W/CVWSH	BOLT MCH 5/8 X 12 W/CV WSH	M	I	59306	MS00028	2	$0.00
BLOMCH5/8X12W/CVWSH	BOLT MCH 5/8 X 12 W/CV WSH	M	R	59306	MS00028	2	$0.00
BLOMCH5/8X14	BOLT MCH 5/8X14	C	R	36431	MS00028	9	$0.00
CFLBST25-100A	CUTOUT LBST FUSE 100A 12M 25 KV	C	I	365	DA31024	1	$100.54
CFLBST25-100A	CUTOUT LBST FUSE 100A 12M 25 KV	C	R	365	DA31024	1	$0.00
CFLBST25-300A	CUTOUT LBST S BLD 300A 12M 25 KV	C	I	365	DA31024	1	$131.86
ENOSSE3/4BLT	EYENUT SNGL STRAND EYE 3/4 BLT	M	I	59306	MS00028	1	$0.00
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	I	365	DA19824	4	$22.49
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	R	365	DA19824	1	$0.00
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	I	365	DA19823	4	$100.62
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	R	365	DA19823	9	$0.00
LKOSTIRRUPSPCCBL	LINK STIRRUP FOR SPACER CBL	C	I	36431	MS23164	2	$29.64
OE052B	CABLE MES 052 AWA FOR SPCR CBL	C	I	365	DA31005	1315	$2,356.92
ONREMALL	OH NEUTRAL REMOVAL ONLY ALL SIZES	C	R	365	DA31003	1320	$0.00
OP1/0AS175M	CABLE PRI 1/0 AS 175MIL HDP 1P	C	I	365	DA31003	1440	$2,119.48
OPREM1/0-336	OH PRIMARY REMOVAL ONLY 1/0 - 336	C	R	365	DA31003	1445	$0.00
PE30FULLREMOVAL	POLE ELEC 30 FT FULL REMOVAL ONLY	C	R	36431	MS10314	6	$0.00
PE35FULLREMOVAL	POLE ELEC 35 FT FULL REMOVAL ONLY	C	R	36431	MS10315	1	$0.00
PE401STLFULL	POLE ELEC STEEL 40 FT CL 1 FULL	C	I	36431	MS23178	1	$3,631.80
PE401SYPPENTAFULL	POLE ELEC 40 FT CL 1 FULL PENTA SYP	C	I	36431	MS10316	4	$2,471.83
PE40FULLREMOVAL	POLE ELEC 40 FT FULL REMOVAL ONLY	C	R	36431	MS10316	1	$0.00
PE45H1STLFULL	POLE ELEC 45 FT CL H1 FULL STEEL	C	I	36431	MS23178	1	$3,776.91
PE55FULLREMOVAL	POLE ELEC 55 FT FULL REMOVAL ONLY	C	R	36431	MS10319	1	$0.00
PE55H1STLFULL	POLE ELEC 55 FT CL H1 STEEL FULL	C	I	36431	MS23179	1	$4,707.94
PEHANDDIG	POLE HAND DIG	C	I	36431	X	42	$0.00
PNOPTS24INCH	PIN POLETOP 24IN	C	R	36431	MS23164	9	$0.00
Totals							$21,641.06

WR 3367164

CU	CU Description	Acct	Action	Plant Acct	UOP	Qty	Matl Amt
AE01X30TEROCK	ANC ELEC ROCK 1X30 TE	C	I	36431	MS00028	1	$346.21
AE01X53TEROCK	ANC ELEC ROCK 1X53 TE	C	I	36431	MS00028	3	$629.01
AE01X72TEROCK	ANC ELEC ROCK 1X72 TE	C	I	36431	MS00028	1	$61.03
AEOROD	ROD ANC ELEC	C	R	36431	MS00028	4	$0.00
AFMOV3DIST	ARRESTER DISTRIBUTION 3 KV MOV	C	I	365	DA31001	1	$70.81
BKOSCINSPL	INSULATOR PLATE SPCA	C	I	36431	MS23164	1	$178.57
BKOSCTAN14INCH	BRACKET TANGENT 14 IN SPACA	C	I	36431	MS23164	3	$500.70
BLOMCH5/8X14	BOLT MCH 5/8X14	C	R	36431	MS00028	3	$0.00
CFLBST25-100A	CUTOUT LBST FUSE 100A 12M 25 KV	C	I	365	DA31024	2	$213.43
INOPSUS35	INSULATOR SUSP POLY 35 KV	C	I	365	DA19824	3	$27.55
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	I	365	DA19823	4	$95.24
INOPVISE1INTHRD35	INSULATOR VISE 35 KV 1 IN THRD	C	R	365	DA19823	5	$0.00
OE052B	CABLE MES 052 AWA FOR SPCR CBL	C	I	365	DA31005	910	$1,921.01
ONREMALL	OH NEUTRAL REMOVAL ONLY ALL SIZES	C	R	365	DA31003	855	$0.00
OP1/0AS175M	CABLE PRI 1/0 AS 175MIL HDP 1P	C	I	365	DA31003	1005	$1,654.37
OPREM1/0-336	OH PRIMARY REMOVAL ONLY 1/0 - 336	C	R	365	DA31003	855	$0.00
OS4/0ALTPX	CABLE SEC 4/0 AL XLP TPX	C	I	365	DA31007	150	$305.68
OSREMALL	OH SECONDARY REMOVAL ONLY ALL SIZE	C	R	365	DA31007	100	$0.00
PE30FULLREMOVAL	POLE ELEC 30 FT FULL REMOVAL ONLY	C	R	36431	MS10314	4	$0.00
PE353FULL	POLE ELEC 35 FT CL 3 FULL	C	R	36431	MS10315	1	$0.00
PE35FULLREMOVAL	POLE ELEC 35 FT FULL REMOVAL ONLY	C	R	36431	MS10315	2	$0.00
PE401STLFULL	POLE ELEC STEEL 40 FT CL 1 FULL	C	I	36431	MS23178	1	$3,631.80
PE401SYPPENTAFULL	POLE ELEC 40 FT CL 1 FULL PENTA SYP	C	I	36431	MS10316	4	$2,471.83
PE451SYPPENTAFULL	POLE ELEC 45 FT CL 1 FULL PENTA SYP	C	I	36431	MS10317	2	$1,678.19
PECUTKICK	POLE CUT AND KICK	C	I	36431	X	6	$0.00
PEHANDDIG	POLE HAND DIG	C	I	36431	X	24	$0.00
PNOINS7IN-W/2-3/8SHKBLTTY	PIN INSULATOR 7IN 2-3/8IN SHK	C	I	36431	MS23164	1	$0.00
PNOPTS24INCH	PIN POLETOP 24IN	C	R	36431	MS23164	6	$0.00
RSD3PVCSHIELD	SHIELD POLE RISER PVC 3 IN X 10 FTSCH	M	I	59407	ZZ99999	2	$0.00
SZA6-4/0X6-146V	SPLICE BRANCH 6-4/0X6-14 600V	M	I	59899	ZZ99999	6	$54.35
TCDO#4CU0-499NFL	CABLE #4 CU XFMR LEAD	M	R	58306	X	20	$0.00
TCDO13240-0-499	CONNECT SINGLE XF 1F3W 240 ON	M	I	58306	X	1	$0.00
TCDO13240-0-499	CONNECT SINGLE XF 1F3W 240 ON	M	R	58306	X	1	$0.00
TCDO4/0-375TRCU0-499NFL	CABLE 4/0-375TR CU XFMR LEAD	M	R	58306	X	15	$0.00
THOBLT5/8X14	BOLT MCH 5/8 X 14 IN XF HDW	M	R	59509	ZZ99999	2	$0.00
Totals							$13,839.77

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-007 **Page 1 of 4**

Request from: Department of Energy

Witness: Brown, Thelma J

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please provide the Company's plans for upgrading distribution substations. Please provide the timeline, priority, etc.), and updates to any prior filing.

Response:

The following projects or programs are currently in progress or under development. These projects are budgeted and therefore considered the same priority. Additional projects will be identified as justified by System Planning or Asset Strategy when the need is identified.

PLC Automation Scheme Replacement
The program for the PLC Automation Scheme Replacement is an annual program established in 2016. The PLC designed automation schemes are outdated and have become a problem to update and maintain. There are six (6) substations on the Company's system that required replacement in 2016. Three of the PLC automation schemes have been replaced at Chester, Pine Hill and Bedford substations. The construction for the replacement of the PLC automation scheme at Amherst substation is in progress with planned completion in December of 2022. Two remaining PLC automation schemes at Ashland and Great Bay substations remain. The design for the Ashland substation is in progress with construction budgeted for completion in 2023. Great Bay substation is budgeted to be complete in 2024.

Electromechanical Relay Replacement
This program is to replace electromechanical relays in distribution substations with new microprocessor-based relays. These new relays are required in order to improve coordination between transformer protective devices and feeder protective devices and with downstream devices on the feeders originating at these substations. There are 52 feeder relays and 75 transformer relays required to be replaced. The majority of feeder relays will be replaced as a part of Grid Modernization projects. Design and construction for the transformer relays are budgeted to start in 2023 on this multi-year program.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-007 **Page 2 of 4**

Replace ABB TPU-2000R Differential Relays
This program is to replace four (4) ABB TPU-2000R differential relays in distribution substations with Schweitzer SEL-387E numerical relays. The existing ABB relays are obsolete and no longer supported by the manufacturer. Design and construction for the transformer relays are budgeted to start in 2022 and be complete in 2023.

Substation Animal Protection
Outages caused by animals in substations can affect the reliability to thousands of customers for a single event. A capital program was established in 2019 to provide animal protection systems as a system to protect substations from animal outages. This $2.5M multi-year program has spent $603K to date. Seven (7) substations are complete and four (4) substations are in-progress.

34.5kV Capacitor Bank Switch Replacement
The plan for a 34.5kV Capacitor Bank Switch Replacement Program was identified in 2008. There were 21 vacuum switches identified as needing replacement at that time and prioritized based on age, condition, operating problems, and uniqueness. Twelve (12) capacitor switches were removed and/or replaced from 2008 to 2019. In 2019 a multi-year program to replace seven (7) remaining capacitor switches was established. This $5.3M multi-year program has spent $1.2M to date. One (1) substation is complete, one (1) substation is scheduled for construction in 2022, and five (5) substations remain. Two (2) additional capacitor switches scheduled for replacement are part of larger projects at the substations to be completed by 2025.

34.5kV OCB Breaker and Ancillary Equipment Replacement Program
The plan for a 34.5kV Oil Circuit Breaker ("OCB") Replacement Program was identified in 2007. There were 169 OCB identified as needing replacement at that time and prioritized based on age, condition, operating problems, and uniqueness. Seventy-eight (78) circuit breakers were removed and/or replaced from 2007 to 2019. In 2019 a multi-year program to replace the ninety-one (91) remaining OCBs was established. This $29.7M ten-year program has spent $3.1M to date. Thirteen (13) OCB replacements are complete, four (4) OCB are scheduled for construction in 2022, and seventy-four (74) OCB remain.

Millyard Substation Rebuild
Millyard Substation is a 34.5kV-4.16-kV substation, located in the Millyard area of Nashua, NH. Eversource completed a Distribution System Study for the 4.16-kV system in downtown Nashua in March 2016. This study supported the rebuild of the Millyard Substation with two 34.5-4.16-kV 10MVA transformers and six feeder circuits on property adjacent to the existing substation. This project is currently in construction with plans to be in-service in 2022.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-007 **Page 3 of 4**

Monadnock Substation Rebuild
Monadnock Substation, a 115-34.5kV shared transmission and distribution substation located in Troy, NH, is planned to be fully rebuilt to address Distribution System Planning Guide ("DSPG") Criteria, asset condition of transformer TB40, and the substandard design of the existing substation where there are no transformer breakers nor high-side circuit switchers. This project is currently in the design phase with plans to start construction in late 2022 with a planned in-service date of 2023.

White Lake Substation Rebuild
White Lake Substation is a 115-34.5 kV shared transmission and distribution substation with two 28 MVA transformers and four distribution feeders located in Tamworth, NH. The distribution portion of the system is planned to be fully rebuilt to address violations of the DSPG Criteria and to address asset condition issues at the substation including the existing OCBs, the two station transformers and the electromechanical relays. This project is currently in the conceptual design phase with plans to start engineering in 2022, construction in 2023, and be in-service in 2024.

Dover Substation Rebuild
Dover Substation, a 115-34.5 kV shared transmission and distribution substation located in Dover, NH, is planned to be fully rebuilt to address DSPG criteria, and to address asset condition issues at the substation including an existing OCB and electromechanical relays. This project is currently in the conceptual design phase with plans to start engineering in 2022, construction in 2023, and be in-service in 2024.

Saco Valley Substation Replace Obsolete Equipment
Saco Valley Substation is a 115-34.5 kV shared transmission and distribution substation located in Conway, NH. The distribution portion of the system is planned to be fully rebuilt to address asset condition issues at the substation including the existing OCBs, the 24VDC control system and the electromechanical relays. This project is currently in the conceptual design phase with plans to start engineering in 2022, construction in 2023, and be in-service in 2024.

Brook Street Substation Transformer and Switchgear Replacement
Brook Street Substation in Manchester, NH is 34.5-13.8kV substation feeding an underground 120/208 Volt network system with two (2) transformers and two (2) metalclad switchgear. Additionally, the 34.5kV G&W switchgear in Brook Street Substation is underrated. This project is to replace the switchgear and transformers which are aging (60+ years old) and obsolete. This project is currently in the conceptual design phase with plans to start engineering in 2022, construction in 2023, and be in-service in 2024.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-007 **Page 4 of 4**

Swanzey Substation Circuit Switcher Replacement
Swanzey Substation is a 115-12.47kV distribution substation in Swanzey, NH. The existing 115kV circuit switcher J2S on the high side of the 115-12.47kV transformer TB2S has a history of sulfur hexafluoride (SF6) leaks and repair. SF6 is a greenhouse gas and emissions are damaging to the environment. This project is to replace the SF6 circuit switcher with an air insulated circuit breaker. This project is currently in the conceptual design phase with plans for engineering and construction in 2022.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-008 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please list and describe the Company's distribution voltage classes, with miles of each, installed.

Response:

Please see the table below.

Voltage Class	Overhead (Miles)	Underground (Miles)	Total (Miles)
4kV	2,733.29	215.43	2,948.72
8.32kV	352.38	36.05	388.43
12.47kV	5,486.63	570.45	6,057.08
13.8kV	8.69	8.36	17.05
34.5kV	3,599.82	1,191.23	4,791.05
Total	**12,180.81**	**2,021.52**	**14,202.33**

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-009 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please provide an overall power system diagram and one-line diagrams (including identification of all substations).

Response:

Please see the following confidential documents attached:

- Attachment DOE 4-009(a) – Distribution One-Line diagrams under the controllership of the Electric System Control Center
- Attachment DOE 4-009(b) – Distribution One-Line diagrams under the controllership of the System Operations Center
- Attachment DOE 4-009(c) – Geographic map of the Eversource NH distribution facilities including all distribution substations and main 34.5kV circuit backbones.

Material in the attachments is confidential as containing confidential energy infrastructure information. Accordingly, consistent with Puc 203.08(d), Eversource states that it has a good faith basis for confidential treatment of the material provided with this response. The Company will submit a motion for confidential treatment prior to hearings in this proceeding.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-010 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please provide a list and description of the Company's customer classes, voltage level, and percentage of total load demand by class.

Response:

Please see Attachment DOE 4-010.

Rate	Total kWh Sales 2020	% Total kWh Sales 2020	Billed Demand June 2021	% Total Billed Demand June 2021	Service Type
Residential	3,371,832,160	43.9%	-	0.0%	Single-phase, 60 hertz, alternating current, normally three-wire at a nominal voltage of 120/240 volts.
Rate G	1,591,763,294	20.7%	345,545	34.9%	Either (a) single-phase, normally three-wire at a nominal voltage of 120/240 volts, or (b) three-phase, normally at a nominal voltage of 120/208 or 277/480 volts. Three-phase, three-wire service at a nominal voltage of 240, 480 or 600 volts is available only to those Customers at existing locations who were receiving such service on February 1, 1986, and who have continuously received such service since that date. In underground secondary network areas, Delivery Service will be supplied only at a nominal voltage of 120/208 volts
Rate G Time of Day	737,281	0.0%	1,243	0.1%	Either (a) single-phase, normally three-wire at a nominal voltage of 120/240 volts, or (b) three-phase, normally at a nominal voltage of 120/208 or 277/480 volts. Three-phase, three-wire service at a nominal voltage of 240, 480 or 600 volts is available only to those Customers at existing locations who were receiving such service on February 1, 1986, and who have continuously received such service since that date. In underground secondary network areas, Delivery Service will be supplied only at a nominal voltage of 120/208 volts
Rate GV	1,538,222,341	20.0%	359,291	36.3%	Three-phase, 60 hertz, alternating current, at a nominal voltage determined by the Company, generally 2,400/4,160, 4,800/8,320, 7,200/12,470, or 19,920/34,500 volts.
Rate GV Backup	2,553,940	0.0%	3,721	0.4%	Three-phase, 60 hertz, alternating current, at a nominal voltage determined by the Company, generally 2,400/4,160, 4,800/8,320, 7,200/12,470, or 19,920/34,500 volts.
Rate LG	1,085,899,818	14.1%	222,016	22.4%	Three-phase, 60 hertz, alternating current, at a nominal delivery voltage determined by the Company, generally 34,500 volts or higher.
Rate LG Backup	64,961,130	0.8%	58,765	5.9%	Three-phase, 60 hertz, alternating current, at a nominal delivery voltage determined by the Company, generally 34,500 volts or higher.
Rate OL	16,649,257	0.2%	-	0.0%	N/A
Rate EOL	11,080,317	0.1%	-	0.0%	N/A
TOTAL	7,683,699,538	100.0%	990,581	100.0%	

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-011 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please provide the Company's system planning standards/guidelines.

Response:

The Company's system planning standards are provided in Appendix D of the Least Cost Integrated Resource Plan (LCIRP).

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-012 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:

Reference: Eversource 2020 LCIRP and Supplement.

Please provide the Company's distribution system protection standards/guidelines.

Response:

PSNH uses protection standards and guideline documents that have been developed internally by the Company's Protection and Controls Engineering department. These documents describe the protection philosophy based upon the equipment that is being protected (*e.g.*, line, transformer, capacitor), the type of protection (*e.g.*, fuses, reclosers, electromechanical/microprocessor relaying), and applicable industry standards. These documents are reviewed and revised periodically as the evolving technology of protective devices over the years has allowed the company to adopt improved protection philosophies.

Attached are examples of distribution protection philosophy documents for substation feeders and distribution power transformers.

Attachment DOE 4-012 A contains the Substation Feeder Protective Device Application Methodology document. Attachment DOE 4-012 B contains the Bulk and Non-Bulk Distribution Supply Transformer Overcurrent Settings document.

The 10/24/16 update of this document is primarily a cleanup of references as re-filed in 2016, plus the addition of an introduction to the relay-relay coordination module within OneLiner. Changes are in blue.

STANDARD PROCESS SUMMARY

The following is a summary of the items generally requiring review as part of a coordination study. While coordinating a single circuit might be accomplished on a more casual basis, using a standard sequence such as is provided here minimizes the chance of overlooking an issue. History has shown that when a complex area reconfiguration must be reviewed, a standardized sequence and a condensed margin requirement reference document are valuable.

The following is intended to provide a brief discussion of the Standard Process Summary shown above, and to then use same as a basis to document the overall overcurrent coordination process. The main voltage level under consideration is 34.5KV, but much of what follows can be applied at other voltages as well.

General Description

Add just enough details to outline the basic configuration, and try to identify items that come to mind requiring particular attention.

Sensitivity

<u>Margins in General</u>

The nominal sensitivity requirements of 2/1 Isc/Ipu for phase-phase faults, and 3/1 Isc/Ipu for single L-G faults under contingency operating conditions, should generally be considered the minimum desirable. There are definitely locations, particularly at voltages below 34.5 KV, where the minimum fault sensitivity is the best setting possible based on coordination and loading requirements. Where choices are available, however, working upward from smaller to larger overcurrent relay pickup levels, based on loading and load side coordination needs, should generally result in improved sensitivity margins. This is as compared to setting the overcurrent relay pickups right up to the level that meets minimum sensitivity requirements. If there are no other compelling reasons for selecting a value (see the sections below on phase pickup versus load, and on load side coordination) contingent phase Isc/Ipu levels of 4.0 or more are desirable. Similarly, if there are no other compelling reasons for selecting a value, contingent L-G fault Isc/Ipu values of 5.0 or more are desirable.

<u>Base Case Sensitivity</u>

Sensitivity during base case operation should be reviewed initially, to begin the relay setting determination process. In Bedford S/S, 6 new breakers were set for what were base case radial feed conditions. The <u>average</u> phase-phase, remote line-end fault sensitivity was 5.26/1 on base case, while for L-G the average was 7.31/1. These should give a sense of where the pickup selection process is headed, although “the higher the ratio, the better” tends to come into play until other factors force lower ratios. The minimum base case phase-phase sensitivity of the 7 breakers was 4.35/1, while the maximum was 6.46/1. Line-ground fault sensitivity ranged from 5.44/1 to 9.62/1. The difference was established primarily by load side device coordination requirements and contingent sensitivity requirements.

<u>Contingent Sensitivity</u>

Proposed line configuration contingencies are not all that should be reviewed, however, but also those that are easily switched into but not necessarily officially proposed and documented. This requires judgment, because not every likely contingency will be part of the load flow package received from System Planning and Strategy. What is received is a series of proposed solutions to resolve contingency operating problems <u>on peak</u>. Off peak there often many plausible, easy, and logically configured solutions. As an example, some lines are potentially tied together through a switch right outside of the substation. Taking a breaker out, or failing a breaker, could allow load to be retained or restored by use of the tie switch, or in many instances by closing in to feed from the remote line end. Only one solution would generally be provided in the load flow, but either would be possible from an operating perspective. This also requires judgment because some areas have <u>multiple</u> tie switches, many of which are not operated as part of the standard load flow package, and which could potentially increase the protection analysis dramatically. It is not the intention of this document to suggest reviewing all possibilities. A brief talk with experienced operating personnel is likely the best way to judge the probability of a configuration being used, and therefore the necessity of a protection review. For those contingencies not confirmed by System Planning and Strategy as part of the basic load flow package, an analysis of sensitivity only will generally suffice, rather than also reviewing overcurrent coordination.

In general, most contingencies are straight forward. Loss of any single element (breaker, line, transformer), where backing up such an event is plausible, must be reviewed for fault sensitivity.

For radial feed situations with IPP or utility owned generation, remote faults should be analyzed both with and without generation on line. Remote multi phase faults will always show less fault current at the source breaker with generation infeed along the radial line. L-G faults, however, are less predictable, and the zero sequence fault quantities at the source breaker are affected by both the generator size and its GSU configuration. Please note that sequential operation is occasionally required (though it is a second choice) to meet the desired sensitivity. That is, a mid line generator might have to trip before the source side protective device overcurrent increases to meet the desired sensitivity margins. As discussed later in this document, an effort is made to have the source meet margins with the initial fault, but as a minimum the source should be timing while waiting for the generator to trip.

For loop feed situations, remote faults must be reviewed, both on the remote bus, but also at the remote line end with and without the remote breaker open.

Remote Bus Faults

Though a difficult application at times, remote bus faults must meet minimum sensitivity requirements, and in some locations this includes analyzing parallel lines feeding a remote bus fault with weak feed source side conditions. This assumes that the remote bus has no bus differential relaying. With bus differential protection available on the remote bus, a base case condition can be assumed at the source. With or without remote bus differential relaying, generation on line between the source and the remote bus might be required to trip (sequential tripping) before minimum sensitivity requirements are fulfilled for remote bus faults. This is a last choice (it would be preferable to meet requirements with or without the generation on line), but could conceivably be inevitable, particularly for a bus with multiple parallel sources. In a similar fashion, for faults on remote busses with delta-grounded wye transformers on the faulted bus, the transformer or transformers might have to trip before the remote source side line breaker has sufficient current to meet ground fault sensitivity margins. Note that, when a remote bus is fed from two or more parallel lines from only one source side bus, sequential tripping is always required for faults near the source end of one of the looped lines.

Note also, that care is required if two or more lines are fed from a transformer (or transformers), to a faulted remote bus which has no bus differential protection. The transformer(s) would see the total current delivered to the fault, but the line contributions would be divided into two or more values, and due to the routes of the individual lines, one line might see significantly less current than the others. As a result, a simple one on one check of the transformer overcurrent curves to the line overcurrent curves might not point out the potential source transformer overtrip for the remote bus fault.

Remote Line End Faults

As mentioned, for remote, line end faults in loop fed configurations, sensitivity must be reviewed with and without the remote line breaker open. Where possible (obviously not for the single source situation), it is desirable that minimum sensitivity margins be met for the initial fault. If there are multiple parallel paths to the remote bus, this is not always possible. If it is not possible, it is usually feasible that the overcurrent relay remote from the faulted end of the line at least initially be above pickup. If none of these is possible, care must be taken to assure that minimum sensitivity margins ultimately be met for single element failure conditions, though a sequential clearing operation would be required.

CT RATIO SELECTION

CT Ratio Availability

Always check for the available CTs as well as the subject breaker's rating. There are 1200A breakers on the system with 600/5 maximum CTs available, and there are 1200A breakers with 2000/5 CTs. Remember also that not all of the CT ratio choices that are available at 1200/5 are necessarily available on standard ratio

2000/5 CT's. Finally, also note that there are some CT's on the system (4 lead versus 5 lead) which would be considered "non-standard" today. The available CT ratios actually available must be checked carefully.

CT Burden if New CT Ratio or Increase Source

The recent standard for new, individual 34.5KV breaker additions using numerical relays is generally to use 1200/5 CTs, and to assume on that basis that the C400 or better CTs now specified need no detailed burden review. On older circuits where relay changes are made, or where system changes result in increased fault current, a burden study should be performed. The required voltage developed by the CT, at the maximum L-G fault current through the CT circuit in question, should fall on or below the 45 degree line on the knee of the CT saturation curve being considered.

CT Ratio Selection Using Electromechanical Relaying

There are several considerations in CT ratio selection for existing control positions which use electromechanical relaying, and existing electromechanical panel metering. Keeping analog panel instrumentation in a reasonable range of resolution is one objective in CT ratio selection. Another is to minimize the requirement of multiple CT ratio changes over the life of the line position. To these ends, it has become common practice to consider a CT capability which at least matches the capability of the conductor used for the first sections of the line. One exception could be for those few instances, such as the takeoffs for several Huse Road lines, where large wire (795 ACSR in the case of Huse Road) is used as a get away on non-standard towers, with no intention of ever loading the line to the capability of the large conductor. Where feasible, the CT ratio is typically suggested to be sized from 100% to 120% of the line winter rating (ignoring any special take off structures). If contingent loading is anticipated to load the line to its winter rating within a year or two, the CT capability can be shaded toward the 120% figure. Lightly loaded lines, built with larger wire on speculation, can be shaded toward the 100% figure, improving analog instrumentation resolution while still limiting the need for multiple CT ratio changes over time.

This approach of basing the CT ratio on the entire line capability occasionally poses a problem, particularly with the older electromechanical relays. If the relays available do not have a low enough nominal tap range, it is not always feasible to meet overcurrent fault sensitivity requirements with a high CT ratio. Obtaining replacement, low range electromechanical relays is a high cost, sometimes impossible effort. If the required electromechanical relays are not in stock, it is usually necessary to base the CT ratio selection on expected loading (plus whatever margin can in fact be attained with available equipment), planning to then suggest a relay change to numerical protection as the load increases. The discrete overcurrent pickup steps of common electromechanical relays are typically a minimum of 0.5A, but are often 1.0A or 2.0A increments. These step increments are often problematic in locations requiring large CT ratios, but relatively low pickup requirements to meet fault sensitivity margins. Numerical protection typically has no more than 0.1A increments of overcurrent pickup setting capability. In general, due to modeling concerns in ASPEN 1-Liner, off-nominal tap pickups are not to be used in electromechanical relays.

CT Ratio Selection Using Numerical Relaying

For existing installations, with updated numerical relaying but where analog instrumentation is involved, the CT ratio selected should be as described above for electromechanical relaying.

For totally new installations, panel instrumentation is digitally displayed. As a result, resolution is not an issue. On new installations with 1200A or larger breakers, it has become common practice to use a 1200/5 CT ratio. This ratio can carry 120% of 477 26/7 ACSR conductor, which is presently the largest standard takeoff wire in use. As a result, that makes the CT ratio a low, or no probability of being a limiting thermal element. This is even more so given that modern CT's are typically purchased with a 1.5X or higher thermal rating factor.

The following section on phase overcurrent pickup selection, mho circle and load encroachment settings also have a bearing on CT ratio selection.

Loading: Phase Pickup, MHO Circle, Load Encroachment

Relay Pickup Settings With Load Sensitive Overcurrent Relaying

As just mentioned, if fault sensitivity allows, phase overcurrent protection should be configured to carry the full, thermal load capability of the line leaving the corresponding breaker. That reduces the need for multiple reviews of settings based solely on load growth. With unsupervised overcurrent relaying, however, pickup is more likely to be set as a multiple of anticipated loading. A goal of 1.5-2.0X anticipated peak (summer or winter) load should usually be adequate to cover cold load pickup loading after an extended outage. Unless absolutely necessary, use of less than 1.25X anticipated peak load should only be used with the reasonable expectation that there will occasionally be instance where load restoration requires line sectionalizing. Use of less than 1.15X anticipated peak load opens up the possibility of tripping due to simple load unbalance on a per phase basis. Whatever quantity is selected must be reviewed based on required sensitivity as discussed above.

Loading Using Mho Circles

P&CE has accepted a simple to apply (though difficult to describe) criteria to determine the loadability of a circuit which has overcurrent relays supervised by mho elements. Though the calculations are easy, the answer provided only provides a reasonable assurance, supported by history, that the subject mho element will not pick up under load, and consequently will not enable the supervised overcurrent relay to operate on load. The procedure consists first of determining the number of primary ohms represented by a loadability level of approximately 125% of the CT ratio. An 800/5 CT ratio then, would target a loadability of 1000A, or 19,920V/1000A=19.92 ohms primary at 34.5KV. That number of ohms primary is converted to secondary ohms, then assumed to be a point on the mho circle at half of the mho relay's maximum torque angle, or stated differently, the maximum "R" point on the R-X diagram's mho circle. A 75 degree maximum torque angle relay would then have one point specified as 19.92 ohms (but converted to secondary ohms) at 37.5 degrees. This is then used to determine the diameter of the circle at the maximum torque angle. In the example given, the proposed circle diameter at 75 degrees maximum torque angle is (secondary ohms at 37.5 degrees)/(cosine 37.5 degrees). The resulting mho circle is then checked against the longest required reach of the circuit involved, including operation on contingencies. The circle diameter should be at least 150% of the relay's apparent impedance to its most difficult required fault location and system condition. Use the largest circle to meet the loadability criteria, do not reduce the circle to the 150% level. This maximizes the probability of the mho circle responding to a multi-phase fault with impedance.

Loading Using Load Encroachment

P&CE also has a standard approach to applying load encroachment settings using SEL or GE relays which have that feature. The load encroachment settings are used to supervise phase overcurrent settings of the same relay to prevent operation under heavy load conditions. For specific details, see the latest version of "Load Encroachment Methodology Using SEL Relaying"[1]

Load Side Distribution Coordination

Instantaneous Overcurrent Trip Usage

There are two ways that instantaneous overcurrent trip elements can be applied on radial feeds. One is to set the instantaneous trip element to under reach the first coordinating device tapped off of the line. Overcurrent levels required to under reach a given device were given for the 115kV or higher transmission system in Setting Coordination Methods and Procedures\115 kv ground fault protection criteria - specific.doc, and were summarized as follows.

1. Induction cup or induction cylinder elements (e.g. IRP, JBCG) - 1.15X the maximum current value.
2. Hinged armature and plunger elements (e.g. CRP, IBCG) - 1.35X the maximum current value.
3. SEL or GE numerical relays - 1.15X the maximum current value.

4. REL 512 numerical relays - 1.20X the maximum current value.

At the subtransmission level (34.5kV) or lower, these applications are rare. Based on more recent discussions, the values above should be considered minimum values. A universal 1.20X is proposed as a general multiplier for under-reaching instantaneous trips for line applications using numerical relays, and 1.25X if an overtrip would be particularly problematic.

The second way that an instantaneous overcurrent trip can be applied is to set it to overtrip most if not all tapped devices, and then block the instantaneous trip operation after the first operation in order to allow time overcurrent coordination with tapped overcurrent devices. This is most often attempted where "fuse saving" is a desirable goal. The application of this approach is more fully discussed in the Cooper Power Systems book "Electrical Distribution System Protection". More details will not be added here due to the growing rarity of this approach to overcurrent protective device application as mentioned in the following paragraph.

The use of instantaneous trip elements in any distribution protection application is diminishing rapidly due to quality of service considerations. There is rarely enough electrical "distance" to the first tapped device to allow the application of an under reaching instantaneous element. And the use of an instantaneous element which over reaches, trips and is then cut out of service, often results in customer "blinking circuit" complaints.

<u>Time Overcurrent Coordination</u>

Load side distribution overcurrent curve coordination with substation feeder relaying starts with a review of existing equipment tapped off of the load side of the breaker in question, followed by questioning of the circuit owners involved regarding any special distribution protection needs which have been recognized, such as constricted maximum fusing or recloser settings. These needs, combined with sensitivity and loading requirements as described above, set the stage for a detailed review of each type of equipment tapped off of the load side of the subject breaker.

For non-reclosing load side devices such as fuses or switchgear, coordination with the substation feeder relaying consists of applying standard curve shifts and margins, comparing the source side device response curve to the load side device total clear curves, using ASPEN 1-Liner. The standard curve shifts and margins have been summarized in the latest version of ""Protective Device Application Shifts, Margins"[2].

If the source side relay (or recloser, where applied) uses a non-ratcheting operating mode, the coordination with all load side devices is a similar, simple comparison of response and total clear curves using 1-Liner and standard curve shifts and margins as described above.

If the source side device is an electromechanical relay, and the load side device has an automatic reclose cycle, the EXCEL spreadsheet RATCHET must be applied to account for the ratchet effect on disk reset of the source side device. The margins and curve shifts used are as defined in the latest version of "Protective Device Application Shifts, Margins"[2].

One other margin required in RATCHET that needs clarification is that of the estimated or tested disk reset times. A 1.1X multiplier is always applied to a source side electromechanical disk reset time (tested or estimated). This adds to the required coordination separation, and also accounts for the less than exact reset time predictability of electromechanical relays. If numerical source side relays using electromechanical emulation are applied, a 1.05X multiplier applied to calculated reset time is suggested. While in this case the reset time is highly predictable, this margin adds a modest margin to the required curve separation, as in the electromechanical case.

There is another factor to consider regarding ratcheting. If the source side device is a ratcheting, straight overcurrent relay (as opposed to a zone two supervised overcurrent timer, or any non ratcheting electronic device), then the estimated reset time must be determined based on loading after the load side, tapped device operates. Load through an overcurrent relay slows disk reset, and this must be accounted for when a distribution device operates in a manner that causes ratcheting of the source side protective device. Reset times based on several load levels are available under tabs within the RATCHET spreadsheets.

All of the above discussion assumes that the most difficult coordination points have been reviewed. This is often at the maximum fault current available, but is not necessarily so. In today's world of electronically generated curves, pickup coordination (source side pickup higher than load side device pickup, as generally desired) does not necessarily mean smooth, parallel, diverging curves at lower fault values. It may be, and often times is, necessary to check ratcheting coordination at lower fault values as taken from the 1-Liner curve plots. There are a myriad of possible fault impedances, including lengths of non consistent wire sizes, between the source and a prospective fault, and these all can serve to reduce fault values at the devices to be coordinated. Rather than run a large number of differing fault impedance values or fault locations beyond a load side device, a simple comparison of the device times (ratcheted if necessary) at varying fault values, taken directly from the zero impedance fault plots for close-in load side faults in 1-Liner, has given good results to date.

Voltage Sensing Switch Applications

The application of voltage sensing switches deserves its own defining document. The latest version of this document is called "Voltage Sensing Switch Setting Methodology.doc"[3]. The process, in summary, consists of determining the margins required between automatic reclosing of the source side device and the voltage timers which will ultimately open the voltage sensing switch. It is typically expected that a radial circuit will be "tried" once, with an automatic reclose of the source breaker, before the voltage sensing switch is opened. It is necessary, therefore, to determine the latest that a first reclose might occur, from the initiation of a multi-phase fault, to a closed breaker, including tolerances. The voltage sensing timer, with its tolerances and margin, must be set longer than that time.

It must then be determined, based on the proposed setting of the voltage sensing timer, what the earliest second automatic reclose of the source breaker could be, including all tolerances and margin, to be sure that in fact that the voltage sensing switch is open before the second reclose occurs. Stated differently, the latest open time of the voltage sensing switch must be determined.

The easiest way to accomplish the settings for an actual application is through the use of the defining document whose address is shown above.

Please note, that there is also a draft version of an EXCEL spreadsheet which helps analyze the required recloser or breaker timing versus the voltage sensing switch timing. It is based on the Word document listed above, called "Voltage Sensing Switch Timing Calculator DRAFT 10_24_16"[4]. This document has had limited use, but has the potential to significantly reduce the required analysis time. It is on the list of items to be updated and expanded.

Relay To Relay Coordination – Radial Feed

Instantaneous Overcurrent Trip Usage

The use of instantaneous overcurrent trip elements in a relay to relay coordinating scheme does occasionally allow the use of an under reaching instantaneous trip element on a sub-transmission line which has no taps off of it. Lawrence Road to Hudson, and Oak Hill to Penacook are two such examples at this time. Margins required to under reach a particular piece of equipment beyond the device being set are as described above under "Load Side Distribution Coordination". As mentioned in that section, the use of an over reaching instantaneous trip element is diminishing rapidly, and that is particularly so on the 34.5KV system where relay – relay coordination is still required on a large scale.

Time Overcurrent Coordination

If any change is made to a device, due to load side coordination requirements discovered through the previously outlined procedures, all devices on the source side which could supply fault current to the changed device must be checked for coordination. The changed device, which in the foregoing discussion was referred to as the source side device, now becomes the load side device. Coordination should be achieved for faults close-in to this device versus any source device, on a base case as well as any single contingency basis. A ratcheting review will typically be required.

In the case of bulk distribution transformers feeding the source bus, the P&CE document "Bulk and Non-Bulk Distribution Supply Transformer Overcurrent Settings.doc"[5] provides guidance. Older sites, where electromechanical overcurrent relays are applied to transformer protection, will require the use of RATCHET. As mentioned in a previous section, if the source side (bank overcurrent device in this case) is a ratcheting, straight overcurrent relay (as opposed to a non ratcheting electronic device), then the estimated reset time must be determined based on loading after the load side device operates. Load through an overcurrent relay slows disk reset, and this must be accounted for when any device operates in a manner that causes ratcheting of the source side protective device. Reset times based on several load levels are available under tabs within the RATCHET spreadsheets.

In the case of multiple lines feeding a bus, the required final coordination margin between coordinating relay pairs, on worst case contingency conditions, for no reclosing or very long reclosing of the faulted feeder, is a fixed quantity based on relay manufacturer. The minimum coordinating margin, relay – relay, if no ratcheting is involved, is 0.35 seconds for Westinghouse electromechanical overcurrent relays, and 0.40 seconds for GE electromechanical relays. 0.35 seconds relay - relay is the required margin for numerical, non ratcheting applications. Details on how these times were developed are part of the P&CE ground overcurrent coordination document "PSNH 115 kV Line Non-pilot Ground Protection Basis and Background of "Specific Setting Criteria"[6]. No current or time multipliers are involved when doing relay – relay coordination.

In the case of multiple lines feeding a bus, the required final coordination margin between coordinating relay pairs where reclosing is involved, on worst case contingency conditions, is 0.20 seconds, "after clear, after coast, after ratcheting" of the relay pairs. This typically requires the use of the RATCHET spreadsheet if the source devices are either electromechanical relays or numerical relays using electromechanical disk emulation. Again, no current or time multipliers are involved when doing relay – relay coordination. Note that when applying RATCHET, the load side (faulted device) estimated or tested disk reset time is reduced by applying a 0.90X multiplier (0.95 for numerical relays), while the source side relay disk reset time is increased by applying either a 1.10X (electromechanical relays) or 1.05X (numerical relays) multiplier. This combination of multipliers gives the "worst case" ratcheting results. That is to say, the faulted device, by shortening its disk reset time, results in a slower second or third operation. Likewise, lengthening the disk rest time of the source side relay shortens its prospective second or third attempt to operate.

There are also other data decisions to make for the use of RATCHET. Absent specific information, 0.10 seconds has typically been used for breaker clearing time. Disk overtravel (coast) time has been standardized as 0.10 seconds for GE electromechanical overcurrent relays, and 0.03 seconds for Westinghouse electromechanical overcurrent relays. 1 cycle coast (rounded to 0.02 seconds) should be used for SEL relays or their equivalent.

As described earlier, care must be taken to use disk reset times based on estimated load conditions where applicable.

Nominal response times are as taken from 1-Liner curve displays for the fault and system configuration in question.

Relay To Relay Coordination – Loop Feed

Many of the steps required to perform a coordination, or a re-coordination, of breakers which are part of a multi-line loop between buses, are the same as for the radial feed cases, including the rare but occasional use of under reaching instantaneous overcurrent elements. In fact, the biggest problem is keeping the overall process organized, while applying a series of steps identical to the radial feed process. The process is iterative, by necessity.

The first step in reviewing a given breaker's settings is to step through the very same steps listed above for non-loop situations. Sensitivity, CT ratio, phase overcurrent issues, and load side distribution coordination are all required elements (at 34.5 KV or lower) regardless of whether the breaker in question is part of a loop or not. Virtually all looped PSNH lines will at some point be operated radially on contingency, and it must be determined whether setting the breaker for full radial coordination with load side distribution equipment will result in acceptable loop coordination when tied through, end to end. Note that it is not always feasible to have full radial coordination from both ends of a line, but eases operating issues if it is feasible. As a general rule, it is usually possible to offer base case (looped), full coordination with distribution taps (no overtrip by either substation breaker), plus full radial coordination from one end of the line or the other. Full radial coordination from both ends is often problematic, and the effort to meet that standard should generally not be allowed to force major system re-coordination or longer than desirable clearing times. In general, base case clearing of less than 1 second is very desirable. For a circuit with no copper wire, remote, base case fault, total clearing times in the 1-1.3 second range are not unusual. Total clearing times above 1.3 seconds should be checked carefully, particularly since contingent, weak feed situations can extend that time measurably.

With the availability of 1-Liner, many of the coordination steps can be displayed graphically, and reasonably concisely as well. The operate curve for a close-in fault near a feeder breaker can be displayed showing its timing versus every source device with which it must coordinate. Up to 15 overcurrent curves can be displayed simultaneously on a one-line curve plot. In addition, once all of the curves are displayed, base case, line or transformer out, initial and "with end open" fault cases can be easily displayed through use of the fault dialog box. These 1-Liner features greatly expedite the process of observing, analyzing, and documenting the operation of a faulted line's protection versus the overcurrent protection characteristics of all sources to that fault.

The following might seem like a minor note, but it has proven to be an important one in complex area reviews which require coordination between multiple overcurrent devices. It has to do with keeping organized visually, and thereby mentally throughout the analytical process. In reviewing the operation of a particular faulted breaker, organize the curve setup in a consistent pattern from day to day, case to case. For reasons which have become apparent through trial and error, it is recommended that the faulted feeder's phase and ground curves' dialog boxes be displayed in the lower left corner. With this approach, as multiple faults are run, there will be no searching for the faulted element's curve data, since it's always in the lower left corner. Also with this approach, when comparing operate times, there should be no time on the curve set which is faster than the times displayed in the lower left corner, the faulted device. Keep all other phase and ground curves paired on the plot for each breaker, because it is often the case that both are involved in L-G faults, and it is rare that only multi-phase faults are being reviewed. And finally, as the faulted device is changed in a review, keep the responding elements in generally the same layout, except move the now faulted element to the lower left. This simple methodology is a great help in developing a mental picture of where the difficult issues are, how the system is responding, and helps lead to corrective resets in an orderly fashion. Some sources for example, are such weak sources, with consequently such long operate times that their response requires no detailed review at all. If this holds true as contingent cases are run, the required mental picture of the system and its potential coordination problems is simpler to grasp.

With the basic circuit analysis completed as shown above as the first step, it should be possible to do a trial setting of the subject breaker and to attempt a detailed loop fault and coordination study. If full radial coordination and the desired load carrying capability do not result in a gross change of settings, begin running area faults to see what affect the tentative changes would have on system operation. If the settings required to meet all desired distribution coordination possibilities result in potentially changed settings which seem impractical, discuss compromises with the circuit owner involved. The ultimate test, however, is to test loop coordination on a step by step basis, described briefly as follows.

In these and all the cases that follow, care must be taken as described earlier, to use disk reset times based on estimated load conditions where applicable.

The new, tentative settings must be reviewed from two perspectives: how do the new settings respond to faults on lines or transformers attached to the remote bus at the far end of the line being reset (the new settings must wait for these faults, on base case and contingencies), and how do the new settings respond versus sources "behind" it for close in line faults (the new settings must beat all actual and potential sources for three phase and L-G faults close-in to the S/S feeder breaker).

Since the typical trend is to create slower clearing times for the breakers being reset (for improved coordination with larger distribution taps, for example), coordination with faults beyond remote busses is often eased. As a result, it usually makes sense to first start running faults close in to the reset (often slower) breaker in order to measure the impact on other relay settings which monitor sources of fault current to the reset breaker. In a looped system, this means running close in, 3 phase and L-G faults, as looped and then with the remote end open. All relays monitoring sources to this fault can typically be shown on the 1-Liner plot, shifted to "Align curves with total fault current" (this feature alone should put Sherman Chan in the P&CE Hall of Fame). Since a simple contingency would be to operate the system radially, a ratcheting analysis should be performed using just the shifted curves with remote open initially, as a stand alone question. Subsequently, however, ratcheting versus all source relays must also be performed starting with close in faults under initial (looped) conditions, followed by radial close in faults assuming the remote end has tripped and remains open prior to the automatic reclose of the local breaker.

Reclosing permissives are critical to the assumed sequence of operations. In rare instances, only synch-check reclosing is employed on the local breaker, in which case no ratcheting review is required, since the breaker should only reclose into an energized (therefore presumed unfaulted) line. In the more common instances where dead line and/or synch-check permissives are employed, a typical, ratcheted sequence must be analyzed. This analysis includes a review of the reclosing permissives used on the remote end of the line.

If the remote permissive is synch-check only, the local breaker can always be assumed to trip once looped, then reclose onto a radial line. If the remote breaker uses dead line and/or synch check, it is often difficult to predict and exact sequence, since the first clearing time is different for each end of the line, and this starts the reclose cycle. In addition, the older style reclosing relays often started a motor or electronically timed equivalent to control reclosing, which makes it difficult or impossible to predict the exact line conditions onto which the local breaker will reclose. Consequently, based on reasonable results of actual system operations to date, a sequence is suggested of one looped clearing time followed by as many radial clearing times as the local reclose cycle allows. This assumed sequence has rarely been shown to lead to incorrect coordination. That is probably because the radial feed situation is typically a more difficult ratcheting problem than the looped case. In addition, however, the fact that a ratcheting review is then done for all single contingency events, probably reduces the probability of error to a negligible value for any unanalyzed reclose sequence.

After the base case conditions are analyzed, it is then necessary to repeat the ratcheting/coordination process for any reasonable single contingency events. This can begin to potentially require serious changes to the source relay settings, and the probability of that particular contingency must be determined. At times, it becomes necessary to accept a compromise rather than to step into an exhaustive reset of multiple area relays. A typical compromise on contingency, for example, might be to accept a reduced (or zero), ratcheted coordinating margin if an overtrip of the source side breaker would not result in a permanent loss of load.

Once the tentative new settings for the relays in question have been established through the process just described, it is necessary to review their coordination with faulted lines beyond remote busses, and/or with relays on lines "around the corner" to the looped, parallel, adjacent line feeding the remote bus, which are fed from the relays just analyzed. The process is similar, but hopefully less onerous.

This lays out the basic start of the reset process, but usually this is just the first phase. For every relay that must be changed to coordinate with the relay changed initially, a similar review is required. At times those "remote" resets are easy (if there is a two transformer source to the remote bus, for example, relays remote from that bus often have an easy coordination requirement due to the transformer fault current infeed). The process, however, is iterative, and must be iterative. All of the changes proposed potentially affect many coordinating devices. There is no way around the process except to possibly limit the number of change requests that are honored. It is often possible, after a cursory review of a requested change, to demonstrate the magnitude of the resulting changes that would be required. Compromises can then be worked out with the circuit owner, which still allow enough, but perhaps not all, of the desired gains in distribution equipment application options.

There is another tool available in One Liner that can occasionally help the review of proposed settings, at least on an initial, non-reclosing or non-ratcheting basis. It is described here for use on the transmission system, but with care can be an aid on the looped subtransmission. It can test more contingencies than can realistically be done manually. The use of OneLiner to analyze ratcheted settings has not been reviewed as yet.

ASPEN OneLiner "Check Primary/Backup Coordination"

Once an area coordination review is complete and the proposed overcurrent settings have been modeled in a OneLiner case, OneLiner has an excellent tool to allow a review of the anticipated relay-relay coordination. From the Main Window Commands at the top of the system diagram in OneLiner (or right click the chosen relay group) select "Check" then Primary/Backup Coordination" from the drop down menu. This opens a dialog box from which to select the coordination to be checked, and the parameters to be used in checking any coordinating pairs of relays. The "Help" screen walks through the process of setting up coordinating pairs and executing a check. Once the relay data is loaded, and the pairs are properly tied to one another by right clicking a relay group to "form coordinating pair", the coordination check can be executed in a matter of seconds. Rather than re-write the "Help" section, the following observations are offered based on past experience with the module.

1) Carefully create all associated coordinating pairs. The program has no way of knowing which relays are expected to coordinate except by the creation of coordinating pairs. It is easy to get a "no problems found" report that misses potential problems if this first step isn't carefully executed. It is also easy to get a meaningless report if a pair is selected which has no relay data in it to work with. The process is simple, but attention to detail is a must.

2) While there are multiple choices under "Coordination Types Checked", the "OC Backup/OC Primary (Multi-Point)" selection has proved to be very helpful for time delay time overcurrent coordination checking. This selection will place faults along a given line at selectable percentage interval levels, such as every 5% or 10% of the line length. 5% gives a reasonable level of detail, and takes (virtually) no longer than larger intervals. It would be extremely cumbersome to manually check coordination for as many faults as the program checks and summarizes in seconds. This is particularly true when single or double contingencies can be run by a simple check box.

3) The coordinating time interval, CTI, is selectable. At times it is informative to set the interval above the desired level to see how close the coordination is. For example, if a 0.35 seconds margin is desired, run a case at 0.5 seconds to see where the potential problems might lie. Then drop down to the desired level, and if the coordination meets margins for all contingencies and no problems are reported, you still have a better picture than if just the final desired margin is run initially.

4) Remember that this check does not include ratcheting if in fact ratcheted relays are involved, but it can be useful as a first check of the coordination situation. For long open times or with numerical relays not using electromechanical relay emulation, it can be extremely helpful as a double check of the final solution.

References

Specific References:

1) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\White Papers\Load Encroachment Methodology Using Numerical Relays.doc

2) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\Reference Articles and Coordination Tools\Protective Device Application Shifts, Margins.doc

3) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\White Papers\Voltage Sensing Switch Setting Methodology.doc

4) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\Reference Articles and Coordination Tools\Voltage Sensing Switch Timing Calculator DRAFT 10_24_16.xls

5) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\White Papers\Bulk and Non-Bulk Distribution Supply Transformer Overcurrent Settings.doc

6) K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\White Papers\115 kv ground fault protection criteria - basis and background.doc

General References:

K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\White Papers\Distribution Line Capacitor Fusing Methodology 7_6_09.doc

K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\Reference Articles and Coordination Tools\GE Fuse Cooling method description GET-1751A.pdf

K:\RESTRICTED - ED\System Projects\Protection & Controls\P&CE Technical White Papers and References\Reference Articles and Coordination Tools\GE Fuse Cooling Calculator Version 2.0.xls

The following are the suggested settings (including temporary settings for initial energization) and their basis for bulk and non bulk distribution supply transformers. As in the past, these transformers are defined as delta connected on the high voltage side, and grounded wye on the low voltage side, with low side voltages up to and including 19.9/34.5 KV. The previous (2009) revision included two major changes. One was the addition of guidance for smaller distribution supply transformers, typically fed from the 34.5KV system rather than just the 115 KV and 345 KV discussed in previous issues, and the other was the addition of comments on 65^0 C base rated transformers. The references to 55^0 C base rated transformers have been retained due to the large installed base currently on the system, but also since many of the newly purchased transformers are still base rated at 55^0 C. The 2016 revision makes the 2009 proposals permanent, and is a general update with clarifying discussion but few proposed setting changes. The summary pages at the end have been condensed further. The 2016 changes are marked with this color type.

The settings involved are for the typical high side phase and ground overcurrent, and low side neutral overcurrent relay functions. It is assumed that solid state or numerical overcurrent relays are being applied. Existing electromechanical relays need not be reset routinely, but the basis for settings as described here can easily be adapted for that purpose where necessary as described in the final section of this document.

In broad terms, the objective of this setting process is to balance through fault protection and sensitivity against loading concerns and sneak trips.

High Side Overcurrent Relays

High Side Phase Overcurrent Relay(s)

Most of the company's larger transformers have a 55^0 C base rating, with a 65^0 C rise maximum capability with oil and fans. Some of the newer transformers are only rated at 65^0 C. This ultimately has little effect on the settings as shown in the following.

- For a 115 KV source and a 55^0 C base rated transformer, if the station has differential protection on the low side bus, set the phase time overcurrent pickup at approximately 2X the maximum 55^0 C rating. Check that the selected value results in an Isc/pickup value of at least 2/1 for the worst case low side multi-phase fault. Worst case Isc/pickup of 2/1 or higher is a requirement. Also check that the pickup is equal to or greater than any of the feeder phase overcurrent settings. If, however, there are more than two transformers normally feeding a bus, check for pickup coordination with the feeder settings by the use of a computerized fault study program. This setting may or may not result in full fault sensitivity backup, by the transformer phase overcurrent relay(s), for remote feeder faults combined with a feeder breaker failure.

  For a 65^0 C base rated transformer, it has been determined and confirmed by the System Planning and Strategy Department that on a general planning basis up to 1.5X the transformer's top rating can be carried through the transformer for 15 minutes in an emergency. As a result, the high side phase overcurrent relay could be set at approximately 1.8X the transformer's top rating if the station has bus differential protection on the low side, which results in a 20% margin above the desired short time loadability.

  For existing transformers with a 55^0 C base rating and a 65^0 C top rating, or the 65^0 C rated transformers, the proposed pickup will be essentially the same. Specifically, 2X40MVA = 80MVA and 1.8X44.8MVA = 80.6MVA. These values are often much higher than the anticipated load, and as a result the proposed pickup should be treated as a guide. Sensitivity should not be risked in order to use "standard" values; sensitivity to low side faults must be achieved as described above.

- For a 115 KV source, if the station has no differential protection on the low side bus, set the time overcurrent pickup at approximately twice the anticipated peak load, but not more than twice the maximum 55^0 C rating for 55^0 C base rated transformers, or 1.8X the maximum 65^0 C rating for 65^0 C base rated transformers. Check that the selected value results in an Isc/pickup value of at least 2/1 for the worst case low side multi-phase fault. Worst case Isc/pickup of 2/1 or higher is a requirement.

Also check that the pickup is equal to or greater than any of the feeder phase overcurrent settings. If, however, there are more than two transformers normally feeding a bus, check for pickup coordination with the feeder settings by the use of a computerized fault study program for the worst case single contingency. This setting may or may not result in full fault sensitivity backup, by the transformer phase overcurrent relay(s), for remote feeder faults combined with a feeder breaker failure.

- For a 345 KV source, set the overcurrent pickup using the same requirements as the 115 KV cases discussed in the previous paragraphs, but with one exception. Use an upper pickup target of 15% above the winter TFRAT capability rather than twice the maximum 55^0 C rating for 55^0 C base rated transformers, or 1.8X the top 65^0 C rating for 65^0 C base rated transformers. Note, however, that with the high impedance transformers used at 345 KV, sensitivity to low side bus faults may preclude much loadability above the winter TFRAT rating.

- For a 34.5 KV or lower source side voltage, use the same general approach shown above for 115KV sources. With low side bus differential protection available, use either twice the top 55^0 C rating (for 55^0 C base rated transformers), or 1.8X the top 65^0 C rating (for 65^0 C base rated transformers), but confirm sensitivity to low side multi phase faults. Without low side bus differential, or equally as important if the application only uses a high side fuse, or a high side recloser with no low side bank neutral overcurrent relay, revert to a multiple of expected load approach (preferably 2X expected load, but at least 1.5X if possible) in order to maximize sensitivity to low side bus faults, particularly L-G faults.

In the case of stations with low side bus differential protection, these values are rather arbitrarily based on 1) the long standing PSNH minimum sensitivity for multi-phase faults, and 2) the often expressed opinion of operating personnel that any of our transformers may well be asked to carry "twice nameplate for 30 minutes" (see system configuration comments below), or for the more recently adopted 1.8X the top 65^0 C rating for 65^0 C base rated transformers. To date, a setting of twice the maximum $\underline{65^0}$ rating has not been requested for 55^0 C base rated transformers. Any overcurrent setting above the minimum required for sensitivity is deemed to be arbitrary because P&CE does not purport to protect transformers from overload, but does require a given level of protection for faults.

In the case of stations with no low side bus differential protection, the high side overcurrents are the low side bus protection for multi-phase faults. It is appropriate, therefore, to maximize sensitivity of the phase overcurrent relays while comfortably carrying the expected transformer load. This is also true for L-G fault sensitivity in any application that does not have either a low transformer neutral overcurrent relay or bus differential protection, requiring the high side protection to provide low side bus protection.

In either case, care must be exercised when analyzing sensitivity during phase-phase faults. If there are only two high side phase overcurrent relays it is not appropriate to take credit for the one phase which is always carrying twice the current of the adjacent two phases because the phase with high current could be the one with no phase overcurrent relay.

System configuration has historically been a factor in accepting phase pickup values up to twice the maximum 55^0 C rating at 115 KV. At this voltage it was and is typical that either multiple transformers are paralleled to feed an area (such as in the Nashua area), or two transformers may be paralleled with no bus tie breaker to supply an otherwise isolated bus (such as Whitelake). With this configuration, it is very possible to lose a transformer and immediately put a heavy contingent load on the remaining unit or units. Setting trip levels as proposed is intended to allow up to 30 minutes for operators to off load the system rather than go into a cascading loss of transformation.

At 345 KV, the only difference from the 115 KV settings is in the phase pickup value. At this voltage, the 34.5 KV system is presently operated radially except during short time switching events, and no two transformers are paralleled on a single bus. On that basis, it would be necessary to switch into a heavy loading scenario, so the need for a 30 minute extreme load capability is minimized.

All of the following criteria apply to bulk or other distribution transformers supplied at any high side voltage.

- Set the phase overcurrent time to 1) lie under the transformer through fault characteristic defined by ANSI/IEEE C57.109 at all currents above the pickup value described previously, and 2) coordinate with the slowest low side feeder breaker during the most difficult coordination contingency. A nominal relay-relay (no tolerances or breaker times added) time margin of 0.5 seconds or more (assuming a non-ratcheting application) is suggested between feeder relay and this relay's operate time, although 0.4 seconds is acceptable if required.

Please note that "or more" margin often makes sense. One objective is to minimize future bank overcurrent settings if possible. If the feeder breakers all operate in 0.5 seconds for a close in fault, and the bank overcurrent relay is set for 1.0 seconds, the next requested feeder setting change would also likely require a bank overcurrent reset. The bank through fault curve typically allows solid through faults for 2 seconds or more. Setting the bank overcurrent relay times in the 1.2-1.5 second range for the example given would reduce the number of future bank resets, yet still be well under the through fault curve. This expanded coordination margin is most adamantly true for installations with full transformer and bus differential protection (since the overcurrent relays are providing backup only), but can be applied with discretion for other applications.

If the low side breakers have breaker failure relaying, it is not necessary to have a full coordination time margin on top of the feeder line relays plus breaker failure time. A concurrent operation of the transformer overcurrents with a breaker failure operation is acceptable, but timing should always assure operation of the breaker failure lockout for a legitimate breaker failure event. As an example, a breaker failure timer setting of 0.25 seconds with a bank overcurrent coordination margin of 0.5 seconds would assure breaker failure operation when necessary, and would allow a chance for (but not assure) complete bank overcurrent coordination versus a failed low side breaker. This would be an acceptable condition.

The need to stay under the transformer through fault characteristic is fundamental to the protection of the transformer. (Note, however, that these pickup and time values may leave the low current end of the transformer through fault characteristic unprotected. Where this is required for heavy contingent loading it is acceptable). The margins are based on both history and manufacturer's recommendations. The nominal electromechanical relay-electromechanical relay time has historically been 0.4 seconds at PSNH. GE now publishes a recommended minimum of 0.27 seconds plus breaker time for IAC53 relays, or 0.37 seconds relay-relay including 0.1 seconds for breaker time. Since this also includes 0.1 seconds for coast, the bare minimum if solid state relays are used on the high side could be reduced to 0.27 seconds. The 0.5 seconds suggested margin, and 0.4 seconds minimum margin, arbitrarily adds 0.13 seconds to these values due to the implications of an overtrip in this application. (These basic margins are consistent with the PSNH ratcheting program in which 0.2 seconds margin is accepted after clear and coast, or nominally 0.4 seconds relay-relay assuming a 0.1 second breaker time and a GE relay).

- Set the phase instantaneous overcurrent pickup to a value as close as practical to 15X the transformer base rating for either 55^0 C or 65^0 base rated transformers.

Note: In locations where two transformer differential relays are used, the typical 50P function might or might not be applied based on the tripping path of the associated lockout relay. Operational clarity is the objective; this application should be decided upon based on the specifics of the final control diagram.

15X base rating is a revision instituted for the 3/12/03 version of this document (18X was used previously). 15X represents an attempt to get further reach of the instantaneous into the transformer to minimize the chance of locking out a source line for a transformer fault with failed (or no) differential protection.

Limited information from transformer manufacturers, and earlier discussions with Jim Borowitz, have been somewhat inconclusive regarding the degree of inrush of 65 degree transformers versus 55 degree transformers. Monitoring the "calculated inrush" figures, which are part of the standard PSNH test requirements, should be part of the final setting process. As more 65 degree units are purchased, the comfort level with the suggested inrush level should improve.

This instantaneous setting provides a 25% margin over the often referenced inrush quantity of 12X for 0.1 seconds. A second inrush quantity of 35X for 0.01 seconds is often referenced also (A.B. Chance Bulletin 10-8901 for example). Drawing a straight line between these two inrush points on TCC curve paper gives an approximate target curve to which a typical solid state instantaneous element can be compared if set as proposed here (see attached curve “B”). This comparison shows that although there is not perfect coordination at these levels, there is theoretically a low risk of false operation. In addition, PSNH has many relays set below 15X pickup and even the lower levels have posed no actual problems. This is likely because the theoretical problem ignores the effect of system impedance and assumes worst case inrush. This worst case inrush has never been witnessed in the time that PSNH has been monitoring the energization of large transformers.

In addition to inrush, the 15X setting still comfortably under reaches bolted low side faults, even assuming an infinite bus and an impedance of 8.325% (a nominal 9% less 7.5% of 9%) per ANSI standards. Lower bank impedances such as is typical at voltages below 115KV (see ANSI C57.12.10-1997 Table 10) must be reviewed carefully. Modern numerical or solid state relay instantaneous elements require <u>at least</u> a 15% margin (preferably a 20% margin if possible) versus the most demanding low side fault to which the relay responds, and clapper type electromechanical instantaneous elements require a 35% margin. Ref: “Substation Feeder Protective Device Application Methodology”.

<u>High Side Residual Overcurrent Relay</u>

Note: In locations where two transformer differential relays are used, the typical 50/51N function might or might not be applied based on the tripping path of the associated lockout relay. Operational clarity is the objective, and this application should be decided upon based on the specifics of the final control diagram.

- Set the <u>high side residual time overcurrent pickup</u> for 55^0 C base rated transformers as close as practical to 30% of twice the maximum 55^0 C rating suggested above for a possible phase pickup. This then amounts to (.3)(2X the maximum 55^0 C rating), or 0.6X the maximum 55^0 C rating.

  Set the <u>high side residual time overcurrent pickup</u> for 65^0 C base rated transformers as close as practical to 30% of 1.8X the 65^0 C maximum rating suggested above for a possible phase pickup. This then amounts to (.3)(1.8X the maximum 65^0 C rating), or 0.54X the maximum 65^0 C rating.

This is based on a worst case +/-10% CT error, or 20% for the worst case in 2 CT’s, along with a 150% safety factor. Although this relay could legitimately be based on the maximum phase setting actually applied, the use of the maximum phase setting envisioned going forward should preclude the need for review of 51NH with each phase overcurrent increase. The setting as proposed still has ample sensitivity given the very limited protective zone which it covers.

- Set the <u>high side residual overcurrent time</u> and percent of pickup the same as the phase overcurrent time element (the same time dial if identical curves are in use).

This is based on the fact that for a low side fault, the high side phase overcurrent relay is designed for full coordination. The high side ground overcurrent pickup is a percentage of the phase setting which accounts for maximum CT error. The neutral time setting as suggested will assure high side neutral overcurrent coordination for low side faults with maximum high side CT error.

- Set the <u>high side residual instantaneous element pickup</u> as close as practical to 4.5X the transformer base rating for either 55^0 C^0 or 65^0 C base rated transformers.

Although a case could be made for setting this element as low as 20% of the phase instantaneous setting to account for worst case CT error, a 50% safety margin has been included, or (0.5)(0.20)+0.20= 0.30X. The result then is (.30)(15X the transformer base rating), or 4.5X the transformer base rating.

<u>Low Side Solid State or Numerical Neutral Overcurrent Relay</u>

- Set the low side neutral <u>time overcurrent pickup</u> for a value equal to or greater than any of the feeder neutral overcurrent settings. If, however, there are more than two transformers normally feeding a bus, check for pickup coordination by the use of a computerized fault study program for the worst case single contingency.

This is based on having desirable pickup coordination on worst case contingencies. It may or may not result in full fault sensitivity backup for remote feeder faults combined with a feeder breaker failure.

- Set the low side neutral overcurrent time to 1) lie under the transformer through fault characteristic defined by ANSI/IEEE C57.109 at all currents above the pickup value described previously, and 2) coordinate with the slowest low side feeder breaker during the most difficult coordination contingency. A nominal relay-relay (no tolerances or breaker times added) time margin of 0.5 seconds or more (assuming a non-ratcheting application) is suggested between feeder relay and this relay's operate time, although 0.4 seconds is acceptable if required. The general discussion of time margins, as discussed in the section on phase overcurrent timing, also applies here. This includes the discussion of low side breaker failure in the same section.

Electromechanical Relays

The pickup settings and general comments described above can be applied to electromechanical relays. The only differences should be the time settings, which are driven by the need to check ratcheting during worst case coordination contingencies. Two ratcheting issues should be kept in mind during the setting process. 1) The transformer phase overcurrents will generally be carrying load from unfaulted feeders while also responding to a faulted feeder. This slows down the reset time as shown in the PSNH ratcheting data. 2) A minimum of 0.4 seconds is suggested after ratcheting, per the PSNH ratcheting program, using worst case reclose and disk reset times. This margin, as discussed above, is arbitrarily larger than standard due to the implications of an overtrip in this application.

Setting Summary

For convenience, the preceding document is summarized on the following pages. Clarifying comments and operating history have been removed in order to create a more concise setting methodology document.

Summary: Solid State or Numerical High Side Overcurrent Relay Settings

High Side Phase Overcurrent Relay(s)

- For a 115 KV source and a 55^0 C base rated transformer, if the station has differential protection on the low side bus, set the phase time overcurrent pickup at approximately 2X the maximum 55^0 C rating. Check that the selected value results in an Isc/pickup value of at least 2/1 for the worst case low side multi-phase fault. Worst case Isc/pickup of 2/1 or higher is a requirement. Also check pickup against low side feeder pickups as described in the main document.

  For a 65^0 C base rated transformer set the high side phase overcurrent relay at approximately 1.8X the transformer's top rating if the station has bus differential protection on the low side, which results in a 20% margin above the desired short time loadability. Check sensitivity and pickup coordination as described in the main document.

- For a 115 KV source, if the station has no differential protection on the low side bus, set the phase time overcurrent pickup at approximately twice the anticipated peak load, but not more than twice the maximum 55^0 C rating for 55^0 C base rated transformers, or 1.8X the maximum 65^0 C rating for 65^0 C base rated transformers. Check that the selected value results in an Isc/pickup value of at least 2/1 for the worst case low side multi-phase fault. Worst case Isc/pickup of 2/1 or higher is a requirement. Also check pickup against low side feeder pickups as described in the main document.

- For a 345 KV source, set the overcurrent pickup using the same requirements as the 115 KV cases discussed in the previous paragraphs, but with one exception. Use an upper pickup target of 15% above the winter TFRAT capability rather than twice the maximum 55^0 C rating for 55^0 C base rated transformers, or 1.8X the top 65^0 C rating for 65^0 C base rated transformers. Note, however, that with the high impedance transformers used at 345 KV, sensitivity to low side bus faults may preclude much loadability above the winter TFRAT rating.

- For a 34.5 KV or lower voltage source, use the same general approach shown above for 115KV sources. With low side bus differential protection available, use either twice the top 55^0 C rating (for 55^0 C base rated transformers), or 1.8X the top 65^0 C rating (for 65^0 C base rated transformers), but confirm sensitivity to low side multi phase faults. Without low side bus differential, or if the application only uses fuses or a high side recloser with no low side bank neutral overcurrent relay, revert to a multiple of expected load approach (preferably 2X expected load, but at least 1.5X if possible) in order to maximize sensitivity to low side faults, particularly L-G faults.

All of the following criteria apply to bulk or other distribution transformers supplied at any high side voltage.

- Set the phase overcurrent time to 1) lie under the transformer through fault characteristic defined by ANSI/IEEE C57.109 at all currents above the pickup value described previously, and 2) coordinate with the slowest low side feeder breaker during the most difficult coordination contingency. A nominal relay-relay (no tolerances or breaker times added) time margin of 0.5 seconds or more is suggested between feeder relay and this relay's operate time, although 0.4 seconds is acceptable if required. Please note that "or more" margin often makes sense.

  If the low side breakers have breaker failure relaying, it is not necessary to have a full coordination time margin on top of the feeder line relays plus breaker failure time.

- Set the phase instantaneous overcurrent pickup to a value as close as practical to 15X the transformer base rating for either 55^0 C or 65^0 base rated transformers.

High Side Residual Overcurrent Relay

- Set the high side residual time overcurrent pickup for 55^0 C base rated transformers as close as practical to 30% of twice the maximum 55^0 C rating suggested above for a possible phase pickup. This then amounts to (.3)(2X the maximum 55^0 C rating), or 0.6X the maximum 55^0 C rating.

Set the high side residual time overcurrent pickup for 65^0 C base rated transformers as close as practical to 30% of 1.8X the 65^0 C maximum rating suggested above for a phase pickup. This then amounts to (.3)(1.8X the maximum 65^0 C rating), or 0.54X the maximum 65^0 C rating.

- Set the high side residual overcurrent time and percent of pickup the same as the phase overcurrent time element (the same time dial if identical curves are in use).

- Set the high side residual instantaneous element pickup as close as practical to 4.5X the transformer base rating for either 55^0 C^0 or 65^0 C base rated transformers.

Summary: Solid State or Numerical Low Side Neutral Overcurrent Relay Settings

Low Side Neutral Overcurrent Relay

- Set the low side neutral time overcurrent pickup for a value equal to or greater than any of the feeder neutral overcurrent settings. If, however, there are more than two transformers normally feeding a bus, check for pickup coordination by the use of a computerized fault study program for the worst case single contingency.

- Set the low side neutral overcurrent time to 1) lie under the transformer through fault characteristic defined by ANSI/IEEE C57.109 at all currents above the pickup value described previously, and 2) coordinate with the slowest low side feeder breaker during the most difficult coordination contingency. For a non-ratcheting application, a nominal relay-relay (no tolerances or breaker times added) time margin of 0.5 seconds or more is suggested between feeder relay and this relay's operate time, although 0.4 seconds is acceptable if required.

  If the low side breakers have breaker failure relaying, it is not necessary to have a full coordination time margin on top of the feeder line relays plus breaker failure time.

Summary: Electromechanical Relays

See the main document.

Temporary Settings For Initial Energization

See the next page.

Temporary Settings For Initial Energization

Temporary overcurrent settings are typically applied for the initial energization of the transformer, in order to provide additional protection against through faults, and to minimize damage for internal faults. Note: During the initial energization process, the permanent transformer differential relays are either turned to "Off", or left "On" with the tripping functions disabled. This is done to avoid confusion should the relays operate due to wiring errors or malfunctions in the differential systems rather than for a legitimate transformer fault. After the initial energization but prior to load checks, the differential relays may be turned on during "soaking" periods.

The following energization settings may be applied regardless of whether the transformer base rating is at 55^0 C or 65^0 C.

High Side Phase Overcurrent Relay(s)

- Use the final instantaneous setting, as described above. This setting is based on riding through inrush, and cannot be made more sensitive without reducing accepted margins.
- Set the high side phase time overcurrent relay pickup to 1 X the base rating of the transformer. This guarantees that the relay curve will fall below the transformer damage curve at all points.
- Set the high side phase time overcurrent relay time dial to provide a set point of 0.40s at 12 X the base rating of the transformer. This provides a 0.30s margin vs. the worst possible transformer inrush.

High Side Residual Overcurrent Relay

- Use the final settings as described above. High side residual settings are already quite sensitive and fast, and provide no protection for through faults. Changing these settings for energization will not significantly improve protection.

Low Side Neutral Overcurrent Relay

- Set the low side neutral relay pickup to 0.5 X the base rating of the transformer.
- Set the low side neutral relay time dial to provide a set point of 0.10s for a bolted low side L-G fault.

These settings are somewhat arbitrary. The intent here is to provide a setting which will be low and fast, and can be calculated based only on the base rating of the transformer. The set point of 0.10s for a bolted L-G fault could be made faster and more sensitive, but doing so would tend to increase the possibility of spurious noise-induced trips from the protection equipment with little legitimate increase in overall protection levels.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-013 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C

Request:

Please describe and provide any regulatory mandates directly impacting system planning, including but not limited to updates to LCIRP Appendix A Bates Pages 00051-56.

Response:

Eversource must prepare a Least Cost Integrated Resource Plan ("LCIRP") consistent with the requirements of RSA 378:38 and Order Nos. 26,362 (June 3, 2020) and 26,371 (June 22, 2020) issued in Docket No. DE 19-139. Puc 300 also outlines rules for electric service that have an impact on system planning.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 10, 2022**
Data Request No. DOE 4-014 **Page 1 of 1**

Request from: Department of Energy

Witness: Hebsch, Jennifer J

Request:

Please provide a 10-year (2011 to present) detailed history of the Company's reliability performance statistics, including "Qualified Storms" and impact on reliability statistics.

Response:

Please see Attachment DOE 4-014 for the requested information.

IEEE 1366 Criteria - Excludes MEDs, Power Supplier Outages and Customer Equipment caused outages

Year	# Parent Events	CI	CMI	Cust Served	SAIDI	CAIDI	SAIFI	CIII
2011	8,968	624,920	77,932,762	498,215	156	125	1.254	70
2012	9,323	609,069	70,958,452	500,070	142	117	1.218	65
2013	8,614	581,827	69,062,920	501,490	138	119	1.160	68
2014	9,599	623,637	61,912,845	504,039	123	99	1.237	65
2015	8,295	538,776	54,177,931	510,645	106	101	1.055	65
2016	9,862	720,704	72,391,329	522,081	139	100	1.380	73
2017	11,789	578,995	62,146,242	525,227	118	107	1.102	49
2018	10,361	565,301	63,373,060	528,668	120	112	1.069	55
2019	8,875	393,465	43,907,584	531,399	83	112	0.740	44
2020	8,866	431,001	51,239,298	535,095	96	119	0.805	49
2021	6,892	321,961	35,531,699	538,684	66	110	0.598	47

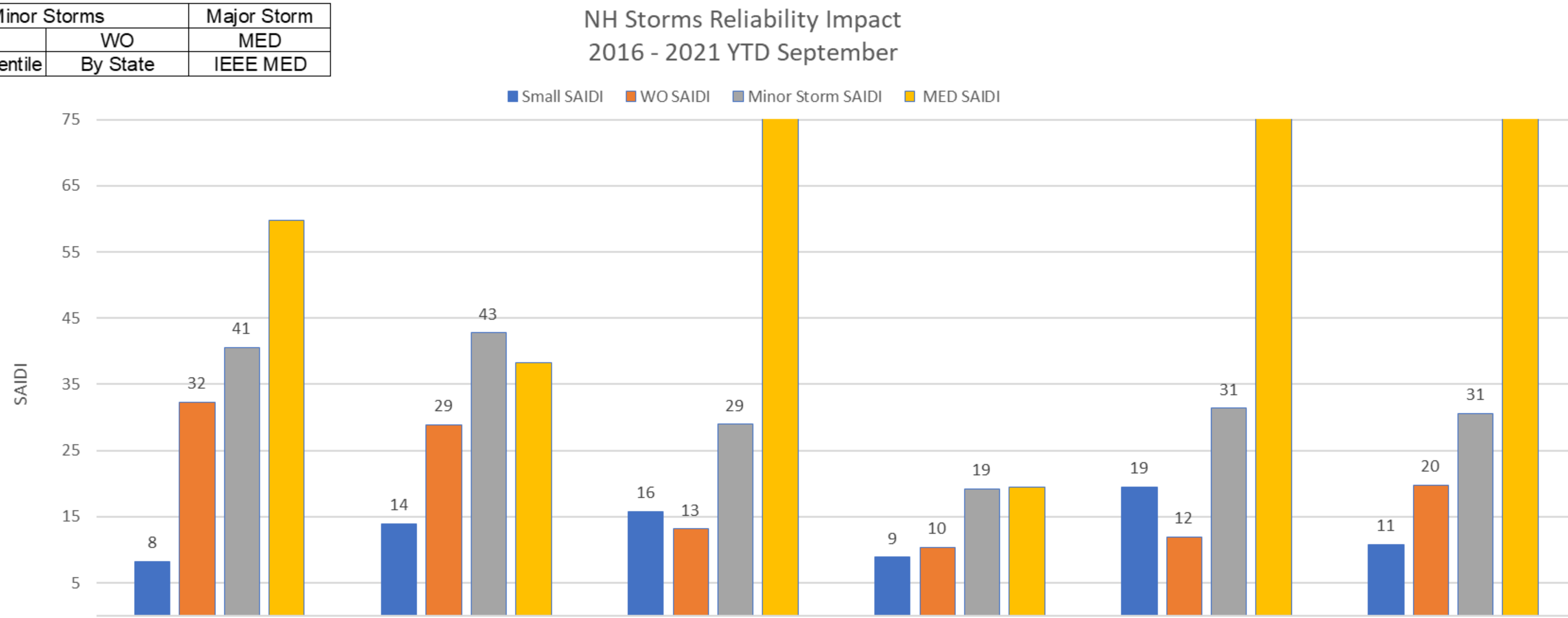
All Permanent Events - Storm and Non Storm - No Exclusions

Year	# Parent Events	CI	CMI	Cust Served	SAIDI	CAIDI	SAIFI	CIII
2011	14,025	1,420,678	1,121,114,669	498,215	2,250	789	2.852	101
2012	11,363	875,435	298,949,392	500,070	598	341	1.751	77
2013	10,067	774,073	106,693,930	501,490	213	138	1.544	77
2014	11,713	939,411	440,781,256	504,039	874	469	1.864	80
2015	8,548	573,772	60,883,395	510,645	119	106	1.124	67
2016	11,012	826,837	105,678,322	522,081	202	128	1.584	75
2017	16,808	1,018,158	509,073,382	525,227	969	500	1.939	61
2018	15,196	1,014,800	207,455,653	528,668	392	204	1.920	67
2019	12,013	639,783	122,747,595	531,399	231	192	1.204	53
2020	13,761	808,823	249,991,929	535,095	467	309	1.512	59
2021	8,883	451,936	82,054,948	538,684	152	182	0.839	51

IEEE MED Storm Event Reliability Statistics

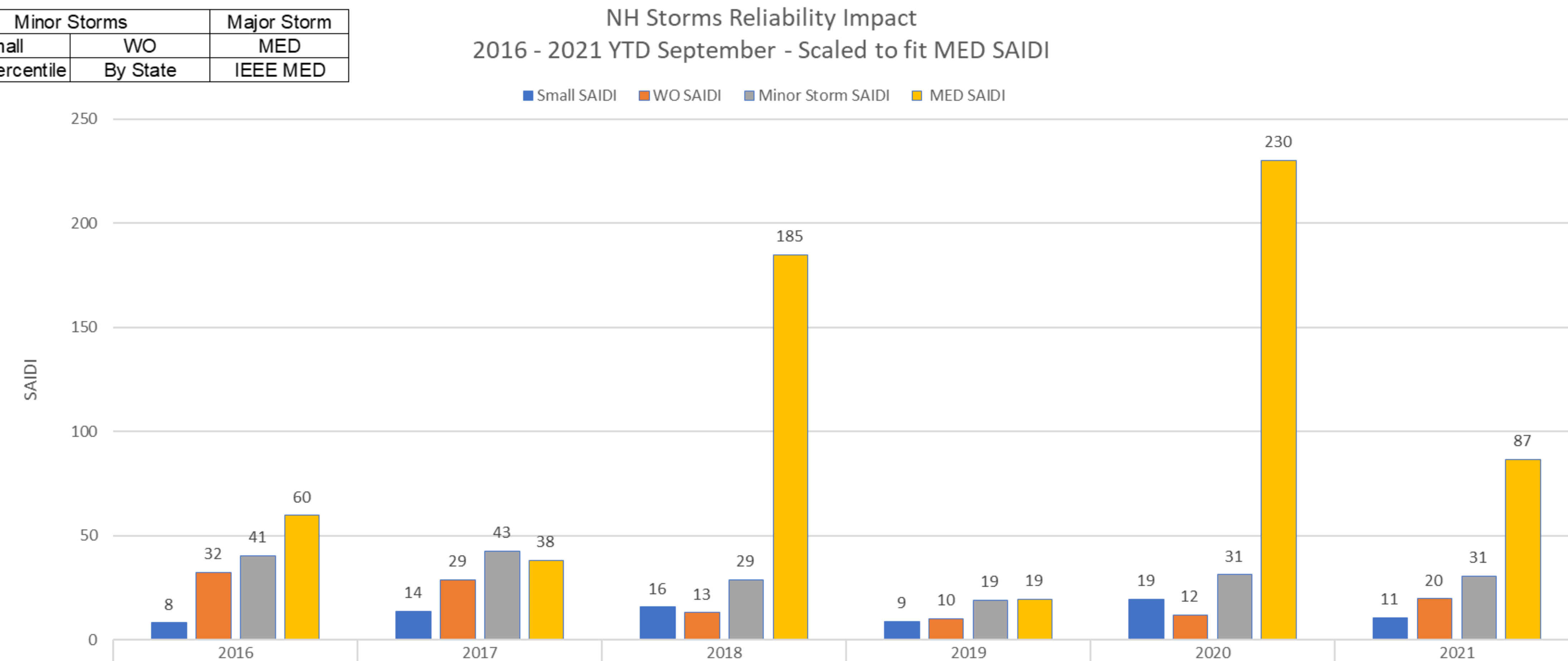
Year	# Parent Events	CI	CMI	Cust Served	SAIDI	CAIDI	SAIFI	CIII
2011	5,057	795,758	1,043,181,907	498,215	2,094	1,311	1.597	157
2012	2,040	266,366	227,990,940	500,070	456	856	0.533	131
2013	1,453	192,246	37,631,010	501,490	75	196	0.383	132
2014	2,114	315,774	378,868,411	504,039	752	1,200	0.626	149
2015	253	34,996	6,705,464	510,645	13	192	0.069	138
2016	1,150	106,133	33,286,993	522,081	64	314	0.203	92
2017	5,019	439,163	446,927,140	525,227	851	1,018	0.836	88
2018	4,835	449,499	144,082,593	528,668	273	321	0.850	93
2019	3,138	246,318	78,840,011	531,399	148	320	0.464	78
2020	4,895	377,822	198,752,631	535,095	371	526	0.706	77
2021	1,991	129,975	46,523,249	538,684	86	358	0.241	65

Minor Storms		Major Storm
Small	WO	MED
92nd Percentile	By State	IEEE MED



	2016	2017	2018	2019	2020	2021
Small SAIDI	8	14	16	9	19	11
WO SAIDI	32	29	13	10	12	20
Minor Storm SAIDI	41	43	29	19	31	31
MED SAIDI	60	38	185	19	230	87

Minor Storms		Major Storm
Small	WO	MED
92nd Percentile	By State	IEEE MED



	2016	2017	2018	2019	2020	2021
Small SAIDI	8	14	16	9	19	11
WO SAIDI	32	29	13	10	12	20
Minor Storm SAIDI	41	43	29	19	31	31
MED SAIDI	60	38	185	19	230	87

NH Storm Reliability Impact Tracking

Year	Storm Type	Date	Month #	Start	End	# Days	IEEE Interr	IEEE CI	IEEE CMI	IEEE SAIDI	IEEE CAIDI	MED Interr	MED CI	MED CMI	MED SAIDI	MED CAIDI	Pri Interr	Conc Events	Conc CI	IEEE Interr (LINKED)	IEEE CI (LINKED)	Comments	WO #	MED Days	# MED Days	MED SAIDI (LINKED)
2021	Small	9/15/2021	9	9/15/21 0:00	9/15/21 23:59	1.00	103	6,140	1,045,728	1.94	170						85	52	4,384	103	6,140	Storm- Thunderstorms	SCMN0006			
2021	Small	9/2/2021	9	9/2/21 0:00	9/2/21 23:59	1.00	48	1,516	258,645	0.48	171						32	10	863	48	1,516	Storm - Ida Remnants/Heavy Rain				
2021	Small	8/26/2021	8	8/26/21 0:00	8/26/21 23:59	1.00	49	1,863	449,425	0.83	241						29	17	1,240	49	1,863	Storm - Heat/Thunderstorms				
2021	WO	8/22/2021	8	8/22/21 0:00	8/23/21 23:59	2.00	135	6,394	580,951	1.08	91						105	19	2,486	135	6,394	Storm - Tropical Storm Henri	MS21D006			
2021	Small	8/19/2021	8	8/19/21 0:00	8/19/21 23:59	1.00	52	3,207	346,255	0.64	108						49	14	909	52	3,207	Storm - Heat/Thunderstorms	SCMN0006			
2021	Small	8/12/2021	8	8/12/21 0:00	8/12/21 23:59	1.00	58	1,772	246,325	0.46	139						32	27	940	58	1,772	Storm - Heat/Thunderstorms	SCMN0006			
2021	Small	7/29/2021	7	7/29/21 0:00	7/30/21 23:59	2.00	115	5,891	474,895	0.88	81						84	16	3,053	115	5,891	Storm - Thunderstorms/Heavy Rain	SCMN0006			
2021	Small	7/20/2021	7	7/20/21 0:00	7/21/21 23:59	2.00	117	3,177	631,146	1.17	199						66	33	2,081	117	3,177	Storm - Thunderstorms/Heavy Rain	SCMN0006			
2021	Small	7/18/2021	7	7/18/21 0:00	7/18/21 23:59	1.00	52	2,461	424,387	0.79	172						45	15	1,182	52	2,461	Storm - Thunderstorms/Heavy Rain	SCMN0006			
2021	Small	7/8/2021	7	7/8/21 0:00	7/9/21 23:59	2.00	88	3,142	286,532	0.53	91						62	13	717	88	3,142	Storm - Thunderstorms/Heavy Rain	SCMN0006			
2021	IEEE MED	6/28/2021	6	6/28/21 0:00	7/2/21 23:59	5.00	232	12,327	1,325,760	2.46	108	350	35957	4,928,193	9.16	137	375	185	17,702	232	12,327	Storm - Heat Event/ Thunderstorms	MS21C006	6/30	1	9.16
2021	Small	6/8/2021	6	6/8/21 0:00	6/8/21 23:59	1.00	62	4,285	446,328	0.83	104						39	15	1,449	62	4,285	Storm - Wind				
2021	WO	5/26/2021	5	5/26/21 0:00	5/26/21 23:59	1.00	182	14,229	1,950,880	3.63	137						147	99	9,474	182	14,229	Storrm - Thunderstorms	SCMN0006			
2021	Small	4/30/2021	4	4/30/21 0:00	4/30/21 23:59	1.00	64	4,188	274,759	0.51	66						47	4	151	64	4,188	Storm - Wind	SCMN0006			
2021	Small	4/23/2021	4	4/23/21 0:00	4/23/21 23:59	1.00	48	2,532	307,877	0.57	122						38	4	562	48	2,532	Storm - Wind	SCMN0006			
2021	Small	4/21/2021	4	4/21/21 0:00	4/21/21 23:59	1.00	60	3,112	652,966	1.21	210						48	33	2,402	60	3,112	Storm - Wind	SCMN0006			
2021	WO	4/16/2021	4	4/16/21 0:00	4/16/21 23:59	1.00	180	7,074	1,081,611	2.01	153						158	53	2,604	180	7,074	Storm - Rain & Snow	SCMN0006			
2021	IEEE MED	3/28/2021	3	3/29/21 0:00	3/30/21 23:59	2.00	92	3,712	300,188	0.56	81	682	88,874	11,018,026	20.50	124	535	354	22,141	92	3,712	Storm - Rain & Wind	MS21B006	3/29	1	20.496
2021	Small	3/26/2021	3	3/26/21 18:00	3/27/21 23:59	1.25	66	4,045	503,190	0.94	124						46	26	1,656	66	4,045	Storm - Wind	SCMN0006			
2021	WO	03/12/221	3	3/12/21 0:00	3/15/21 23:59	4.00	199	11,245	2,862,157	5.32	255						167	69	6,169	199	11,245	Storm - Wind	SCMN0006			
2021	IEEE MED	3/1/2021	3	3/1/21 0:00	3/4/21 23:59	4.00	53	5,905	449,739	0.84	76	906	118,713	30,620,943	56.96	258	762	488	31,046	53	5,905	Storm - Snow & Wind	MS21A006	3/1, 3/2	2	56.96
2019	Small	1/1/2019	1	1/1/19 0:00	1/1/19 23:59	1.00	81	5,982	660,976	1.24	110						77	21	854	81	5,982	PreStaging				
2021	Staging	1/31/2021	1	1/31/21 0:00	1/31/21 23:59	1.00	11	899	99,626	0.19	111						7	6	884	11	899	Staging Event	EXPSTGA1			
2021	WO	2/16/2021	2	2/16/21 0:00	2/16/21 23:59	1.00	188	14,287	1,486,716	2.77	104						158	62	5,257	188	14,287	Storm - Snow & Ice	EXPSTGB1			
2019	WO	1/9/2019	1	1/9/19 6:00	1/9/19 23:59	0.75	239	16,640	2,527,107	4.76	152						228	101	6,755	239	16,640	Storm - Snow	MS19A006			
2019	Staging	1/20/2019	1	1/20/19 0:00	1/20/19 23:59	1.00	17	493	109,937	0.21	223						11	6	319	17	493	PreStaging	EXPSTGA9			
2019	Staging	1/30/2019	1	1/30/19 0:00	1/30/19 23:59	1.00	24	776	36,888	6.96	48						19	8	131	24	776	PreStaging	EXPSTGB9			
2019	WO	2/8/2019	2	2/8/19 15:00	2/9/19 23:59	1.37	197	13,285	1,711,544	3.22	129						186	43	5,281	197	13,285	Storm - Wind	MS19B006			
2019	Staging	2/12/2019	2	2/12/19 14:00	2/12/19 23:59	0.42	4	131	16,278	0.03	124						2	2	127	4	131	PreStaging	EXPSTGC9			
2019	IEEE MED	2/24/2019	2	2/24/19 12:00	2/26/19 23:59	2.50	69	2,565	309,442	0.58	121	425	45,357	6,473,036	12.20	143	57	134	12,446	69	2,565	Storm - Wind	MS19C006	2/25	1	12.20
2019	IEEE MED	4/3/2019	4	4/3/19 0:00	4/4/19 23:59	2.00	88	3,018	223,449	0.42	74	336	28,653	3,835,058	7.23	134	68	196	9,878	88	3,018	Storm - Wind	MS19D006	4/3	1	7.23
2019	Small	5/21/2019	5	5/21/19 0:00	5/21/19 23:59	1.00	72	4,425	430,039	0.81	97						80	18	3,348	72	4,425	Storm - Wind				
2019	Small	5/23/2019	5	5/23/19 22:30	5/24/19 23:59	1.06	75	3,605	503,676	0.95	140						75	25	686	75	3,605	Storm - Wind				
2019	WO	6/29/2019	6	6/29/19 18:45	6/30/19 23:59	1.37	107	5,454	860,775	1.62	158						107	27	1,196	107	5,454	Storm - Wind	MS19E006			
2019	Small	7/6/2019	7	7/6/19 13:30	7/7/19 1:59	1.06	96	2,814	303,118	0.57	108						95	40	1,457	96	2,814	Storm - Lightning				
2019	Small	7/30/2019	7	7/30/19 0:00	7/30/19 23:59	1.00	100	4,969	1,043,354	1.96	210						78	53	2,882	100	4,969	Storm - Wind				
2019	Small	7/31/2019	7	7/31/19 0:00	7/31/19 23:59	1.00	63	3,674	511,969	0.96	139						63	21	5,603	63	3674					
2019	Small	8/7/2019	8	8/7/19 14:00	8/8/19 7:59	0.75	84	12,483	677,429	1.27	54						82	36	7,298	84	12,483	Storm - Lightning				
2019	Small	8/8/2019	8	8/8/19 8:00	8/8/19 23:59	0.67	47	2,177	261,143	0.49	120						47			47	2,177	Storm - Lightning				
2019	Staging	8/17/2019	8	8/17/19 0:00	8/17/19 23:59	1.00	36	1,309	176,287	0.33	135						36	26	1,274	36	1,309	Storm - Lightning				
2019	Small	8/18/2019	8	8/18/19 0:00	8/18/19 23:59	1.00	56	1,712	193,275	0.36	113						55	27	563	56	1,712	Storm - Lightning				
2019	Small	8/19/2019	8	8/19/19 0:00	8/19/19 23:59	1.00	73	3,461	486,832	0.92	141						73	27	563	73	3,461	Storm - Lightning				
2019	Staging	8/21/2019	8	8/21/19 15:30	8/21/19 17:30	0.08	4	33	1,535	2.89	47						3	5	34	4	33	PreStaging	EXPSTGD9			
2019	IEEE MED	10/16/2019	10	10/16/19 21:00	10/18/19 23:59	2.12	119	3,118	812,977	1.53	261	1184	100,300	33,107,810	62.36	330	1,086	703	68,331	119	3,118	Storm - Wind Cyclone Event	MS19F006	10/17	1	62.36
2019	IEEE MED	10/31/2019	10	10/31/19 0:00	11/2/19 23:59	3.00	169	2,809	428,746	0.81	153	1199	91,079	34,907,860	65.73	383	1,185	665	40,835	169	2,809	Storm - Wind	MS19G006	10/31, 11/1	2	65.73
2019	Small	11/24/2019	10	11/24/19 0:00	11/25/19 2:59	1.12	64	4,684	899,674	1.69	192						64	10	841	64	4,684	Storm - Rain				
2019	Small	11/28/2019	11	11/28/19 0:00	11/28/19 23:59	1.00	48	2,739	295,895	0.56	108						48			48	2,739	Storm - Rain/Wind				
2019	Staging	12/2/2019	12	12/2/19 6:00	12/3/19 11:59	1.25	69	3,296	210,809	0.40	64						58			69	3,296	PreStaging	EXPSTGE9			
2019	WO	12/14/2019	12	12/14/19 0:00	12/16/19 1:59	1.12	132	11,742	1,266,983	2.38	108						117	21	3,277	132	11,742	Storm - Rain	MS19H006			
2019	Small	12/30/2019	12	12/30/19 0:00	12/31/19 23:59	2.00	64	3,806	657,002	1.24	173						64			64	3,806	Storm - Snow/Ice/Wind				
2020	Small	12/25/2020	12	12/25/20 0:00	12/25/20 23:59	1.00	91	6,417	1,207,459	2.26	188						84	41	3,316	91	6,417	Storm - Heavy Rain & Wind	SCMN0006			
2020	IEEE MED	12/5/2020	12	12/5/20 0:00	12/8/20 0:29	3.02	58	563	43,006	0.08	76	1986	131,318	70,828,259	132.41	539	1,446	1,175	53,143	58	563	Storm - Heavy Wet Snow	MS20N006	12/5,12/6	2	132.41
2020	WO	11/30/2020	11	11/30/20 0:00	12/1/20 3:29	1.15	161	7,134	1,030,163	1.93	144						153	77	4,135	161	7,134	Storm - Wind	SCMN0006			
2020	WO	11/15/2020	11	11/15/20 0:00	11/16/20 23:59	2.00	177	7,564	1,837,021	3.44	243						152	82	4,838	177	7,564	Storm - Wind	SCMN0006			
2020	WO	11/2/2020	11	11/2/20 0:00	11/3/20 14:59	1.62	255	17,612	2,254,773	4.22	128						210	110	6,242	255	17,612	Storm - Wind	MS20M006			
2020	IEEE MED	10/17/2020	10	10/17/20 0:00	10/17/20 23:59	1.00						233	18,282	3,526,780	6.60	193	205	154	12,791	0	0	Storm - Wind	MS20K006	10/17	1	6.60
2020	Small	10/10/2020	10	10/10/20 0:00	10/10/20 23:59	1.00	47	1,829	261,516	0.49	143						37	15	788	47	1,829	Storm - Wind	SCMN0006			
2020	WO	10/7/2020	10	10/7/20 15:00	10/8/20 23:59	1.37	165	9,898	1,783,091	3.34	180						133	71	3,809	165	9,898	Storm - Wind	MS20J006			
2020	WO	9/30/2020	9	9/30/20 0:00	9/30/20 23:59	1.00	202	14,115	2,461,409	4.60	174						185	111	7,527	202	14,115	Storm - Wind	MS20H006			
2020	Small	8/30/2020	8	8/30/20 0:00	8/30/20 23:59	1.00	63	4,292	419,223	0.78	98						46	16	1491	63	4,292	Storm - Wind	SCMN0006			
2020	Small	8/25/2020	8	8/25/20 0:00	8/25/20 23:59	1.00	69	5,052	1,020,646	1.91	202						49	26	3013	69	5,052	Storm - Thunderstorms	SCMN0006			
2020	Small	8/24/2020	8	8/24/20 0:00	8/24/20 23:59	1.00	66	5,259	638,666	1.20	121						37	23	3645	66	5,259	Storm - Thunderstorms	SCMN0006			
2020	Small	8/23/2020	8	8/23/20 0:00	8/23/20 23:59	1.00	84	5,872	1,316,682	2.46	224						69	37	4,531	84	5,872	Storm - Thunderstorms	SCMN0006			
2020	IEEE MED	8/4/2020	8	8/4/20 0:00	8/7/20 23:59	4.00	135	9,775	1,267,566	2.37	130	1619	140,090	77,436,757	144.96	553	1,224	1034	85329	135	9,775	Storm-Tropical Storm Isaias	MS20G006	8/4, 8/5	2	144.96
2020	Small	7/23/2020	7	7/23/20 0:00	7/23/20 23:59	1.00	75	2,943	474,912	0.89	161						49	17	947	75	2,943	Storm - Thunderstorms	SCMN0006			
2020	Small	7/19/2020	7	7/19/20 0:00	7/19/20 23:59	1.00	47	4,067	326,705	0.61	80						24			47	4,067	Storm - Minor Heat Event				
2020	Small	7/14/2020	7	7/14/20 0:00	7/14/20 23:59	1.00	74	4,096	516,084	0.97	126						52	22	3055	74	4,096	Storm - Minor Heat Event/Thunderstorms	SCMN0006			
2020	Small	7/10/2020	7	7/10/20 13:00	7/11/20 23:59	1.46	82	6,281	559,761	1.05	89						59	17	2356	82	6,281	Storm - Minor Heat Event/Thunderstorms	SCMN0006			
2020	Small	7/8/2020	7	7/8/20 15:00	7/9/20 2:59	0.50	101	3,849	535,347	1.00	139						72	59	2,838	101	3849	Storm - Thunderstorms	MS20F006			
2020	Small	7/2/2020	7	7/2/20 0:00	7/2/20 23:59	1.00	89	6,396	750,536	1.40	117						55			89	6396	Storm - Thunderstorms				
2020	Small	6/29/2020	6	6/29/20 0:00	6/29/20 23:59	1.00	63	2,430	366,089	0.68	151						35			63	2430	Storm - Thunderstorms				
2020	Small	6/28/2020	6	6/28/20 0:00	6/28/20 23:59	1.00	62	2,088	246,731	0.46	118						34			62	2,088	Storm - Thunderstorms				
2020	Small	6/6/2020	6	6/6/20 0:00	6/6/20 23:59	1.00	60	5,580	543,298	1.01	97						49			60	5,580	Storm - Thunderstorms				
2020	WO	5/15/2020	5	5/15/20 0:00	5/16/20 23:59	2.00	168	7,706	1,770,277	3.32	230						127	97	6731	168	7,706	Storm - Wind	MS20E006			
2020	Small	5/9/2020	5	5/9/20 0:00	5/10/20 23:59	2.00	111	8,258	899,670	1.69	109						80			111	8,258	Storm - Wind				
2020	WO	4/13/2020	4	4/13/20 0:00	4/14/20 23:59	2.00	198	11,044	1,103,650	2.07	100						148	61	5,336	198	11,044	Storm - Rain/Wind	MS20D006			
2020	IEEE MED	3/23/2020	3	3/23/20 0:00	3/24/20 23:59	2.00						479	41,236	10,916,907	20.46	265	356	245	26959	0	0	Storm - Heavy Wet Snow	MS20C006	3/23, 3/24	2	20.46
2020	Staging	10/30/2020	10	10/30/20 0:00	10/30/20 11:59	0.50	28	448	43,244	0.08	97						9	8	174	28	448	Staging Event				
2018	IEEE MED	11/26/2018	11	11/26/18 0:00	11/29/18 23:59	4.00	132	3,419	369,578	0.70	108	1140	105,659	40,951,699	77.46	388	114	628	50,280	132	3,419	PUC Major Storm - Heavy Wet Snow	MS18S006	11/26, 11/27	2	77.46
2020	Small	3/13/2020	3	3/13/20 0:00	3/14/20 23:59	2.00	65	3,078	391,370	0.73	127						53			65	3,078	Storm - Rain/Wind				
2020	Small	3/4/2020	3	3/4/20 0:00	3/4/20 23:59	1.00	86	12,464	1,207,247	2.26	97						86	31	5,005	86	12464	Storm - Wind				
2020	IEEE MED	2/27/2020	2	2/27/20 0:00	2/28/20 23:59	2.00	23	1,232	52,407	0.10	43	197	15,904	4,017,263	7.53	253	152	77	9,460	23	1,232	Storm - Wind/Snow	MS20B006	2/27	1	7.53
2020	IEEE MED	2/7/2020	2	2/7/20 0:00	2/8/20 23:59	2.00	125	5,107	626,144	1.17	123	447	83,007	30,489,316	56.98	367	488	275	58,818	125	5,107	Storm - Rain/Ice/Wind	MS20A006	2/7	1	56.98
2020	Staging	12/17/2020	12	12/17/20 0:00	12/17/20 23:59	1.00	21	1,964	289,810	0.54	148						14	5	957	21	1,964	Staging Event				
2020	Small	1/12/2020	1	1/12/20 0:00	1/12/20 23:59	1.00	61	5,340	546,697	1.03	102						50			61	5,340	Storm - Wind				
2018	Small	12/18/2018	12	12/18/18 0:00	12/18/18 19:59	0.83	84	2,514	352,496	0.67	140						72	12	1,125	84	2,514	Storm - Wind	No W. O. declared			
2018	IEEE MED	10/15/2018	10	10/15/18 21:30	10/16/18 23:59	1.10	20	1,587	240,356	0.45	151	363	39,625	4,114,740	7.78	104	342	178	18,425	20	1,587	Storm - Wind	MS18N006	10/16	1	7.78
2018	Small	11/20/2018	11	11/20/18 0:00	11/20/18 23:59	1.00	95	12,138	1,252,183	2.37	103						88	14	3,521	95	12,138	Storm - Snow	No W. O. declared			
2018	WO	11/13/2018	11	11/13/18 6:30	11/14/18 23:59	1.73	251	14,389	2,187,515	4.14	152						251	56	3,815	251	14,389	Storm - Wind	MS18R006			
2018	Small	11/10/2018	11	11/10/18 10:00	11/10/18 22:59	0.54	59	5,580	409,300	0.77	73						53	19	1,021	59	5580	Storm - Heavy Rain/Wind	No W. O. declared			
2018	WO	11/2/2018	11	11/2/18 0:00	11/4/18 23:59	3.00	346	28,617	3,344,648	6.33	117	0	0	0	-		316	96	17,095	346	28,617	Storm - Heavy Rain/Wind	MS18Q006			
2018	WO	10/27/2018	10	10/27/18 9:30	10/28/18 23:59	1.60	225	10,525	1,391,644	2.63	132						218	79	3,610	225	10,525	Storm - Heavy Rain/Wind	MS18P006			
2018	Small	10/24/2018	10	10/24/18 0:00	10/24/18 23:59	1.00	71	2,045	313,047	0.59	153							27	2,587	71	2045	Storm - Wind	No W.O. declared			
2018	IEEE MED	6/18/2018	6	6/18/18 0:00	6/19/18 23:59	2.00	22	6,225	469,175	0.89	75	817	99971	30,809,108	58.28	308		688	73,684	22	6,225	PUC Major Storm- Heavy Rain/Wind	MS18G006	6/18	1	58.28
2018	Small	9/26/2018	9	9/26/18 0:00	9/26/18 23:59	1.00	76	4,019	413,082	0.78	103						69	16	3,807	76	4019	Storm - Wind	No W.O. declared			

NH Storm Reliability Impact Tracking

Year	Storm Type	Date	Month #	Start	End	# Days	IEEE Interr	IEEE CI	IEEE CMI	IEEE SAIDI	IEEE CAIDI	MED Interr	MED CI	MED CMI	MED SAIDI	MED CAIDI	Pri Interr	Conc Events	Conc CI	LINKED IEEE Interr	LINKED IEEE CI	Comments	WO #	MED Days	# MED Days	LINKED MED SAIDI
2018	WO	9/21/2018	9	9/21/18 13:00	9/22/18 15:59	1.12	107	6,848	817,821	1.55	119						100	23	2,266	107	6,848	Storm - Thunderstorms	MS18M006			
2018	Small	8/29/2018	8	8/29/18 0:00	8/29/18 23:59	1.00	71	4,606	521,082	0.99	113							25	3,000	71	4606	Storm - Wind	No W.O. declared			
2018	Staging	8/17/2018	8	8/17/18 0:00	8/17/18 23:59	1.00	46	3,106	136,051	0.26	44						29	10	317	46	3,106	PreStaging				
2018	Small	8/14/2018	8	8/14/18 0:00	8/14/18 23:59	1.00	66	2,291	212,016	0.40	93							15	5,131	66	2291	Storm - Wind	No W.O. declared			
2018	Small	8/7/2018	8	8/7/18 14:04	8/8/18 20:46	1.28	106	9,790	2,534,234	4.80	259					#DIV/0!	105	36	6,706	106	9,790	Storm - Thunderstorms	No W.O. declared			
2018	WO	8/3/2018	8	8/3/18 12:30	8/4/18 23:59	1.48	137	3,272	532,816	1.01	163					#DIV/0!	122	59	1,521	137	3,272	Storm - Thunderstorms	MS18K006			
2018	Small	7/28/2018	7	7/28/18 14:00	7/29/18 1:59	0.50	92	6,570	1,491,493	2.82	227					#DIV/0!	84	47	3,646	92	6570	Storm - Heavy Rain/Wind				
2018	Small	7/27/2019	7	7/27/18 0:00	7/27/18 23:59	1.00	74	8,143	801,122	1.52	98						68	19	860	74	8143	Storm - Thunderstorms?	No W. O. declared			
2018	Small	7/26/2019	7	7/26/18 0:00	7/26/18 23:59	1.00	59	6,434	407,306	0.77	63						48	11	7,659	59	6434	Storm - Thunderstorms?	No W. O. declared			
2018	WO	7/17/2018	7	7/17/18 10:15	7/17/18 23:59	0.57	152	11,837	976,148	1.85	82					#DIV/0!	140	59	5,654	152	11,837	Storm - Heavy Rain/Wind	MS18H006			
2018	Small	7/10/2018	7	7/10/18 17:00	7/10/18 23:59	0.29	51	2,664	685,900	1.30	257					#DIV/0!	51	43	2,713	51	2664	Storm - Heat	No W.O. declared			
2018	Small	7/3/2018	7	7/3/18 5:00	7/3/18 20:59	0.67	65	4,657	442,920	0.84	95					#DIV/0!	50	13	2,417	65	4657	Storm - Heat	No W.O. declared			
2018	Staging	6/30/2018	6	6/30/18 18:00	7/1/18 23:59	1.25	76	4,789	1,091,161	2.06	228						52	5	6,295	76	4,789	Pre-Staging Heat				
2018	Small	6/28/2018	6	6/28/18 0:00	6/28/18 23:59	1.00	73	2,249	234,947	0.45	104					#DIV/0!	65	11	5,867	73	2249	Storm - Thunderstorms	No W.O. declared			
2018	IEEE MED	5/4/2018	5	5/4/18 0:00	5/5/18 23:59	2.00	0	0	0	-	#DIV/0!	616	77261	19,411,120	36.72	251		334	37,435	0	0	PUC Major Storm- Wind	MS18F006	5/4, 5/5	2	36.72
2018	WO	4/16/2018	4	4/16/18 0:00	4/17/18 10:29	1.44	2	2	151	0.00	76	0	0	0	-	#DIV/0!	280	132	8,958	2	2	Storm - Heavy Rain/Wind	MS18E006			0.00
2018	IEEE MED	4/4/2018	4	4/4/18 0:00	4/6/18 11:59	2.50	21	1,318	50,485	9.55	38	742	104,911	18,753,824	35.47	179		381	52,037	21	1,318	Storm- Wind	MS18D006	4/4, 4/5	2	35.47
2018	IEEE MED	3/7/2018	3	3/7/18 0:00	3/8/18 23:59	2.00	0	0	0	-	#DIV/0!	715	89,957	23,619,438	44.68	263		342	50,425	0	0	Storm- Snow/Wind	MS18C006	3/7, 3/8	2	44.68
2018	Staging	3/22/2018	3	3/22/18 0:00	3/22/18 23:59	1.00	13	932	80,961	0.15	87						12	6	2,703	13	932	Pre-Staging Nor'Easter	EXPSTGD8			
2018	Staging	3/13/2018	3	3/13/18 9:00	3/13/18 23:59	0.62	26	489	44,413	8.41	91						23	6	168	26	489	Pre-Staging Nor'Easter	EXPSTGD8			
2018	IEEE MED	1/23/2018	1	1/23/18 0:00	1/24/18 11:59	1.50	41	908	134,847	0.26	149	362	41,825	5,155,004	9.75	123		149	21,484	41	908	Storm- Ice/Rain	MS18A006	1/23	1	9.75
2018	WO	3/2/2018	3	3/2/18 5:00	3/2/18 22:59	0.75	121	6,511	754,470	1.43	116					#DIV/0!	106	23	1,928	121	6,511	Storm - Heavy Rain/Wind	MS18B006			
2018	Staging	2/7/2018	2	2/7/18 17:00	2/7/18 23:59	0.29	7	1,277	82,610	0.16	65						6	2	741	7	1,277	Pre-Staging	EXPSTGB8			
2017	IEEE MED	12/23/2017	12	12/23/17 0:00	12/24/17 18:59	1.79	96	3,680	402,732	0.77	109	440	62,045	5,849,964	11.14	94		146	18,591	96	3,680	Storm- Ice	MS17Q006	12/23	1	11.35
2018	Small	1/4/2017	1	1/4/18 12:00	1/5/18 2:00	0.58	78	7,381	915,237	1.73	124					#DIV/0!	76	37	5,067	78	7381	Storm- Snow/Wind	No W. O. declared			
2017	Staging	12/25/2018	12	12/25/17 0:00	12/25/17 23:59	1.00	33	1,561	134,311	0.26	86						31	10	481	33	1,561	Pre-Staging	EXPSTGF7			
2017	Small	1/11/2017	1	1/11/17 0:00	1/11/17 23:59	1.00	101	5,226	886,632	1.69	170					#DIV/0!	98	23	3,024	101	5226	Storm- Rain	No W. O. declared			
2017	WO	1/17/2017	1	1/17/17 20:00	1/19/17 7:59	1.50	109	9,618	847,833	1.61	88					#DIV/0!	103	17	5,108	109	9,618	Storm- Heavy Snow	MS17A006			
2017	Small	1/24/2017	1	1/24/17 0:00	1/24/17 23:59	1.00	61	5,505	580,220	1.10	105					#DIV/0!		6	9,385	61	5505	Storm- Rain	No W. O. declared			
2017	WO	2/25/2017	2	2/25/17 19:00	2/26/17 12:29	0.73	124	6,134	1,519,505	2.89	248					#DIV/0!	115	76	5,048	124	6,134	Storm- Heavy Wind	MS17B006			
2017	IEEE MED	10/29/2017	10	10/29/17 0:00	11/4/17 19:59	6.83	3,988	317,104	420,967,146	801.50	1328	3571	307,689	419,829,335	799.33	1,364		2,421	218,918	3988	317,104	PUC Major Storm- Heavy Rain/Wind	MS017N006	10/29, 30, 31, 11/1	4	794.32
2017	WO	3/9/2017	3	3/9/17 0:00	3/9/17 19:29	0.81	281	20,014	2,383,934	4.54	119					#DIV/0!	257	139	10,806	281	20,014	Storm- Heavy Wind	MS17D006			
2017	IEEE MED	3/14/2017	3	3/14/17 0:00	3/15/17 17:29	1.73	400	38,319	11,747,870	22.37	307	300	36,695	11,474,052	21.85	313		164	19,465	400	38,319	Storm - Wind	MS17E006	3/14	1	21.85
2017	Small	3/22/2017	3	3/22/17 9:00	3/22/17 23:59	0.62	101	8,278	1,151,948	2.19	139					#DIV/0!	83	36	6,480	101	8278	Storm- Heavy Wind	No W. O. declared			
2017	WO	4/1/2017	4	4/1/17 0:00	4/1/17 23:59	1.00	195	20,445	1,963,683	3.74	96					#DIV/0!	182	47	11,887	195	20,445	Storm- Heavy Wind	MS17F006			
2017	Small	5/5/2017	5	5/5/17 15:30	5/6/17 23:59	1.35	90	3,275	604,870	1.15	185					#DIV/0!	77	25	1,211	90	3275	Storm- Heavy Rain/Wind	No W. O. declared			
2017	WO	5/14/2017	5	5/14/17 0:00	5/14/17 23:59	1.00	138	9,410	1,910,389	3.64	203					#DIV/0!	130	71	5,939	138	9,410	Storm- Heavy Rain/Wind	MS17G006			
2017	Small	5/15/2017	5	5/15/17 0:00	5/15/17 23:59	1.00	60	1,180	109,015	0.21	92					#DIV/0!	47	14	374	60	1180	Storm- Wind	No W. O. declared			
2017	WO	5/18/2017	5	5/18/17 20:00	5/19/17 18:59	0.96	166	11,589	1,964,065	3.74	169					#DIV/0!	153	80	9,709	166	11,589	Storm- Heavy Rain/Wind	MS017H006			
2017	Small	5/25/2017	5	5/25/17 0:00	5/25/17 23:59	1.00	94	4,265	340,543	0.65	80					#DIV/0!	82	19	1,733	94	4265	Storm- Wind	No W. O. declared			
2017	WO	6/19/2017	6	6/19/17 11:30	6/20/17 5:59	0.77	131	7,461	1,023,043	1.95	137					#DIV/0!	122	46	5,863	131	7,461	Storm- Wind	MS017J006			
2017	Small	7/1/2017	7	7/1/17 0:00	7/1/17 23:59	1.00	78	5,272	560,252	1.07	106					#DIV/0!	69	25	3,659	78	5272	Storm- Wind	No W. O. declared			
2017	WO	7/8/2017	7	7/8/17 13:00	7/8/17 23:59	0.46	119	8,871	2,034,662	3.87	229					#DIV/0!	102	83	13,219	119	8,871	Storm- Wind	MS017K006			
2017	Small	7/20/2018	7	7/20/17 15:30	7/21/17 10:29	0.79	58	7,069	1,645,342	3.13	233					#DIV/0!	45	27	5,921	58	7069	Storm- Wind	No W. O. declared			
2017	Small	8/4/2017	8	8/4/17 0:00	8/4/17 23:59	1.00	85	5,960	889,476	1.69	149					#DIV/0!	72	35	4,400	85	5960	Storm- Heavy Rain/Wind	No W. O. declared			
2017	WO	8/22/2017	8	8/22/17 19:00	8/23/17 7:59	0.54	126	6,816	1,260,328	2.40	185					#DIV/0!	118	73	6,391	126	6,816	Storm- Heavy Rain/Wind	MS017L006			
2017	Small	9/5/2017	9	9/5/17 15:00	9/6/17 23:59	1.37	99	3,385	632,987	1.21	187					#DIV/0!	89	51	1,889	99	3385	Storm- Heavy Rain/Wind	No W. O. declared			
2017	Small	10/9/2017	10	10/9/17 0:00	10/9/17 23:59	1.00	61	3,584	425,875	0.81	119					#DIV/0!	52	18	1,551	61	3584	Storm- Heavy Rain/Wind	No W. O. declared			
2017	WO	10/24/2017	10	10/24/17 4:00	10/25/17 5:59	1.08	136	8,984	955,108	1.82	106					#DIV/0!	124	28	1,753	136	8,984	Storm- Heavy Rain/Wind	MS017M006			
2017	Small	10/26/2017	10	10/26/17 0:00	10/26/17 23:59	1.00	85	2,912	320,421	0.61	110					#DIV/0!	76	23	882	85	2912	Storm- Heavy Rain/Wind	No W. O. declared			
2017	IEEE MED	3/2/2017	3	3/2/17 0:00	3/3/17 14:59	1.62	594	39,654	8,660,234	16.49	218	535	38,983	8,594,645	16.36	220		293	27,953	594	39,654	Storm - Wind	MS17C006	3/2	1	16.32
2017	Small	11/6/2017	11	11/6/17 0:00	11/6/17 23:59	1.00	67	3,326	210,735	0.40	63					#DIV/0!	54	19	2,370	67	3326	Storm- Heavy Rain/Wind	No W. O. declared			
2017	Staging	2/15/2018	2	2/15/17 0:00	2/15/17 23:59	1.00	25	1,132	83,693	0.16	74						18	4	1,024	25	1,132	Pre-Staging	EXPSTGB7			
2017	Staging	2/12/2017	2	2/12/17 0:00	2/12/17 23:59	1.00	4	2,511	56,670	0.11	23						1	1	2,506	4	2,511	Pre-Staging	EXPSTGA7			
2017	WO	11/10/2017	11	11/10/17 0:00	11/10/17 21:59	0.92	158	8,884	1,275,597	2.43	144					#DIV/0!	144	57	3,445	158	8,884	Storm- Heavy Rain/Wind	MS17P006			
2017	Small	11/19/2017	11	11/19/17 0:00	11/19/17 23:59	1.00	85	5,517	635,874	1.21	115					#DIV/0!	78	29	2,064	85	5517	Storm- Wind	No W. O. declared			
2016	IEEE MED	9/11/2016	9	9/11/16 0:00	9/11/16 23:59	1.00	234	29,132	5,205,843	9.97	179	234	29,132	5,205,843	9.97	179		134	26,038	234	29,132	Storm - Heavy Rain/Wind	MS16L006	9/11	1	9.97
2016	WO	12/29/2017	12	12/29/16 13:00	12/30/16 23:59	1.46	201	22,364	3,002,852	5.75	134					#DIV/0!	153	63	11,745	201	22,364	Storm - Heavy Snow	MS16P006			
2016	Small	12/18/2016	12	12/18/16 0:00	12/18/16 23:59	1.00	91	8,812	782,109	1.50	89					#DIV/0!	77	15	2,225	91	8812	Storm - Heavy Rain/Wind	No W. O. declared			
2016	WO	11/11/2016	11	11/11/16 6:30	11/12/16 5:59	0.98	134	17,469	2,177,032	4.17	125					#DIV/0!	119	30	9,137	134	17,469	Storm - Heavy Rain/Wind	MS16N006			
2016	Small	10/28/2016	10	10/28/16 0:00	10/28/16 23:59	1.00	80	6,268	431,196	0.83	69					#DIV/0!	72	13	5,432	80	6268	Storm - Heavy Rain/Wind	No W. O. declared			
2016	WO	10/23/2016	10	10/23/16 0:00	10/23/16 23:59	1.00	197	15,196	1,683,614	3.22	111					#DIV/0!	190	62	8,952	197	15,196	Storm - Heavy Rain/Wind	MS16M006			
2016	IEEE MED	7/23/2016	7	7/23/16 0:00	7/24/16 23:59	2.00	633	78,773	28,362,498	54.33	360	423	70,724	26,663,593	49.80	377		394	60,012	633	78,773	PUC Major Storm - Heavy Rain/Wind	MS16J006	7/23	1	49.80
2016	Small	8/22/2016	8	8/22/16 0:00	8/22/16 23:59	1.00	76	4,781	462,689	0.89	97					#DIV/0!	69	12	1,975	76	4781	Storm- Wind	No W. O. declared			
2016	Small	8/17/2016	8	8/17/16 0:00	8/17/16 23:59	1.00	78	7,163	624,169	1.20	87					#DIV/0!	68	20	4,125	78	7163	Storm- Wind	No W. O. declared			
2016	WO	8/13/2016	8	8/13/16 12:00	8/14/16 23:59	1.50	168	6,921	1,195,449	2.29	173					#DIV/0!	161	38	3,724	168	6,921	Storm - Wind	MS16K006			
2015	IEEE MED	7/19/2015	7	7/19/15 0:00	7/20/15 23:59	2.00	217	14,792	5,384,556	10.54	364	138	17,679	5,789,907	11.34	328		102	12,470	217	14,792	Storm - Heavy Rain/Wind/Lightning	MS15D006	7/19	1	11.34
2016	WO	7/18/2016	7	7/18/16 12:00	7/18/16 23:59	0.50	173	13,464	2,294,233	4.39	170					#DIV/0!	146	81	11,845	173	13,464	Storm - Wind	MS16H006			
2016	WO	6/9/2016	6	6/9/16 10:00	6/9/16 23:59	0.58	127	14,985	1,263,537	2.42	84					#DIV/0!	110	33	6,841	127	14,985	Storm - Wind	MS16G006			
2016	Small	4/7/2016	4	4/7/16 15:00	4/7/16 23:59	0.37	56	5,117	669,357	1.28	131					#DIV/0!	52	33	4,866	56	5117	Storm-Heavy Rain/Wind	No W. O. declared			
2016	Small	4/3/2016	4	4/3/16 11:30	4/3/16 20:59	0.40	82	3,041	390,091	0.75	128					#DIV/0!	71	42	1,463	82	3041	Storm-Heavy Rain/Wind	No W. O. declared			
2016	Small	3/29/2016	3	3/29/16 0:00	3/29/16 23:59	1.00	85	13,972	1,526,154	2.92	109					#DIV/0!	68	20	8,789	85	13972	Storm-Heavy Rain/Wind	No W. O. declared			
2016	WO	3/17/2016	3	3/17/16 14:00	3/17/16 20:29	0.27	129	19,349	2,328,843	4.46	120					#DIV/0!	111	96	17,081	129	19,349	Storm-Heavy Rain/Wind	MS16F006			
2016	WO	3/1/2016	3	3/1/16 0:00	3/1/16 13:14	0.55	133	13,508	2,365,500	4.53	175					#DIV/0!	124	75	15,990	133	13,508	Storm - Wind	MS16E006			
2016	WO	2/24/2016	2	2/24/16 14:30	2/25/16 11:59	0.90	117	6,671	1,123,524	2.15	168					#DIV/0!	107	39	3,527	117	6,671	Storm - Wind	MS16D006			
2016	Small	2/16/2016	2	2/16/16 0:00	2/16/16 23:59	1.00	83	7,365	685,007	1.31	93					#DIV/0!	76	11	2,827	83	7365	Storm -	No W. O. declared			
2016	WO	2/5/2016	2	2/5/16 10:25	2/5/16 20:44	0.43	116	11,419	1,734,688	3.32	152					#DIV/0!	107	46	7,545	116	11,419	Storm - Wind	MS16C006			
2016	WO	2/3/2016	2	2/3/16 16:00	2/4/16 4:29	0.52	99	13,563	1,700,450	3.26	125					#DIV/0!	93	68	15,543	99	13,563	Storm - Wind	MS16B006			
2016	WO	1/10/2011	1	1/10/16 9:00	1/11/16 7:59	0.96	137	9,850	1,171,510	2.24	119					#DIV/0!	125	17	4,059	137	9,850	Storm - Wind	MS16A006			
2015	Staging	12/29/2018	12	12/29/15 7:30	12/29/15 11:00	0.15	6	158	29,726	0.06	188						5	2	132	6	158	Pre-Staging	EXPSTGB7			
2015	WO	10/28/2015	10	10/28/15 17:00	10/29/15 23:59	1.29	232	16,996	2,165,634	4.24	127					#DIV/0!	212	73	13,278	232	16,996	Storm - Wind	MS15F006			
2015	WO	9/30/2015	9	9/30/15 0:00	9/30/15 23:59	1.00	176	13,347	1,390,979	2.72	104					#DIV/0!	147	33	5,838	176	13,347	Storm - Heavy Rain/Wind	MS15E006			
2015	Small	8/25/2015	8	8/25/15 0:00	8/25/15 23:59	1.00	82	5,400	792,960	1.55	147					#DIV/0!	72	13	3,189	82	5400	Storm - Lightning	No W. O. declared			
2015	Small	8/15/2015	8	8/15/15 12:00	8/15/15 23:59	0.50	60	8,028	1,272,193	2.49	158					#DIV/0!	54	20	7,446	60	8028	Storm - Lightning	No W. O. declared			
2015	Small	8/3/2015	8	8/3/15 17:00	8/3/15 23:59	0.29	71	3,349	988,853	1.94	295					#DIV/0!	67	50	2,939	71	3349	Storm - Lightning	No W. O. declared			
2021	WO	1/16/2021	1	1/16/21 0:00	1/17/21 23:59	2.00	207	8,018	1,256,347	2.35	157						179	96	4,162	207	8,018	Storm - Rain & Wind	SCMN0006			
2015	Small	7/1/2015	7	7/1/15 8:00	7/1/15 23:59	0.67	67	5,473	413,433	0.81	76					#DIV/0!	57	18	3,015	67	5473	Storm - Heavy Rain/Lightning	No W. O. declared			
2015	WO	6/28/2015	6	6/28/15 0:00	6/28/15 23:59	1.00	238	13,268	2,164,002	4.24	163					#DIV/0!	221	74	6,771	238	13,268	Storm - Heavy Rain/Wind	MS15C006			
2015	Small	5/28/2015	5	5/28/15 0:00	5/28/15 23:59	1.00	94	4,610	466,806	0.91	101					#DIV/0!	78	38	2,577	94	4610	Storm - Heavy Lightning	No W. O. declared			
2015	Small	5/27/2015	5	5/27/15 0:00	5/27/15 23:59	1.00	96	11,121	1,149,399	2.25	103					#DIV/0!	82	33	4,068	96	11121	Storm - Heavy Rain/Wind	No W. O. declared			
2015	WO	3/17/2015	3	3/17/15 12:30	3/18/15 23:59	1.48	242	28,955	3,069,615	6.01	106					#DIV/0!	192	60	15,958	242	28,955	Storm - Wind	MS15B006			
2015	Staging	2/15/2018	2	2/15/15 17:00	2/15/15 23:59	0.29	25	464	36,201	7.09	78						21	11	296	25	464	Pre-Staging	EXPSTGB7			
2015	Staging	1/26/2018	1	1/26/15 10:30	1/26/15 19:30	0.38	8	16	1,590	3.11	99						3	2	7	8	16	Pre-Staging	EXPSTGB7			
2015	WO	1/5/2015	1	1/5/15 0:00	1/5/15 23:59	1.00	150	11,314	1,209,036	2.37	107					#DIV/0!	130	36	4,999	150	11,314	Storm - Wind	Z15AA006			
2015	Staging	1/4/2015	1	1/4/15 8:00	1/4/15 21:30	0.56	55	2,970	327,244	0.64	110						51	24	1,640	55	2,970	Pre-Staging	EXPSTGB7			
2014	Small	12/9/2015	12	12/9/14 16:00	12/9/14 23:59	0.33	73	10,377	760,547	1.51	73					#DIV/0!	64	13	6,639	73	10377	Storm -	No W.O. declared			
2014	Small	12/3/2015	12	12/3/14 0:00	12/3/14 23:59	1.00	87	4,188	337,754	0.67	81					#DIV/0!	73	4	1,492	87	4188	Storm -	No W.O. declared			
2014	Small	12/1/2015	12	12/1/14 0:00	12/1/14 15:29	0.65	90	5,229	450,848	0.89	86					#DIV/0!	64	33	4,341	90	5229	Storm -	No W.O. declared			
2014	IEEE MED	11/26/2014	11	11/26/14 0:00	11/30/14 23:59	5.00	2507	314,855	379,228,872	752.38	1204	2048	309,375	378,333,385	750.60	1,223		1,140	179,485	2507	314,855	PUC Major Storm - Snow/Ice	STRM6DI4	11/26, 27, 28	3	729.77
2014	Small	11/24/2014	11	11/24/14 7:00	11/24/14 23:59	0.71	55	2,704	323,917	0.64	120					#DIV/0!	45	3	1,270	55	2704	Pre-Staging	EXPSTGB7			
2014	WO	11/2/2014	11	11/2/14 0:00	11/3/14 9:44	1.41	284	21,121	1,821,821	3.61	86					#DIV/0!	249	56	5,214	284	21,121	Storm - Heavy Rain/Lightning	STRM6DH4			
2014	WO	10/22/2014	10	10/22/14 14:30	10/23/14 13:59	0.98	146	7,593	734,416	1.46	97					#DIV/0!	129	20	1,777	146	7,593	Storm - Heavy Rain/Lightning	STRM6DG4			
2014	Small	10/8/2014	10	10/8/14 0:00	10/8/14 10:29	0.44	68	6,553	646,978	1.28	99					#DIV/0!	60	43	5,976	68	6553	Storm - Heavy Rain/Lightning	No W.O. declared			

NH Storm Reliability Impact Tracking

																				LINKED	LINKED					LINKED
Year	Storm Type	Date	Month #	Start	End	# Days	IEEE Interr	IEEE CI	IEEE CMI	IEEE SAIDI	IEEE CAIDI	MED Interr	MED CI	MED CMI	MED SAIDI	MED CAIDI	Pri Interr	Conc Events	Conc CI	IEEE Interr	IEEE CI	Comments	WO #	MED Days	# MED Days	MED SAIDI
2014	Small	9/6/2014	9	9/6/14 15:00	9/6/14 23:59	0.37	74	6,461	998,048	1.98	154					#DIV/0!	66	35	4,805	74	6461	Storm - Heavy Rain/Lightning	No W.O. declared			
2014	WO	8/13/2014	8	8/13/14 5:00	8/14/14 10:59	1.25	276	12,307	2,598,751	5.16	211					#DIV/0!	238	88	4,814	276	12,307	Storm - Lightning	STRM6DF4			
2014	WO	7/28/2014	7	7/28/14 12:00	7/29/14 6:59	0.79	134	9,483	1,001,249	1.99	106					#DIV/0!	119	54	6,809	134	9,483	Storm - Lightning	STRM6DE4			
2014	Small	7/23/2014	7	7/23/14 16:00	7/23/14 23:59	0.33	67	4,179	454,104	0.90	109					#DIV/0!	64	27	2,995	67	4179	Storm - Heavy Rain/Lightning	No W.O. declared			
2014	Small	7/16/2014	7	7/16/14 0:00	7/16/14 23:59	1.00	63	1,074	56,649	0.11	53					#DIV/0!	45	5	680	63	1074	Storm - Heavy Rain/Lightning	No W.O. declared			
2014	Small	7/7/2014	7	7/7/14 0:00	7/7/14 23:59	1.00	65	2,954	325,193	0.65	110					#DIV/0!	56	18	2,382	65	2954	Storm - Heavy Rain/Lightning	No W.O. declared			
2014	WO	7/5/2014	7	7/5/14 0:00	7/5/14 23:59	1.00	162	23,963	2,575,963	5.11	107					#DIV/0!	139	51	16,800	162	23,963	Storm - Wind	STRM6DD4			
2014	WO	7/3/2014	7	7/3/14 16:00	7/4/14 23:59	1.33	255	17,169	3,087,154	6.12	180					#DIV/0!	223	61	8,305	255	17,169	Storm - Heavy Rain	STRM6DC4			
2014	WO	7/2/2014	7	7/2/14 14:00	7/3/14 6:59	0.71	215	13,326	2,009,353	3.99	151					#DIV/0!	189	98	10,476	215	13,326	Storm - Heavy Rain/Lightning	STRM6DB4			
2014	Small	6/25/2014	6	6/25/14 16:30	6/26/14 8:59	0.69	72	13,854	821,441	1.63	59					#DIV/0!	65	10	6,734	72	13854	Storm - Heavy Rain	No W.O. declared			
2014	Small	6/18/2014	6	6/18/14 0:25	6/18/14 20:59	0.86	79	5,609	443,711	0.88	79					#DIV/0!	73	15	3,255	79	5609	Storm - Heavy Wind	No W.O. declared			
2014	WO	4/24/2014	4	4/24/14 1:00	4/24/14 20:34	0.82	186	9,646	1,033,051	2.05	107					#DIV/0!	159	48	3,930	186	9,646	Storm - Heavy Wind	STRM6DA4			
2014	Small	4/15/2014	4	4/15/14 0:00	4/15/14 23:59	1.00	91	7,999	534,531	1.06	67					#DIV/0!	71	8	3,196	91	7999	Storm - Heavy Wind	No W.O. declared			
2014	Small	4/14/2014	4	4/14/14 11:35	4/14/14 23:59	0.52	92	7,189	589,858	1.17	82					#DIV/0!	72	26	5,257	92	7189	Storm - Heavy Wind	No W.O. declared			
2014	Staging	4/8/2014	4	4/8/14 0:00	4/8/14 23:59	1.00	35	5,846	415,199	0.82	71						29	8	4,946	35	5,846					
2014	Staging	3/12/2014	3	3/12/14 15:00	3/12/14 23:59	0.37	24	5,228	616,164	1.22	118						21	4	4,697	24	5,228					
2014	Small	1/6/2014	1	1/6/14 0:00	1/6/14 17:29	0.73	57	5,740	507,817	1.01	88					#DIV/0!	51	14	2,357	57	5740	Storm - Ice	No W.O. declared			
2013	IEEE MED	12/29/2013	12	12/29/13 0:00	12/30/13 23:59	2.00	222	23,477	6,044,899	12.05	257	132	18,580	5,304,307	10.58	285		76	13,270	222	23,477	Storm - Heavy Snow/Ice	STRM6DK3	12/29	1	10.78
2013	Staging	12/21/2018	12	12/21/13 0:00	12/21/13 23:59	1.00	9	1,383	202,944	0.40	147							2	816	9	1,383	Pre-Staging	EXPSTG03			
2013	Small	11/26/2013	11	11/26/13 20:30	11/27/13 23:59	1.15	103	17,336	2,452,874	4.89	141					#DIV/0!		9	5,825	103	17336	Storm - Heavy Wind	No W.O. declared			
2013	IEEE MED	11/24/2013	11	11/24/13 0:00	11/25/13 15:29	1.65	405	51,294	11,437,232	22.81	223	346	47,843	11,167,792	22.27	233		196	30,922	405	51,294	Storm Heavy Wind	STRM6DJ3	11/24	1	22.64
2013	WO	11/1/2013	11	11/1/13 0:00	11/1/13 21:29	0.90	200	11,916	1,358,457	2.71	114					#DIV/0!		75	5,940	200	11,916	Storm - Heavy Wind, Rain	STRM6DI3			
2013	IEEE MED	10/7/2013	10	10/7/13 0:00	10/8/13 14:29	1.60	280	43,014	6,128,347	12.22	142	216	42,269	5,964,864	11.89	141		77	34,347	280	43,014	Storm - Rain	STRM6DH3	10/7	1	11.97
2013	WO	9/12/2013	9	9/12/13 11:00	9/13/13 23:59	1.54	302	30,822	2,937,156	5.86	95					#DIV/0!		63	15,225	302	30,822	Storm - Rain	STRM6DF3			
2013	WO	9/11/2013	9	9/11/13 16:45	9/12/13 10:59	0.76	146	6,091	1,304,533	2.60	214					#DIV/0!		80	4,701	146	6,091	Storm - Rain	STRM6DG3			
2013	Small	9/1/2013	9	9/1/13 17:00	9/2/13 19:59	1.12	83	1,353	109,377	0.22	81					#DIV/0!		8	268	83	1353	Storm - Rain	No W.O. declared			
2013	IEEE MED	7/19/2013	7	7/19/13 0:00	7/20/13 19:29	1.81	320	28,917	9,379,280	18.70	324	173	18,848	6,539,788	13.04	347		139	17,700	320	28,917	Storm - Lightning, Heat Event	STRM6DE3	7/19	1	13.52
2013	Small	7/18/2013	7	7/18/13 0:00	7/18/13 23:59	1.00	94	10,092	1,044,835	2.08	104					#DIV/0!	83	11	6,761	94	10092	Storm - Heat Event	No W.O. declared			
2013	Small	7/17/2013	7	7/17/13 17:00	7/17/13 23:59	0.29	73	2,409	715,207	1.42	297					#DIV/0!	72	60	1,790	73	2409	Storm - Heat Event	No W.O. declared			
2013	Small	7/5/2013	7	7/5/13 0:00	7/5/13 23:59	1.00	71	15,563	2,091,693	4.17	134					#DIV/0!	57	13	7,971	71	15563	Storm - Lightning, Heat Event	No W.O. declared			
2013	Small	6/28/2013	6	6/28/13 0:00	6/28/13 23:59	1.00	67	17,747	1,722,781	3.44	97					#DIV/0!	84	11	15,944	67	17747	Storm - Lightning, Rain	No W.O. declared			
2013	Small	6/24/2013	6	6/24/13 0:00	6/24/13 23:59	1.00	92	5,981	756,262	1.51	126					#DIV/0!	51	28	3,266	92	5981	Storm - Lightning	No W.O. declared			
2013	Small	6/23/2013	6	6/23/13 14:50	6/23/13 22:59	0.34	68	6,547	967,467	1.93	148					#DIV/0!	62	42	5,811	68	6547	Storm - Lightning	No W.O. declared			
2013	Small	6/17/2013	6	6/17/13 15:00	6/17/13 21:44	0.28	67	6,854	1,006,934	2.01	147					#DIV/0!	59	38	5,937	67	6854	Storm - Heavy Wind, Rain	No W.O. declared			
2013	WO	6/2/2013	6	6/2/13 14:00	6/3/13 8:44	0.78	169	20,649	4,771,722	9.52	231					#DIV/0!	157	77	15,720	169	20,649	Storm - Heavy Wind & Rain	STRM6DD3			
2013	WO	5/25/2013	5	5/25/13 3:00	5/26/13 22:59	1.83	187	9,192	1,896,122	3.78	206					#DIV/0!	176	13	2,360	187	9,192	Storm - Heavy Wind, Rain & Snow	STRM6DC3			
2013	Small	4/19/2013	4	4/19/13 12:00	4/20/13 19:59	1.33	77	5,102	758,718	1.51	149					#DIV/0!	64	26	2,611	77	5102	Storm - Wind	No W.O. declared			
2013	Staging	3/18/2013	3	3/18/13 5:00	3/18/13 17:59	0.54	9	197	38,614	7.70	196						5	2	142	9	197		No W.O. declared			
2013	Small	2/27/2013	2	2/27/13 10:30	2/28/13 11:44	1.05	72	2,017	222,693	0.44	110					#DIV/0!	64	9	654	72	2017	Storm - Snow	No W.O. declared			
2013	WO	2/23/2013	2	2/23/13 22:00	2/25/13 19:59	1.92	256	18,512	3,228,414	6.44	174					#DIV/0!	239	21	5,088	256	18,512	Storm - Heavy Wet Snow	STRM6DB3			
2013	IEEE MED	1/31/2013	1	1/31/13 0:00	2/1/13 9:44	1.41	517	62,561	7,946,876	15.85	127	493	62,261	7,910,817	15.77	127		149	17,968	517	62,561	Storm-Wind	STRM6DA3	1/31	1	15.81
2013	Small	1/20/2013	1	1/20/13 11:00	1/21/13 23:59	1.54	108	12,816	1,389,614	2.77	108					#DIV/0!	99	35	5,704	108	12816	Storm - Wind	No W.O. declared			
2012	WO	12/21/2012	12	12/21/12 8:00	12/21/12 23:59	0.67	259	17,813	4,153,810	8.31	233					#DIV/0!	265	136	9,679	259	17,813	Storm-Wind/Rain	STRM6DK2			
2012	IEEE MED	10/29/2012	10	10/29/12 0:00	11/3/12 23:59	6.00	402	2,065	532,812	1.06	258	1,954	262,524	227,777,009	455.49	867.6		1,244	143,567	402	2,065	PUC Major - Hurricane Sandy	STRM6DJ2	10/29 - 10/30	2	474.12
2012	Small	10/16/2012	10	10/16/12 0:00	10/16/12 23:59	1.00	67	6,977	635,393	1.27	91					#DIV/0!	70	17	5,182	67	6977		No W.O. declared			
2012	WO	9/18/2012	9	9/18/12 0:00	9/19/12 23:59	2.00	266	20,307	3,124,001	6.25	154					#DIV/0!	273	80	11,567	266	20,307	Storm-Wind/Rain/Lightning	STRM6DI2			
2012	WO	9/8/2012	9	9/8/12 0:00	9/9/12 23:59	2.00	258	20,264	3,121,386	6.24	154					#DIV/0!	160	53	2,733	258	20,264	Storm-Wind/Rain/Lightning	STRM6DH2			
2012	WO	8/10/2012	8	8/10/12 0:00	8/12/12 23:59	3.00	168	16,910	1,500,322	3.00	89					#DIV/0!		16	9,456	168	16,910	Storm-Wind/Rain/Lightning	STRM6DG2			
2012	WO	8/5/2012	8	8/5/12 0:00	8/6/12 23:59	2.00	250	16,280	1,918,331	3.84	118					#DIV/0!	253	86	10,256	250	16,280	Storm-Wind/Rain/Lightning	STRM6DF2			
2012	WO	8/4/2012	8	8/4/12 0:00	8/5/12 23:59	2.00	139	16,078	2,545,140	5.09	158					#DIV/0!	142	86	12,176	139	16,078	Storm-Wind/Rain/Lightning	STRM6DE2			
2012	WO	7/17/2012	7	7/17/12 0:00	7/18/12 23:59	2.00	203	19,202	3,162,742	6.32	165					#DIV/0!	218	92	15,072	203	19,202	Storm-Wind/Rain/Lightning	STRM6DD2			
2012	WO	7/4/2012	7	7/4/12 0:00	7/5/12 23:59	2.00	170	7,729	3,321,087	6.64	430					#DIV/0!	182	69	3,970	170	7,729	Storm-Wind/Rain/Lightning	STRM6DC2			
2012	Small	6/23/2013	6	6/23/12 0:00	6/24/12 23:59	2.00	108	2,383	707,248	1.41	297					#DIV/0!	116	48	1,560	108	2383		No W.O. declared			
2012	Small	6/2/2012	6	6/2/12 0:00	6/3/12 23:59	2.00	107	5,465	866,971	1.73	159					#DIV/0!	108	23	3,335	107	5465	Storm-Rain/Lightning	No W.O. declared			
2012	Small	5/29/2012	5	5/29/12 0:00	5/30/12 23:59	2.00	164	14,353	1,635,547	3.27	114					#DIV/0!	171	40	6,305	164	14353	Storm-Rain/Lightning	No W.O. declared			
2012	Small	4/23/2013	4	4/23/12 0:00	4/24/12 23:59	2.00	110	13,997	1,719,627	3.44	123					#DIV/0!	113	20	6,467	110	13997		No W.O. declared			
2012	Small	3/26/2012	3	3/26/12 0:00	3/27/12 23:59	2.00	107	4,355	594,442	1.19	136					#DIV/0!		20	2,121	107	4355		No W.O. declared			
2012	Small	3/8/2012	3	3/8/12 0:00	3/9/12 23:59	2.00	68	4,638	531,268	1.06	115					#DIV/0!	65	8	2,452	68	4638		No W.O. declared			
2012	Small	3/3/2012	3	3/3/12 0:00	3/3/12 23:59	1.00	51	2,403	333,564	0.67	139					#DIV/0!	52	16	1,309	51	2403		No W.O. declared			
2012	Small	3/1/2012	3	3/1/12 0:00	3/1/12 23:59	1.00	101	9,432	705,125	1.41	75					#DIV/0!	102	21	2,500	101	9432	Storm-Heavy Wet Snow	No W.O. declared			
2012	WO	2/25/2012	2	2/25/12 0:00	2/26/12 23:59	2.00	183	48,852	4,772,669	9.54	98					#DIV/0!	193	75	14,906	183	48,852	Storm-Heavy Wet Snow	STRM6DB2			
2012	WO	1/27/2012	1	1/27/12 0:00	1/28/12 23:59	2.00	157	16,777	1,856,221	3.71	111					#DIV/0!	158	38	6,838	157	16,777	Storm-Snow/Ice	STRM6DA2			
2012	Small	1/18/2013	1	1/18/12 0:00	1/18/12 23:59	1.00	92	7,551	1,282,954	2.57	170					#DIV/0!	94	35	5,632	92	7551	Storm-Heavy Wet Snow	No W.O. declared			
2011	IEEE MED	12/8/2011	12	12/8/11 0:00	12/8/11 23:59	1.00	332	62,106	9,835,672	19.75	158	337	62,240	9,863,477	19.80	158.5				332	62,106	Strorm-Rain	STRM6DJ1	12/8	1	19.81
2011	WO	11/23/2011	11	11/23/11 0:00	11/23/11 23:59	1.00	173	22,919	4,687,105	9.43	205					#DIV/0!				173	22,919	Storm-Heavy Wet Snow	STRM6DI1			
2011	IEEE MED	10/29/2011	10	10/29/11 0:00	11/5/11 23:59	8.00	229	5,546	1,080,701	2.17	195	2,335	436,391	858,408,989	1,722.98	1,967.1		1,661	336,146	229	5,546	PUC Major Storm - Snowtober	STRM6DH1	10/29 - 10/31	3	1750.20
2011	IEEE MED	8/27/2011	8	8/27/11 23:15	8/31/11 23:59	4.03	1,182	4,985	682,412	1.37	137	1,786	226,353	157,581,289	316.29	696.2		958	129,783	1182	4,985	PUC Major Storm - Storm Irene	STRM6DG1	8/28, 8/29	2	313.01
2011	WO	8/21/2011	8	8/21/11 14:00	8/22/11 15:59	1.08	182	9,489	3,271,171	6.55	345					#DIV/0!				182	9,489	Storm-Wind/Lightning	STRM6DF1			
2011	IEEE MED	6/9/2004	6	6/9/11 0:00	6/10/11 23:59	2.00	140	4,527	506,502	1.02	112	328	43,704	8,415,030	16.89	192.5				140	4,527	Storm-Wind/Lightning	STRM6DE1	6/9	1	16.87
2011	Small	4/21/2011	4	4/21/11 0:00	4/21/11 23:59	1.00	101	20,855	392,021	1.88	45					#DIV/0!				101	20855	Wind/Rain	No W.O. declared			
2011	WO	4/1/2011	4	4/1/11 0:00	4/1/11 23:59	1.00	300	22,511	3,520,421	7.09	156					#DIV/0!				300	22,511	Storm-Heavy Wet Snow	STRM6DD1			
2011	WO	3/18/2011	3	3/18/11 8:30	3/18/11 23:59	0.65	125	6,881	843,519	1.70	123					#DIV/0!				125	6,881	Storm-Wind	STRM6DC1			
2011	WO	3/7/2011	3	3/7/11 0:00	3/8/11 10:30	1.44	189	9,554	2,678,754	5.39	280					#DIV/0!				189	9,554	Storm-Ice	STRM6DB1			
2011	Small	2/25/2014	2	2/25/11 0:00	2/25/11 23:59	1.00	374	42,870	12,297,810	24.73	287					#DIV/0!				374	42870	Storm-Wind	No W.O. declared			
2011	IEEE MED	2/18/2011	2	2/18/11 18:00	2/20/11 0:15	1.26	95	17,034	3,752,556	7.53	220	252	25,748	8,577,279	17.22	333.1				95	17,034	Storm-Wind	STRM6DA1	2/19	1	17.31
2011	Small	2/6/2011	2	2/6/11 0:00	2/6/11 23:59	1.00	84	7,114	661,058	1.33	93					#DIV/0!				84	7114	Storm-Wind	No W.O. declared			

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 10, 2022**
Data Request No. DOE 4-015 **Page 1 of 2**

Request from: Department of Energy

Witness: Hebsch, Jennifer J

Request:

Please provide a 5-year (2016 to present) detailed history of the Company's worst-performing circuits (prioritized) on the distribution system, selection criteria, improvement plans, implementation schedules, priorities, rationale for priorities, and adherence to implementation schedules.

Response:

Please refer to Attachment DOE 4-015, which provides five years of annual worst performing circuits.

The criteria used to establish the worst performing circuit list is the Contribution to Company System Average Interruption Duration Index ("COSAIDI") in any given calendar year. Distribution Engineering analyzes the list each year to determine whether any improvement projects warrant consideration. Lower cost improvements are completed under the reliability annual project. Projects estimated at over $100,000 are reviewed and evaluated for inclusion in the following or future year's capital plan. Generally, the cost per saved customer minute is the main consideration; however other variables are considered such as the number of customers impacted, frequency of interruptions, exposure to lengthy outages due to access issues, and impact on critical customers.

COSAIDI tends to weight large radial circuits with large customer counts more heavily, therefore, some circuits are consistently on the worst performing circuit list even after improvements projects with reasonable cost per saved customer minute have been completed. Other circuits may appear for one year due to a single, low probability, long duration event and not warrant improvement projects. The Company evaluates each circuit and determines where reasonable, cost-effective solutions can be applied and those projects are proposed and considered along with all other capital needs. The Company does not develop a schedule since the proposed improvements must compete with other system needs during each budget cycle. In addition, the worst performing circuit list is based on a single year's performance resulting in new circuits to be reviewed and potentially more cost-effective projects proposed to improve reliability each year.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 10, 2022**
Data Request No. DOE 4-015 **Page 2 of 2**

The Company also reviews reports identifying multiple operations of devices and significant events which may or may not correlate with the "Worst Performing Circuit" List.

Typical projects include the addition of supervisory control and data acquisition ("SCADA") controlled pole top devices, Enhanced Tree Trimming, additional protective devices, installation of covered conductors, and construction of circuit-ties.

As noted above, cost per saved customer minute is a leading consideration for reliability improvement projects. However, the application of SCADA controlled pole top devices in order to break customer blocks into 500 customers or less is a very cost-effective proactive program which may improve a worst performing circuit and also may prevent a circuit from making the list. The number of customers affected is another significant consideration and the Company may accept a project with a higher cost per saved customer minute if the project will benefit a large number of customers. This is often considered when evaluating circuit ties that require significant investment.

2020 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Interrupted (CI)	Customer Minutes (CMI)	Customers Served By Circuit	Circuit Miles	Cust Inter Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust >4Hr Outage	Customer Weighting	Region	AWC
1	348X20_43	3.08	408	1.27	56	72	4,050	1,650,670	427	20.8	195	3	3,862.72	9.48	827	2,122	1,836	NH NORTHERN	LANCASTER AWC
2	24X1_36	2.65	135	2.35	89	117	10,454	1,415,734	2,048	122.2	86	1	691.45	5.11	4,617	1,743	1,427	NH WESTERN	KEENE AWC
3	316X1_32	2.46	92	2.91	141	101	14,254	1,316,807	3,452	157.8	90	1	381.51	4.13	17	512	214	NH WESTERN	NEWPORT AWC
4	355X10_76	2.01	150	3.92	102	70	7,161	1,076,350	2,337	122.2	59	1	460.62	3.06	146	214	223	NH NORTHERN	LANCASTER AWC
5	348X1_76	1.79	179	3.50	44	123	5,352	957,913	1,561	104.9	51	1	613.82	3.43	1,260	1,023	620	NH NORTHERN	LANCASTER AWC
6	3178X4_31	1.74	151	3.57	76	81	6,173	930,956	1,836	76.4	81	1	506.94	3.36	278	837	359	NH WESTERN	KEENE AWC
7	34W18_11	1.70	178	2.65	155	33	5,114	912,078	1,130	28.6	179	1	806.91	4.52	2,888	1,619	1,103	NH CENTRAL	HOOKSETT AWC
8	4W1_31	1.42	163	4.08	65	72	4,649	757,532	1,581	70.9	66	1	479.12	2.94	838	651	433	NH WESTERN	KEENE AWC
9	3154X2_21	1.23	206	10.65	94	34	3,204	659,667	2,844	45.7	70	1	231.96	1.13	459	2,156	496	NH SOUTHERN	NASHUA AWC
10	3120X2_31	1.14	177	3.69	51	68	3,434	608,237	1,057	55.5	62	1	575.48	3.25	965	714	502	NH WESTERN	KEENE AWC
11	3445X_21	1.13	180	15.63	129	26	3,357	603,099	4,371	54.0	62	0	137.97	0.77	-	919	186	NH SOUTHERN	NASHUA AWC
12	348X3_76	1.08	133	5.34	62	70	4,333	575,981	1,929	108.0	40	1	298.67	2.25	96	488	197	NH NORTHERN	LANCASTER AWC
13	3410_32	1.07	155	12.56	37	101	3,692	573,039	3,864	178.3	21	1	148.30	0.96	1,290	894	444	NH WESTERN	NEWPORT AWC
14	392X1_61	1.02	124	5.28	112	39	4,377	544,291	1,924	68.4	64	1	282.86	2.27	961	113	308	NH EASTERN	ROCHESTER AWC
15	24W1_21	0.98	193	3.88	72	38	2,722	524,450	880	39.1	70	1	595.80	3.09	651	990	487	NH SOUTHERN	NASHUA AWC
16	19W2_45	0.98	123	7.20	78	55	4,269	524,106	2,560	101.7	42	1	204.76	1.67	234	510	195	NH NORTHERN	CHOCORUA AWC
17	3133X_23	0.96	104	11.66	64	77	4,957	514,727	4,818	126.0	39	1	106.84	1.03	647	169	192	NH SOUTHERN	DERRY AWC
18	12W1_43	0.92	180	5.77	53	51	2,723	490,827	1,310	74.7	36	1	374.70	2.08	270	778	302	NH NORTHERN	LANCASTER AWC
19	3141X_23	0.88	74	9.26	59	107	6,305	469,243	4,863	115.0	55	1	96.50	1.30	17	102	52	NH SOUTHERN	DERRY AWC
20	3818_23	0.88	172	19.85	36	75	2,733	468,916	4,522	90.4	30	1	103.70	0.60	-	883	169	NH SOUTHERN	DERRY AWC
21	3211X_21	0.88	228	15.42	50	41	2,052	468,670	2,636	51.2	40	1	177.77	0.78	-	829	187	NH SOUTHERN	NASHUA AWC
22	44W2_11	0.86	167	10.22	120	23	2,754	461,081	2,345	28.8	95	1	196.64	1.17	-	-	69	NH CENTRAL	HOOKSETT AWC
23	5W2_12	0.86	135	3.44	285	12	3,418	460,065	981	24.5	140	0	469.13	3.49	-	968	309	NH CENTRAL	HOOKSETT AWC
24	313X1_36	0.84	126	8.04	41	87	3,581	451,988	2,399	118.9	30	1	188.42	1.49	49	208	107	NH WESTERN	KEENE AWC
25	76W7_31	0.78	101	9.90	36	115	4,129	418,011	3,407	180.0	23	1	122.70	1.21	180	210	110	NH WESTERN	KEENE AWC
26	63W1_65	0.75	91	6.00	82	54	4,421	403,417	2,212	85.9	51	1	182.35	2.00	144	21	96	NH EASTERN	EPPING AWC
27	47W1_32	0.71	211	4.88	39	46	1,805	380,327	734	56.8	32	1	517.86	2.46	78	670	297	NH WESTERN	NEWPORT AWC
28	3139X_31	0.69	121	10.48	25	123	3,027	367,345	2,643	150.9	20	1	138.97	1.15	1,362	246	358	NH WESTERN	KEENE AWC
29	3173X1_12	0.68	162	8.17	48	47	2,252	363,928	1,533	72.1	31	1	237.45	1.47	34	139	111	NH CENTRAL	BEDFORD AWC
30	3615X1_11	0.68	103	8.57	67	52	3,504	361,512	2,503	95.7	37	1	144.45	1.40	-	191	79	NH CENTRAL	HOOKSETT AWC
31	319X1_64	0.67	54	4.33	127	52	6,622	358,539	2,391	114.0	58	0	149.98	2.77	21	72	67	NH NORTHERN	TILTON AWC
32	3212X_22	0.67	143	9.86	71	35	2,486	356,605	2,043	39.8	62	1	174.59	1.22	-	222	94	NH SOUTHERN	NASHUA AWC
33	3248_11	0.65	274	11.94	212	6	1,272	348,519	1,266	3.9	325	2	275.40	1.01	-	1,182	274	NH CENTRAL	HOOKSETT AWC
34	28W1_36	0.65	224	6.18	41	38	1,545	346,089	796	50.9	30	1	434.92	1.94	3	233	188	NH WESTERN	KEENE AWC
35	23X5_22	0.64	102	16.24	38	88	3,328	341,083	4,504	162.6	20	1	75.73	0.74	810	30	193	NH CENTRAL	BEDFORD AWC
36	3140X2_36	0.63	63	3.66	84	64	5,364	339,523	1,634	94.9	56	1	207.79	3.28	-	289	116	NH WESTERN	KEENE AWC
37	336X1_45	0.63	173	2.08	115	17	1,962	338,728	340	30.3	65	1	997.24	5.78	1,244	343	649	NH NORTHERN	CHOCORUA AWC
38	3137X_65	0.63	149	8.51	51	44	2,246	334,485	1,593	69.3	32	1	210.04	1.41	37	71	92	NH EASTERN	EPPING AWC
39	3673_11	0.61	46	5.05	443	16	7,092	325,367	2,986	10.0	706	2	108.96	2.38	-	-	38	NH CENTRAL	HOOKSETT AWC
40	3217X_22	0.58	83	11.19	82	46	3,789	312,751	3,534	84.5	45	1	88.49	1.07	-	656	129	NH SOUTHERN	NASHUA AWC
41	362X2_61	0.58	129	10.48	46	53	2,416	312,593	2,111	64.7	37	1	148.11	1.14	1,085	43	275	NH EASTERN	ROCHESTER AWC
42	3128X_23	0.57	89	22.81	44	77	3,404	303,967	6,471	149.2	23	1	46.97	0.53	-	161	41	NH SOUTHERN	DERRY AWC
43	348X2_76	0.56	155	4.34	27	73	1,952	302,157	707	77.0	25	1	427.53	2.76	198	245	226	NH NORTHERN	LANCASTER AWC
44	314X12_22	0.56	108	5.67	84	33	2,774	300,537	1,311	20.8	133	2	229.27	2.12	-	411	142	NH SOUTHERN	NASHUA AWC
45	73W1_61	0.53	247	13.02	34	34	1,141	281,492	1,238	40.5	28	1	227.33	0.92	-	399	139	NH EASTERN	ROCHESTER AWC
46	75W2_32	0.52	130	9.89	50	43	2,153	280,103	1,774	52.8	41	1	157.91	1.21	28	409	122	NH WESTERN	NEWPORT AWC
47	73W2_61	0.51	108	11.22	55	46	2,547	274,154	2,382	69.3	37	1	115.12	1.07	-	77	52	NH EASTERN	ROCHESTER AWC
48	4W2_31	0.51	147	12.00	54	34	1,840	271,201	1,840	55.5	33	1	147.39	1.00	855	121	241	NH WESTERN	KEENE AWC
49	32W5_23	0.50	108	13.17	44	57	2,500	269,207	2,744	45.4	55	1	98.12	0.91	627	348	212	NH SOUTHERN	DERRY AWC
50	29H2_11	0.50	307	10.24	97	9	872	267,539	744	9.0	97	1	359.51	1.17	-	791	244	NH CENTRAL	HOOKSETT AWC
51	335X15_12	0.50	147	11.36	101	18	1,811	265,670	1,714	31.3	58	1	154.98	1.06	-	400	114	NH CENTRAL	HOOKSETT AWC
52	3271X2_12	0.49	103	8.71	50	51	2,526	259,998	1,833	74.0	34	1	141.86	1.38	129	50	83	NH CENTRAL	BEDFORD AWC
53	317X3_12	0.48	100	6.40	48	53	2,555	256,144	1,363	69.1	37	1	187.87	1.87	428	148	174	NH CENTRAL	BEDFORD AWC
54	3120X4_36	0.48	153	13.04	32	52	1,676	256,017	1,821	79.1	21	1	140.59	0.92	6	65	60	NH WESTERN	KEENE AWC
55	23H3_22	0.45	346	8.27	174	4	695	240,546	479	3.2	217	1	502.36	1.45	-	386	234	NH SOUTHERN	NASHUA AWC
56	316_32	0.45	106	17.46	22	100	2,246	238,948	3,268	171.9	13	1	73.12	0.69	-	140	47	NH WESTERN	NEWPORT AWC
57	20W2_42	0.45	110	9.35	42	52	2,169	238,234	1,690	48.3	45	1	140.94	1.28	1,158	58	290	NH NORTHERN	TILTON AWC
58	3114W1_42	0.44	87	4.32	59	46	2,734	237,619	984	72.4	38	1	241.59	2.78	-	60	94	NH NORTHERN	TILTON AWC
59	3120_31	0.44	163	12.39	26	55	1,445	235,478	1,492	66.8	22	1	157.84	0.97	-	144	77	NH WESTERN	KEENE AWC
60	3525X5_77	0.43	108	4.74	153	14	2,145	231,127	847	60.0	36	0	272.96	2.53	-	1	96	NH NORTHERN	BERLIN AWC
61	3155X2_22	0.43	100	11.53	45	51	2,277	227,599	2,187	86.2	26	1	104.06	1.04	-	38	42	NH SOUTHERN	NASHUA AWC
62	23W7_22	0.42	234	10.93	108	9	969	226,331	883	9.4	103	1	256.44	1.10	-	344	141	NH SOUTHERN	NASHUA AWC
63	310X3_41	0.41	163	9.42	45	30	1,339	218,381	1,052	21.0	64	1	207.65	1.27	-	-	73	NH NORTHERN	TILTON AWC
64	371X1_61	0.40	105	15.98	64	32	2,052	215,849	2,732	43.1	48	1	79.00	0.75	92	327	95	NH EASTERN	ROCHESTER AWC
65	W15_31	0.40	150	14.22	24	61	1,443	215,832	1,711	78.4	18	1	126.18	0.84	132	278	112	NH WESTERN	KEENE AWC
66	351X16_76	0.40	108	5.01	133	15	2,001	215,602	836	52.9	38	0	257.90	2.39	-	276	132	NH NORTHERN	LANCASTER AWC
67	3173_36	0.40	153	18.70	31	45	1,408	215,265	2,194	67.2	21	1	98.11	0.64	75	395	109	NH WESTERN	KEENE AWC
68	3115X_23	0.40	100	15.51	54	40	2,142	213,769	1,987	90.0	24	0	107.58	1.08	-	173	53	NH SOUTHERN	DERRY AWC
69	76W1_31	0.40	259	44.40	41	20	818	211,582	3,026	26.0	31	1	69.91	0.27	-	561	109	NH WESTERN	KEENE AWC
70	30W2_64	0.39	140	6.75	34	44	1,488	208,367	837	48.2	31	1	248.85	1.78	111	308	155	NH NORTHERN	TILTON AWC
71	3116X1_45	0.39	81	6.02	36	72	2,565	207,892	1,286	86.2	30	1	161.68	1.99	250	78	118	NH NORTHERN	CHOCORUA AWC
72	23X6_22	0.39	93	9.47	42	53	2,212	206,281	1,745	41.0	54	1	118.20	1.27	-	33	46	NH CENTRAL	BEDFORD AWC
73	48W1_32	0.38	315	20.74	20	32	654	205,815	1,130	37.2	18	1	182.12	0.58	-	193	93	NH WESTERN	NEWPORT AWC
74	11W2_41	0.38	123	8.33	111	15	1,659	204,324	1,151	11.4	146	1	177.47	1.44	-	37	68	NH NORTHERN	TILTON AWC
75	53H2_36	0.37	216	4.52	35	26	917	198,234	345	29.0	32	1	574.31	2.66	635	258	367	NH WESTERN	KEENE AWC
76	398X3_41	0.36	72	9.87	93	29	2,690	194,238	2,212	45.8	59	1	87.82	1.22	52	26	45	NH NORTHERN	TILTON AWC
77	3222X_41	0.36	67	13.51	42	68	2,875	192,248	3,237	84.3	34	1	59.39	0.89	-	21	24	NH NORTHERN	TILTON AWC
78	393X20_11	0.36	141	14.34	96	14	1,348	190,639	1,610	18.2	74	1	118.38	0.84	1,091	-	260	NH CENTRAL	HOOKSETT AWC
79	3179_11	0.35	114	5.44	149	11	1,644	187,535	746	19.5	84	1	251.42	2.20	-	307	134	NH CENTRAL	HOOKSETT AWC
80	3W1_12	0.35	110	8.36	71	24	1,702	186,838	1,186	29.1	58	1	157.50	1.43	108	-	77	NH CENTRAL	BEDFORD AWC
81	314X4_22	0.34	102	10.45	25	70	1,765	179,771	1,538	98.4	18	1	116.91	1.15	105	223	95	NH SOUTHERN	NASHUA AWC
82	392X7_62	0.33	114	20.06	25	63	1,569	178,676	2,623	97.9	16	1	68.12	0.60	-	39	30	NH EASTERN	ROCHESTER AWC
83	3155X9_22	0.33	83	5.28	57	37	2,119	175,738	932	50.5	42	1	188.63	2.27	-	19	69	NH WESTERN	KEENE AWC
84	333X_45	0.33	128	10.82	38	36	1,358	174,248	1,224	43.3	31	1	142.37	1.11	216	10	95	NH NORTHERN	CHOCORUA AWC
85	3115X12_65	0.32	84	11.41	44	47	2,059	173,202	1,969	70.4	29	1	87.96	1.05	198	-	71	NH EASTERN	EPPING AWC
86	3798X2_42	0.32	182	8.15	93	10	932	169,952	633	15.3	61	1	268.38	1.47	-	377	150	NH NORTHERN	TILTON AWC
87	377X7_65	0.32	146	5.38	83	14	1,160	169,905	520	22.5	51	1	326.85	2.23	-	327	163	NH EASTERN	EPPING AWC
88	W110_31	0.32	100	8.89	42	40	1,691	169,215	1,253	44.6	38	1	135.04	1.35	52	40	64	NH WESTERN	KEENE AWC
89	25W1_77	0.32	122	6.35	58	24	1,381	168,901	730	42.4	33	1	231.24	1.89	-	92	95	NH NORTHERN	BERLIN AWC
90	371X4_61	0.31	125	7.19	103	13	1,339	167,060	802	15.9	84	1	208.28	1.67	-	233	108	NH EASTERN	ROCHESTER AWC
91	3110X_21	0.31	112	20.71	68	22	1,490	166,811	2,572	46.9	32	0	64.86	0.58	-	30	27	NH SOUTHERN	NASHUA AWC
92	37W1_12	0.31	62	6.31	65	41	2,675	165,504	1,406	58.7	46	1	117.69	1.90	33	99	63	NH CENTRAL	BEDFORD AWC
93	3191X3_63	0.31	132	15.24	60	21	1,252	164,902	1,590	38.5	33	1	103.73	0.79	-	10	38	NH EASTERN	PORTSMOUTH AWC
94	11W1_41	0.31	160	20.00	40	26	1,031	164,564	1,719	35.3	29	1	95.75	0.60	110	80	68	NH NORTHERN	TILTON AWC
95	314X26_22	0.31	156	6.03	261	4	1,045	163,342	525	6.1	172	1	311.18	1.99	-	52	117	NH SOUTHERN	NASHUA AWC
96	3159X_21	0.30	121	22.69	33	41	1,339	162,384	2,532	65.6	20	1	64.14	0.53	-	19	25	NH SOUTHERN	NASHUA AWC
97	31W1_64	0.29	89	9.55	40	44	1,768	157,492	1,406	72.7	24	1	111.99	1.26	-	51	47	NH NORTHERN	TILTON AWC
98	316X2_32	0.28	90	6.56	54	31	1,687	151,492	922	45.0	37	1	164.26	1.83	93	211	108	NH WESTERN	NEWPORT AWC
99	3137X1_65	0.28	50	6.81	91	33	3,015	150,564	1,711	64.3	47	1	88.01	1.76	94	8	51	NH EASTERN	EPPING AWC
100	20W1_42	0.28	101	19.48	35	42	1,483	150,247	2,408	62.8	24	1	62.41	0.62	488	144	141	NH NORTHERN	TILTON AWC
101	384X1_76	0.28	160	5.83	51	18	921	147,152	447	33.1	28	1	329.14	2.06	-	279	157	NH NORTHERN	LANCASTER AWC
102	42X3_32	0.27	113	19.59	31	42	1,302	147,040	2,126	76.8	17	1	69.16	0.61	186	140	82	NH WESTERN	NEWPORT AWC
103	3271X1_12	0.27	102	9.48	33	44	1,440	146,947	1,138	61.9	23	1	129.17	1.27	379	1	121	NH CENTRAL	BEDFORD AWC
104	85W1_12	0.27	129	15.42	35	33	1,141	146,919	1,466	70.2	16	0	100.19	0.78	12	147	60	NH CENTRAL	BEDFORD AWC
105	393X2_11	0.27	193	7.15	127	6	761	146,699	453	6.2	122	1	323.54	1.68	-	215	145	NH CENTRAL	HOOKSETT AWC
106	64W1_63	0.27	85	6.15	864	2	1,727	146,312	885	5.3	324	0	165.39	1.95	-	-	58	NH EASTERN	PORTSMOUTH AWC
107	1W2_76	0.27	154	12.03	15	64	947	146,165	950	56.0	17	1	153.90	1.00	51	175	90	NH NORTHERN	LANCASTER AWC
108	31W2_64	0.27	156	16.15	38	24	923	143,862	1,242	43.9	21	1	115.83	0.74	-	221	74	NH NORTHERN	TILTON AWC
109	347_45	0.27	87	24.18	27	60	1,635	142,440	3,295	98.7	17	1	43.23	0.50	-	17	18	NH NORTHERN	CHOCORUA AWC
110	3108_12	0.26	78	12.04	47	38	1,799	141,208	1,805	61.4	29	1	78.22	1.00	-	10	29	NH CENTRAL	BEDFORD AWC
111	29X1_41	0.26	77	14.44	120	15	1,799	138,882	2,165	23.0	78	1	64.16	0.83	-	-	22	NH NORTHERN	TILTON AWC
112	19W1_45	0.26	92	10.00	63	24	1,507	137,927	1,256	47.8	32	1	109.86	1.20	-	122	57	NH NORTHERN	CHOCORUA AWC
113	3178_31	0.26	142	18.57	51	19	968	137,753	1,498	46.1	21	0	91.96	0.65	-	56	41	NH WESTERN	KEENE AWC
114	5H2_76	0.26	163	10.65	105	8	840	136,638	746	17.4	48	0	183.26	1.13	-	4	65	NH NORTHERN	LANCASTER AWC
115	60W1_32	0.26	94	11.35	34	43	1,454	136,533	1,375	33.7	43	1	99.30	1.06	-	14	37	NH WESTERN	NEWPORT AWC
116	317X2	0.25	112	15.12	57	21	1,196	133,602	1,507	52.5	23	0	88.68	0.79	-	3	31	NH CENTRAL	BEDFORD AWC
117	3130X_11	0.24	40	9.74	164	20	3,277	130,407	2,659	26.0	126	1	49.04	1.23	-	5	18	NH CENTRAL	HOOKSETT AWC
118	3140_36	0.24	113	12.15	26	44	1,135	128,197	1,149	59.2	19	1	111.60	0.99	434	140	147	NH WESTERN	KEENE AWC
119	27W2_12	0.24	137	10.02	77	12	924	126,255	771	12.4	75	1	163.68	1.20	-	-	57	NH CENTRAL	BEDFORD AWC
120	360X7_12	0.23	136	6.89	54	17	925	125,428	531	25.3	37	1	236.10	1.74	277	6	139	NH CENTRAL	BEDFORD AWC
121	365X_23	0.23	91	19.68	66	21	1,380	125,335	2,263	38.9	36	1	55.38	0.61	-	42	26	NH SOUTHERN	DERRY AWC
122	5H1_76	0.23	150	8.71	103	8	827	123,734	601	22.5	37	0	206.02	1.38	-	8	73	NH NORTHERN	LANCASTER AWC
123	3750_21	0.23	97	11.82	50	25	1,250	121,699	1,232	30.9	40	1	98.80	1.01	-	2	35	NH SOUTHERN	DERRY AWC
124	14W7_11	0.23	85	6.34	60	24	1,429	121,574	755	26.3	54	1	161.01	1.89	-	246	93	NH CENTRAL	HOOKSETT AWC
125	3181_45	0.23	59	6.26	40	51	2,062	120,793	1,076	50.7	41	1	112.29	1.92	65	41	58	NH NORTHERN	CHOCORUA AWC
126	346X1_45	0.22	46	9.16	105	25	2,615	120,007	1,996	55.6	47	0	60.14	1.31	-	88	34	NH NORTHERN	CHOCORUA AWC
127	32X3_62	0.22	120	17.16	57	17	975	116,899	1,394	32.2	30	1	83.85	0.70	420	112	130	NH EASTERN	ROCHESTER AWC
128	346X56_45	0.22	89	2.84	260	5	1,301	115,536	308	2.6	500	2	375.32	4.23	-	-	131	NH NORTHERN	CHOCORUA AWC
129	3162X1_65	0.22	165	5.45	28	25	697	115,125	317	9.1	77	3	363.74	2.20	-	5	128	NH EASTERN	EPPING AWC
130	3105X1_63	0.21	120	25.58	117	8	934	112,287	1,991	17.3	54	0	56.39	0.47	-	58	28	NH EASTERN	PORTSMOUTH AWC
131	55W2_32	0.21	125	25.04	32	28	891	111,438	1,859	26.0	34	1	59.95	0.48	-	52	29	NH WESTERN	NEWPORT AWC
132	3615_11	0.20	123	20.72	55	16	878	107,788	1,516	21.8	40	1	71.08	0.58	-	72	36	NH CENTRAL	HOOKSETT AWC
133	3148X3_62	0.20	95	9.10	34	32	1,100	104,855	834	19.1	57	2	125.76	1.32	502	33	149	NH EASTERN	ROCHESTER AWC
134	3120X1_31	0.19	169	13.10	36	17	615	103,821	671	19.4	32	1	154.63	0.92	-	130	74	NH WESTERN	KEENE AWC
135	39W2_61	0.19	72	7.78	71	20	1,426	102,973	925	33.4	43	1	111.37	1.54	-	2	39	NH EASTERN	ROCHESTER AWC
136	360X5_12	0.19	122	7.52	118	7	829	101,167	520	20.6	40	0	194.61	1.59	-	-	68	NH CENTRAL	BEDFORD AWC
137	387_12	0.19	89	8.25	227	5	1,135	100,840	780	6.7	171	1	129.27	1.45	-	-	45	NH CENTRAL	BEDFORD AWC
138	318X2_11	0.19	70	6.55	46	31	1,439	100,418	786	32.5	44	1	127.76	1.83	60	2	57	NH CENTRAL	HOOKSETT AWC
139	3157X1_61	0.19	135	34.93	21	35	741	100,212	2,157	71.8	10	0	46.46	0.34	162	84	61	NH EASTERN	ROCHESTER AWC
140	27X1_41	0.19	130	23.50	40	19	765	99,429	1,498	48.4	16	0	66.37	0.51	-	67	33	NH NORTHERN	TILTON AWC
141	324X8_11	0.18	289	10.78	42	8	338	97,699	304	17.0	20	0	321.73	1.11	-	326	162	NH CENTRAL	HOOKSETT AWC
142	348X7_76	0.18	231	21.09	24	18	423	97,606	743	19.3	22	1	131.29	0.57	-	209	77	NH NORTHERN	LANCASTER AWC

143	3114X_42	0.18	104	15.37	27	34	928	96,683	1,189	54.9	17	1	81.35	0.78	24	83	46	NH NORTHERN	TILTON AWC
144	51W1_36	0.18	174	12.26	43	13	555	96,315	567	34.7	16	0	169.79	0.98	-	244	96	NH WESTERN	KEENE AWC
145	335X1_12	0.18	95	4.41	49	20	987	94,085	363	12.6	79	2	259.49	2.72	-	-	91	NH CENTRAL	BEDFORD AWC
146	392X2_61	0.17	86	5.33	120	9	1,082	92,599	480	12.4	87	1	192.75	2.25	-	45	74	NH EASTERN	ROCHESTER AWC
147	383X1_21	0.17	64	13.19	76	19	1,443	91,667	1,586	28.5	51	1	57.80	0.91	-	-	20	NH SOUTHERN	DERRY AWC
148	334X18_11	0.17	146	13.79	27	23	624	91,089	717	13.1	47	2	127.04	0.87	319	113	125	NH CENTRAL	HOOKSETT AWC
149	3172X1_63	0.17	193	31.06	19	25	471	91,084	1,219	32.9	14	1	74.72	0.39	-	126	45	NH EASTERN	PORTSMOUTH AWC
150	W175_31	0.17	119	32.53	28	27	759	90,175	2,058	28.9	26	1	43.82	0.37	96	36	40	NH WESTERN	KEENE AWC
151	W185_31	0.17	151	22.52	31	19	594	89,846	1,115	22.3	27	1	80.59	0.53	136	202	86	NH WESTERN	KEENE AWC
152	56H2_61	0.17	65	11.47	274	5	1,369	89,667	1,309	7.8	177	1	68.53	1.05	-	24	28	NH EASTERN	ROCHESTER AWC
153	323X5_12	0.17	112	44.87	26	31	792	88,762	2,961	60.5	13	1	29.97	0.27	-	56	19	NH CENTRAL	BEDFORD AWC
154	34W4_61	0.16	70	16.27	89	14	1,244	86,955	1,687	19.9	62	1	51.54	0.74	-	-	18	NH EASTERN	ROCHESTER AWC
155	76W5_31	0.16	95	17.98	53	17	895	85,167	1,341	39.1	23	0	63.50	0.67	36	4	30	NH WESTERN	KEENE AWC
156	314X14_22	0.16	108	3.07	78	10	779	83,978	200	7.9	99	1	420.94	3.90	-	1	147	NH SOUTHERN	NASHUA AWC
157	377X3_65	0.16	89	5.98	73	13	944	83,643	471	18.2	52	1	177.77	2.01	792	4	221	NH EASTERN	EPPING AWC
158	3116X_45	0.15	111	23.24	27	28	748	82,836	1,449	36.0	21	1	57.18	0.52	-	20	23	NH NORTHERN	CHOCORUA AWC
159	311X5_12	0.15	116	23.55	26	27	709	82,475	1,392	41.2	17	1	59.27	0.51	12	51	31	NH CENTRAL	BEDFORD AWC
160	3175X1_21	0.15	121	21.75	30	22	668	81,002	1,211	25.6	26	1	66.91	0.55	-	161	48	NH SOUTHERN	NASHUA AWC
161	16W3_11	0.15	135	24.18	43	14	600	80,983	1,209	24.8	24	1	67.00	0.50	-	-	23	NH CENTRAL	HOOKSETT AWC
162	57W1_61	0.15	142	11.84	30	19	568	80,649	561	23.5	24	1	143.87	1.01	-	46	57	NH EASTERN	ROCHESTER AWC
163	3525X4_77	0.15	120	7.17	35	19	665	79,946	397	29.6	22	1	201.29	1.67	64	2	84	NH NORTHERN	BERLIN AWC
164	3155X4_36	0.15	186	60.78	15	28	420	78,087	2,127	90.0	5	0	36.71	0.20	-	42	19	NH WESTERN	KEENE AWC
165	23W1_11	0.14	673	61.62	38	3	115	77,452	591	1.8	64	2	131.16	0.19	-	101	61	NH CENTRAL	HOOKSETT AWC
166	3548X2_42	0.14	84	14.84	39	23	903	76,214	1,117	38.3	24	1	68.24	0.81	189	3	62	NH NORTHERN	TILTON AWC
167	377X20_65	0.14	79	11.75	66	14	930	73,027	911	26.3	35	1	80.19	1.02	702	-	168	NH EASTERN	EPPING AWC
168	18W1_12	0.14	86	18.73	94	9	843	72,622	1,316	9.0	94	1	55.20	0.64	-	-	19	NH CENTRAL	BEDFORD AWC
169	3137X8_65	0.13	116	6.87	68	9	610	70,613	349	6.8	90	1	202.33	1.75	-	-	71	NH EASTERN	EPPING AWC
170	3103X1_65	0.13	99	39.93	39	18	710	70,345	2,362	65.8	11	0	29.78	0.30	103	73	42	NH EASTERN	EPPING AWC
171	3020X_21	0.13	113	40.21	33	19	621	69,872	2,081	30.7	20	1	33.57	0.30	6	37	19	NH SOUTHERN	NASHUA AWC
172	362X4_61	0.13	205	10.79	113	3	338	69,172	304	5.8	59	1	227.54	1.11	-	6	81	NH EASTERN	ROCHESTER AWC
173	3184X_23	0.13	92	48.12	30	25	748	69,141	3,000	55.4	14	0	23.05	0.25	-	6	9	NH SOUTHERN	DERRY AWC
174	3525X2_77	0.13	97	6.84	118	6	706	68,366	403	21.1	33	0	169.85	1.75	-	-	59	NH NORTHERN	BERLIN AWC
175	32W1_23	0.13	101	37.84	25	27	680	68,348	2,144	33.1	21	1	31.88	0.32	-	8	12	NH SOUTHERN	DERRY AWC
176	1X4_42	0.13	100	16.00	43	16	684	68,146	912	36.1	19	0	74.71	0.75	-	1	26	NH NORTHERN	TILTON AWC
177	33H1_12	0.13	114	18.17	22	27	592	67,732	896	50.6	12	1	75.58	0.66	110	41	55	NH CENTRAL	BEDFORD AWC
178	3148X2_62	0.12	46	23.26	72	20	1,449	66,800	2,809	16.5	88	1	23.78	0.52	-	-	8	NH EASTERN	ROCHESTER AWC
179	3010X_21	0.12	156	74.95	16	27	422	65,997	2,636	40.7	10	1	25.04	0.16	-	137	29	NH SOUTHERN	NASHUA AWC
180	328X1_12	0.12	141	30.15	47	10	466	65,643	1,171	18.1	26	1	56.06	0.40	-	20	23	NH CENTRAL	BEDFORD AWC
181	21W1_12	0.12	96	22.46	168	4	671	64,744	1,256	5.1	131	1	51.55	0.53	-	-	18	NH CENTRAL	BEDFORD AWC
182	17W1_43	0.12	141	16.97	23	20	459	64,709	649	43.4	11	0	99.72	0.71	-	13	37	NH WESTERN	NEWPORT AWC
183	3197X_12	0.12	184	87.65	25	14	350	64,260	2,557	26.8	13	1	25.14	0.14	-	170	34	NH CENTRAL	BEDFORD AWC
184	2W4_63	0.12	75	10.24	22	37	832	62,504	710	10.8	77	3	88.02	1.17	-	-	31	NH EASTERN	PORTSMOUTH AWC
185	313X7_36	0.12	86	12.76	28	26	727	62,275	773	29.1	25	1	80.57	0.94	12	11	32	NH WESTERN	KEENE AWC
186	2W2_41	0.12	95	37.69	24	27	657	62,267	2,064	50.9	13	1	30.17	0.32	-	55	19	NH NORTHERN	TILTON AWC
187	53W2_61	0.12	64	6.23	33	29	971	61,845	504				122.77	1.93	-	-	43	NH EASTERN	ROCHESTER AWC
188	14H7_11	0.12	73	11.22	212	4	847	61,632	792	2.8	305	1	77.85	1.07	-	-	27	NH CENTRAL	HOOKSETT AWC
189	39H1_42	0.12	64	10.98	241	4	964	61,542	882	6.9	140	1	69.74	1.09	-	-	24	NH NORTHERN	TILTON AWC
190	322X12_12	0.11	95	39.30	21	31	646	61,256	2,116	60.8	11	1	28.95	0.31	-	-	10	NH CENTRAL	BEDFORD AWC
191	314X54_22	0.11	239	28.13	32	8	256	61,156	600	13.2	19	1	101.93	0.43	-	112	52	NH SOUTHERN	NASHUA AWC
192	348X9_76	0.11	381	17.22	23	7	159	60,643	228	17.0	9	0	265.78	0.70	-	126	112	NH NORTHERN	LANCASTER AWC
193	41W1_43	0.11	86	8.23	54	13	707	60,591	485	28.2	25	0	124.99	1.46	-	23	47	NH NORTHERN	LANCASTER AWC
194	314X15_22	0.11	139	9.13	48	9	430	59,890	327	18.6	23	0	183.06	1.31	81	-	80	NH SOUTHERN	NASHUA AWC
195	380X2_65	0.11	156	11.91	127	3	382	59,495	379	4.7	81	1	156.91	1.01	-	-	55	NH EASTERN	EPPING AWC
196	43W1_43	0.11	398	67.81	7	22	149	59,309	842	61.4	2	0	70.44	0.18	8	72	37	NH NORTHERN	LANCASTER AWC
197	3548X9_42	0.11	128	6.92	116	4	462	59,143	267	10.2	45	0	221.86	1.73	-	25	81	NH NORTHERN	TILTON AWC
198	311X6_12	0.11	65	4.54	114	8	913	58,941	346	8.0	114	1	170.51	2.64	-	2	60	NH CENTRAL	BEDFORD AWC
199	3174X4_61	0.11	103	15.23	33	17	569	58,690	722	35.5	16	0	81.29	0.79	42	4	37	NH EASTERN	ROCHESTER AWC
200	12W2_12	0.11	87	15.49	135	5	674	58,388	870	4.4	155	1	67.13	0.77	-	73	34	NH CENTRAL	BEDFORD AWC
201	347X3_45	0.11	90	17.24	25	26	644	57,798	925	54.9	12	0	62.48	0.70	-	-	22	NH NORTHERN	CHOCORUA AWC
202	79W4_12	0.11	134	5.54	31	14	430	57,624	199	12.3	35	1	290.18	2.17	-	66	111	NH CENTRAL	BEDFORD AWC
203	53H1_31	0.11	211	23.95	11	24	272	57,470	543	35.1	8	1	105.87	0.50	18	100	56	NH WESTERN	KEENE AWC
204	3177X1_21	0.11	194	85.58	24	12	293	56,978	2,090	30.5	10	0	27.27	0.14	-	97	24	NH SOUTHERN	NASHUA AWC
205	392X4_61	0.11	110	18.09	86	6	517	56,705	779	12.6	41	0	72.76	0.66	-	1	26	NH EASTERN	ROCHESTER AWC
206	14X128A_11	0.11	205	5.57	55	5	276	56,593	128	0.3	1,041	19	442.13	2.16	185	148	214	NH CENTRAL	HOOKSETT AWC
207	40W1_21	0.11	52	10.00	68	16	1,085	56,450	904	12.2	89	1	62.44	1.20	-	-	22	NH SOUTHERN	NASHUA AWC
208	335X2_12	0.10	66	25.28	78	11	853	55,919	1,797	27.4	31	0	31.12	0.47	-	4	11	NH CENTRAL	BEDFORD AWC
209	360X1_12	0.10	129	7.79	54	8	433	55,843	281	10.0	43	1	198.79	1.54	-	-	70	NH CENTRAL	BEDFORD AWC
210	355X6_76	0.10	157	4.47	44	8	349	54,760	130	9.8	35	1	421.23	2.68	-	-	147	NH NORTHERN	LANCASTER AWC
211	355X5_76	0.10	115	4.06	67	7	469	54,011	159	8.8	54	1	340.23	2.95	291	-	177	NH NORTHERN	LANCASTER AWC
212	382X3_36	0.10	265	124.86	10	20	202	53,630	2,102	37.2	5	1	25.52	0.10	9	109	27	NH WESTERN	KEENE AWC
213	398X2_41	0.10	32	7.16	48	35	1,694	53,476	1,011	32.0	53	1	52.88	1.68	-	5	19	NH NORTHERN	TILTON AWC
214	3155X7_22	0.10	108	18.47	15	32	492	53,085	757	36.5	13	1	70.11	0.65	51	-	35	NH SOUTHERN	NASHUA AWC
215	32W4_23	0.10	73	35.42	35	21	731	53,050	2,157	23.9	31	1	24.59	0.34	-	2	9	NH SOUTHERN	DERRY AWC
216	3615X2_11	0.09	70	23.46	54	13	704	49,415	1,376	41.3	17	0	35.90	0.51	-	-	13	NH CENTRAL	HOOKSETT AWC
217	3178X5_31	0.09	209	12.31	15	16	234	48,977	240	10.3	23	2	204.00	0.97	74	48	93	NH WESTERN	KEENE AWC
218	14X126A_11	0.09	83	12.24	59	10	588	48,646	600	9.6	61	1	81.08	0.98	-	-	28	NH CENTRAL	HOOKSETT AWC
219	360X2_12	0.09	145	10.28	42	8	333	48,216	285	7.8	43	1	169.08	1.17	-	-	59	NH CENTRAL	BEDFORD AWC
220	393X8_11	0.09	135	11.52	51	7	355	47,988	341	3.9	90	2	140.83	1.04	-	1	49	NH CENTRAL	HOOKSETT AWC
221	350X3_77	0.09	139	7.29	31	11	345	47,983	210	15.9	22	1	229.04	1.65	-	72	91	NH NORTHERN	BERLIN AWC
222	23X2_12	0.09	120	7.69	30	13	391	47,043	251	16.3	24	1	187.80	1.56	-	33	71	NH CENTRAL	BEDFORD AWC
223	3138X_12	0.09	107	62.11	44	10	439	46,987	2,272	17.3	25	1	20.68	0.19	-	-	7	NH CENTRAL	BEDFORD AWC
224	3168X_21	0.09	48	57.45	43	23	987	46,918	4,726	25.7	38	1	9.93	0.21	-	5	4	NH SOUTHERN	NASHUA AWC
225	360X11_12	0.09	144	5.55	54	6	325	46,713	150	8.4	39	1	310.90	2.16	-	-	109	NH CENTRAL	BEDFORD AWC
226	3115X7_65	0.09	114	19.81	45	9	407	46,468	676	13.7	30	1	68.74	0.60	-	55	32	NH EASTERN	EPPING AWC
227	321X11_11	0.09	101	8.06	77	6	462	46,438	310	8.4	55	1	149.72	1.49	-	-	52	NH CENTRAL	HOOKSETT AWC
228	3140X3_36	0.09	137	9.54	56	6	336	46,003	267	14.6	23	0	172.30	1.26	-	-	60	NH WESTERN	KEENE AWC
229	3W2_12	0.09	85	28.37	18	29	535	45,713	1,265	39.1	14	1	36.14	0.42	-	4	13	NH CENTRAL	BEDFORD AWC
230	3191X1A_65	0.09	89	15.42	51	10	513	45,649	659	19.9	26	1	69.24	0.78	-	-	24	NH EASTERN	EPPING AWC
231	3172X2_63	0.08	165	11.76	92	3	276	45,457	270	7.6	36	0	168.10	1.02	-	-	59	NH EASTERN	PORTSMOUTH AWC
232	68W6_41	0.08	61	17.92	103	7	722	44,256	1,078	9.4	77	1	41.05	0.67	-	-	14	NH NORTHERN	TILTON AWC
233	355X1_76	0.08	113	6.45	65	6	391	44,157	210	13.2	30	0	210.27	1.86	326	2	139	NH NORTHERN	LANCASTER AWC
234	74W1_32	0.08	74	15.09	46	13	592	44,099	745	19.2	31	1	59.23	0.80	18	7	25	NH WESTERN	NEWPORT AWC
235	3154X1_21	0.08	85	61.30	34	15	517	43,828	2,641	33.4	15	0	16.59	0.20	-	27	10	NH SOUTHERN	NASHUA AWC
236	44H1_32	0.08	96	36.94	20	23	455	43,819	1,401	39.6	11	1	31.29	0.32	-	46	18	NH WESTERN	NEWPORT AWC
237	38W2_62	0.08	124	40.62	19	19	353	43,810	1,195	41.6	8	0	36.66	0.30	-	32	18	NH EASTERN	ROCHESTER AWC
238	24H1_11	0.08	87	10.14	167	3	500	43,485	422	2.0	252	2	102.96	1.18	-	-	36	NH CENTRAL	HOOKSETT AWC
239	14X188_11	0.08	223	56.89	24	8	193	43,045	915	13.6	14	1	47.04	0.21	-	41	23	NH CENTRAL	HOOKSETT AWC
240	362_61	0.08	125	25.22	57	6	343	42,765	721	22.5	15	0	59.33	0.48	-	25	25	NH EASTERN	ROCHESTER AWC
241	3164X3_12	0.08	105	38.17	18	23	404	42,370	1,285	24.2	17	1	32.97	0.31	-	1	12	NH CENTRAL	BEDFORD AWC
242	3155X8_22	0.08	130	9.40	16	20	321	41,771	251	19.0	17	1	166.14	1.28	-	5	59	NH SOUTHERN	NASHUA AWC
243	26W1_23	0.08	114	33.25	37	10	366	41,673	1,014	9.0	41	1	41.10	0.36	-	-	14	NH SOUTHERN	DERRY AWC
244	3615X3_11	0.08	96	53.08	23	19	429	41,394	1,898	18.0	24	1	21.82	0.23	-	4	8	NH CENTRAL	HOOKSETT AWC
245	3137X5_65	0.08	44	5.77	78	12	933	41,006	449	15.6	60	1	91.33	2.08	-	1	32	NH EASTERN	EPPING AWC
246	3175X3_21	0.08	123	7.14	56	6	333	40,818	198	1.7	194	3	206.15	1.68	275	-	127	NH SOUTHERN	NASHUA AWC
247	13W1_12	0.08	97	51.84	25	17	417	40,518	1,801	7.5	56	2	22.49	0.23	50	1	18	NH CENTRAL	BEDFORD AWC
248	2W5_63	0.08	81	31.77	22	23	499	40,383	1,321	19.8	25	1	30.57	0.38	192	4	50	NH EASTERN	PORTSMOUTH AWC
249	355X3_76	0.08	142	11.01	41	7	284	40,257	261	16.7	17	0	154.44	1.09	-	-	54	NH NORTHERN	LANCASTER AWC
250	35W1_36	0.07	113	49.37	14	25	350	39,594	1,440	43.1	8	1	27.49	0.24	27	12	17	NH WESTERN	KEENE AWC
251	313X2_36	0.07	111	15.39	88	4	352	38,999	452	25.9	14	0	86.38	0.78	-	-	30	NH WESTERN	KEENE AWC
252	3140X1_36	0.07	207	51.97	10	19	188	38,999	814	38.6	5	0	47.90	0.23	-	52	25	NH WESTERN	KEENE AWC
253	33W1_36	0.07	111	31.68	12	30	352	38,984	929	58.2	6	1	41.94	0.38	-	26	19	NH WESTERN	KEENE AWC
254	350X2_77	0.07	292	28.07	19	7	131	38,252	306	23.0	6	0	124.84	0.43	101	51	72	NH NORTHERN	BERLIN AWC
255	335X3_12	0.07	147	86.85	26	10	261	38,243	1,889	10.8	24	1	20.25	0.14	-	49	14	NH CENTRAL	BEDFORD AWC
256	3177XA_21	0.07	75	43.97	36	14	506	38,122	1,854	22.0	23	1	20.56	0.27	-	9	9	NH SOUTHERN	NASHUA AWC
257	59W2_76	0.07	106	25.96	22	16	359	37,990	777	40.3	9	0	48.92	0.46	-	10	19	NH NORTHERN	LANCASTER AWC
258	3137X10_65	0.07	58	9.53	80	8	636	37,088	505	17.7	36	0	73.44	1.26	524	-	131	NH EASTERN	EPPING AWC
259	51H1_61	0.07	145	30.55	51	5	254	36,911	647	9.1	28	1	57.09	0.39	-	25	24	NH EASTERN	ROCHESTER AWC
260	14H8_11	0.07	72	11.64	257	2	513	36,849	497	2.9	178	1	74.08	1.03	-	-	26	NH CENTRAL	HOOKSETT AWC
261	W2_31	0.07	99	28.97	45	8	357	35,316	862	18.6	19	0	40.98	0.41	-	1	14	NH WESTERN	KEENE AWC
262	36W1_76	0.06	136	8.42	128	2	255	34,674	179	5.8	44	0	193.71	1.42	-	-	68	NH NORTHERN	LANCASTER AWC
263	311X1_12	0.06	82	21.14	25	17	422	34,549	743	37.2	11	0	46.48	0.57	-	43	23	NH CENTRAL	BEDFORD AWC
264	3137X7_65	0.06	98	4.83	58	6	348	34,185	140	6.1	57	1	243.89	2.48	-	-	85	NH EASTERN	EPPING AWC
265	336X_45	0.06	125	27.61	23	12	273	33,993	628	21.0	13	1	54.11	0.43	3	71	30	NH NORTHERN	CHOCORUA AWC
266	72W1_21	0.06	78	37.74	26	16	423	33,082	1,330	11.0	38	1	24.87	0.32	63	15	24	NH SOUTHERN	NASHUA AWC
267	49W1_65	0.06	170	14.16	13	15	194	33,066	229	16.3	12	1	144.39	0.85	40	44	65	NH EASTERN	EPPING AWC
268	3137X3_65	0.06	131	22.43	28	9	251	32,967	469	10.2	25	1	70.27	0.53	-	6	25	NH EASTERN	EPPING AWC
269	348X8_76	0.06	102	5.60	29	11	322	32,802	150	8.2	39	1	218.32	2.14	56	46	95	NH NORTHERN	LANCASTER AWC
270	67W1_63	0.06	88	28.63	22	17	371	32,521	885	20.5	18	1	36.74	0.42	-	2	13	NH EASTERN	PORTSMOUTH AWC
271	3410X1_32	0.06	181	12.94	10	17	178	32,144	192				167.42	0.93	-	42	65	NH WESTERN	NEWPORT AWC
272	351X1_76	0.06	288	5.33	18	6	108	31,132	48	4.7	23	1	648.58	2.25	81	17	246	NH NORTHERN	LANCASTER AWC
273	3136X_21	0.06	122	207.36	49	5	247	30,251	4,268	19.4	13	0	7.09	0.06	-	25	6	NH SOUTHERN	NASHUA AWC
274	348X19_43	0.06	124	11.08	120	2	240	29,718	222	3.6	67	1	134.07	1.08	-	-	47	NH NORTHERN	LANCASTER AWC
275	59W1_76	0.05	151	62.21	11	17	191	28,854	990	37.5	5	0	29.14	0.19	-	29	15	NH NORTHERN	LANCASTER AWC
276	14W2_11	0.05	70	43.17	23	18	408	28,757	1,468	7.8	53	2	19.59	0.28	-	-	7	NH CENTRAL	HOOKSETT AWC
277	3155X3_22	0.05	118	17.85	22	11	240	28,418	357	12.0	20	1	79.58	0.67	-	19	31	NH SOUTHERN	NASHUA AWC
278	3111X1_63	0.05	59	11.07	78	6	470	27,942	434	6.5	73	1	64.46	1.08	-	-	23	NH EASTERN	PORTSMOUTH AWC
279	3218_45	0.05	109	46.81	12	21	253	27,588	987	52.5	5	0	27.95	0.26	11	15	14	NH NORTHERN	CHOCORUA AWC
280	42X1_32	0.05	185	58.44	12	12	144	26,619	701	26.2	5	0	37.96	0.21	-	61	22	NH WESTERN	NEWPORT AWC
281	322X14_12	0.05	101	10.31	87	3	262	26,579	225	2.2	119	1	118.13	1.16	-	-	41	NH CENTRAL	BEDFORD AWC
282	348X5_76	0.05	169	21.55	12	13	157	26,568	282	21.5	7	1	94.21	0.56	-	11	35	NH NORTHERN	LANCASTER AWC
283	3144X1_21	0.05	61	22.03	40	11	438	26,514	804	21.2	21	1	32.97	0.54	-	-	12	NH SOUTHERN	NASHUA AWC
284	18W3_12	0.05	56	54.08	34	14	471	26,445	2,123	9.0	52	2	12.46	0.22	-	-	4	NH CENTRAL	BEDFORD AWC
285	399X13_62	0.05	105	19.84	42	6	251	26,311	415	12.8	20	0	63.41	0.60	-	27	26	NH EASTERN	ROCHESTER AWC
286	90H1_64	0.05	86	25.84	43	7	304	26,116	655	11.0	28	1	39.90	0.46	-	1	14	NH NORTHERN	TILTON AWC
287	3152X_65	0.05	96	73.93	20	13	259	24,950	1,596	20.4	13	1	15.64	0.16	-	1	6	NH EASTERN	EPPING AWC
288	351X17_76	0.05	145	6.60	34	5	171	24,878	94	8.2	21	1	264.66	1.82	72	24	111	NH NORTHERN	LANCASTER AWC

289	377X6_65	0.05	106	16.42	39	6	234	24,848	320	10.0	23	1	77.59	0.73	-	-	27	NH EASTERN	EPPING AWC
290	3614X3_11	0.05	47	39.63	38	14	529	24,688	1,747	19.0	28	1	14.13	0.30	-	-	5	NH CENTRAL	HOOKSETT AWC
291	3144X3_21	0.05	197	77.76	18	7	125	24,578	810	17.8	7	0	30.34	0.15	-	38	16	NH SOUTHERN	NASHUA AWC
292	3151X10_12	0.05	57	23.48	48	9	432	24,427	845	7.5	58	1	28.90	0.51	-	-	10	NH CENTRAL	BEDFORD AWC
293	32W3_23	0.05	154	129.42	12	13	159	24,420	1,715	15.0	11	1	14.24	0.09	-	36	10	NH SOUTHERN	DERRY AWC
294	337X7_42	0.05	140	25.93	87	2	174	24,342	376	6.5	27	0	64.74	0.46	-	1	23	NH NORTHERN	TILTON AWC
295	399X15_62	0.05	289	162.29	12	7	84	24,297	1,136	17.4	5	0	21.39	0.07	-	56	16	NH EASTERN	ROCHESTER AWC
296	14X134_11	0.05	327	10.50	74	1	74	24,198	65	0.1	1,410	19	373.71	1.14	-	74	142	NH CENTRAL	HOOKSETT AWC
297	47H7_41	0.05	76	46.31	21	15	318	24,086	1,227	8.1	39	2	19.63	0.26	-	1	7	NH NORTHERN	TILTON AWC
298	14H4_11	0.04	102	28.46	39	6	235	24,076	557	3.4	69	2	43.20	0.42	201	15	58	NH CENTRAL	HOOKSETT AWC
299	22W2_11	0.04	102	105.88	21	11	235	23,981	2,073	8.1	29	1	11.57	0.11	-	17	7	NH CENTRAL	HOOKSETT AWC
300	399X42_61	0.04	100	4.59	119	2	238	23,918	91	1.1	220	2	262.84	2.62	-	-	92	NH EASTERN	ROCHESTER AWC
301	383X3_21	0.04	141	62.12	42	4	169	23,875	875	8.5	20	0	27.29	0.19	-	-	10	NH SOUTHERN	DERRY AWC
302	1W1_76	0.04	88	15.75	14	19	271	23,824	356	21.3	13	1	66.97	0.76	-	6	24	NH NORTHERN	LANCASTER AWC
303	3155X_22	0.04	49	14.76	32	15	484	23,549	596	29.6	16	1	39.54	0.81	-	-	14	NH SOUTHERN	NASHUA AWC
304	3H1_21	0.04	88	42.60	27	10	267	23,446	948	8.1	33	1	24.74	0.28	-	39	15	NH SOUTHERN	NASHUA AWC
305	28H2_61	0.04	98	71.92	17	14	239	23,375	1,432	7.2	33	2	16.32	0.17	-	-	6	NH EASTERN	ROCHESTER AWC
306	39W1_61	0.04	58	28.94	33	12	395	23,087	953	14.5	27	1	24.23	0.41	-	-	8	NH EASTERN	ROCHESTER AWC
307	49W2_42	0.04	282	19.41	41	2	81	22,848	131	5.6	14	0	174.41	0.62	-	67	71	NH NORTHERN	TILTON AWC
308	55H1_36	0.04	47	14.00	69	7	480	22,728	560	17.0	28	0	40.60	0.86	-	-	14	NH WESTERN	KEENE AWC
309	3108X1_12	0.04	100	14.69	76	3	227	22,635	278	11.6	19	0	81.47	0.82	-	11	30	NH CENTRAL	BEDFORD AWC
310	64W2_63	0.04	116	74.16	24	8	194	22,557	1,199	5.4	36	1	18.81	0.16	-	28	11	NH EASTERN	PORTSMOUTH AWC
311	3613_11	0.04	137	99.37	18	9	164	22,417	1,358	23.2	7	0	16.51	0.12	-	8	7	NH CENTRAL	HOOKSETT AWC
312	22W1_11	0.04	62	102.49	19	19	357	22,182	3,049	8.6	42	2	7.27	0.12	-	-	3	NH CENTRAL	HOOKSETT AWC
313	3174X1_61	0.04	399	24.22	14	4	54	21,558	109	4.1	13	1	197.78	0.50	-	50	77	NH EASTERN	ROCHESTER AWC
314	3191X18_65	0.04	196	128.60	16	7	110	21,540	1,179	11.2	10	1	18.27	0.09	-	2	7	NH EASTERN	EPPING AWC
315	315X2_32	0.04	269	61.80	10	8	80	21,489	412				52.16	0.19	-	51	26		
316	340X1_61	0.04	83	21.70	20	13	257	21,230	465	6.3	41	2	45.69	0.55	-	-	16	NH EASTERN	ROCHESTER AWC
317	313X3_36	0.04	80	9.50	65	4	260	20,885	206	10.2	26	0	101.51	1.26	-	3	36	NH WESTERN	KEENE AWC
318	3148X4_62	0.04	97	28.24	36	6	215	20,869	506	5.1	42	1	41.25	0.42	-	-	14	NH EASTERN	ROCHESTER AWC
319	15H6_21	0.04	46	29.98	55	8	440	20,457	1,099	5.0	87	2	18.61	0.40	-	22	10	NH SOUTHERN	NASHUA AWC
320	334X2_12	0.04	165	68.07	15	8	123	20,277	698	17.9	7	0	29.06	0.18	-	7	11	NH CENTRAL	BEDFORD AWC
321	14X178_11	0.04	136	11.66	73	2	146	19,786	142	1.9	76	1	139.42	1.03	-	-	49	NH CENTRAL	HOOKSETT AWC
322	377X1_65	0.04	112	11.94	89	2	177	19,767	176	6.9	25	0	112.21	1.00	-	-	39	NH EASTERN	EPPING AWC
323	345X1_42	0.04	118	30.81	12	14	166	19,624	426	24.6	7	1	46.05	0.39	32	-	23	NH NORTHERN	TILTON AWC
324	3191X2_65	0.04	36	20.39	67	8	538	19,621	914	9.8	55	1	21.47	0.59	-	-	8	NH EASTERN	EPPING AWC
325	3191X8_65	0.04	132	21.57	74	2	148	19,604	266	1.0	144	2	73.70	0.56	-	-	26	NH EASTERN	EPPING AWC
326	328X9_12	0.04	72	34.32	19	14	271	19,599	775	24.7	11	1	25.29	0.35	-	-	9	NH CENTRAL	BEDFORD AWC
327	3151X9_12	0.04	156	11.17	25	5	124	19,294	115	3.7	33	1	167.17	1.07	-	-	59	NH CENTRAL	BEDFORD AWC
328	337X8_42	0.04	110	33.64	17	10	174	19,128	488	11.3	15	1	39.21	0.36	-	4	14	NH NORTHERN	TILTON AWC
329	348X4_76	0.04	154	11.33	12	10	123	19,002	116	10.0	12	1	163.69	1.06	-	10	59	NH NORTHERN	LANCASTER AWC
330	377X16_65	0.04	90	28.73	26	8	211	18,904	505	11.9	18	1	37.42	0.42	-	7	14	NH EASTERN	EPPING AWC
331	W9_31	0.03	75	81.96	49	5	247	18,596	1,687	13.1	19	0	11.02	0.15	-	-	4	NH WESTERN	KEENE AWC
332	38W1_62	0.03	79	71.15	20	12	236	18,562	1,399	17.5	13	1	13.26	0.17	104	31	30	NH EASTERN	ROCHESTER AWC
333	360X14_12	0.03	104	5.35	58	3	175	18,171	78	2.8	62	1	232.96	2.24	-	-	82	NH CENTRAL	BEDFORD AWC
334	334X8_11	0.03	107	11.64	56	3	169	18,125	164	2.3	72	1	110.52	1.03	-	5	39	NH CENTRAL	HOOKSETT AWC
335	71W3_63	0.03	85	93.29	30	7	213	18,096	1,656	9.2	23	1	10.93	0.13	-	-	4	NH EASTERN	PORTSMOUTH AWC
336	376X1_76	0.03	88	26.68	18	11	198	17,497	440	13.0	15	1	39.75	0.45	123	3	39	NH NORTHERN	LANCASTER AWC
337	368X1_41	0.03	161	12.94	54	2	108	17,430	117	2.0	53	1	149.61	0.93	-	-	52	NH NORTHERN	TILTON AWC
338	32X4_62	0.03	71	25.32	31	8	244	17,402	515	8.6	28	1	33.81	0.47	-	-	12	NH EASTERN	ROCHESTER AWC
339	3137X80_65	0.03	115	14.56	21	7	150	17,245	182	8.8	17	1	94.75	0.82	-	3	34	NH EASTERN	EPPING AWC
340	70W1_41	0.03	80	42.08	36	6	214	17,018	751	7.4	29	1	22.68	0.29	-	16	10	NH NORTHERN	TILTON AWC
341	377X2_65	0.03	54	52.59	45	7	313	16,849	1,372	25.1	12	0	12.28	0.23	-	-	4	NH EASTERN	EPPING AWC
342	322X10_12	0.03	108	93.09	11	14	154	16,706	1,195	40.8	4	0	13.98	0.13	-	6	6	NH CENTRAL	BEDFORD AWC
343	48H1_63	0.03	63	32.91	26	10	264	16,686	724	9.5	28	1	23.05	0.36	-	-	8	NH EASTERN	PORTSMOUTH AWC
344	399X12_62	0.03	72	12.00	224	1	224	16,137	224	2.7	84	0	72.04	1.00	-	-	25	NH EASTERN	ROCHESTER AWC
345	351X2_76	0.03	93	6.77	29	6	172	15,991	97	4.4	39	1	164.86	1.77	-	2	58	NH NORTHERN	LANCASTER AWC
346	3191X5_65	0.03	258	32.98	20	3	61	15,739	168	2.1	29	1	93.87	0.36	-	34	38	NH EASTERN	EPPING AWC
347	28H1_61	0.03	197	30.43	40	2	79	15,559	200	2.6	30	1	77.67	0.39	-	-	27	NH EASTERN	ROCHESTER AWC
348	10W1_41	0.03	200	174.84	10	8	77	15,431	1,122	11.6	7	1	13.75	0.07	-	22	8	NH NORTHERN	TILTON AWC
349	71W4_63	0.03	86	127.70	30	6	178	15,251	1,894	6.4	28	1	8.05	0.09	-	6	4	NH EASTERN	PORTSMOUTH AWC
350	2H1_63	0.03	53	21.78	26	11	286	15,222	519	9.1	31	1	29.32	0.55	-	-	10	NH EASTERN	PORTSMOUTH AWC
351	9W1_41	0.03	97	91.73	22	7	153	14,906	1,170	15.6	10	0	12.75	0.13	-	4	5	NH NORTHERN	TILTON AWC
352	353X4_21	0.03	77	20.56	96	2	192	14,852	329	5.0	39	0	45.14	0.58	-	-	16	NH SOUTHERN	NASHUA AWC
353	311X2_12	0.03	208	14.07	14	5	71	14,752	83	6.8	10	1	177.20	0.85	27	36	73	NH CENTRAL	BEDFORD AWC
354	48H2_63	0.03	45	13.62	80	4	319	14,344	362	9.5	33	0	39.61	0.88	-	-	14	NH EASTERN	PORTSMOUTH AWC
355	32X24_62	0.03	49	35.44	49	6	291	14,282	859	3.9	75	2	16.62	0.34	-	-	6	NH EASTERN	ROCHESTER AWC
356	399X1_62	0.03	141	89.51	14	7	101	14,245	753	7.9	13	1	18.91	0.13	-	-	7	NH EASTERN	ROCHESTER AWC
357	12W3_12	0.03	49	74.86	35	8	283	13,925	1,765	4.8	59	2	7.89	0.16	-	-	3	NH CENTRAL	BEDFORD AWC
358	393X1_11	0.03	373	54.65	19	2	37	13,804	169	2.6	14	1	81.92	0.22	-	36	34	NH CENTRAL	HOOKSETT AWC
359	3137X6_65	0.03	89	39.60	39	4	154	13,725	508	11.7	13	0	27.01	0.30	-	-	9	NH EASTERN	EPPING AWC
360	3103_65	0.03	76	57.65	16	11	179	13,669	860	36.7	5	0	15.90	0.21	-	-	6	NH EASTERN	EPPING AWC
361	399X10_62	0.03	116	5.85	39	3	118	13,659	58	0.8	150	4	237.55	2.05	-	-	83	NH EASTERN	ROCHESTER AWC
362	310X5_41	0.03	95	12.15	10	14	143	13,585	145	4.2	34	3	93.80	0.99	-	-	33	NH NORTHERN	TILTON AWC
363	45H1_12	0.03	209	130.02	22	3	65	13,576	704	8.7	7	0	19.28	0.09	-	34	12	NH CENTRAL	BEDFORD AWC
364	360X4_12	0.03	106	6.05	64	2	127	13,479	64	3.0	42	1	210.61	1.98	-	-	74	NH CENTRAL	BEDFORD AWC
365	26H1_36	0.03	76	20.81	59	3	177	13,463	307	3.3	53	1	43.85	0.58	-	-	15	NH WESTERN	KEENE AWC
366	3191X6_65	0.02	114	18.55	39	3	117	13,375	181	6.0	19	0	73.96	0.65	-	1	26	NH EASTERN	EPPING AWC
367	339X8_63	0.02	57	16.33	47	5	234	13,330	318	3.5	67	1	41.86	0.73	-	-	15	NH EASTERN	PORTSMOUTH AWC
368	382X2_36	0.02	301	77.91	6	8	44	13,230	286	16.3	3	0	46.31	0.15	-	28	20	NH WESTERN	KEENE AWC
369	70W2_41	0.02	73	97.51	18	10	181	13,197	1,471	14.2	13	1	8.97	0.12	-	-	3	NH NORTHERN	TILTON AWC
370	360X9_12	0.02	146	11.47	45	2	90	13,095	86	5.4	17	0	152.27	1.05	-	-	53	NH CENTRAL	BEDFORD AWC
371	2W1_41	0.02	93	100.33	15	9	137	12,719	1,145	26.4	5	0	11.10	0.12	-	9	5	NH NORTHERN	TILTON AWC
372	393X11_11	0.02	65	25.26	27	7	191	12,391	402	2.9	65	2	30.82	0.48	-	-	11	NH CENTRAL	HOOKSETT AWC
373	54W1_32	0.02	75	69.51	18	9	165	12,338	956	10.5	16	1	12.91	0.17	-	-	5	NH WESTERN	NEWPORT AWC
374	314X23_22	0.02	85	31.24	11	13	144	12,304	375	24.8	6	1	32.82	0.38	-	-	11	NH SOUTHERN	NASHUA AWC
375	54H2_61	0.02	101	24.43	30	4	121	12,237	246	7.8	15	1	49.68	0.49	-	-	17	NH EASTERN	ROCHESTER AWC
376	23W3_11	0.02	73	192.15	17	10	165	12,017	2,642	8.3	20	1	4.55	0.06	-	-	2	NH CENTRAL	HOOKSETT AWC
377	23X4_12	0.02	49	5.43	60	4	241	11,753	109	6.7	36	1	107.83	2.21	-	-	38	NH CENTRAL	BEDFORD AWC
378	58W1_63	0.02	56	14.12	70	3	209	11,669	246	3.3	63	1	47.43	0.85	209	-	58	NH EASTERN	PORTSMOUTH AWC
379	399X19_61	0.02	64	29.69	60	3	181	11,511	448	4.0	46	1	25.70	0.40	-	-	9	NH EASTERN	ROCHESTER AWC
380	3850X7_63	0.02	150	50.43	4	17	76	11,411	319				35.73	0.24	15	5	16	NH EASTERN	PORTSMOUTH AWC
381	3271X5_12	0.02	154	55.81	12	6	74	11,391	344	12.2	6	0	33.10	0.22	-	1	12	NH CENTRAL	BEDFORD AWC
382	6H1_63	0.02	36	11.88	313	1	313	11,268	310	3.6	86	0	36.38	1.01	-	-	13	NH EASTERN	PORTSMOUTH AWC
383	53W1_61	0.02	74	43.23	16	9	146	10,856	526				20.64	0.28	-	-	7		
384	337X6_42	0.02	66	11.44	41	4	164	10,753	156	4.3	38	1	68.78	1.05	-	-	24	NH NORTHERN	TILTON AWC
385	W1_31	0.02	73	11.41	71	2	142	10,371	135	2.5	56	1	76.82	1.05	-	-	27	NH WESTERN	KEENE AWC
386	339X4_63	0.02	104	43.71	14	7	96	9,980	350	2.4	39	3	28.54	0.27	-	2	10	NH EASTERN	PORTSMOUTH AWC
387	377X5_65	0.02	44	8.93	114	2	227	9,975	169	1.6	143	1	59.02	1.34	-	-	21	NH EASTERN	EPPING AWC
388	3144_21	0.02	63	75.10	22	7	157	9,940	983	20.2	8	0	10.12	0.16	-	-	4	NH SOUTHERN	NASHUA AWC
389	311X3_12	0.02	91	7.08	16	7	109	9,902	64	9.4	12	1	153.92	1.69	-	13	56	NH CENTRAL	BEDFORD AWC
390	383X2_21	0.02	49	49.69	22	9	198	9,661	820	14.2	14	1	11.78	0.24	-	5	5	NH SOUTHERN	DERRY AWC
391	392X5_61	0.02	42	49.89	20	11	225	9,556	936	11.9	19	1	10.21	0.24	-	-	4	NH EASTERN	ROCHESTER AWC
392	3798X1_42	0.02	90	13.40	103	1	103	9,270	115	0.9	113	1	80.61	0.90	-	-	28	NH NORTHERN	TILTON AWC
393	371X8_62	0.02	63	30.61	147	1	147	9,261	375	5.2	28	0	24.70	0.39	-	-	9	NH EASTERN	ROCHESTER AWC
394	7W1_11	0.02	70	98.24	11	12	127	8,925	1,040	9.5	13	1	8.58	0.12	-	1	3	NH CENTRAL	HOOKSETT AWC
395	3102_63	0.02	264	0.75	32	1	32	8,448	2	3.7	9	0	4,224.00	16.00	-	32	1,483	NH EASTERN	PORTSMOUTH AWC
396	2H1_21	0.02	39	38.73	30	7	208	8,156	671	6.0	35	1	12.15	0.31	-	-	4	NH SOUTHERN	NASHUA AWC
397	23W2_11	0.02	70	59.29	19	6	116	8,113	573	1.7	66	3	14.15	0.20	-	-	5	NH CENTRAL	HOOKSETT AWC
398	355X_76	0.02	158	12.88	26	2	51	8,052	55	37.6	1	0	147.07	0.93	-	-	51	NH NORTHERN	LANCASTER AWC
399	355X16_76	0.02	146	11.09	55	1	55	8,030	51	2.2	25	0	157.97	1.08	-	-	55	NH NORTHERN	LANCASTER AWC
400	355X2_76	0.02	146	10.47	55	1	55	8,030	48	3.2	17	0	167.29	1.15	-	-	59	NH NORTHERN	LANCASTER AWC
401	376X2_76	0.02	102	18.38	26	3	79	8,030	121	4.6	17	1	66.36	0.65	-	-	23	NH NORTHERN	LANCASTER AWC
402	32W2_23	0.01	34	34.60	46	5	232	7,854	669	7.4	31	1	11.74	0.35	-	-	4	NH SOUTHERN	DERRY AWC
403	328X6_12	0.01	290	12.00	27	1	27	7,830	27	0.2	113	4	290.00	1.00	-	27	106	NH CENTRAL	BEDFORD AWC
404	371X14_62	0.01	136	251.82	19	3	57	7,777	1,196	20.9	3	0	6.50	0.05	-	-	2	NH EASTERN	ROCHESTER AWC
405	16W1_11	0.01	51	83.24	17	9	152	7,702	1,054	9.1	17	1	7.31	0.14	-	-	3	NH CENTRAL	HOOKSETT AWC
406	34W2_61	0.01	31	87.76	40	6	237	7,442	1,733	19.1	12	0	4.29	0.14	-	-	2	NH EASTERN	ROCHESTER AWC
407	16W4_63	0.01	133	9.36	6	10	56	7,426	44	4.8	12	2	170.06	1.28	-	9	61	NH EASTERN	PORTSMOUTH AWC
408	18H1_21	0.01	135	325.30	11	5	53	7,173	1,437	6.3	8	1	4.99	0.04	-	-	2	NH SOUTHERN	NASHUA AWC
409	399X11_62	0.01	91	9.85	16	5	79	7,165	65	3.1	26	2	110.51	1.22	62	-	51	NH EASTERN	ROCHESTER AWC
410	317X7	0.01	97	23.53	8	9	74	7,155	145	6.2	12	1	49.32	0.51	-	-	17	NH CENTRAL	BEDFORD AWC
411	3112X1_63	0.01	47	11.28	37	4	149	7,075	140	9.5	16	0	50.54	1.06	-	-	18	NH EASTERN	PORTSMOUTH AWC
412	3152X1_65	0.01	137	137.98	10	5	51	7,010	586	15.7	3	0	11.95	0.09	-	14	6	NH EASTERN	EPPING AWC
413	351X4_77	0.01	124	91.33	5	11	55	6,810	419	20.4	3	1	16.27	0.13	-	8	7	NH NORTHERN	BERLIN AWC
414	17H1_45	0.01	87	16.55	26	3	77	6,716	106	6.3	12	0	63.26	0.73	-	-	22	NH NORTHERN	CHOCORUA AWC
415	3162_65	0.01	189	125.52	9	4	35	6,620	366	4.2	8	1	18.08	0.10	-	-	6	NH EASTERN	EPPING AWC
416	39H2_42	0.01	93	171.23	9	8	70	6,481	999	12.7	6	1	6.49	0.07	-	-	2	NH NORTHERN	TILTON AWC
417	360X12_12	0.01	153	11.71	42	1	42	6,426	41	0.7	60	1	156.73	1.02	-	-	55	NH CENTRAL	BEDFORD AWC
418	360X3_12	0.01	153	10.86	42	1	42	6,426	38	0.6	72	2	169.11	1.11	-	-	59	NH CENTRAL	BEDFORD AWC
419	14W1_11	0.01	70	134.84	23	4	91	6,406	1,023	7.5	12	1	6.27	0.09	-	4	3	NH CENTRAL	HOOKSETT AWC
420	324X10_11	0.01	72	162.83	8	11	89	6,387	1,208	18.5	5	1	5.29	0.07	-	-	2	NH CENTRAL	HOOKSETT AWC
421	3175X_21	0.01	103	201.47	21	3	62	6,366	1,041	14.9	4	0	6.12	0.06	-	8	3	NH SOUTHERN	NASHUA AWC
422	317X1_12	0.01	91	32.52	17	4	69	6,303	187	15.5	4	0	33.71	0.37	-	-	12	NH CENTRAL	BEDFORD AWC
423	32X6_61	0.01	93	70.69	34	2	67	6,203	395	5.5	12	0	15.72	0.17	-	-	6	NH EASTERN	ROCHESTER AWC
424	3178X3_31	0.01	101	133.57	12	5	61	6,179	679	20.9	3	0	9.10	0.09	-	2	3	NH WESTERN	KEENE AWC
425	61W2_32	0.01	105	73.31	10	6	58	6,103	354	7.9	7	1	17.22	0.16	-	-	6	NH WESTERN	NEWPORT AWC
426	40H1_61	0.01	175	417.65	9	4	34	5,937	1,183	6.0	6	1	5.02	0.03	-	11	3	NH EASTERN	ROCHESTER AWC
427	3151X2_12	0.01	138	14.65	43	1	43	5,934	53	0.8	54	1	113.03	0.82	-	-	40	NH CENTRAL	BEDFORD AWC
428	14X118_11	0.01	233	280.08	25	1	25	5,825	584	1.9	13	1	9.98	0.04	-	-	3	NH CENTRAL	HOOKSETT AWC
429	351X9_77	0.01	123	61.87	9	5	45	5,523	232	2.7	17	2	23.81	0.19	-	-	8	NH NORTHERN	BERLIN AWC
430	17H2_21	0.01	83	156.70	17	4	66	5,454	862	2.9	23	1	6.33	0.08	-	-	2	NH SOUTHERN	NASHUA AWC
431	37X4_42	0.01	62	64.34	44	2	87	5,433	467	9.0	10	0	11.65	0.19	-	-	4	NH NORTHERN	TILTON AWC
432	3120X3_36	0.01	91	56.14	5	11	59	5,344	276	15.1	4	1	19.36	0.21	8	11	10	NH WESTERN	KEENE AWC
433	377X15_65	0.01	87	87.23	31	2	61	5,323	443	9.3	7	0	12.00	0.14	-	-	4	NH EASTERN	EPPING AWC
434	3143X_22	0.01	121	60.14	15	3	44	5,312	221	7.5	6	0	24.09	0.20	-	-	8	NH SOUTHERN	NASHUA AWC

435	29H1_11	0.01	66	31.95	9	9	80	5,273	213	2.2	37	4	24.76	0.38	-	4	9	NH CENTRAL	HOOKSETT AWC
436	41H2_61	0.01	107	328.06	7	7	49	5,232	1,340	5.4	9	1	3.91	0.04	-	-	1	NH EASTERN	ROCHESTER AWC
437	24H2_11	0.01	78	34.81	67	1	67	5,226	194	1.5	45	1	26.89	0.34	-	-	9	NH CENTRAL	HOOKSETT AWC
438	3177X_21	0.01	87	297.30	10	6	60	5,208	1,487	16.4	4	0	3.50	0.04	-	-	1	NH SOUTHERN	NASHUA AWC
439	314X24_22	0.01	110	27.32	47	1	47	5,170	107	2.2	21	0	48.32	0.44	-	-	17	NH SOUTHERN	NASHUA AWC
440	314X3_22	0.01	110	85.91	7	7	47	5,152	337	8.9	5	1	15.31	0.14	-	-	5	NH SOUTHERN	NASHUA AWC
441	8W1_23	0.01	164	225.06	10	3	31	5,081	581	4.0	8	1	8.74	0.05	-	-	3	NH SOUTHERN	DERRY AWC
442	362X1_61	0.01	94	86.94	14	4	54	5,073	391	14.3	4	0	12.97	0.14	-	-	5	NH EASTERN	ROCHESTER AWC
443	376X6_76	0.01	68	50.78	15	5	74	5,023	313	10.2	7	0	16.04	0.24	-	-	6	NH NORTHERN	LANCASTER AWC
444	21H1_77	0.01	58	156.79	42	2	84	4,884	1,098	7.0	12	0	4.45	0.08	-	-	2	NH NORTHERN	BERLIN AWC
445	21H5_77	0.01	61	211.06	80	1	80	4,880	1,407	11.0	7	0	3.47	0.06	-	-	1	NH NORTHERN	BERLIN AWC
446	325X7_11	0.01	100	245.50	6	7	44	4,418	900	10.4	4	1	4.91	0.05	-	-	2	NH CENTRAL	HOOKSETT AWC
447	37H2_42	0.01	201	420.41	11	2	22	4,414	771	11.0	2	0	5.73	0.03	-	-	2	NH NORTHERN	TILTON AWC
448	3102X1_63	0.01	190	13.57	23	1	23	4,370	26	1.1	21	1	168.08	0.88	-	-	59	NH EASTERN	PORTSMOUTH AWC
449	334X17_11	0.01	208	361.57	3	7	21	4,366	633	3.2	6	2	6.90	0.03	6	6	5	NH CENTRAL	HOOKSETT AWC
450	3105X4_63	0.01	216	12.00	20	1	20	4,320	20	0.5	41	2	216.00	1.00	-	-	76	NH EASTERN	PORTSMOUTH AWC
451	30H2_22	0.01	99	90.88	5	8	43	4,247	326	12.6	3	1	13.04	0.13	-	6	5	NH SOUTHERN	NASHUA AWC
452	328X8_12	0.01	77	24.61	54	1	54	4,158	111	1.4	40	1	37.54	0.49	-	-	13	NH CENTRAL	BEDFORD AWC
453	353X5_21	0.01	75	82.25	18	3	55	4,119	377	4.8	11	1	10.93	0.15	-	-	4	NH SOUTHERN	NASHUA AWC
454	34W3_61	0.01	43	187.83	15	6	89	3,805	1,393	5.2	17	1	2.73	0.06	-	-	1	NH EASTERN	ROCHESTER AWC
455	353X3_21	0.01	234	254.63	5	3	16	3,750	340	3.5	5	1	11.05	0.05	-	15	6	NH SOUTHERN	NASHUA AWC
456	338X3_41	0.01	204	25.33	18	1	18	3,672	38	2.4	8	0	96.63	0.47	-	-	34	NH NORTHERN	TILTON AWC
457	23W4_11	0.01	107	431.35	6	6	34	3,651	1,222	5.2	7	1	2.99	0.03	-	7	2	NH CENTRAL	HOOKSETT AWC
458	393X3_11	0.01	48	12.32	76	1	76	3,648	78	1.7	44	1	46.77	0.97	-	-	16	NH CENTRAL	HOOKSETT AWC
459	3174X3_61	0.01	165	30.55	22	1	22	3,630	56	1.4	16	1	64.82	0.39	-	-	23	NH EASTERN	ROCHESTER AWC
460	54H1_61	0.01	92	151.54	13	3	39	3,598	493	5.4	7	1	7.31	0.08	-	-	3	NH EASTERN	ROCHESTER AWC
461	3115X14_65	0.01	58	75.10	20	3	61	3,559	382	6.2	10	0	9.32	0.16	-	-	3	NH EASTERN	EPPING AWC
462	3548X11_42	0.01	95	103.58	9	4	36	3,422	311	10.0	4	0	11.01	0.12	-	-	4	NH NORTHERN	TILTON AWC
463	371X30_62	0.01	214	260.88	8	2	16	3,420	348	6.8	2	0	9.83	0.05	-	-	3	NH EASTERN	ROCHESTER AWC
464	3137X2_64	0.01	195	126.06	6	3	17	3,316	179	8.7	2	0	18.57	0.10	-	8	8	NH NORTHERN	TILTON AWC
465	3191X7_65	0.01	28	6.31	58	2	116	3,242	61	2.3	51	1	53.15	1.90	-	-	19	NH EASTERN	EPPING AWC
466	325_11	0.01	66	138.41	12	4	49	3,217	565	7.2	7	1	5.69	0.09	-	1	2	NH CENTRAL	HOOKSETT AWC
467	360X10_12	0.01	153	13.57	21	1	21	3,213	24	1.1	19	1	135.28	0.88	-	-	47	NH CENTRAL	BEDFORD AWC
468	345X5_41	0.01	119	414.52	2	11	27	3,206	933	28.7	1	0	3.44	0.03	-	-	1	NH NORTHERN	TILTON AWC
469	3157X2_61	0.01	97	12.00	33	1	33	3,201	33	1.6	21	1	97.00	1.00	-	-	34	NH EASTERN	ROCHESTER AWC
470	15W4_63	0.01	59	186.10	13	4	52	3,054	806	6.4	8	1	3.79	0.06	-	-	1	NH EASTERN	PORTSMOUTH AWC
471	3798X4_42	0.01	106	80.26	5	6	27	2,872	181	8.9	3	1	15.90	0.15	-	-	6	NH NORTHERN	TILTON AWC
472	45W1_43	0.01	67	56.38	21	2	42	2,817	197	11.0	4	0	14.28	0.21	-	-	5	NH NORTHERN	LANCASTER AWC
473	367X2_63	0.01	128	467.10	4	5	21	2,683	817	9.4	2	1	3.28	0.03	-	-	1	NH EASTERN	PORTSMOUTH AWC
474	389X8_21	0.00	60	12.00	22	2	44	2,659	44	1.6	28	1	60.43	1.00	-	-	21	NH SOUTHERN	NASHUA AWC
475	346X2_45	0.00	24	0.23	105	1	105	2,520	2	2.2	48	0	1,260.00	52.50	-	-	441	NH NORTHERN	CHOCORUA AWC
476	3241_21	0.00	496	71.60	5	1	5	2,480	30	5.3	1	0	83.13	0.17	-	5	30	NH SOUTHERN	NASHUA AWC
477	3525X6_77	0.00	103	93.00	12	2	24	2,478	186	2.5	10	1	13.32	0.13	-	-	5	NH NORTHERN	BERLIN AWC
478	26H2_36	0.00	78	63.97	8	4	31	2,415	165	13.8	2	0	14.61	0.19	-	2	5	NH WESTERN	KEENE AWC
479	42H1_61	0.00	85	406.32	6	5	28	2,381	948	12.0	2	0	2.51	0.03	-	-	1	NH EASTERN	ROCHESTER AWC
480	312X_12	0.00	76	15.60	30	1	30	2,280	39	1.7	18	1	58.46	0.77	-	-	20	NH CENTRAL	BEDFORD AWC
481	322X54_12	0.00	185	34.00	12	1	12	2,220	34	0.8	14	1	65.29	0.35	-	-	23	NH CENTRAL	BEDFORD AWC
482	399X18_61	0.00	71	320.20	4	8	30	2,140	801	14.9	2	1	2.67	0.04	-	-	1	NH EASTERN	ROCHESTER AWC
483	15H4_21	0.00	96	364.23	11	2	22	2,105	668	2.9	8	1	3.15	0.03	-	-	1	NH SOUTHERN	NASHUA AWC
484	370X_11	0.00	102	714.00	3	6	20	2,041	1,190	8.1	2	1	1.72	0.02	-	-	1	NH CENTRAL	HOOKSETT AWC
485	3H2_21	0.00	51	280.30	13	3	40	2,034	934	4.4	9	1	2.18	0.04	-	-	1	NH SOUTHERN	NASHUA AWC
486	14X109_11	0.00	69	105.10	15	2	29	2,000	254	3.8	8	1	7.87	0.11	-	-	3	NH CENTRAL	HOOKSETT AWC
487	377X11_65	0.00	212	180.00	5	2	9	1,907	135	5.5	2	0	14.13	0.07	-	7	6	NH EASTERN	EPPING AWC
488	16H3_21	0.00	202	1,653.22	9	1	9	1,818	1,240	6.7	1	0	1.47	0.01	-	-	1	NH SOUTHERN	NASHUA AWC
489	328X18_12	0.00	82	73.27	11	2	22	1,793	134	1.9	12	1	13.35	0.16	-	-	5	NH CENTRAL	BEDFORD AWC
490	355X7_76	0.00	85	41.14	7	3	21	1,783	72	5.2	4	1	24.76	0.29	-	-	9	NH NORTHERN	LANCASTER AWC
491	380X1_65	0.00	162	652.64	3	4	11	1,779	598	11.5	1	0	2.97	0.02	-	3	1	NH EASTERN	EPPING AWC
492	3115X9_65	0.00	47	66.68	37	1	37	1,739	206	7.0	5	0	8.46	0.18	-	-	3	NH EASTERN	EPPING AWC
493	6H2_63	0.00	65	328.42	8	3	24	1,568	657	14.1	2	0	2.39	0.04	-	-	1	NH EASTERN	PORTSMOUTH AWC
494	3102X5_63	0.00	58	242.88	5	5	25	1,442	506	8.3	3	1	2.85	0.05	-	-	1	NH EASTERN	PORTSMOUTH AWC
495	3521_77	0.00	72	165.00	5	4	20	1,440	275	8.1	2	0	5.24	0.07	-	-	2	NH NORTHERN	BERLIN AWC
496	3175X5_21	0.00	102	179.00	5	3	14	1,432	209	2.0	7	2	6.86	0.07	-	1	3	NH SOUTHERN	NASHUA AWC
497	313X4_36	0.00	54	83.92	7	4	26	1,401	182	12.0	2	0	7.70	0.14	-	-	3	NH WESTERN	KEENE AWC
498	377X19_65	0.00	197	533.43	4	2	7	1,377	311	4.3	2	0	4.43	0.02	-	1	2	NH EASTERN	EPPING AWC
499	90H2_64	0.00	79	591.00	2	7	17	1,348	837	21.0	1	0	1.61	0.02	-	1	1	NH NORTHERN	TILTON AWC
500	328X2_12	0.00	155	249.63	3	3	8	1,238	166	2.6	3	1	7.44	0.05	-	2	3	NH CENTRAL	BEDFORD AWC
501	47H8_41	0.00	29	60.79	7	6	42	1,232	213	2.1	20	3	5.79	0.20	-	-	2	NH NORTHERN	TILTON AWC
502	339X1_63	0.00	39	15.43	28	1	28	1,105	36	1.0	29	1	30.69	0.78	-	-	11	NH EASTERN	PORTSMOUTH AWC
503	334X14_12	0.00	105	465.50	5	2	10	1,050	388	8.6	1	0	2.71	0.03	-	-	1	NH CENTRAL	BEDFORD AWC
504	43H1_61	0.00	65	379.17	5	3	16	1,041	506	4.4	4	1	2.06	0.03	-	-	1	NH EASTERN	ROCHESTER AWC
505	3223_21	0.00	24	103.84	22	2	43	1,033	372	4.4	10	0	2.78	0.12	-	-	1	NH SOUTHERN	NASHUA AWC
506	355X15_76	0.00	63	437.13	5	3	16	1,010	583	6.6	2	0	1.73	0.03	-	-	1	NH NORTHERN	LANCASTER AWC
507	71W1_63	0.00	122	1,017.50	4	2	8	976	678	6.2	1	0	1.44	0.01	-	-	1	NH EASTERN	PORTSMOUTH AWC
508	3115X11_65	0.00	130	667.86	2	3	7	907	392	6.2	1	0	2.31	0.02	-	-	1	NH EASTERN	EPPING AWC
509	3164X2_12	0.00	277	1,204.00	3	1	3	831	301	6.4	0	0	2.76	0.01	-	3	1	NH CENTRAL	BEDFORD AWC
510	3148X1_62	0.00	270	1,561.50	2	2	3	810	390				2.07	0.01	-	1	1	NH EASTERN	ROCHESTER AWC
511	380X3_65	0.00	34	86.87	23	1	23	782	167	4.3	5	0	4.70	0.14	-	-	2	NH EASTERN	EPPING AWC
512	395X1_45	0.00	771	1,212.00	1	1	1	771	101	2.5	0	0	7.63	0.01	-	1	3	NH NORTHERN	CHOCORUA AWC
513	313X8_36	0.00	28	40.15	9	3	26	732	87	3.7	7	1	8.41	0.30	-	-	3	NH WESTERN	KEENE AWC
514	6W1_21	0.00	242	2,448.67	3	1	3	726	612	7.8	0	0	1.19	0.00	-	3	1	NH SOUTHERN	NASHUA AWC
515	13H2_65	0.00	90	1,096.50	2	4	8	720	731	8.9	1	0	0.98	0.01	-	-	0	NH EASTERN	EPPING AWC
516	3271_12	0.00	172	345.50	4	1	4	688	115	10.3	0	0	5.97	0.03	-	-	2	NH CENTRAL	BEDFORD AWC
517	37H1_42	0.00	222	644.00	2	2	3	667	161	2.8	1	1	4.14	0.02	-	-	1	NH NORTHERN	TILTON AWC
518	323X9_12	0.00	40	12.00	16	1	16	640	16	0.1	114	7	40.00	1.00	-	-	14	NH CENTRAL	BEDFORD AWC
519	56H1_61	0.00	71	258.78	5	2	9	637	194	3.3	3	1	3.28	0.05	-	-	1	NH EASTERN	ROCHESTER AWC
520	3172_63	0.00	205	56.00	3	1	3	615	14	8.5	0	0	43.93	0.21	-	-	15	NH EASTERN	PORTSMOUTH AWC
521	399_62	0.00	121	397.40	3	2	5	606	166	9.8	1	0	3.66	0.03	-	-	1	NH EASTERN	ROCHESTER AWC
522	3191X9_63	0.00	63	165.33	3	3	9	571	124	4.8	2	1	4.60	0.07	-	-	2	NH EASTERN	PORTSMOUTH AWC
523	389X3_21	0.00	185	634.33	1	3	3	554	159	6.9	0	0	3.49	0.02	-	1	1	NH SOUTHERN	NASHUA AWC
524	393X39_11	0.00	528	480.00	1	1	1	528	40	1.0	1	1	13.20	0.03	-	1	5	NH CENTRAL	HOOKSETT AWC
525	377X10_65	0.00	84	737.00	3	2	6	501	369	3.8	2	1	1.36	0.02	-	-	0	NH EASTERN	EPPING AWC
526	325X2_11	0.00	37	404.62	4	3	13	487	438	4.0	3	1	1.11	0.03	-	-	0	NH CENTRAL	HOOKSETT AWC
527	371X9_62	0.00	94	1,105.20	3	2	5	469	461	6.9	1	0	1.02	0.01	-	-	0	NH EASTERN	ROCHESTER AWC
528	328_12	0.00	154	64.00	3	1	3	462	16	5.0	1	0	28.88	0.19	-	-	10	NH CENTRAL	BEDFORD AWC
529	327X8_12	0.00	92	260.80	5	1	5	460	109	4.9	1	0	4.23	0.05	-	-	1	NH CENTRAL	BEDFORD AWC
530	399X17_61	0.00	90	12.00	5	1	5	450	5	0.0	104	21	90.00	1.00	-	-	32	NH EASTERN	ROCHESTER AWC
531	3174X2_61	0.00	48	493.50	3	3	8	381	329	6.1	1	0	1.16	0.02	-	-	0	NH EASTERN	ROCHESTER AWC
532	3525X1_77	0.00	53	753.86	4	2	7	374	440	6.0	1	0	0.85	0.02	-	-	0	NH NORTHERN	BERLIN AWC
533	3850_63	0.00	372	552.00	1	1	1	372	46	5.2	0	0	8.09	0.02	-	1	3	NH EASTERN	PORTSMOUTH AWC
534	314_22	0.00	36	85.80	10	1	10	360	72	9.9	1	0	5.03	0.14	-	-	2	NH SOUTHERN	NASHUA AWC
535	3467_12	0.00	357	63.00	1	1	1	357	5	2.3	0	0	68.00	0.19	-	1	24	NH CENTRAL	BEDFORD AWC
536	3112X4_63	0.00	50	588.57	2	3	7	353	343	7.7	1	0	1.03	0.02	-	-	0	NH EASTERN	PORTSMOUTH AWC
537	337X10_42	0.00	159	630.00	2	1	2	318	105	2.9	1	0	3.03	0.02	-	-	1	NH NORTHERN	TILTON AWC
538	323X6_12	0.00	156	30.00	1	2	2	311	5	0.3	6	6	62.20	0.40	-	-	22	NH CENTRAL	BEDFORD AWC
539	340X11_61	0.00	51	86.00	6	1	6	306	43	0.8	8	1	7.12	0.14	-	-	2	NH EASTERN	ROCHESTER AWC
540	340X5_61	0.00	50	760.00	6	1	6	300	380	7.5	1	0	0.79	0.02	-	-	0	NH EASTERN	ROCHESTER AWC
541	371X6_62	0.00	150	12.00	2	1	2	300	2	0.4	5	3	150.00	1.00	-	-	53	NH EASTERN	ROCHESTER AWC
542	378_22	0.00	144	50.00	1	2	2	288	8	1.8	1	1	34.56	0.24	-	-	12	NH CENTRAL	BEDFORD AWC
543	311X8	0.00	136	816.00	1	2	2	272	136	4.6	0	0	2.00	0.01	-	-	1	NH CENTRAL	BEDFORD AWC
544	3525X_77	0.00	90	1,154.33	2	2	3	269	289	15.0	0	0	0.93	0.01	-	-	0	NH NORTHERN	BERLIN AWC
545	356_11	0.00	132	12.00	2	1	2	264	2	0.5	4	2	132.00	1.00	-	-	46	NH CENTRAL	HOOKSETT AWC
546	3102X8_63	0.00	264	380.00	1	1	1	264	32	0.4	2	2	8.34	0.03	-	1	3	NH EASTERN	PORTSMOUTH AWC
547	3142_12	0.00	249	218.00	1	1	1	249	18	3.4	0	0	13.71	0.06	-	1	5	NH CENTRAL	HOOKSETT AWC
548	32X1_62	0.00	41	278.17	6	1	6	246	139	0.8	7	1	1.77	0.04	-	-	1	NH EASTERN	ROCHESTER AWC
549	362X3_61	0.00	48	1,077.60	5	1	5	240	449	2.3	2	0	0.53	0.01	-	-	0	NH EASTERN	ROCHESTER AWC
550	322X3_12	0.00	9	142.27	26	1	26	234	308	2.4	11	0	0.76	0.08	-	-	0	NH CENTRAL	BEDFORD AWC
551	46W1_32	0.00	21	48.18	11	1	11	231	44	5.2	2	0	5.23	0.25	-	-	2	NH WESTERN	NEWPORT AWC
552	14X38_11	0.00	112	168.00	2	1	2	224	28	0.4	5	3	8.00	0.07	-	-	3	NH CENTRAL	HOOKSETT AWC
553	3850X1_63	0.00	112	2,133.00	2	1	2	224	356	25.1	0	0	0.63	0.01	-	-	0	NH EASTERN	PORTSMOUTH AWC
554	3228_61	0.00	111	12.00	2	1	2	222	2	5.5	0	0	111.00	1.00	-	-	39	NH EASTERN	ROCHESTER AWC
555	376X4_76	0.00	204	708.00	1	1	1	204	59	1.4	1	1	3.46	0.02	-	-	1	NH NORTHERN	LANCASTER AWC
556	3891_21	0.00	67	1,308.00	3	1	3	201	327	5.0	1	0	0.61	0.01	-	-	0	NH SOUTHERN	NASHUA AWC
557	3153X2_63	0.00	66	575.00	2	2	3	199	144	6.2	0	0	1.38	0.02	-	-	0	NH EASTERN	PORTSMOUTH AWC
558	14X135_11	0.00	49	1,656.00	4	1	4	196	552	3.6	1	0	0.36	0.01	-	-	0	NH CENTRAL	HOOKSETT AWC
559	350X1_77	0.00	97	3,196.00	2	1	2	194	533	4.2	0	0	0.36	0.00	-	-	0	NH NORTHERN	BERLIN AWC
560	324X12_11	0.00	38	292.80	5	1	5	190	122	4.0	1	0	1.56	0.04	-	-	1	NH CENTRAL	HOOKSETT AWC
561	376W_76	0.00	160	36.00	1	1	1	160	3	11.7	0	0	53.33	0.33	-	-	19	NH NORTHERN	LANCASTER AWC
562	32X5_62	0.00	79	9.50	1	2	2	158	2	0.3	6	6	99.79	1.26	-	-	35	NH EASTERN	ROCHESTER AWC
563	376X3_76	0.00	156	480.00	1	1	1	156	40	1.0	1	1	3.90	0.03	-	-	1	NH NORTHERN	LANCASTER AWC
564	3214_63	0.00	154	48.00	1	1	1	154	4	5.9	0	0	38.50	0.25	-	-	13	NH EASTERN	PORTSMOUTH AWC
565	328X7_12	0.00	152	476.00	1	1	1	152	40	0.7	2	2	3.83	0.03	-	-	1	NH CENTRAL	BEDFORD AWC
566	392X_61	0.00	72	459.00	1	2	2	143	77	9.3	0	0	1.87	0.03	-	-	1	NH EASTERN	ROCHESTER AWC
567	377X29_65	0.00	47	344.00	2	2	3	142	86	4.3	1	0	1.65	0.03	-	-	1	NH EASTERN	EPPING AWC
568	15H1_21	0.00	132	3,605.00	1	1	1	132	300	1.4	1	1	0.44	0.00	-	-	0	NH SOUTHERN	NASHUA AWC
569	3102X2_63	0.00	16	1,123.25	3	3	8	125	749	12.3	1	0	0.17	0.01	-	-	0	NH EASTERN	PORTSMOUTH AWC
570	19X5_11	0.00	60	2,430.00	1	2	2	120	405	4.0	1	1	0.30	0.00	-	-	0	NH CENTRAL	HOOKSETT AWC
571	353_21	0.00	40	108.00	3	1	3	120	27	6.5	0	0	4.44	0.11	-	-	2	NH SOUTHERN	NASHUA AWC
572	393X32_11	0.00	58	252.00	2	1	2	116	42	1.0	2	1	2.76	0.05	-	-	1	NH CENTRAL	HOOKSETT AWC
573	371X22_62	0.00	27	401.00	2	2	4	106	134	3.3	1	1	0.79	0.03	-	-	0	NH EASTERN	ROCHESTER AWC
574	355X4_76	0.00	49	37.50	2	1	2	98	6	0.7	3	1	15.68	0.32	-	-	5	NH NORTHERN	LANCASTER AWC
575	377_65	0.00	47	78.00	2	1	2	94	13	9.5	0	0	7.23	0.15	-	-	3	NH EASTERN	EPPING AWC
576	27H3_22	0.00	94	144.00	1	1	1	94	12	3.8	0	0	7.83	0.08	-	-	3	NH SOUTHERN	NASHUA AWC
577	3229_65	0.00	71	1,957.00	1	1	1	71	163	8.2	0	0	0.44	0.01	-	-	0	NH EASTERN	EPPING AWC
578	314X46_22	0.00	70	578.00	1	1	1	70	48	3.0	0	0	1.45	0.02	-	-	1	NH SOUTHERN	NASHUA AWC
579	342B_41	0.00	45	132.00	1	1	1	45	11	5.0	0	0	4.09	0.09	-	-	1	NH NORTHERN	TILTON AWC
580	338_42	0.00	10	21.00	4	1	4	40	7	23.5	0	0	5.71	0.57	-	-	2	NH NORTHERN	TILTON AWC

581	3165X8_63	0.00	37	1,489.00	1	1	1	37	124	3.8	0	0	0.30	0.01	-	-	0	NH EASTERN	PORTSMOUTH AWC
582	345X2_42	0.00	10	94.67	3	1	3	30	24	0.7	4	1	1.27	0.13	-	-	0	NH NORTHERN	TILTON AWC
583	42H2_61	0.00	19	1,956.00	1	1	1	19	163	2.9	0	0	0.12	0.01	-	-	0	NH EASTERN	ROCHESTER AWC

2019 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Interrupted (CI)	Customer Minutes (CMI)	Customers Served By Circuit	Circuit Miles	Cust Inter Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust >4Hr Outage	Customer Weighting	AWC	Region
1	3139X_31	2.13	109	3	41	254	10,416	1,133,650	2,636	150.88	69.03	1.68	430.01	3.95	74	670	265.8	KEENE	WESTERN
2	3525X5_77	1.78	204	2	141	33	4,645	946,788	845	60.01	77.41	0.55	1,120.68	5.50	1,050	2,284	944.8	BERLIN	N
3	316X1_32	1.70	130	6	77	91	6,983	904,695	3,444	157.77	44.26	0.58	262.68	2.03	415	582	262.2	NEWPORT	WESTERN
4	3525X2_77	1.64	161	1	449	12	5,385	869,631	403	21.12	255.00	0.57	2,157.45	13.36	-	1,582	992.4	BERLIN	N
5	355X10_76	1.28	104	4	72	91	6,554	678,397	2,320	122.21	53.63	0.74	292.47	2.83	60	299	159.2	LANCASTER	N
6	76W7_31	1.08	118	8	23	213	4,827	571,267	3,399	179.96	26.82	1.18	168.06	1.42	290	516	194.2	KEENE	WESTERN
7	348_76	1.02	86	0	6,319	1	6,319	543,434	12	16.07	393.10	0.06	45,286.17	526.58	-	-	15,850.2	LANCASTER	N
8	3128X_23	1.01	110	16	56	87	4,884	535,247	6,432	149.25	32.72	0.58	83.22	0.76	-	128	48.3	DERRY	N
9	3133X_23	1.00	120	13	67	66	4,410	529,267	4,773	125.96	35.01	0.52	110.89	0.92	-	266	78.7	DERRY	N
10	23X5_22	0.99	83	9	48	131	6,348	524,810	4,696	162.57	39.05	0.81	111.76	1.35	81	671	156.0	BEDFORD	CENTRAL
11	3217X_22	0.89	84	8	97	58	5,653	473,141	3,544	84.50	66.90	0.69	133.50	1.59	302	118	124.8	BEDFORD	CENTRAL
12	392X7_62	0.87	115	8	79	51	4,049	464,468	2,607	97.92	41.35	0.52	178.14	1.55	2,377	127	556.8	ROCHESTER	EASTERN
13	11W1_41	0.87	260	12	43	41	1,776	462,169	1,714	35.34	50.25	1.16	269.62	1.04	905	799	395.2	TILTON	N
14	3410_32	0.85	110	11	53	78	4,118	453,128	3,853	178.27	23.10	0.44	117.59	1.07	-	411	102.8	NEWPORT	WESTERN
15	63W1_65	0.82	101	6	90	48	4,320	436,203	2,273	85.94	50.27	0.56	191.94	1.90	597	54	194.7	EPPING	EASTERN
16	347_45	0.80	130	12	49	67	3,251	423,582	3,266	98.71	32.94	0.68	129.68	1.00	-	205	76.1	CHOCORUA	N
17	3818_23	0.78	128	17	55	59	3,251	415,678	4,511	90.44	35.95	0.65	92.16	0.72	-	613	124.2	DERRY	N
18	3141X_23	0.76	79	11	75	68	5,109	401,975	4,841	115.03	44.41	0.59	83.03	1.06	-	30	33.6	DERRY	N
19	3148X2_62	0.74	96	8	295	14	4,123	395,678	2,804	16.46	250.42	0.85	141.10	1.47	-	39	55.2	ROCHESTER	EASTERN
20	42X3_32	0.73	157	10	77	32	2,473	388,893	2,125	76.79	32.21	0.42	183.01	1.16	-	10	65.6	NEWPORT	WESTERN
21	3218_45	0.73	80	2	101	48	4,865	388,713	976	52.55	92.58	0.91	398.44	4.99	3,705	26	884.4	CHOCORUA	N
22	3191X1B_65	0.73	105	4	217	17	3,687	388,433	1,176	11.18	329.68	1.52	330.32	3.14	2,767	40	675.0	EPPING	EASTERN
23	3211X_21	0.73	310	25	42	30	1,252	387,742	2,628	51.19	24.46	0.59	147.57	0.48	-	568	136.8	NASHUA	N
24	27X1_41	0.72	83	4	158	29	4,573	379,973	1,490	48.43	94.42	0.60	255.04	3.07	198	41	135.0	TILTON	N
25	19W2_45	0.70	107	9	52	66	3,457	370,488	2,543	101.72	33.98	0.65	145.67	1.36	9	115	70.0	CHOCORUA	N
26	348X3_76	0.67	133	8	61	44	2,689	357,206	1,892	107.95	24.91	0.41	188.81	1.42	-	20	69.1	LANCASTER	N
27	3154_21	0.65	122		2,842	1	2,842	346,724		9.32	304.85	0.11			-	-		NASHUA	N
28	348X1_76	0.65	166	9	19	107	2,079	346,072	1,554	104.93	19.81	1.02	222.66	1.34	372	325	201.1	LANCASTER	N
29	14W7_11	0.64	211	6	147	11	1,619	341,960	750	26.35	61.45	0.42	456.25	2.16	-	763	274.1	HOOKSETT	CENTRAL
30	43W1_43	0.64	176	5	96	20	1,927	339,428	838	61.39	31.39	0.33	405.21	2.30	-	859	270.7	TILTON	N
31	3155X2_22	0.63	127	10	64	41	2,618	332,820	2,170	86.17	30.38	0.48	153.34	1.21	42	2	62.4	BEDFORD	CENTRAL
32	377X2_65	0.62	144	7	91	25	2,268	327,470	1,374	25.08	90.44	1.00	238.26	1.65	77	954	241.9	EPPING	EASTERN
33	3178_31	0.60	172	10	20	93	1,854	318,168	1,587	46.13	40.19	2.02	200.53	1.17	-	416	132.6	KEENE	WESTERN
34	4W2_31	0.59	132	9	66	36	2,376	313,301	1,830	55.54	42.78	0.65	171.18	1.30	-	340	110.9	KEENE	WESTERN
35	348X2_76	0.58	147	4	41	51	2,106	310,436	701	77.00	27.35	0.66	442.85	3.00	117	77	189.9	LANCASTER	N
36	3103X1_65	0.55	115	11	72	35	2,531	292,172	2,349	65.83	38.45	0.53	124.39	1.08	-	89	56.9	EPPING	EASTERN
37	3108_12	0.55	86	6	106	32	3,390	291,164	1,793	61.38	55.23	0.52	162.40	1.89	324	5	122.4	BEDFORD	CENTRAL
38	3615X1_11	0.54	125	13	43	53	2,270	284,844	2,456	95.73	23.71	0.55	115.97	0.92	-	402	100.9	HOOKSETT	CENTRAL
39	37W1_12	0.52	126	8	67	33	2,195	276,188	1,404	58.73	37.37	0.56	196.77	1.56	-	3	69.3	BEDFORD	CENTRAL
40	371X4_61	0.50	187	7	129	11	1,418	265,294	796	15.87	89.35	0.69	333.11	1.78	-	129	135.9	ROCHESTER	EASTERN
41	38W2_62	0.50	101	5	97	27	2,612	263,774	1,183	41.56	62.84	0.65	222.94	2.21	31	7	85.3	ROCHESTER	EASTERN
42	4W1_31	0.49	144	10	38	48	1,825	262,902	1,563	70.86	25.76	0.68	168.24	1.17	134	316	133.1	KEENE	WESTERN
43	4411_32	0.49	131		1,989	1	1,989	259,860		0.48	4,182.09	2.10			-	-		NEWPORT	WESTERN
44	3105_63	0.47	217	0	1,155	1	1,155	250,635	5	3.99	289.29	0.25	50,127.00	231.00	-	-	17,544.5	PORTSMOUTH	EASTERN
45	3115X_23	0.46	74	10	64	52	3,351	246,822	2,738	89.98	37.24	0.58	90.16	1.22	87	31	53.6	DERRY	N
46	75W2_32	0.46	224	19	26	43	1,097	246,181	1,773	52.83	20.77	0.81	138.82	0.62	-	341	99.7	NEWPORT	WESTERN
47	32W5_23	0.46	110	15	63	35	2,208	243,395	2,739	45.38	48.65	0.77	88.87	0.81	-	3	31.6	DERRY	N
48	19W1_45	0.46	116	7	116	18	2,094	241,973	1,261	47.77	43.84	0.38	191.93	1.66	-	6	68.1	CHOCORUA	N
49	3116X1_45	0.45	129	8	27	67	1,842	237,293	1,288	86.15	21.38	0.78	184.31	1.43	564	231	212.0	CHOCORUA	N
50	73W1_61	0.43	178	11	48	27	1,288	228,625	1,223	40.51	31.80	0.67	186.89	1.05	123	352	142.8	ROCHESTER	EASTERN
51	55W2_32	0.42	179	18	34	36	1,241	222,537	1,858	26.05	47.64	1.38	119.75	0.67	112	372	120.1	NEWPORT	WESTERN
52	311X5_12	0.42	104	8	142	15	2,124	221,590	1,385	41.25	51.50	0.36	160.02	1.53	51	194	95.3	BEDFORD	CENTRAL
53	38W1_62	0.41	131	10	110	15	1,647	215,366	1,398	17.51	94.05	0.86	154.07	1.18	188	24	95.1	ROCHESTER	EASTERN
54	3178X4_31	0.41	65	7	50	66	3,322	215,361	1,842	76.37	43.50	0.86	116.95	1.80	-	130	60.4	KEENE	WESTERN
55	3120_31	0.40	159	13	27	49	1,323	210,394	1,440	66.84	19.79	0.73	146.06	0.92	226	98	111.0	KEENE	WESTERN
56	3155X7_22	0.39	169	7	95	13	1,234	208,697	753	36.47	33.83	0.36	277.09	1.64	-	502	172.3	BEDFORD	CENTRAL
57	3184X_23	0.39	63	10	123	27	3,334	208,485	2,882	55.38	60.21	0.49	72.33	1.16	-	11	27.0	DERRY	N
58	3212X_22	0.39	134	15	78	20	1,550	208,094	1,985	39.82	38.92	0.50	104.85	0.78	-	6	37.6	BEDFORD	CENTRAL
59	362X2_61	0.38	167	19	42	29	1,221	203,486	1,968	64.70	18.87	0.45	103.40	0.62	-	4	36.8	ROCHESTER	EASTERN
60	314X4_22	0.38	110	10	31	59	1,821	201,011	1,534	98.39	18.51	0.60	131.06	1.19	268	123	117.9	BEDFORD	CENTRAL
61	398X2_41	0.38	106	6	111	17	1,894	200,234	1,002	31.95	59.28	0.53	199.77	1.89	-	-	69.9	TILTON	N
62	316_32	0.38	94	19	29	73	2,117	199,877	3,278	171.92	12.31	0.42	60.98	0.65	193	277	101.5	NEWPORT	WESTERN
63	3116X_45	0.37	99	9	50	40	2,000	197,552	1,440	36.04	55.49	1.11	137.15	1.39	18	101	66.8	CHOCORUA	N
64	W175_31	0.36	380	53	26	19	498	189,150	2,210	28.91	17.22	0.66	85.60	0.23	-	178	56.7	KEENE	WESTERN
65	3172X1_63	0.35	76	6	71	34	2,428	184,208	1,218	32.92	73.75	1.03	151.27	1.99	-	177	79.5	PORTSMOUTH	EASTERN
66	336X1_45	0.34	99	2	109	17	1,849	182,293	339	30.28	61.06	0.56	538.13	5.46	798	5	348.7	CHOCORUA	N
67	346X1_45	0.33	123	16	29	50	1,451	177,948	1,984	55.58	26.10	0.90	89.69	0.73	-	99	46.2	CHOCORUA	N
68	47W1_32	0.33	156	8	35	33	1,142	177,943	737	56.76	20.12	0.58	241.52	1.55	-	176	110.9	NEWPORT	WESTERN
69	3173X1_12	0.33	97	10	46	40	1,823	176,255	1,533	72.06	25.30	0.56	114.96	1.19	27	43	52.1	BEDFORD	CENTRAL
70	3137X1_65	0.33	97	11	64	28	1,793	174,170	1,694	64.30	27.89	0.44	102.85	1.06	120	7	61.0	EPPING	EASTERN
71	3614X3_11	0.32	138	17	124	10	1,243	172,064	1,743	18.98	65.50	0.53	98.72	0.71	-	9	35.9	HOOKSETT	CENTRAL
72	365X_23	0.31	58	9	158	18	2,838	165,389	2,223	38.87	73.02	0.46	74.39	1.28	-	5	26.8	DERRY	N
73	335X15_12	0.31	67	8	144	17	2,456	164,817	1,692	31.25	78.59	0.54	97.40	1.45	-	13	36.0	BEDFORD	CENTRAL
74	W9_31	0.31	167	19	82	12	979	163,516	1,509	13.10	74.75	0.92	108.34	0.65	-	268	78.1	KEENE	WESTERN
75	3222X_41	0.31	106	25	43	36	1,536	162,079	3,225	84.28	18.22	0.43	50.26	0.48	-	121	35.7	TILTON	N
76	85W1_12	0.30	151	17	21	49	1,037	156,891	1,466	70.20	14.77	0.70	107.05	0.71	-	169	62.8	BEDFORD	CENTRAL
77	11W2_41	0.29	163	15	104	9	940	153,404	1,152	11.35	82.82	0.79	133.12	0.82	-	4	47.2	TILTON	N
78	347X3_45	0.29	73	5	45	46	2,085	152,895	922	54.86	38.01	0.84	165.78	2.26	9	37	65.4	CHOCORUA	N
79	3120X2_31	0.29	81	7	32	59	1,885	152,234	1,098	55.54	33.94	1.06	138.69	1.72	204	12	91.1	KEENE	WESTERN
80	333X_45	0.28	143	14	46	23	1,055	150,941	1,215	43.29	24.37	0.53	124.26	0.87	214	165	111.0	CHOCORUA	N
81	317X3_12	0.28	178	19	26	32	840	149,897	1,351	69.07	12.16	0.46	110.95	0.62	111	129	80.4	BEDFORD	CENTRAL
82	W15_31	0.28	82	11	39	46	1,809	148,697	1,715	78.37	23.08	0.59	86.69	1.05	105	152	74.1	KEENE	WESTERN
83	17W1_43	0.28	257	14	15	38	575	147,747	649	43.41	13.25	0.88	227.80	0.89	69	255	131.8	TILTON	N
84	2H1_63	0.28	81	3	86	21	1,811	146,483	518	9.13	198.38	2.30	283.06	3.50	1,040	269	347.4	PORTSMOUTH	EASTERN
85	3191X3_63	0.28	90	12	49	33	1,618	146,314	1,583	38.46	42.07	0.86	92.41	1.02	-	13	34.3	PORTSMOUTH	EASTERN
86	3157X1_61	0.27	159	29	15	62	914	144,896	2,235	71.83	12.72	0.86	64.83	0.41	-	184	50.3	ROCHESTER	EASTERN
87	3152X_65	0.27	72	9	69	29	1,997	143,653	1,438	20.36	98.06	1.42	99.92	1.39	-	-	35.0	EPPING	EASTERN
88	44H1_32	0.26	270	32	24	22	519	140,254	1,403	39.59	13.11	0.56	99.96	0.37	-	299	79.8	NEWPORT	WESTERN
89	323X5_12	0.26	70	18	63	32	2,000	139,258	2,933	60.49	33.06	0.53	47.48	0.68	-	42	22.9	BEDFORD	CENTRAL
90	3181_45	0.26	101	10	28	49	1,350	136,637	1,072	50.68	26.64	0.97	127.41	1.26	837	20	215.0	CHOCORUA	N
91	32W1_23	0.25	100	19	51	26	1,317	131,294	2,122	33.08	39.81	0.79	61.87	0.62	-	11	23.3	DERRY	N
92	3673_11	0.25	40	11	468	7	3,278	130,914	2,978	10.04	326.46	0.70	43.97	1.10	-	-	15.4	HOOKSETT	CENTRAL
93	392X4_61	0.25	141	9	62	15	929	130,716	728	12.63	73.53	1.19	179.45	1.28	-	3	63.3	ROCHESTER	EASTERN
94	362_61	0.24	127	8	68	15	1,027	129,920	716	22.55	45.54	0.67	181.49	1.43	-	129	82.9	ROCHESTER	EASTERN
95	28H1_61	0.24	229	14	35	16	562	128,462	644	2.64	213.19	6.07	199.60	0.87	-	322	118.2	ROCHESTER	EASTERN
96	314X12_22	0.24	164	19	65	12	784	128,314	1,258	20.84	37.62	0.58	101.97	0.62	-	3	36.1	BEDFORD	CENTRAL
97	3136X_21	0.23	87	36	158	9	1,419	123,844	4,261	19.41	73.12	0.46	29.07	0.33	-	25	13.9	NASHUA	N
98	3110X_21	0.22	109	28	58	19	1,095	119,411	2,577	46.93	23.33	0.40	46.33	0.42	-	20	19.2	NASHUA	N
99	1W2_76	0.22	129	12	18	50	902	116,379	932	56.04	16.10	0.89	124.94	0.97	33	35	55.6	LANCASTER	N
100	322X12_12	0.22	90	20	33	39	1,280	115,255	2,109	60.82	21.05	0.64	54.65	0.61	-	3	19.6	BEDFORD	CENTRAL
101	76W5_31	0.22	103	14	49	23	1,122	115,090	1,340	39.11	28.69	0.59	85.91	0.84	-	134	50.2	KEENE	WESTERN
102	3197X_12	0.22	82	21	74	19	1,399	114,700	2,449	26.79	52.22	0.71	46.83	0.57	-	51	24.0	BEDFORD	CENTRAL
103	5H1_76	0.21	175	11	81	8	647	113,329	601	22.54	28.70	0.35	188.65	1.08	-	-	66.0	LANCASTER	N
104	336X_45	0.20	108	8	247	4	986	106,400	622	21.03	46.88	0.19	171.13	1.59	-	31	64.5	CHOCORUA	N
105	3248_11	0.20	137	20	77	10	770	105,240	1,265	3.91	196.77	2.56	83.19	0.61	-	-	29.1	HOOKSETT	CENTRAL
106	23W2_11	0.19	179	12	286	2	572	102,580	572	1.75	327.36	1.14	179.34	1.00	-	184	90.4	HOOKSETT	CENTRAL
107	350X2_77	0.19	108	4	73	13	947	102,024	305	23.00	41.18	0.57	334.96	3.11	759	43	275.5	BERLIN	N
108	3102X2_63	0.19	211	18	69	7	481	101,707	722	12.29	39.12	0.57	140.82	0.67	-	300	94.3	PORTSMOUTH	EASTERN
109	53H1_31	0.19	130	8	25	31	777	100,632	547	35.11	22.13	0.88	184.14	1.42	116	51	95.3	KEENE	WESTERN
110	325X2_11	0.18	213	12	75	6	448	95,643	434	3.99	112.28	1.50	220.59	1.03	-	262	116.5	HOOKSETT	CENTRAL
111	348X5_76	0.18	317	11	23	13	299	94,760	278	21.49	13.91	0.60	340.46	1.07	-	140	140.2	LANCASTER	N
112	3177X1_21	0.18	207	54	30	15	456	94,461	2,054	30.53	14.94	0.49	45.99	0.22	-	181	43.2	NASHUA	N
113	34W18_11	0.18	56	8	83	20	1,666	93,678	1,122	28.56	58.34	0.70	83.50	1.48	-	67	39.3	HOOKSETT	CENTRAL
114	355X5_76	0.18	95	2	82	12	979	93,415	158	8.77	111.68	1.37	592.17	6.21	615	41	336.4	LANCASTER	N
115	3178X3_31	0.17	154	12	17	34	585	90,066	588	20.91	27.97	1.63	153.11	0.99	-	14	55.7	KEENE	WESTERN
116	3271X2_12	0.16	87	22	30	33	1,005	87,141	1,822	74.04	13.57	0.45	47.82	0.55	24	43	28.0	BEDFORD	CENTRAL
117	40H1_61	0.16	69	11	251	5	1,253	86,999	1,185	5.98	209.67	0.84	73.45	1.06	-	15	28.0	ROCHESTER	EASTERN
118	34W2_61	0.16	99	24	44	20	876	86,873	1,762	19.14	45.77	1.04	49.31	0.50	-	3	17.7	ROCHESTER	EASTERN
119	2W5_63	0.16	33	4	136	19	2,576	85,274	939	19.79	130.17	0.96	90.78	2.74	-	-	31.8	PORTSMOUTH	EASTERN
120	73W2_61	0.16	111	37	42	18	761	84,719	2,358	69.34	10.97	0.26	35.92	0.32	-	15	14.8	ROCHESTER	EASTERN
121	355X1_76	0.16	140	9	36	17	604	84,717	469	13.19	45.80	1.29	180.73	1.29	27	10	70.2	LANCASTER	N
122	W2_31	0.16	101	12	139	6	836	84,305	860	18.61	44.93	0.32	98.08	0.97	-	-	34.3	KEENE	WESTERN
123	318X2_11	0.16	75	8	65	17	1,111	83,097	784	32.52	34.16	0.52	106.06	1.42	-	2	37.4	HOOKSETT	CENTRAL
124	14H7_11	0.16	161	18	52	10	516	82,995	789	2.78	185.87	3.60	105.15	0.65	-	31	41.5	HOOKSETT	CENTRAL
125	W110_31	0.15	301	55	16	17	273	82,284	1,251	44.62	6.12	0.38	65.77	0.22	-	129	42.4	KEENE	WESTERN
126	71W4_63	0.15	114	30	42	17	718	82,010	1,819	6.39	112.42	2.66	45.09	0.39	-	21	18.9	PORTSMOUTH	EASTERN
127	3155X9_22	0.15	92	11	42	21	887	81,914	790	50.54	17.55	0.42	103.64	1.12	-	2	36.6	BEDFORD	CENTRAL
128	60W1_32	0.15	151	31	26	21	538	81,010	1,374	33.68	15.97	0.62	58.98	0.39	-	36	26.0	NEWPORT	WESTERN
129	3115X12_65	0.15	85	25	24	38	929	79,298	1,945	70.41	13.19	0.54	40.78	0.48	191	19	55.3	EPPING	EASTERN
130	3175X1_21	0.15	134	25	34	17	578	77,256	1,205	25.61	22.57	0.66	64.13	0.48	-	70	32.9	NASHUA	N
131	3120X1_31	0.14	167	17	24	19	461	76,872	667	19.35	23.82	0.98	115.25	0.69	-	84	52.9	KEENE	WESTERN
132	3164X3_12	0.14	90	18	32	26	835	75,157	1,280	24.20	34.51	1.07	58.70	0.65	-	7	21.6	BEDFORD	CENTRAL
133	28H2_61	0.14	137	30	19	28	537	73,410	1,326	7.25	74.12	3.86	55.38	0.41	-	89	32.7	ROCHESTER	EASTERN
134	39W2_61	0.14	128	19	20	29	571	73,213	909	33.43	17.08	0.87	80.51	0.63	-	-	28.2	ROCHESTER	EASTERN
135	328X9_12	0.14	165	21	24	18	439	72,461	777	24.69	17.78	0.73	93.24	0.56	-	51	40.3	BEDFORD	CENTRAL
136	3137X5_65	0.14	97	7	246	3	739	71,854	449	15.65	47.22	0.19	160.09	1.65	-	5	56.8	EPPING	EASTERN
137	3445X_21	0.13	222	167	15	21	314	69,713	4,358	54.02	5.81	0.39	16.00	0.07	-	166	30.5	NASHUA	N
138	377X16_65	0.13	135	12	84	6	506	68,241	507	11.91	42.48	0.50	134.49	1.00	-	1	47.2	EPPING	EASTERN
139	3174X4_61	0.13	69	9	98	10	977	67,394	723	35.50	27.52	0.28	93.21	1.35	-	-	32.6	ROCHESTER	EASTERN
140	392X1_61	0.12	103	36	13	48	634	65,159	1,912	68.41	9.27	0.70	34.07	0.33	-	8	13.1	ROCHESTER	EASTERN
141	18W1_12	0.12	95	23	75	9	675	63,997	1,309	8.98	75.18	1.00	48.87	0.52	-	2	17.4	BEDFORD	CENTRAL
142	377X7_65	0.12	142	14	32	14	449	63,732	516	22.53	19.93	0.62	123.51	0.87	-	18	45.9	EPPING	EASTERN
143	12W1_43	0.12	148	36	19	23	431	63,725	1,304	74.69	5.77	0.31	48.88	0.33	-	41	23.3	TILTON	N

144	3154X2_21	0.12	85	46	34	22	746	63,584	2,830	45.72	16.32	0.48	22.47	0.26	-	22	11.2	NASHUA	N
145	310X3_41	0.12	100	20	39	16	617	61,635	1,047	20.97	29.43	0.76	58.89	0.59	-	-	20.6	TILTON	N
146	33H1_12	0.12	174	31	15	23	353	61,258	899	50.64	6.97	0.45	68.17	0.39	98	69	53.8	BEDFORD	CENTRAL
147	3168X_21	0.11	68	64	31	28	872	59,301	4,625	25.67	33.98	1.09	12.82	0.19	-	6	5.4	NASHUA	N
148	399X19_61	0.11	107	11	33	16	524	56,279	482	3.95	132.64	4.05	116.88	1.09	-	3	41.4	ROCHESTER	EASTERN
149	2H2_63	0.10	104	13	9	57	527	54,758	550	0.00	195,185.19	21,111.11	99.54	0.96	-	44	41.4	PORTSMOUTH	EASTERN
150	48W1_32	0.10	114	27	25	19	480	54,741	1,080	37.18	12.91	0.51	50.70	0.44	-	18	20.4	NEWPORT	WESTERN
151	3105X1_63	0.10	99	44	46	12	549	54,517	1,998	17.27	31.80	0.70	27.29	0.27	-	1	9.7	PORTSMOUTH	EASTERN
152	3615_11	0.10	71	24	69	11	764	54,320	1,514	21.77	35.10	0.51	35.88	0.50	-	3	13.0	HOOKSETT	CENTRAL
153	79W4_12	0.10	133	6	80	5	399	53,115	194	12.31	32.40	0.41	273.20	2.05	-	55	103.9	BEDFORD	CENTRAL
154	25W1_77	0.10	217	36	17	14	244	52,908	728	42.38	5.76	0.33	72.68	0.34	-	16	27.8	BERLIN	N
155	360X5_12	0.10	78	9	75	9	675	52,613	515	20.59	32.79	0.44	102.10	1.31	-	32	40.5	BEDFORD	CENTRAL
156	350X3_77	0.10	148	7	32	11	354	52,267	209	15.90	22.26	0.69	250.08	1.69	79	18	106.0	BERLIN	N
157	40W1_21	0.10	47	10	102	11	1,117	52,121	904	12.22	91.38	0.90	57.63	1.24	-	37	25.7	NASHUA	N
158	49W1_65	0.10	100	5	47	11	518	52,033	227	16.35	31.69	0.67	228.88	2.28	-	3	80.6	EPPING	EASTERN
159	3159X_21	0.10	97	54	17	31	532	51,840	2,383	65.57	8.11	0.47	21.75	0.22	-	4	8.2	NASHUA	N
160	392X5_61	0.10	129	28	40	10	401	51,749	934	11.87	33.79	0.84	55.40	0.43	-	-	19.4	ROCHESTER	EASTERN
161	5H2_76	0.10	112	20	36	13	463	51,632	753	17.36	26.67	0.75	68.54	0.61	-	2	24.3	LANCASTER	N
162	377X20_65	0.10	93	19	92	6	554	51,485	899	26.27	21.09	0.23	57.30	0.62	-	-	20.1	EPPING	EASTERN
163	335X3_12	0.10	67	30	110	7	767	51,402	1,889	10.80	71.00	0.65	27.21	0.41	-	-	9.5	BEDFORD	CENTRAL
164	3010X_21	0.10	49	27	65	16	1,042	51,085	2,321	40.69	25.61	0.39	22.01	0.45	-	7	8.8	NASHUA	N
165	24W1_21	0.10	94	19	19	29	543	51,059	862	39.10	13.89	0.74	59.24	0.63	-	13	22.7	NASHUA	N
166	380X2_65	0.10	153	14	55	6	331	50,601	379	4.69	70.60	1.28	133.69	0.87	-	52	54.6	EPPING	EASTERN
167	3525X4_77	0.09	112	11	21	21	448	50,272	395	29.60	15.13	0.71	127.41	1.14	-	8	45.8	BERLIN	N
168	392X2_61	0.09	192	21	37	7	261	50,025	464	12.40	21.04	0.56	107.91	0.56	-	4	38.4	ROCHESTER	EASTERN
169	3191X2_65	0.09	79	17	157	4	627	49,477	906	9.78	64.09	0.41	54.60	0.69	-	12	20.9	EPPING	EASTERN
170	15H6_21	0.09	121	32	58	7	408	49,464	1,099	5.04	80.88	1.39	45.02	0.37	-	23	19.2	NASHUA	N
171	335X2_12	0.09	66	28	150	5	749	49,147	1,775	27.45	27.29	0.18	27.69	0.42	-	1	9.8	BEDFORD	CENTRAL
172	2W2_41	0.09	84	42	18	33	586	49,069	2,057	50.94	11.50	0.65	23.85	0.28	-	17	10.9	TILTON	N
173	1W1_76	0.09	114	10	27	16	428	48,867	354	21.30	20.09	0.75	138.17	1.21	-	2	48.7	LANCASTER	N
174	3164X2_12	0.09	228	17	107	2	214	48,736	301	6.37	33.59	0.31	161.91	0.71	-	59	65.5	BEDFORD	CENTRAL
175	22W2_11	0.09	91	47	31	17	529	48,257	2,070	8.10	65.30	2.10	23.31	0.26	-	64	17.8	HOOKSETT	CENTRAL
176	3271X1_12	0.09	77	22	18	34	623	48,186	1,132	61.88	10.07	0.55	42.57	0.55	268	2	68.8	BEDFORD	CENTRAL
177	3162X1_65	0.09	121	8	10	39	388	47,123	249	9.09	42.70	4.29	189.50	1.56	15	113	86.3	EPPING	EASTERN
178	393X20_11	0.09	108	44	40	11	435	47,025	1,608	18.18	23.92	0.60	29.25	0.27	-	1	10.4	HOOKSETT	CENTRAL
179	3850X7_63	0.09	87	6	8	64	540	47,005	257				183.26	2.11	-	-	64.1	PORTSMOUTH	EASTERN
180	23X6_22	0.09	80	37	13	43	570	45,532	1,734	40.96	13.92	1.05	26.26	0.33	-	17	11.7	BEDFORD	CENTRAL
181	3155X_22	0.08	97	15	66	7	463	45,008	581	29.65	15.62	0.24	77.47	0.80	-	4	27.7	BEDFORD	CENTRAL
182	3175X_21	0.08	76	22	48	12	579	44,096	1,042	14.92	38.82	0.80	42.32	0.56	-	16	17.2	NASHUA	N
183	371X1_61	0.08	21	16	96	21	2,021	42,341	2,690	43.14	46.85	0.49	15.74	0.75	-	1	5.7	ROCHESTER	EASTERN
184	348X19_43	0.08	166	11	63	4	250	41,562	222	3.57	70.00	1.12	187.43	1.13	-	-	65.6	TILTON	N
185	43H1_61	0.08	75	20	10	56	544	40,796	916	4.45	122.30	12.59	44.55	0.59	-	1	15.7	ROCHESTER	EASTERN
186	39W1_61	0.07	118	35	8	40	329	38,745	951	14.51	22.68	2.76	40.73	0.35	-	69	24.6	ROCHESTER	EASTERN
187	30H2_22	0.07	152	17	127	2	254	38,542	370	12.62	20.12	0.16	104.17	0.69	-	-	36.5	BEDFORD	CENTRAL
188	328X1_12	0.07	131	44	17	17	295	38,521	1,077	18.09	16.31	0.94	35.78	0.27	-	-	12.5	BEDFORD	CENTRAL
189	398X3_41	0.07	47	33	31	26	815	38,054	2,230	45.79	17.80	0.57	17.06	0.37	-	17	8.5	TILTON	N
190	3191X1A_65	0.07	165	34	21	11	230	37,916	658	19.90	11.56	0.55	57.62	0.35	-	63	29.6	EPPING	EASTERN
191	383X3_21	0.07	144	40	44	6	262	37,713	871	8.45	31.00	0.71	43.32	0.30	-	-	15.2	NASHUA	N
192	57W1_61	0.07	127	25	6	51	291	37,033	604	23.49	12.39	2.17	61.27	0.48	75	33	41.4	ROCHESTER	EASTERN
193	3162_65	0.07	79	0	118	4	471	36,996	8	4.16	113.20	0.96	4,624.50	58.88	18	-	1,622.2	EPPING	EASTERN
194	16W1_11	0.07	38	13	69	14	961	36,735	1,049	9.11	105.48	1.54	35.02	0.92	-	-	12.3	HOOKSETT	CENTRAL
195	3020X_21	0.07	107	75	19	17	328	34,994	2,062	30.73	10.67	0.55	16.97	0.16	-	27	10.0	NASHUA	N
196	32X3_62	0.06	67	32	25	20	494	33,091	1,310	32.22	15.33	0.62	25.25	0.38	-	11	10.5	ROCHESTER	EASTERN
197	371X9_62	0.06	64	11	130	4	518	33,084	465	6.90	75.11	0.58	71.16	1.11	-	-	24.9	ROCHESTER	EASTERN
198	3750_21	0.06	94	42	17	21	351	33,029	1,232	30.91	11.35	0.68	26.81	0.28	-	1	9.5	NASHUA	N
199	3137X8_65	0.06	55	7	201	3	602	32,909	350	6.78	88.76	0.44	93.91	1.72	-	1	33.0	EPPING	EASTERN
200	34W4_61	0.06	80	49	10	43	410	32,781	1,677	19.92	20.59	2.16	19.55	0.24	-	5	7.6	ROCHESTER	EASTERN
201	32W4_23	0.06	15	11	141	15	2,120	32,142	1,947	23.87	88.82	0.63	16.51	1.09	-	-	5.8	DERRY	N
202	7W1_11	0.06	30	12	135	8	1,078	32,045	1,041	9.52	113.26	0.84	30.79	1.04	-	-	10.8	HOOKSETT	CENTRAL
203	17H3_21	0.06	308	12	52	2	103	31,700	103	0.71	144.66	2.81	307.77	1.00	-	79	119.6	NASHUA	N
204	23W3_11	0.06	88	90	23	15	352	31,078	2,642	8.25	42.64	1.82	11.76	0.13	-	-	4.1	HOOKSETT	CENTRAL
205	18W3_12	0.06	67	55	66	7	463	31,019	2,118	8.99	51.51	0.78	14.64	0.22	-	-	5.1	BEDFORD	CENTRAL
206	3111X1_63	0.06	90	15	26	13	341	30,775	432	6.48	52.61	2.01	71.18	0.79	-	6	25.8	PORTSMOUTH	EASTERN
207	362X1_61	0.06	64	10	31	15	465	29,927	389	14.26	32.60	1.05	76.88	1.19	-	-	26.9	ROCHESTER	EASTERN
208	3155X3_22	0.06	89	12	31	11	336	29,853	344	12.01	27.99	0.92	86.91	0.98	-	-	30.4	BEDFORD	CENTRAL
209	74W1_32	0.06	125	38	20	12	237	29,511	744	19.22	12.33	0.62	39.65	0.32	-	33	18.8	NEWPORT	WESTERN
210	360X7_12	0.06	58	12	25	20	507	29,275	523	25.34	20.01	0.79	56.02	0.97	-	1	19.8	BEDFORD	CENTRAL
211	399X12_62	0.05	126	12	46	5	231	29,127	224	2.65	87.06	1.88	130.27	1.03	-	11	47.2	ROCHESTER	EASTERN
212	351X17_76	0.05	135	5	22	10	215	29,091	91	8.16	26.36	1.23	318.81	2.36	-	91	125.2	LANCASTER	N
213	314X54_22	0.05	116	29	42	6	251	29,027	599	13.22	18.98	0.45	48.47	0.42	-	-	17.0	BEDFORD	CENTRAL
214	3615X2_11	0.05	44	24	60	11	663	28,891	1,334	41.34	16.04	0.27	21.66	0.50	-	-	7.6	HOOKSETT	CENTRAL
215	3137X_65	0.05	85	54	16	21	336	28,621	1,504	69.31	4.85	0.30	19.03	0.22	-	11	8.3	EPPING	EASTERN
216	29X1_41	0.05	66	61	17	26	435	28,562	2,222	23.04	18.88	1.13	12.85	0.20	-	-	4.5	TILTON	N
217	59W1_76	0.05	98	41	24	12	288	28,214	985	37.54	7.67	0.32	28.63	0.29	-	1	10.2	LANCASTER	N
218	334X2_12	0.05	35	10	11	70	795	28,187	662	17.92	44.36	3.91	42.58	1.20	-	-	14.9	BEDFORD	CENTRAL
219	360X2_12	0.05	98	12	141	2	282	27,690	284	7.76	36.36	0.26	97.41	0.99	-	-	34.1	BEDFORD	CENTRAL
220	399X1_62	0.05	129	35	27	8	214	27,508	631	7.88	27.15	1.01	43.59	0.34	-	9	16.6	ROCHESTER	EASTERN
221	334X18_11	0.05	181	55	25	6	151	27,352	690	13.14	11.49	0.46	39.64	0.22	-	-	13.9	HOOKSETT	CENTRAL
222	32W3_23	0.05	89	75	14	22	305	27,001	1,904	14.98	20.36	1.47	14.18	0.16	-	7	6.0	DERRY	N
223	345X5_41	0.05	194	75	4	36	137	26,568	859	28.72	4.77	1.25	30.93	0.16	-	74	21.9	TILTON	N
224	3148X3_62	0.05	280	103	19	5	95	26,562	815	19.13	4.97	0.26	32.59	0.12	-	89	24.8	ROCHESTER	EASTERN
225	3172_63	0.05	95	1	139	2	278	26,417	13	8.47	32.83	0.24	1,981.28	20.85	-	-	693.4	PORTSMOUTH	EASTERN
226	3W2_12	0.05	107	63	13	19	241	25,759	1,260	39.09	6.17	0.49	20.44	0.19	-	26	11.1	BEDFORD	CENTRAL
227	322X10_12	0.05	54	30	31	15	472	25,448	1,188	40.80	11.57	0.37	21.42	0.40	-	-	7.5	BEDFORD	CENTRAL
228	335X1_12	0.05	120	20	42	5	212	25,437	355	12.56	16.88	0.40	71.74	0.60	-	-	25.1	BEDFORD	CENTRAL
229	383X1_21	0.05	66	49	23	17	384	25,425	1,574	28.51	13.47	0.60	16.16	0.24	-	6	6.6	NASHUA	N
230	377X3_65	0.05	100	22	25	10	253	25,316	463	18.19	13.91	0.55	54.65	0.55	-	20	22.1	EPPING	EASTERN
231	327X8_12	0.05	115	6	108	2	215	24,618	107	4.95	43.44	0.40	229.36	2.00	-	-	80.3	BEDFORD	CENTRAL
232	41W1_43	0.05	149	35	10	16	165	24,608	484	28.24	5.84	0.57	50.80	0.34	72	25	35.9	TILTON	N
233	3191_63	0.05	101		241	1	241	24,336		6.75	35.73	0.15			-	-		PORTSMOUTH	EASTERN
234	3152X1_65	0.04	124	37	13	15	192	23,746	585	15.70	12.23	0.96	40.63	0.33	-	39	20.1	EPPING	EASTERN
235	3143X_22	0.04	75	9	52	6	309	23,172	220	7.54	40.98	0.80	105.33	1.40	-	-	36.9	BEDFORD	CENTRAL
236	18H1_21	0.04	96	71	34	7	241	23,090	1,433	6.33	38.06	1.11	16.11	0.17	-	-	5.6	NASHUA	N
237	3271X3_12	0.04	133	6	87	2	173	23,036	87	3.33	51.93	0.60	265.80	2.00	-	-	93.0	BEDFORD	CENTRAL
238	3130X_11	0.04	86	120	12	22	266	22,985	2,652	26.04	10.22	0.84	8.67	0.10	-	-	3.0	HOOKSETT	CENTRAL
239	348X20_43	0.04	83	19	30	9	273	22,774	427	20.79	13.13	0.43	53.28	0.64	-	4	19.2	TILTON	N
240	61W2_32	0.04	155	29	15	10	146	22,585	354	7.88	18.53	1.27	63.75	0.41	-	32	27.1	NEWPORT	WESTERN
241	59W2_76	0.04	100	42	12	19	223	22,403	773	40.33	5.53	0.47	29.00	0.29	-	-	10.1	LANCASTER	N
242	3144X3_21	0.04	70	31	26	12	317	22,337	810	17.78	17.83	0.68	27.56	0.39	-	-	9.6	NASHUA	N
243	76W1_31	0.04	155	255	10	15	143	22,197	3,037	26.00	5.50	0.58	7.31	0.05	-	16	5.0	KEENE	WESTERN
244	51H1_61	0.04	67	23	41	8	329	21,971	627	9.10	36.15	0.88	35.05	0.52	-	-	12.3	ROCHESTER	EASTERN
245	2W1_41	0.04	82	51	13	20	268	21,864	1,139	26.44	10.14	0.76	19.20	0.24	-	-	6.7	TILTON	N
246	5W1_12	0.04	205	7	53	2	106	21,781	59	0.36	291.37	5.50	367.61	1.79	-	19	131.5	BEDFORD	CENTRAL
247	3162X2_65	0.04	105	5	41	5	207	21,710	79	8.04	25.76	0.62	274.81	2.62	-	-	96.2	EPPING	EASTERN
248	44W2_11	0.04	130	169	9	19	166	21,660	2,343	28.84	5.76	0.66	9.25	0.07	-	21	6.4	HOOKSETT	CENTRAL
249	9W1_41	0.04	87	56	31	8	249	21,551	1,169	15.58	15.98	0.51	18.43	0.21	-	1	6.6	TILTON	N
250	393X2_11	0.04	80	20	89	3	266	21,193	453	6.23	42.66	0.48	46.78	0.59	-	-	16.4	HOOKSETT	CENTRAL
251	13W1_12	0.04	63	64	30	11	335	21,112	1,790	7.51	44.59	1.46	11.79	0.19	-	-	4.1	BEDFORD	CENTRAL
252	3177X_21	0.04	108	89	28	7	194	20,920	1,444	16.42	11.81	0.43	14.48	0.13	-	-	5.1	NASHUA	N
253	348X8_76	0.04	132	12	39	4	154	20,327	149	8.17	18.84	0.49	136.88	1.04	-	-	47.9	LANCASTER	N
254	14X118_11	0.04	263	91	25	3	76	19,973	574	1.85	41.00	1.62	34.82	0.13	-	50	19.7	HOOKSETT	CENTRAL
255	377X29_65	0.04	111	6	36	5	178	19,790	86	4.29	41.47	1.16	230.12	2.07	-	-	80.5	EPPING	EASTERN
256	3525X_77	0.04	164	30	14	8	114	18,720	286	15.05	7.58	0.53	65.42	0.40	-	12	24.7	BERLIN	N
257	3155X8_22	0.04	68	11	39	7	273	18,688	250	19.03	14.35	0.37	74.78	1.09	-	36	31.6	BEDFORD	CENTRAL
258	314X15_22	0.03	124	26	8	19	146	18,172	322	18.58	7.86	1.02	56.48	0.45	-	-	19.8	BEDFORD	CENTRAL
259	14X188_11	0.03	98	59	37	5	184	18,049	910	13.61	13.52	0.37	19.84	0.20	-	22	10.2	HOOKSETT	CENTRAL
260	399X18_61	0.03	106	56	9	20	170	17,993	791	14.90	11.41	1.34	22.76	0.22	-	-	8.0	ROCHESTER	EASTERN
261	377X15_65	0.03	92	27	98	2	195	17,959	443	9.31	20.94	0.21	40.59	0.44	-	-	14.2	EPPING	EASTERN
262	360X11_12	0.03	71	7	31	8	249	17,647	148	8.41	29.61	0.95	119.10	1.68	-	-	41.7	BEDFORD	CENTRAL
263	348X7_76	0.03	108	56	16	10	158	17,029	739	19.26	8.20	0.52	23.04	0.21	-	-	8.1	LANCASTER	N
264	35H1_12	0.03	54	7	105	3	314	17,024	178	1.24	253.23	2.42	95.86	1.77	-	-	33.6	BEDFORD	CENTRAL
265	3850X6A_63	0.03	140	3	11	11	117	16,350	28				577.74	4.13	31	5	209.2	PORTSMOUTH	EASTERN
266	26W1_23	0.03	47	35	35	10	345	16,217	1,013	9.01	38.28	1.11	16.01	0.34	-	1	5.8	DERRY	N
267	15H4_21	0.03	134	67	7	16	119	16,003	666	2.85	41.73	5.61	24.04	0.18	-	35	13.7	NASHUA	N
268	3112X3_63	0.03	54	12	19	16	297	15,930	292	4.95	60.03	3.23	54.57	1.02	-	-	19.1	PORTSMOUTH	EASTERN
269	14X128A_11	0.03	243	24	33	2	65	15,812	128	0.27	245.19	7.54	123.53	0.51	-	37	48.8	HOOKSETT	CENTRAL
270	3223_21	0.03	424	120	19	2	37	15,700	370	4.37	8.46	0.46	42.38	0.10	-	37	20.4	NASHUA	N
271	47H7_41	0.03	12	11	227	6	1,361	15,661	1,227	8.10	168.05	0.74	12.76	1.11	-	-	4.5	TILTON	N
272	3850X1_63	0.03	125	27	16	8	124	15,450	276	25.07	4.95	0.32	55.96	0.45	-	21	22.7	PORTSMOUTH	EASTERN
273	316X2_32	0.03	95	71	8	20	162	15,341	955	45.00	3.60	0.44	16.07	0.17	48	3	15.7	NEWPORT	WESTERN
274	399X15_62	0.03	55	49	31	9	280	15,270	1,132	17.36	16.13	0.52	13.49	0.25	-	4	5.3	ROCHESTER	EASTERN
275	48H2_63	0.03	28	8	36	15	543	15,169	359	9.54	56.91	1.57	42.27	1.51	-	14	16.9	PORTSMOUTH	EASTERN
276	3177XA_21	0.03	83	124	16	11	180	14,868	1,858	22.00	8.18	0.50	8.00	0.10	-	-	2.8	NASHUA	N
277	3165X8_63	0.03	60	6	49	5	246	14,858	124	3.83	64.22	1.31	119.50	1.98	-	1	42.0	PORTSMOUTH	EASTERN
278	3229_65	0.03	64	8	46	5	231	14,855	163	8.17	28.26	0.61	91.04	1.42	-	1	32.0	EPPING	EASTERN
279	32X4_62	0.03	90	38	55	3	164	14,760	513	8.61	19.04	0.35	28.80	0.32	-	-	10.1	ROCHESTER	EASTERN
280	42X1_32	0.03	126	73	9	13	116	14,666	703	26.20	4.43	0.50	20.86	0.16	-	16	9.7	NEWPORT	WESTERN
281	68W6_41	0.03	193	235	15	5	75	14,452	1,469	9.41	7.97	0.53	9.84	0.05	-	-	3.4	TILTON	N
282	327X10_12	0.03	189	11	38	2	76	14,388	67	1.64	46.47	1.22	214.75	1.13	-	-	75.2	BEDFORD	CENTRAL
283	351X16_76	0.03	105	73	9	15	137	14,365	833	52.91	2.59	0.28	17.26	0.16	-	-	6.0	LANCASTER	N
284	27W2_12	0.03	69	46	20	10	202	14,005	768	12.39	16.31	0.81	18.23	0.26	-	1	6.5	BEDFORD	CENTRAL
285	64W2_63	0.03	80	83	17	10	173	13,914	1,200	5.38	32.13	1.86	11.60	0.14	-	-	4.1	PORTSMOUTH	EASTERN
286	3148X4_62	0.03	154	66	30	3	90	13,895	493	5.14	17.51	0.58	28.16	0.18	-	-	9.9	ROCHESTER	EASTERN
287	29H2_11	0.03	105	68	16	8	131	13,786	742	8.98	14.59	0.89	18.57	0.18	-	-	6.5	HOOKSETT	CENTRAL
288	371X30_62	0.03	196	60	35	2	69	13,511	347	6.85	10.08	0.29	38.97	0.20	-	-	13.6	ROCHESTER	EASTERN
289	384X1_76	0.02	144	59	10	9	91	13,065	445	33.14	2.75	0.27	29.36	0.20	-	1	10.4	LANCASTER	N
290	376X6_76	0.02	151	44	17	5	86	13,018	313	10.16	8.46	0.49	41.54	0.27	-	21	17.7	LANCASTER	N

291	377X1_65	0.02	71	12	30	6	178	12,611	176	6.95	25.62	0.86	71.86	1.01	3	-	25.8	EPPING	EASTERN
292	350X1_77	0.02	235	121	11	5	53	12,473	533	4.16	12.76	1.20	23.40	0.10	-	16	10.6	BERLIN	N
293	32X6_61	0.02	485	189	13	2	25	12,126	393	5.51	4.54	0.36	30.84	0.06	-	23	14.2	ROCHESTER	EASTERN
294	3137X80_65	0.02	60	11	50	4	200	12,027	181	8.84	22.62	0.45	66.48	1.11	-	-	23.3	EPPING	EASTERN
295	23X2_12	0.02	97	24	16	8	124	12,001	248	16.28	7.62	0.49	48.34	0.50	-	1	17.1	BEDFORD	CENTRAL
296	350X_77	0.02	47	3	129	2	258	12,000	74	6.31	40.92	0.32	162.16	3.49	-	-	56.8	BERLIN	N
297	3162X4_65	0.02	98	8	9	14	120	11,796	76	4.29	27.95	3.26	155.21	1.58	-	1	54.5	EPPING	EASTERN
298	41H2_61	0.02	78	102	10	15	152	11,788	1,286	5.37	28.29	2.79	9.16	0.12	-	-	3.2	ROCHESTER	EASTERN
299	3148X_62	0.02	56	32	30	7	212	11,772	557	12.28	17.27	0.57	21.13	0.38	-	-	7.4	ROCHESTER	EASTERN
300	72W1_21	0.02	95	129	17	7	122	11,560	1,314	11.02	11.07	0.64	8.80	0.09	-	-	3.1	NASHUA	N
301	5W2_12	0.02	65	67	16	11	176	11,471	980	24.47	7.19	0.45	11.70	0.18	-	-	4.1	BEDFORD	CENTRAL
302	3W1_12	0.02	47	59	17	14	243	11,439	1,186	29.10	8.35	0.48	9.64	0.20	-	-	3.4	BEDFORD	CENTRAL
303	393X3_11	0.02	132	11	28	3	85	11,202	78	1.73	49.17	1.74	143.62	1.09	-	-	50.3	HOOKSETT	CENTRAL
304	W185_31	0.02	63	75	8	22	177	11,144	1,110	22.34	7.92	0.98	10.04	0.16	-	-	3.5	KEENE	WESTERN
305	3615X3_11	0.02	53	111	17	12	205	10,790	1,894	18.02	11.38	0.67	5.70	0.11	-	-	2.0	HOOKSETT	CENTRAL
306	355X6_76	0.02	83	12	43	3	128	10,666	130	9.84	13.01	0.30	82.26	0.99	-	-	28.8	LANCASTER	N
307	311X1_12	0.02	89	76	8	14	116	10,368	735	37.25	3.11	0.38	14.11	0.16	-	-	4.9	BEDFORD	CENTRAL
308	311X3_12	0.02	114	8	13	7	91	10,344	64	9.39	9.69	0.75	162.26	1.43	-	-	56.8	BEDFORD	CENTRAL
309	54H1_61	0.02	77	44	11	12	134	10,265	491	5.38	24.90	2.23	20.92	0.27	-	-	7.3	ROCHESTER	EASTERN
310	64W1_63	0.02	51	53	50	4	200	10,265	886	5.34	37.48	0.75	11.58	0.23	-	-	4.1	PORTSMOUTH	EASTERN
311	360X1_12	0.02	168	55	12	5	61	10,230	280	9.97	6.12	0.50	36.50	0.22	-	11	14.4	BEDFORD	CENTRAL
312	36W1_76	0.02	50	11	67	3	201	10,103	179	5.77	34.86	0.52	56.55	1.13	-	-	19.8	LANCASTER	N
313	3178X5_31	0.02	105	31	13	7	94	9,856	239	10.25	9.17	0.68	41.24	0.39	-	12	16.2	KEENE	WESTERN
314	339X4_63	0.02	149	64	13	5	65	9,696	349	2.44	26.61	2.05	27.82	0.19	-	-	9.7	PORTSMOUTH	EASTERN
315	355X3_76	0.02	41	13	34	7	238	9,681	259	16.67	14.28	0.42	37.43	0.92	-	1	13.2	LANCASTER	N
316	71W1_63	0.02	87	71	18	6	109	9,527	642	6.17	17.67	0.97	14.85	0.17	-	-	5.2	PORTSMOUTH	EASTERN
317	340X1_61	0.02	113	66	9	9	84	9,512	461	6.29	13.35	1.43	20.61	0.18	-	10	8.7	ROCHESTER	EASTERN
318	67W1_63	0.02	70	78	14	10	135	9,480	880	20.53	6.58	0.49	10.78	0.15	-	-	3.8	PORTSMOUTH	EASTERN
319	310X5_41	0.02	118	22	27	3	80	9,424	144	4.18	19.13	0.72	65.63	0.56	-	8	24.2	TILTON	N
320	21H5_77	0.02	134	242	14	5	70	9,400	1,411	11.01	6.36	0.45	6.66	0.05	-	6	3.2	BERLIN	N
321	54W1_32	0.02	62	78	18	8	147	9,178	954	10.50	14.00	0.76	9.63	0.15	-	1	3.5	NEWPORT	WESTERN
322	314X23_22	0.02	118	58	8	10	76	8,932	369	24.80	3.06	0.40	24.18	0.21	-	-	8.5	BEDFORD	CENTRAL
323	3112X4_63	0.02	26	12	343	1	343	8,918	342	7.71	44.48	0.13	26.10	1.00	-	-	9.1	PORTSMOUTH	EASTERN
324	16H3_21	0.02	118	198	8	9	75	8,842	1,238	6.70	11.20	1.34	7.14	0.06	-	-	2.5	NASHUA	N
325	314X26_22	0.02	145	105	30	2	60	8,700	525	6.08	9.87	0.33	16.56	0.11	-	1	5.9	BEDFORD	CENTRAL
326	3151X10_12	0.02	69	81	10	13	125	8,574	845	7.47	16.74	1.74	10.15	0.15	-	-	3.6	BEDFORD	CENTRAL
327	32X24_62	0.02	109	130	26	3	78	8,471	847	3.88	20.12	0.77	10.00	0.09	-	-	3.5	ROCHESTER	EASTERN
328	355X15_76	0.02	68	57	25	5	124	8,440	585	6.64	18.69	0.75	14.43	0.21	-	-	5.1	LANCASTER	N
329	42H1_61	0.02	82	106	26	4	103	8,428	914	12.04	8.56	0.33	9.23	0.11	-	-	3.2	ROCHESTER	EASTERN
330	24H1_11	0.02	27	16	63	5	314	8,361	412	1.99	158.19	2.52	20.31	0.76	-	-	7.1	HOOKSETT	CENTRAL
331	377X10_65	0.02	68	36	40	3	121	8,275	367	3.82	31.64	0.78	22.58	0.33	-	-	7.9	EPPING	EASTERN
332	317X1_12	0.02	116	31	18	4	71	8,257	184	15.54	4.57	0.26	44.96	0.39	-	-	15.7	BEDFORD	CENTRAL
333	322X3_12	0.02	57	26	48	3	145	8,223	308	2.43	59.71	1.24	26.67	0.47	-	-	9.3	BEDFORD	CENTRAL
334	48H1_63	0.02	94	111	10	9	86	8,047	799	9.53	9.03	0.94	10.08	0.11	-	20	6.5	PORTSMOUTH	EASTERN
335	393X8_11	0.01	126	65	16	4	63	7,963	341	3.93	16.02	1.02	23.36	0.18	-	-	8.2	HOOKSETT	CENTRAL
336	3144X1_21	0.01	75	91	7	15	106	7,927	800	21.21	5.00	0.71	9.91	0.13	-	4	4.1	NASHUA	N
337	376X1_76	0.01	69	46	23	5	114	7,830	440	12.96	8.80	0.39	17.79	0.26	-	-	6.2	LANCASTER	N
338	377X19_65	0.01	77	36	51	2	101	7,756	305	4.29	23.52	0.47	25.47	0.33	-	-	8.9	EPPING	EASTERN
339	3103_65	0.01	158	207	8	6	48	7,601	828	36.73	1.31	0.16	9.18	0.06	-	1	3.4	EPPING	EASTERN
340	3137X10_65	0.01	90	69	8	10	84	7,553	480	17.68	4.75	0.57	15.74	0.18	-	3	6.0	EPPING	EASTERN
341	14H4_11	0.01	171	152	11	4	44	7,545	556	3.42	12.86	1.17	13.57	0.08	-	13	6.7	HOOKSETT	CENTRAL
342	399X13_62	0.01	144	101	5	9	49	7,048	413	12.77	3.84	0.70	17.05	0.12	-	2	6.3	ROCHESTER	EASTERN
343	3154X1_21	0.01	71	321	12	8	99	7,042	2,644	33.44	2.96	0.24	2.66	0.04	-	-	0.9	NASHUA	N
344	348X9_76	0.01	194	78	5	7	35	6,798	229	16.98	2.06	0.41	29.74	0.15	-	3	10.9	LANCASTER	N
345	14W2_11	0.01	44	115	26	6	153	6,772	1,463	7.77	19.70	0.77	4.63	0.10	-	-	1.6	HOOKSETT	CENTRAL
346	23W7_22	0.01	82	129	41	2	82	6,714	879	9.37	8.75	0.21	7.64	0.09	-	-	2.7	BEDFORD	CENTRAL
347	3102X6_63	0.01	39	17	85	2	170	6,600	240	2.72	62.58	0.74	27.50	0.71	-	-	9.6	PORTSMOUTH	EASTERN
348	16W3_11	0.01	72	160	7	13	90	6,495	1,202	24.79	3.63	0.52	5.40	0.07	-	-	1.9	HOOKSETT	CENTRAL
349	399X4_61	0.01	117	19	9	6	54	6,328	87	0.62	87.05	9.67	72.60	0.62	-	-	25.4	ROCHESTER	EASTERN
350	14X126A_11	0.01	203	232	8	4	31	6,292	599	9.61	3.22	0.42	10.50	0.05	-	20	6.7	HOOKSETT	CENTRAL
351	6H2_63	0.01	32	41	49	4	194	6,260	657	14.12	13.74	0.28	9.54	0.30	-	-	3.3	PORTSMOUTH	EASTERN
352	351X4_77	0.01	223	178	6	5	28	6,244	415	20.37	1.37	0.25	15.04	0.07	-	6	6.2	BERLIN	N
353	324X8_11	0.01	80	46	20	4	78	6,208	301	17.01	4.59	0.24	20.66	0.26	-	-	7.2	HOOKSETT	CENTRAL
354	328X3_12	0.01	115	11	26	2	52	6,002	47	1.00	51.76	1.99	128.84	1.12	-	-	45.1	BEDFORD	CENTRAL
355	56H2_61	0.01	65	168	5	17	92	5,964	1,288	7.75	11.86	2.19	4.63	0.07	-	1	1.8	ROCHESTER	EASTERN
356	380X1_65	0.01	37	48	30	5	151	5,564	599	11.47	13.16	0.44	9.29	0.25	-	-	3.3	EPPING	EASTERN
357	325X7_11	0.01	51	104	10	10	104	5,335	899	10.42	9.99	0.96	5.94	0.12	39	-	9.9	HOOKSETT	CENTRAL
358	321X11_11	0.01	137	98	6	6	38	5,220	311	8.41	4.52	0.71	16.81	0.12	-	-	5.9	HOOKSETT	CENTRAL
359	346X56_45	0.01	237	166	22	1	22	5,214	305	2.60	8.45	0.38	17.11	0.07	-	-	6.0	CHOCORUA	N
360	324X12_11	0.01	136	42	12	3	35	4,771	122	4.01	8.73	0.75	39.11	0.29	-	-	13.7	HOOKSETT	CENTRAL
361	399X11_62	0.01	113	19	14	3	42	4,746	65	3.06	13.73	0.98	73.11	0.65	-	-	25.6	ROCHESTER	EASTERN
362	348X4_76	0.01	122	36	8	5	39	4,741	116	9.98	3.91	0.50	40.84	0.34	-	2	14.6	LANCASTER	N
363	324X10_11	0.01	69	213	10	7	68	4,718	1,206	18.51	3.67	0.38	3.91	0.06	-	-	1.4	HOOKSETT	CENTRAL
364	71W3_63	0.01	33	149	19	7	134	4,472	1,660	9.24	14.50	0.76	2.69	0.08	-	-	0.9	PORTSMOUTH	EASTERN
365	32W2_23	0.01	106	189	14	3	42	4,444	661	7.40	5.68	0.41	6.72	0.06	-	4	3.0	DERRY	N
366	3179_11	0.01	64	122	8	9	69	4,425	701	19.52	3.53	0.46	6.31	0.10	-	2	2.5	HOOKSETT	CENTRAL
367	370X_11	0.01	87	285	9	6	51	4,422	1,210	8.07	6.32	0.74	3.65	0.04	-	-	1.3	HOOKSETT	CENTRAL
368	3151X9_12	0.01	71	23	8	7	59	4,210	114	3.71	15.90	1.89	36.90	0.52	-	-	12.9	BEDFORD	CENTRAL
369	32_62	0.01	180	64	23	1	23	4,140	122	12.88	1.79	0.08	33.93	0.19	-	-	11.9	ROCHESTER	EASTERN
370	3191X9_63	0.01	137	53	7	4	28	3,830	124	4.78	5.86	0.84	30.89	0.23	-	-	10.8	PORTSMOUTH	EASTERN
371	15W4_63	0.01	69	177	13	4	53	3,637	781	6.44	8.23	0.62	4.66	0.07	-	-	1.6	PORTSMOUTH	EASTERN
372	21H1_77	0.01	91	338	7	6	39	3,557	1,097	6.97	5.60	0.86	3.24	0.04	-	-	1.1	BERLIN	N
373	17H2_21	0.01	76	252	8	6	46	3,489	965	2.93	15.69	2.05	3.62	0.05	-	1	1.4	NASHUA	N
374	3271_12	0.01	87	27	40	1	40	3,480	90	10.33	3.87	0.10	38.60	0.44	-	-	13.5	BEDFORD	CENTRAL
375	334X17_11	0.01	193	422	9	2	18	3,472	633	3.23	5.57	0.62	5.48	0.03	-	-	1.9	HOOKSETT	CENTRAL
376	3H1_21	0.01	79	244	9	5	44	3,470	894	8.09	5.44	0.62	3.88	0.05	-	-	1.4	NASHUA	N
377	27H3_22	0.01	308	13	4	3	11	3,383	12	3.78	2.91	0.79	281.92	0.92	-	8	99.9	BEDFORD	CENTRAL
378	3137X3_65	0.01	121	200	4	8	28	3,382	467	10.22	2.74	0.78	7.24	0.06	-	2	2.8	EPPING	EASTERN
379	3115X14_65	0.01	110	153	10	3	30	3,299	381	6.16	4.87	0.49	8.65	0.08	-	-	3.0	EPPING	EASTERN
380	371X22_62	0.01	126	64	9	3	26	3,279	139	3.32	7.83	0.90	23.53	0.19	-	-	8.2	ROCHESTER	EASTERN
381	362X4_61	0.01	115	128	7	4	28	3,218	298	5.78	4.85	0.69	10.79	0.09	-	3	4.2	ROCHESTER	EASTERN
382	355X_76	0.01	347	70	2	5	9	3,127	53	37.55	0.24	0.13	59.37	0.17	-	4	21.4	LANCASTER	N
383	3525X6_77	0.01	122	89	13	2	25	3,045	186	2.51	9.97	0.80	16.37	0.13	-	-	5.7	BERLIN	N
384	339X2_63	0.01	73	10	8	5	41	2,974	34	0.67	60.84	7.42	86.62	1.19	-	-	30.3	PORTSMOUTH	EASTERN
385	3850_63	0.01	49	9	30	2	60	2,961	46	5.16	11.64	0.39	64.37	1.30	-	-	22.5	PORTSMOUTH	EASTERN
386	314X3_22	0.01	92	126	3	11	32	2,950	335	8.92	3.59	1.23	8.81	0.10	-	2	3.4	BEDFORD	CENTRAL
387	355X2_76	0.01	86	17	17	2	34	2,914	48	3.19	10.65	0.63	60.71	0.71	-	-	21.2	LANCASTER	N
388	34W3_61	0.01	77	243	7	5	37	2,834	750	5.22	7.09	0.96	3.78	0.05	-	-	1.3	ROCHESTER	EASTERN
389	328X8_12	0.01	43	21	32	2	63	2,706	112	1.35	46.58	1.48	24.23	0.56	-	-	8.5	BEDFORD	CENTRAL
390	14X109_11	0.01	57	65	16	3	47	2,698	254	3.80	12.38	0.79	10.62	0.19	-	-	3.7	HOOKSETT	CENTRAL
391	362X3_61	0.00	18	37	147	1	147	2,646	449	2.26	65.13	0.44	5.89	0.33	-	-	2.1	ROCHESTER	EASTERN
392	3525X1_77	0.00	47	96	28	2	55	2,584	441	6.03	9.12	0.33	5.86	0.12	-	-	2.1	BERLIN	N
393	3271X5_12	0.00	65	105	6	7	39	2,517	340	12.23	3.19	0.57	7.40	0.11	-	3	3.0	BEDFORD	CENTRAL
394	314X14_22	0.00	69	72	7	5	36	2,486	215	7.87	4.57	0.64	11.55	0.17	-	-	4.0	BEDFORD	CENTRAL
395	29H1_11	0.00	81	85	6	5	30	2,416	212	2.17	13.80	2.30	11.39	0.14	-	-	4.0	HOOKSETT	CENTRAL
396	10W1_41	0.00	62	346	10	4	39	2,408	1,126	11.60	3.36	0.34	2.14	0.03	-	-	0.7	TILTON	N
397	340X5_61	0.00	64	119	4	10	37	2,382	368	7.50	4.93	1.33	6.48	0.10	-	-	2.3	ROCHESTER	EASTERN
398	22W1_11	0.00	47	549	10	5	51	2,381	2,332	8.56	5.96	0.58	1.02	0.02	-	1	0.5	HOOKSETT	CENTRAL
399	6W1_21	0.00	108	362	3	7	22	2,377	663	7.76	2.83	0.90	3.58	0.03	-	-	1.3	NASHUA	N
400	23H3_22	0.00	65	160	18	2	36	2,351	480	3.20	11.24	0.62	4.90	0.08	-	-	1.7	BEDFORD	CENTRAL
401	45W1_43	0.00	17	17	68	2	135	2,290	196	11.01	12.26	0.18	11.70	0.69	-	-	4.1	TILTON	N
402	14W1_11	0.00	64	340	6	6	36	2,286	1,019	7.51	4.79	0.80	2.24	0.04	-	1	0.9	HOOKSETT	CENTRAL
403	355X16_76	0.00	45	12	17	3	50	2,258	52	2.19	22.88	1.37	43.49	0.96	-	-	15.2	LANCASTER	N
404	380X3_65	0.00	86	77	26	1	26	2,236	167	4.29	6.06	0.23	13.40	0.16	-	-	4.7	EPPING	EASTERN
405	323X9_12	0.00	56	5	13	3	39	2,176	16	0.14	278.77	21.44	136.00	2.44	-	-	47.6	BEDFORD	CENTRAL
406	3175X3_21	0.00	180	198	12	1	12	2,160	198	1.72	6.99	0.58	10.90	0.06	-	-	3.8	NASHUA	N
407	23W4_11	0.00	56	386	10	4	38	2,130	1,223	5.15	7.37	0.78	1.74	0.03	-	-	0.6	HOOKSETT	CENTRAL
408	45H1_12	0.00	78	323	7	4	26	2,034	701	8.69	2.99	0.46	2.90	0.04	-	-	1.0	BEDFORD	CENTRAL
409	3115X9_65	0.00	80	97	6	4	25	1,999	202	7.04	3.55	0.57	9.90	0.12	-	-	3.5	EPPING	EASTERN
410	14H8_11	0.00	83	249	6	4	24	1,988	497	2.88	8.33	1.39	4.00	0.05	-	-	1.4	HOOKSETT	CENTRAL
411	3138X_12	0.00	88	1,191	2	9	22	1,934	2,183	17.29	1.27	0.52	0.89	0.01	-	-	0.3	BEDFORD	CENTRAL
412	399X8_61	0.00	18	82	18	6	106	1,905	727	4.17	25.41	1.44	2.62	0.15	-	-	0.9	ROCHESTER	EASTERN
413	3102X1_63	0.00	100	16	10	2	19	1,901	26	1.12	16.97	1.79	73.35	0.73	-	1	25.8	PORTSMOUTH	EASTERN
414	3137X6_65	0.00	312	1,013	6	1	6	1,872	506	11.75	0.51	0.09	3.70	0.01	-	6	2.2	EPPING	EASTERN
415	3115X7_65	0.00	41	175	23	2	46	1,866	671	13.65	3.37	0.15	2.78	0.07	-	-	1.0	EPPING	EASTERN
416	3144_21	0.00	58	368	4	8	32	1,842	981	20.23	1.58	0.40	1.88	0.03	-	-	0.7	NASHUA	N
417	371X14_62	0.00	80	616	3	9	23	1,838	1,181	20.85	1.10	0.43	1.56	0.02	-	-	0.5	ROCHESTER	EASTERN
418	23W1_11	0.00	40	347	23	2	45	1,816	1,301	1.81	24.92	1.11	1.40	0.03	-	-	0.5	HOOKSETT	CENTRAL
419	383X2_21	0.00	117	654	3	6	15	1,750	817	14.19	1.06	0.42	2.14	0.02	-	-	0.7	NASHUA	N
420	2H1_21	0.00	47	235	33	1	33	1,551	645	6.02	5.48	0.17	2.40	0.05	-	-	0.8	NASHUA	N
421	393X11_11	0.00	154	481	5	2	10	1,544	401	2.92	3.42	0.68	3.85	0.02	-	4	1.9	HOOKSETT	CENTRAL
422	353X5_21	0.00	45	133	34	1	34	1,530	377	4.83	7.05	0.21	4.06	0.09	-	-	1.4	NASHUA	N
423	3137X7_65	0.00	67	76	7	3	22	1,467	140	6.06	3.63	0.49	10.47	0.16	-	-	3.7	EPPING	EASTERN
424	376X2_76	0.00	18	19	39	2	77	1,356	122	4.63	16.61	0.43	11.16	0.63	-	-	3.9	LANCASTER	N
425	3H2_21	0.00	46	400	28	1	28	1,288	934	4.44	6.30	0.23	1.38	0.03	-	-	0.5	NASHUA	N
426	3164X8_12	0.00	106	344	6	2	11	1,163	315	3.82	2.88	0.52	3.69	0.03	-	-	1.3	BEDFORD	CENTRAL
427	3151X52_12	0.00	55	254	7	3	21	1,147	444	4.66	4.51	0.64	2.58	0.05	-	-	0.9	BEDFORD	CENTRAL
428	56H1_61	0.00	106	233	10	1	10	1,060	194	3.30	3.03	0.30	5.46	0.05	-	-	1.9	ROCHESTER	EASTERN
429	3153X2_63	0.00	212	348	2	3	5	1,059	145	6.21	0.80	0.48	7.31	0.03	-	3	3.0	PORTSMOUTH	EASTERN
430	3191X6_65	0.00	21	49	10	5	49	1,049	201	6.03	8.12	0.83	5.23	0.24	-	1	2.0	EPPING	EASTERN
431	335_12	0.00	61	88	9	2	17	1,041	124	14.42	1.18	0.14	8.38	0.14	-	-	2.9	BEDFORD	CENTRAL
432	367X2_63	0.00	47	446	4	6	22	1,036	818	9.39	2.34	0.64	1.27	0.03	-	1	0.6	PORTSMOUTH	EASTERN
433	392X3_61	0.00	70	45	3	5	14	986	52	1.83	7.64	2.73	18.96	0.27	-	-	6.6	ROCHESTER	EASTERN
434	393X1_11	0.00	237	507	2	2	4	946	169	2.61	1.54	0.77	5.60	0.02	-	3	2.4	HOOKSETT	CENTRAL
435	27H2_22	0.00	118	449	3	3	8	946	299	3.10	2.58	0.97	3.16	0.03	-	-	1.1	BEDFORD	CENTRAL
436	334X14_12	0.00	117	633	2	4	8	933	422	8.64	0.93	0.46	2.21	0.02	-	1	0.9	BEDFORD	CENTRAL
437	3191X1_65	0.00	50	16	18	1	18	900	24	0.69	26.08	1.45	37.50	0.75	-	-	13.1	EPPING	EASTERN

438	3850X6B_63	0.00	100	45	2	4	9	900	33				26.95	0.27	-	-	9.4	PORTSMOUTH	EASTERN
439	6H1_63	0.00	58	250	3	5	15	871	313	3.64	4.13	1.38	2.78	0.05	-	-	1.0	PORTSMOUTH	EASTERN
440	8W1_23	0.00	48	387	6	3	18	862	581	3.97	4.54	0.76	1.48	0.03	-	-	0.5	DERRY	N
441	3174X1_61	0.00	86	129	10	1	10	860	108	4.13	2.42	0.24	7.98	0.09	-	-	2.8	ROCHESTER	EASTERN
442	360X9_12	0.00	93	115	2	4	9	836	86	5.39	1.67	0.74	9.73	0.10	-	-	3.4	BEDFORD	CENTRAL
443	W1_31	0.00	69	135	12	1	12	828	135	2.55	4.71	0.39	6.13	0.09	-	-	2.1	KEENE	WESTERN
444	3112X1_63	0.00	164	336	1	5	5	822	140	9.48	0.53	0.53	5.87	0.04	-	1	2.2	PORTSMOUTH	EASTERN
445	339X8_63	0.00	32	152	5	5	25	803	317	3.49	7.17	1.43	2.53	0.08	-	-	0.9	PORTSMOUTH	EASTERN
446	12W2_12	0.00	28	360	10	3	29	799	870	4.35	6.66	0.69	0.92	0.03	-	-	0.3	BEDFORD	CENTRAL
447	345X4_41	0.00	86	68	3	3	9	772	51	0.98	9.18	3.06	15.09	0.18	-	-	5.3	TILTON	N
448	3613_11	0.00	53	1,162	14	1	14	742	1,356	23.20	0.60	0.04	0.55	0.01	-	-	0.2	HOOKSETT	CENTRAL
449	3115X11_65	0.00	82	519	3	3	9	741	389	6.21	1.45	0.48	1.90	0.02	-	-	0.7	EPPING	EASTERN
450	3521_77	0.00	14	63	26	2	52	711	275	8.12	6.41	0.25	2.59	0.19	-	-	0.9	BERLIN	N
451	338X3_41	0.00	58	38	6	2	12	699	38	2.38	5.04	0.84	18.39	0.32	-	-	6.4	TILTON	N
452	328X10_12	0.00	95	506	7	1	7	665	295	2.29	3.05	0.44	2.25	0.02	-	-	0.8	BEDFORD	CENTRAL
453	399_62	0.00	104	303	6	1	6	624	152	9.81	0.61	0.10	4.12	0.04	-	-	1.4	ROCHESTER	EASTERN
454	58W1_63	0.00	156	734	2	2	4	624	245	3.34	1.20	0.60	2.55	0.02	-	-	0.9	PORTSMOUTH	EASTERN
455	21W1_12	0.00	48	1,159	13	1	13	624	1,255	5.13	2.54	0.20	0.50	0.01	-	-	0.2	BEDFORD	CENTRAL
456	351X8_77	0.00	102	770	6	1	6	612	385	7.28	0.82	0.14	1.59	0.02	-	-	0.6	BERLIN	N
457	16H2_21	0.00	149	1,590	4	1	4	596	530	2.56	1.56	0.39	1.12	0.01	-	-	0.4	NASHUA	N
458	21H4_77	0.00	84	1,313	4	2	7	585	766	6.30	1.11	0.32	0.76	0.01	-	-	0.3	BERLIN	N
459	3108X1_12	0.00	143	830	1	4	4	570	277	11.64	0.34	0.34	2.06	0.01	-	1	0.9	BEDFORD	CENTRAL
460	17H1_45	0.00	141	308	4	1	4	564	103	6.33	0.63	0.16	5.49	0.04	-	-	1.9	CHOCORUA	N
461	328_12	0.00	540	81	1	1	1	540	7	5.03	0.20	0.20	80.00	0.15	-	1	28.2	BEDFORD	CENTRAL
462	13H2_65	0.00	107	1,741	2	3	5	533	725	8.91	0.56	0.34	0.73	0.01	-	-	0.3	EPPING	EASTERN
463	3241_21	0.00	115	72	4	1	4	460	24	5.34	0.75	0.19	19.30	0.17	-	-	6.8	NASHUA	N
464	12W3_12	0.00	14	660	32	1	32	448	1,760	4.77	6.70	0.21	0.25	0.02	-	-	0.1	BEDFORD	CENTRAL
465	3174X2_61	0.00	62	565	7	1	7	434	330	6.12	1.14	0.16	1.32	0.02	-	-	0.5	ROCHESTER	EASTERN
466	380_65	0.00	85	12	5	1	5	425	5	2.62	1.91	0.38	85.00	1.00	-	-	29.8	EPPING	EASTERN
467	23X4_12	0.00	202	648	2	1	2	404	108	6.68	0.30	0.15	3.74	0.02	-	-	1.3	BEDFORD	CENTRAL
468	54H2_61	0.00	40	293	3	4	10	403	244	7.81	1.28	0.51	1.65	0.04	-	-	0.6	ROCHESTER	EASTERN
469	328X18_12	0.00	396	1,620	1	1	1	396	135	1.89	0.53	0.53	2.93	0.01	-	1	1.2	BEDFORD	CENTRAL
470	311X2_12	0.00	47	121	8	1	8	376	80	6.79	1.18	0.15	4.68	0.10	-	-	1.6	BEDFORD	CENTRAL
471	339X3_63	0.00	75	919	5	1	5	375	383	1.09	4.61	0.92	0.98	0.01	-	-	0.3	PORTSMOUTH	EASTERN
472	377X6_65	0.00	120	1,281	2	2	3	359	320	10.05	0.30	0.20	1.12	0.01	-	-	0.4	EPPING	EASTERN
473	14X178_11	0.00	62	341	5	1	5	310	142	1.93	2.59	0.52	2.18	0.04	-	-	0.8	HOOKSETT	CENTRAL
474	41H1_61	0.00	62	560	3	2	5	309	233	2.38	2.10	0.84	1.32	0.02	-	-	0.5	ROCHESTER	EASTERN
475	115_62	0.00	142	60	1	2	2	284	10	3.90	0.51	0.51	28.40	0.20	-	-	9.9	ROCHESTER	EASTERN
476	360X10_12	0.00	69	72	4	1	4	276	24	1.10	3.64	0.91	11.54	0.17	-	-	4.0	BEDFORD	CENTRAL
477	395X1_45	0.00	125	612	1	2	2	250	102	2.52	0.80	0.80	2.45	0.02	-	-	0.9	CHOCORUA	N
478	360X13_12	0.00	121	12	2	1	2	242	2	0.62	3.24	1.62	121.00	1.00	-	-	42.4	BEDFORD	CENTRAL
479	3102X5_63	0.00	121	3,036	1	2	2	242	506	8.32	0.24	0.24	0.48	0.00	-	-	0.2	PORTSMOUTH	EASTERN
480	3172X2_63	0.00	80	1,065	3	1	3	240	266	7.59	0.40	0.13	0.90	0.01	-	-	0.3	PORTSMOUTH	EASTERN
481	314X24_22	0.00	77	425	2	2	3	231	106	2.19	1.37	0.91	2.18	0.03	-	-	0.8	BEDFORD	CENTRAL
482	399X6_61	0.00	224	24	1	1	1	224	2	0.51	1.94	1.94	112.00	0.50	-	-	39.2	ROCHESTER	EASTERN
483	46W1_32	0.00	106	266	1	2	2	211	44	5.16	0.39	0.39	4.76	0.05	-	-	1.7	NEWPORT	WESTERN
484	2W4_63	0.00	102	3,411	1	2	2	203	569	10.83	0.18	0.18	0.36	0.00	-	-	0.1	PORTSMOUTH	EASTERN
485	15H1_21	0.00	25	463	3	3	8	201	309	1.38	5.81	2.18	0.65	0.03	-	-	0.2	NASHUA	N
486	389X3_21	0.00	189	1,873	1	1	1	189	156	6.93	0.14	0.14	1.21	0.01	-	-	0.4	NASHUA	N
487	19X6_11	0.00	181	2,970	1	1	1	181	248	3.47	0.29	0.29	0.73	0.00	-	-	0.3	HOOKSETT	CENTRAL
488	314_22	0.00	174	547	1	1	1	174	46	9.95	0.10	0.10	3.82	0.02	-	-	1.3	BEDFORD	CENTRAL
489	351X2_76	0.00	12	83	14	1	14	168	97	4.36	3.21	0.23	1.73	0.14	-	-	0.6	LANCASTER	N
490	14X38_11	0.00	76	168	2	1	2	152	28	0.37	5.42	2.71	5.43	0.07	-	-	1.9	HOOKSETT	CENTRAL
491	340X4_61	0.00	135	358	1	1	1	135	30	0.60	1.68	1.68	4.53	0.03	-	-	1.6	ROCHESTER	EASTERN
492	371X8_62	0.00	127	4,500	1	1	1	127	375	5.25	0.19	0.19	0.34	0.00	-	-	0.1	ROCHESTER	EASTERN
493	21H2_77	0.00	60	4,929	2	1	2	120	821	6.57	0.30	0.15	0.15	0.00	-	-	0.1	BERLIN	N
494	351X1_76	0.00	38	192	3	1	3	114	48	4.68	0.64	0.21	2.37	0.06	-	-	0.8	LANCASTER	N
495	387_12	0.00	112	9,333	1	1	1	112	778	6.65	0.15	0.15	0.14	0.00	-	-	0.1	BEDFORD	CENTRAL
496	15H3_21	0.00	97	4,296	1	1	1	97	358	1.92	0.52	0.52	0.27	0.00	-	-	0.1	NASHUA	N
497	14X136_11	0.00	83	2,316	1	1	1	83	193	0.73	1.36	1.36	0.43	0.01	-	-	0.2	HOOKSETT	CENTRAL
498	377X18_65	0.00	12	12	6	1	6	72	6	0.63	9.52	1.59	12.00	1.00	-	-	4.2	EPPING	EASTERN
499	24H2_11	0.00	35	1,154	2	1	2	70	192	1.48	1.35	0.68	0.36	0.01	-	-	0.1	HOOKSETT	CENTRAL
500	3162X3_65	0.00	65	444	1	1	1	65	37				1.76	0.03	-	-	0.6	EPPING	EASTERN
501	328X2_12	0.00	60	1,985	1	1	1	60	165	2.57	0.39	0.39	0.36	0.01	-	-	0.1	BEDFORD	CENTRAL
502	3174X3_61	0.00	59	672	1	1	1	59	56	1.40	0.71	0.71	1.05	0.02	-	-	0.4	ROCHESTER	EASTERN
503	324X4_11	0.00	51	672	1	1	1	51	56	1.60	0.63	0.63	0.91	0.02	-	-	0.3	HOOKSETT	CENTRAL
504	3142_12	0.00	25	108	2	1	2	50	18	3.41	0.59	0.29	2.78	0.11	-	-	1.0	BEDFORD	CENTRAL
505	322X14_12	0.00	49	2,700	1	1	1	49	225	2.21	0.45	0.45	0.22	0.00	-	-	0.1	BEDFORD	CENTRAL
506	355X7_76	0.00	46	855	1	1	1	46	71	5.20	0.19	0.19	0.65	0.01	-	-	0.2	LANCASTER	N
507	328X7_12	0.00	42	453	1	1	1	42	38	0.67	1.50	1.50	1.11	0.03	-	-	0.4	BEDFORD	CENTRAL
508	360X4_12	0.00	40	767	1	1	1	40	64	3.01	0.33	0.33	0.63	0.02	-	-	0.2	BEDFORD	CENTRAL
509	325_11	0.00	33	6,798	1	1	1	33	567	7.15	0.14	0.14	0.06	0.00	-	-	0.0	HOOKSETT	CENTRAL
510	3111_63	0.00	7	189	1	1	1	7	16	4.81	0.21	0.21	0.44	0.06	-	-	0.2	PORTSMOUTH	EASTERN

2018 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Interrupted (CI)	Customer Minutes (CMI)	Customers Served By Circuit	Circuit Miles	Cust Inter Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust >4Hr Outage	Customer Weighting	AWC
289	10W1_41	0.06	73	29.87	50	9	452	32,881	1,125	11.36	40	1	29.23	0.40	-	4	10.83	TILTON
489	115_62	0.00	175	9.23	13	1	13	2,275	10	3.90	3	0	227.50	1.30	-	-	79.63	ROCHESTER
139	11W1_41	0.21	158	29.12	22	32	705	111,296	1,711	35.33	20	1	65.06	0.41	-	79	34.62	TILTON
354	11W2_41	0.03	47	39.64	59	6	351	16,495	1,159	11.35	31	1	14.23	0.30	-	-	4.98	TILTON
126	12W1_43	0.24	123	15.04	29	36	1,040	127,574	1,303	74.60	14	0	97.90	0.80	-	39	40.12	LANCASTER
214	12W2_12	0.12	185	31.31	85	4	338	62,400	882	4.35	78	1	70.76	0.38	-	-	24.77	BEDFORD
331	12W3_12	0.04	77	75.58	40	7	279	21,408	1,757	4.77	58	1	12.18	0.16	-	-	4.26	BEDFORD
401	13H2_65	0.02	50	43.16	11	18	201	9,955	723	8.91	23	2	13.77	0.28	-	-	4.82	EPPING
78	13W1_12	0.42	99	9.64	171	13	2,217	219,425	1,780	7.57	293	2	123.26	1.25	-	1	43.29	BEDFORD
34	13W1_43	0.85	331	7.32	34	40	1,359	450,344	830	61.20	22	1	542.91	1.64	21	872	325.02	LANCASTER
365	14H4_11	0.03	8	3.25	682	3	2,047	15,440	555	3.42	599	1	27.83	3.69	-	1	9.89	HOOKSETT
135	14H7_11	0.22	77	6.26	499	3	1,497	115,958	781	2.70	555	1	148.57	1.92	-	-	52.00	HOOKSETT
198	14H8_11	0.14	83	6.81	219	4	874	72,216	496	2.88	303	1	145.67	1.76	-	-	50.99	HOOKSETT
336	14W1_11	0.04	24	14.96	163	5	815	19,834	1,016	7.53	108	1	19.52	0.80	-	50	14.33	HOOKSETT
371	14W2_11	0.03	13	15.82	166	7	1,165	15,082	1,535	7.76	150	1	9.82	0.76	-	-	3.44	HOOKSETT
108	14W7_11	0.32	161	8.61	104	10	1,037	166,872	744	26.35	39	0	224.26	1.39	-	-	78.49	HOOKSETT
397	14X109_11	0.02	40	11.54	53	5	264	10,529	254	3.80	70	1	41.47	1.04	-	-	14.51	HOOKSETT
272	14X118_11	0.07	222	38.80	58	3	174	38,562	563	1.74	100	2	68.53	0.31	-	100	38.99	HOOKSETT
269	14X126A_11	0.07	90	23.09	110	4	438	39,317	843	9.53	46	0	46.66	0.52	-	-	16.33	HOOKSETT
293	14X128A_11	0.06	289	10.36	110	1	110	31,786	95	0.27	415	4	334.59	1.16	-	103	132.56	HOOKSETT
451	14X130_11	0.01	302	129.42	19	1	19	5,738	205	0.34	56	3	28.00	0.09	-	-	9.80	HOOKSETT
573	14X135_11	0.00	65	945.71	7	1	7	455	552	3.62	2	0	0.82	0.01	-	-	0.29	HOOKSETT
485	14X136_11	0.00	105	96.46	24	1	24	2,520	193	0.73	33	1	13.06	0.12	-	-	4.57	HOOKSETT
280	14X188_11	0.07	93	27.30	22	18	395	36,559	899	13.61	29	1	40.69	0.44	-	42	20.54	HOOKSETT
577	14X38_11	0.00	65	56.00	2	3	6	390	28	0.37	16	8	13.93	0.21	-	-	4.88	HOOKSETT
381	15H1_21	0.02	412	123.09	11	3	32	13,187	328	1.39	23	2	40.17	0.10	-	30	18.56	NASHUA
592	15H3_21	0.00	54	1,551.67	2	2	3	162	388	1.87	2	1	0.42	0.01	-	-	0.15	NASHUA
380	15H4_21	0.02	194	117.53	17	4	68	13,193	666	2.81	24	1	19.81	0.10	-	28	11.13	NASHUA
350	15H6_21	0.03	132	89.20	22	6	130	17,097	966	5.03	26	1	17.69	0.13	-	36	11.59	NASHUA
594	15W4_63	0.00	70	4,671.50	1	2	2	140	779	6.11	0	0	0.18	0.00	-	-	0.06	PORTSMOUTH
247	16H2_21	0.08	85	11.98	265	2	529	44,926	528	2.56	206	1	85.03	1.00	-	-	29.76	NASHUA
152	16H3_21	0.19	70	10.06	113	13	1,471	102,411	1,234	6.67	221	2	83.01	1.19	-	16	31.45	NASHUA
110	16W1_11	0.31	117	8.87	109	13	1,419	165,829	1,049	9.11	156	1	158.11	1.35	-	-	55.34	HOOKSETT
312	16W3_11	0.05	61	32.45	28	16	442	26,746	1,195	24.81	18	1	22.37	0.37	-	-	7.83	HOOKSETT
538	16W4_63	0.00	501	246.50	1	2	2	1,001	41	4.69	0	0	24.37	0.05	-	1	8.68	PORTSMOUTH
547	17H1_21	0.00	169	348.00	3	2	5	845	145	0.99	5	2	5.83	0.03	-	1	2.19	NASHUA
503	17H2_21	0.00	61	372.00	16	2	31	1,884	961	2.90	11	1	1.96	0.03	-	-	0.69	NASHUA
39	17W1_43	0.75	245	4.82	54	30	1,610	394,813	647	43.27	37	1	609.91	2.49	-	764	328.07	NEWPORT
229	18H1_21	0.11	72	21.96	60	13	780	55,830	1,427	6.35	123	2	39.12	0.55	-	-	13.69	NASHUA
442	18H2_21	0.01	173	12.00	37	1	37	6,401	37	1.00	37	1	173.00	1.00	-	-	60.55	NASHUA
352	18W1_12	0.03	91	114.41	18	10	182	16,552	1,735	8.99	20	1	9.54	0.10	-	-	3.34	BEDFORD
223	18W3_12	0.11	26	15.88	226	10	2,259	59,494	2,989	8.87	255	1	19.91	0.76	-	-	6.97	BEDFORD
41	19W1_45	0.72	94	3.68	194	21	4,074	381,874	1,251	47.71	85	0	305.32	3.26	-	190	135.36	CHOCORUA
27	19W2_45	1.02	99	5.59	90	60	5,419	539,046	2,524	101.61	53	1	213.60	2.15	783	44	237.96	CHOCORUA
556	19X5_11	0.00	55	407.46	13	1	13	715	441	3.72	3	0	1.62	0.03	-	-	0.57	HOOKSETT
287	19X6_11	0.06	517	43.48	66	1	66	34,092	239	3.32	20	0	142.54	0.28	-	66	59.79	HOOKSETT
261	1W1_76	0.08	170	17.33	14	17	243	41,430	351	21.27	11	1	118.03	0.69	118	31	69.56	LANCASTER
82	1W2_76	0.41	132	6.88	26	63	1,621	214,298	929	56.01	29	1	230.68	1.74	252	152	153.94	LANCASTER
85	1X4_42	0.40	123	6.46	74	23	1,695	209,309	913	35.95	47	1	229.23	1.86	938	124	286.43	TILTON
46	20W1_42	0.66	78	6.43	108	41	4,448	347,026	2,384	62.56	71	1	145.56	1.87	2,236	18	500.85	TILTON
64	20W2_42	0.50	204	15.59	33	39	1,298	264,793	1,686	48.34	27	1	157.02	0.77	15	490	131.46	TILTON
211	21H1_77	0.12	171	35.84	52	7	367	62,881	1,096	6.97	53	1	57.36	0.33	-	9	21.43	BERLIN
425	21H2_77	0.02	89	101.09	16	6	97	8,626	817	6.57	15	1	10.56	0.12	-	-	3.69	BERLIN
508	21H4_77	0.00	337	1,841.80	5	1	5	1,685	767	6.30	1	0	2.20	0.01	-	5	1.52	BERLIN
361	21H5_77	0.03	134	143.18	39	3	118	15,806	1,408	10.98	11	0	11.23	0.08	-	-	3.93	BERLIN
564	21W1_12	0.00	50	1,255.08	12	1	12	600	1,255	5.07	2	0	0.48	0.01	-	-	0.17	BEDFORD
467	22W1_11	0.01	70	248.07	10	6	57	4,000	1,178	4.85	12	1	3.39	0.05	-	-	1.19	HOOKSETT
328	22W2_11	0.04	41	47.07	35	15	528	21,863	2,071	8.08	65	2	10.56	0.25	-	-	3.70	HOOKSETT
589	23H3_22	0.00	206	5,768.00	1	1	1	206	481	3.20	0	0	0.43	0.00	-	-	0.15	NASHUA
346	23W1_11	0.04	47	69.81	30	13	395	18,725	2,298	5.55	71	2	8.15	0.17	-	-	2.85	HOOKSETT
242	23W3_11	0.10	100	61.74	36	14	503	50,330	2,588	8.20	61	2	19.45	0.19	-	-	6.81	HOOKSETT
493	23W4_11	0.00	47	325.91	9	5	45	2,134	1,222	5.10	9	1	1.75	0.04	-	-	0.61	HOOKSETT
455	23W7_22	0.01	58	111.66	19	5	94	5,446	875	9.37	10	1	6.23	0.11	-	-	2.18	NASHUA
539	23X2_12	0.00	162	503.33	2	3	6	972	252	16.28	0	0	3.86	0.02	-	-	1.35	BEDFORD
334	23X4_12	0.04	101	6.34	102	2	203	20,495	107	6.66	30	0	191.10	1.89	-	-	66.88	BEDFORD
19	23X5_22	1.22	91	7.96	57	124	7,073	645,408	4,694	165.21	43	1	137.49	1.51	283	28	108.93	BEDFORD
315	23X6_22	0.05	86	79.62	12	25	300	25,802	1,991	40.78	7	1	12.96	0.15	-	5	5.29	NASHUA
586	24H1_11	0.00	55	1,225.25	4	1	4	220	408	2.06	2	0	0.54	0.01	-	-	0.19	HOOKSETT
591	24H2_11	0.00	84	1,163.50	2	1	2	168	194	1.48	1	1	0.87	0.01	-	-	0.30	HOOKSETT
237	24W1_21	0.10	134	25.38	14	29	402	53,790	850	38.45	10	1	63.26	0.47	-	-	22.14	NASHUA
12	24X1_36	1.61	218	6.05	40	98	3,898	849,414	1,965	122.46	32	1	432.18	1.98	719	1,542	526.37	KEENE
52	25W1_77	0.58	131	3.72	68	34	2,327	304,995	721	42.26	55	1	423.31	3.23	-	285	190.91	BERLIN
572	26H1_36	0.00	65	525.71	4	2	7	457	307	3.32	2	1	1.49	0.02	-	-	0.52	KEENE
370	26H2_36	0.03	61	7.92	25	10	249	15,203	164	13.83	18	1	92.56	1.52	55	-	43.40	KEENE
421	26W1_23	0.02	97	132.00	9	10	92	8,959	1,012	9.00	10	1	8.85	0.09	-	-	3.10	DERRY
537	27H2_22	0.00	51	179.35	5	4	20	1,029	299	3.10	6	1	3.44	0.07	-	-	1.20	NASHUA
446	27H3_22	0.01	315	7.58	10	2	19	5,990	12	3.76	5	1	499.17	1.58	-	11	176.36	NASHUA
341	27W2_12	0.04	22	10.39	111	8	885	19,355	766	12.31	72	1	25.26	1.15	-	-	8.84	BEDFORD
13	27X1_41	1.58	158	3.39	90	59	5,301	836,835	1,496	48.26	110	1	559.29	3.54	241	984	391.55	TILTON
309	28H1_61	0.05	32	16.79	107	8	859	27,069	1,202	8.51	101	1	22.52	0.71	-	-	7.88	ROCHESTER
194	28W1_36	0.14	57	7.07	40	33	1,319	75,178	777	50.69	26	1	96.72	1.70	-	60	42.85	KEENE
255	29H1_11	0.08	97	5.72	56	8	444	43,197	212	2.17	204	4	204.08	2.10	-	57	79.98	HOOKSETT
132	29H2_11	0.22	141	10.46	56	15	846	118,900	738	8.98	94	2	161.20	1.15	-	30	60.92	HOOKSETT
123	29X1_41	0.25	134	26.93	55	18	991	133,286	2,224	24.30	41	1	59.93	0.45	-	235	56.22	TILTON
453	2H1_21	0.01	96	134.23	29	2	57	5,487	638	6.02	9	0	8.61	0.09	-	-	3.01	NASHUA
222	2H1_63	0.11	73	7.48	91	9	821	59,610	511	9.10	90	1	116.56	1.61	-	1	40.95	PORTSMOUTH
366	2H2_63	0.03	27	11.48	96	6	574	15,313	549	10.82	53	1	27.88	1.04	-	-	9.76	PORTSMOUTH
250	2W1_41	0.08	61	18.76	49	15	730	44,591	1,141	26.21	28	1	39.07	0.64	-	26	17.58	TILTON
178	2W2_41	0.16	94	28.06	21	42	882	82,775	2,062	50.61	17	1	40.13	0.43	-	2	14.35	TILTON
285	2W4_63	0.06	52	10.50	55	12	661	34,361	578	7.28	91	2	59.43	1.14	3	-	21.40	PORTSMOUTH
118	2W5_63	0.28	61	3.63	164	15	2,454	148,669	742	12.76	192	1	200.34	3.31	-	-	70.12	PORTSMOUTH
282	3010X_21	0.07	80	59.79	21	21	442	35,406	2,202	35.76	12	1	16.08	0.20	-	1	5.78	NASHUA
326	3020X_21	0.04	110	122.71	15	14	211	23,113	2,158	30.24	7	0	10.71	0.10	63	-	16.35	NASHUA
268	30H2_22	0.07	109	12.14	30	12	363	39,540	367	12.62	29	1	107.67	0.99	-	-	37.68	NASHUA
65	30W2_64	0.49	121	4.66	59	36	2,134	257,972	829	47.86	45	1	311.03	2.57	-	254	146.96	TILTON
599	3102X1_63	0.00	62	162.00	1	2	2	124	27	1.12	2	2	4.59	0.07	-	-	1.61	PORTSMOUTH
164	3102X2_63	0.18	231	20.44	23	18	413	95,572	704	12.13	34	1	135.84	0.59	-	157	71.09	PORTSMOUTH
385	3102X5_63	0.02	67	31.51	32	6	193	12,873	507	8.37	23	1	25.40	0.38	-	5	9.64	PORTSMOUTH
165	3103_65	0.18	69	6.60	73	19	1,381	95,266	759	36.26	38	1	125.52	1.82	1,200	6	284.83	EPPING
80	3103X1_65	0.41	88	11.49	94	26	2,442	216,100	2,338	65.39	37	0	92.43	1.04	-	18	35.05	EPPING
199	3105X1_63	0.13	95	33.16	50	15	749	71,292	2,070	17.24	43	1	34.45	0.36	-	122	30.36	PORTSMOUTH
497	3105X3_63	0.00	26	12.00	80	1	80	2,080	80	3.02	26	0	26.00	1.00	-	-	9.10	PORTSMOUTH
97	3108_12	0.36	39	4.44	102	47	4,808	188,089	1,778	61.09	79	1	105.78	2.70	243	2	85.93	BEDFORD
311	3108X1_12	0.05	64	7.80	60	7	420	26,843	273	11.67	36	1	98.27	1.54	-	-	34.39	BEDFORD
33	310X3_41	0.86	132	3.64	105	33	3,461	455,698	1,049	20.86	166	2	434.58	3.30	48	290	205.21	TILTON
523	310X5_41	0.00	87	107.00	3	5	16	1,384	143	4.18	4	1	9.70	0.11	-	-	3.40	TILTON
423	311_12	0.02	67	0.18	65	2	130	8,750	2	10.94	12	0	4,375.00	65.00	287	-	1,588.65	KEENE
57	3110X_21	0.53	110	12.03	74	35	2,573	282,305	2,579	46.92	55	1	109.47	1.00	-	59	47.17	NASHUA
600	3111_63	0.00	121	228.00	1	1	1	121	19	4.82	0	0	6.37	0.05	-	-	2.23	PORTSMOUTH
447	3111X1_63	0.01	13	11.16	66	7	461	5,865	429	6.39	72	1	13.68	1.08	-	-	4.79	PORTSMOUTH
481	3112X1_63	0.01	41	23.66	10	7	71	2,935	140	9.48	7	1	20.96	0.51	-	-	7.34	PORTSMOUTH
410	3112X3_63	0.02	41	14.92	234	1	234	9,594	291	4.88	48	0	32.97	0.80	-	-	11.54	PORTSMOUTH
362	3112X4_63	0.03	106	27.09	37	4	149	15,752	336	7.71	19	1	46.83	0.44	-	-	16.39	PORTSMOUTH
21	3114W1_42	1.18	117	2.23	95	56	5,308	622,034	986	71.71	74	1	630.71	5.38	1,260	80	484.75	TILTON
114	3114X_42	0.31	101	8.96	39	41	1,593	161,493	1,190	54.32	29	1	135.75	1.34	257	17	101.46	TILTON
22	3115X_23	1.11	114	6.27	72	72	5,176	588,368	2,703	89.73	58	1	217.64	1.91	2,662	388	666.78	DERRY
529	3115X11_65	0.00	42	161.79	15	2	29	1,204	391	6.17	5	0	3.08	0.07	-	-	1.08	EPPING
31	3115X12_65	0.88	110	6.17	52	81	4,234	465,957	2,179	70.23	60	1	213.88	1.94	597	266	234.16	EPPING
476	3115X14_65	0.01	101	136.85	8	4	33	3,348	376	6.16	5	1	8.90	0.09	-	-	3.11	EPPING
163	3115X7_65	0.18	64	5.35	151	10	1,507	96,126	672	13.65	110	1	142.97	2.24	-	-	50.04	EPPING
202	3115X9_65	0.13	128	4.41	109	5	544	69,596	200	7.04	77	1	348.13	2.72	-	-	121.84	EPPING
141	3116X_45	0.21	49	7.80	49	45	2,212	108,676	1,438	35.86	62	1	75.57	1.54	-	38	32.15	CHOCORUA
43	3116X1_45	0.69	95	3.98	48	80	3,868	366,562	1,284	85.84	45	1	285.56	3.01	933	65	296.30	CHOCORUA
172	311X1_12	0.16	145	14.73	25	24	594	86,311	729	37.01	16	1	118.40	0.81	-	31	46.09	BEDFORD
411	311X2_12	0.02	101	10.13	47	2	94	9,497	79	6.73	14	0	119.71	1.18	-	-	41.90	BEDFORD
382	311X3_12	0.02	134	7.78	33	3	98	13,158	64	9.32	11	0	207.21	1.54	-	23	75.97	BEDFORD
545	311X4_12	0.00	145	6.00	3	2	6	870	3	0.69	9	3	290.00	2.00	-	-	101.50	BEDFORD
221	311X5_12	0.11	83	23.09	30	24	722	59,690	1,389	40.95	18	1	42.96	0.52	-	10	16.54	KEENE
457	311X6_12	0.01	15	11.74	71	5	354	5,327	346	8.03	44	1	15.38	1.02	-	1	5.53	BEDFORD
509	311X8	0.00	64	62.68	7	4	26	1,653	136	4.62	6	1	12.17	0.19	-	-	4.26	BEDFORD
88	3120_31	0.38	82	7.56	60	41	2,465	201,432	1,554	63.49	39	1	129.63	1.59	-	37	50.92	KEENE
75	3120X1_31	0.42	118	4.19	53	36	1,908	224,435	667	19.36	99	2	336.53	2.86	242	266	206.09	KEENE
35	3120X2_31	0.80	107	3.46	63	62	3,934	421,817	1,135	58.77	67	1	371.59	3.47	1,202	128	389.66	KEENE
253	3120X3_36	0.08	115	8.45	48	8	382	43,893	269	15.13	25	1	163.27	1.42	-	1	57.30	KEENE
66	3120X4_36	0.47	89	7.69	50	56	2,811	249,714	1,800	78.59	36	1	138.70	1.56	-	78	60.25	KEENE
14	3128X_23	1.53	103	9.70	55	143	7,898	809,687	6,386	148.59	53	1	126.78	1.24	-	691	148.03	DERRY
320	3130X_11	0.05	72	90.71	22	16	349	25,156	2,638	25.85	14	1	9.54	0.13	-	-	3.34	HOOKSETT
29	3133X_23	0.98	108	11.83	52	93	4,791	517,209	4,725	124.76	38	1	109.47	1.01	1,198	305	323.67	NASHUA
283	3136X_21	0.07	118	170.17	25	12	300	35,304	4,254	19.10	16	1	8.30	0.07	-	-	2.90	NASHUA
117	3137X_65	0.30	82	9.35	41	47	1,928	157,508	1,503	68.85	28	1	104.82	1.28	72	17	53.64	TILTON
170	3137X1_65	0.17	73	16.69	30	40	1,206	87,478	1,678	64.35	19	1	52.15	0.72	-	3	18.70	EPPING
174	3137X10_65	0.16	196	12.73	44	10	436	85,346	463	17.02	26	1	184.47	0.94	207	66	115.86	EPPING
318	3137X2_64	0.05	202	17.12	16	8	126	25,504	180	8.59	15	1	141.89	0.70	-	33	54.61	TILTON

188	3137X3_65	0.15	96	6.80	58	14	818	78,450	463	10.22	80	1	169.29	1.77	-	50	66.75	EPPING
147	3137X5_65	0.20	110	5.51	69	14	970	106,759	446	15.60	62	1	239.64	2.18	45	21	96.02	EPPING
186	3137X6_65	0.15	90	6.85	98	9	883	79,522	504	11.75	75	1	157.70	1.75	-	-	55.20	EPPING
532	3137X7_65	0.00	97	140.83	12	1	12	1,164	141	6.06	2	0	8.27	0.09	-	-	2.89	EPPING
405	3137X8_65	0.02	73	31.90	26	5	132	9,699	351	6.78	19	1	27.64	0.38	-	-	9.67	EPPING
95	3137X80_65	0.36	335	3.76	48	12	572	191,638	179	8.73	66	1	1,069.11	3.19	68	359	441.64	EPPING
316	3138X_12	0.05	75	75.73	18	19	344	25,729	2,171	17.37	20	1	11.85	0.16	-	-	4.15	BEDFORD
9	3139X_31	1.77	72	2.41	91	143	13,067	934,640	2,619	150.45	87	1	356.81	4.99	587	319	290.14	KEENE
2	313X1_36	3.07	167	2.91	135	72	9,699	1,624,137	2,352	118.17	82	1	690.53	4.12	2,611	2,380	1,120.89	KEENE
367	313X2_36	0.03	65	23.02	26	9	235	15,301	451	25.50	9	0	33.95	0.52	-	39	17.73	KEENE
428	313X3_36	0.02	52	15.60	22	7	157	8,148	204	10.18	15	1	39.92	0.77	-	1	14.12	KEENE
535	313X4_36	0.00	67	136.75	8	2	16	1,064	182	11.97	1	0	5.84	0.09	-	-	2.04	KEENE
158	313X7_36	0.19	114	10.51	32	27	877	100,176	768	29.03	30	1	130.45	1.14	605	51	174.31	KEENE
463	313X8_36	0.01	108	25.05	21	2	42	4,519	88	3.72	11	1	51.55	0.48	-	-	18.04	KEENE
597	314_22	0.00	65	157.50	2	1	2	130	26	8.44	0	0	4.95	0.08	-	-	1.73	NASHUA
45	3140_36	0.66	151	5.92	39	59	2,310	347,715	1,140	58.98	39	1	305.08	2.03	525	402	272.08	KEENE
70	3140X1_36	0.45	208	8.50	28	41	1,150	239,121	814	38.37	30	1	293.67	1.41	267	233	191.14	KEENE
10	3140X2_36	1.68	148	3.23	62	97	6,009	889,384	1,620	94.76	63	1	549.03	3.71	978	670	488.26	KEENE
183	3140X3_36	0.16	84	3.31	75	13	971	82,042	268	14.48	67	1	306.41	3.63	-	-	107.24	KEENE
8	3141X_23	1.82	77	4.63	99	126	12,483	959,889	4,817	114.22	109	1	199.29	2.59	226	84	127.56	DERRY
558	3142_12	0.00	344	108.00	2	1	2	688	18	3.38	1	0	38.22	0.11	-	2	13.68	HOOKSETT
412	3143X_22	0.02	123	34.22	13	6	77	9,497	220	7.54	10	1	43.25	0.35	-	-	15.14	NASHUA
219	3144_21	0.11	71	13.68	122	7	856	60,624	976	19.94	43	0	62.11	0.88	-	2	22.04	NASHUA
234	3144X1_21	0.10	125	21.56	25	18	443	55,188	796	21.14	21	1	69.35	0.56	-	115	41.52	NASHUA
475	3144X3_21	0.01	140	405.50	4	6	24	3,354	811	17.78	1	0	4.14	0.03	-	1	1.60	NASHUA
510	3148X_62	0.00	135	553.00	4	3	12	1,625	553	12.18	1	0	2.94	0.02	-	-	1.03	ROCHESTER
26	3148X2_62	1.04	79	4.80	277	25	6,919	550,013	2,770	16.07	430	2	198.53	2.50	-	212	101.29	ROCHESTER
182	3148X3_62	0.16	85	9.92	138	7	968	82,380	800	18.45	52	0	102.95	1.21	-	-	36.03	ROCHESTER
474	3148X4_62	0.01	136	234.84	4	7	25	3,395	489	5.07	5	1	6.94	0.05	-	3	2.88	ROCHESTER
116	314X12_22	0.30	150	11.06	59	18	1,062	159,367	979	20.93	51	1	162.76	1.08	-	206	87.87	NASHUA
273	314X14_22	0.07	183	12.77	35	6	209	38,249	222	9.02	23	1	171.97	0.94	-	5	60.94	NASHUA
207	314X15_22	0.12	132	8.64	20	25	497	65,511	358	18.29	27	1	182.99	1.39	84	106	96.75	NASHUA
259	314X23_22	0.08	99	10.30	24	18	427	42,083	367	24.71	17	1	114.80	1.16	8	16	44.18	NASHUA
373	314X24_22	0.03	313	25.91	24	2	47	14,725	102	2.19	21	1	145.07	0.46	-	46	57.68	NASHUA
468	314X26_22	0.01	61	97.59	16	4	64	3,902	521	5.80	11	1	7.50	0.12	-	-	2.62	NASHUA
262	314X3_22	0.08	155	15.19	19	14	264	40,948	334	8.90	30	2	122.54	0.79	-	5	43.64	NASHUA
511	314X35_22	0.00	50	6.00	16	2	32	1,600	16	1.22	26	2	100.00	2.00	-	-	35.00	NASHUA
38	314X4_22	0.76	145	6.62	42	66	2,768	400,820	1,526	98.27	28	1	262.63	1.81	244	836	266.12	NASHUA
402	314X46_22	0.02	237	13.71	21	2	42	9,952	48	3.00	14	1	207.33	0.88	-	38	78.27	NASHUA
239	314X54_22	0.10	307	42.15	28	6	170	52,166	597	13.22	13	0	87.36	0.28	-	79	42.42	NASHUA
215	3151X10_12	0.12	71	11.58	292	3	875	62,204	844	7.45	117	0	73.67	1.04	-	19	28.64	BEDFORD
335	3151X49_12	0.04	94	5.89	54	4	216	20,405	106	1.87	115	2	192.35	2.04	-	-	67.32	BEDFORD
323	3151X52_12	0.05	94	20.97	51	5	253	23,835	442	4.66	54	1	53.91	0.57	-	-	18.87	BEDFORD
569	3151X9_12	0.00	61	173.38	3	3	8	491	116	3.85	2	1	4.25	0.07	-	-	1.49	BEDFORD
291	3152X_65	0.06	119	63.58	15	18	269	31,921	1,425	18.41	15	1	22.40	0.19	-	-	7.84	EPPING
348	3152X1_65	0.03	67	25.31	31	9	275	18,490	580	15.59	18	1	31.88	0.47	249	7	62.01	EPPING
580	3153X_63	0.00	158	87.50	2	1	2	316	15	4.35	0	0	21.67	0.14	-	-	7.58	PORTSMOUTH
528	3153X1_63	0.00	135	81.67	5	2	9	1,214	61	14.50	1	0	19.82	0.15	-	1	7.09	PORTSMOUTH
313	3154X1_21	0.05	81	100.01	19	17	321	26,104	2,675	33.53	10	1	9.76	0.12	-	21	6.57	NASHUA
236	3154X2_21	0.10	89	54.99	25	24	609	53,939	2,791	44.23	14	1	19.33	0.22	-	24	10.37	NASHUA
155	3155X_22	0.19	166	11.03	56	11	611	101,589	562	29.54	21	0	180.84	1.09	-	-	63.30	NASHUA
16	3155X2_22	1.33	175	6.45	69	58	4,013	700,577	2,157	86.03	47	1	324.83	1.86	84	153	153.44	NASHUA
233	3155X3_22	0.10	245	18.19	28	8	226	55,427	343	11.82	19	1	161.83	0.66	-	142	77.94	NASHUA
20	3155X4_36	1.19	207	8.26	74	41	3,022	626,825	2,080	89.51	34	0	301.31	1.45	-	2,007	406.51	KEENE
142	3155X6_36	0.21	464	11.91	78	3	234	108,676	232	9.90	24	0	467.93	1.01	-	231	198.42	KEENE
265	3155X7_22	0.08	164	37.03	12	20	243	39,953	750	36.36	7	1	53.28	0.32	-	-	18.65	NASHUA
333	3155X8_22	0.04	55	7.91	22	17	376	20,649	248	18.92	20	1	83.30	1.52	77	-	44.55	NASHUA
304	3155X9_22	0.05	49	16.22	31	19	581	28,471	785	50.44	12	0	36.26	0.74	-	4	13.29	NASHUA
81	3157X1_61	0.41	73	8.94	74	40	2,946	214,820	2,195	69.27	43	1	97.88	1.34	-	68	44.46	ROCHESTER
490	3157X3_61	0.00	119	833.56	5	4	19	2,263	1,320	0.06	315	66	1.71	0.01	-	-	0.60	ROCHESTER
60	3159X_21	0.51	92	9.75	84	35	2,939	270,877	2,389	65.69	45	1	113.39	1.23	-	42	45.99	NASHUA
73	316_32	0.44	112	18.91	18	118	2,078	232,245	3,275	172.07	12	1	70.91	0.63	555	102	151.12	NEWPORT
472	3162_65	0.01	204	5.65	6	3	17	3,475	8	4.61	4	1	434.38	2.13	-	-	152.03	EPPING
190	3162X1_65	0.14	138	5.49	79	7	553	76,171	253	9.75	57	1	301.07	2.19	-	-	105.38	EPPING
297	3162X2_65	0.06	164	4.10	26	7	183	30,068	63	5.60	33	1	480.45	2.92	111	-	190.36	EPPING
418	3162X3_65	0.02	235	11.38	39	1	39	9,165	37	1.37	28	1	247.70	1.05	-	-	86.70	EPPING
349	3162X4_65	0.03	235	11.54	78	1	78	18,330	75	4.42	18	0	244.40	1.04	-	-	85.54	EPPING
399	3164X1_12	0.02	478	12.00	21	1	21	10,038	21	0.17	124	6	478.00	1.00	-	21	170.45	BEDFORD
531	3164X2_12	0.00	148	451.00	3	3	8	1,182	301	6.37	1	0	3.93	0.03	-	-	1.38	BEDFORD
303	3164X3_12	0.05	112	60.13	13	19	255	28,566	1,278	24.12	11	1	22.36	0.20	-	-	7.82	NASHUA
441	3164X8_12	0.01	88	51.64	10	7	73	6,456	314	3.72	20	2	20.55	0.23	-	-	7.19	BEDFORD
565	3165X8_63	0.00	28	71.52	21	1	21	588	125	3.80	6	0	4.70	0.17	-	-	1.64	PORTSMOUTH
94	3168X_21	0.36	65	18.34	140	21	2,937	192,242	4,488	25.66	114	1	42.84	0.65	-	195	44.24	NASHUA
1	316X1_32	3.30	115	2.72	101	150	15,204	1,745,689	3,440	157.53	97	1	507.47	4.42	6,648	1,044	1,663.82	NEWPORT
101	316X2_32	0.34	177	11.33	21	49	1,008	178,402	952	44.93	22	1	187.48	1.06	-	248	102.82	NEWPORT
567	3172_63	0.00	92	26.00	3	2	6	549	13	8.47	1	0	42.23	0.46	-	-	14.78	PORTSMOUTH
136	3172X1_63	0.22	48	6.07	66	36	2,383	113,696	1,206	32.73	73	1	94.29	1.98	140	47	68.05	PORTSMOUTH
534	3172X2_63	0.00	13	37.44	42	2	84	1,122	262	7.45	11	0	4.28	0.32	-	-	1.50	PORTSMOUTH
79	3173_36	0.41	89	10.65	55	45	2,461	218,725	2,184	66.92	37	1	100.13	1.13	1,095	42	260.35	KEENE
25	3173X1_12	1.04	122	4.04	72	63	4,537	552,391	1,527	71.56	63	1	361.73	2.97	1,314	465	459.16	BEDFORD
448	3174X1_61	0.01	146	31.83	10	4	40	5,835	106	4.13	10	1	55.00	0.38	-	7	20.30	ROCHESTER
243	3174X2_61	0.09	132	10.61	93	4	373	49,129	330	6.12	61	1	148.95	1.13	-	-	52.13	ROCHESTER
351	3174X4_61	0.03	20	10.37	76	11	834	17,093	721	35.12	24	0	23.72	1.16	-	-	8.30	ROCHESTER
344	3175X_21	0.04	92	60.90	26	8	205	18,872	1,040	14.71	14	1	18.14	0.20	-	16	8.75	NASHUA
270	3175X1_21	0.07	65	23.86	40	15	603	39,024	1,199	25.38	24	1	32.55	0.50	-	-	11.39	NASHUA
524	3175X5_21	0.00	77	139.06	5	4	18	1,381	209	1.98	9	2	6.62	0.09	-	-	2.32	NASHUA
168	3177X_21	0.17	152	28.35	43	14	598	90,731	1,413	16.21	37	1	64.23	0.42	-	31	27.13	NASHUA
248	3177X1_21	0.08	134	72.84	24	14	334	44,854	2,027	29.98	11	0	22.13	0.16	-	9	9.09	NASHUA
340	3177XA_21	0.04	64	74.12	28	11	303	19,442	1,872	22.16	14	0	10.39	0.16	-	-	3.64	NASHUA
5	3178_31	2.43	141	2.70	136	67	9,085	1,282,242	2,043	63.16	144	1	627.65	4.45	2,421	1,012	855.68	KEENE
200	3178X3_31	0.13	89	2.00	44	18	796	70,565	133	3.51	227	5	531.23	5.99	-	-	185.93	KEENE
90	3178X4_31	0.38	92	10.18	53	41	2,166	199,082	1,838	76.63	28	1	108.30	1.18	-	2	38.21	KEENE
329	3178X5_31	0.04	114	15.15	16	12	190	21,580	240	10.26	19	1	89.98	0.79	-	-	31.49	KEENE
460	3179_11	0.01	50	82.34	17	6	101	5,054	693	19.08	5	0	7.29	0.15	-	-	2.55	HOOKSETT
409	317X1_12	0.02	93	21.09	17	6	103	9,598	181	15.41	7	0	53.03	0.57	-	3	19.01	BEDFORD
143	317X2	0.21	86	14.17	70	18	1,262	108,673	1,491	52.55	24	0	72.91	0.85	-	31	30.17	BEDFORD
87	317X3	0.39	141	11.02	35	42	1,459	205,850	1,339	68.55	21	1	153.69	1.09	234	156	123.99	BEDFORD
424	317X7	0.02	113	22.42	19	4	77	8,710	144	6.25	12	1	60.56	0.54	-	-	21.19	BEDFORD
122	3181_45	0.26	63	5.91	40	54	2,170	137,467	1,069	50.68	43	1	128.63	2.03	334	-	111.82	CHOCORUA
588	3182_12	0.00	209	84.00	1	1	1	209	7	2.03	0	0	29.86	0.14	-	-	10.45	HOOKSETT
83	3184X_23	0.40	138	21.30	21	73	1,549	213,610	2,750	55.11	28	1	77.67	0.56	-	288	70.39	DERRY
227	318X2_11	0.11	82	13.60	33	21	686	56,375	778	32.33	21	1	72.48	0.88	-	3	25.82	HOOKSETT
587	3191X10_65	0.00	106	270.00	2	1	2	212	45	1.43	1	1	4.71	0.04	-	-	1.65	EPPING
149	3191X1A_65	0.20	90	6.81	105	11	1,150	103,990	653	19.90	58	1	159.29	1.76	-	5	56.50	EPPING
175	3191X1B_65	0.16	93	15.47	150	6	902	84,058	1,163	11.22	80	1	72.27	0.78	-	1	25.45	EPPING
290	3191X2_65	0.06	128	42.52	32	8	254	32,532	900	9.78	26	1	36.15	0.28	48	-	22.25	EPPING
69	3191X3_63	0.46	84	6.59	102	28	2,857	241,343	1,569	37.83	76	1	153.84	1.82	2,320	13	519.80	PORTSMOUTH
544	3191X4_63	0.00	44	18.60	20	1	20	879	31	0.91	22	1	28.35	0.65	-	-	9.92	PORTSMOUTH
607	3191X5_65	0.00	9	334.00	6	1	6	54	167	2.13	3	0	0.32	0.04	-	-	0.11	EPPING
429	3191X6_65	0.01	88	28.51	13	7	89	7,856	211	8.61	10	1	37.16	0.42	-	-	13.01	EPPING
581	3191X7_65	0.00	305	732.00	1	1	1	305	61	2.26	0	0	5.00	0.02	-	1	1.90	EPPING
512	3191X9_63	0.00	111	108.07	3	5	14	1,560	126	4.80	3	1	12.37	0.11	-	2	4.63	PORTSMOUTH
578	3194X1_12	0.00	373	96.00	1	1	1	373	8	6.14	0	0	46.63	0.13	-	1	16.47	BEDFORD
422	3197X_12	0.02	97	313.49	7	13	90	8,757	2,351	26.46	3	0	3.72	0.04	-	7	2.35	BEDFORD
138	319X1_64	0.21	109	27.07	15	70	1,031	111,944	2,325	113.49	9	1	48.14	0.44	107	46	45.15	TILTON
40	31W1_64	0.73	110	4.74	56	63	3,509	387,466	1,385	71.79	49	1	279.83	2.53	1,496	176	423.54	TILTON
112	31W2_64	0.31	59	5.34	100	28	2,789	164,784	1,241	43.84	64	1	132.77	2.25	74	58	69.97	TILTON
104	3211X_21	0.33	108	19.63	64	25	1,592	172,673	2,605	49.12	32	1	66.30	0.61	-	24	26.81	NASHUA
133	3212X_22	0.22	100	19.68	54	22	1,182	118,087	1,939	39.28	30	1	60.90	0.61	-	41	27.47	NASHUA
593	3216_42	0.00	71	30.00	1	2	2	141	5	6.54	0	0	28.20	0.40	-	-	9.87	TILTON
129	3217X_22	0.23	87	29.92	34	42	1,417	123,766	3,533	84.61	17	0	35.03	0.40	254	1	63.21	NASHUA
241	3218_45	0.10	107	23.96	10	50	485	51,809	968	52.40	9	1	53.50	0.50	-	54	26.82	CHOCORUA
487	321X11_11	0.00	219	339.00	6	2	11	2,408	311	8.37	1	0	7.75	0.04	-	8	3.91	HOOKSETT
37	3222X_41	0.78	162	15.17	42	60	2,534	411,056	3,203	84.07	30	1	128.32	0.79	219	468	158.91	TILTON
477	3223_21	0.01	92	123.28	36	1	36	3,312	370	4.37	8	0	8.96	0.10	-	-	3.13	NASHUA
434	3229_65	0.01	112	31.48	12	5	62	6,931	163	8.09	8	1	42.61	0.38	-	-	14.91	PORTSMOUTH
157	322X10_12	0.19	107	15.01	43	22	946	101,088	1,183	40.52	23	1	85.43	0.80	-	97	44.45	BEDFORD
55	322X12_12	0.56	78	6.74	61	62	3,751	294,284	2,106	60.70	62	1	139.72	1.78	152	76	90.70	BEDFORD
583	322X14_12	0.00	87	1,188.67	2	2	3	261	297	2.21	1	1	0.88	0.01	-	-	0.31	BEDFORD
530	322X3_12	0.00	66	205.83	9	2	18	1,188	309	2.43	7	1	3.85	0.06	-	-	1.35	BEDFORD
103	323X5_12	0.33	92	18.75	47	40	1,868	172,685	2,919	59.67	31	1	59.17	0.64	-	20	23.71	DERRY
469	323X9_12	0.01	70	3.49	14	4	55	3,827	16	0.14	393	29	239.19	3.44	48	-	93.32	BEDFORD
206	3248_11	0.13	137	30.95	245	2	490	66,990	1,264	3.91	125	1	53.01	0.39	-	-	18.55	HOOKSETT
58	324X10_11	0.53	208	9.91	111	12	1,336	277,865	1,103	18.51	72	1	251.92	1.21	-	-	88.17	HOOKSETT
521	324X11_11	0.00	126	146.18	4	3	11	1,391	134	0.02	604	165	10.38	0.08	-	-	3.63	HOOKSETT
540	324X8_11	0.00	74	276.00	2	7	13	964	299	17.28	1	0	3.22	0.04	-	-	1.13	HOOKSETT
595	325_11	0.00	139	6,769.00	1	1	1	139	564	6.99	0	0	0.25	0.00	-	-	0.09	HOOKSETT
519	325X2_11	0.00	48	172.40	8	4	30	1,438	431	4.01	7	1	3.34	0.07	-	-	1.17	HOOKSETT
450	325X7_11	0.01	85	158.38	10	7	68	5,776	898	10.43	7	1	6.44	0.08	-	4	2.85	HOOKSETT
590	3271_12	0.00	173	1,018.00	1	1	1	173	85	7.58	0	0	2.04	0.01	-	-	0.71	BEDFORD
71	3271X1_12	0.45	125	7.12	40	48	1,896	236,824	1,125	61.56	31	1	210.59	1.69	-	5	74.46	BEDFORD
156	3271X2_12	0.19	59	12.70	32	54	1,716	101,542	1,816	72.81	24	1	55.93	0.95	61	16	34.17	BEDFORD
433	3271X3_12	0.01	90	12.23	42	2	84	7,518	86	3.33	25	1	87.84	0.98	-	-	30.75	BEDFORD
386	3271X5_12	0.02	142	45.20	15	6	90	12,773	339	12.23	7	0	37.68	0.27	15	-	16.19	BEDFORD
602	327X8_12	0.00	51	646.50	2	1	2	102	108	4.95	0	0	0.95	0.02	-	-	0.33	BEDFORD
306	328X1_12	0.05	80	34.32	50	7	351	27,998	1,004	16.95	21	0	27.89	0.35	-	-	9.76	BEDFORD
552	328X10_12	0.00	111	505.14	2	3	7	779	295	2.24	3	1	2.64	0.02	-	-	0.93	BEDFORD

533	328X18_12	0.00	96	135.00	12	1	12	1,152	135	1.90	6	1	8.53	0.09	-	-	2.99	BEDFORD
585	328X2_12	0.00	234	1,971.00	1	1	1	234	164	2.57	0	0	1.42	0.01	-	-	0.50	BEDFORD
606	328X3_12	0.00	80	553.00	1	1	1	80	46	1.00	1	1	1.74	0.02	-	-	0.61	BEDFORD
317	328X9_12	0.05	71	26.01	20	18	360	25,531	780	24.73	15	1	32.73	0.46	150	-	41.45	BEDFORD
601	329_22	0.00	108	24.00	1	1	1	108	2	11.63	0	0	54.00	0.50	-	-	18.90	NASHUA
185	32W1_23	0.15	76	24.29	26	40	1,048	79,763	2,121	32.41	32	1	37.60	0.49	-	81	25.31	DERRY
470	32W2_23	0.01	117	247.19	5	6	32	3,733	659	7.25	4	1	5.66	0.05	-	-	1.98	DERRY
228	32W3_23	0.11	66	27.17	60	14	843	55,970	1,909	14.81	57	1	29.33	0.44	102	34	35.76	DERRY
203	32W4_23	0.13	54	18.57	84	15	1,257	68,139	1,945	23.78	53	1	35.03	0.65	-	-	12.26	DERRY
181	32W5_23	0.16	109	43.48	19	39	756	82,385	2,739	44.98	17	1	30.08	0.28	-	2	10.83	DERRY
603	32X1_62	0.00	101	1,682.00	1	1	1	101	140	0.85	1	1	0.72	0.01	-	-	0.25	ROCHESTER
263	32X24_62	0.08	84	20.84	81	6	487	40,697	846	3.76	130	2	48.11	0.58	-	-	16.84	ROCHESTER
91	32X3_62	0.38	95	7.50	149	14	2,086	198,468	1,303	31.65	66	0	152.28	1.60	-	91	66.95	ROCHESTER
286	32X4_62	0.06	85	15.39	101	4	402	34,129	516	8.58	47	0	66.21	0.78	-	-	23.17	ROCHESTER
496	32X6_61	0.00	27	52.77	16	5	78	2,117	343	5.47	14	1	6.17	0.23	-	-	2.16	ROCHESTER
517	32X98_62	0.00	104	12.00	14	1	14	1,456	14	0.22	63	5	104.00	1.00	-	-	36.40	ROCHESTER
542	332X1_12	0.00	10	239.93	46	2	91	946	1,820	0.01	13,382	294	0.52	0.05	-	-	0.18	BEDFORD
204	333X_45	0.13	93	19.94	20	37	726	67,606	1,207	42.18	17	1	56.03	0.60	20	2	23.91	CHOCORUA
426	334G_12	0.02	561	38.47	15	1	15	8,415	48	5.87	3	0	175.01	0.31	-	15	63.50	HOOKSETT
232	334X14_12	0.10	117	10.65	59	8	475	55,449	422	8.53	56	1	131.55	1.13	-	-	46.04	BEDFORD
492	334X17_11	0.00	59	200.42	13	3	38	2,242	635	3.23	12	1	3.53	0.06	-	-	1.24	HOOKSETT
389	334X18_11	0.02	83	62.93	14	11	150	12,414	787	13.15	11	1	15.78	0.19	-	1	5.67	HOOKSETT
217	334X2_12	0.12	150	19.43	45	9	408	61,043	661	17.90	23	1	92.38	0.62	-	15	34.58	BEDFORD
225	334X8_11	0.11	137	4.63	53	8	425	58,056	164	2.35	181	3	354.18	2.59	-	11	125.61	HOOKSETT
550	335_12	0.00	9	16.52	90	1	90	810	124	13.90	6	0	6.54	0.73	-	-	2.29	BEDFORD
254	335X1_12	0.08	64	6.14	61	11	673	43,324	344	12.54	54	1	125.79	1.95	-	-	44.03	BEDFORD
520	335X12_12	0.00	9	12.46	157	1	157	1,413	163	1.70	93	1	8.67	0.96	-	-	3.03	HOOKSETT
187	335X15_12	0.15	35	8.89	119	19	2,253	79,218	1,668	31.18	72	1	47.48	1.35	-	6	17.52	HOOKSETT
360	335X2_12	0.03	77	101.92	29	7	206	15,946	1,750	26.69	8	0	9.11	0.12	-	-	3.19	BEDFORD
359	335X3_12	0.03	70	98.92	33	7	229	16,037	1,888	10.73	21	1	8.50	0.12	-	2	3.27	BEDFORD
553	335X56_12	0.00	148	86.20	2	3	5	739	36	6.50	1	0	20.58	0.14	-	-	7.20	HOOKSETT
195	336X_45	0.14	111	11.06	52	13	670	74,302	617	20.59	33	1	120.34	1.09	-	12	43.92	CHOCORUA
36	336X1_45	0.78	164	1.60	84	30	2,529	414,127	338	30.17	84	1	1,224.62	7.48	1,697	186	795.92	CHOCORUA
395	337X10_42	0.02	103	11.84	53	2	106	10,944	105	2.84	37	1	104.64	1.01	-	-	36.63	TILTON
549	337X12_42	0.00	167	208.40	3	2	5	834	87	1.16	4	2	9.60	0.06	-	-	3.36	TILTON
301	337X6_42	0.05	121	7.41	30	8	239	28,910	148	4.32	55	2	195.78	1.62	156	-	99.72	TILTON
555	337X7_42	0.00	91	557.38	4	2	8	725	372	6.52	1	0	1.95	0.02	-	-	0.68	TILTON
398	337X8_42	0.02	103	60.45	16	6	98	10,053	494	11.32	9	1	20.36	0.20	-	-	7.13	TILTON
605	338_42	0.00	97	87.00	1	1	1	97	7	23.44	0	0	13.38	0.14	-	-	4.68	TILTON
504	338X3_41	0.00	62	15.43	8	4	30	1,847	39	2.38	13	2	47.87	0.78	-	-	16.75	TILTON
516	3392_12	0.00	6	11.98	252	1	252	1,512	252	1.25	202	1	6.01	1.00	-	-	2.10	BEDFORD
449	339X2_63	0.01	214	15.11	14	2	27	5,790	34	0.67	40	3	170.29	0.79	-	-	59.60	PORTSMOUTH
189	339X4_63	0.15	129	7.00	150	4	598	77,334	349	2.44	245	2	221.59	1.71	-	40	83.56	PORTSMOUTH
197	339X8_63	0.14	90	4.03	16	51	817	73,744	274	3.48	235	15	268.98	2.98	-	-	94.14	PORTSMOUTH
179	33H1_12	0.16	126	16.43	20	32	654	82,730	896	50.62	13	1	92.38	0.73	215	93	89.28	BEDFORD
184	33W1_36	0.15	121	16.53	17	40	663	80,444	913	58.08	11	1	88.09	0.73	93	69	59.78	KEENE
598	340_61	0.00	128	24.00	1	1	1	128	2	3.29	0	0	64.00	0.50	-	-	22.40	ROCHESTER
392	340X1_61	0.02	106	51.19	11	10	108	11,484	461	6.24	17	2	24.93	0.23	-	-	8.73	ROCHESTER
461	340X5_61	0.01	14	11.41	183	2	365	5,050	347	7.39	49	0	14.55	1.05	-	10	6.59	ROCHESTER
93	3410_32	0.37	82	19.42	21	114	2,377	194,631	3,847	177.93	13	1	50.60	0.62	12	79	31.96	NEWPORT
501	342B_41	0.00	141	8.86	7	2	14	1,967	10	4.86	3	0	190.35	1.35	-	3	67.07	TILTON
121	3445X_21	0.27	156	57.92	25	36	901	140,156	4,349	53.27	17	1	32.23	0.21	-	163	35.73	NASHUA
210	345X1_42	0.12	97	7.63	36	18	649	62,911	413	24.43	27	1	152.51	1.57	-	8	54.58	TILTON
494	345X4_41	0.00	56	15.71	13	3	38	2,125	50	0.95	40	3	42.71	0.76	-	-	14.95	TILTON
384	345X5_41	0.02	152	121.05	85	1	85	12,939	857	25.99	3	0	15.09	0.10	-	2	5.58	TILTON
213	346X1_45	0.12	68	25.53	28	33	928	62,744	1,974	55.34	17	1	31.78	0.47	60	-	23.12	CHOCORUA
507	346X56_45	0.00	56	114.58	16	2	31	1,749	296	2.34	13	1	5.91	0.10	-	-	2.07	CHOCORUA
51	347_45	0.60	92	11.45	35	97	3,420	316,121	3,264	98.04	35	1	96.86	1.05	1,034	73	251.65	CHOCORUA
105	347X3_45	0.32	87	5.66	43	45	1,952	170,582	921	54.81	36	1	185.25	2.12	577	117	197.79	CHOCORUA
388	347X6_45	0.02	156	8.59	41	2	81	12,641	58	2.57	32	1	217.95	1.40	-	-	76.28	CHOCORUA
3	348X1_76	2.78	229	2.90	66	97	6,418	1,471,715	1,551	104.74	61	1	948.73	4.14	143	209	392.01	LANCASTER
99	348X19_43	0.35	255	3.65	182	4	728	185,326	222	3.52	207	1	836.37	3.29	-	-	292.73	LANCASTER
18	348X2_76	1.29	214	2.62	48	66	3,184	682,133	695	75.68	42	1	981.49	4.58	274	148	420.52	LANCASTER
44	348X20_43	0.66	243	3.57	72	20	1,433	347,735	427	20.69	69	1	814.84	3.36	-	9	286.55	LANCASTER
11	348X3_76	1.65	248	6.37	58	61	3,527	873,594	1,871	106.17	33	1	466.83	1.88	88	839	306.84	LANCASTER
300	348X4_76	0.06	77	3.68	38	10	377	29,165	116	9.98	38	1	252.33	3.26	-	-	88.32	LANCASTER
205	348X5_76	0.13	221	10.77	25	12	305	67,306	274	21.30	14	1	245.94	1.11	-	45	92.83	LANCASTER
495	348X6_76	0.00	106	6.00	10	2	20	2,120	10	0.76	26	3	212.00	2.00	-	-	74.20	LANCASTER
49	348X7_76	0.62	206	5.52	200	8	1,602	329,229	737	19.26	83	0	446.61	2.17	-	-	156.32	LANCASTER
212	348X8_76	0.12	126	3.52	38	13	498	62,808	146	8.10	61	2	429.70	3.41	112	106	188.70	LANCASTER
196	348X9_76	0.14	92	3.41	27	30	800	73,918	227	16.88	47	2	325.27	3.52	241	88	175.25	LANCASTER
379	34H1_61	0.02	174	86.60	2	35	76	13,216	548				24.10	0.14	-	287	51.48	
527	34H2_61	0.00	174	944.26	7	1	7	1,218	551				2.21	0.01	-	-	0.77	
150	34W18_11	0.20	152	19.62	25	27	682	103,645	1,115	28.46	24	1	92.93	0.61	168	49	73.47	HOOKSETT
56	34W2_61	0.54	135	9.32	27	78	2,107	284,450	1,637	14.70	143	5	173.82	1.29	-	-	60.84	ROCHESTER
166	34W3_61	0.17	160	37.56	21	27	577	92,496	1,806	5.24	110	5	51.21	0.32	-	21	21.07	ROCHESTER
192	34W4_61	0.14	81	21.17	73	13	945	76,085	1,667	19.54	48	1	45.64	0.57	-	-	15.98	ROCHESTER
403	350X_77	0.02	114	10.06	44	2	87	9,948	73	6.31	14	0	136.43	1.19	-	9	49.10	BERLIN
251	350X1_77	0.08	75	10.83	118	5	592	44,505	535	4.16	142	1	83.26	1.11	-	-	29.14	BERLIN
146	350X2_77	0.20	95	3.21	54	21	1,129	107,169	302	24.24	47	1	354.38	3.73	-	9	125.38	BERLIN
271	350X3_77	0.07	79	5.06	55	9	491	38,830	207	15.83	31	1	187.51	2.37	-	24	69.23	BERLIN
609	351_76	0.00	28	72.00	1	1	1	28	6	7.52	0	0	4.67	0.17	-	-	1.63	LANCASTER
596	351X1_76	0.00	132	576.00	1	1	1	132	48	4.68	0	0	2.75	0.02	-	-	0.96	LANCASTER
140	351X16_76	0.21	136	12.42	21	38	798	108,840	826	52.44	15	1	131.74	0.97	-	208	77.31	LANCASTER
177	351X17_76	0.16	155	2.03	76	7	535	82,899	90	8.00	67	1	917.70	5.92	359	91	406.65	LANCASTER
525	351X2_76	0.00	62	54.29	7	3	21	1,308	95	4.36	5	1	13.77	0.22	-	1	4.97	LANCASTER
167	351X4_77	0.17	168	9.04	39	14	549	92,230	414	20.30	27	1	222.96	1.33	-	134	98.14	BERLIN
314	351X8_77	0.05	68	12.12	32	12	379	25,908	383	7.28	52	2	67.69	0.99	-	37	29.24	BERLIN
491	3521_77	0.00	225	331.00	5	2	10	2,245	276	8.12	1	0	8.14	0.04	-	5	3.60	BERLIN
369	3525X_77	0.03	169	34.48	23	4	90	15,246	259	15.05	6	0	58.96	0.35	-	14	22.74	BERLIN
260	3525X1_77	0.08	64	8.09	41	16	653	41,738	440	5.86	111	3	94.81	1.48	-	-	33.18	BERLIN
124	3525X2_77	0.25	192	6.97	86	8	690	132,187	401	21.12	33	0	329.85	1.72	-	229	149.80	BERLIN
458	3525X3_77	0.01	161	22.55	33	1	33	5,313	62	4.34	8	0	85.69	0.53	-	-	29.99	BERLIN
68	3525X4_77	0.47	163	3.10	40	38	1,512	246,474	390	29.61	51	1	631.85	3.88	390	279	341.00	BERLIN
24	3525X5_77	1.07	138	2.46	100	41	4,089	566,290	838	59.79	68	1	675.97	4.88	335	99	318.44	BERLIN
319	3525X6_77	0.05	147	13.05	86	2	171	25,171	186	2.51	68	1	135.39	0.92	-	-	47.39	BERLIN
584	353_21	0.00	84	108.00	3	1	3	252	27	5.99	1	0	9.33	0.11	-	-	3.27	NASHUA
498	353X3_21	0.00	71	140.83	6	5	29	2,071	340	3.51	8	1	6.09	0.09	-	-	2.13	NASHUA
502	353X4_21	0.00	111	232.24	17	1	17	1,887	329	4.83	4	0	5.74	0.05	-	-	2.01	NASHUA
522	353X5_21	0.00	60	196.04	12	2	23	1,386	376	4.83	5	0	3.69	0.06	-	-	1.29	NASHUA
298	3548X11_42	0.06	181	22.55	18	9	164	29,639	308	10.03	16	1	96.15	0.53	-	88	46.85	TILTON
30	3548X2_42	0.95	104	2.77	142	34	4,826	504,113	1,114	38.31	126	1	452.53	4.33	3,418	3	842.44	TILTON
324	3548X9_42	0.04	87	11.92	27	10	265	23,142	263	10.21	26	1	87.88	1.01	72	-	45.16	TILTON
574	355X_76	0.00	11	15.69	20	2	39	446	51	37.41	1	0	8.75	0.76	-	-	3.06	LANCASTER
59	355X1_76	0.52	162	4.64	51	33	1,683	272,690	651	46.19	36	1	418.61	2.58	792	273	345.86	LANCASTER
6	355X10_76	2.37	103	2.26	106	115	12,208	1,255,003	2,299	121.37	101	1	546.01	5.31	354	555	345.16	LANCASTER
393	355X15_76	0.02	58	36.26	39	5	194	11,276	586	6.64	29	1	19.24	0.33	-	-	6.73	LANCASTER
416	355X16_76	0.02	107	7.35	29	3	86	9,232	53	2.19	39	1	175.29	1.63	-	-	61.35	LANCASTER
462	355X2_76	0.01	103	12.00	12	4	48	4,935	48	3.21	15	1	102.81	1.00	-	6	36.88	LANCASTER
464	355X3_76	0.01	234	159.47	4	5	19	4,454	253	16.66	1	0	17.64	0.08	-	13	8.12	LANCASTER
343	355X5_76	0.04	192	18.92	50	2	99	19,049	156	8.71	11	0	122.04	0.63	-	-	42.72	LANCASTER
322	355X6_76	0.05	97	6.03	42	6	254	24,640	128	9.72	26	1	193.13	1.99	-	1	67.75	LANCASTER
486	355X7_76	0.00	25	8.67	25	4	100	2,499	72	5.20	19	1	34.59	1.38	-	-	12.11	LANCASTER
604	356_11	0.00	98	16.00	1	1	1	98	1	0.45	2	2	73.50	0.75	-	-	25.73	HOOKSETT
466	35H1_12	0.01	50	25.35	20	4	80	4,032	169	2.00	40	2	23.86	0.47	-	-	8.35	BEDFORD
76	35W1_36	0.42	70	5.52	69	46	3,186	221,826	1,465	42.30	75	1	151.42	2.17	2,201	18	495.90	KEENE
193	360X1_12	0.14	171	7.61	89	5	443	75,915	281	9.91	45	1	270.32	1.58	-	-	94.61	BEDFORD
579	360X10_12	0.00	89	69.00	4	1	4	356	23	1.10	4	1	15.48	0.17	-	-	5.42	BEDFORD
208	360X11_12	0.12	146	3.96	89	5	445	64,952	147	8.41	53	1	442.10	3.03	-	-	154.74	BEDFORD
419	360X12_12	0.02	223	12.22	41	1	41	9,143	42	0.70	59	1	218.99	0.98	-	-	76.65	BEDFORD
347	360X14_12	0.04	223	11.12	83	1	83	18,509	77	2.85	29	0	240.64	1.08	-	-	84.22	BEDFORD
127	360X2_12	0.24	171	4.57	57	13	739	126,404	281	7.71	96	2	449.44	2.63	-	134	177.40	BEDFORD
383	360X3_12	0.02	199	6.88	22	3	65	12,948	37	0.58	112	5	347.60	1.74	-	7	122.71	BEDFORD
364	360X4_12	0.03	213	10.19	37	2	73	15,542	62	3.01	24	1	250.68	1.18	-	-	87.74	BEDFORD
100	360X5_12	0.35	150	5.04	94	13	1,217	182,849	511	20.65	59	1	357.94	2.38	-	1	125.43	BEDFORD
120	360X7_12	0.27	119	5.08	86	14	1,207	143,339	511	24.99	48	1	280.55	2.36	140	2	126.49	BEDFORD
302	360X9_12	0.05	169	6.00	43	4	170	28,755	85	5.39	32	1	338.29	2.00	-	-	118.40	BEDFORD
478	3613_11	0.01	77	387.36	7	6	42	3,245	1,356	23.25	2	0	2.39	0.03	-	2	1.14	HOOKSETT
378	3614X3_11	0.03	104	163.36	10	13	128	13,289	1,743	18.82	7	1	7.63	0.07	-	-	2.67	HOOKSETT
226	3615_11	0.11	83	26.27	46	15	688	57,421	1,506	21.76	32	1	38.12	0.46	-	-	13.34	HOOKSETT
62	3615X1_11	0.51	118	11.46	20	112	2,279	267,829	2,177	94.37	24	1	123.05	1.04	-	23	46.52	HOOKSETT
218	3615X2_11	0.12	68	17.56	34	26	895	60,903	1,309	40.08	22	1	46.51	0.68	-	3	16.74	HOOKSETT
84	3615X3_11	0.40	79	8.51	102	26	2,660	210,795	1,887	18.12	147	1	111.73	1.41	-	1	39.26	HOOKSETT
294	362_61	0.06	47	13.07	82	8	654	30,855	712	22.52	29	0	43.33	0.92	-	2	15.46	ROCHESTER
554	362X1_61	0.00	145	928.60	1	5	5	727	387	14.06	0	0	1.88	0.01	-	-	0.66	ROCHESTER
32	362X2_61	0.88	96	3.49	113	43	4,856	465,719	1,412	64.27	76	1	329.79	3.44	-	360	169.43	ROCHESTER
171	362X3_61	0.17	128	7.91	227	3	681	87,460	449	2.26	301	1	194.86	1.52	-	-	68.20	ROCHESTER
258	362X4_61	0.08	135	11.38	312	1	312	42,120	296	5.78	54	0	142.42	1.05	-	-	49.85	ROCHESTER
115	365X_23	0.30	113	18.32	42	34	1,421	160,689	2,170	38.97	36	1	74.07	0.65	-	6	26.82	DERRY
330	3673_11	0.04	63	104.61	43	8	340	21,542	2,964	9.98	34	1	7.27	0.11	-	-	2.54	HOOKSETT
180	367X2_63	0.16	69	8.51	86	14	1,204	82,555	853	9.49	127	1	96.73	1.41	-	-	33.86	PORTSMOUTH
445	36W1_76	0.01	267	93.35	6	4	23	6,132	179	5.77	4	1	34.27	0.13	-	9	13.35	LANCASTER
128	370X_11	0.23	53	6.02	180	13	2,344	124,064	1,176	8.00	293	2	105.46	1.99	-	-	36.91	HOOKSETT
159	371X1_61	0.19	88	27.90	17	66	1,129	98,793	2,625	42.60	26	2	37.64	0.43	-	7	14.22	ROCHESTER
454	371X14_62	0.01	57	145.46	8	12	97	5,485	1,176	20.76	5	1	4.66	0.08	-	-	1.63	ROCHESTER
488	371X22_62	0.00	130	102.67	9	2	18	2,331	154	4.08	4	0	15.14	0.12	-	-	5.30	ROCHESTER
437	371X30_62	0.01	150	92.51	9	5	45	6,759	347	6.85	7	1	19.48	0.13	-	8	8.02	ROCHESTER

238	371X4_61	0.10	109	19.27	41	12	489	53,287	785	15.67	31	1	67.85	0.62	-	50	31.25	ROCHESTER
546	371X5_61	0.00	72	33.00	12	1	12	864	33	3.17	4	0	26.18	0.36	-	-	9.16	ROCHESTER
582	371X8_62	0.00	46	750.00	6	1	6	276	375	5.22	1	0	0.74	0.02	-	-	0.26	ROCHESTER
563	371X9_62	0.00	210	1,822.33	3	1	3	630	456	6.54	0	0	1.38	0.01	-	-	0.48	ROCHESTER
439	3750_21	0.01	74	162.89	6	16	91	6,727	1,235	30.91	3	1	5.45	0.07	-	-	1.91	NASHUA
345	376X1_76	0.04	121	34.21	19	8	155	18,774	442	12.97	12	1	42.49	0.35	-	-	14.87	LANCASTER
484	376X3_76	0.00	82	15.48	16	2	31	2,536	40	0.96	32	2	63.40	0.78	-	-	22.19	LANCASTER
404	376X6_76	0.02	45	16.39	109	2	218	9,792	298	10.08	22	0	32.90	0.73	-	-	11.51	LANCASTER
526	377_65	0.00	258	36.20	3	2	5	1,292	15	9.49	1	0	85.66	0.33	-	4	30.58	EPPING
471	377X1_65	0.01	349	210.10	3	3	10	3,488	175	6.86	1	0	19.92	0.06	-	6	7.87	EPPING
456	377X10_65	0.01	224	181.79	12	2	24	5,369	364	3.75	6	1	14.77	0.07	-	-	5.17	EPPING
413	377X11_65	0.02	88	14.94	108	1	108	9,480	134	5.51	20	0	70.53	0.80	-	-	24.68	EPPING
452	377X15_65	0.01	97	93.37	8	7	57	5,538	444	9.16	6	1	12.49	0.13	-	-	4.37	EPPING
240	377X16_65	0.10	90	10.50	49	12	582	52,103	509	11.88	49	1	102.33	1.14	-	49	43.17	EPPING
443	377X19_65	0.01	91	52.01	35	2	69	6,283	299	4.29	16	0	21.01	0.23	-	-	7.35	EPPING
387	377X2_65	0.02	113	146.24	6	19	113	12,741	1,377	25.00	5	1	9.25	0.08	-	-	3.24	EPPING
276	377X20_65	0.07	58	16.60	54	12	644	37,127	891	25.23	26	0	41.67	0.72	-	-	14.58	EPPING
500	377X29_65	0.00	42	21.67	7	7	48	2,008	87	4.29	11	2	23.17	0.55	-	-	8.11	EPPING
191	377X3_65	0.14	89	6.43	51	17	859	76,120	460	18.07	48	1	165.36	1.87	-	36	63.28	EPPING
575	377X5_65	0.00	83	405.60	5	1	5	415	169	1.59	3	1	2.46	0.03	-	-	0.86	EPPING
444	377X6_65	0.01	103	63.73	15	4	60	6,179	319	10.02	6	0	19.39	0.19	-	-	6.79	EPPING
308	377X7_65	0.05	62	15.76	28	16	441	27,468	579	21.82	20	1	47.42	0.76	-	2	16.90	EPPING
252	3798X1_42	0.08	446	13.94	99	1	99	44,154	115	0.91	108	1	383.95	0.86	-	-	134.38	TILTON
63	3798X2_42	0.50	286	8.16	52	18	931	266,552	633	15.10	62	1	420.98	1.47	81	49	170.89	TILTON
440	3798X3_42	0.01	441	103.20	15	1	15	6,615	129	2.21	7	0	51.28	0.12	-	-	17.95	TILTON
125	3798X4_42	0.25	332	5.44	99	4	396	131,507	180	8.85	45	0	731.95	2.20	-	-	256.18	TILTON
216	37H1_42	0.12	446	14.04	138	1	138	61,548	161	2.81	49	0	381.30	0.85	-	-	133.45	TILTON
54	37H2_42	0.56	448	13.85	95	7	663	297,093	765	10.80	61	1	388.36	0.87	-	-	135.93	TILTON
111	37W1_12	0.31	140	14.17	46	26	1,186	165,728	1,401	58.59	20	0	118.33	0.85	-	321	89.57	BEDFORD
47	37X4_42	0.64	427	7.07	132	6	792	338,054	467	8.97	88	1	724.53	1.70	-	1	253.74	TILTON
72	380X1_65	0.45	129	3.95	260	7	1,818	235,375	599	11.47	158	1	393.06	3.04	1,797	-	496.97	EPPING
560	380X2_65	0.00	44	303.27	3	5	15	658	379	4.69	3	1	1.74	0.04	-	-	0.61	EPPING
98	380X3_65	0.36	546	5.80	69	5	344	187,938	166	4.29	80	1	1,129.89	2.07	-	114	412.56	EPPING
48	3818_23	0.63	99	16.18	46	73	3,325	330,455	4,482	90.05	37	1	73.73	0.74	15	52	36.61	DERRY
284	382X2_36	0.07	93	3.81	28	13	369	34,469	117	16.20	23	1	293.98	3.15	-	38	108.59	KEENE
102	382X3_36	0.33	64	9.19	130	21	2,720	173,527	2,083	37.05	73	1	83.31	1.31	374	10	105.46	KEENE
408	383_21	0.02	120	11.21	80	1	80	9,600	75	3.50	23	0	128.43	1.07	-	-	44.95	NASHUA
431	383X1_21	0.01	96	232.28	14	6	81	7,771	1,568	28.46	3	0	4.96	0.05	-	-	1.73	DERRY
148	383X2_21	0.20	90	8.40	194	6	1,166	104,578	816	13.96	84	0	128.12	1.43	-	-	44.84	DERRY
541	383X3_21	0.00	95	1,043.90	5	2	10	952	870	8.33	1	0	1.09	0.01	-	-	0.38	DERRY
375	3850_63	0.03	162	6.48	22	4	87	14,128	47	6.48	13	1	300.60	1.85	-	13	107.16	PORTSMOUTH
372	3850X1_63	0.03	110	19.51	14	10	135	14,842	220	8.88	15	1	67.62	0.62	-	2	23.97	PORTSMOUTH
513	3850X5_63	0.00	91	10.59	17	1	17	1,547	15	4.25	4	0	103.13	1.13	-	-	36.10	PORTSMOUTH
465	3850X6A_63	0.01	83	6.56	8	6	50	4,149	27	1.68	30	4	151.79	1.83	-	-	53.13	PORTSMOUTH
482	3850X6B_63	0.01	88	12.24	8	4	33	2,910	34	3.32	10	1	86.44	0.98	-	1	30.40	PORTSMOUTH
281	3850X7_63	0.07	69	5.91	65	8	517	35,450	255	10.96	47	1	139.11	2.03	-	6	49.59	PORTSMOUTH
548	387_12	0.00	282	3,106.00	2	2	3	845	777	6.63	0	0	1.09	0.00	-	2	0.68	HOOKSETT
557	389_21	0.00	118	25.50	3	2	6	710	13	6.45	1	0	55.69	0.47	-	1	19.64	NASHUA
106	3891_21	0.32	837	18.13	202	1	202	169,074	305	4.91	41	0	554.04	0.66	-	202	224.21	NASHUA
506	389X3_21	0.00	148	164.42	6	2	12	1,774	164	6.85	2	0	10.79	0.07	-	1	3.93	NASHUA
296	38W1_62	0.06	19	10.97	105	15	1,572	30,256	1,436	17.55	90	1	21.06	1.09	-	6	8.27	ROCHESTER
224	38W2_62	0.11	144	34.31	25	16	406	58,584	1,161	41.45	10	0	50.47	0.35	177	35	58.32	ROCHESTER
610	390_45	0.00	14	12.00	1	1	1	14	1	15.94	0	0	14.00	1.00	-	-	4.90	CHOCORUA
543	392X_61	0.00	148	155.67	2	3	6	886	78	9.46	1	0	11.38	0.08	-	-	3.98	ROCHESTER
15	392X1_61	1.47	179	5.24	77	56	4,338	777,794	1,894	67.81	64	1	410.57	2.29	39	2,075	462.75	ROCHESTER
151	392X2_61	0.19	186	9.45	55	10	552	102,503	435	12.39	45	1	235.82	1.27	-	-	82.54	ROCHESTER
337	392X4_61	0.04	71	30.71	12	23	280	19,765	717	12.25	23	2	27.58	0.39	-	8	10.85	ROCHESTER
342	392X5_61	0.04	116	67.97	10	16	165	19,065	935	11.85	14	1	20.40	0.18	-	-	7.14	ROCHESTER
17	392X7_62	1.30	85	3.84	101	80	8,085	685,225	2,584	97.11	83	1	265.18	3.13	60	608	196.02	ROCHESTER
551	392X9_61	0.00	98	11.88	8	1	8	784	8	1.26	6	1	99.03	1.01	-	-	34.66	ROCHESTER
561	393X10_11	0.00	219	11.67	2	2	3	658	3	0.08	38	25	225.60	1.03	-	1	79.11	HOOKSETT
559	393X11_11	0.00	166	1,203.25	2	2	4	664	401	2.92	1	1	1.66	0.01	-	-	0.58	HOOKSETT
292	393X2_11	0.06	70	12.00	452	1	452	31,820	452	6.23	73	0	70.40	1.00	-	-	24.64	HOOKSETT
131	393X20_11	0.23	78	12.55	102	15	1,535	119,750	1,606	18.12	85	1	74.57	0.96	-	66	36.00	HOOKSETT
571	393X3_11	0.00	51	103.89	9	1	9	459	78	1.69	5	1	5.89	0.12	-	-	2.06	HOOKSETT
459	393X39_11	0.01	327	30.00	8	2	16	5,229	40	0.96	17	2	130.73	0.40	-	13	47.70	HOOKSETT
608	393X44_11	0.00	17	114.00	2	1	2	34	19	0.30	7	3	1.79	0.11	-	-	0.63	HOOKSETT
355	393X8_11	0.03	42	10.38	197	2	393	16,331	340	3.93	100	1	48.04	1.16	-	-	16.82	HOOKSETT
576	395X1_45	0.00	207	611.50	1	2	2	413	102	2.52	1	1	4.05	0.02	-	-	1.42	CHOCORUA
89	398X2_41	0.38	345	20.80	19	31	580	199,810	1,005	31.95	18	1	198.78	0.58	-	374	125.67	TILTON
295	398X3_41	0.06	106	92.47	7	41	290	30,596	2,235	45.60	6	1	13.69	0.13	-	45	11.54	TILTON
414	399_62	0.02	71	11.08	133	1	133	9,398	123	9.12	15	0	76.51	1.08	-	-	26.78	ROCHESTER
134	399X1_62	0.22	93	5.89	208	6	1,249	116,453	613	7.91	158	1	190.05	2.04	-	-	66.52	ROCHESTER
435	399X10_62	0.01	55	5.43	63	2	126	6,900	57	0.79	160	3	121.05	2.21	-	-	42.37	ROCHESTER
356	399X11_62	0.03	126	6.02	10	13	129	16,314	65	3.06	42	4	251.95	1.99	6	1	89.53	ROCHESTER
327	399X12_62	0.04	53	6.39	208	2	415	22,074	221	2.65	156	1	99.92	1.88	-	-	34.97	ROCHESTER
288	399X13_62	0.06	75	10.98	148	3	444	33,144	406	12.70	35	0	81.55	1.09	-	-	28.54	ROCHESTER
417	399X14_62	0.02	70	14.47	131	1	131	9,170	158	1.91	69	1	58.04	0.83	-	-	20.31	ROCHESTER
61	399X15_62	0.51	73	3.51	185	20	3,707	269,595	1,085	17.18	216	1	248.59	3.42	-	40	93.01	ROCHESTER
499	399X17_61	0.00	407	12.00	5	1	5	2,035	5	0.05	104	21	407.00	1.00	-	5	143.20	ROCHESTER
107	399X18_61	0.32	79	4.45	164	13	2,135	167,674	792	14.82	144	1	211.69	2.70	-	174	100.19	ROCHESTER
279	399X19_61	0.07	70	11.17	523	1	523	36,610	487	3.82	137	0	75.23	1.07	-	-	26.33	ROCHESTER
310	399X2_61	0.05	94	6.67	144	2	287	26,954	160	1.74	165	1	168.99	1.80	-	-	59.15	ROCHESTER
432	399X4_61	0.01	53	7.10	49	3	147	7,734	87	0.62	238	5	88.90	1.69	-	-	31.11	ROCHESTER
427	399X42_61	0.02	51	6.62	83	2	165	8,382	91	1.08	152	2	92.11	1.81	-	-	32.24	ROCHESTER
173	399X8_61	0.16	100	9.38	172	5	858	85,674	671	4.35	197	1	127.78	1.28	-	122	63.02	ROCHESTER
406	39H1_42	0.02	66	72.83	21	7	146	9,667	886	6.88	21	1	10.91	0.16	-	-	3.82	TILTON
518	39H2_42	0.00	145	1,186.90	3	3	10	1,453	989	12.50	1	0	1.47	0.01	-	4	1.11	TILTON
130	39W1_61	0.23	83	7.77	163	9	1,465	121,980	948	14.48	101	1	128.61	1.54	1,551	-	355.22	ROCHESTER
160	39W2_61	0.19	70	7.72	61	23	1,406	98,408	905	33.50	42	1	108.78	1.55	229	1	84.02	ROCHESTER
480	3H1_21	0.01	54	192.60	11	5	55	2,993	883	8.02	7	1	3.39	0.06	-	-	1.19	NASHUA
570	3H2_21	0.00	98	2,239.00	1	4	5	490	933	4.44	1	1	0.53	0.01	-	-	0.18	NASHUA
274	3W1_12	0.07	150	55.82	10	26	255	38,203	1,186	29.06	9	1	32.20	0.21	-	-	11.27	BEDFORD
407	3W2_12	0.02	158	247.28	8	8	61	9,637	1,257	39.01	2	0	7.67	0.05	-	10	4.18	BEDFORD
436	40H1_61	0.01	84	175.01	14	6	81	6,808	1,181	5.93	14	1	5.76	0.07	-	5	2.77	ROCHESTER
278	40W1_21	0.07	85	25.12	27	16	432	36,614	904	12.29	35	1	40.49	0.48	-	18	16.87	NASHUA
430	41H1_61	0.01	186	66.55	11	4	42	7,806	233	2.38	18	2	33.51	0.18	-	-	11.73	ROCHESTER
420	41H2_61	0.02	124	211.77	15	5	73	9,085	1,288	5.38	14	1	7.05	0.06	-	-	2.47	ROCHESTER
275	41W1_43	0.07	117	18.10	16	20	320	37,570	483	28.06	11	1	77.84	0.66	-	6	28.14	LANCASTER
394	42H1_61	0.02	81	81.08	45	3	135	10,980	912	11.96	11	0	12.04	0.15	-	-	4.21	ROCHESTER
358	42X1_32	0.03	167	88.25	11	9	96	16,054	706	26.09	4	0	22.74	0.14	-	14	10.06	NEWPORT
42	42X3_32	0.70	115	7.91	61	53	3,222	371,199	2,125	76.73	42	1	174.70	1.52	-	25	64.90	NEWPORT
266	43H1_61	0.08	37	11.33	67	16	1,079	39,865	1,019	8.17	132	2	39.13	1.06	-	1	13.85	ROCHESTER
246	44H1_32	0.09	153	56.40	14	22	298	45,504	1,401	39.63	8	1	32.49	0.21	-	6	12.27	NEWPORT
267	44W2_11	0.08	65	46.04	22	28	610	39,799	2,340	28.78	21	1	17.01	0.26	-	-	5.95	HOOKSETT
438	45H1_12	0.01	135	165.00	7	7	50	6,737	688	8.67	6	1	9.80	0.07	-	-	3.43	BEDFORD
161	45W1_43	0.18	347	8.30	28	10	281	97,553	194	10.85	26	1	501.99	1.45	-	124	194.30	LANCASTER
568	46W1_32	0.00	15	16.09	33	1	33	495	44	5.14	6	0	11.19	0.75	-	-	3.92	NEWPORT
374	47H7_41	0.03	79	79.86	20	9	180	14,259	1,198	8.07	22	1	11.90	0.15	-	-	4.17	TILTON
536	47H8_41	0.00	59	220.67	2	11	18	1,063	331	2.09	9	5	3.21	0.05	-	-	1.12	TILTON
109	47W1_32	0.31	143	7.64	35	33	1,164	166,250	741	56.95	20	1	224.33	1.57	-	94	92.62	NEWPORT
339	48H1_63	0.04	121	59.43	18	9	161	19,456	797	9.43	17	1	24.40	0.20	-	46	15.44	PORTSMOUTH
566	48H2_63	0.00	56	428.40	3	4	10	564	357	9.54	1	0	1.58	0.03	-	-	0.55	PORTSMOUTH
305	48W1_32	0.05	101	45.96	14	20	282	28,456	1,080	37.19	8	1	26.35	0.26	-	10	10.72	NEWPORT
74	49W1_65	0.43	358	4.44	34	19	640	229,062	237	16.50	39	1	967.19	2.70	55	256	387.92	TILTON
357	49W2_42	0.03	101	9.89	23	7	159	16,057	131	5.47	29	1	122.57	1.21	-	3	43.35	TILTON
4	4W1_31	2.63	221	2.94	86	73	6,306	1,391,789	1,546	69.64	91	1	900.30	4.08	460	1,294	601.21	KEENE
230	4W2_31	0.11	99	39.07	17	33	563	55,668	1,833	55.53	10	1	30.37	0.31	-	14	12.73	KEENE
145	51H1_61	0.20	175	12.01	207	3	620	108,363	620	8.99	69	0	174.66	1.00	-	-	61.13	ROCHESTER
162	51W1_36	0.18	119	8.27	43	19	810	96,552	558	34.49	23	1	173.03	1.45	-	66	70.46	KEENE
209	53H1_31	0.12	134	13.78	17	28	472	63,178	542	34.82	14	1	116.55	0.87	18	44	50.99	KEENE
176	53H2_36	0.16	101	4.98	31	27	827	83,719	344	28.96	29	1	243.72	2.41	626	24	214.10	KEENE
231	54H1_61	0.11	54	5.74	511	2	1,021	55,566	488	5.38	190	0	113.77	2.09	-	-	39.82	ROCHESTER
299	54H2_61	0.06	56	5.55	105	5	526	29,252	243	7.74	68	1	120.25	2.16	-	-	42.09	ROCHESTER
390	54W1_32	0.02	136	127.20	10	9	90	12,228	954	10.56	9	1	12.82	0.09	-	9	5.84	NEWPORT
321	55H1_36	0.05	173	49.79	9	16	145	25,065	602	17.38	8	1	41.66	0.24	-	35	19.83	KEENE
119	55W2_32	0.28	55	8.25	108	25	2,692	147,650	1,851	25.79	104	1	79.77	1.45	-	1	28.07	NEWPORT
377	56H1_61	0.03	70	11.88	197	1	197	13,790	195	3.31	59	0	70.72	1.01	-	-	24.75	ROCHESTER
113	56H2_61	0.31	55	5.17	297	10	2,966	163,461	1,278	7.74	383	1	127.88	2.32	-	-	44.76	ROCHESTER
220	57W1_61	0.11	68	8.53	59	15	887	60,039	631	25.40	35	1	95.21	1.41	-	22	36.62	ROCHESTER
562	58W1_63	0.00	79	365.00	2	4	8	632	243	3.34	2	1	2.60	0.03	-	-	0.91	PORTSMOUTH
137	59W1_76	0.21	220	23.62	16	32	509	112,091	1,002	37.15	14	1	111.86	0.51	78	134	74.85	LANCASTER
144	59W2_76	0.21	180	15.27	13	45	605	108,622	770	39.83	15	1	141.08	0.79	119	178	99.88	LANCASTER
201	5H1_76	0.13	60	6.20	106	11	1,162	70,049	600	22.54	52	0	116.70	1.94	20	5	45.60	LANCASTER
363	5H2_76	0.03	21	12.16	57	13	745	15,554	755	17.59	42	1	20.60	0.99	-	-	7.21	LANCASTER
391	5W1_12	0.02	66	7.54	58	3	175	11,509	110	1.20	146	2	104.63	1.59	-	-	36.62	BEDFORD
50	5W2_12	0.62	128	4.58	159	16	2,541	326,120	969	24.07	106	1	336.61	2.62	-	955	261.07	HOOKSETT
235	60W1_32	0.10	55	16.71	38	26	989	54,183	1,377	33.53	29	1	39.35	0.72	-	32	18.57	NEWPORT
415	61W2_32	0.02	180	81.73	7	7	52	9,354	354	7.88	7	1	26.41	0.15	-	7	10.29	NEWPORT
7	63W1_65	1.89	137	3.71	84	87	7,298	996,749	2,257	85.68	85	1	441.72	3.23	1,720	701	603.76	EPPING
505	64W1_63	0.00	99	591.44	3	6	18	1,777	887	5.27	3	1	2.00	0.02	-	-	0.70	PORTSMOUTH
244	64W2_63	0.09	102	31.55	57	8	455	46,339	1,196	5.41	84	1	38.74	0.38	-	-	13.56	PORTSMOUTH
249	67W1_63	0.08	46	10.93	107	9	966	44,793	880	20.42	47	0	50.89	1.10	-	45	24.56	PORTSMOUTH
264	68W6_41	0.08	94	41.96	36	12	429	40,384	1,500	13.24	32	1	26.92	0.29	-	61	18.57	TILTON
396	6H1_63	0.02	57	19.80	37	5	187	10,712	309	3.62	52	1	34.71	0.61	-	-	12.15	PORTSMOUTH
473	6H2_63	0.01	136	314.72	8	3	25	3,408	656	13.78	2	0	5.20	0.04	-	-	1.82	PORTSMOUTH
514	6W1_21	0.00	53	274.69	6	5	29	1,529	664	7.73	4	1	2.30	0.04	-	-	0.81	NASHUA

307	70W1_41	0.05	78	58.80	5	70	352	27,622	1,725	17.46	20	4	16.02	0.20	52	-	16.01	TILTON
483	71W1_63	0.01	108	305.92	4	6	25	2,690	637	5.83	4	1	4.22	0.04	-	3	1.93	PORTSMOUTH
257	71W3_63	0.08	75	35.16	112	5	562	42,210	1,647	9.11	62	1	25.63	0.34	-	-	8.97	PORTSMOUTH
332	71W4_63	0.04	83	85.81	42	6	253	20,963	1,809	6.36	40	1	11.59	0.14	-	-	4.06	PORTSMOUTH
353	72W1_21	0.03	66	62.99	63	4	250	16,528	1,312	11.02	23	0	12.60	0.19	-	21	7.56	NASHUA
86	73W1_61	0.39	90	6.35	60	38	2,296	206,617	1,216	40.01	57	1	169.93	1.89	-	47	66.53	ROCHESTER
23	73W2_61	1.11	128	6.11	96	48	4,584	584,789	2,336	69.16	66	1	250.36	1.96	110	923	248.08	ROCHESTER
245	74W1_32	0.09	140	27.03	16	21	330	46,236	743	19.14	17	1	62.19	0.44	-	31	26.42	NEWPORT
92	75W2_32	0.37	123	13.49	26	62	1,607	198,013	1,806	51.83	31	1	109.62	0.89	264	285	133.92	NEWPORT
256	76W1_31	0.08	40	34.91	97	11	1,065	43,042	3,098	25.94	41	0	13.89	0.34	-	-	4.86	KEENE
96	76W5_31	0.36	149	12.64	39	33	1,272	189,422	1,340	39.11	33	1	141.39	0.95	-	160	73.49	KEENE
28	76W7_31	1.00	87	6.71	40	150	6,065	526,099	3,391	179.55	34	1	155.14	1.79	382	482	203.00	KEENE
400	79W4_12	0.02	120	27.82	12	7	83	9,994	192	12.31	7	1	51.94	0.43	-	6	19.08	BEDFORD
325	7W1_11	0.04	82	44.43	23	12	281	23,136	1,040	9.52	30	1	22.24	0.27	-	-	7.78	HOOKSETT
169	85W1_12	0.17	86	16.85	20	51	1,036	89,120	1,455	70.05	15	1	61.25	0.71	-	3	21.89	BEDFORD
479	8W1_23	0.01	44	101.00	7	10	69	3,036	581	3.97	17	3	5.23	0.12	-	-	1.83	DERRY
376	90H1_64	0.03	94	52.76	15	10	149	14,017	655	10.98	14	1	21.40	0.23	-	1	7.64	TILTON
368	90H2_64	0.03	65	42.86	13	18	236	15,271	843	20.89	11	1	18.12	0.28	-	15	8.59	TILTON
515	9H2_21	0.00	76	642.15	10	2	20	1,516	1,070	3.80	5	1	1.42	0.02	-	-	0.50	NASHUA
338	9W1_41	0.04	65	47.03	30	10	299	19,471	1,172	15.66	19	1	16.62	0.26	-	22	9.12	TILTON
277	W110_31	0.07	73	29.93	22	23	501	36,775	1,250	44.59	11	1	29.43	0.40	45	2	19.60	KEENE
67	W15_31	0.47	114	9.62	28	79	2,177	248,958	1,746	78.94	28	1	142.60	1.25	472	49	151.66	KEENE
53	W175_31	0.57	96	8.46	109	29	3,160	303,323	2,228	30.74	103	1	136.13	1.42	114	141	91.60	KEENE
77	W185_31	0.42	110	6.48	34	58	1,994	220,051	1,077	21.70	92	3	204.26	1.85	-	4	72.09	KEENE
154	W2_31	0.19	103	10.43	71	14	988	102,145	859	18.51	53	1	118.97	1.15	-	26	45.54	KEENE
153	W9_31	0.19	44	6.68	192	12	2,302	102,357	1,281	12.31	187	1	79.92	1.80	-	44	34.57	KEENE

2017 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4HrOutage	CustomerWeighting	AWC	Region
1	3139X_31	3.76	180	2.9	50	220	10,961	1,976,001	2,609	147.8	74	1.5	4.2	4.201	3,028	1,891	891	KEENE AWC	NH WESTERN
2	392X7_62	2.80	159	3.3	114	81	9,252	1,468,334	2,564	96.6	96	0.8	3.6	3.608	45	1,756	274	ROCHESTER AWC	NH EASTERN
3	76W7_31	2.19	168	6.0	33	205	6,861	1,150,041	3,435	179.7	38	1.1	2.0	1.997	1,252	1,669	501	KEENE AWC	NH WESTERN
4	85W1_12	2.17	275	4.2	41	102	4,144	1,139,821	1,448	70.0	59	1.5	2.9	2.862	1,431	1,730	547	BEDFORD AWC	NH CENTRAL
5	316X1_32	1.77	104	4.6	76	117	8,902	927,140	3,425	156.5	57	0.7	2.6	2.599	453	756	205	NEWPORT AWC	NH WESTERN
6	3410_32	1.61	149	8.2	45	125	5,652	843,462	3,839	174.0	32	0.7	1.5	1.472	8	972	148	NEWPORT AWC	NH WESTERN
7	3141X_23	1.55	86	8.7	70	135	9,473	811,522	6,851	114.4	83	1.2	1.4	1.383	623	50	133	DERRY AWC	NH SOUTHERN
8	24X1_36	1.36	100	3.3	56	128	7,165	713,039	1,954	121.8	59	1.1	3.7	3.666	1,431	651	385	KEENE AWC	NH WESTERN
9	348X2_76	1.34	116	1.4	66	93	6,105	705,539	691	76.2	80	1.2	8.8	8.831	922	1,198	367	LANCASTER AWC	NH NORTHERN
10	313X1_36	1.33	133	5.3	54	98	5,274	700,623	2,340	115.8	46	0.8	2.3	2.254	72	438	81	KEENE AWC	NH WESTERN
11	4W1_31	1.32	173	4.6	68	59	4,011	694,157	1,534	68.1	59	0.9	2.6	2.615	-	1,887	284	KEENE AWC	NH WESTERN
12	319X1_64	1.32	194	7.8	34	105	3,556	690,941	2,310	113.4	31	0.9	1.5	1.539	-	332	50	TILTON AWC	NH NORTHERN
13	3445X_21	1.30	124	9.4	153	36	5,503	684,488	4,331	53.4	103	0.7	1.3	1.271	-	562	85	NASHUA AWC	NH SOUTHERN
14	348X1_76	1.30	95	2.6	66	109	7,156	681,022	1,543	101.3	71	1.1	4.6	4.637	4,590	846	1,047	LANCASTER AWC	NH NORTHERN
15	73W2_61	1.27	96	4.0	109	64	6,961	669,007	2,324	69.2	101	0.9	3.0	2.995	93	81	32	ROCHESTER AWC	NH EASTERN
16	355X10_76	1.24	200	8.4	47	69	3,261	650,855	2,281	119.9	27	0.6	1.4	1.430	-	1,843	277	LANCASTER AWC	NH NORTHERN
17	334X2_12	1.15	243	3.2	155	16	2,482	602,201	662	17.9	138	0.9	3.7	3.750	-	527	80	BEDFORD AWC	NH CENTRAL
18	23X5_22	1.13	59	5.6	73	137	10,043	594,816	4,658	165.4	61	0.8	2.2	2.156	1,758	111	369	BEDFORD AWC	NH CENTRAL
19	3114W1_42	1.10	174	3.6	62	54	3,325	578,524	987	72.1	46	0.7	3.4	3.369	308	1,228	247	TILTON AWC	NH NORTHERN
20	316_32	1.08	110	7.6	47	110	5,157	568,962	3,276	172.5	30	0.6	1.6	1.574	1,058	304	258	NEWPORT AWC	NH WESTERN
21	317X3	1.03	131	3.8	71	59	4,162	543,210	1,331	68.4	61	0.9	3.1	3.127	852	247	209	NEWPORT AWC	NH WESTERN
22	3525X5_77	1.02	208	3.9	144	18	2,586	537,637	831	59.8	43	0.3	3.1	3.111	-	898	136	BERLIN AWC	NH NORTHERN
23	33W1_36	1.02	170	3.5	48	66	3,152	535,690	913	58.0	54	1.1	3.5	3.453	341	484	142	KEENE AWC	NH WESTERN
24	3133X_23	1.00	98	10.5	57	95	5,376	527,631	4,683	122.4	44	0.8	1.1	1.148	3	133	21	DERRY AWC	NH SOUTHERN
25	332X1_12	1.00	76	3.1	202	34	6,882	525,727	1,801	32.8	210	1.0	3.8	3.822	709	3	144	BEDFORD AWC	NH CENTRAL
26	3140X2_36	1.00	150	5.5	43	82	3,489	523,020	1,610	94.5	37	0.9	2.2	2.168	47	555	93	KEENE AWC	NH WESTERN
27	348X3_76	0.98	150	6.4	75	46	3,436	516,373	1,846	103.2	33	0.4	1.9	1.861	415	156	107	LANCASTER AWC	NH NORTHERN
28	W15_31	0.96	122	5.3	55	75	4,125	503,994	1,821	79.1	52	0.9	2.3	2.265	807	486	235	KEENE AWC	NH WESTERN
29	3173_36	0.93	165	8.9	51	58	2,946	487,068	2,184	66.6	44	0.9	1.3	1.349	-	651	98	KEENE AWC	NH WESTERN
30	3115X_23	0.91	115	7.7	54	77	4,150	475,637	2,675	87.4	47	0.9	1.6	1.551	169	696	139	DERRY AWC	NH SOUTHERN
31	3173X1_12	0.88	112	4.4	82	51	4,163	464,311	1,517	70.8	59	0.7	2.7	2.743	36	264	48	KEENE AWC	NH WESTERN
32	314X4_22	0.88	96	3.8	61	79	4,825	461,612	1,527	98.2	49	0.8	3.2	3.159	291	149	82	BEDFORD AWC	NH CENTRAL
33	3128X_23	0.87	81	13.5	54	104	5,604	454,926	6,317	147.5	38	0.7	0.9	0.887	-	233	35	DERRY AWC	NH SOUTHERN
34	12W1_43	0.84	167	5.9	55	48	2,656	443,715	1,302	74.7	36	0.6	2.0	2.040	-	858	129	LANCASTER AWC	NH NORTHERN
35	3148X2_62	0.81	108	8.4	164	24	3,945	427,300	2,758	16.0	246	1.5	1.4	1.430	1,402	12	283	ROCHESTER AWC	NH EASTERN
36	2W1_41	0.81	137	4.4	101	31	3,121	427,208	1,134	26.5	118	1.2	2.8	2.752	-	186	29	TILTON AWC	NH NORTHERN
37	38W2_62	0.80	156	5.0	51	53	2,707	422,129	1,123	41.5	65	1.3	2.4	2.410	751	380	208	ROCHESTER AWC	NH EASTERN
38	32W1_23	0.79	82	5.0	96	53	5,109	416,589	2,145	32.3	158	1.6	2.4	2.382	269	31	59	DERRY AWC	NH SOUTHERN
39	3140X1_36	0.79	218	5.1	31	61	1,905	415,009	802	38.6	49	1.6	2.4	2.376	364	865	203	KEENE AWC	NH WESTERN
40	64W2_63	0.77	98	3.5	142	29	4,109	403,102	1,201	5.3	769	5.4	3.4	3.420	-	87	14	PORTSMOUTH AWC	NH EASTERN
41	10W1_41	0.76	115	3.9	347	10	3,470	399,595	1,124	11.4	303	0.9	3.1	3.088	3,437	-	688	TILTON AWC	NH NORTHERN
42	3116X1_45	0.72	66	2.7	62	93	5,738	379,427	1,281	86.5	66	1.1	4.5	4.481	263	45	61	CHOCORUA AWC	NH NORTHERN
43	37W1_12	0.72	90	4.0	88	48	4,220	379,069	1,399	52.7	80	0.9	3.0	3.016	202	18	44	NEWPORT AWC	NH WESTERN
44	3615X1_11	0.71	84	5.8	98	45	4,420	373,349	2,132	77.3	57	0.6	2.1	2.074	-	37	6	HOOKSETT AWC	NH CENTRAL
45	20W1_42	0.70	127	9.8	50	58	2,900	367,311	2,360	62.3	47	0.9	1.2	1.229	220	463	114	TILTON AWC	NH NORTHERN
46	19W1_45	0.68	65	2.8	136	40	5,424	354,896	1,246	47.4	114	0.8	4.4	4.352	182	6	39	CHOCORUA AWC	NH NORTHERN
47	1W2_76	0.64	169	5.5	29	70	1,999	338,458	922	56.0	36	1.2	2.2	2.168	548	334	160	LANCASTER AWC	NH NORTHERN
48	316X2_32	0.64	130	4.4	86	30	2,570	334,512	952	44.2	58	0.7	2.7	2.701	24	44	12	NEWPORT AWC	NH WESTERN
49	13W1_43	0.64	371	11.0	20	45	899	333,558	827	61.3	15	0.7	1.1	1.087	28	498	81	LANCASTER AWC	NH NORTHERN
50	362X2_61	0.63	158	3.7	37	57	2,096	331,330	645	10.2	205	5.6	3.2	3.250	-	775	117	ROCHESTER AWC	NH EASTERN
51	348X20_43	0.63	133	2.1	99	25	2,466	328,959	427	20.0	123	1.2	5.8	5.775	559	707	220	LANCASTER AWC	NH NORTHERN
52	53H1_31	0.62	234	4.6	30	46	1,402	328,202	540	34.8	40	1.3	2.6	2.596	18	165	29	KEENE AWC	NH WESTERN
53	347_45	0.60	94	11.7	81	41	3,340	312,581	3,254	98.1	34	0.4	1.0	1.027	-	271	41	CHOCORUA AWC	NH NORTHERN
54	19W2_45	0.59	64	6.2	45	108	4,868	309,280	2,514	101.7	48	1.1	1.9	1.936	550	34	116	CHOCORUA AWC	NH NORTHERN
55	3271X2_12	0.59	86	6.5	48	75	3,602	309,083	1,960	72.9	49	1.0	1.8	1.838	-	102	16	BEDFORD AWC	NH CENTRAL
56	25W1_77	0.59	169	4.7	50	37	1,832	308,905	716	42.3	43	0.9	2.6	2.560	190	332	89	BERLIN AWC	NH NORTHERN
57	3115X12_65	0.57	76	6.6	54	74	3,966	301,380	2,186	85.3	46	0.9	1.8	1.814	109	29	27	EPPING AWC	NH EASTERN
58	3103X1_65	0.57	70	6.5	104	41	4,280	299,895	2,312	64.6	66	0.6	1.9	1.851	-	2	1	EPPING AWC	NH EASTERN
59	63W1_65	0.56	106	9.7	34	82	2,774	293,842	2,231	85.5	32	1.0	1.2	1.243	92	432	84	EPPING AWC	NH EASTERN
60	47W1_32	0.56	145	4.5	45	45	2,007	291,686	745	57.1	35	0.8	2.7	2.695	39	769	124	NEWPORT AWC	NH WESTERN
61	21W1_12	0.54	45	2.4	798	8	6,381	285,807	1,256	5.1	1,257	1.6	5.1	5.079	-	-	2	BEDFORD AWC	NH CENTRAL
62	311X5_12	0.54	97	5.3	67	43	2,902	281,760	1,288	40.8	71	1.1	2.3	2.254	-	69	11	NEWPORT AWC	NH WESTERN
63	3175X1_21	0.51	111	5.9	102	24	2,446	270,334	1,193	24.4	100	1.0	2.0	2.050	-	1	1	NASHUA AWC	NH SOUTHERN
64	73W1_61	0.51	91	4.9	52	56	2,933	266,450	1,207	40.1	73	1.4	2.4	2.430	377	157	100	ROCHESTER AWC	NH EASTERN
65	398X2_41	0.50	108	4.9	76	32	2,441	262,609	1,005	31.2	78	1.0	2.4	2.430	-	57	9	TILTON AWC	NH NORTHERN
66	355X1_76	0.49	160	4.8	47	35	1,628	259,879	645	46.1	35	0.8	2.5	2.523	370	257	113	LANCASTER AWC	NH NORTHERN
67	3157X3_61	0.49	79	4.8	26	124	3,275	259,329	1,309	53.5	61	2.3	2.5	2.503	-	25	5	ROCHESTER AWC	NH EASTERN
68	346X1_45	0.49	56	5.1	127	36	4,568	256,451	1,958	55.1	83	0.7	2.3	2.333	-	61	10	CHOCORUA AWC	NH NORTHERN
69	336X1_45	0.49	90	1.4	101	28	2,830	255,715	337	30.1	94	0.9	8.4	8.392	982	4	200	CHOCORUA AWC	NH NORTHERN
70	3168X_21	0.48	45	9.3	73	77	5,622	253,784	4,366	23.9	235	3.2	1.3	1.288	-	62	10	NASHUA AWC	NH SOUTHERN
71	3108_12	0.48	98	8.3	55	47	2,563	252,095	1,766	60.7	42	0.8	1.5	1.451	111	42	29	BEDFORD AWC	NH CENTRAL
72	3615X2_11	0.48	120	7.4	83	25	2,085	250,152	1,294	38.6	54	0.6	1.6	1.611	1,372	14	277	HOOKSETT AWC	NH CENTRAL
73	20W2_42	0.48	127	10.2	27	73	1,970	249,582	1,680	48.4	41	1.5	1.2	1.173	54	43	18	TILTON AWC	NH NORTHERN
74	3140_36	0.47	118	6.5	28	74	2,096	247,502	1,135	58.4	36	1.3	1.8	1.846	104	205	52	KEENE AWC	NH WESTERN
75	3105X1_63	0.47	132	17.7	59	32	1,873	246,782	2,756	32.9	57	1.0	0.7	0.680	-	191	29	PORTSMOUTH AWC	NH EASTERN
76	17W1_43	0.47	166	5.2	46	32	1,483	245,568	643	43.2	34	0.7	2.3	2.307	296	166	85	NEWPORT AWC	NH WESTERN
77	59W2_76	0.46	225	8.6	29	37	1,080	243,481	773	39.1	28	0.9	1.4	1.398	172	370	90	LANCASTER AWC	NH NORTHERN
78	28W1_36	0.43	99	4.1	57	40	2,289	225,965	774	50.7	45	0.8	3.0	2.957	-	147	23	KEENE AWC	NH WESTERN
79	51W1_36	0.43	133	3.9	61	28	1,701	225,522	555	34.6	49	0.8	3.1	3.065	-	351	54	KEENE AWC	NH WESTERN
80	14W2_11	0.43	105	8.7	67	32	2,155	225,430	1,565	8.3	259	3.8	1.4	1.377	-	29	5	HOOKSETT AWC	NH CENTRAL
81	3115X14_65	0.43	115	2.3	392	5	1,959	225,232	375	6.1	319	0.8	5.2	5.219	-	-	2	EPPING AWC	NH EASTERN
82	67W1_63	0.42	119	5.7	31	59	1,849	219,748	880	20.5	90	2.9	2.1	2.101	-	62	10	PORTSMOUTH AWC	NH EASTERN
83	317X2	0.42	89	7.2	75	33	2,459	219,450	1,485	51.8	47	0.6	1.7	1.656	-	31	5	NEWPORT AWC	NH WESTERN
84	18W3_12	0.41	134	22.4	39	41	1,597	214,258	2,975	13.1	121	3.1	0.5	0.537	-	332	50	BEDFORD AWC	NH CENTRAL
85	75W2_32	0.41	64	6.5	59	57	3,359	213,642	1,815	52.2	64	1.1	1.9	1.851	-	160	25	NEWPORT AWC	NH WESTERN
86	31W1_64	0.40	82	6.3	54	48	2,581	212,380	1,350	67.6	38	0.7	1.9	1.912	301	15	63	TILTON AWC	NH NORTHERN
87	351X16_76	0.40	120	5.6	65	27	1,761	211,942	821	51.7	34	0.5	2.1	2.146	1,433	265	327	LANCASTER AWC	NH NORTHERN
88	328X1_12	0.40	98	5.6	154	14	2,157	211,775	1,004	16.8	128	0.8	2.1	2.149	-	12	3	DERRY AWC	NH SOUTHERN
89	3197X_12	0.40	110	14.6	100	19	1,894	208,068	2,307	25.7	74	0.7	0.8	0.821	-	3	1	BEDFORD AWC	NH CENTRAL
90	3818_23	0.40	106	27.4	26	76	1,957	207,590	4,473	89.8	22	0.8	0.4	0.437	-	193	29	DERRY AWC	NH SOUTHERN
91	22W1_11	0.40	167	19.4	25	49	1,240	207,579	2,006	5.2	240	9.5	0.6	0.618	-	661	99	HOOKSETT AWC	NH CENTRAL
92	371X1_61	0.39	154	22.5	46	29	1,334	205,301	2,499	42.4	31	0.7	0.5	0.534	-	315	47	ROCHESTER AWC	NH EASTERN
93	3212X_22	0.38	99	11.2	117	17	1,993	197,292	1,857	38.1	52	0.4	1.1	1.073	-	10	2	BEDFORD AWC	NH CENTRAL
94	3157X1_61	0.37	62	8.2	91	35	3,182	195,710	2,185	69.4	46	0.5	1.5	1.456	-	10	2	ROCHESTER AWC	NH EASTERN
95	32W5_23	0.37	96	16.0	32	64	2,035	194,907	2,710	45.2	45	1.4	0.8	0.751	-	29	5	DERRY AWC	NH SOUTHERN
96	3120X2_31	0.37	110	7.7	46	38	1,757	192,790	1,128	58.7	30	0.6	1.6	1.558	-	4	1	KEENE AWC	NH WESTERN
97	23X6_22	0.36	110	19.4	41	42	1,740	191,165	2,809	54.1	32	0.8	0.6	0.619	-	233	35	BEDFORD AWC	NH CENTRAL
98	3750_21	0.36	138	10.9	106	13	1,373	189,889	1,246	30.7	45	0.4	1.1	1.102	-	153	23	NASHUA AWC	NH SOUTHERN
99	11W1_41	0.36	83	9.0	53	43	2,280	188,773	1,703	35.0	65	1.2	1.3	1.339	-	62	10	TILTON AWC	NH NORTHERN
100	3548X2_42	0.36	84	6.0	86	26	2,235	187,951	1,113	37.7	59	0.7	2.0	2.009	295	9	61	TILTON AWC	NH NORTHERN
101	383X1_21	0.35	63	6.2	72	41	2,948	186,389	1,527	28.4	104	1.4	1.9	1.931	-	75	12	NASHUA AWC	NH SOUTHERN
102	60W1_32	0.35	168	14.9	36	31	1,106	186,253	1,374	33.7	33	0.9	0.8	0.805	133	11	29	NEWPORT AWC	NH WESTERN
103	3218_45	0.35	67	4.1	47	60	2,793	186,102	964	51.5	54	1.2	2.9	2.898	288	203	89	CHOCORUA AWC	NH NORTHERN
104	398X3_41	0.35	172	24.7	31	35	1,077	184,977	2,219	45.7	24	0.8	0.5	0.485	-	179	27	TILTON AWC	NH NORTHERN
105	32W3_23	0.35	79	9.8	146	16	2,334	184,650	1,905	14.6	160	1.1	1.2	1.225	-	2	1	DERRY AWC	NH SOUTHERN
106	3140X3_36	0.35	243	3.4	21	36	757	183,891	215	13.3	57	2.7	3.5	3.522	3	219	35	KEENE AWC	NH WESTERN
107	3178X4_31	0.35	108	13.0	25	69	1,698	183,605	1,833	76.8	22	0.9	0.9	0.926	96	64	29	KEENE AWC	NH WESTERN
108	322X12_12	0.35	49	6.8	83	45	3,727	183,497	2,101	61.0	61	0.7	1.8	1.774	-	6	2	BEDFORD AWC	NH CENTRAL
109	322X10_12	0.35	62	4.8	92	32	2,945	183,485	1,179	40.5	73	0.8	2.5	2.498	2,428	11	488	BEDFORD AWC	NH CENTRAL
110	333X_45	0.35	129	10.1	30	48	1,416	182,951	1,197	42.2	34	1.1	1.2	1.183	1,013	98	218	ROCHESTER AWC	NH NORTHERN
111	2W2_41	0.34	92	12.7	45	43	1,950	178,920	2,057	49.9	39	0.9	0.9	0.948	-	109	17	TILTON AWC	NH NORTHERN
112	3178_31	0.33	176	24.7	23	44	993	174,697	2,041	62.2	16	0.7	0.5	0.487	78	151	38	KEENE AWC	NH WESTERN
113	3222X_41	0.33	99	22.0	27	65	1,727	171,260	3,167	79.6	22	0.8	0.5	0.545	-	44	7	TILTON AWC	NH NORTHERN
114	3217X_22	0.32	102	25.6	28	59	1,651	168,875	3,522	83.9	20	0.7	0.5	0.469	-	77	12	NASHUA AWC	NH SOUTHERN
115	32W4_23	0.32	60	8.3	62	45	2,771	166,110	1,925	22.9	121	2.0	1.4	1.439	64	9	15	DERRY AWC	NH SOUTHERN
116	365X_23	0.32	127	20.3	37	35	1,307	165,484	2,212	38.8	34	0.9	0.6	0.591	-	186	28	DERRY AWC	NH SOUTHERN
117	59W1_76	0.31	104	7.9	44	36	1,577	164,479	1,043	41.1	38	0.9	1.5	1.513	108	90	36	LANCASTER AWC	NH NORTHERN
118	360X11_12	0.31	285	3.1	47	12	568	161,655	147	8.4	67	1.4	3.9	3.854	465	145	116	BEDFORD AWC	NH CENTRAL
119	3525X4_77	0.30	136	4.0	47	25	1,171	159,479	387	29.1	40	0.9	3.0	3.028	60	65	23	BERLIN AWC	NH NORTHERN
120	3116X_45	0.30	40	4.4	77	51	3,910	156,015	1,438	36.0	109	1.4	2.7	2.719	225	20	49	CHOCORUA AWC	NH NORTHERN
121	3154X1_21	0.30	139	28.6	56	20	1,121	156,012	2,675	33.5	33	0.6	0.4	0.419	-	17	3	NASHUA AWC	NH SOUTHERN
122	3137X1_65	0.29	91	12.0	38	44	1,669	152,309	1,668	63.7	26	0.7	1.0	1.000	417	35	89	EPPING AWC	NH EASTERN
123	4W2_31	0.29	143	20.8	16	66	1,053	150,188	1,829	54.7	19	1.2	0.6	0.576	101	228	55	KEENE AWC	NH WESTERN
124	3138X_12	0.28	142	24.7	40	26	1,052	149,423	2,161	17.1	61	1.5	0.5	0.487	56	-	11	BEDFORD AWC	NH CENTRAL
125	76W5_31	0.28	121	13.2	34	36	1,213	146,389	1,332	40.4	30	0.9	0.9	0.910	3	54	9	KEENE AWC	NH WESTERN
126	34W18_11	0.28	93	8.5	54	29	1,579	146,063	1,112	28.1	56	1.0	1.4	1.420	-	1	1	HOOKSETT AWC	NH CENTRAL
127	377X2_65	0.28	124	14.1	45	26	1,173	145,973	1,381	25.0	47	1.0	0.8	0.849	-	63	10	EPPING AWC	NH EASTERN
128	2H1_63	0.28	94	3.9	82	19	1,556	145,676	511	9.1	171	2.1	3.0	3.048	-	2	1	PORTSMOUTH AWC	NH EASTERN
129	399X18_61	0.28	149	9.8	35	28	971	144,476	790	14.8	66	1.9	1.2	1.229	-	297	45	ROCHESTER AWC	NH EASTERN
130	23W7_22	0.27	115	8.3	210	6	1,258	144,052	871	9.4	134	0.6	1.4	1.444	-	-	1	BEDFORD AWC	NH CENTRAL
131	3137X_65	0.27	101	12.8	41	34	1,407	142,675	1,499	68.8	20	0.5	0.9	0.939	-	107	16	EPPING AWC	NH EASTERN
132	393X1_11	0.27	198	2.7	72	10	715	141,452	162	2.6	273	3.8	4.4	4.407	-	3	2	HOOKSETT AWC	NH CENTRAL
133	3120X4_36	0.27	107	16.6	27	49	1,308	139,627	1,805	78.3	17	0.6	0.7	0.725	-	36	6	KEENE AWC	NH WESTERN
134	314X15_22	0.27	116	5.6	55	22	1,201	139,388	562	37.1	32	0.6	2.1	2.138	34	1	8	BEDFORD AWC	NH CENTRAL
135	3152X1_65	0.25	92	4.8	96	15	1,445	133,451	580	15.6	92	1.0	2.5	2.492	-	-	1	EPPING AWC	NH EASTERN
136	3181_45	0.25	85	8.2	29	54	1,572	132,883	1,071	50.8	31	1.1	1.5	1.467	643	167	154	CHOCORUA AWC	NH NORTHERN
137	360X7_12	0.25	120	5.4	35	32	1,105	132,620	499	25.0	44	1.3	2.2	2.213	721	6	146	BEDFORD AWC	NH CENTRAL
138	42X3_32	0.25	123	23.7	16	68	1,069	131,647	2,115	76.9	14	0.9	0.5	0.506	49	109	26	NEWPORT AWC	NH WESTERN
139	37X4_42	0.25	137	5.9	119	8	955	131,114	466	8.8	108	0.9	2.0	2.048	-	2	1	TILTON AWC	NH NORTHERN
140	382X3_36	0.25	155	29.8	25	33	837	129,503	2,082	36.7	23	0.9	0.4	0.402	3	26	5	KEENE AWC	NH WESTERN
141	328X9_12	0.25	114	8.3	87	13	1,128	128,736	778	24.8	45	0.5	1.4	1.450	-	-	1	BEDFORD AWC	NH CENTRAL
142	3184X_23	0.24	91	23.1	23	59	1,382	126,211	2,664	54.8	25	1.1	0.5	0.519	3	137	21	DERRY AWC	NH SOUTHERN
143	39W2_61	0.24	87	7.5	51	28	1,441	125,659	899	33.5	43	0.8	1.6	1.602	-	3	1	ROCHESTER AWC	NH EASTERN
144	399X8_61	0.24	186	11.6	135	5	675	125,513	654	4.6	147	1.1	1.0	1.031	-	-	0	ROCHESTER AWC	NH EASTERN

145	1X4_42	0.24	93	8.1	42	32	1,351	125,508	910	34.3	39	0.9	1.5	1.485	696	7	141	TILTON AWC	NH NORTHERN
146	W110_31	0.23	99	12.1	24	52	1,240	123,244	1,249	43.8	28	1.2	1.0	0.993	-	84	13	KEENE AWC	NH WESTERN
147	27W2_12	0.23	81	6.1	66	23	1,511	122,729	765	12.3	122	1.9	2.0	1.974	-	44	7	BEDFORD AWC	NH CENTRAL
148	2W5_63	0.23	69	5.1	136	13	1,762	121,462	751	12.6	140	1.0	2.3	2.345	-	-	1	PORTSMOUTH AWC	NH EASTERN
149	323X5_12	0.23	89	26.5	39	35	1,355	120,368	2,987	59.9	23	0.6	0.5	0.454	-	25	4	NASHUA AWC	NH SOUTHERN
150	30W2_64	0.23	133	10.9	19	48	903	120,006	818	47.4	19	1.0	1.1	1.103	9	88	15	TILTON AWC	NH NORTHERN
151	3798X2_42	0.23	140	8.9	85	10	849	118,739	631	15.1	56	0.7	1.3	1.345	-	10	2	TILTON AWC	NH NORTHERN
152	9W1_41	0.22	347	41.9	19	18	335	116,148	1,170	15.7	21	1.1	0.3	0.286	-	219	33	TILTON AWC	NH NORTHERN
153	377X7_65	0.22	48	3.3	159	15	2,382	115,374	657	25.2	95	0.6	3.6	3.624	-	2	2	EPPING AWC	NH EASTERN
154	347X3_45	0.22	109	10.5	18	57	1,049	114,836	915	54.9	19	1.0	1.1	1.146	32	175	33	CHOCORUA AWC	NH NORTHERN
155	336X_45	0.22	57	3.7	333	6	1,995	114,479	614	20.5	97	0.3	3.3	3.250	-	-	1	CHOCORUA AWC	NH NORTHERN
156	318X2_11	0.21	82	6.7	59	23	1,356	111,685	758	32.3	42	0.7	1.8	1.789	42	15	11	HOOKSETT AWC	NH CENTRAL
157	3114X_42	0.21	151	30.3	13	57	739	111,535	1,867	53.7	14	1.1	0.4	0.396	17	176	30	TILTON AWC	NH NORTHERN
158	3137X6_65	0.21	153	8.4	30	24	726	111,301	506	11.8	62	2.0	1.4	1.434	-	138	21	EPPING AWC	NH EASTERN
159	3151X10_12	0.21	134	12.5	407	2	814	109,147	849	7.5	109	0.3	1.0	0.959	-	1	0	BEDFORD AWC	NH CENTRAL
160	5W2_12	0.21	107	11.3	24	43	1,017	108,504	960	23.9	43	1.8	1.1	1.059	30	34	11	NASHUA AWC	NH SOUTHERN
161	3164X3_12	0.20	115	15.4	62	15	935	107,636	1,197	24.2	39	0.6	0.8	0.781	238	158	72	BEDFORD AWC	NH CENTRAL
162	328X10_12	0.20	221	7.2	69	7	484	106,737	290	2.3	215	3.1	1.7	1.671	-	-	1	BEDFORD AWC	NH CENTRAL
163	371X4_61	0.20	124	10.8	108	8	860	106,693	772	15.2	57	0.5	1.1	1.114	-	17	3	ROCHESTER AWC	NH EASTERN
164	3W2_12	0.20	64	9.1	57	29	1,655	106,679	1,251	38.3	43	0.8	1.3	1.323	-	49	8	BEDFORD AWC	NH CENTRAL
165	3155X2_22	0.20	79	19.4	32	42	1,324	105,135	2,143	86.2	15	0.5	0.6	0.618	42	6	10	BEDFORD AWC	NH CENTRAL
166	37H2_42	0.20	122	10.7	86	10	855	104,369	760	10.3	83	1.0	1.1	1.125	-	-	0	TILTON AWC	NH NORTHERN
167	3159X_21	0.20	80	21.9	25	53	1,303	103,800	2,382	65.5	20	0.8	0.5	0.547	-	47	7	NASHUA AWC	NH SOUTHERN
168	3120_31	0.20	120	22.4	16	53	855	102,901	1,592	74.8	11	0.7	0.5	0.537	322	7	66	KEENE AWC	NH WESTERN
169	48W1_32	0.19	118	15.2	32	27	857	101,328	1,087	37.0	23	0.7	0.8	0.788	3	22	4	NEWPORT AWC	NH WESTERN
170	335X3_12	0.19	186	41.7	42	13	543	101,099	1,888	10.7	51	1.2	0.3	0.288	45	26	13	BEDFORD AWC	NH CENTRAL
171	43H1_61	0.19	79	9.8	78	16	1,252	98,346	1,021	8.5	148	1.9	1.2	1.226	-	17	3	ROCHESTER AWC	NH EASTERN
172	3144_21	0.19	98	17.4	67	15	1,002	98,265	1,450	18.8	53	0.8	0.7	0.691	-	95	14	NASHUA AWC	NH SOUTHERN
173	360X5_12	0.19	122	7.5	50	16	802	98,133	503	20.8	39	0.8	1.6	1.596	-	155	24	BEDFORD AWC	NH CENTRAL
174	71W3_63	0.19	73	14.5	37	36	1,344	97,583	1,619	9.1	148	4.0	0.8	0.830	-	-	0	PORTSMOUTH AWC	NH EASTERN
175	348X8_76	0.19	264	4.8	34	11	369	97,461	148	8.2	45	1.3	2.5	2.500	304	315	109	LANCASTER AWC	NH NORTHERN
176	21H5_77	0.19	64	11.1	253	6	1,515	97,218	1,404	11.0	138	0.5	1.1	1.079	-	-	0	BERLIN AWC	NH NORTHERN
177	3271X1_12	0.18	99	13.5	20	50	982	96,774	1,104	61.4	16	0.8	0.9	0.889	134	3	28	BEDFORD AWC	NH CENTRAL
178	377X20_65	0.17	75	8.7	67	18	1,207	91,044	879	25.1	48	0.7	1.4	1.373	-	16	3	EPPING AWC	NH EASTERN
179	399X15_62	0.17	87	12.4	129	8	1,028	89,929	1,064	14.6	71	0.5	1.0	0.966	-	14	2	ROCHESTER AWC	NH EASTERN
180	42X1_32	0.17	95	9.2	46	20	912	86,844	700	25.2	36	0.8	1.3	1.304	-	82	13	NEWPORT AWC	NH WESTERN
181	377X6_65	0.16	96	4.3	58	15	877	84,448	313	10.0	87	1.5	2.8	2.805	-	10	2	EPPING AWC	NH EASTERN
182	W175_31	0.16	132	40.6	27	24	640	84,277	2,164	30.3	21	0.8	0.3	0.296	-	2	0	KEENE AWC	NH WESTERN
183	35W1_36	0.16	161	33.7	16	32	520	83,963	1,460	42.3	12	0.8	0.4	0.356	-	175	26	KEENE AWC	NH WESTERN
184	380X2_65	0.16	150	8.1	22	25	554	83,265	376	4.7	118	5.3	1.5	1.475	-	194	30	EPPING AWC	NH EASTERN
185	3211X_21	0.16	80	29.7	39	27	1,045	83,141	2,583	49.1	21	0.6	0.4	0.405	-	18	3	NASHUA AWC	NH SOUTHERN
186	310X3_41	0.15	97	15.1	28	30	829	80,607	1,044	20.9	40	1.4	0.8	0.794	-	13	2	TILTON AWC	NH NORTHERN
187	399X1_62	0.15	59	5.4	97	14	1,355	80,539	614	7.2	189	2.0	2.2	2.207	-	2	1	ROCHESTER AWC	NH EASTERN
188	362X3_61	0.15	167	11.5	79	6	476	79,433	457	2.3	210	2.6	1.0	1.042	-	84	13	ROCHESTER AWC	NH EASTERN
189	2W4_63	0.15	60	11.4	41	32	1,323	79,320	1,254	7.3	181	4.4	1.1	1.055	-	-	0	PORTSMOUTH AWC	NH EASTERN
190	3155X_22	0.15	217	18.3	40	9	362	78,575	552	28.9	13	0.3	0.7	0.656	-	141	21	BEDFORD AWC	NH CENTRAL
191	3179_11	0.15	56	6.0	116	12	1,388	77,994	692	19.1	73	0.6	2.0	2.005	-	1	1	HOOKSETT AWC	NH CENTRAL
192	3110X_21	0.15	56	22.1	42	33	1,396	77,660	2,576	46.6	30	0.7	0.5	0.542	438	2	88	NASHUA AWC	NH SOUTHERN
193	348X19_43	0.15	83	2.8	117	8	939	77,601	222	3.5	271	2.3	4.2	4.237	-	168	27	LANCASTER AWC	NH NORTHERN
194	3010X_21	0.15	126	43.5	21	29	610	76,728	2,209	35.9	17	0.8	0.3	0.276	-	149	22	NASHUA AWC	NH SOUTHERN
195	29X1_41	0.15	118	40.8	22	29	649	76,555	2,205	23.1	28	1.3	0.3	0.294	-	139	21	TILTON AWC	NH NORTHERN
196	39W1_61	0.15	71	10.5	57	19	1,078	76,194	948	14.4	75	1.3	1.1	1.138	-	-	0	ROCHESTER AWC	NH EASTERN
197	3148X3_62	0.14	109	14.4	54	13	696	76,104	832	17.8	39	0.7	0.8	0.836	-	73	11	ROCHESTER AWC	NH EASTERN
198	27X1_41	0.14	111	26.2	24	28	681	75,750	1,489	48.1	14	0.6	0.5	0.457	-	10	2	TILTON AWC	NH NORTHERN
199	377X3_65	0.14	192	14.4	24	16	391	75,094	468	18.1	22	0.9	0.8	0.836	15	195	33	EPPING AWC	NH EASTERN
200	399X19_61	0.14	154	12.2	160	3	479	73,831	488	3.9	123	0.8	1.0	0.982	-	-	0	ROCHESTER AWC	NH EASTERN
201	33H1_12	0.14	127	18.4	19	31	579	73,540	886	50.0	12	0.6	0.7	0.653	-	43	7	NEWPORT AWC	NH WESTERN
202	360X1_12	0.14	114	5.2	80	8	643	73,500	279	9.9	65	0.8	2.3	2.301	-	2	1	BEDFORD AWC	NH CENTRAL
203	1W1_76	0.14	121	6.9	21	28	601	72,668	346	21.1	28	1.3	1.7	1.739	159	42	39	LANCASTER AWC	NH NORTHERN
204	21H2_77	0.14	69	9.2	36	29	1,049	72,003	809	6.5	162	4.5	1.3	1.297	-	4	1	BERLIN AWC	NH NORTHERN
205	348X7_76	0.14	71	8.7	48	21	1,013	71,722	737	19.3	53	1.1	1.4	1.374	-	101	16	LANCASTER AWC	NH NORTHERN
206	3673_11	0.14	61	30.2	97	12	1,166	71,558	2,933	9.9	117	1.2	0.4	0.398	1,073	-	215	HOOKSETT AWC	NH CENTRAL
207	355X5_76	0.14	132	1.6	68	8	541	71,278	72	8.6	63	0.9	7.5	7.506	-	92	16	LANCASTER AWC	NH NORTHERN
208	3525X2_77	0.14	154	10.4	58	8	462	71,041	400	19.8	23	0.4	1.2	1.155	-	11	2	BERLIN AWC	NH NORTHERN
209	3137X10_65	0.13	86	6.5	46	18	822	70,803	443	16.7	49	1.1	1.9	1.854	499	17	103	EPPING AWC	NH EASTERN
210	55W2_32	0.13	106	33.7	25	26	659	69,586	1,853	25.7	26	1.0	0.4	0.356	106	16	24	NEWPORT AWC	NH WESTERN
211	348X5_76	0.13	110	5.2	17	37	631	69,489	275	21.3	30	1.7	2.3	2.291	177	90	50	LANCASTER AWC	NH NORTHERN
212	21H1_77	0.13	66	12.5	95	11	1,049	69,228	1,096	7.1	148	1.6	1.0	0.957	-	-	0	BERLIN AWC	NH NORTHERN
213	32X3_62	0.13	43	9.6	90	18	1,613	69,101	1,290	30.6	53	0.6	1.3	1.250	-	5	1	ROCHESTER AWC	NH EASTERN
214	3191X8_65	0.13	126	5.9	138	4	550	69,041	272	1.0	533	3.9	2.0	2.024	-	95	15	EPPING AWC	NH EASTERN
215	5H2_76	0.13	163	21.6	23	18	422	68,876	760	17.6	24	1.0	0.6	0.555	-	167	25	LANCASTER AWC	NH NORTHERN
216	3191X3_63	0.13	72	19.4	29	33	950	68,167	1,536	38.5	25	0.9	0.6	0.618	-	1	0	PORTSMOUTH AWC	NH EASTERN
217	393X20_11	0.13	55	15.4	78	16	1,247	68,069	1,605	18.1	69	0.9	0.8	0.777	-	11	2	HOOKSETT AWC	NH CENTRAL
218	31W2_64	0.13	147	32.2	13	35	463	67,883	1,240	45.6	10	0.8	0.4	0.373	-	15	2	TILTON AWC	NH NORTHERN
219	38W1_62	0.13	42	11.0	80	20	1,607	66,918	1,470	19.5	82	1.0	1.1	1.093	-	2	1	ROCHESTER AWC	NH EASTERN
220	3162X1_65	0.13	113	5.1	49	12	589	66,305	252	9.7	61	1.2	2.3	2.339	140	-	29	EPPING AWC	NH EASTERN
221	335X2_12	0.13	62	18.7	56	19	1,066	65,896	1,665	26.4	40	0.7	0.6	0.640	-	8	1	BEDFORD AWC	NH CENTRAL
222	313X2_36	0.12	97	8.0	51	13	669	64,946	447	24.6	27	0.5	1.5	1.498	-	7	2	KEENE AWC	NH WESTERN
223	3103_65	0.12	84	10.4	69	11	764	64,550	661	27.4	28	0.4	1.2	1.155	40	10	10	EPPING AWC	NH EASTERN
224	76W1_31	0.12	26	14.9	95	26	2,468	64,518	3,070	25.6	96	1.0	0.8	0.804	-	5	1	KEENE AWC	NH WESTERN
225	72W1_21	0.12	57	14.0	45	25	1,126	64,173	1,309	11.1	102	2.3	0.9	0.860	-	-	0	NASHUA AWC	NH SOUTHERN
226	3155X4_36	0.12	86	33.3	26	29	745	63,765	2,065	88.7	8	0.3	0.4	0.361	-	65	10	KEENE AWC	NH WESTERN
227	328X13_12	0.12	179	0.2	353	1	353	63,187	6	0.2	1,879	5.3	63.7	63.736	-	-	22	BEDFORD AWC	NH CENTRAL
228	3155X7_22	0.12	152	21.6	15	27	416	63,107	749	36.3	11	0.7	0.6	0.556	18	86	17	BEDFORD AWC	NH CENTRAL
229	34W4_61	0.12	89	28.5	28	25	704	62,619	1,673	19.7	36	1.3	0.4	0.421	183	11	38	ROCHESTER AWC	NH EASTERN
230	311X1_12	0.12	59	6.4	39	27	1,059	62,615	568	35.4	30	0.8	1.9	1.864	21	13	7	NEWPORT AWC	NH WESTERN
231	392X1_61	0.12	90	33.0	20	35	686	61,984	1,886	67.8	10	0.5	0.4	0.364	5	2	1	ROCHESTER AWC	NH EASTERN
232	53H2_36	0.12	113	7.5	27	20	543	61,504	341	28.3	19	0.7	1.6	1.593	-	1	1	KEENE AWC	NH WESTERN
233	348X9_76	0.12	192	8.5	13	24	320	61,407	227	16.6	19	1.4	1.4	1.412	9	120	20	LANCASTER AWC	NH NORTHERN
234	3151X52_12	0.12	132	11.6	153	3	458	60,511	443	4.7	98	0.6	1.0	1.035	-	-	0	BEDFORD AWC	NH CENTRAL
235	3614X3_11	0.11	139	49.1	27	16	425	59,170	1,740	18.9	23	0.8	0.2	0.244	-	32	5	HOOKSETT AWC	NH CENTRAL
236	23X2_12	0.11	33	1.7	162	11	1,782	58,091	255	16.7	107	0.7	7.0	6.982	-	-	2	BEDFORD AWC	NH CENTRAL
237	11W2_41	0.11	81	19.6	71	10	709	57,287	1,161	11.3	63	0.9	0.6	0.611	-	1	0	TILTON AWC	NH NORTHERN
238	24W1_21	0.11	81	14.5	32	22	702	56,528	846	38.0	18	0.6	0.8	0.830	-	9	2	NASHUA AWC	NH SOUTHERN
239	3191X2_65	0.11	59	9.9	86	11	945	56,213	783	9.6	98	1.1	1.2	1.208	-	-	0	EPPING AWC	NH EASTERN
240	21H4_77	0.11	66	10.9	281	3	844	56,108	770	6.3	134	0.5	1.1	1.096	-	-	0	BERLIN AWC	NH NORTHERN
241	48H1_63	0.11	236	40.1	11	22	235	55,383	785	9.4	25	2.3	0.3	0.299	-	128	19	PORTSMOUTH AWC	NH EASTERN
242	32X4_62	0.10	64	7.1	79	11	867	55,099	516	8.5	102	1.3	1.7	1.681	-	22	4	ROCHESTER AWC	NH EASTERN
243	3136X_21	0.10	104	96.3	59	9	528	54,827	4,236	19.4	27	0.5	0.1	0.125	-	49	7	NASHUA AWC	NH SOUTHERN
244	74W1_32	0.10	152	25.0	24	15	357	54,259	743	19.2	19	0.8	0.5	0.481	-	41	6	NEWPORT AWC	NH WESTERN
245	3271X5_12	0.10	112	8.5	43	11	478	53,589	337	12.3	39	0.9	1.4	1.418	-	-	0	BEDFORD AWC	NH CENTRAL
246	3148X4_62	0.10	136	15.3	96	4	383	52,138	490	5.0	76	0.8	0.8	0.782	-	29	5	ROCHESTER AWC	NH EASTERN
247	13H2_65	0.10	69	11.2	69	11	758	52,127	708	8.9	85	1.2	1.1	1.071	-	16	3	EPPING AWC	NH EASTERN
248	3191X1A_65	0.10	77	11.7	35	19	670	51,849	652	19.9	34	1.0	1.0	1.028	90	1	19	EPPING AWC	NH EASTERN
249	351X4_77	0.10	84	8.1	38	16	612	51,635	414	20.3	30	0.8	1.5	1.479	-	26	4	BERLIN AWC	NH NORTHERN
250	3798X4_42	0.10	142	5.9	45	8	363	51,623	180	8.8	41	0.9	2.0	2.021	-	2	1	TILTON AWC	NH NORTHERN
251	18W1_12	0.10	73	36.9	31	23	703	51,504	2,160	13.2	53	1.7	0.3	0.325	270	10	56	BEDFORD AWC	NH CENTRAL
252	346X56_45	0.10	88	6.0	292	2	584	51,392	292	1.8	316	1.1	2.0	2.000	-	-	1	CHOCORUA AWC	NH NORTHERN
253	64W1_63	0.10	39	8.0	87	15	1,303	51,356	871	5.4	241	2.8	1.5	1.497	-	1	1	PORTSMOUTH AWC	NH EASTERN
254	392X5_61	0.10	117	25.9	54	8	433	50,462	935	11.7	37	0.7	0.5	0.463	-	2	0	ROCHESTER AWC	NH EASTERN
255	3137X80_65	0.09	135	5.8	33	11	368	49,728	178	8.7	42	1.3	2.1	2.063	-	4	1	EPPING AWC	NH EASTERN
256	57W1_61	0.09	67	10.1	62	12	739	49,666	623	25.4	29	0.5	1.2	1.186	-	19	3	ROCHESTER AWC	NH EASTERN
257	13W1_12	0.09	65	28.3	34	22	756	48,944	1,781	7.5	101	2.9	0.4	0.425	-	5	1	BEDFORD AWC	NH CENTRAL
258	367X2_63	0.09	37	7.9	100	13	1,306	48,605	862	10.1	130	1.3	1.5	1.515	-	-	1	PORTSMOUTH AWC	NH EASTERN
259	70W1_41	0.09	183	75.6	16	17	265	48,569	1,669	17.2	15	1.0	0.2	0.159	-	36	5	TILTON AWC	NH NORTHERN
260	3174X4_61	0.09	112	19.8	17	26	432	48,282	713	35.1	12	0.7	0.6	0.606	87	6	19	ROCHESTER AWC	NH EASTERN
261	334X14_12	0.09	81	8.6	49	12	592	47,942	423	8.5	69	1.4	1.4	1.401	-	41	7	BEDFORD AWC	NH CENTRAL
262	392X4_61	0.09	147	25.4	29	11	323	47,488	684	12.1	27	0.9	0.5	0.472	-	-	0	ROCHESTER AWC	NH EASTERN
263	345X1_42	0.09	103	10.4	31	15	463	47,460	401	24.2	19	0.6	1.2	1.154	-	20	3	TILTON AWC	NH NORTHERN
264	383X2_21	0.09	132	27.4	36	10	357	47,209	816	14.0	25	0.7	0.4	0.438	-	64	10	NASHUA AWC	NH SOUTHERN
265	41H2_61	0.09	82	27.3	94	6	566	46,302	1,289	5.4	105	1.1	0.4	0.439	-	1	0	ROCHESTER AWC	NH EASTERN
266	51H1_61	0.09	37	5.9	178	7	1,246	46,192	616	9.0	138	0.8	2.0	2.022	-	10	2	ROCHESTER AWC	NH EASTERN
267	49W1_65	0.09	113	7.5	15	28	408	46,048	256	16.5	25	1.7	1.6	1.594	-	15	3	EPPING AWC	NH EASTERN
268	3155X9_22	0.09	90	18.3	19	27	511	46,010	781	50.5	10	0.5	0.7	0.654	-	3	1	BEDFORD AWC	NH CENTRAL
269	313X7_36	0.09	140	28.1	14	24	325	45,396	761	29.0	11	0.8	0.4	0.427	12	27	7	KEENE AWC	NH WESTERN
270	3177XA_21	0.09	118	58.2	30	13	386	45,393	1,872	22.2	17	0.6	0.2	0.206	-	84	13	NASHUA AWC	NH SOUTHERN
271	371X14_62	0.08	47	15.0	157	6	942	44,557	1,176	20.5	46	0.3	0.8	0.801	-	1	0	ROCHESTER AWC	NH EASTERN
272	44H1_32	0.08	91	35.2	16	31	482	44,070	1,413	39.5	12	0.8	0.3	0.341	-	1	0	NEWPORT AWC	NH WESTERN
273	23X4_12	0.08	20	0.6	220	10	2,201	43,927	107	6.6	333	1.5	20.6	20.644	-	-	7	BEDFORD AWC	NH CENTRAL
274	3020X_21	0.08	126	78.4	20	17	339	42,821	2,214	30.1	11	0.6	0.2	0.153	-	77	12	NASHUA AWC	NH SOUTHERN
275	393X39_11	0.08	34	0.4	1,258	1	1,258	42,772	40	1.0	1,310	1.0	31.5	31.450	-	-	11	HOOKSETT AWC	NH CENTRAL
276	16H2_21	0.08	70	10.4	55	11	609	42,537	528	2.4	251	4.5	1.2	1.154	-	-	0	NASHUA AWC	NH SOUTHERN
277	3120X1_31	0.08	115	21.8	24	15	367	42,170	666	19.4	19	0.8	0.6	0.551	63	1	13	KEENE AWC	NH WESTERN
278	12H4_12	0.08	140	60.6	10	29	298	41,583	1,505	4.2	70	6.9	0.2	0.198	-	63	10	BEDFORD AWC	NH CENTRAL
279	3178X5_31	0.08	100	7.2	22	18	404	40,479	241	10.3	39	1.8	1.7	1.677	66	30	18	KEENE AWC	NH WESTERN
280	317X1_12	0.08	75	4.0	67	8	536	40,240	179	15.4	35	0.5	3.0	2.994	-	3	1	NEWPORT AWC	NH WESTERN
281	3174X2_61	0.08	233	22.7	172	1	172	40,160	325	6.1	28	0.2	0.5	0.529	-	36	6	ROCHESTER AWC	NH EASTERN
282	335X1_12	0.08	83	8.4	48	10	482	40,023	339	12.4	39	0.8	1.4	1.424	-	2	1	BEDFORD AWC	NH CENTRAL
283	3W1_12	0.08	57	19.9	29	24	701	39,939	1,162	29.2	24	0.8	0.6	0.603	-	5	1	BEDFORD AWC	NH CENTRAL
284	3155X3_22	0.07	85	9.1	57	8	455	38,724	345	11.9	38	0.7	1.3	1.320	-	1	1	BEDFORD AWC	NH CENTRAL
285	371X30_62	0.07	92	10.0	139	3	417	38,529	348	6.8	61	0.4	1.2	1.199	-	-	0	ROCHESTER AWC	NH EASTERN
286	380X1_65	0.07	49	9.2	259	3	778	38,110	598	10.7	73	0.3	1.3	1.300	-	-	0	EPPING AWC	NH EASTERN
287	3137X5_65	0.07	146	20.5	16	16	257	37,604	439	15.6	16	1.0	0.6	0.585	121	18	27	EPPING AWC	NH EASTERN
288	16W3_11	0.07	70	27.2	17	31	525	36,933	1,192	25.0	21	1.2	0.4	0.441	131	12	28	HOOKSETT AWC	NH CENTRAL
289	15H3_21	0.07	120	13.2	18	17	299	36,018	329	2.1	146	8.3	0.9	0.910	-	-	0	NASHUA AWC	NH SOUTHERN
290	3172X1_63	0.07	108	43.9	10	32	328	35,299	1,200	32.1	10	1.0	0.3	0.273	-	16	2	PORTSMOUTH AWC	NH EASTERN
291	350X3_77	0.07	207	14.7	12	14	170	35,153	208	15.7	11	0.9	0.8	0.818	-	56	9	BERLIN AWC	NH NORTHERN

292	345X5_41	0.07	161	47.0	55	4	218	35,061	854	26.0	8	0.2	0.3	0.255	-	55	8	TILTON AWC	NH NORTHERN
293	8W1_23	0.06	66	14.0	12	42	504	33,241	590	4.0	126	10.5	0.9	0.854	-	-	0	DERRY AWC	NH SOUTHERN
294	350X2_77	0.06	76	8.2	36	12	433	32,979	294	20.2	21	0.6	1.5	1.471	-	29	5	BERLIN AWC	NH NORTHERN
295	3143X_22	0.06	95	7.5	32	11	348	32,896	218	7.4	47	1.5	1.6	1.594	-	3	1	BEDFORD AWC	NH CENTRAL
296	380X3_65	0.06	199	12.1	83	2	165	32,895	167	4.1	40	0.5	1.0	0.990	-	3	1	EPPING AWC	NH EASTERN
297	3615X3_11	0.06	106	73.1	12	26	310	32,712	1,888	18.1	17	1.4	0.2	0.164	-	29	4	HOOKSETT AWC	NH CENTRAL
298	353X5_21	0.06	75	10.4	43	10	433	32,599	376	4.8	90	2.1	1.2	1.152	258	-	52	NASHUA AWC	NH SOUTHERN
299	325X7_11	0.06	127	41.7	26	10	257	32,571	894	9.9	26	1.0	0.3	0.287	-	27	4	HOOKSETT AWC	NH CENTRAL
300	351X2_76	0.06	256	8.9	11	12	126	32,249	93	4.3	29	2.8	1.4	1.351	-	118	18	LANCASTER AWC	NH NORTHERN
301	26H2_36	0.06	127	8.0	18	14	245	31,230	164	13.4	18	1.0	1.5	1.494	-	14	3	KEENE AWC	NH WESTERN
302	337X8_42	0.06	153	29.0	15	14	204	31,200	494	11.3	18	1.2	0.4	0.413	-	34	5	TILTON AWC	NH NORTHERN
303	17H2_21	0.06	120	44.1	15	17	261	31,198	960	2.9	89	5.8	0.3	0.272	-	39	6	NASHUA AWC	NH SOUTHERN
304	399X13_62	0.06	117	17.9	86	3	259	30,193	387	12.5	21	0.2	0.7	0.669	-	-	0	ROCHESTER AWC	NH EASTERN
305	5H1_76	0.06	83	19.6	24	15	365	30,167	595	22.5	16	0.7	0.6	0.613	-	15	2	LANCASTER AWC	NH NORTHERN
306	337X7_42	0.06	77	11.3	39	10	388	29,916	364	6.4	60	1.6	1.1	1.065	-	-	0	TILTON AWC	NH NORTHERN
307	3177X1_21	0.06	243	199.2	7	17	122	29,678	2,025	30.0	4	0.6	0.1	0.060	-	82	12	NASHUA AWC	NH SOUTHERN
308	3144X1_21	0.06	53	17.1	29	19	556	29,674	793	20.7	27	0.9	0.7	0.701	-	2	1	NASHUA AWC	NH SOUTHERN
309	3152X_65	0.06	118	68.3	13	19	251	29,653	1,428	18.3	14	1.0	0.2	0.176	-	10	2	EPPING AWC	NH EASTERN
310	3548X9_42	0.06	69	7.4	39	11	426	29,266	264	10.1	42	1.1	1.6	1.616	407	6	83	TILTON AWC	NH NORTHERN
311	2H2_63	0.05	200	45.8	10	14	144	28,789	549	10.9	13	1.3	0.3	0.262	-	58	9	PORTSMOUTH AWC	NH EASTERN
312	3119_11	0.05	261	11.9	55	2	110	28,742	109	1.4	80	1.5	1.0	1.006	-	109	17	HOOKSETT AWC	NH CENTRAL
313	377X11_65	0.05	115	6.6	79	3	238	27,433	131	5.5	43	0.5	1.8	1.815	-	-	1	EPPING AWC	NH EASTERN
314	377X15_65	0.05	158	30.7	35	5	173	27,292	442	9.2	19	0.5	0.4	0.391	-	7	1	EPPING AWC	NH EASTERN
315	3108X1_12	0.05	187	99.2	4	37	145	27,070	1,198	11.7	12	3.2	0.1	0.121	47	40	15	BEDFORD AWC	NH CENTRAL
316	71W4_63	0.05	98	62.2	16	17	275	26,852	1,426	6.3	44	2.7	0.2	0.193	-	15	2	PORTSMOUTH AWC	NH EASTERN
317	3111X1_63	0.05	45	8.9	24	25	591	26,499	436	6.0	99	4.2	1.4	1.355	-	1	1	PORTSMOUTH AWC	NH EASTERN
318	321X11_11	0.05	125	17.9	52	4	207	25,894	309	7.7	27	0.5	0.7	0.670	-	-	0	HOOKSETT AWC	NH CENTRAL
319	362X1_61	0.05	65	11.6	66	6	398	25,710	385	14.1	28	0.4	1.0	1.033	-	-	0	ROCHESTER AWC	NH EASTERN
320	68W6_41	0.05	54	38.4	28	17	470	25,545	1,502	12.1	39	1.4	0.3	0.313	-	20	3	TILTON AWC	NH NORTHERN
321	3177X_21	0.05	60	40.2	21	20	421	25,343	1,411	15.5	27	1.3	0.3	0.298	-	6	1	NASHUA AWC	NH SOUTHERN
322	54H2_61	0.05	149	17.3	24	7	168	25,081	242	7.2	23	1.0	0.7	0.694	-	14	2	ROCHESTER AWC	NH EASTERN
323	16W1_11	0.05	76	38.0	15	22	331	25,038	1,048	9.1	36	2.4	0.3	0.316	-	6	1	HOOKSETT AWC	NH CENTRAL
324	3798X1_42	0.05	110	6.2	113	2	225	24,680	115	0.9	245	2.2	1.9	1.949	-	-	1	TILTON AWC	NH NORTHERN
325	40W1_21	0.05	54	24.3	28	16	448	24,354	906	12.2	37	1.3	0.5	0.494	-	1	0	NASHUA AWC	NH SOUTHERN
326	387_12	0.05	52	19.1	42	11	465	24,235	740	6.7	69	1.6	0.6	0.629	-	5	1	HOOKSETT AWC	NH CENTRAL
327	22W2_11	0.05	54	55.5	32	14	447	24,030	2,069	8.4	54	1.7	0.2	0.216	389	-	78	HOOKSETT AWC	NH CENTRAL
328	18H1_21	0.05	99	71.3	18	13	239	23,740	1,420	6.4	37	2.0	0.2	0.168	-	-	0	NASHUA AWC	NH SOUTHERN
329	W2_31	0.05	134	57.9	35	5	177	23,660	854	18.6	10	0.3	0.2	0.207	-	-	0	KEENE AWC	NH WESTERN
330	3191X6_65	0.04	105	11.5	36	6	218	22,818	208	8.6	25	0.7	1.0	1.048	-	6	1	EPPING AWC	NH EASTERN
331	36W1_76	0.04	75	9.1	51	6	303	22,737	229	5.8	52	1.0	1.3	1.321	-	3	1	LANCASTER AWC	NH NORTHERN
332	W9_31	0.04	23	16.4	42	23	958	22,476	1,312	11.8	81	2.0	0.7	0.730	-	1	0	KEENE AWC	NH WESTERN
333	37H1_42	0.04	130	11.4	58	3	173	22,440	165	2.8	61	1.1	1.1	1.051	-	1	1	TILTON AWC	NH NORTHERN
334	41W1_43	0.04	139	35.8	12	13	161	22,399	480	28.3	6	0.5	0.3	0.335	-	4	1	LANCASTER AWC	NH NORTHERN
335	3521_77	0.04	67	10.3	107	3	322	21,470	275	8.1	40	0.4	1.2	1.171	-	-	0	BERLIN AWC	NH NORTHERN
336	32W2_23	0.04	52	19.3	52	8	412	21,229	662	7.3	57	1.1	0.6	0.623	-	-	0	DERRY AWC	NH SOUTHERN
337	W185_31	0.04	78	48.1	9	29	269	21,094	1,079	21.0	13	1.4	0.2	0.249	-	14	2	KEENE AWC	NH WESTERN
338	15H4_21	0.04	256	96.7	27	3	82	20,976	661	2.8	29	1.1	0.1	0.124	-	36	5	NASHUA AWC	NH SOUTHERN
339	313X4_36	0.04	151	16.1	45	3	136	20,517	182	11.9	11	0.3	0.7	0.747	-	-	0	KEENE AWC	NH WESTERN
340	3615_11	0.04	75	67.3	13	21	268	20,145	1,503	21.8	12	1.0	0.2	0.178	-	1	0	HOOKSETT AWC	NH CENTRAL
341	39H1_42	0.04	67	35.1	15	20	301	20,124	880	6.9	44	2.9	0.3	0.342	-	-	0	TILTON AWC	NH NORTHERN
342	22H4_11	0.04	201	92.0	7	15	100	20,114	767	2.3	44	6.7	0.1	0.130	-	70	11	HOOKSETT AWC	NH CENTRAL
343	44W2_11	0.04	46	64.8	14	30	433	20,112	2,338	28.6	15	1.0	0.2	0.185	-	-	0	HOOKSETT AWC	NH CENTRAL
344	14X178_11	0.04	138	11.8	72	2	144	19,864	142	1.9	74	1.0	1.0	1.014	-	-	0	HOOKSETT AWC	NH CENTRAL
345	3151X9_12	0.04	138	10.1	36	4	142	19,646	119	3.8	37	1.1	1.2	1.193	-	-	0	BEDFORD AWC	NH CENTRAL
346	377X5_65	0.04	117	12.1	167	1	167	19,557	169	1.6	105	0.6	1.0	0.990	-	-	0	EPPING AWC	NH EASTERN
347	3130X_11	0.04	66	106.2	12	25	297	19,515	2,628	24.9	12	1.0	0.1	0.113	-	13	2	HOOKSETT AWC	NH CENTRAL
348	3102X2_63	0.04	284	111.7	6	11	68	19,345	633	12.1	6	0.9	0.1	0.107	-	55	8	PORTSMOUTH AWC	NH EASTERN
349	325_11	0.04	288	320.7	11	6	67	19,324	1,790	7.0	10	0.9	0.0	0.037	-	51	8	HOOKSETT AWC	NH CENTRAL
350	334X18_11	0.04	94	105.9	10	21	206	19,319	1,818	41.3	5	0.5	0.1	0.113	-	2	0	HOOKSETT AWC	NH CENTRAL
351	392X2_61	0.04	54	13.3	59	6	356	19,182	393	12.4	29	0.5	0.9	0.905	-	2	1	ROCHESTER AWC	NH EASTERN
352	3120X3_36	0.04	106	17.0	25	7	178	18,779	253	15.1	12	0.5	0.7	0.705	-	5	1	KEENE AWC	NH WESTERN
353	3229_65	0.04	75	6.6	28	9	248	18,692	137	8.1	31	1.1	1.8	1.813	75	-	16	EPPING AWC	NH EASTERN
354	14W1_11	0.04	120	78.3	12	13	155	18,634	1,011	7.6	21	1.7	0.2	0.153	-	2	0	HOOKSETT AWC	NH CENTRAL
355	3148X_62	0.04	118	39.8	22	7	157	18,515	520	12.0	13	0.6	0.3	0.302	-	-	0	ROCHESTER AWC	NH EASTERN
356	371X8_62	0.03	79	19.5	116	2	231	18,348	376	5.3	44	0.4	0.6	0.615	-	-	0	ROCHESTER AWC	NH EASTERN
357	39H2_42	0.03	83	55.8	10	22	211	17,471	981	12.5	17	1.8	0.2	0.215	-	-	0	TILTON AWC	NH NORTHERN
358	348X4_76	0.03	87	7.0	21	9	193	16,747	113	9.5	20	0.9	1.7	1.714	179	7	37	LANCASTER AWC	NH NORTHERN
359	3112X3_63	0.03	58	12.0	145	2	290	16,736	289	4.9	59	0.4	1.0	1.003	-	-	0	PORTSMOUTH AWC	NH EASTERN
360	23W1_11	0.03	70	35.1	16	15	240	16,687	702	2.2	111	6.9	0.3	0.342	-	-	0	HOOKSETT AWC	NH CENTRAL
361	3137X8_65	0.03	51	13.0	16	20	323	16,317	350	6.6	49	3.0	0.9	0.922	-	-	0	EPPING AWC	NH EASTERN
362	34W3_61	0.03	68	96.2	34	7	237	16,076	1,900	17.1	14	0.4	0.1	0.125	-	3	0	ROCHESTER AWC	NH EASTERN
363	314X54_22	0.03	93	41.0	25	7	172	15,972	588	13.2	13	0.5	0.3	0.293	-	2	0	BEDFORD AWC	NH CENTRAL
364	3H2_21	0.03	63	43.8	12	21	255	15,962	931	4.5	57	4.7	0.3	0.274	-	-	0	NASHUA AWC	NH SOUTHERN
365	54H1_61	0.03	75	27.6	70	3	210	15,706	483	5.4	39	0.6	0.4	0.435	-	-	0	ROCHESTER AWC	NH EASTERN
366	314X14_22	0.03	76	12.2	103	2	205	15,582	208	8.5	24	0.2	1.0	0.987	-	-	0	BEDFORD AWC	NH CENTRAL
367	393X2_11	0.03	210	73.3	15	5	74	15,540	452	6.2	12	0.8	0.2	0.164	-	4	1	HOOKSETT AWC	NH CENTRAL
368	328X18_12	0.03	104	10.9	148	1	148	15,392	135	1.9	78	0.5	1.1	1.098	-	-	0	BEDFORD AWC	NH CENTRAL
369	3115X7_65	0.03	224	118.1	6	12	68	15,255	669	13.7	5	0.9	0.1	0.102	-	24	4	EPPING AWC	NH EASTERN
370	337X6_42	0.03	248	28.9	10	6	61	15,151	147	4.3	14	1.4	0.4	0.415	-	8	1	TILTON AWC	NH NORTHERN
371	90H2_64	0.03	124	85.1	11	11	119	14,739	844	20.9	6	0.5	0.1	0.141	-	8	1	TILTON AWC	NH NORTHERN
372	3151X49_12	0.03	133	11.6	109	1	109	14,497	105	1.9	58	0.5	1.0	1.034	-	-	0	BEDFORD AWC	NH CENTRAL
373	360X2_12	0.03	85	19.8	19	9	169	14,362	279	7.2	24	1.3	0.6	0.606	-	-	0	BEDFORD AWC	NH CENTRAL
374	388_11	0.03	548	66.5	26	1	26	14,248	144	11.0	2	0.1	0.2	0.181	-	26	4	HOOKSETT AWC	NH CENTRAL
375	3137X7_65	0.03	200	23.4	10	7	71	14,232	138	6.0	12	1.2	0.5	0.513	36	12	9	EPPING AWC	NH EASTERN
376	29H2_11	0.03	74	45.8	14	14	193	14,214	737	9.0	21	1.6	0.3	0.262	-	-	0	HOOKSETT AWC	NH CENTRAL
377	328X2_12	0.03	230	32.2	61	1	61	14,030	164	2.6	24	0.4	0.4	0.373	-	-	0	BEDFORD AWC	NH CENTRAL
378	3144X3_21	0.03	44	30.9	45	7	314	13,902	809	17.8	18	0.4	0.4	0.388	-	-	0	NASHUA AWC	NH SOUTHERN
379	317X7	0.03	284	35.6	8	6	48	13,610	143	6.3	8	1.0	0.3	0.337	-	28	4	NEWPORT AWC	NH WESTERN
380	49W2_42	0.03	98	11.3	23	6	138	13,498	130	5.5	25	1.1	1.1	1.065	-	1	1	TILTON AWC	NH NORTHERN
381	360X4_12	0.03	1,198	66.7	11	1	11	13,178	61	3.0	4	0.3	0.2	0.180	-	11	2	BEDFORD AWC	NH CENTRAL
382	3798X3_42	0.02	130	15.4	50	2	100	13,024	128	2.2	45	0.9	0.8	0.782	-	1	0	TILTON AWC	NH NORTHERN
383	3112X1_63	0.02	89	11.7	48	3	143	12,658	139	6.6	22	0.5	1.0	1.028	-	-	0	PORTSMOUTH AWC	NH EASTERN
384	56H2_61	0.02	50	61.4	14	18	249	12,497	1,274	7.6	33	2.4	0.2	0.195	-	-	0	ROCHESTER AWC	NH EASTERN
385	328X8_12	0.02	179	19.5	69	1	69	12,351	112	1.4	51	0.7	0.6	0.616	-	-	0	BEDFORD AWC	NH CENTRAL
386	14X126A_11	0.02	76	98.7	10	16	161	12,223	1,325	35.8	4	0.4	0.1	0.122	20	-	4	HOOKSETT AWC	NH CENTRAL
387	3248_11	0.02	165	204.9	37	2	74	12,202	1,263	3.9	19	0.5	0.1	0.059	-	32	5	HOOKSETT AWC	NH CENTRAL
388	15H6_21	0.02	75	68.3	13	12	161	12,045	916	3.5	46	3.4	0.2	0.176	-	-	0	NASHUA AWC	NH SOUTHERN
389	399X4_61	0.02	108	9.4	55	2	110	11,900	86	0.6	178	3.2	1.3	1.279	-	-	0	ROCHESTER AWC	NH EASTERN
390	3112X4_63	0.02	89	30.8	9	14	130	11,553	334	7.5	17	1.9	0.4	0.389	-	7	1	PORTSMOUTH AWC	NH EASTERN
391	14X188_11	0.02	92	85.1	8	15	126	11,544	893	12.3	10	1.2	0.1	0.141	-	2	0	HOOKSETT AWC	NH CENTRAL
392	26W1_23	0.02	46	49.2	7	34	246	11,334	1,010	8.6	29	3.9	0.2	0.244	-	-	0	DERRY AWC	NH SOUTHERN
393	314X23_22	0.02	108	41.7	6	19	105	11,327	365	24.8	4	0.8	0.3	0.287	-	6	1	BEDFORD AWC	NH CENTRAL
394	370X_11	0.02	120	148.2	9	10	93	11,150	1,149	7.6	12	1.3	0.1	0.081	-	14	2	HOOKSETT AWC	NH CENTRAL
395	324X8_11	0.02	62	21.0	22	8	177	11,050	310	16.9	10	0.5	0.6	0.572	-	5	1	HOOKSETT AWC	NH SOUTHERN
396	90H1_64	0.02	89	64.0	21	6	123	10,949	656	11.0	11	0.5	0.2	0.187	-	1	0	TILTON AWC	NH NORTHERN
397	23W3_11	0.02	49	135.3	24	9	218	10,646	2,457	7.1	31	1.3	0.1	0.089	-	-	0	HOOKSETT AWC	NH CENTRAL
398	3174X1_61	0.02	131	15.8	16	5	80	10,460	105	4.1	19	1.2	0.8	0.759	-	-	0	ROCHESTER AWC	NH EASTERN
399	14H4_11	0.02	76	48.0	10	14	137	10,427	548	3.4	41	4.2	0.2	0.250	-	3	1	HOOKSETT AWC	NH CENTRAL
400	45H1_12	0.02	141	111.7	7	11	73	10,296	679	8.5	9	1.3	0.1	0.107	-	28	4	BEDFORD AWC	NH CENTRAL
401	6W1_21	0.02	13	10.0	62	13	801	10,102	667	7.4	109	1.8	1.2	1.200	-	-	0	NASHUA AWC	NH SOUTHERN
402	376X5_76	0.02	229	12.1	44	1	44	10,076	44	1.8	24	0.5	1.0	0.993	-	-	0	LANCASTER AWC	NH NORTHERN
403	355X6_76	0.02	76	12.0	64	2	128	9,771	128	9.7	13	0.2	1.0	0.996	-	-	0	LANCASTER AWC	NH NORTHERN
404	2H1_21	0.02	84	64.6	29	4	115	9,664	619	6.0	19	0.7	0.2	0.186	-	11	2	NASHUA AWC	NH SOUTHERN
405	324X10_11	0.02	68	91.4	13	11	141	9,548	1,074	17.9	8	0.6	0.1	0.131	-	6	1	HOOKSETT AWC	NH CENTRAL
406	32X1_62	0.02	67	12.2	140	1	140	9,380	143	0.8	165	1.2	1.0	0.981	-	-	0	ROCHESTER AWC	NH EASTERN
407	3191X1B_65	0.02	193	289.5	47	1	47	9,071	1,134	11.3	4	0.1	0.0	0.041	-	-	0	EPPING AWC	NH EASTERN
408	355X2_76	0.02	128	8.5	34	2	67	8,556	48	3.2	21	0.6	1.4	1.409	-	-	0	LANCASTER AWC	NH NORTHERN
409	334X17_11	0.02	66	59.6	8	16	128	8,453	636	3.2	40	5.0	0.2	0.201	10	2	2	HOOKSETT AWC	NH CENTRAL
410	314X26_22	0.02	111	82.1	25	3	75	8,320	513	5.8	13	0.5	0.1	0.146	-	-	0	BEDFORD AWC	NH CENTRAL
411	377X29_65	0.02	93	11.9	45	2	89	8,265	88	4.3	21	0.5	1.0	1.011	-	-	0	EPPING AWC	NH EASTERN
412	339X2_63	0.02	82	4.0	50	2	100	8,175	33	0.7	148	3.0	3.0	3.002	-	-	1	PORTSMOUTH AWC	NH EASTERN
413	355X3_76	0.02	281	115.1	4	7	29	8,150	278	16.7	2	0.4	0.1	0.104	-	12	2	LANCASTER AWC	NH NORTHERN
414	3162X4_65	0.02	98	10.8	42	2	83	8,117	75	4.4	19	0.5	1.1	1.107	-	-	0	EPPING AWC	NH EASTERN
415	3154X2_21	0.02	73	300.3	4	29	110	8,002	2,752	43.3	3	0.7	0.0	0.040	-	3	0	NASHUA AWC	NH SOUTHERN
416	314X46_22	0.02	92	6.6	29	3	86	7,883	47	3.0	29	1.0	1.8	1.815	-	-	1	BEDFORD AWC	NH CENTRAL
417	395_45	0.01	102	8.0	25	3	76	7,786	51	3.2	24	0.9	1.5	1.504	-	-	1	CHOCORUA AWC	NH NORTHERN
418	3157X2_61	0.01	94	5.0	16	5	80	7,483	33	1.5	53	3.3	2.4	2.391	-	5	2	ROCHESTER AWC	NH EASTERN
419	355X15_76	0.01	103	97.5	12	6	72	7,426	585	6.6	11	0.9	0.1	0.123	-	2	0	LANCASTER AWC	NH NORTHERN
420	3H1_21	0.01	48	69.2	7	23	153	7,357	883	7.9	19	2.9	0.2	0.173	-	-	0	NASHUA AWC	NH SOUTHERN
421	393X11_11	0.01	34	19.6	71	3	212	7,259	347	2.9	72	1.0	0.6	0.611	-	-	0	HOOKSETT AWC	NH CENTRAL
422	322X3_12	0.01	189	98.2	10	4	38	7,192	311	2.4	16	1.6	0.1	0.122	-	23	3	BEDFORD AWC	NH CENTRAL
423	351X17_76	0.01	247	37.1	7	4	29	7,157	90	7.8	4	0.5	0.3	0.324	-	23	4	LANCASTER AWC	NH NORTHERN
424	399X11_62	0.01	75	8.3	24	4	94	7,051	65	3.1	31	1.3	1.5	1.453	3	-	1	ROCHESTER AWC	NH EASTERN
425	376X1_76	0.01	86	64.3	5	15	80	6,874	429	12.8	6	1.2	0.2	0.187	-	-	0	LANCASTER AWC	NH NORTHERN
426	355X7_76	0.01	127	16.2	6	9	54	6,869	73	5.2	10	1.7	0.7	0.741	-	1	0	LANCASTER AWC	NH NORTHERN
427	3191X9_63	0.01	50	11.3	23	6	135	6,794	127	4.8	28	1.3	1.1	1.062	-	2	1	PORTSMOUTH AWC	NH EASTERN
428	3548X11_42	0.01	105	57.5	11	6	64	6,698	307	10.0	6	0.6	0.2	0.209	-	1	0	TILTON AWC	NH NORTHERN
429	14H7_11	0.01	44	62.2	12	13	151	6,664	783	2.7	57	4.9	0.2	0.193	-	-	0	HOOKSETT AWC	NH CENTRAL
430	328X11_12	0.01	230	31.3	28	1	28	6,440	73	0.4	70	2.5	0.4	0.384	-	-	0	BEDFORD AWC	NH CENTRAL
431	339X8_63	0.01	48	24.0	11	12	134	6,384	268	2.9	47	4.2	0.5	0.499	-	-	0	PORTSMOUTH AWC	NH EASTERN
432	393X8_11	0.01	35	22.5	91	2	181	6,258	340	4.0	46	0.5	0.5	0.533	-	-	0	HOOKSETT AWC	NH CENTRAL
433	54W1_32	0.01	102	186.9	12	5	61	6,210	950	10.1	6	0.5	0.1	0.064	-	-	0	NEWPORT AWC	NH WESTERN
434	3162X2_65	0.01	80	9.7	19	4	77	6,154	63	5.6	14	0.7	1.2	1.231	-	-	0	EPPING AWC	NH EASTERN
435	314X3_22	0.01	78	51.7	15	5	77	6,006	332	9.1	8	0.6	0.2	0.232	-	2	0	BEDFORD AWC	NH CENTRAL
436	3850X7_63	0.01	60	30.9	20	5	98	5,877	252	10.7	9	0.5	0.4	0.389	-	5	1	PORTSMOUTH AWC	NH EASTERN
437	399X3_61	0.01	217	277.1	5	5	27	5,846	624	2.9	9	1.7	0.0	0.043	-	13	2	ROCHESTER AWC	NH EASTERN
438	3155X6_36	0.01	69	34.0	5	17	82	5,689	232	9.8	8	1.7	0.4	0.353	-	-	0	KEENE AWC	NH WESTERN

439	55H1_36	0.01	53	68.1	11	10	106	5,649	601	17.3	6	0.6	0.2	0.176	-	1	0	KEENE AWC	NH WESTERN
440	26H1_36	0.01	129	92.6	11	4	43	5,558	332	3.3	13	1.2	0.1	0.130	-	-	0	KEENE AWC	NH WESTERN
441	3137X2_64	0.01	183	71.8	4	7	30	5,490	180	8.7	3	0.8	0.2	0.167	-	3	1	TILTON AWC	NH NORTHERN
442	335_12	0.01	147	40.4	6	6	36	5,296	121	13.8	3	0.4	0.3	0.297	-	3	1	BEDFORD AWC	NH CENTRAL
443	337X12_42	0.01	101	20.3	52	1	52	5,252	88	1.2	45	0.9	0.6	0.590	-	-	0	TILTON AWC	NH NORTHERN
445	328X3_12	0.01	179	19.4	29	1	29	5,191	47	1.1	27	0.9	0.6	0.617	-	-	0	BEDFORD AWC	NH CENTRAL
444	328X7_12	0.01	179	15.7	29	1	29	5,191	38	0.7	43	1.5	0.8	0.766	-	-	0	BEDFORD AWC	NH CENTRAL
446	11H2_65	0.01	173	154.1	5	6	29	5,007	372	4.6	6	1.3	0.1	0.078	-	12	2	EPPING AWC	NH EASTERN
447	3153X1_63	0.01	197	28.7	25	1	25	4,930	60	14.5	2	0.1	0.4	0.419	-	5	1	PORTSMOUTH AWC	NH EASTERN
448	311X3_12	0.01	135	21.9	9	4	35	4,717	64	9.0	4	0.4	0.5	0.547	-	-	0	NEWPORT AWC	NH WESTERN
449	314X12_22	0.01	388	134.5	6	2	12	4,656	135	5.4	2	0.4	0.1	0.089	-	8	1	BEDFORD AWC	NH CENTRAL
450	7W1_11	0.01	67	179.5	12	6	69	4,635	1,032	9.6	7	0.6	0.1	0.067	-	1	0	HOOKSETT AWC	NH CENTRAL
451	337X2_42	0.01	118	348.3	5	8	38	4,497	1,103	37.2	1	0.2	0.0	0.034	-	4	1	TILTON AWC	NH NORTHERN
452	311_12	0.01	38	13.0	40	3	119	4,494	129	11.0	11	0.3	0.9	0.925	-	7	1	NEWPORT AWC	NH WESTERN
453	313X3_36	0.01	288	164.0	2	7	15	4,320	205	10.2	1	0.7	0.1	0.073	-	9	1	KEENE AWC	NH WESTERN
454	351X8_77	0.01	49	52.1	11	8	88	4,303	382	7.3	12	1.1	0.2	0.230	-	1	0	BERLIN AWC	NH NORTHERN
455	311X2_12	0.01	91	20.2	8	6	47	4,300	79	6.6	7	0.9	0.6	0.595	-	1	0	NEWPORT AWC	NH WESTERN
456	3137X3_65	0.01	43	55.2	4	26	100	4,294	460	10.2	10	2.6	0.2	0.217	-	-	0	EPPING AWC	NH EASTERN
457	350X_77	0.01	115	23.4	37	1	37	4,255	72	5.8	6	0.2	0.5	0.513	-	-	0	BERLIN AWC	NH NORTHERN
458	338X3_41	0.01	462	51.4	9	1	9	4,158	39	2.2	4	0.5	0.2	0.234	-	9	1	TILTON AWC	NH NORTHERN
460	3151_12	0.01	133	9.5	31	1	31	4,123	25	7.0	4	0.1	1.3	1.263	-	-	0	BEDFORD AWC	NH CENTRAL
459	3151X13_12	0.01	133	11.3	31	1	31	4,123	29	1.0	32	1.0	1.1	1.063	-	-	0	BEDFORD AWC	NH CENTRAL
461	340X1_61	0.01	81	109.7	10	5	50	4,065	457	6.0	8	0.8	0.1	0.109	-	1	0	ROCHESTER AWC	NH EASTERN
462	71W1_63	0.01	28	53.5	14	10	142	4,022	633	5.3	27	1.9	0.2	0.224	-	-	0	PORTSMOUTH AWC	NH EASTERN
463	377X19_65	0.01	161	148.6	8	3	24	3,862	297	4.1	6	0.7	0.1	0.081	-	-	0	EPPING AWC	NH EASTERN
464	399X20_61	0.01	384	12.0	10	1	10	3,840	10	0.3	30	3.0	1.0	1.000	-	10	2	ROCHESTER AWC	NH EASTERN
465	314X22_22	0.01	83	11.7	23	2	46	3,835	45	1.1	43	1.9	1.0	1.026	-	-	0	BEDFORD AWC	NH CENTRAL
466	29H1_11	0.01	291	198.8	13	1	13	3,783	215	2.2	6	0.5	0.1	0.060	-	13	2	HOOKSETT AWC	NH CENTRAL
467	3191X7_65	0.01	64	12.3	59	1	59	3,776	61	2.3	26	0.4	1.0	0.973	-	-	0	EPPING AWC	NH EASTERN
468	47H8_41	0.01	44	51.0	21	4	84	3,696	357	3.0	28	1.3	0.2	0.235	-	-	0	TILTON AWC	NH NORTHERN
469	393X3_11	0.01	41	10.5	8	11	90	3,648	78	1.7	53	6.5	1.1	1.147	-	-	0	HOOKSETT AWC	NH CENTRAL
470	48H2_63	0.01	77	91.7	3	14	47	3,642	359	9.6	5	1.5	0.1	0.131	-	1	0	PORTSMOUTH AWC	NH EASTERN
471	42H1_61	0.01	99	304.6	18	2	36	3,564	914	11.4	3	0.2	0.0	0.039	-	-	0	ROCHESTER AWC	NH EASTERN
472	3191X10_65	0.01	70	11.3	8	6	50	3,497	47	1.4	35	4.2	1.1	1.066	-	-	0	EPPING AWC	NH EASTERN
473	24H1_11	0.01	61	86.4	57	1	57	3,477	410	2.0	28	0.5	0.1	0.139	-	-	0	HOOKSETT AWC	NH CENTRAL
474	355X4_76	0.01	579	12.0	6	1	6	3,474	6	0.7	8	1.4	1.0	1.000	-	6	1	LANCASTER AWC	NH NORTHERN
475	3175X_21	0.01	89	320.0	7	6	39	3,464	1,040	14.8	3	0.4	0.0	0.037	-	-	0	NASHUA AWC	NH SOUTHERN
476	377X1_65	0.01	19	11.7	45	4	178	3,294	174	7.0	26	0.6	1.0	1.025	-	-	0	EPPING AWC	NH EASTERN
477	70H1_63	0.01	148	197.2	2	9	22	3,254	362	8.3	3	1.1	0.1	0.061	-	2	0	PORTSMOUTH AWC	NH EASTERN
478	22H2_11	0.01	154	85.0	4	5	21	3,227	149	0.0	1,050	250.0	0.1	0.141	-	4	1	HOOKSETT AWC	NH CENTRAL
479	17H1_21	0.01	168	91.9	10	2	19	3,184	145	1.0	19	2.0	0.1	0.131	-	-	0	NASHUA AWC	NH SOUTHERN
480	6H2_63	0.01	71	138.9	3	14	45	3,180	521	13.8	3	1.0	0.1	0.086	-	-	0	PORTSMOUTH AWC	NH EASTERN
481	23W4_11	0.01	53	245.8	30	2	60	3,175	1,229	5.1	12	0.4	0.0	0.049	-	-	0	HOOKSETT AWC	NH CENTRAL
482	350X1_77	0.01	113	230.6	7	4	28	3,161	538	4.2	7	1.0	0.1	0.052	-	-	0	BERLIN AWC	NH NORTHERN
483	3223_21	0.01	44	61.7	36	2	72	3,132	370	4.4	16	0.5	0.2	0.194	-	-	0	NASHUA AWC	NH SOUTHERN
484	337X15_42	0.01	99	54.5	16	2	31	3,058	141	0.7	47	3.0	0.2	0.220	-	-	0	TILTON AWC	NH NORTHERN
485	28H1_61	0.01	19	87.5	53	3	158	3,054	1,152	5.0	32	0.6	0.1	0.137	-	-	0	ROCHESTER AWC	NH EASTERN
486	311X6_12	0.01	93	128.9	2	14	32	2,984	344	7.8	4	1.8	0.1	0.093	-	-	0	NEWPORT AWC	NH WESTERN
487	351X1_76	0.01	103	20.4	14	2	28	2,895	48	4.7	6	0.4	0.6	0.587	-	-	0	LANCASTER AWC	NH NORTHERN
488	328X6_12	0.00	230	29.5	11	1	11	2,530	27	0.2	46	4.1	0.4	0.407	-	-	0	BEDFORD AWC	NH CENTRAL
489	79W4_12	0.00	165	154.4	3	5	15	2,480	193	12.3	1	0.4	0.1	0.078	-	2	0	BEDFORD AWC	NH CENTRAL
490	3102X5_63	0.00	92	243.8	4	7	25	2,289	508	8.3	3	0.8	0.0	0.049	-	2	0	PORTSMOUTH AWC	NH EASTERN
491	339X3_63	0.00	104	220.0	21	1	21	2,184	385	1.1	19	0.9	0.1	0.055	-	-	0	PORTSMOUTH AWC	NH EASTERN
492	393X40_11	0.00	104	11.6	21	1	21	2,178	20	0.4	50	2.4	1.0	1.038	-	-	0	HOOKSETT AWC	NH CENTRAL
493	368X1_41	0.00	16	12.0	134	1	134	2,144	134	1.9	71	0.5	1.0	0.997	-	-	0	TILTON AWC	NH NORTHERN
494	314_22	0.00	151	23.9	5	3	14	2,119	28	8.4	2	0.4	0.5	0.501	-	-	0	BEDFORD AWC	NH CENTRAL
495	3850X6B_63	0.00	111	19.3	5	4	19	2,110	31	2.3	8	1.8	0.6	0.621	16	-	3	PORTSMOUTH AWC	NH EASTERN
496	392X3_61	0.00	2,077	624.9	1	1	1	2,077	52	1.8	1	0.5	0.0	0.019	-	1	0	ROCHESTER AWC	NH EASTERN
498	3115X11_65	0.00	75	173.4	7	4	27	2,030	390	6.2	4	0.6	0.1	0.069	-	-	0	EPPING AWC	NH EASTERN
497	327X10_12	0.00	35	13.7	58	1	58	2,030	66	1.6	35	0.6	0.9	0.876	-	-	0	BEDFORD AWC	NH CENTRAL
499	3174X3_61	0.00	217	72.7	9	1	9	1,953	55	1.4	6	0.7	0.2	0.165	-	-	0	ROCHESTER AWC	NH EASTERN
500	362_61	0.00	83	368.1	3	9	23	1,914	706	22.5	1	0.4	0.0	0.033	-	-	0	ROCHESTER AWC	NH EASTERN
501	28H2_61	0.00	132	225.3	14	1	14	1,841	263	1.5	9	0.7	0.1	0.053	-	7	1	ROCHESTER AWC	NH EASTERN
502	16W4_63	0.00	44	11.9	21	2	42	1,829	42	4.2	10	0.5	1.0	1.006	-	-	0	PORTSMOUTH AWC	NH EASTERN
503	42H2_61	0.00	140	150.5	13	1	13	1,820	163	2.5	5	0.4	0.1	0.080	-	-	0	ROCHESTER AWC	NH EASTERN
504	15W4_63	0.00	164	842.3	6	2	11	1,807	772	6.0	2	0.3	0.0	0.014	-	6	1	PORTSMOUTH AWC	NH EASTERN
505	355X_76	0.00	120	39.4	3	6	15	1,803	49	37.3	0	0.2	0.3	0.305	-	3	1	LANCASTER AWC	NH NORTHERN
506	371X9_62	0.00	69	205.1	5	5	26	1,784	444	6.4	4	0.8	0.1	0.058	-	2	0	ROCHESTER AWC	NH EASTERN
507	61W2_32	0.00	110	267.9	4	4	16	1,764	357	7.9	2	0.5	0.0	0.045	-	1	0	NEWPORT AWC	NH WESTERN
508	311X8	0.00	44	40.8	8	5	40	1,743	136	3.9	10	1.3	0.3	0.294	-	-	0	NEWPORT AWC	NH WESTERN
509	3102X8_63	0.00	47	11.2	18	2	35	1,657	33	0.4	78	4.5	1.1	1.068	-	-	0	PORTSMOUTH AWC	NH EASTERN
510	5W1_12	0.00	65	51.6	8	3	25	1,636	108	1.2	21	2.5	0.2	0.232	-	1	0	BEDFORD AWC	NH CENTRAL
511	360X13_12	0.00	811	12.0	2	1	2	1,622	2	0.6	3	1.6	1.0	1.000	-	2	1	BEDFORD AWC	NH CENTRAL
512	3850X1_63	0.00	228	387.6	2	4	7	1,593	226	8.7	1	0.5	0.0	0.031	-	1	0	PORTSMOUTH AWC	NH EASTERN
513	3164X2_12	0.00	93	211.8	2	7	17	1,583	300	6.4	3	1.1	0.1	0.057	-	-	0	BEDFORD AWC	NH CENTRAL
514	3162_65	0.00	184	11.3	4	2	8	1,472	8	4.6	2	0.4	1.1	1.061	-	-	0	EPPING AWC	NH EASTERN
515	38H3_41	0.00	79	151.3	4	5	18	1,417	227	1.9	9	2.6	0.1	0.079	-	1	0	TILTON AWC	NH NORTHERN
516	310X5_41	0.00	70	84.0	5	4	20	1,402	140	4.2	5	1.0	0.1	0.143	-	-	0	TILTON AWC	NH NORTHERN
517	3891_21	0.00	232	252.2	2	4	6	1,392	126	4.8	1	0.8	0.0	0.048	-	3	0	NASHUA AWC	NH SOUTHERN
518	47H7_41	0.00	27	279.4	6	8	51	1,391	1,188	8.0	6	1.0	0.0	0.043	-	-	0	TILTON AWC	NH NORTHERN
519	362X4_61	0.00	92	239.1	8	2	15	1,375	299	5.8	3	0.3	0.1	0.050	-	-	0	ROCHESTER AWC	NH EASTERN
520	30H2_22	0.00	68	219.8	5	4	20	1,367	366	12.6	2	0.3	0.1	0.055	-	-	0	BEDFORD AWC	NH CENTRAL
521	376X_76	0.00	190	82.4	2	3	7	1,330	48	22.3	0	0.1	0.1	0.146	-	-	0	LANCASTER AWC	NH NORTHERN
522	13H1_65	0.00	64	9.4	20	1	20	1,280	16	0.3	67	3.3	1.3	1.281	-	-	0	EPPING AWC	NH EASTERN
523	376X2_76	0.00	308	374.3	4	1	4	1,232	125	4.6	1	0.2	0.0	0.032	-	4	1	LANCASTER AWC	NH NORTHERN
524	58W1_63	0.00	99	508.7	2	5	12	1,191	509	3.3	4	1.5	0.0	0.024	-	1	0	PORTSMOUTH AWC	NH EASTERN
525	34H1_61	0.00	62	360.5	5	4	19	1,170	571	4.7	4	0.9	0.0	0.033	-	2	0	ROCHESTER AWC	NH EASTERN
526	377X16_65	0.00	44	235.8	3	8	26	1,132	511	11.9	2	0.7	0.1	0.051	-	1	0	EPPING AWC	NH EASTERN
527	324X12_11	0.00	69	93.8	16	1	16	1,104	125	4.1	4	0.2	0.1	0.128	-	-	0	HOOKSETT AWC	NH CENTRAL
528	32X24_62	0.00	138	1,261.6	2	4	8	1,104	841	3.8	2	1.1	0.0	0.010	-	-	0	ROCHESTER AWC	NH EASTERN
529	6H1_63	0.00	91	309.5	3	4	12	1,093	310	3.6	3	1.1	0.0	0.039	-	-	0	PORTSMOUTH AWC	NH EASTERN
530	3164X8_12	0.00	77	272.9	7	2	14	1,071	318	3.7	4	0.5	0.0	0.044	-	-	0	BEDFORD AWC	NH CENTRAL
531	342B_41	0.00	153	19.4	7	1	7	1,071	11	4.7	1	0.2	0.6	0.619	-	-	0	TILTON AWC	NH NORTHERN
532	16H3_21	0.00	17	242.6	8	8	61	1,058	1,233	6.7	9	1.2	0.0	0.049	-	-	0	NASHUA AWC	NH SOUTHERN
533	377X10_65	0.00	46	192.8	7	3	22	1,021	353	3.8	6	0.8	0.1	0.062	-	-	0	EPPING AWC	NH EASTERN
534	27H3_22	0.00	85	12.3	4	3	12	1,019	12	3.8	3	0.8	1.0	0.975	-	1	0	BEDFORD AWC	NH CENTRAL
535	45W1_43	0.00	248	579.7	2	2	4	990	193	10.9	0	0.2	0.0	0.021	-	3	0	LANCASTER AWC	NH NORTHERN
536	348X6_76	0.00	31	3.8	16	2	32	976	10	0.8	42	2.6	3.2	3.200	-	-	1	LANCASTER AWC	NH NORTHERN
537	3525X6_77	0.00	107	248.0	5	2	9	963	186	2.5	4	0.8	0.0	0.048	-	-	0	BERLIN AWC	NH NORTHERN
538	3271_12	0.00	87	96.8	2	5	11	962	89	7.5	1	0.7	0.1	0.124	-	-	0	BEDFORD AWC	NH CENTRAL
539	399X12_62	0.00	87	238.7	6	2	11	962	219	2.7	4	0.8	0.1	0.050	-	-	0	ROCHESTER AWC	NH EASTERN
540	23W2_11	0.00	37	275.0	13	2	25	935	573	1.8	14	1.1	0.0	0.044	-	-	0	HOOKSETT AWC	NH CENTRAL
541	360X14_12	0.00	64	66.9	4	4	14	892	78	2.9	5	1.4	0.2	0.179	3	-	1	BEDFORD AWC	NH CENTRAL
542	393X32_11	0.00	34	18.9	26	1	26	884	41	1.0	27	1.0	0.6	0.634	-	-	0	HOOKSETT AWC	NH CENTRAL
543	393X4_11	0.00	34	30.6	26	1	26	884	66	1.2	22	0.8	0.4	0.392	-	-	0	HOOKSETT AWC	NH CENTRAL
544	3613_11	0.00	80	1,478.1	2	5	11	881	1,355	22.8	0	0.2	0.0	0.008	-	-	0	HOOKSETT AWC	NH CENTRAL
545	14H8_11	0.00	36	233.5	3	8	24	873	467	2.6	9	3.1	0.1	0.051	-	-	0	HOOKSETT AWC	NH CENTRAL
546	334X15_12	0.00	51	7.8	17	1	17	867	11	0.2	88	5.2	1.5	1.545	-	-	1	BEDFORD AWC	NH CENTRAL
547	322X14_12	0.00	95	395.8	5	2	9	857	297	3.1	3	0.7	0.0	0.030	-	-	0	BEDFORD AWC	NH CENTRAL
548	3172X2_63	0.00	94	345.6	2	6	9	843	259	7.2	1	0.8	0.0	0.035	-	-	0	PORTSMOUTH AWC	NH EASTERN
549	115_62	0.00	64	10.9	13	1	13	832	12	3.9	3	0.3	1.1	1.105	-	-	0	ROCHESTER AWC	NH EASTERN
550	3153X_63	0.00	73	12.4	11	1	11	803	11	4.3	3	0.2	1.0	0.966	-	-	0	PORTSMOUTH AWC	NH EASTERN
551	392X_61	0.00	89	105.6	9	1	9	801	79	9.3	1	0.1	0.1	0.114	-	-	0	ROCHESTER AWC	NH EASTERN
552	18H2_21	0.00	200	109.8	4	1	4	800	37	0.8	5	1.3	0.1	0.109	-	-	0	NASHUA AWC	NH SOUTHERN
553	376X6_76	0.00	132	504.0	6	1	6	792	252	5.5	1	0.2	0.0	0.024	-	-	0	LANCASTER AWC	NH NORTHERN
554	41H1_61	0.00	25	89.2	4	7	31	785	230	2.4	13	3.0	0.1	0.135	-	-	0	ROCHESTER AWC	NH EASTERN
555	337X9_42	0.00	129	524.3	3	2	6	775	262	9.9	1	0.2	0.0	0.023	-	-	0	TILTON AWC	NH NORTHERN
556	383X3_21	0.00	167	2,608.6	2	2	4	667	870	8.3	0	0.2	0.0	0.005	-	-	0	NASHUA AWC	NH SOUTHERN
557	67W2_63	0.00	111	8.0	3	2	6	663	4	0.3	22	7.4	1.5	1.500	-	-	1	PORTSMOUTH AWC	NH EASTERN
558	353X3_21	0.00	132	809.9	2	3	5	660	337	3.5	1	0.9	0.0	0.015	-	1	0	NASHUA AWC	NH SOUTHERN
559	3111_63	0.00	36	8.9	18	1	18	648	13	4.6	4	0.2	1.3	1.345	-	-	0	PORTSMOUTH AWC	NH EASTERN
560	56H1_61	0.00	35	146.2	16	1	16	560	195	3.3	5	0.3	0.1	0.082	-	-	0	ROCHESTER AWC	NH EASTERN
561	325X2_11	0.00	275	2,586.0	1	2	2	550	431	4.0	0	0.5	0.0	0.005	-	1	0	HOOKSETT AWC	NH CENTRAL
562	356_11	0.00	181	4.9	1	3	3	544	1	0.5	7	6.6	2.4	2.438	-	1	1	HOOKSETT AWC	NH CENTRAL
563	337X11_42	0.00	226	1,842.0	1	2	2	451	307	10.0	0	0.2	0.0	0.007	-	1	0	TILTON AWC	NH NORTHERN
564	395X1_45	0.00	428	1,214.8	1	1	1	428	101	2.5	0	0.4	0.0	0.010	-	1	0	CHOCORUA AWC	NH NORTHERN
565	17H1_45	0.00	69	195.8	1	5	6	416	98	6.3	1	0.8	0.1	0.061	-	-	0	CHOCORUA AWC	NH NORTHERN
566	24H2_11	0.00	207	1,125.2	1	2	2	413	188	1.5	1	1.3	0.0	0.011	-	1	0	HOOKSETT AWC	NH CENTRAL
567	11H1_65	0.00	198	995.1	2	1	2	396	166	4.2	0	0.2	0.0	0.012	-	-	0	EPPING AWC	NH EASTERN
568	389X3_21	0.00	379	1,968.9	1	1	1	379	164	6.3	0	0.2	0.0	0.006	-	1	0	NASHUA AWC	NH SOUTHERN
569	40H1_61	0.00	189	7,103.1	1	2	2	377	1,184	5.9	0	0.3	0.0	0.002	-	1	0	ROCHESTER AWC	NH EASTERN
570	310_41	0.00	180	254.3	1	2	2	360	42	7.7	0	0.3	0.0	0.047	-	1	0	TILTON AWC	NH NORTHERN
571	318_12	0.00	116	12.0	3	1	3	348	3	5.0	1	0.2	1.0	1.000	-	-	0	BEDFORD AWC	NH CENTRAL
572	345X4_41	0.00	173	291.7	1	2	2	345	49	1.0	2	2.1	0.0	0.041	-	-	0	TILTON AWC	NH NORTHERN
573	3165X8_63	0.00	163	750.0	1	2	2	326	125	3.8	1	0.5	0.0	0.016	-	-	0	PORTSMOUTH AWC	NH EASTERN
574	3191X1_65	0.00	64	56.3	5	1	5	320	23	0.7	7	1.4	0.2	0.213	-	-	0	EPPING AWC	NH EASTERN
575	364_11	0.00	316	3,159.7	1	1	1	316	263	3.8	0	0.3	0.0	0.004	-	1	0	HOOKSETT AWC	NH CENTRAL
576	324_12	0.00	153	47.5	1	2	2	305	8	6.5	0	0.3	0.3	0.252	-	-	0	HOOKSETT AWC	NH CENTRAL
577	345_42	0.00	301	162.5	1	1	1	301	14	18.0	0	0.1	0.1	0.074	-	1	0	TILTON AWC	NH NORTHERN
578	371P_61	0.00	148	12.0	2	1	2	296	2	4.7	0	0.2	1.0	1.000	-	-	0	ROCHESTER AWC	NH EASTERN
579	314X21_22	0.00	136	112.6	2	1	2	272	19	0.1	14	7.2	0.1	0.107	-	-	0	BEDFORD AWC	NH CENTRAL
581	3191X4_63	0.00	45	62.0	6	1	6	270	31	0.9	7	1.1	0.2	0.194	-	-	0	PORTSMOUTH AWC	NH EASTERN
580	371X22_62	0.00	270	1,823.1	1	1	1	270	152	3.7	0	0.3	0.0	0.007	-	1	0	ROCHESTER AWC	NH EASTERN
582	36H1_12	0.00	46	771.6	5	1	5	230	322	10.1	0	0.1	0.0	0.016	-	-	0	NEWPORT AWC	NH WESTERN
583	35H1_12	0.00	55	505.8	4	1	4	220	169	1.1	3	0.9	0.0	0.024	-	-	0	BEDFORD AWC	NH CENTRAL
584	376X4_76	0.00	55	180.5	2	2	4	219	60	1.4	3	1.4	0.1	0.066	-	-	0	LANCASTER AWC	NH NORTHERN
585	377_65	0.00	66	64.0	3	1	3	198	16	14.5	0	0.1	0.2	0.188	-	-	0	EPPING AWC	NH EASTERN

586	389_21	0.00	97	54.0	2	1	2	194	9	6.3	0	0.2	0.2	0.222	-	-	0	NASHUA AWC	NH SOUTHERN
587	19X5_11	0.00	10	366.3	19	1	19	190	580	4.9	4	0.2	0.0	0.033	-	-	0	HOOKSETT AWC	NH CENTRAL
588	360X9_12	0.00	58	338.2	2	2	3	174	85	5.4	1	0.4	0.0	0.035	-	-	0	BEDFORD AWC	NH CENTRAL
589	393X44_11	0.00	55	85.2	3	1	3	165	21	0.3	10	3.4	0.1	0.141	-	-	0	HOOKSETT AWC	NH CENTRAL
590	353_21	0.00	54	108.0	3	1	3	162	27	6.0	1	0.2	0.1	0.111	-	-	0	NASHUA AWC	NH SOUTHERN
591	3850X6A_63	0.00	80	161.1	1	2	2	160	27	1.7	1	1.2	0.1	0.074	-	-	0	PORTSMOUTH AWC	NH EASTERN
592	32_62	0.00	148	1,441.8	1	1	1	148	120	12.6	0	0.1	0.0	0.008	-	-	0	ROCHESTER AWC	NH EASTERN
593	340X5_61	0.00	73	1,948.2	1	2	2	146	325	7.4	0	0.3	0.0	0.006	-	-	0	ROCHESTER AWC	NH EASTERN
594	9H2_21	0.00	36	3,216.7	2	2	4	142	1,072	3.8	1	0.5	0.0	0.004	-	-	0	NASHUA AWC	NH SOUTHERN
595	3850X5_63	0.00	138	189.2	1	1	1	138	16	4.3	0	0.2	0.1	0.063	-	-	0	PORTSMOUTH AWC	NH EASTERN
596	46W1_32	0.00	63	280.2	1	2	2	125	47	4.4	0	0.5	0.0	0.043	-	-	0	NEWPORT AWC	NH WESTERN
597	3191X5_65	0.00	124	3,717.2	1	1	1	124	310	2.1	0	0.5	0.0	0.003	-	-	0	EPPING AWC	NH EASTERN
598	3102X7_63	0.00	8	35.8	15	1	15	120	45	1.6	9	0.6	0.3	0.335	-	-	0	PORTSMOUTH AWC	NH EASTERN
599	3241_21	0.00	119	228.0	1	1	1	119	19	2.7	0	0.4	0.1	0.053	-	-	0	NASHUA AWC	NH SOUTHERN
600	329_22	0.00	56	11.1	2	1	2	112	2	11.6	0	0.1	1.1	1.083	-	-	0	BEDFORD AWC	NH CENTRAL
601	70H2_63	0.00	110	5,235.0	1	1	1	110	436	4.7	0	0.2	0.0	0.002	-	-	0	PORTSMOUTH AWC	NH EASTERN
602	27H2_22	0.00	107	3,534.5	1	1	1	107	295	3.1	0	0.3	0.0	0.003	-	-	0	BEDFORD AWC	NH CENTRAL
603	327X8_12	0.00	51	652.6	2	1	2	102	109	5.0	0	0.2	0.0	0.018	-	-	0	BEDFORD AWC	NH CENTRAL
604	360X10_12	0.00	100	276.0	1	1	1	100	23	1.1	1	0.9	0.0	0.043	-	-	0	BEDFORD AWC	NH CENTRAL
605	351X3_77	0.00	99	958.2	1	1	1	99	80	3.2	0	0.3	0.0	0.013	-	-	0	BERLIN AWC	NH NORTHERN
606	348_76	0.00	18	28.8	5	1	5	90	12	16.1	0	0.1	0.4	0.417	-	-	0	LANCASTER AWC	NH NORTHERN
607	3175X3_21	0.00	8	216.0	11	1	11	88	198	1.7	6	0.6	0.1	0.056	-	-	0	NASHUA AWC	NH SOUTHERN
608	347X6_45	0.00	85	696.0	1	1	1	85	58	2.6	0	0.4	0.0	0.017	-	-	0	CHOCORUA AWC	NH NORTHERN
609	393X36T_11	0.00	80	12.0	1	1	1	80	1	0.0	35	35.0	1.0	1.000	-	-	0	HOOKSETT AWC	NH CENTRAL
610	3164X1_12	0.00	11	35.2	7	1	7	77	21	0.2	41	5.8	0.3	0.341	-	-	0	BEDFORD AWC	NH CENTRAL
611	34H2_61	0.00	33	3,336.0	2	1	2	66	556	2.7	1	0.4	0.0	0.004	-	-	0	ROCHESTER AWC	NH EASTERN
612	3153X2_63	0.00	8	221.9	8	1	8	64	148	6.3	1	0.2	0.1	0.054	-	-	0	PORTSMOUTH AWC	NH EASTERN
613	399X14_62	0.00	27	948.0	2	1	2	54	158	1.9	1	0.5	0.0	0.013	-	-	0	ROCHESTER AWC	NH EASTERN
614	3271X3_12	0.00	53	1,020.0	1	1	1	53	85	3.3	0	0.3	0.0	0.012	-	-	0	BEDFORD AWC	NH CENTRAL
616	3115X9_65	0.00	48	2,395.4	1	1	1	48	200	7.1	0	0.1	0.0	0.005	-	-	0	EPPING AWC	NH EASTERN
615	371X7_61	0.00	48	12.0	1	1	1	48	1	0.3	3	3.3	1.0	1.000	-	-	0	ROCHESTER AWC	NH EASTERN
617	15H1_21	0.00	13	1,313.8	3	1	3	39	328	1.4	2	0.7	0.0	0.009	-	-	0	NASHUA AWC	NH SOUTHERN
618	353X4_21	0.00	35	3,946.2	1	1	1	35	329	4.8	0	0.2	0.0	0.003	-	-	0	NASHUA AWC	NH SOUTHERN
619	340X2_61	0.00	22	80.3	1	1	1	22	7	0.5	2	2.0	0.1	0.149	-	-	0	ROCHESTER AWC	NH EASTERN

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4HrOutage	CustomerWeighting
1	316X1_32	NEWPORT	3.23	117	2.8	170	85	14,463	1,687,271	3,341	151.2	96	0.6	4.33	4.33	6,917	1,998	1,685
2	W13_31	KEENE	3.01	216	5.7	63	115	7,250	1,568,996	3,440	1.4	5,070	80.4	2.11	2.11	342	3,379	576
3	355X10_76	LANCASTER	2.92	226	4.0	85	79	6,752	1,525,654	2,260	119.5	57	0.7	2.99	2.99	443	2,453	458
4	3139X_31	KEENE	2.42	143	3.6	58	152	8,871	1,264,793	2,630	146.1	61	1.0	3.37	3.37	919	815	307
5	3137X_65	EPPING	2.21	112	1.7	240	43	10,330	1,152,887	1,487	67.5	153	0.6	6.95	6.95	6,587	582	1,407
6	3128X_23	DERRY	2.19	115	7.3	61	163	9,906	1,142,167	6,029	145.2	68	1.1	1.64	1.64	51	808	132
7	313X1_36	KEENE	2.15	182	4.5	108	57	6,183	1,124,726	2,339	115.4	54	0.5	2.64	2.64	64	338	64
8	20W1_42	TILTON	1.97	109	4.8	155	61	9,457	1,026,952	3,751	105.2	90	0.6	2.52	2.52	3,931	822	910
9	3157X1_61	ROCHESTER	1.90	151	3.9	286	23	6,577	994,503	2,127	68.1	97	0.3	3.09	3.09	-	1	1
10	3133X_23	DERRY	1.82	128	7.7	66	112	7,414	948,320	4,735	120.1	62	0.9	1.57	1.57	1,178	634	331
11	3184X_23	DERRY	1.77	118	3.9	139	56	7,797	922,751	2,518	53.8	145	1.0	3.10	3.10	4,998	295	1,045
12	3211X_21	NASHUA	1.74	112	3.8	177	46	8,151	910,036	2,558	48.7	167	0.9	3.19	3.19	4,529	640	1,003
13	3115X_23	DERRY	1.73	87	3.0	156	67	10,437	903,283	2,644	87.4	119	0.8	3.95	3.95	54	65	22
14	3108X1_12	BEDFORD	1.69	119	3.1	79	94	7,385	882,396	1,883	92.1	80	1.0	3.92	3.92	287	994	208
15	316_32	NEWPORT	1.62	83	4.0	94	108	10,154	847,027	3,356	177.1	57	0.6	3.03	3.03	2,487	381	556
16	3141X_23	DERRY	1.59	100	13.3	45	184	8,311	827,543	9,214	200.7	41	0.9	0.90	0.90	2,190	365	493
17	323X5_12	BEDFORD	1.47	122	6.0	86	73	6,291	766,292	3,158	66.3	95	1.1	1.99	1.99	369	1,019	227
18	23X5_22	BEDFORD	1.44	99	7.3	56	135	7,604	752,302	4,612	164.5	46	0.8	1.65	1.65	-	118	18
19	3103X1_65	EPPING	1.44	120	4.4	156	40	6,251	749,209	2,283	63.2	99	0.6	2.74	2.74	444	961	234
20	3615X1_11	HOOKSETT	1.37	106	3.8	55	122	6,763	714,334	2,122	77.0	88	1.6	3.19	3.19	-	223	35
21	W15_31	KEENE	1.32	67	2.3	111	93	10,296	690,046	1,942	83.2	124	1.1	5.30	5.30	7,974	783	1,714
22	3525X5_77	BERLIN	1.31	148	2.1	331	14	4,636	685,728	829	59.7	78	0.2	5.59	5.59	266	866	185
23	19W2_45	CHOCORUA	1.31	119	5.2	58	99	5,735	684,941	2,498	101.8	56	1.0	2.30	2.30	281	590	146
24	319X1_64	TILTON	1.27	87	3.6	140	55	7,682	664,796	2,291	111.3	69	0.5	3.35	3.35	-	152	24
25	377X7_65	EPPING	1.24	158	1.9	146	28	4,094	648,810	658	25.9	158	1.1	6.22	6.22	-	678	104
26	4W1_31	KEENE	1.16	277	8.4	56	39	2,177	603,756	1,532	67.6	32	0.6	1.42	1.42	-	1,186	178
27	348_76	LANCASTER	1.14	208	0.1	715	4	2,858	594,443	12	16.1	178	0.2	238.17	238.17	-	3	84
28	346X1_45	CHOCORUA	1.12	224	8.9	82	32	2,610	583,431	1,930	52.9	49	0.6	1.35	1.35	-	1,650	248
29	3108_12	BEDFORD	1.07	128	4.8	82	53	4,364	556,894	1,757	60.2	72	0.9	2.48	2.48	395	206	111
30	3271X2_12	BEDFORD	1.05	99	5.0	64	87	5,526	546,060	2,309	91.8	60	0.9	2.39	2.39	103	68	32
31	3172X1_63	PORTSMOUTH	1.04	327	8.7	59	28	1,664	543,972	1,200	32.0	52	0.9	1.39	1.39	-	1,203	181
32	3155X2_22	BEDFORD	0.99	163	8.1	69	46	3,155	515,417	2,124	85.3	37	0.5	1.49	1.49	532	1,045	264
33	3137X1_65	EPPING	0.96	117	4.6	77	56	4,291	503,147	1,654	63.2	68	0.9	2.59	2.59	3,497	238	736
34	317X3	NEWPORT	0.96	164	5.2	72	42	3,036	499,367	1,327	68.4	44	0.6	2.29	2.29	32	639	103
35	3120X4_36	KEENE	0.92	131	6.0	66	56	3,677	480,062	1,836	79.2	46	0.7	2.00	2.00	340	132	89
36	3173_36	KEENE	0.86	93	5.5	130	37	4,813	446,724	2,192	66.6	72	0.6	2.20	2.20	889	427	243
37	24X1_36	KEENE	0.84	115	6.2	37	102	3,822	439,137	1,961	120.4	32	0.8	1.95	1.95	2,281	319	505
38	317X2	NEWPORT	0.82	144	5.9	97	31	2,995	430,168	1,479	51.7	58	0.6	2.03	2.03	-	151	23
39	324_12	BEDFORD	0.78	237	0.1	859	2	1,717	407,750	10	6.7	258	0.3	171.70	171.70	-	381	117
40	347X3_45	CHOCORUA	0.75	107	3.0	67	54	3,635	389,621	895	54.4	67	1.0	4.06	4.06	2,593	253	558
41	73W2_61	ROCHESTER	0.72	152	11.1	42	59	2,493	378,467	2,312	67.4	37	0.9	1.08	1.08	102	230	55
42	3115X12_65	EPPING	0.72	122	8.5	34	91	3,092	378,180	2,180	84.8	36	1.1	1.42	1.42	219	204	75
43	3410_32	NEWPORT	0.72	52	6.4	94	76	7,162	373,510	3,840	174.7	41	0.4	1.87	1.87	2,985	239	634
44	31W1_64	TILTON	0.71	191	8.2	42	46	1,953	372,150	1,338	66.3	29	0.7	1.46	1.46	265	282	96
45	336X1_45	CHOCORUA	0.71	129	1.4	144	20	2,881	370,945	334	29.9	96	0.7	8.63	8.63	2,527	143	530
46	3116X1_45	CHOCORUA	0.71	91	3.8	58	70	4,028	368,263	1,266	84.8	48	0.8	3.18	3.18	746	108	167
47	3178_31	KEENE	0.69	173	11.7	47	45	2,095	362,671	2,040	62.3	34	0.7	1.03	1.03	245	592	138
48	3157X3_61	ROCHESTER	0.69	103	4.4	92	38	3,511	361,663	1,294	52.5	67	0.7	2.71	2.71	1,274	4	256
49	377X2_65	EPPING	0.68	128	5.1	68	41	2,788	357,380	1,194	24.3	115	1.7	2.34	2.34	1,760	380	410
50	W110_31	KEENE	0.67	112	8.6	49	64	3,130	350,769	2,247	43.6	72	1.5	1.39	1.39	1,137	201	258
51	47W1_32	NEWPORT	0.66	140	3.6	60	41	2,474	345,850	739	56.4	44	0.7	3.35	3.35	1,395	120	298
52	392X_61	ROCHESTER	0.65	29	0.1	1,324	9	11,917	340,479	76	9.4	1,269	1.0	157.67	157.67	5,688	-	1,193
53	3140X2_36	KEENE	0.65	82	4.7	70	59	4,124	338,928	1,602	92.9	44	0.6	2.57	2.57	2,333	66	477
54	334X18_11	HOOKSETT	0.64	77	5.0	80	54	4,328	334,630	1,815	42.3	102	1.3	2.38	2.38	-	16	3
55	32W1_23	DERRY	0.63	123	9.8	53	50	2,652	327,497	2,156	32.2	82	1.6	1.23	1.23	1,001	295	245
56	3148X2_62	ROCHESTER	0.62	79	8.1	313	13	4,074	322,382	2,764	15.9	257	0.8	1.47	1.47	-	-	1
57	3159X_21	NASHUA	0.60	67	6.1	92	51	4,693	315,790	2,370	64.8	72	0.8	1.98	1.98	468	66	104
58	3114X_42	TILTON	0.60	133	10.9	33	71	2,371	314,589	2,158	124.4	19	0.6	1.10	1.10	654	97	146
59	3445X_21	NASHUA	0.60	144	23.7	50	44	2,181	314,394	4,312	53.2	41	0.8	0.51	0.51	759	529	231
60	316X2_32	NEWPORT	0.58	129	4.9	106	22	2,327	300,212	954	44.2	53	0.5	2.44	2.44	-	25	5
61	355X1_76	LANCASTER	0.56	141	3.7	67	31	2,086	293,397	640	45.5	46	0.7	3.26	3.26	-	553	84
62	53H2_36	KEENE	0.55	176	2.5	53	31	1,640	289,419	343	28.5	58	1.1	4.78	4.78	1,525	388	365
63	392X7_62	ROCHESTER	0.55	109	11.5	40	66	2,647	287,458	2,534	95.2	28	0.7	1.04	1.04	117	2	24
64	3178X4_31	KEENE	0.54	145	11.3	44	44	1,945	281,970	1,831	76.4	25	0.6	1.06	1.06	-	338	51
65	42X3_32	NEWPORT	0.51	156	14.9	46	37	1,695	264,438	2,111	76.7	22	0.5	0.80	0.80	67	134	34
66	3177X_21	NASHUA	0.50	86	5.5	188	16	3,001	258,456	1,379	15.4	194	1.0	2.18	2.18	165	46	41
67	63W1_65	EPPING	0.49	117	12.2	34	64	2,181	255,125	2,226	83.5	26	0.8	0.98	0.98	479	194	125
68	371X1_61	ROCHESTER	0.48	114	13.3	50	44	2,196	251,063	2,429	41.1	53	1.1	0.90	0.90	-	292	44
69	348X1_76	LANCASTER	0.48	139	10.3	23	77	1,793	248,457	1,533	101.2	18	0.8	1.17	1.17	324	126	84
70	3177XA_21	NASHUA	0.47	67	6.1	244	15	3,667	244,881	1,872	22.2	165	0.7	1.96	1.96	-	-	1
71	75W2_32	NEWPORT	0.45	202	18.7	38	31	1,174	236,614	1,828	51.7	23	0.6	0.64	0.64	-	405	61
72	37W1_12	NEWPORT	0.45	142	10.2	28	59	1,649	233,390	1,397	57.5	29	1.0	1.18	1.18	-	218	33
73	314X4_22	BEDFORD	0.44	127	10.2	20	90	1,823	231,667	1,554	98.1	19	0.9	1.17	1.17	271	99	69
74	33W1_36	KEENE	0.44	158	7.5	32	45	1,455	230,495	904	57.3	25	0.8	1.61	1.61	608	396	182
75	398X3_41	TILTON	0.44	79	9.1	94	31	2,921	230,273	2,204	45.8	64	0.7	1.33	1.33	-	139	21
76	19W1_45	CHOCORUA	0.44	89	5.9	50	51	2,571	228,702	1,255	46.9	55	1.1	2.05	2.05	-	24	4
77	32W4_23	DERRY	0.43	97	9.6	78	30	2,331	225,108	1,872	22.8	102	1.3	1.25	1.25	-	159	24
78	334X2_12	BEDFORD	0.43	151	5.4	124	12	1,487	223,938	664	17.9	83	0.7	2.24	2.24	-	309	47
79	32W5_23	DERRY	0.42	214	31.1	25	41	1,023	219,417	2,654	45.1	23	0.9	0.39	0.39	97	372	75
80	3222X_41	TILTON	0.42	134	23.3	40	41	1,620	217,156	3,144	79.2	20	0.5	0.52	0.52	376	55	84
81	3615_11	HOOKSETT	0.41	60	5.0	402	9	3,614	216,312	1,503	21.2	170	0.4	2.41	2.41	-	141	22
82	3120X2_31	KEENE	0.41	163	10.2	27	49	1,316	214,974	1,116	58.6	22	0.8	1.18	1.18	51	418	73
83	382X3_36	KEENE	0.40	83	10.0	69	37	2,547	210,968	2,121	36.2	70	1.0	1.20	1.20	384	102	93
84	3173X1_12	BEDFORD	0.40	104	9.0	34	59	2,026	210,960	1,521	70.6	29	0.8	1.33	1.33	239	71	59
85	328_12	BEDFORD	0.40	266		787	1	787	209,342		4.6	171	0.2			-	787	
86	3010X_21	NASHUA	0.40	159	20.2	42	31	1,313	209,287	2,213	35.5	37	0.9	0.59	0.59	-	32	5
87	3155X9_22	BEDFORD	0.40	112	4.9	55	34	1,863	208,305	763	50.7	37	0.7	2.44	2.44	956	44	199
88	383X1_21	NASHUA	0.40	88	7.7	51	47	2,374	208,058	1,515	26.4	90	1.8	1.57	1.57	-	32	5
89	347_45	CHOCORUA	0.39	128	24.7	36	44	1,586	203,674	3,261	96.4	16	0.5	0.49	0.49	305	227	95
90	348X3_76	LANCASTER	0.39	211	22.9	21	45	952	201,272	1,819	102.9	9	0.4	0.52	0.52	18	304	49
91	1W2_76	LANCASTER	0.39	143	7.7	45	31	1,407	201,213	908	56.0	25	0.6	1.55	1.55	199	134	60
92	3120_31	KEENE	0.38	134	12.1	29	51	1,504	200,895	1,518	74.0	20	0.7	0.99	0.99	412	235	118
93	3144_21	NASHUA	0.38	80	8.4	118	21	2,486	198,573	1,747	36.1	69	0.6	1.42	1.42	-	11	2
94	3614_11	HOOKSETT	0.38	55	0.0	1,787	2	3,574	196,756	5	7.8	458	0.3	691.74	691.74	-	-	242
95	371X4_61	ROCHESTER	0.38	113	5.3	218	8	1,741	196,531	762	15.1	115	0.5	2.29	2.29	-	111	17
96	25W1_77	BERLIN	0.38	148	6.4	63	21	1,328	196,512	707	42.2	31	0.5	1.88	1.88	36	242	44
97	3154X1_21	NASHUA	0.37	61	10.2	228	14	3,188	194,687	2,701	33.1	96	0.4	1.18	1.18	-	147	22
98	322X12_12	BEDFORD	0.37	49	6.3	113	35	3,948	192,134	2,073	60.7	65	0.6	1.90	1.90	-	24	4
99	367X2_63	PORTSMOUTH	0.37	206	11.1	116	8	929	191,625	861	10.1	92	0.8	1.08	1.08	-	25	4
100	3625_41	TILTON	0.36	83	0.0	2,294	1	2,294	190,402	1	2.1	1,119	0.5	2,294.00	2,294.00	-	-	803
101	12W1_43	LANCASTER	0.36	155	12.7	88	14	1,225	190,334	1,297	74.4	16	0.2	0.94	0.94	-	456	69
102	314X15_22	BEDFORD	0.36	82	2.9	62	37	2,311	190,183	563	37.1	62	1.0	4.10	4.10	2,050	76	423
103	3191X1B_65	EPPING	0.36	157	10.9	199	6	1,195	187,456	1,088	11.3	106	0.5	1.10	1.10	-	-	0

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4HrOutage	CustomerWeighting
104	399X15_62	ROCHESTER	0.35	87	6.1	161	13	2,094	181,678	1,070	14.4	146	0.9	1.96	1.96	3	-	1
105	3110X_21	NASHUA	0.34	139	23.5	33	39	1,297	179,662	2,542	46.3	28	0.8	0.51	0.51	-	30	5
106	332_12	BEDFORD	0.34	40	0.3	1,484	3	4,452	177,619	108				41.07	41.07	4,308	72	887
107	23X6_22	BEDFORD	0.34	76	14.8	50	46	2,306	176,399	2,835	53.6	43	0.9	0.81	0.81	-	16	3
108	3138X_12	BEDFORD	0.34	109	16.1	56	29	1,610	175,294	2,155	17.0	94	1.7	0.75	0.75	272	29	59
109	322X10_12	BEDFORD	0.33	116	9.5	99	15	1,483	172,701	1,175	40.3	37	0.4	1.26	1.26	-	1	1
110	335_12	BEDFORD	0.33	93	0.7	1,855	1	1,855	172,515	109	13.3	139	0.1	17.02	17.02	-	-	6
111	328X9_12	BEDFORD	0.33	118	6.4	121	12	1,457	171,243	783	24.8	59	0.5	1.86	1.86	766	-	154
112	3116X_45	CHOCORUA	0.32	69	7.0	79	31	2,436	168,345	1,430	35.8	68	0.9	1.70	1.70	-	64	10
113	3218_45	CHOCORUA	0.32	98	6.6	48	36	1,711	167,654	947	50.1	34	0.7	1.81	1.81	228	159	70
114	3154X2_21	NASHUA	0.32	206	40.3	29	28	814	167,530	2,735	42.7	19	0.7	0.30	0.30	-	400	60
115	333X_45	CHOCORUA	0.32	78	6.6	71	30	2,129	166,573	1,177	40.3	53	0.7	1.81	1.81	131	-	27
116	3155X4_36	KEENE	0.32	108	16.1	35	44	1,533	165,764	2,053	87.9	17	0.5	0.75	0.75	-	7	1
117	383X2_21	NASHUA	0.32	131	7.7	115	11	1,262	165,509	811	13.8	91	0.8	1.56	1.56	-	-	1
118	392X1_61	ROCHESTER	0.31	63	8.6	70	37	2,595	164,422	1,869	67.7	38	0.5	1.39	1.39	-	2	1
119	3140X1_36	KEENE	0.31	119	6.7	49	28	1,377	164,255	769	37.8	36	0.7	1.79	1.79	-	48	8
120	W1_31	KEENE	0.31	103	20.1	72	22	1,592	163,870	2,669	21.7	73	1.0	0.60	0.60	-	49	8
121	3130X_11	HOOKSETT	0.31	45	8.7	120	30	3,604	161,766	2,614	26.2	137	1.1	1.38	1.38	268	-	54
122	3140_36	KEENE	0.30	178	15.2	19	47	888	157,853	1,121	58.2	15	0.8	0.79	0.79	235	140	68
123	40H1_61	ROCHESTER	0.30	277	24.8	71	8	570	157,695	1,177	5.9	97	1.4	0.48	0.48	-	302	45
124	380X1_65	EPPING	0.30	128	5.9	87	14	1,219	155,461	601	10.7	114	1.3	2.03	2.03	1,005	132	222
125	3175X1_21	NASHUA	0.30	79	7.3	85	23	1,948	154,140	1,189	23.0	85	1.0	1.64	1.64	-	53	9
126	3217X_22	BEDFORD	0.29	102	28.1	33	46	1,495	151,792	3,506	83.6	18	0.6	0.43	0.43	-	7	1
127	3137X10_65	EPPING	0.29	192	6.7	65	12	781	150,161	433	16.6	47	0.7	1.80	1.80	210	297	87
128	30W2_64	TILTON	0.29	133	8.6	43	26	1,118	148,841	801	46.9	24	0.6	1.40	1.40	572	109	131
129	5W2_12	BEDFORD	0.28	243	18.8	36	17	604	146,980	946	23.7	26	0.7	0.64	0.64	-	236	36
130	3613_11	HOOKSETT	0.28	72	8.0	145	14	2,031	146,642	1,347	23.2	87	0.6	1.51	1.51	-	50	8
131	46H1_32	NEWPORT	0.28	229	7.9	49	13	637	145,738	421	-			1.51	1.51	-	419	63
132	26W1_23	DERRY	0.28	84	7.0	173	10	1,730	144,689	1,010	8.6	201	1.2	1.71	1.71	-	5	1
133	3164X3_12	BEDFORD	0.28	106	9.0	24	56	1,364	144,450	1,018	17.3	79	3.2	1.34	1.34	-	11	2
134	310X3_41	TILTON	0.27	72	6.2	166	12	1,989	142,749	1,035	20.8	96	0.6	1.92	1.92	1,434	-	287
135	17W1_43	NEWPORT	0.26	354	20.0	12	32	385	136,127	642	43.3	9	0.7	0.60	0.60	-	150	23
136	3191X1A_65	EPPING	0.26	99	5.8	150	9	1,351	134,188	653	19.5	69	0.5	2.07	2.07	-	4	1
137	348X2_76	LANCASTER	0.26	110	6.8	32	38	1,210	133,353	683	76.0	16	0.5	1.77	1.77	-	87	14
138	1W1_76	LANCASTER	0.26	321	10.0	19	22	415	133,194	345	21.1	20	1.0	1.20	1.20	30	306	52
139	3168X_21	NASHUA	0.25	192	74.3	23	30	687	132,114	4,256	23.7	29	1.3	0.16	0.16	-	165	25
140	338X2_41	TILTON	0.25	155	12.0	424	2	847	131,414	846				1.00	1.00	-	1	1
141	377X6_65	EPPING	0.25	140	3.9	186	5	931	130,504	303	10.2	91	0.5	3.07	3.07	619	310	171
142	3155X7_22	BEDFORD	0.24	357	25.0	13	27	358	127,838	746	36.3	10	0.7	0.48	0.48	18	187	32
143	32W3_23	DERRY	0.24	40	7.0	189	17	3,214	127,295	1,875	14.7	219	1.2	1.71	1.71	3	9	3
144	64W2_63	PORTSMOUTH	0.24	71	8.1	225	8	1,799	127,285	1,215	5.1	355	1.6	1.48	1.48	-	-	1
145	38H1_41	TILTON	0.24	222	12.0	92	6	553	122,857	553	3.3	167	1.8	1.00	1.00	-	329	50
146	24W1_21	NASHUA	0.23	104	8.7	35	33	1,143	119,023	832	37.9	30	0.9	1.37	1.37	-	34	6
147	51W1_36	KEENE	0.22	144	8.2	29	28	815	117,005	556	34.4	24	0.8	1.46	1.46	197	206	71
148	22W2_11	HOOKSETT	0.22	83	17.5	67	21	1,409	116,674	2,059	8.4	169	2.5	0.68	0.68	-	1	0
149	53H1_31	KEENE	0.22	85	4.7	42	33	1,373	116,186	537	34.5	40	1.0	2.56	2.56	-	69	11
150	29X1_41	TILTON	0.22	172	39.1	42	16	671	115,327	2,187	22.2	30	0.7	0.31	0.31	-	89	13
151	3750_21	NASHUA	0.22	107	13.8	83	13	1,076	114,845	1,238	30.6	35	0.4	0.87	0.87	-	6	1
152	55W2_32	NEWPORT	0.22	111	21.8	49	21	1,024	113,868	1,857	25.4	40	0.8	0.55	0.55	60	-	12
153	338_42	TILTON	0.22	122	0.1	230	4	920	112,333	10	23.3	39	0.2	96.00	96.00	915	18	219
154	44W2_11	HOOKSETT	0.21	117	29.5	28	34	949	110,937	2,330	28.8	33	1.2	0.41	0.41	-	7	1
155	334_12	BEDFORD	0.21	173	0.7	637	1	637	110,201	38	11.3	56	0.1	16.63	16.63	-	-	6
156	335X3_12	BEDFORD	0.21	157	33.1	40	17	685	107,597	1,888	10.6	65	1.6	0.36	0.36	-	287	43
157	318X2_11	HOOKSETT	0.21	198	16.6	36	15	543	107,484	751	31.0	18	0.5	0.72	0.72	-	218	33
158	325_11	HOOKSETT	0.20	47	10.8	102	22	2,253	106,365	2,026	21.5	105	1.0	1.11	1.11	-	44	7
159	14X135_11	HOOKSETT	0.20	115	7.1	153	6	920	105,586	545	3.7	251	1.6	1.69	1.69	-	-	1
160	4W2_31	KEENE	0.19	123	26.6	23	35	819	100,955	1,818	54.1	15	0.6	0.45	0.45	6	34	6
161	3136X_21	NASHUA	0.19	72	36.4	175	8	1,401	100,810	4,245	18.8	75	0.4	0.33	0.33	-	7	1
162	38W2_62	ROCHESTER	0.19	90	11.7	49	23	1,122	100,767	1,089	39.3	29	0.6	1.03	1.03	-	9	2
163	324X8_11	HOOKSETT	0.19	158	5.9	58	11	637	100,626	315	14.7	43	0.7	2.02	2.02	363	191	102
164	22H4_11	HOOKSETT	0.19	155	14.5	214	3	643	99,649	778	2.3	286	1.3	0.83	0.83	-	15	3
165	332X1_12	BEDFORD	0.19	294	63.7	22	15	334	98,079	1,773	31.9	10	0.5	0.19	0.19	-	278	42
166	3020X_21	NASHUA	0.19	134	35.9	35	21	731	97,835	2,187	29.2	25	0.7	0.33	0.33	-	34	5
167	377X3_65	EPPING	0.19	109	6.7	99	9	889	96,971	495	18.1	49	0.5	1.80	1.80	117	90	38
168	11W1_41	TILTON	0.18	253	53.9	20	19	380	96,176	1,706	34.5	11	0.6	0.22	0.22	35	155	30
169	1X4_42	TILTON	0.18	109	12.4	52	17	878	96,035	910	34.1	26	0.5	0.96	0.96	139	117	46
170	35W1_36	KEENE	0.18	99	18.1	23	42	958	95,225	1,449	42.4	23	1.0	0.66	0.66	93	46	26
171	32X3_62	ROCHESTER	0.18	51	7.8	187	10	1,868	94,749	1,217	30.7	61	0.3	1.54	1.54	-	8	2
172	5H1_76	LANCASTER	0.18	172	12.8	91	6	545	93,572	580	22.5	24	0.3	0.94	0.94	-	143	22
173	11W2_41	TILTON	0.18	74	11.0	158	8	1,265	93,432	1,158	11.2	113	0.7	1.09	1.09	-	-	0
174	21W1_12	BEDFORD	0.18	101	16.4	153	6	915	92,618	1,253	5.1	180	1.2	0.73	0.73	-	-	0
175	348X7_76	LANCASTER	0.17	84	8.2	78	14	1,086	90,808	738	19.3	56	0.7	1.47	1.47	-	10	2
176	73W1_61	ROCHESTER	0.17	105	17.2	20	43	854	90,083	1,227	39.7	22	1.1	0.70	0.70	357	3	72
177	42X1_32	NEWPORT	0.17	134	7.2	66	10	662	88,617	397	24.9	27	0.4	1.67	1.67	-	2	1
178	377X20_65	EPPING	0.17	92	11.0	33	29	953	88,023	870	24.9	38	1.2	1.10	1.10	96	59	28
179	18W3_12	BEDFORD	0.17	83	27.9	95	11	1,043	86,216	2,424	9.0	116	1.2	0.43	0.43	-	1	0
180	14W2_11	HOOKSETT	0.16	86	19.1	99	10	985	84,440	1,571	8.3	118	1.2	0.63	0.63	904	-	181
181	313X2_36	KEENE	0.16	109	6.9	43	18	771	84,089	445	24.5	31	0.7	1.73	1.73	95	13	22
182	14H7_11	HOOKSETT	0.16	118	13.8	138	5	691	81,757	793	2.7	259	1.9	0.87	0.87	526	46	112
183	362X2_61	ROCHESTER	0.16	111	10.3	92	8	734	81,750	633	10.1	73	0.8	1.16	1.16	-	-	0
184	398X2_41	TILTON	0.15	61	9.3	86	15	1,294	79,427	1,008	31.0	42	0.5	1.28	1.28	-	6	1
185	33H1_12	NEWPORT	0.15	184	24.2	17	26	432	79,324	873	49.9	9	0.5	0.49	0.49	-	142	21
186	360X11_12	BEDFORD	0.15	115	2.6	86	8	687	79,002	146	8.4	82	1.0	4.70	4.70	385	16	81
187	18W1_12	BEDFORD	0.15	60	19.0	60	22	1,322	78,686	2,097	13.2	100	1.7	0.63	0.63	-	4	1
188	311X5_12	NEWPORT	0.15	141	17.4	25	22	551	77,872	801	34.4	16	0.6	0.69	0.69	-	9	2
189	3197X_12	BEDFORD	0.15	114	40.9	36	19	679	77,240	2,313	25.5	27	0.7	0.29	0.29	-	53	8
190	345X1_42	TILTON	0.15	162	10.0	37	13	475	76,811	395	23.6	20	0.6	1.20	1.20	-	71	11
191	3271X1_12	BEDFORD	0.15	115	19.8	8	80	665	76,385	1,097	59.7	11	1.3	0.61	0.61	83	41	23
192	2W2_41	TILTON	0.15	83	26.8	37	25	916	75,804	2,047	49.9	18	0.5	0.45	0.45	-	10	2
193	15W4_63	PORTSMOUTH	0.14	83	8.9	90	10	897	74,870	668	5.7	156	1.7	1.34	1.34	-	-	0
194	360X5_12	BEDFORD	0.14	111	9.0	55	12	658	73,098	493	20.7	32	0.6	1.33	1.33	-	97	15
195	3105X1_63	PORTSMOUTH	0.14	102	43.0	54	13	699	71,029	2,502	28.9	24	0.4	0.28	0.28	-	24	4
196	3140X3_36	KEENE	0.14	164	5.6	48	9	432	70,896	202	13.1	33	0.7	2.14	2.14	-	36	6
197	3148X4_62	ROCHESTER	0.14	141	11.9	125	4	500	70,665	495	5.1	99	0.8	1.01	1.01	-	-	0
198	2W5_63	PORTSMOUTH	0.13	73	9.4	69	14	962	70,065	755	12.3	78	1.1	1.27	1.27	-	-	0
199	3850_63	PORTSMOUTH	0.13	113	0.3	310	2	619	69,756	15	6.0	103	0.3	41.27	41.27	-	-	14
200	57W1_61	ROCHESTER	0.13	62	6.7	66	17	1,114	68,585	621	25.6	43	0.7	1.80	1.80	-	2	1
201	313X7_36	KEENE	0.13	101	13.3	23	30	679	68,582	752	28.9	23	1.0	0.90	0.90	45	45	16
202	13W1_43	LANCASTER	0.13	108	15.7	24	26	631	68,226	825	60.5	10	0.4	0.76	0.76	300	5	61
203	337X2_42	TILTON	0.13	57	10.8	50	24	1,196	67,875	1,079	37.2	32	0.6	1.11	1.11	-	5	1
204	3525X4_77	BERLIN	0.13	119	8.1	35	16	566	67,228	383	28.9	20	0.6	1.48	1.48	85	6	18
205	13W1_12	BEDFORD	0.13	71	22.9	52	18	940	67,141	1,793	7.5	126	2.4	0.52	0.52	282	51	64
206	48W1_32	NEWPORT	0.13	124	24.6	16	34	531	65,874	1,088	36.5	15	0.9	0.49	0.49	-	73	11

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4HrOutage	CustomerWeighting
207	3673_11	HOOKSETT	0.13	208	107.9	45	7	315	65,430	2,834	9.9	32	0.7	0.11	0.11	-	180	27
208	350X2_77	BERLIN	0.12	117	6.4	55	10	553	64,887	293	20.2	27	0.5	1.89	1.89	-	36	6
209	3191X3_63	PORTSMOUTH	0.12	86	24.0	19	38	740	63,522	1,480	37.1	20	1.0	0.50	0.50	387	108	94
210	3164X2_12	BEDFORD	0.12	126	7.1	22	23	505	63,441	299	7.2	70	3.2	1.69	1.69	-	20	4
211	36H1_12	NEWPORT	0.12	109	15.0	57	10	571	62,019	712	10.1	57	1.0	0.80	0.80	-	54	8
212	3181_45	CHOCORUA	0.12	90	18.9	19	37	685	61,746	1,077	49.1	14	0.8	0.64	0.64	27	32	10
213	399X8_61	ROCHESTER	0.12	101	12.6	609	1	609	61,692	639	4.3	141	0.2	0.95	0.95	-	-	0
214	3191X2_65	EPPING	0.12	146	22.6	60	7	421	61,270	795	8.0	53	0.9	0.53	0.53	-	31	5
215	350X3_77	BERLIN	0.12	195	8.1	39	8	309	60,274	209	15.7	20	0.5	1.48	1.48	-	30	5
216	3103_65	EPPING	0.11	30	4.0	283	7	1,981	59,844	653	25.8	77	0.3	3.03	3.03	-	-	1
217	39W1_61	ROCHESTER	0.11	188	35.5	32	10	318	59,682	940	13.9	23	0.7	0.34	0.34	-	119	18
218	314X54_22	BEDFORD	0.11	142	16.3	42	10	417	59,093	568	13.2	32	0.8	0.73	0.73	-	133	20
219	22H3_11	HOOKSETT	0.11	102	7.8	38	15	571	58,065	371				1.54	1.54	-	-	1
220	348X5_76	LANCASTER	0.11	229	13.3	17	15	252	57,773	279	21.3	12	0.7	0.90	0.90	-	91	14
221	335X2_12	BEDFORD	0.11	85	28.1	62	11	677	57,297	1,585	25.6	26	0.4	0.43	0.43	-	107	16
222	3191X8_65	EPPING	0.11	177	10.9	107	3	320	56,616	291	1.1	302	2.8	1.10	1.10	-	11	2
223	3615X2_11	HOOKSETT	0.11	91	24.7	31	20	620	56,595	1,275	37.7	16	0.5	0.49	0.49	-	21	3
224	399X12_62	ROCHESTER	0.10	194	9.2	56	5	281	54,588	216	2.5	111	2.0	1.30	1.30	-	111	17
225	68W6_41	TILTON	0.10	126	39.4	27	16	428	54,077	1,404	11.7	37	1.4	0.30	0.30	-	25	4
226	3191X9_63	PORTSMOUTH	0.10	190	5.2	28	10	282	53,452	123	4.4	64	2.3	2.29	2.29	242	128	68
227	399X19_61	ROCHESTER	0.10	170	18.4	105	3	314	53,265	482	3.8	82	0.8	0.65	0.65	-	3	1
228	3174X4_61	ROCHESTER	0.10	176	28.6	23	13	300	52,726	715	35.4	8	0.4	0.42	0.42	-	4	1
229	348X8_76	LANCASTER	0.10	204	7.0	28	9	256	52,250	150	8.2	31	1.1	1.70	1.70	-	17	3
230	2W4_63	PORTSMOUTH	0.10	180	85.0	13	23	290	52,216	2,055	12.8	23	1.8	0.14	0.14	-	125	19
231	399X18_61	ROCHESTER	0.10	50	9.0	87	12	1,041	51,923	783	14.7	71	0.8	1.33	1.33	-	-	0
232	60W1_32	NEWPORT	0.10	145	46.0	13	28	357	51,759	1,368	33.6	11	0.8	0.26	0.26	-	93	14
233	14X188_11	HOOKSETT	0.10	91	18.8	52	11	567	51,726	889	13.1	43	0.8	0.64	0.64	-	41	6
234	3137X6_65	EPPING	0.10	133	15.8	97	4	388	51,713	510	11.3	34	0.4	0.76	0.76	-	1	0
235	3W2_12	BEDFORD	0.10	93	27.2	21	26	550	51,417	1,249	38.2	14	0.7	0.44	0.44	38	20	11
236	392X4_61	ROCHESTER	0.10	74	11.8	76	9	680	50,379	671	11.9	57	0.8	1.01	1.01	-	-	0
237	16W3_11	HOOKSETT	0.10	70	20.0	26	27	714	49,784	1,189	25.0	29	1.1	0.60	0.60	118	24	27
238	3143X_22	BEDFORD	0.09	220	11.5	38	6	225	49,572	216	7.4	30	0.8	1.04	1.04	-	52	8
239	59W1_76	LANCASTER	0.09	117	29.5	21	20	424	49,549	1,042	41.0	10	0.5	0.41	0.41	-	9	1
240	31W2_64	TILTON	0.09	93	27.9	37	14	524	48,920	1,219	44.3	12	0.3	0.43	0.43	-	7	1
241	337X9_42	TILTON	0.09	171	10.9	41	7	286	48,807	259	9.9	29	0.7	1.10	1.10	-	105	16
242	3148X3_62	ROCHESTER	0.09	85	19.5	38	15	568	48,082	924	17.6	32	0.9	0.62	0.62	227	3	46
243	8W1_23	DERRY	0.09	91	14.3	75	7	524	47,526	625	4.1	129	1.7	0.84	0.84	327	-	66
244	28W1_36	KEENE	0.09	138	27.4	13	27	341	47,073	780	49.8	7	0.5	0.44	0.44	75	48	22
245	360X7_12	BEDFORD	0.09	103	12.8	30	15	452	46,598	483	24.8	18	0.6	0.94	0.94	-	-	0
246	6H2_63	PORTSMOUTH	0.09	292	16.5	79	2	158	46,110	218	9.3	17	0.2	0.73	0.73	-	157	24
247	393X11_11	HOOKSETT	0.09	109	7.9	83	5	416	45,419	275	2.4	172	2.1	1.51	1.51	-	-	1
248	14X126A_11	HOOKSETT	0.09	70	24.9	33	19	636	44,690	1,322	35.4	18	0.5	0.48	0.48	180	7	37
249	3102X6_63	PORTSMOUTH	0.08	87	12.0	10	52	502	43,525	502	5.2	97	10.0	1.00	1.00	-	48	8
250	3175X_21	NASHUA	0.08	68	19.7	52	12	627	42,341	1,029	14.8	42	0.8	0.61	0.61	-	-	0
251	76W7_31	KEENE	0.08	65	64.1	24	27	644	42,122	3,442	178.8	4	0.2	0.19	0.19	365	-	73
252	90H1_64	TILTON	0.08	81	15.4	259	2	517	41,879	665	10.6	49	0.2	0.78	0.78	-	-	0
253	399X13_62	ROCHESTER	0.08	90	9.4	155	3	465	41,733	365	11.7	40	0.3	1.28	1.28	-	-	0
254	13H2_65	EPPING	0.08	79	20.0	22	24	525	41,291	877	8.8	59	2.7	0.60	0.60	-	1	0
255	39W2_61	ROCHESTER	0.08	95	25.4	15	28	433	41,238	918	32.3	13	0.9	0.47	0.47	-	-	0
256	377X1_65	EPPING	0.08	103	5.2	50	8	399	40,931	172	6.9	58	1.2	2.32	2.32	395	39	86
257	3137X5_65	EPPING	0.08	41	5.2	143	7	1,002	40,896	431	15.0	67	0.5	2.32	2.32	-	-	1
258	371X14_62	ROCHESTER	0.08	146	50.5	16	18	280	40,773	1,178	20.1	14	0.9	0.24	0.24	3	12	2
259	5H2_76	LANCASTER	0.08	215	49.4	17	11	189	40,664	778	17.4	11	0.6	0.24	0.24	-	45	7
260	365X_23	DERRY	0.08	257	177.3	8	19	158	40,589	2,335	40.8	4	0.5	0.07	0.07	-	40	6
261	W175_31	KEENE	0.08	88	53.4	22	21	455	40,248	2,025	28.4	16	0.7	0.22	0.22	204	16	43
262	3152X_65	EPPING	0.08	339	146.2	15	8	118	39,978	1,437	17.7	7	0.5	0.08	0.08	-	98	15
263	3212X_22	BEDFORD	0.08	146	79.6	14	19	273	39,903	1,811	37.1	7	0.5	0.15	0.15	-	47	7
264	3102X2_63	PORTSMOUTH	0.07	63	11.8	207	3	620	39,140	610	11.7	53	0.3	1.02	1.02	-	5	1
265	64W1_63	PORTSMOUTH	0.07	74	21.1	33	16	525	39,070	925	5.2	100	3.1	0.57	0.57	209	42	48
266	393X8_11	HOOKSETT	0.07	107	11.7	182	2	364	39,058	354	3.9	93	0.5	1.03	1.03	-	4	1
267	27W2_12	BEDFORD	0.07	119	28.0	25	13	327	39,028	763	12.3	26	1.1	0.43	0.43	3	14	3
268	3179_11	HOOKSETT	0.07	41	8.0	72	13	942	38,938	631	19.3	49	0.7	1.49	1.49	120	3	25
269	3191X6_65	EPPING	0.07	337	21.2	16	7	115	38,809	204	8.7	13	0.8	0.57	0.57	-	58	9
270	3112_63	PORTSMOUTH	0.07	90		428	1	428	38,520		8.0	54	0.1			-	-	
271	44H1_32	NEWPORT	0.07	90	40.5	24	18	425	38,112	1,434	39.8	11	0.5	0.30	0.30	-	24	4
272	20W2_42	TILTON	0.07	45	5.7	209	4	836	37,963	394	4.0	210	1.0	2.12	2.12	-	12	3
273	3177X1_21	NASHUA	0.07	80	51.7	26	18	470	37,821	2,023	30.0	16	0.6	0.23	0.23	-	-	0
274	23X2_12	BEDFORD	0.07	137	11.2	30	9	274	37,535	256	16.7	16	0.5	1.07	1.07	-	94	14
275	371X30_62	ROCHESTER	0.07	106	12.0	350	1	350	37,100	349	6.8	51	0.1	1.00	1.00	-	-	0
276	115_62	ROCHESTER	0.07	52	0.3	231	3	693	35,735	16	3.9	178	0.8	44.00	44.00	-	1	16
277	3120X1_31	KEENE	0.07	131	29.8	22	12	268	35,066	665	19.3	14	0.6	0.40	0.40	-	21	3
278	3162X1_65	EPPING	0.07	73	6.2	69	7	480	34,873	249	9.6	50	0.7	1.93	1.93	-	-	1
279	28H1_61	ROCHESTER	0.07	72	28.1	120	4	481	34,461	1,126	5.0	96	0.8	0.43	0.43	-	-	0
280	324X10_11	HOOKSETT	0.07	24	9.5	71	20	1,410	34,251	1,111	17.9	79	1.1	1.27	1.27	153	3	31
281	55H1_36	KEENE	0.07	131	27.8	26	10	261	34,083	606	17.2	15	0.6	0.43	0.43	-	23	4
282	3W1_12	BEDFORD	0.06	64	26.0	19	27	523	33,373	1,135	28.9	18	0.9	0.46	0.46	-	4	1
283	70W1_41	TILTON	0.06	93	31.2	33	11	359	33,276	932	13.5	27	0.8	0.39	0.39	-	-	0
284	7W1_11	HOOKSETT	0.06	96	35.1	43	8	344	33,055	1,007	9.5	36	0.8	0.34	0.34	-	32	5
285	14W1_11	HOOKSETT	0.06	76	28.2	33	13	425	32,324	998	7.6	56	1.7	0.43	0.43	-	-	0
286	314X14_22	BEDFORD	0.06	116	8.7	46	6	273	31,756	199	8.0	34	0.8	1.37	1.37	-	-	0
287	377X16_65	EPPING	0.06	56	11.2	112	5	558	31,397	519	11.8	47	0.4	1.08	1.08	-	-	0
288	351X16_76	LANCASTER	0.06	100	31.8	22	14	307	30,752	813	51.7	6	0.3	0.38	0.38	-	2	0
289	50W1_11	HOOKSETT	0.06	189	6.9	15	11	160	30,230	92				1.74	1.74	-	48	8
290	59W2_76	LANCASTER	0.06	126	39.9	12	20	233	29,248	775	38.9	6	0.5	0.30	0.30	55	16	14
291	3144X1_21	NASHUA	0.06	78	25.6	37	10	372	29,086	794	20.5	18	0.5	0.47	0.47	-	10	2
292	2W1_41	TILTON	0.05	172	86.3	11	14	158	27,215	1,136	26.7	6	0.5	0.14	0.14	-	38	6
293	18H1_21	NASHUA	0.05	141	91.2	13	15	188	26,524	1,428	6.4	29	2.3	0.13	0.13	-	38	6
294	351X4_77	BERLIN	0.05	143	27.1	15	12	184	26,270	416	20.3	9	0.6	0.44	0.44	-	25	4
295	383X3_21	NASHUA	0.05	132	52.1	33	6	198	26,081	860	8.4	24	0.7	0.23	0.23	-	-	0
296	3798X1_42	TILTON	0.05	83	4.5	78	4	310	25,813	117	0.9	337	4.3	2.65	2.65	309	-	63
297	39H1_42	TILTON	0.05	162	67.6	26	6	158	25,610	890	7.0	23	0.9	0.18	0.18	-	62	9
298	3850X7_63	PORTSMOUTH	0.05	96	11.5	38	7	264	25,235	253	10.5	25	0.7	1.04	1.04	-	-	0
299	3152X1_65	EPPING	0.05	132	37.3	38	5	188	24,837	584	15.0	13	0.3	0.32	0.32	-	1	0
300	3614X3_11	HOOKSETT	0.05	160	134.7	8	19	155	24,752	1,741	18.9	8	1.0	0.09	0.09	-	43	6
301	351X17_76	LANCASTER	0.05	174	7.6	23	6	139	24,241	89	7.8	18	0.8	1.57	1.57	-	20	4
302	23X4_12	BEDFORD	0.05	112	6.0	107	2	214	23,968	107	6.5	33	0.3	2.00	2.00	-	-	1
303	22W1_11	HOOKSETT	0.05	73	71.7	33	10	326	23,933	1,947	4.7	70	2.1	0.17	0.17	-	-	0
304	393X20_11	HOOKSETT	0.05	66	52.4	73	5	363	23,876	1,584	18.1	20	0.3	0.23	0.23	-	1	0
305	14X178_11	HOOKSETT	0.05	147	10.7	40	4	161	23,660	144	1.9	83	2.1	1.12	1.12	-	2	1
306	38W1_62	ROCHESTER	0.05	115	90.3	14	15	205	23,635	1,543	19.2	11	0.8	0.13	0.13	-	24	4
307	3137X3_65	EPPING	0.04	110	25.7	43	5	214	23,462	459	9.5	22	0.5	0.47	0.47	-	25	4
308	392X5_61	ROCHESTER	0.04	69	34.4	38	9	340	23,442	974	11.6	29	0.8	0.35	0.35	135	-	27
309	311X2_12	NEWPORT	0.04	262	10.6	29	3	88	23,048	78	6.6	13	0.5	1.13	1.13	-	86	13

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4H rOutage	CustomerW eighting
310	36W1_76	LANCASTER	0.04	77	11.0	33	9	299	22,987	273	10.0	30	0.9	1.10	1.10	-	4	1
311	317X7	NEWPORT	0.04	338	25.5	13	5	67	22,675	142	6.3	11	0.8	0.47	0.47	-	23	4
312	76W1_31	KEENE	0.04	363	587.7	21	3	62	22,494	3,037	4.7	13	0.6	0.02	0.02	-	46	7
313	348X9_76	LANCASTER	0.04	152	18.4	16	9	148	22,481	226	16.6	9	0.5	0.65	0.65	-	7	1
314	334X17_11	HOOKSETT	0.04	94	32.9	33	7	232	21,912	637	3.2	72	2.2	0.36	0.36	-	15	2
315	32X4_62	ROCHESTER	0.04	71	20.4	51	6	308	21,879	525	8.5	36	0.7	0.59	0.59	-	-	0
316	3164X8_12	BEDFORD	0.04	54	10.3	57	7	402	21,793	344	3.7	107	1.9	1.17	1.17	258	1	52
317	3137X7_65	EPPING	0.04	153	11.8	46	3	139	21,323	137	5.7	25	0.5	1.02	1.02	-	-	0
318	11H1_65	EPPING	0.04	154	14.6	34	4	137	21,131	167	4.2	33	1.0	0.82	0.82	-	21	3
319	32X6_61	ROCHESTER	0.04	66	12.4	154	2	308	20,478	318	4.0	78	0.5	0.97	0.97	-	-	0
320	12H4_12	BEDFORD	0.04	107	97.3	17	11	188	20,140	1,525	4.2	44	2.6	0.12	0.12	-	-	0
321	38H2_41	TILTON	0.04	66	10.8	60	5	301	19,930	270				1.11	1.11	-	-	0
322	17H2_21	NASHUA	0.04	241	138.7	16	5	82	19,735	948	2.9	28	1.7	0.09	0.09	-	60	9
323	49W2_42	TILTON	0.04	128	10.0	51	3	154	19,672	128	5.5	28	0.5	1.20	1.20	-	-	0
324	392X2_61	ROCHESTER	0.04	64	14.7	59	5	294	18,715	361	12.0	24	0.4	0.81	0.81	-	-	0
325	355X3_76	LANCASTER	0.04	112	21.8	28	6	167	18,697	303	19.8	8	0.3	0.55	0.55	-	-	0
326	41W1_43	LANCASTER	0.04	173	54.1	11	10	106	18,378	478	28.2	4	0.4	0.22	0.22	-	16	2
327	3525X2_77	BERLIN	0.04	11	2.9	182	9	1,638	18,360	398	19.8	83	0.5	4.12	4.12	-	14	4
328	49W1_65	EPPING	0.03	129	21.3	10	14	141	18,247	251	16.2	9	0.9	0.56	0.56	-	5	1
329	27X1_41	TILTON	0.03	114	111.3	11	14	160	18,168	1,484	47.8	3	0.3	0.11	0.11	-	8	1
330	38H3_41	TILTON	0.03	86	17.0	14	15	209	18,052	297	1.9	108	7.8	0.70	0.70	-	-	0
331	327X8_12	BEDFORD	0.03	75	5.6	40	6	241	18,046	113	5.0	49	1.2	2.14	2.14	-	13	3
332	3115X7_65	EPPING	0.03	71	31.7	32	8	253	18,039	668	13.5	19	0.6	0.38	0.38	-	5	1
333	W185_31	KEENE	0.03	46	33.0	28	14	391	17,972	1,074	20.9	19	0.7	0.36	0.36	-	5	1
334	3271X5_12	BEDFORD	0.03	75	17.0	60	4	238	17,749	338	12.3	19	0.3	0.71	0.71	-	-	0
335	362_61	ROCHESTER	0.03	89	41.7	20	10	200	17,714	696	22.3	9	0.4	0.29	0.29	-	-	0
336	90H2_64	TILTON	0.03	126	71.5	18	8	140	17,686	835	20.1	7	0.4	0.17	0.17	-	15	2
337	3615X3_11	HOOKSETT	0.03	121	158.0	8	17	144	17,434	1,896	18.2	8	0.9	0.08	0.08	-	16	2
338	14X118_11	HOOKSETT	0.03	65	18.8	38	7	266	17,353	416	1.5	180	4.7	0.64	0.64	-	-	0
339	3102X5_63	PORTSMOUTH	0.03	76	27.5	16	14	225	17,030	516	8.4	27	1.7	0.44	0.44	-	-	0
340	311X1_12	NEWPORT	0.03	109	16.2	10	15	155	16,886	209	15.7	10	1.0	0.74	0.74	-	6	1
341	37H2_42	TILTON	0.03	119	62.1	13	11	141	16,847	730	10.5	13	1.1	0.19	0.19	-	2	0
342	39H2_42	TILTON	0.03	214	150.2	26	3	78	16,677	976	12.4	6	0.2	0.08	0.08	-	49	7
343	43H1_61	ROCHESTER	0.03	94	69.7	20	9	176	16,568	1,023	8.4	21	1.1	0.17	0.17	-	12	2
344	348X4_76	LANCASTER	0.03	155	12.5	26	4	103	15,932	107	9.5	11	0.4	0.96	0.96	-	-	0
345	14H8_11	HOOKSETT	0.03	256	84.0	31	2	61	15,589	427	2.2	27	0.9	0.14	0.14	-	9	1
346	3111X1_63	PORTSMOUTH	0.03	35	11.9	89	5	445	15,485	440	5.9	75	0.8	1.01	1.01	-	-	0
347	360X2_12	BEDFORD	0.03	89	19.1	35	5	174	15,481	276	7.1	24	0.7	0.63	0.63	-	-	0
348	3151X10_12	BEDFORD	0.03	97	65.8	20	8	159	15,466	872	7.5	21	1.1	0.18	0.18	-	13	2
349	34W3_61	ROCHESTER	0.03	23	35.1	59	11	650	15,205	1,901	16.8	39	0.7	0.34	0.34	-	-	0
350	23W7_22	BEDFORD	0.03	99	72.3	13	11	148	14,683	892	9.3	16	1.2	0.17	0.17	-	20	3
351	353X5_21	NASHUA	0.03	71	21.0	42	5	208	14,677	364	4.8	44	1.0	0.57	0.57	-	-	0
352	393_11	HOOKSETT	0.03	81	1.2	91	2	181	14,660	18	5.3	34	0.4	10.16	10.16	-	-	4
353	3155X3_22	BEDFORD	0.03	84	24.2	19	9	172	14,515	347	11.9	14	0.8	0.50	0.50	159	-	32
354	310X1_41	TILTON	0.03	381	11.7	19	2	38	14,492	37				1.03	1.03	-	37	6
355	355X7_76	LANCASTER	0.03	155	9.4	31	3	93	14,460	73	5.2	18	0.6	1.28	1.28	-	-	0
356	9H2_21	NASHUA	0.03	130	114.6	11	10	110	14,351	1,050	3.8	29	2.6	0.10	0.10	-	6	1
357	3155X_22	BEDFORD	0.03	43	19.6	26	13	337	14,345	549	28.6	12	0.5	0.61	0.61	-	-	0
358	3H1_21	NASHUA	0.03	132	103.5	9	12	107	14,074	923	8.0	13	1.5	0.12	0.12	-	16	2
359	339X8_63	PORTSMOUTH	0.03	121	28.0	29	4	115	13,891	269	2.8	40	1.4	0.43	0.43	-	-	0
360	377X11_65	EPPING	0.03	125	14.2	37	3	110	13,722	130	5.2	21	0.6	0.85	0.85	-	-	0
361	389X3_21	NASHUA	0.03	77	11.2	44	4	176	13,600	164	6.2	28	0.6	1.07	1.07	-	2	1
362	6W1_21	NASHUA	0.03	159	95.9	9	10	85	13,547	679	7.3	12	1.4	0.13	0.13	-	37	6
363	348X20_43	LANCASTER	0.03	158	61.2	12	7	85	13,445	434	19.8	4	0.4	0.20	0.20	10	12	4
364	346X56_45	CHOCORUA	0.03	46	11.9	292	1	292	13,432	291	2.0	148	0.5	1.00	1.00	-	-	0
365	72W1_21	NASHUA	0.02	38	46.0	21	16	342	12,951	1,310	11.1	31	1.4	0.26	0.26	-	1	0
366	23W4_11	HOOKSETT	0.02	62	73.2	21	10	207	12,901	1,262	5.1	41	2.0	0.16	0.16	-	1	0
367	74W1_32	NEWPORT	0.02	56	38.5	19	12	229	12,896	735	19.1	12	0.6	0.31	0.31	-	-	0
368	16W1_11	HOOKSETT	0.02	85	83.9	14	11	150	12,801	1,049	9.1	17	1.2	0.14	0.14	-	2	0
369	370X_11	HOOKSETT	0.02	136	136.8	16	6	94	12,762	1,071	7.9	12	0.8	0.09	0.09	-	23	3
370	3151X49_12	BEDFORD	0.02	115	11.6	55	2	109	12,585	105	1.9	58	1.1	1.04	1.04	-	-	0
371	27H2_22	BEDFORD	0.02	141	40.8	11	8	89	12,528	303	3.1	29	2.6	0.29	0.29	-	30	5
372	21H2_77	BERLIN	0.02	191	147.2	16	4	65	12,412	798	6.4	10	0.6	0.08	0.08	-	1	0
373	3112X3_63	PORTSMOUTH	0.02	71	19.7	19	9	175	12,411	287	4.9	36	1.8	0.61	0.61	-	-	0
374	314X23_22	BEDFORD	0.02	97	34.2	14	9	127	12,272	362	24.7	5	0.4	0.35	0.35	27	-	6
375	3115X11_65	EPPING	0.02	38	15.0	52	6	310	11,650	389	6.1	51	1.0	0.80	0.80	-	-	0
376	32W2_23	DERRY	0.02	191	132.0	9	7	61	11,648	671	7.2	8	1.0	0.09	0.09	-	2	0
377	376X4_76	LANCASTER	0.02	181	11.3	32	2	64	11,564	60	1.4	46	1.4	1.07	1.07	-	-	0
378	16W4_63	PORTSMOUTH	0.02	218	10.8	13	4	52	11,315	47	4.1	13	1.0	1.11	1.11	-	-	0
379	58W1_63	PORTSMOUTH	0.02	63	56.3	18	10	179	11,300	839	5.8	31	1.7	0.21	0.21	-	-	0
380	56H1_61	ROCHESTER	0.02	104	20.2	27	4	108	11,279	182	3.4	32	1.2	0.59	0.59	-	-	0
381	362X1_61	ROCHESTER	0.02	76	30.9	49	3	147	11,130	378	14.0	10	0.2	0.39	0.39	-	-	0
382	376X1_76	LANCASTER	0.02	156	72.3	7	10	71	11,098	428	12.8	6	0.8	0.17	0.17	-	29	4
383	17H1_45	CHOCORUA	0.02	167	17.0	33	2	65	10,866	92	6.3	10	0.3	0.70	0.70	-	-	0
384	376X6_76	LANCASTER	0.02	105	28.3	9	11	103	10,847	243	5.4	19	2.0	0.42	0.42	-	14	2
385	399X1_62	ROCHESTER	0.02	77	54.7	28	5	140	10,722	638	7.0	20	0.7	0.22	0.22	-	1	0
386	23W3_11	HOOKSETT	0.02	54	153.5	19	10	193	10,508	2,469	7.2	27	1.4	0.08	0.08	-	-	0
387	348X19_43	LANCASTER	0.02	168	41.5	21	3	62	10,402	214	3.5	18	0.9	0.29	0.29	-	-	0
388	328X1_12	BEDFORD	0.02	104	125.8	8	12	97	10,091	1,017	16.8	6	0.7	0.10	0.10	-	-	0
389	26H1_36	KEENE	0.02	119	66.3	9	9	84	9,988	464	16.7	5	0.5	0.18	0.18	-	9	1
390	3155X6_36	KEENE	0.02	106	29.7	16	6	94	9,968	233	9.8	10	0.6	0.40	0.40	6	-	1
391	3174X2_61	ROCHESTER	0.02	34	12.9	57	5	284	9,781	306	6.2	46	0.8	0.93	0.93	-	1	0
392	30H2_22	BEDFORD	0.02	138	63.7	9	8	69	9,524	366	12.5	6	0.6	0.19	0.19	-	18	3
393	3115X14_65	EPPING	0.02	116	56.0	27	3	81	9,378	378	6.2	13	0.5	0.21	0.21	-	-	0
394	6H1_63	PORTSMOUTH	0.02	72	29.7	42	3	127	9,109	314	3.6	35	0.8	0.40	0.40	-	2	0
395	389X8_21	NASHUA	0.02	191	12.0	47	1	47	8,977	47	1.1	42	0.9	1.00	1.00	-	-	0
396	10W1_41	TILTON	0.02	64	95.4	8	17	141	8,973	1,121	11.4	12	1.5	0.13	0.13	-	4	1
397	2H1_63	PORTSMOUTH	0.02	87	59.9	34	3	102	8,922	509	9.1	11	0.3	0.20	0.20	-	-	0
398	3798X4_42	TILTON	0.02	182	44.5	7	7	49	8,898	182	9.0	5	0.8	0.27	0.27	-	17	3
399	W9_31	KEENE	0.02	73	133.8	9	13	121	8,836	1,349	11.7	10	1.1	0.09	0.09	-	5	1
400	3850X1_63	PORTSMOUTH	0.02	77	27.0	28	4	113	8,681	254	8.8	13	0.5	0.44	0.44	-	-	0
401	314X3_22	BEDFORD	0.02	65	30.1	44	3	132	8,574	331	9.1	14	0.3	0.40	0.40	-	1	0
402	3248_11	HOOKSETT	0.02	114	201.7	25	3	75	8,516	1,261	3.9	19	0.8	0.06	0.06	-	1	0
403	3525X1_77	BERLIN	0.02	99	61.9	5	16	84	8,297	433	5.4	15	2.9	0.19	0.19	-	4	1
404	3223_21	NASHUA	0.02	49	26.8	56	3	167	8,216	373	4.4	38	0.7	0.45	0.45	-	-	0
405	23H3_22	BEDFORD	0.02	52	35.3	10	15	157	8,101	462	3.2	49	4.7	0.34	0.34	-	2	0
406	328X7_12	BEDFORD	0.02	215	11.9	12	3	37	7,938	37	0.7	55	4.5	1.00	1.00	-	-	0
407	371X9_62	ROCHESTER	0.01	190	127.2	41	1	41	7,790	435	5.7	7	0.2	0.09	0.09	-	-	0
408	3137X8_65	EPPING	0.01	68	36.6	23	5	114	7,765	347	6.6	17	0.8	0.33	0.33	-	-	0
409	40W1_21	NASHUA	0.01	98	136.5	7	11	79	7,716	899	12.0	7	0.9	0.09	0.09	-	6	1
410	399X2_61	ROCHESTER	0.01	64	15.8	11	11	119	7,597	157	1.7	70	6.5	0.76	0.76	-	-	0
411	29H2_11	HOOKSETT	0.01	67	77.9	13	9	113	7,533	733	9.0	13	1.0	0.15	0.15	-	1	0
412	3178X5_31	KEENE	0.01	160	62.9	23	2	46	7,352	241	10.6	4	0.2	0.19	0.19	-	-	0

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4H rOutage	CustomerW eighting
413	350X_77	BERLIN	0.01	165	19.2	11	4	44	7,279	70	5.8	8	0.7	0.62	0.62	-	-	0
414	3798X2_42	TILTON	0.01	80	83.0	9	10	91	7,276	629	14.5	6	0.7	0.14	0.14	-	2	0
415	399X11_62	ROCHESTER	0.01	107	11.1	13	5	67	7,178	62	3.1	22	1.6	1.08	1.08	-	-	0
416	337X5_42	TILTON	0.01	176	12.0	39	1	39	6,864	39	0.1	390	10.0	1.00	1.00	-	-	0
417	322X54_12	BEDFORD	0.01	179	12.0	38	1	38	6,802	38	0.8	46	1.2	1.00	1.00	-	-	0
418	34W4_61	ROCHESTER	0.01	76	225.6	11	8	89	6,774	1,673	19.7	5	0.4	0.05	0.05	-	-	0
419	337X6_42	TILTON	0.01	98	25.6	23	3	69	6,730	147	4.3	16	0.7	0.47	0.47	-	-	0
420	355X15_76	LANCASTER	0.01	47	53.3	24	6	143	6,724	636	8.9	16	0.7	0.22	0.22	-	1	0
421	3112X4_63	PORTSMOUTH	0.01	192	114.6	7	5	35	6,707	334	7.4	5	0.7	0.10	0.10	-	15	2
422	321X11_11	HOOKSETT	0.01	59	32.7	36	3	109	6,397	297	8.4	13	0.4	0.37	0.37	-	-	0
423	3151X9_12	BEDFORD	0.01	43	11.7	50	3	149	6,367	146	3.8	39	0.8	1.02	1.02	-	-	0
424	3137X80_65	EPPING	0.01	77	26.7	27	3	81	6,273	180	8.8	9	0.3	0.45	0.45	-	-	0
425	3175X3_21	NASHUA	0.01	130	51.0	10	5	48	6,224	204	1.7	29	3.0	0.24	0.24	-	14	2
426	310X5_41	TILTON	0.01	110	30.2	56	1	56	6,160	141	4.1	14	0.2	0.40	0.40	-	-	0
427	337X8_42	TILTON	0.01	175	167.2	6	6	35	6,134	488	11.1	3	0.5	0.07	0.07	-	1	0
428	14X136_11	HOOKSETT	0.01	101	39.7	60	1	60	6,040	198	0.7	81	1.4	0.30	0.30	-	-	0
429	23H4_11	HOOKSETT	0.01	33	14.5	18	10	181	6,026	218				0.83	0.83	-	-	0
430	61W2_32	NEWPORT	0.01	87	63.1	14	5	69	5,969	363	8.0	9	0.6	0.19	0.19	-	-	0
431	16H3_21	NASHUA	0.01	88	219.5	9	8	68	5,960	1,244	6.8	10	1.2	0.05	0.05	-	-	0
432	313X4_36	KEENE	0.01	84	31.2	69	1	69	5,796	180	11.9	6	0.1	0.38	0.38	-	-	0
433	11H5_11	HOOKSETT	0.01	185		31	1	31	5,735							-	-	
434	335X1_12	BEDFORD	0.01	108	78.5	13	4	51	5,503	333	11.6	4	0.3	0.15	0.15	-	3	1
435	2H2_31	KEENE	0.01	42	23.2	22	6	132	5,487	255				0.52	0.52	-	-	0
436	48H2_63	PORTSMOUTH	0.01	66	52.9	17	5	83	5,469	366	9.6	9	0.5	0.23	0.23	-	-	0
437	W2_31	KEENE	0.01	95	175.1	10	6	57	5,396	832	18.4	3	0.3	0.07	0.07	-	2	0
438	3164X1_12	BEDFORD	0.01	280	11.4	10	2	19	5,317	18	0.2	112	11.8	1.06	1.06	-	18	3
439	27H3_22	BEDFORD	0.01	252	8.0	7	3	21	5,285	14	3.8	6	0.8	1.50	1.50	21	7	6
440	311X3_12	NEWPORT	0.01	230	33.4	5	5	23	5,279	64	9.0	3	0.6	0.36	0.36	-	9	1
441	3191X5_65	EPPING	0.01	97	73.6	7	8	54	5,212	331	5.1	11	1.6	0.16	0.16	-	-	0
442	377X15_65	EPPING	0.01	109	111.2	8	6	47	5,146	436	9.3	5	0.6	0.11	0.11	-	3	0
443	71W1_63	PORTSMOUTH	0.01	80	119.2	7	9	64	5,146	636	5.2	12	1.7	0.10	0.10	-	-	0
444	15H4_21	NASHUA	0.01	245	368.8	7	3	21	5,145	645	2.9	7	1.1	0.03	0.03	-	15	2
445	23W1_11	HOOKSETT	0.01	72	125.7	23	3	70	5,018	733	2.1	34	1.4	0.10	0.10	-	-	0
446	14X38_11	HOOKSETT	0.01	191	11.5	13	2	26	4,955	25	0.4	68	5.3	1.04	1.04	-	-	0
447	353X4_21	NASHUA	0.01	72	58.4	17	4	67	4,828	326	4.8	14	0.8	0.21	0.21	-	-	0
448	3153X1_63	PORTSMOUTH	0.01	178	29.8	13	2	26	4,616	65	13.0	2	0.2	0.40	0.40	-	1	0
449	41H1_61	ROCHESTER	0.01	139	85.1	17	2	33	4,595	234	2.4	14	0.8	0.14	0.14	-	-	0
450	317X1_12	NEWPORT	0.01	179	83.2	4	7	25	4,478	173	15.3	2	0.5	0.14	0.14	-	4	1
451	3157X2_61	ROCHESTER	0.01	105	10.2	14	3	41	4,305	35	1.5	28	2.0	1.17	1.17	-	-	0
452	3151X52_12	BEDFORD	0.01	107	133.2	40	1	40	4,280	444	4.7	9	0.2	0.09	0.09	-	-	0
453	355X6_76	LANCASTER	0.01	170	62.0	8	3	25	4,251	129	9.7	3	0.3	0.19	0.19	-	-	0
454	54W1_32	NEWPORT	0.01	183	491.3	5	5	23	4,218	942	9.7	2	0.5	0.02	0.02	-	1	0
455	340X1_61	ROCHESTER	0.01	70	92.5	12	5	59	4,146	455	6.0	10	0.8	0.13	0.13	-	-	0
456	24H1_11	HOOKSETT	0.01	138	174.2	29	1	29	4,002	421	2.1	14	0.5	0.07	0.07	-	-	0
457	41H2_61	ROCHESTER	0.01	146	561.6	5	5	27	3,938	1,264	5.5	5	0.9	0.02	0.02	-	2	0
458	3102X7_63	PORTSMOUTH	0.01	89	12.0	44	1	44	3,916	44	1.7	27	0.6	1.00	1.00	-	-	0
459	34H1_61	ROCHESTER	0.01	167	291.7	12	2	23	3,838	559	4.6	5	0.4	0.04	0.04	-	-	0
460	393X3_11	HOOKSETT	0.01	124	33.1	7	4	29	3,592	80	1.7	17	2.4	0.36	0.36	-	-	0
461	377X19_65	EPPING	0.01	69	69.6	17	3	51	3,501	296	4.3	12	0.7	0.17	0.17	-	-	0
462	34H2_61	ROCHESTER	0.01	65	127.4	14	4	54	3,489	573	2.7	20	1.5	0.09	0.09	-	-	0
463	2H1_21	NASHUA	0.01	96	211.3	5	8	36	3,443	634	5.9	6	1.3	0.06	0.06	-	3	0
464	313X8_36	KEENE	0.01	132	40.8	26	1	26	3,432	88	3.6	7	0.3	0.29	0.29	-	-	0
465	355X2_76	LANCASTER	0.01	98	15.2	12	3	35	3,419	44	3.2	11	0.9	0.79	0.79	-	-	0
466	393X1_11	HOOKSETT	0.01	63	36.4	27	2	53	3,336	161	2.5	21	0.8	0.33	0.33	-	-	0
467	362X3_61	ROCHESTER	0.01	151	261.7	11	2	22	3,317	480	2.2	10	0.9	0.05	0.05	-	1	0
468	328X2_12	BEDFORD	0.01	137	80.0	12	2	24	3,288	160	2.6	9	0.8	0.15	0.15	-	-	0
469	3271X3_12	BEDFORD	0.01	191	58.2	3	5	17	3,240	83	3.3	5	1.5	0.21	0.21	-	9	1
470	345X5_41	TILTON	0.01	145	462.6	6	4	22	3,193	848	25.9	1	0.2	0.03	0.03	-	9	1
471	3525X_77	BERLIN	0.01	289	158.3	3	4	11	3,183	145	11.8	1	0.3	0.08	0.08	-	9	1
472	335X8_12	BEDFORD	0.01	392	7.5	4	2	8	3,137	5	0.3	25	6.3	1.60	1.60	-	5	1
473	388_11	HOOKSETT	0.01	59	275.8	26	2	52	3,070	1,195				0.04	0.04	-	-	0
474	3112X1_63	PORTSMOUTH	0.01	73	40.0	14	3	42	3,066	140	6.6	6	0.5	0.30	0.30	-	-	0
475	360X14_12	BEDFORD	0.01	39	12.7	39	2	77	3,024	81	2.9	27	0.7	0.95	0.95	-	-	0
476	3162X2_65	EPPING	0.01	76	19.4	13	3	39	2,974	63	5.5	7	0.5	0.62	0.62	-	-	0
477	45W1_43	LANCASTER	0.01	164	128.8	4	5	18	2,950	193	11.0	2	0.5	0.09	0.09	-	6	1
478	71W4_63	PORTSMOUTH	0.01	51	213.8	19	3	58	2,941	1,033	4.2	14	0.7	0.06	0.06	-	-	0
479	399X14_62	ROCHESTER	0.01	59	38.7	49	1	49	2,891	158	1.9	26	0.5	0.31	0.31	-	-	0
480	342B_41	TILTON	0.01	927	46.3	2	2	3	2,782	12	4.7	1	0.4	0.26	0.26	-	2	0
481	337X11_42	TILTON	0.01	55	73.9	10	5	50	2,742	308	10.0	5	0.5	0.16	0.16	-	1	0
482	377X29_65	EPPING	0.00	58	24.4	6	7	44	2,565	89	4.2	10	1.7	0.49	0.49	3	1	1
483	19X5_11	HOOKSETT	0.00	2,562	7,154.0	1	1	1	2,562	596	4.9	0	0.2	0.00	0.00	-	1	0
484	3271_12	BEDFORD	0.00	55	28.4	12	4	46	2,536	109	7.3	6	0.5	0.42	0.42	-	-	0
485	47H7_41	TILTON	0.00	72	412.0	11	3	34	2,449	1,167	7.7	4	0.4	0.03	0.03	-	-	0
486	348X6_76	LANCASTER	0.00	241	12.0	10	1	10	2,410	10	0.8	13	1.3	1.00	1.00	-	10	2
487	14X109_11	HOOKSETT	0.00	65	85.7	18	2	36	2,349	257	3.8	9	0.5	0.14	0.14	-	-	0
488	9W1_41	TILTON	0.00	46	281.2	3	17	50	2,279	1,172	15.4	3	1.1	0.04	0.04	9	3	2
489	392X3_61	ROCHESTER	0.00	106	30.9	7	3	21	2,231	54	1.9	11	1.6	0.39	0.39	-	-	0
490	14H4_11	HOOKSETT	0.00	131	389.4	6	3	17	2,220	552	3.4	5	0.9	0.03	0.03	-	-	0
491	21H4_77	BERLIN	0.00	116	467.7	6	3	19	2,202	741	6.3	3	0.5	0.03	0.03	-	-	0
492	313X3_36	KEENE	0.00	422	490.6	2	3	5	2,108	204	9.9	1	0.3	0.02	0.02	-	4	1
493	3H2_21	NASHUA	0.00	76	414.9	7	4	27	2,044	934	4.5	6	0.9	0.03	0.03	-	-	0
494	51H1_61	ROCHESTER	0.00	61	240.3	8	4	32	1,947	641	9.0	4	0.4	0.05	0.05	-	-	0
495	15H6_21	NASHUA	0.00	108	586.9	9	2	18	1,946	880	3.4	5	0.6	0.02	0.02	-	2	0
496	311X6_12	NEWPORT	0.00	120	252.0	2	7	16	1,925	336	7.8	2	0.9	0.05	0.05	-	3	0
497	346_45	CHOCORUA	0.00	20	0.5	93	1	93	1,860	4	19.5	5	0.1	23.25	23.25	-	-	8
498	376X2_76	LANCASTER	0.00	149	125.0	2	5	12	1,785	125	4.6	3	1.1	0.10	0.10	-	-	0
499	3148X_62	ROCHESTER	0.00	137	378.5	3	5	13	1,783	410	11.6	1	0.4	0.03	0.03	-	1	0
500	3162X4_65	EPPING	0.00	254	128.0	1	5	7	1,777	75	4.3	2	1.2	0.09	0.09	-	5	1
501	3850X6A_63	PORTSMOUTH	0.00	135	23.1	7	2	13	1,750	25	1.7	8	1.2	0.52	0.52	-	-	0
502	21H5_77	BERLIN	0.00	57	577.4	10	3	30	1,708	1,444	11.2	3	0.3	0.02	0.02	-	-	0
503	334X14_12	BEDFORD	0.00	89	270.9	10	2	19	1,683	429	8.4	2	0.2	0.04	0.04	-	-	0
504	42H2_61	ROCHESTER	0.00	165	192.4	5	2	10	1,645	160	2.5	4	0.8	0.06	0.06	-	-	0
505	48H1_63	PORTSMOUTH	0.00	107	606.6	3	5	15	1,609	758	9.3	2	0.5	0.02	0.02	-	-	0
506	70H2_63	PORTSMOUTH	0.00	87	291.4	5	4	18	1,565	437	4.7	4	0.9	0.04	0.04	-	-	0
507	14X126B_11	HOOKSETT	0.00	46	36.2	33	1	33	1,518	100	1.3	25	0.8	0.33	0.33	-	-	0
508	328X3_12	BEDFORD	0.00	500	188.0	3	1	3	1,500	47	1.1	3	0.9	0.06	0.06	-	3	0
509	393X2_11	HOOKSETT	0.00	87	316.8	6	3	17	1,482	449	6.2	3	0.5	0.04	0.04	-	-	0
510	3525X6_77	BERLIN	0.00	45	69.3	6	6	33	1,477	191	2.5	13	2.4	0.17	0.17	-	-	0
511	45H1_12	BEDFORD	0.00	110	621.7	3	4	13	1,428	674	8.5	2	0.5	0.02	0.02	-	-	0
512	3850X6B_63	PORTSMOUTH	0.00	176	36.0	8	1	8	1,408	24	2.1	4	0.5	0.33	0.33	-	-	0
513	399X10_62	ROCHESTER	0.00	24	12.0	57	1	57	1,368	57	0.8	72	1.3	1.00	1.00	-	-	0
514	324X12_11	HOOKSETT	0.00	76	90.4	17	1	17	1,292	128	4.1	4	0.2	0.13	0.13	-	-	0
515	322X14_12	BEDFORD	0.00	158	444.0	3	3	8	1,267	296	3.1	3	1.0	0.03	0.03	-	-	0

2016 Circuit Hit List - Ranked By COSAIDI - IEEE Criteria

Rank	Circuit	AWC	COSAIDI	CAIDI	Circuit MBI	CIII	# Outages	Customers Affected	Customer Minutes	Customers Served By Circuit	Circuit Miles	Customers Affected Per Mile	Outages Per Mile	Circuit SAIDI	Circuit SAIFI	# Cust_3 Or Mores	#Cust_>4H rOutage	CustomerWeighting
516	2H2_63	PORTSMOUTH	0.00	52	269.9	6	4	24	1,237	540	11.0	2	0.4	0.04	0.04	-	-	0
517	336X_45	CHOCORUA	0.00	112	669.0	2	6	11	1,235	613	20.2	1	0.3	0.02	0.02	-	-	0
518	393X39_11	HOOKSETT	0.00	48	18.0	13	2	26	1,235	39	1.0	27	2.1	0.67	0.67	-	-	0
519	3137X2_64	TILTON	0.00	46	78.8	14	2	27	1,231	177	8.8	3	0.2	0.15	0.15	-	-	0
520	360X1_12	BEDFORD	0.00	109	303.2	4	3	11	1,200	278	9.9	1	0.3	0.04	0.04	-	-	0
521	28H2_61	ROCHESTER	0.00	40	99.6	29	1	29	1,160	241	1.5	19	0.7	0.12	0.12	-	-	0
522	21H1_77	BERLIN	0.00	46	542.4	4	6	25	1,143	1,130	7.1	4	0.9	0.02	0.02	-	-	0
523	3120X3_36	KEENE	0.00	117	295.4	3	3	9	1,049	222	13.7	1	0.2	0.04	0.04	-	-	0
524	371X5_61	ROCHESTER	0.00	129	42.0	8	1	8	1,032	28	2.6	3	0.4	0.29	0.29	-	-	0
525	351X8_77	BERLIN	0.00	25	111.0	41	1	41	1,025	379	7.3	6	0.1	0.11	0.11	-	-	0
526	339X3_63	PORTSMOUTH	0.00	89	422.0	11	1	11	979	387	1.3	9	0.8	0.03	0.03	-	-	0
527	395_45	CHOCORUA	0.00	52	31.8	18	1	18	936	48	3.1	6	0.3	0.38	0.38	-	-	0
528	56H2_61	ROCHESTER	0.00	30	483.9	8	4	31	920	1,250	7.5	4	0.5	0.02	0.02	-	1	0
529	347X6_45	CHOCORUA	0.00	129	99.4	2	3	7	903	58	2.5	3	1.2	0.12	0.12	-	3	0
530	76W5_31	KEENE	0.00	104	1,999.0	3	3	8	831	1,333	39.2	0	0.1	0.01	0.01	-	-	0
531	3525X3_77	BERLIN	0.00	191	462.0	1	3	4	765	154	6.3	1	0.5	0.03	0.03	-	1	0
532	350X1_77	BERLIN	0.00	107	912.1	7	1	7	749	532	4.2	2	0.2	0.01	0.01	-	-	0
533	3191X10_65	EPPING	0.00	149	123.6	5	1	5	745	52	1.4	3	0.7	0.10	0.10	-	-	0
534	3115X9_65	EPPING	0.00	66	214.5	4	3	11	724	197	7.1	2	0.4	0.06	0.06	-	-	0
535	323X9_12	BEDFORD	0.00	45	12.0	16	1	16	720	16	0.1	114	7.1	1.00	1.00	-	-	0
536	70H1_63	PORTSMOUTH	0.00	34	217.1	4	5	20	683	362	8.3	2	0.6	0.06	0.06	-	-	0
537	11H2_65	EPPING	0.00	110	735.2	3	2	6	661	368	4.6	1	0.4	0.02	0.02	-	-	0
538	3174X1_61	ROCHESTER	0.00	90	188.3	4	2	7	630	110	3.8	2	0.5	0.06	0.06	-	-	0
539	314X19_22	BEDFORD	0.00	100	68.0	6	1	6	600	34	0.5	12	1.9	0.18	0.18	-	-	0
540	383_21	NASHUA	0.00	184	214.0	3	1	3	552	54	3.3	1	0.3	0.06	0.06	-	-	0
541	327X10_12	BEDFORD	0.00	21	35.0	12	2	23	489	67	1.6	14	1.2	0.34	0.34	-	-	0
542	353X3_21	NASHUA	0.00	63	567.7	4	2	7	442	331	3.5	2	0.6	0.02	0.02	-	-	0
543	35H1_12	BEDFORD	0.00	28	144.6	14	1	14	392	169	1.2	12	0.9	0.08	0.08	-	-	0
544	334X8_11	HOOKSETT	0.00	44	244.4	4	2	8	348	163	2.4	3	0.9	0.05	0.05	-	-	0
545	339X4_63	PORTSMOUTH	0.00	115	1,375.7	2	2	3	346	344	2.4	1	0.8	0.01	0.01	-	-	0
546	310_41	TILTON	0.00	333	444.0	1	1	1	333	37	7.5	0	0.1	0.03	0.03	-	1	0
547	328X6_12	BEDFORD	0.00	83	81.0	4	1	4	332	27	0.3	16	4.0	0.15	0.15	-	-	0
548	47H8_41	TILTON	0.00	164	2,240.0	2	1	2	328	373	3.2	1	0.3	0.01	0.01	-	-	0
549	327X9_12	BEDFORD	0.00	162	312.0	1	2	2	324	52	1.6	1	1.3	0.04	0.04	-	-	0
550	54H2_61	ROCHESTER	0.00	45	415.1	4	2	7	317	242	7.1	1	0.3	0.03	0.03	-	-	0
551	29H1_11	HOOKSETT	0.00	60	547.4	3	2	5	302	228	2.2	2	0.9	0.02	0.02	-	-	0
552	371X6_62	ROCHESTER	0.00	296		1	1	1	296		0.2	6	6.3			-	1	
553	22H1_11	HOOKSETT	0.00	26	174.4	11	1	11	286	160	1.3	8	0.7	0.07	0.07	-	-	0
554	46W1_32	NEWPORT	0.00	143	257.0	1	2	2	285	43	4.3	0	0.5	0.05	0.05	-	-	0
555	393X40_11	HOOKSETT	0.00	133	120.0	2	1	2	266	20	0.4	5	2.4	0.10	0.10	-	-	0
556	314X26_22	BEDFORD	0.00	51	1,155.6	5	1	5	255	482	5.7	1	0.2	0.01	0.01	-	-	0
557	54H1_61	ROCHESTER	0.00	80	1,916.3	1	3	3	241	479	5.4	1	0.6	0.01	0.01	-	-	0
558	314X12_22	BEDFORD	0.00	76	524.7	2	2	3	227	131	5.5	1	0.4	0.02	0.02	-	-	0
559	328X10_12	BEDFORD	0.00	111	1,672.0	1	2	2	221	279	2.2	1	0.9	0.01	0.01	-	-	0
560	314X24_22	BEDFORD	0.00	107	532.0	1	2	2	214	89	2.2	1	0.9	0.02	0.02	-	-	0
561	3891_21	NASHUA	0.00	195	1,682.0	1	1	1	195	140	4.8	0	0.2	0.01	0.01	-	-	0
562	335X56_12	BEDFORD	0.00	96	216.0	1	2	2	191	36	6.4	0	0.3	0.06	0.06	-	-	0
563	355X_76	LANCASTER	0.00	96	252.0	1	2	2	191	42	37.3	0	0.1	0.05	0.05	-	-	0
564	322X3_12	BEDFORD	0.00	184	3,847.0	1	1	1	184	321	2.4	0	0.4	0.00	0.00	-	-	0
565	377X10_65	EPPING	0.00	184	3,866.0	1	1	1	184	322	3.8	0	0.3	0.00	0.00	-	-	0
566	345X4_41	TILTON	0.00	45	147.0	4	1	4	180	49	0.9	4	1.1	0.08	0.08	-	-	0
567	351X1_76	LANCASTER	0.00	88	273.5	2	1	2	176	46	4.7	0	0.2	0.04	0.04	-	-	0
568	376X5_76	LANCASTER	0.00	34	112.0	5	1	5	170	47	1.9	3	0.5	0.11	0.11	-	-	0
569	14X135Y_11	HOOKSETT	0.00	165	24.0	1	1	1	165	2	0.1	13	12.5	0.50	0.50	-	-	0
570	3171_63	PORTSMOUTH	0.00	40	12.0	4	1	4	160	4	3.0	1	0.3	1.00	1.00	-	-	0
571	362X4_61	ROCHESTER	0.00	158	3,613.0	1	1	1	158	301	5.9	0	0.2	0.00	0.00	-	-	0
572	3151X2_12	BEDFORD	0.00	76	295.5	2	1	2	152	49	0.8	3	1.3	0.04	0.04	-	-	0
573	323_12	BEDFORD	0.00	145	3,791.0	1	1	1	145	316	6.5	0	0.2	0.00	0.00	-	-	0
574	351X3_77	BERLIN	0.00	123	942.0	1	1	1	123	79	3.2	0	0.3	0.01	0.01	-	-	0
575	356_11	HOOKSETT	0.00	84	24.0	1	1	1	84	2	0.5	2	2.2	0.50	0.50	-	-	0
576	377X9_65	EPPING	0.00	80	1,162.0	1	1	1	80	97	2.1	0	0.5	0.01	0.01	-	-	0
577	338X3_41	TILTON	0.00	77	456.0	1	1	1	77	38	2.2	0	0.5	0.03	0.03	-	-	0
578	360X4_12	BEDFORD	0.00	64	744.0	1	1	1	64	62	3.0	0	0.3	0.02	0.02	-	-	0
579	15H1_21	NASHUA	0.00	59	3,899.0	1	1	1	59	325	1.4	1	0.7	0.00	0.00	-	-	0
580	16H2_21	NASHUA	0.00	48	6,350.0	1	1	1	48	529	2.5	0	0.4	0.00	0.00	-	-	0
581	377X5_65	EPPING	0.00	46	2,016.0	1	1	1	46	168	1.6	1	0.6	0.01	0.01	-	-	0
582	387_12	BEDFORD	0.00	11	1,718.0	4	1	4	44	573	6.4	1	0.2	0.01	0.01	-	-	0
584	334X11_11	HOOKSETT	0.00	11	13.3	3	1	3	33	3	0.2	19	6.3	0.90	0.90	-	-	0
583	3148X10_62	ROCHESTER	0.00	33	2,712.0	1	1	1	33	226				0.00	0.00	-	-	0
585	3182_12	BEDFORD	0.00	32	84.0	1	1	1	32	7	1.8	1	0.5	0.14	0.14	-	-	0
586	377X17_65	EPPING	0.00	29	24.0	1	1	1	29	2	0.2	4	4.3	0.50	0.50	-	-	0

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-016 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:
Please provide the Planning Group's updated 2021 Company Strategic Plan and the associated potential capital spending over the upcoming 5-year period.

Response:

Please see Confidential Attachment DOE 4-016 for the 2021 five year strategic plan.

Material in the attachments is confidential as containing confidential energy infrastructure information. Accordingly, consistent with Puc 203.08(d), Eversource states that it has a good faith basis for confidential treatment of the material provided with this response. The Company will file a motion for confidential treatment prior to the hearings in this proceeding.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-017 **Page 1 of 2**

Request from: Department of Energy

Witness: WALKER, GERHARD, Ludwig, Daniel J

Request:

References: LCIRP 2020 at Bates Pages 000019-21 and Appendix D, Distribution System Planning Guide, Bates Pages 000093-99, and Supplement.

Please provide a detailed description of the Company's electrical forecasting methods and process.

Response:

The Company has two levels of load forecasting: (a) a system level peak demand forecast, which is conducted over the Company's planning horizon (10 years) and is responsible for initiating capital projects with sufficient time to allow for a successful project completion.; and (b) a Long-Range Electric Demand Assessment that is conducted to ensure that stations constructed due to capacity limitations identified within the 10-year planning horizon are designed in a manner that allows the continued electrification of mobility, heating, and other sectors in accordance with each state's policy directives.

a) The Company's system-level peak demand is forecasted using an econometric model that evaluates historical peak demand as a function of peak-day weather conditions and the economy. The econometric model utilizes a three-day weighted temperature humidity index weather variable to forecast summer peak demand. The forecast assumes normal weather conditions based on the most recent ten-year period. Moody's Analytics, an international economic consulting company, provides the economic history and forecast. The resulting forecast is referred to as the trend forecast and does not include incremental adjustments for energy efficiency ("EE"), solar, electric vehicles ("EV"), and large customer projects, which are accounted for separately.

   After a trend forecast is produced, the net forecast is derived by adjusting for EE, solar PV, EV, and large customer projects. Company-sponsored EE projections are based on the most readily available plan, while solar projections are developed consistent with historical trends. The Company's forecast projects a higher penetration of electric light duty passenger vehicles. Specific, identified large development projects that the econometric forecasts could not otherwise predict are added to the Company's forecast.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-017 **Page 2 of 2**

Each substation's peak load forecast is a function of the substation's historical peaks and the relevant operating company's peak load history and forecast. Manual adjustments are made to individual substation forecasts for: (1) specific, identified large development projects and expected changes in system operations that could not otherwise be predicted by the operating company's econometric forecasts or the individual substations' share of those forecasts; (2) substation peak load forecasts are reduced for Company sponsored EE and behind-the-meter solar installations; and (3) substation peak load forecasts are increased for EV additions.

b) The Long-Range Electrical Demand Assessment looks at local, state, and federal policy objectives which are allocated across the system based on a variety of factors, including bottom up, customer by customer, adoption rate propensity models. The Company is building models for to address the following prominent drivers:

   a. Electric Vehicles:
      i. Adoption rate models that are based on socio-economic parameters of each customer to determine when and where how many customers will adopt the technology given a certain scenario; and
      ii. Mobility Analysis models that use GPS tracking data to analyze movement of vehicles and build arrival patterns in regions which, in combination with the distance drive, can be used to create accurate charging patterns.
   b. Heat Pump:
      i. Adoption rate models that are based on socio-economic parameters of each customer to determine when and where how many customers will adopt the technology given a certain scenario; and
      ii. Weather utilization models that look at a 90/10 winter weather utilization of heat pumps to create a loading pattern.
   c. Solar:
      i. Behind the meter adoption rate models that look at socio-economic parameters as well as total available roof space (where data is available) of each customer to determine when and where how many customers will adopt the technology given a certain scenario; and
      ii. Utility Scale Solar adoption rate models that are based on system wide parcel analytics looking at technically developable land and any limitations on that land.

The Company is building these capabilities as part of an Advanced Forecasting and Modelling effort across its entire service territory.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-018 **Page 1 of 2**

Request from: Department of Energy

Witness: West, Ryan C

Request:

Please describe Eversource's Grid Modernization Program and funding plan for New Hampshire. Describe any other New Hampshire-related work assigned to Eversource's Grid Modernization Group.

Response:

There is currently no funded Grid Modernization Program in New Hampshire. The Company is expecting to work with the NH DOE to define investments that are considered "grid modernization" and the process for gathering stakeholder input, creating proposals, and seeking approval for a specific program.

Although the term "grid modernization" has not yet been formally defined in NH, the Company supports the implementation of targeted initiatives to deploy technologies that: (1) increase system efficiency and reduce demand; (2) advance the penetration of automation and control out to the grid edge; and (3) facilitate the integration of clean energy solutions on to the distribution system. A targeted Grid Modernization Program would accelerate benefits to customers at the lowest possible cost. In some cases, the Company expects a Grid Modernization Program would enable deployment of new technologies that are not currently part of the Company's distribution capital funding plan. For example, Volt-Var Optimization is a project that will enable the efficient use of energy on the distribution system, lowering costs to customers and reducing demand and carbon emissions. In the future, Volt-Var optimization functionality will utilize field and substation equipment and advanced logic to achieve multiple objectives including increased operational efficiency, cost reduction and DER enablement. Another objective is advanced forecasting of solar, electric vehicles and other distributed energy resources to develop future scenarios.

In other cases, a targeted Grid Modernization Program could accelerate the deployment of technologies that increase visibility and control of the distribution system. One example is the installation of modern microprocessor relays. The technology exists today at a subset of substations in NH and on the current path would take years to install at the remaining locations. With a Grid Modernization Program in place, the Company could accelerate this plan and it would allow for more automated control and advanced protection schemes that in the end enhance the

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-018 **Page 2 of 2**

ability to provide safe and reliable service while enabling the adoption of more distributed energy resources.

The Company's Grid Modernization organization is currently engaged in delivering software solutions for both operations and engineering. The Grid Modernization organization is currently engaged on the following list of projects in NH:

- Synergi implementation;
- Distribution Management System implementation;
- Geographic Information System Consolidation; and
- Outage Management System Upgrade.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-019 **Page 1 of 1**

Request from: Department of Energy

Witness: Freeman, Lavelle A

Request:

Reference: LCIRP 2020 at 00030 and Appendix D, Distribution Planning Guide, Section 4.8.3 Bates 000106-109 (NWS Screening tool description).

Please provide example output from the Non-Wires Alternative (NWA) Tool (Excel based) that illustrates how all solutions are considered, and how the output clearly presents least-cost, long-term, most cost-effective solutions.

Please update the August 2020 list of NWA candidates, including but not limited to projects with a 1-2 year lead time, with capacity (not reliability) focus. Please identify which potential projects are candidates under both the new and old non-bulk planning criteria.

Response:

The Company has provided the results from the NWA Tool in report format as part of its supplemental filing in this proceeding submitted on March 31, 2021 as Supplemental Appendix A-2.

An update is not available to the August 2020 list, however all design violations identified in the 2020-2029 Load Flow Study Report are considered prospective candidates for NWA until detailed study of the violation(s) at each location can be performed. At the time the detailed local area study is performed, both traditional and NWA solutions are analyzed (using the NWA tool). All violations identified in the 2020-2029 Load Flow Study Report are based on the Distribution System Planning Guide (DSPG 2020) criteria.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-020 **Page 1 of 1**

Request from: Department of Energy

Witness: WALKER, GERHARD, Freeman, Lavelle A

Request:

Please provide 2020-2021 NWA solution options for New Hampshire categorized as either accepted or rejected along with the corresponding reasons why (accepted or rejected).

Response:

The Company has conducted the full and detailed analysis on the following stations:

- Loudon Station

For Loudon Station, the Company has provided the results of the analysis in report format as part the Company's supplemental filing in this proceeding submitted on March 31, 2021 as Supplemental Appendix A-2.

One project that is in conceptual engineering and another that is in design engineering were both rejected for NWA.

- Monadnock Substation, presently in the design phase, has an asset condition issue with transformer TB40 and substandard station design (no transformer breakers nor high-side circuit switchers) in addition to N-1 contingent capacity limitations. Based on Eversource NWA suitability criteria, asset condition related projects are not typically considered for NWA solutions.

- Dover Substation, presently in the conceptual phase, has asset condition issues at the substation including an oil circuit breaker and electromechanical relays in addition to N-1 contingent capacity limitations of approximately 28.8 MW. A full NWA analysis was not performed since that magnitude of peak load was considered unachievable in the present NWA regulatory environment. In addition, based on Eversource NWA suitability criteria, asset condition related projects are not typically considered for NWA solutions.

All other design violations identified in the 2020-2029 Load Flow Study Report have yet to be studied within local area studies where a detailed NWA screening analysis will be performed to assess the feasibility of the solutions.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-021 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:

Please provide the criteria used to prioritize "conversion of old 4-kV systems to higher voltages" projects in the capital plan for reliability improvement.

Response:

Conversions of 4 kV systems to a higher voltage are generally the outcome of some other initiating event. The following are examples.

The construction of a circuit tie at either 34.5 or 12.47 kV through an existing 4 kV area where conversion, rather than overbuilding, is appropriate. Such a project would be prioritized based on cost per saved customer minute and customers affected.

If asset condition is driving the retirement of 4 kV equipment in a substation, the substation may be converted to 12 kV in order to maintain the substation source, provide circuit ties and backup capacity for other 12 kV substations. The urgency of the asset condition would dictate the priority.

Likewise, the projected overload of a 4 kV substation transformer may drive the replacement and conversion to 12 kV for the same benefits. If there is no benefit to converting to a 12 kV substation (an islanded substation for example), the station may be retired and the load served at 4 kV via overhead step transformers or a pad-mounted step. The priority would be based on when, and to the extent, the substation transformer is forecasted to be overloaded.

In practice, there tends to be reliability, asset condition, and capacity considerations regardless of the initiating driver of the project that may influence the prioritization.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 | **Date of Response: March 08, 2022**
Data Request No. DOE 4-022 | **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:
Please provide a summary of the benchmarking activities Distribution Engineering has participated in over the past 5 years. Provide samples of the most recent comparisons.

Response:

Distribution Engineering participates in the following benchmarking activities:

- IEEE Distribution Reliability Working Group Benchmark Study
    - Eversource participates annually
    - The 2021 study is provided as Attachment DOE 4-022.
    - PSNH performance is identified as company U159.
- PSE&G Benchmarking Study
    - Eversource participates annually
    - The Company is unable to provide the results of the study due to a non-disclosure agreement between Eversource and the study's sponsor.
- TRC's Eversource New Hampshire Distribution System Assessment, dated 5/28/2021
    - This assessment was performed earlier this year as part of the PSNH Distribution Rate Case in Docket No. DE 19-057 and the Least Cost Integrated Resource Plan filed in this docket. The document is located at: https://www.puc.nh.gov/Regulatory/Docketbk/2020/20-161/LETTERS-MEMOS-TARIFFS/20-161_2021-05-28_EVERSOURCE_SYSTEM_ASSESSMENT.PDF
    - As noted in their executive summary, TRC "surveyed industry research to identify common practices across peer utilities."

IEEE Benchmark Year 2021
Results for 2020 Data

2021 Distribution Reliability Working Group

Virtual Meeting

IEEE PES Power & Energy Society

IEEE

Background to IEEE DRWG Benchmark Study

1. *Initiated in 2003, conducted annually*
2. *Participants are anonymous with key identifier to retain anonymity*
3. *Participation list is not revealed to anyone*
4. *Each participant can choose to share their results*
5. *No inference is made about good or bad reliability*
6. *Intended to provide information for users to assess their performance relative to peers*
7. *Called the 2021 Study (for 2020 Results)*

IEEE PES Power & Energy Society®

Benchmarking

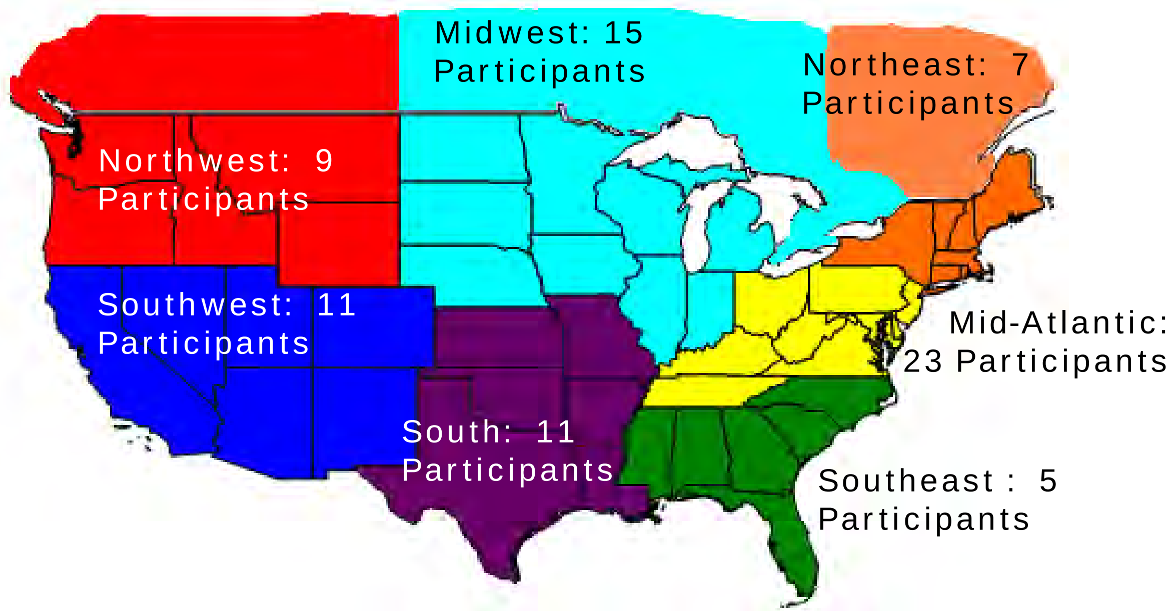
- Using annual key metrics (SAIDI, SAIFI and CAIDI) to assess performance of a system may be useful, however, needs to be tempered
- DRWG Study attempts to identify various aspects that could cause a difference in reported metrics
- Data may not be directly comparable, since
  - Data collection & system differences exist
  - Certain exclusion differences can occur, although we strive to have the differences minimized
- IEEE 1366-2003/2012
  - addresses data issues by clearly defining the rules (i.e. what data should be excluded)
  - It DOES NOT address the data collection issues
  - Companies may not report all forms of outages, due to data collection issues or other reasons

IEEE PES Power & Energy Society

IEEE

Regions represented by the participants 2021 Benchmark Study

- **Region 0: Spans States or Unknown**
- **Region 1: Northeast**
- **Region 2: Mid-Atlantic**
- **Region 3: Southeast**
- **Region 4: Midwest**
- **Region 5: Southwest**
- **Region 6: South**
- **Region 7: Northwest**



Spans States or Other: 3

Respondents

- About 260 companies have responded at some time
- 2021 Survey: 84 entries responded

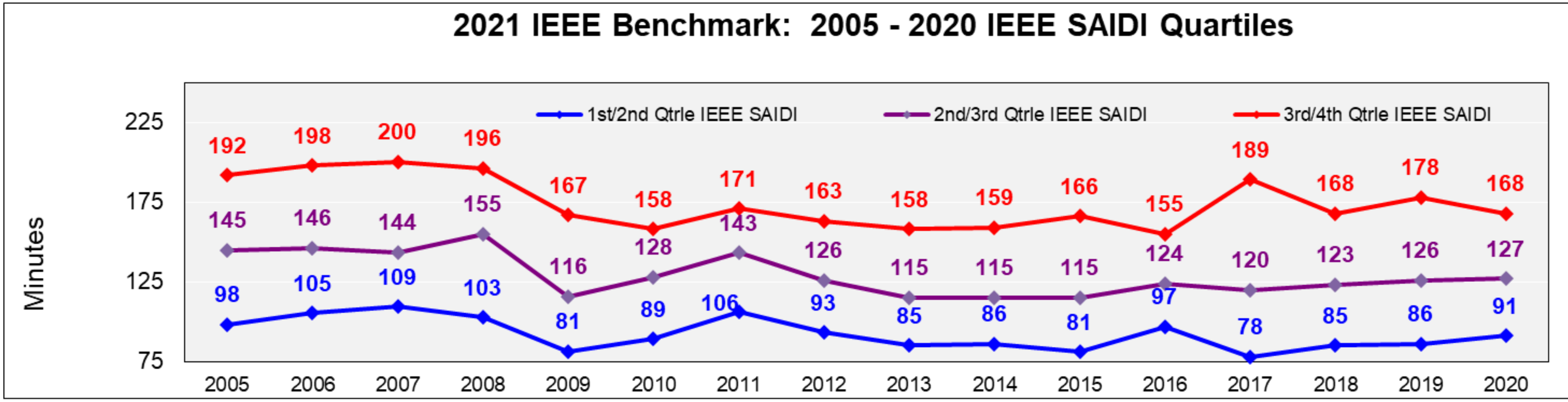
	SAIDI ALL	SAIDI IEEE	SAIDI WOF	SAIDI	SAIFI ALL	SAIFI IEEE	SAIFI WOF	SAIFI WOP	CAIDI ALL	CAIDI
MIN	30	27	24	23	0.43	0.40	0.29	0.28	28	24
Q1	151	91	87	83	1.03	0.85	0.75	0.68	136	98
MEDIAN	321	127	112	104	1.42	1.06	0.90	0.85	206	118
Q3	525	168	152	144	1.86	1.33	1.10	1.02	333	135
MAX	8701	440	417	384	6.31	5.60	5.45	5.53	2711	230

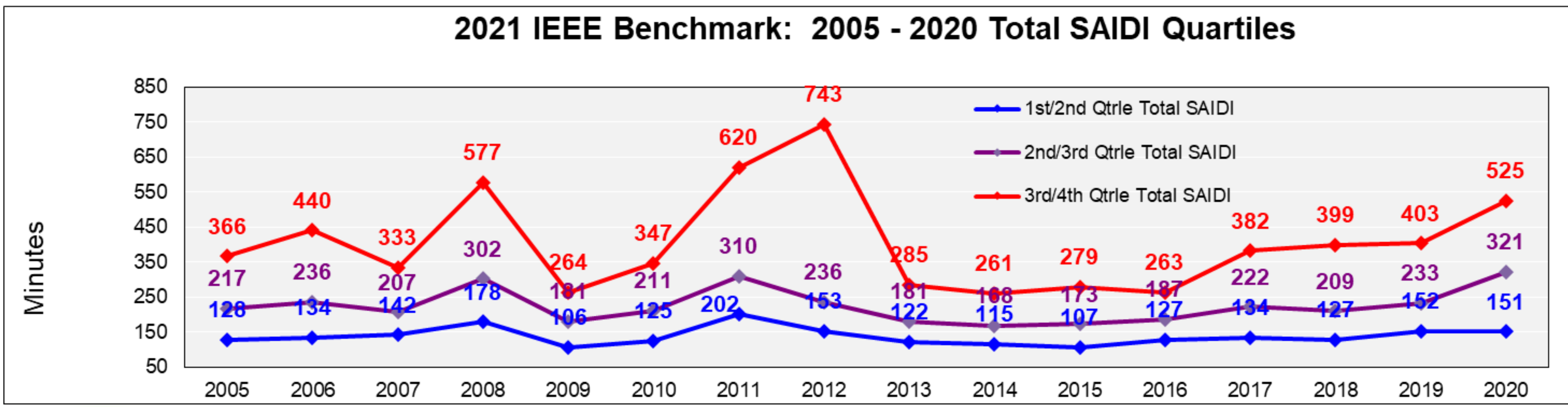
Respondents by Utility Size

Quartile Small	4	SAIDI ALL	SAIDI IEEE	SAIDI WOF	SAIDI WOP	SAIFI ALL	SAIFI IEEE	SAIFI WOF	SAIFI WOP	CAIDI ALL	CAIDI IEEE
0	MIN	150	107	108	86	1.06	1.06	0.82	0.63	107	77
1	Q1	155	144	120	98	1.32	1.14	0.89	0.66	117	88
2	MEDIAN	296	187	136	104	1.68	1.42	0.96	0.81	134	119
3	Q3	438	224	151	114	2.39	1.96	1.04	0.97	166	146
4	MAX	444	244	158	139	3.68	2.82	1.14	1.00	222	148
Medium	49	SAIDI ALL	SAIDI IEEE	SAIDI WOF	WOP	SAIFI ALL	SAIFI IEEE	SAIFI WOF	SAIFI WOP	CAIDI ALL	IEEE
0	MIN	30	27	24	23	0.43	0.40	0.29	0.28	28	24
1	Q1	152	99	89	86	0.99	0.87	0.72	0.68	141	100
2	MEDIAN	312	128	117	108	1.36	0.98	0.89	0.83	205	123
3	Q3	567	164	149	137	1.94	1.37	1.23	1.14	385	136
4	MAX	8701	407	391	363	6.31	5.60	5.45	5.53	2711	198
Quartile Large	31	SAIDI ALL	SAIDI IEEE	SAIDI WOF	WOP	SAIFI ALL	SAIFI IEEE	SAIFI WOF	SAIFI WOP	CAIDI ALL	IEEE
0	MIN	84	40	40	32	0.83	0.55	0.55	0.47	98	73
1	Q1	147	84	82	80	1.04	0.82	0.80	0.69	145	98
2	MEDIAN	339	103	95	91	1.45	1.06	0.91	0.86	215	108
3	Q3	484	169	154	146	1.73	1.21	1.07	1.00	301	131
4	MAX	3117	440	417	384	3.29	2.85	2.20	2.03	1550	230

IEEE PES Power & Energy Society

Historic SAIDI-IEEE & Total

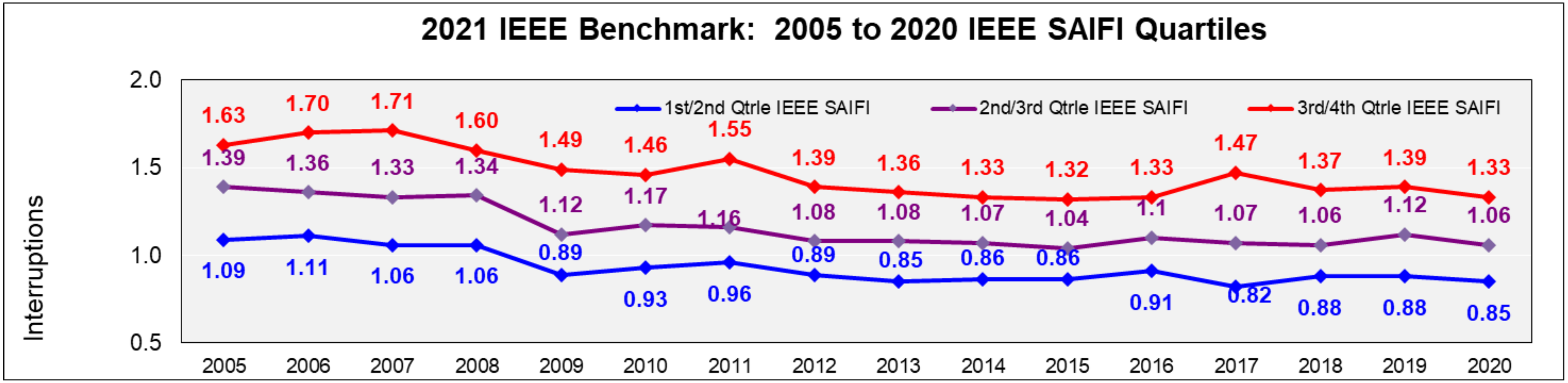


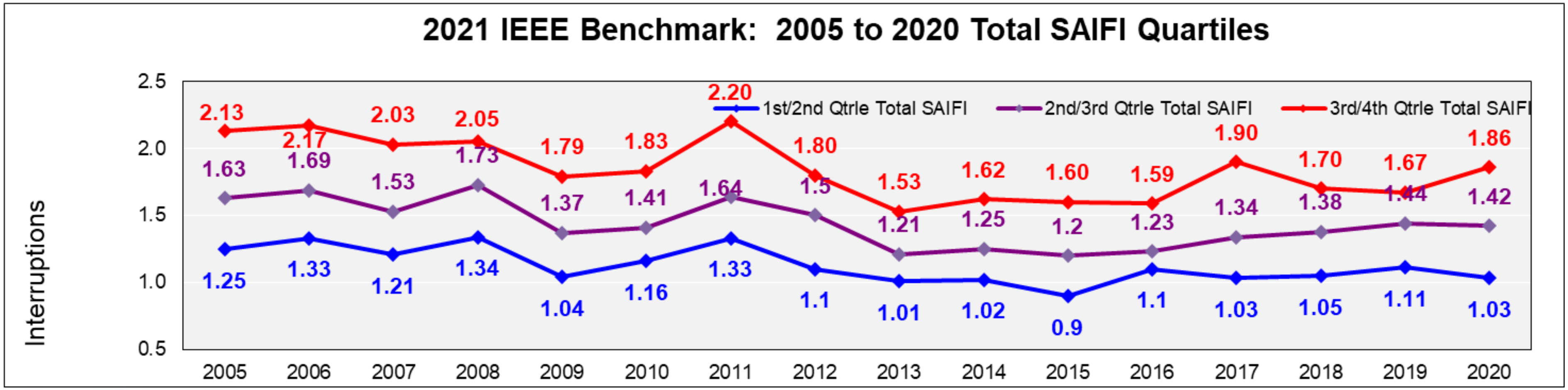


IEEE PES Power & Energy Society

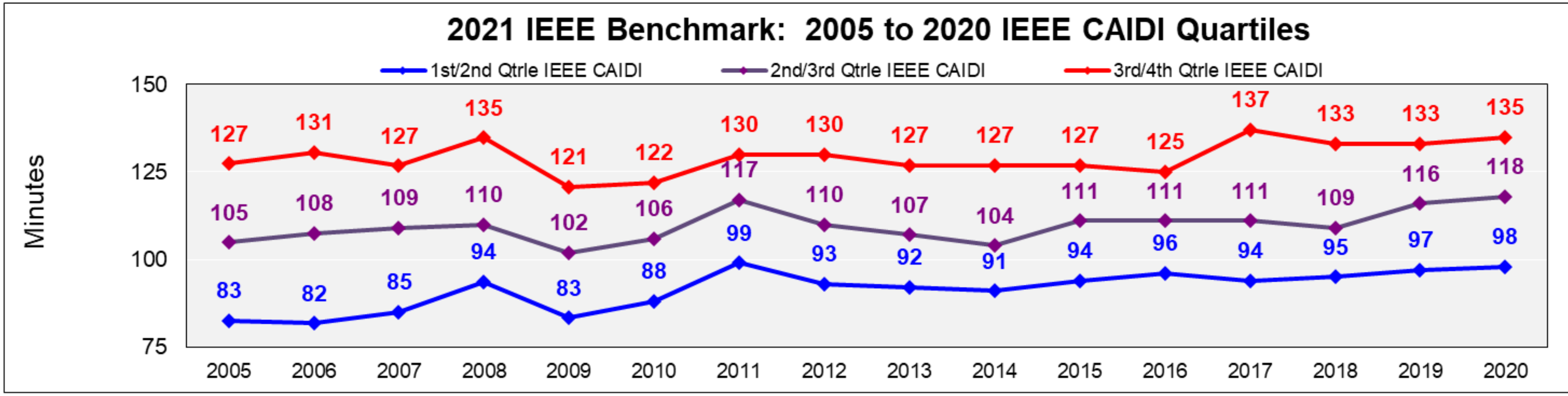
IEEE

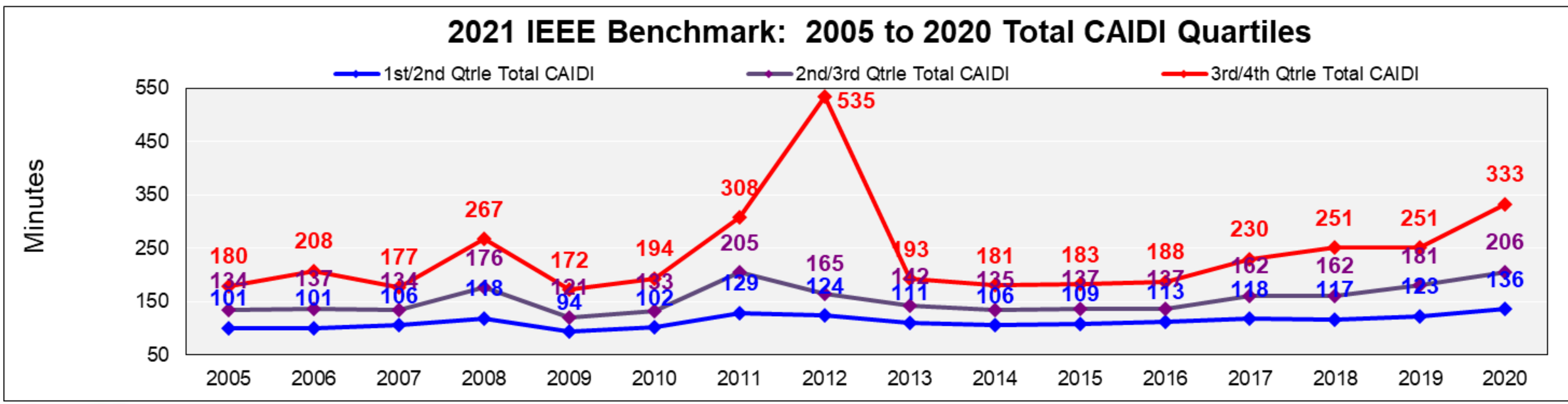
Historic SAIFI-IEEE & Total



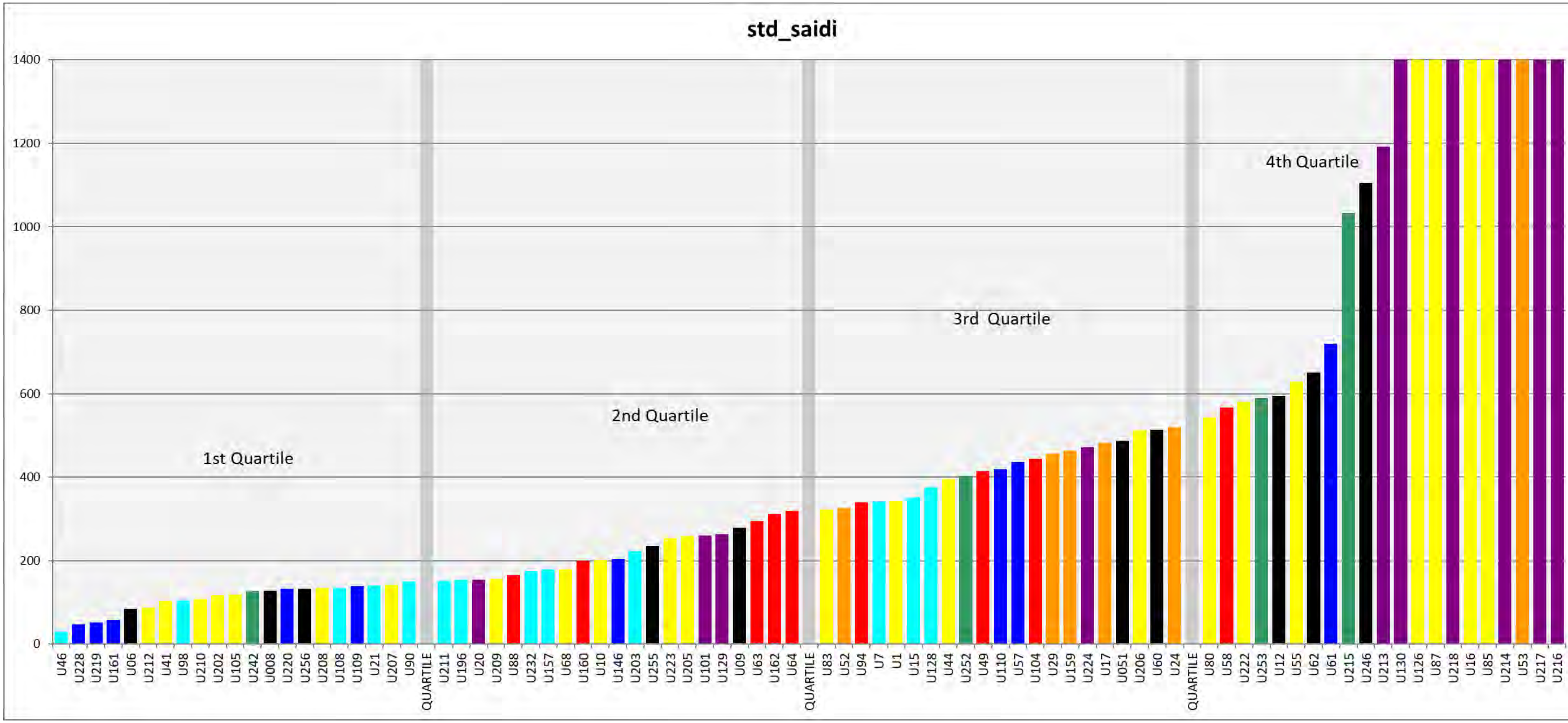


Historic CAIDI-IEEE & Total

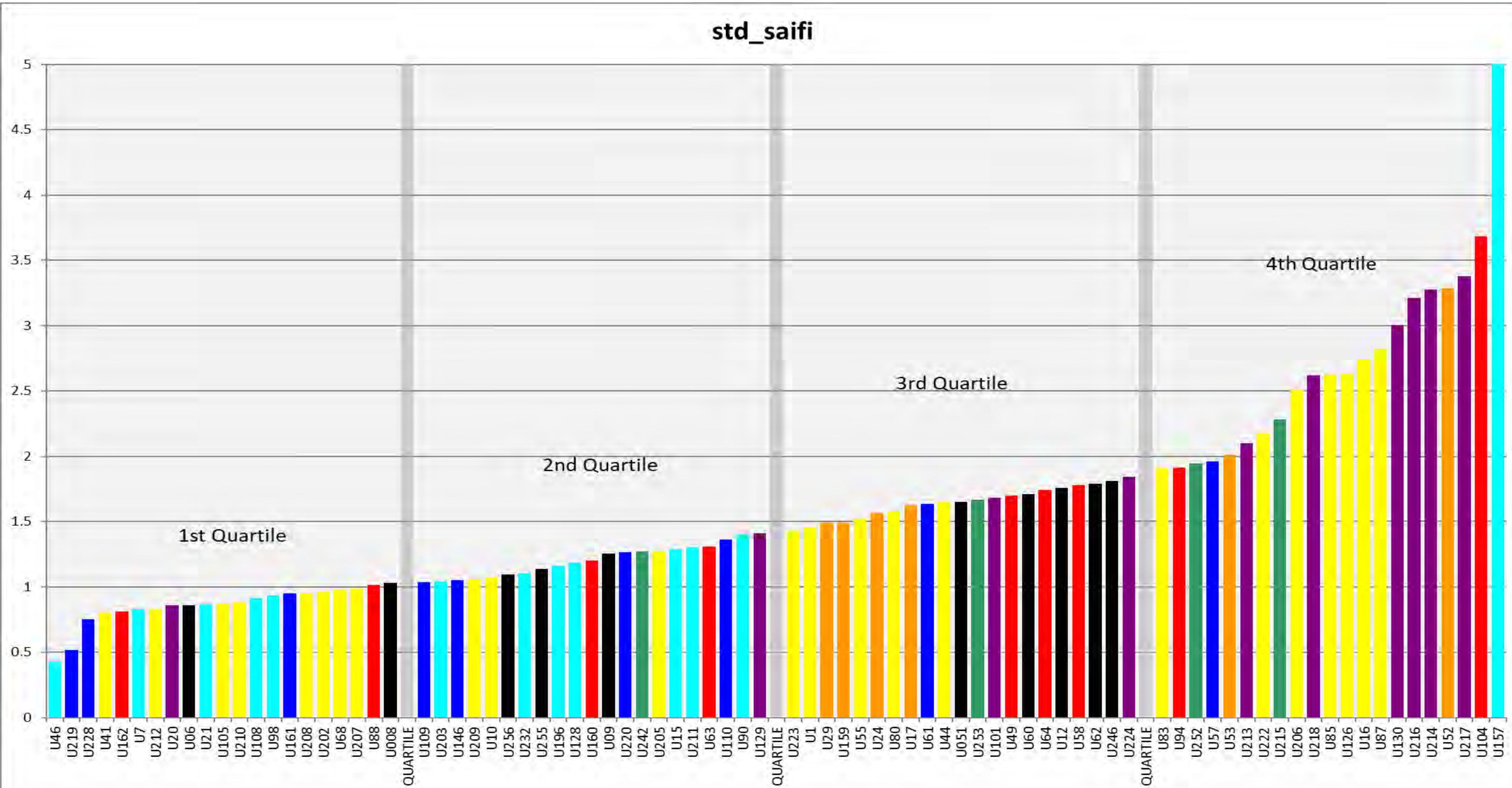




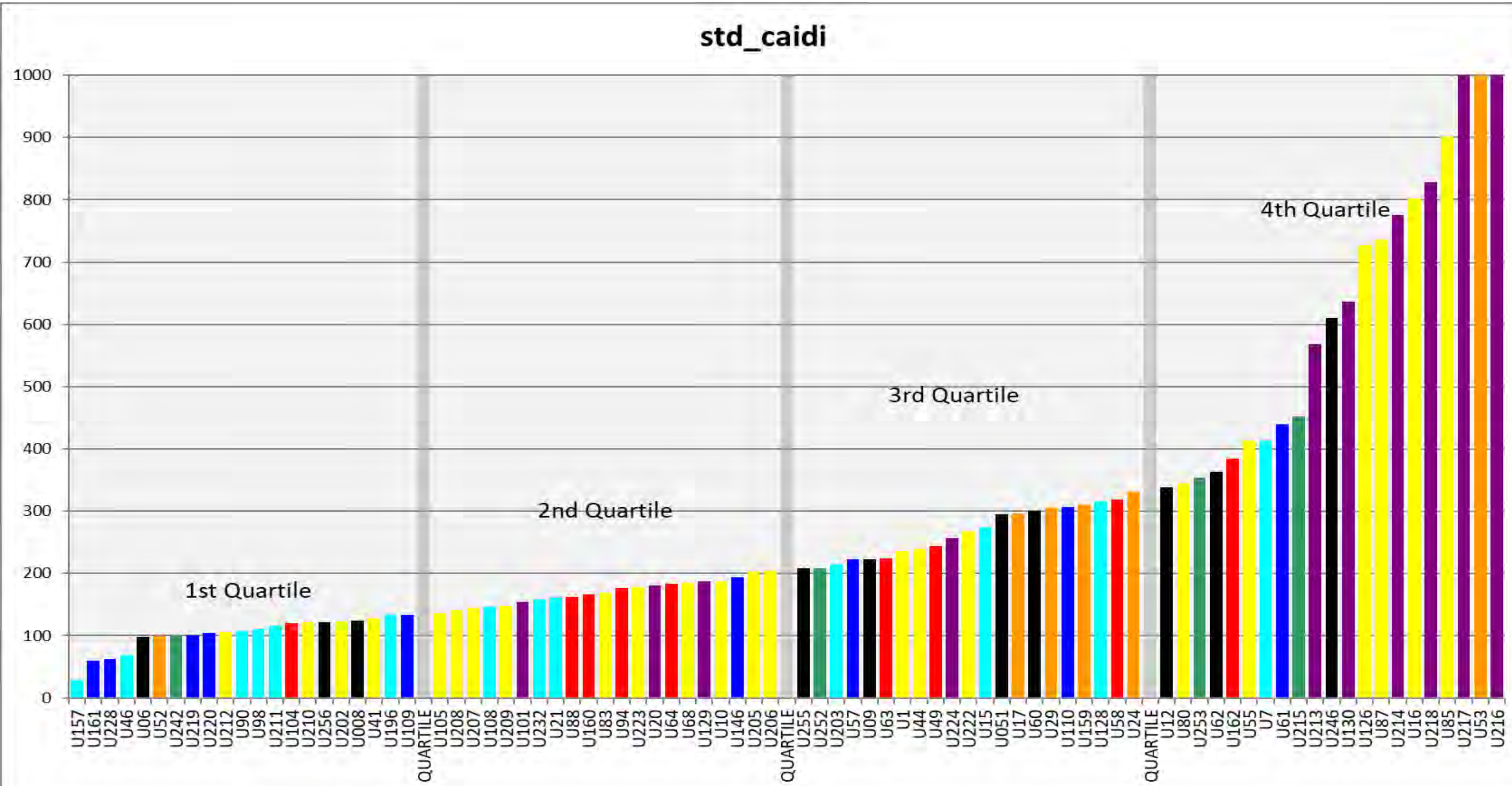
Total (STD) SAIDI 2021



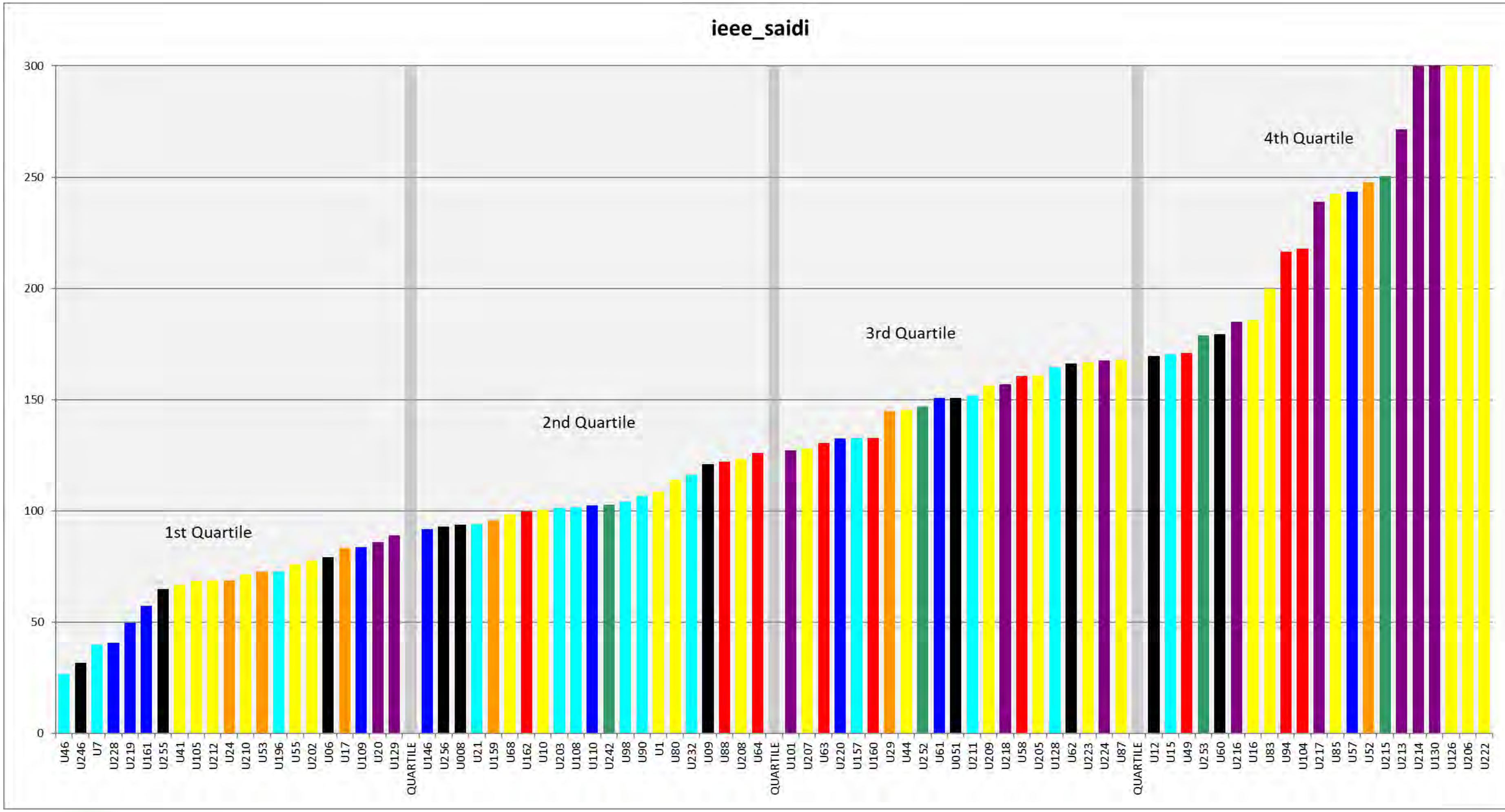
Total (STD) SAIFI 2021



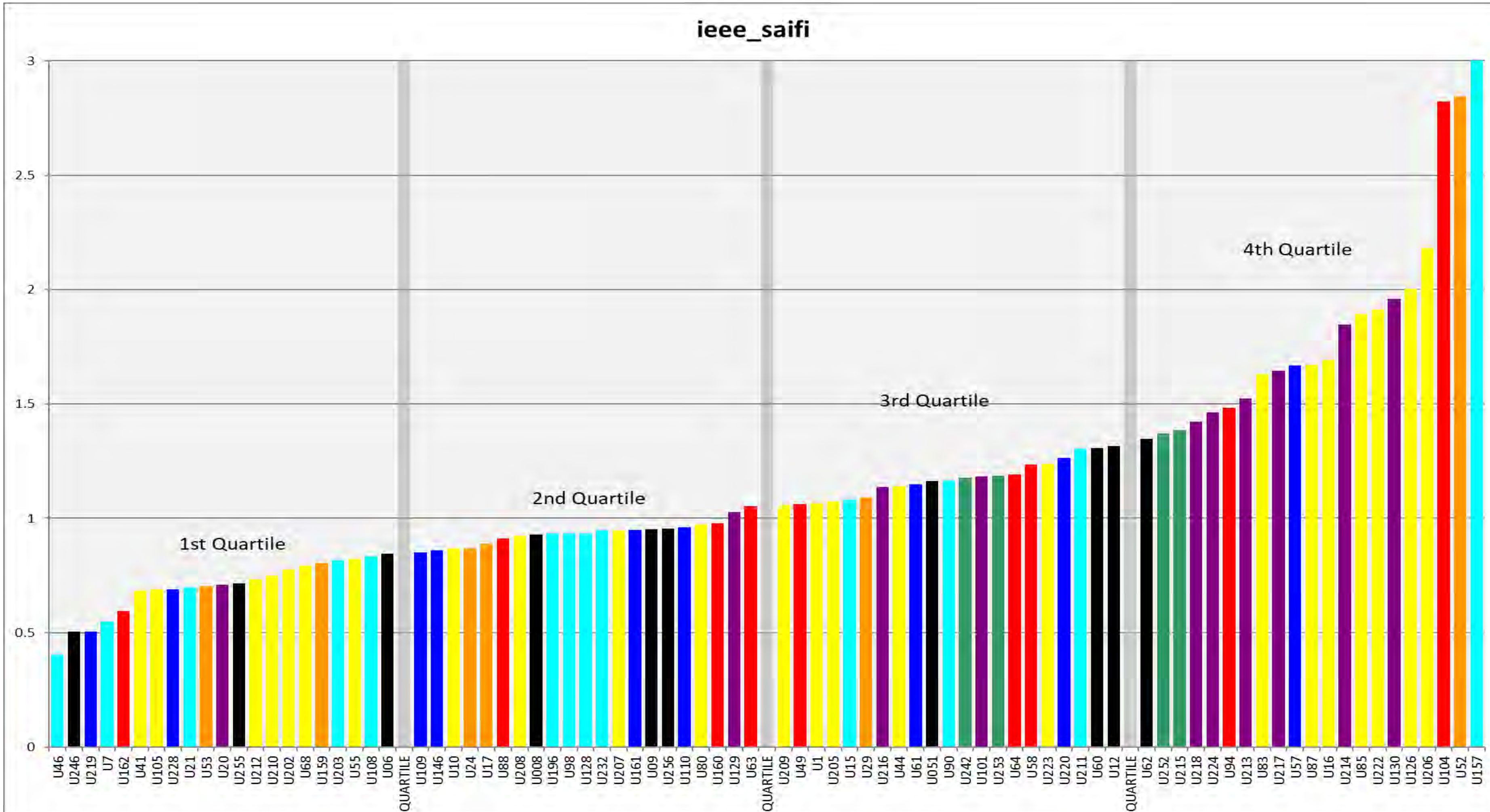
Total (STD) CAIDI 2021



Major Event Excluded (IEEE SAIDI 2021)

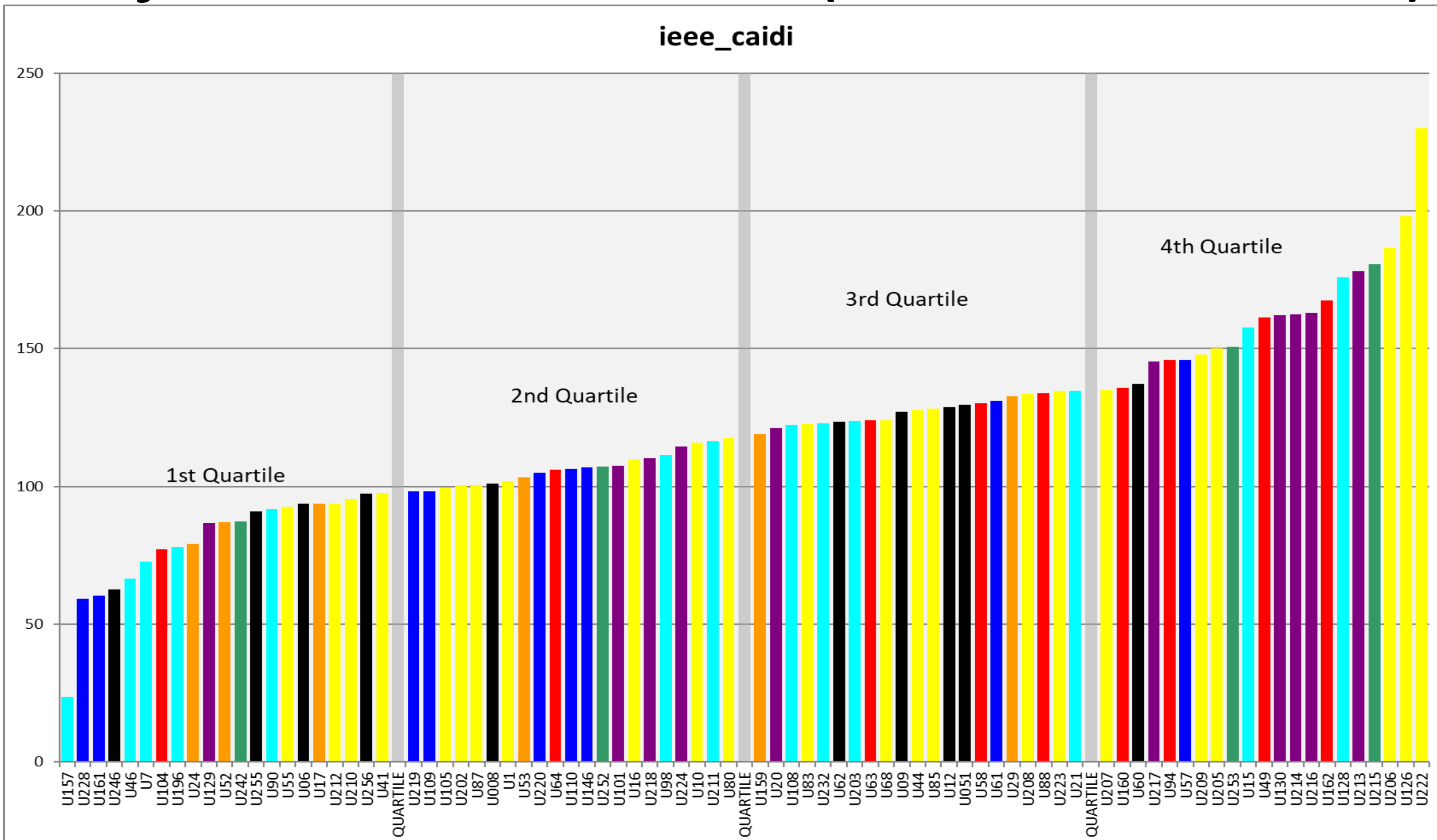


Major Event Excluded (IEEE SAIFI 2021)



IEEE PES Power & Energy Society®
IEEE

Major Event Excluded (IEEE CAIDI 2021)



IEEE PES Power & Energy Society®

IEEE

Questions

?

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-023 **Page 1 of 2**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Please provide a summary of the changes made to the distribution planning criteria in 2020 that were included in the Supplement.

Response:

Base Case changes from prior planning criteria to the 2020 Distribution System Planning Guide ("DSPG") were identified in the initial filing in Section 5.6, Distribution System Planning Criteria Revisions (p.22-24). Additional reliability criteria to ensure continuity of service to customers during substation contingency events and transmission events were also added to the DSPG. These criteria are noted in Section 2.7 Reliability Criteria of the DSPG and included in the summary below.

In summary, the changes are as follows:

Criteria	**Pre-2020 DSPG**	**2020 DSPG**	**DSPG Section**
Base Case			
Bulk Transformer Loading	75% Nameplate	95% Nameplate	2.3 Substation Transformer
Non-Bulk Transformer Loading	100% LTE	100% Nameplate	2.3 Substation Transformer
First Contingency (N-1) (Bulk Substations Only)			
Single Contingency Event (N-1)	*N-1 Definition: Loss of one transformer per event.* 0 MW sustained loss of load after initial restoration that is limited to three Distribution Transfer Switching steps.	*N-1 Definition: Loss of one bus section, bus tie breaker, or transformer per event.* 0 MW sustained loss of load after initial restoration that is limited to three	2.7.1 Reliability / Bulk Distribution Substations

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-023 **Page 2 of 2**

		Distribution Transfer Switching steps.	
Transmission System Consideration	Substation with one transmission line supply must use distribution feeders as the secondary supply.	A single Transmission contingency event shall not cause a condition greater than a single Distribution contingency event.	2.7.1 Reliability / Bulk Distribution Substations

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 10, 2022**
Data Request No. DOE 4-024 **Page 1 of 1**

Request from: Department of Energy

Witness: Hebsch, Jennifer J

Request:

See generally, LCIRP Bates pages 00051, 00120-21, Appendix D and Supplement.

Please explain how the DSEM is to be used and by whom, including but not limited to what is meant by "circuits."

Response:

In general terms, the Distribution System Engineering Manual ("DSEM") is used by all the Company's employees and its contractors in the performance of engineering and/or design functions. The Company notes that the DSEM addresses most design situations conforming to utility industry standards, but it does not encompass all possible situations. For those situations not covered, the Company relies on the experience and expertise of its engineering management personnel.

The DSEM does not contain a definition of "circuit." The Company generally defines a circuit as a primary voltage three phase line beginning at a substation or at a point where a 34.5 kV line in ROW is tapped with a protective device.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 08, 2022**
Data Request No. DOE 4-025 **Page 1 of 1**

Request from: Department of Energy

Witness: Johnson, Russel D

Request:
Please provide a narrative and documented process that describes how a capital project focused on improving the NH distribution system resiliency is triggered, what engineering specifications constitute an acceptable solution, what committee reviews the resiliency need and recommended solution, and what level of managerial/executive approval is required for a project to proceed to construction.

Response:

Eversource historically has not distinguished between reliability and resiliency projects. Recent improvements in standard materials and design have inherently improved the resiliency of the distribution system.

The Company does not have a documented process that describes how a capital project focused on improving the NH distribution system resiliency is triggered and what engineering specifications constitute an acceptable solution, however, the following is a brief narrative.

A capital project focused on improving NH system resiliency may be triggered by (1) system performance and historical trends that point to specific areas or opportunities for improvement, or (2) new technologies or system improvements that have been identified for system resiliency improvements.

Based on Eversource and industry best practices for resiliency, as well as approved resiliency or storm hardening standards, Eversource Engineering (in a collaborated effort between Standards Engineering, Distribution Engineering and Resiliency & Reliability Engineering) identifies potential r~~R~~esiliency improvement options and work towards the best solution.

In accordance with existing procedures, a resiliency project is handled similar to any other project from a project approval process.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-026 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Please compare the role of mobile transformers in support of bulk and non-bulk substations, including typical MVA and voltage ratings for each. If there are other applications for mobile units, please explain these applications as well.

Response:

Mobile transformers on the New Hampshire system are utilized during equipment outages that are either planned for maintenance, capital projects or in response to an emergency, unplanned event.

For maintenance or capital project related outages, the mobile fleet is utilized either to carry base load where capacity is reduced due to the outage or is utilized to mitigate single-contingency loss of load ("SCLL") during the abnormal system configuration while the outage takes place.

In emergency response at non-bulk substations, where oftentimes the supplied distribution system is a relatively small radially fed load (no alternative source) at 4.16 kV, 12.47 kV, or 13.8 kV, the mobile transformer is installed to restore all customer load.

Distribution System Planning criteria sets a bulk-system design that ensures all customer load during an N-1 contingency can be restored with remaining capacity. This capacity is either within the substation where the event occurred, or by way of load transfers to alternate sources. If it is determined that a mobile is necessary for a bulk system contingency event, its installation allows for the distribution system to return to its normal or a near-normal configuration for the remainder of the outage.

Mobile transformer voltages and sizes are shown in the table below:

Quantity	Nameplate Data		
	Primary Voltage (kV)	**Secondary Voltage (kV)**	**MVA**
3	115	34.5	35
1	115	12.47	30
1	46 or 34.5	13.09	14
2	34.4	4.36 or 13.09	10
1	34.4	4.36 or 13.08	7

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-027 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Please provide the maximum loading capacity (amps) for the 477 MCM spacer-cable and for the 477 MCM covered wire that is the NH standard "main-line" replacement conductor size.

Response:

Eversource uses 477 AAC for both its spacer cable and open-wire, covered-wire configuration. The 90 degree rated conductor is what is presently used for new construction and reconductoring.

Size	**Conductor Rating Degrees C**	**Summer Normal**	**Summer Emergency**	**Winter Normal**	**Winter Emergency**
477 AAC 170 mil 15 kV	75	585	750	790	905
477 AAC 150 mil 15 kV	90	700	810	875	955
477 AAC 320 mil 35 kV	75	550	705	750	855
477 AAC 320 mil 35 kV	90	650	755	815	890

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-028 **Page 1 of 1**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Please complete (see yellow highlights) and/or correct /update the entire referenced Excel spreadsheet, attached hereto as DOE 4-28.1 (Attachment).

Response:

The attached spreadsheet has been revised (Attachment DOE 4-028.xlsx). Eversource corrections and updates are in red-colored text.

Document:	**ED-3002**	**SYSPLAN-010**	**DSPG 2020**
Jurisdiction:	**NH**	**CT-MA-NH**	**CT-MA-NH**
Primary Criteria Document:	1/10/2003-8/1/2018	8/1/2018-9/22/2020	9/22/2020-Present

Bulk Transformers (115kV and above)				**Notes:**
(N-0) Normal Operation (Base Case) - Violations Criteria				
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)	
Bulk Transformer Loading	115% - 150% top nameplate rating (TFRAT)	> 75% top nameplate rating	CT-MA: > 75% top nameplate rating NH: > 95% top nameplate rating	
Voltage, Unregulated Load	< 97.5%	n/a	n/a	Voltage limits in ED-3002 were set for when using PSS/E loadflows, which only model the circuit backbones. Was utilized after DSPG 2020 release until Synergi was rolled out in NH in 2021.
Voltage, Regulated Load	< 95%	n/a	n/a	Voltage limits in ED-3002 were set for when using PSS/E loadflows, which only model the circuit backbones. Was utilized after DSPG 2020 release until Synergi was rolled out in NH in 2021.
Voltage, Service	n/a	< 95%	< 95%	Voltage limits when using Synergi, which models the distribution circuit down to the high side of poletop distribution transformers.
Load Block Transfer Limit	n/a	n/a	n/a	
Remaining Isolated Load	n/a	n/a	n/a	
(N-1) Contingency - Violations Criteria				
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)	
Bulk Transformer Loading	115% - 150% top nameplate rating (TFRAT)	> 100% LTE	> 100% LTE	
Bulk Substation Loading	n/a	> 100% STE_{N-1}	> 100% STE_{N-1}	
Voltage, Unregulated Load	< 95%	n/a	n/a	Voltage limits in ED-3002 were set for when using PSS/E loadflows, which only model the circuit backbones. Was utilized after DSPG 2020 release until Synergi was rolled out in NH in 2021.
Voltage, Regulated Load	< 92.5%	n/a	n/a	Voltage limits in ED-3002 were set for when using PSS/E loadflows, which only model the circuit backbones. Was utilized after DSPG 2020 release until Synergi was rolled out in NH in 2021.
Voltage, Service	n/a	< 95%	< 92%	
Load Block Transfer Limit	3	3	3	
Remaining Isolated Load	30MW load out for up to 24 hrs	> 0 MW (no loss of load)	> 0 MW (no loss of load)	
Transmission Supply N-1	30MW load out for up to 24 hrs	> 0 MW (no loss of load)	Single Transmisison N-1 shall not cause greater than a single Distribution N-1 condition.	

Non-Bulk Transformers (below 115kV)			
(N-0) Normal Operation (Base Case) - Violations Criteria			
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)
Non-Bulk Transformer Loading	115% - 150% top nameplate rating (TFRAT)	115% - 150% top nameplate rating (LTE)	> 100% top nameplate rating
(N-1) Contingency - Violations Criteria			
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)
Non-Bulk Transformer Loading	> LTE rating for 1 load cycle; mobile transformer to be installed within 24 hrs if circuit ties not available	> LTE rating for 1 load cycle; mobile transformer to be installed within 24 hrs if circuit ties not available	> LTE rating for 1 load cycle; mobile transformer to be installed within 24 hrs if circuit ties not available

Distribution Lines			
(N-0) Normal Operation (Base Case) - Violations Criteria			
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)
Line Loading	> 100% normal	n/a	n/a
Line Loading, Overhead	n/a	> 100% normal	> 100% normal
Line Loading, Underground	n/a	> 100% normal	> 100% normal
(N-1) Contingency - Violations Criteria			
	NH-ED3002 (Source 1 below)	**SYSPLAN-010**	**Distribution System Planning Guide 2020** (Source 2 below)
Line Loading	> 100% emergency	n/a	n/a
Line Loading, Overhead	n/a	> 100% emergency	CT-MA: > 100% normal NH: > 100% emergency
Line Loading, Underground	n/a	> 100% normal	> 100% normal

Source 1: NH-ED3002
Source 2: LCIRP, 10/1/20, Appendix D - Distribution System Planning Guide (DSPG 2020), approved September 20, 2020
Source 3: LCIRP, Appendix D - Generally, System Planning Design Criteria and Violations

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-029 **Page 1 of 2**

Request from: Department of Energy

Witness: Labrecque, Richard C, Freeman, Lavelle A

Request:

Please define the following for the 3 sets of planning criteria provided in the above Excel spreadsheet, i.e., DOE 4-28.1 Attachment 1:
a. When each was/is used, including first use.
b. How each is used and by whom.
c. How each will be used going forward and by whom, including which is the Company's first choice.
d. What has been done and planned by the Company to help Staff better understand the need for three sets of criteria, and the potential consequences if the preferred set is not accepted/approved by Staff.

Response:

Of the three criteria being compared in DOE 4-28.1 Attachment 1, only two are documents that set System Planning criteria: ED-3002 and the Distribution System Planning Guide (DSPG 2020). The third document being referenced is a system study report that references the criteria in the Distribution System Planning Guide. The following responses compare the use of ED-3002 and the Distribution System Planning Guide.

a. Of the different documents guiding New Hampshire System Planning design criteria, the first is ED-3002, which was originally issued January 10, 2003. This document was the primary guidance for NH System Planning until SYSPLAN-010 was revised.

   SYSPLAN-010 was a criteria document created in 2014. In 2018, the first effort to bring all planning criteria of the different operating companies into one document occurred. The revised SYSPLAN-010 document was adopted by all three states on August 1, 2018 and supersedes ED-3002. However, some specific planning criteria not addressed by SYSPLAN-010 are still applicable from ED-3002.

Public Service Company of New Hampshire d/b/a Eversource Energy
Docket No. DE 20-161

Date Request Received: February 18, 2022 **Date of Response: March 07, 2022**
Data Request No. DOE 4-029 **Page 2 of 2**

The Distribution System Planning Guide, adopted September 22, 2020, is today's primary document for system planning criteria, rating, and planning methodology. The DSPG 2020 supersedes SYSPLAN-10 and ED-3002, by extension. However, some specific items not addressed by the DSPG 2020 are still applicable in SYSPLAN-010 and ED-3002.

b. All documents are used by New Hampshire Distribution System Planning for criteria on how to study the distribution system and ensure system capacity needs are fulfilled, and system voltage remains within limits for base case and contingency scenarios.

ED-3002: Portions not superseded by DSPG 2020 and SYSPLAN-010, used by New Hampshire
SYSPLAN-010: Portions not superseded by DSPG 2020, used by Connecticut, Massachusetts, and New Hampshire
DSPG 2020: Used by Connecticut, Massachusetts, and New Hampshire

c. The Company's primary distribution system planning criteria document is the Distribution System Planning Guide, released in 2020. Any items not addressed by the DSPG 2020, are supplemented, first by SYSPLAN-010 and then by ED-3002. Based on changing roles and responsibilities, some items are still referenced in SYSPLAN-010 by Transmission Planning and in ED-3002 by Distribution Engineering, until replacement guides/policies can be written.

d. The new Distribution System Planning Guide was included in the Company's initial filing in this docket. Eversource's initial filing highlighted the implementation of the new DSPG and changes to the criteria were described. Subsequent to the initial filing of the LCIRP, Eversource and Staff discussed the new planning criteria at a technical session. The Eversource response to data request DOE 4-028 provides additional details. Eversource is committed to these new criteria as a means to ensure system reliability under various single contingency events. Customers will be exposed to the risk of prolonged outages if the system is not planned and designed to these criteria.