CalAdvocates Data Request 13.1

On page 159 of its WMP, PacifiCorp states that it "does not have an asset management and inspection enterprise system. Instead, the company leverages a combination of legacy databases and internal planning tools to determine asset inventory and manage inspection, correction, and maintenance programs." PacifiCorp also notes that it does not have plans to develop or migrate toward a single enterprise system. Please respond to the following questions:

(a) Why has PacifiCorp chosen not to develop a single system for asset management and inspection data?

(b) List and describe PacifiCorp's "internal planning tools" referenced in the quote above.

(c) List all "legacy databases" that PacifiCorp uses to house asset management and inspection data. For each "legacy database" listed, please specify what type of data it houses (e.g., transmission detailed inspection results, QA/QC audit results, etc.).

(d) Describe and provide examples (e.g., screenshots, data outputs, dashboards, etc.) of the "Facility Point Inspection (FPI) mainframe style database" that contains condition records for assets outside the substation, as described on p. 159 of PacifiCorp's WMP.

Response to CalAdvocates Data Request 13.1

(a) Historically, the Company utilized a combination of legacy databases and internal planning tools for asset management and inspection data. PacifiCorp is currently transitioning all asset management and inspection data to Maximo with the goal of developing a single system that can be utilized.

(b) The internal planning tools that the Company utilizes are (1) SAP for transmission and substation assets, (2) geographic information systems maintenance organizer (GISMO), and (3) facility point inspection (FPI) system to manage inspection plans and conditions for transmission and distribution.

(c) The primary legacy database the Company uses to house asset management and inspection data is FPI, SAP, and Maximo.

   i. FPI contains all asset inspection (Safety, Detailed, Intrusive, and Audit) and condition records (Condition type and Priority) for distribution and transmission assets.

ii. SAP manages transmission and substation asset inspection and maintenance plans. Additionally, SAP is used to record all substation equipment information and commissioning records. Results of substation inspections and maintenance is stored on the Company's maintenance planning network drive.

iii. The Company is currently transitioning all plans and records to Maximo. Currently, only a portion of the Company's substation asset inspection, maintenance plans, and equipment information has been transferred to this system. The Company plans on fully transitioning to this system by 2025.

(d) Please refer to Attachment CalAdvocates 13.1 which provides examples from Company's FPI system.

```
FP11  ____ View  Update  Add  Correct_Conditions  Remove  EQ IF MI PA TR
-----------------------------------FPI------------------------------ 05-22-2023
P13778                      MAINTAIN FP CONDITIONS                    09:16:36
-------------------------------------------------------------------------------
Facility Point: PPLT_ 668041/00__________ 1/026_______________ Member Pos: _
-------------------------------------------------------------------------------
Insp. Details                    Inspector Name       Contractor/Company
Date:           Type:
-------------------------------------------------------------------------------
Grnd Line Condtn: GLSOUND_ Pole Top Condtn: PTSOUND_ Decay Location: ________

List Condition Criteria: Outstanding _ Corrected X
S Condtn   P Corr. Date Corrected Remarks
_ INSULDMG A 06-21-2021 CORRECTED CONDITION_____________________________
_ BOXARM__ B 10-14-2014 B/O CROSS ARM FIXED ON ATF 16299317 BY P66370_____
_ UBPROB__ B 04-17-2015 CORRECTED_______________________________________
_ COOTHER_ B 06-27-2007 LESS THAN 12" OUT AT TOP - NOT A HAZARD_________
_ UBPROB__ C 04-17-2015 CORRECTED_______________________________________
_ ________ _            ________________________________________________

                                                      Lines 1 to 6 of 60
FPIG13 View Successful
-------------------------------------------------------------------------------
F01=HELP F03=PREV SCREEN F04=?PROMPT F05=CLEAR F07=PREV F08=NEXT F12=FPI MENU
```

```
 FP11  V___ View  Update  Add  Correct_Conditions  Remove  EQ IF MI PA TR
 ----------------------------------FPI------------------------------ 05-22-2023
 P13778                      MAINTAIN FP CONDITIONS                    12:03:16
 ------------------------------------------------------------------------------
 Facility Point: PPLT_ 668041/00__________ 1/026_______________ Member Pos: _
 ------------------------------------------------------------------------------
 Insp. Details                    Inspector Name       Contractor/Company
 Date:           Type:
 ------------------------------------------------------------------------------
 Grnd Line Condtn: GLSOUND_ Pole Top Condtn: PTSOUND_ Decay Location: ________

 List Condition Criteria: Outstanding X Corrected _
 S Condtn   P Insp. Date Inspection Remarks
 _ ________ _            ____________________________________________________
 _ ________ _            ____________________________________________________
 _ ________ _            ____________________________________________________
 _ ________ _            ____________________________________________________
 _ ________ _            ____________________________________________________
 _ ________ _            ____________________________________________________

                                                        Lines 1 to 6 of 60
FPI285 No Conditions Exist for this FP.
------------------------------------------------------------------------------
F01=HELP F03=PREV SCREEN F04=?PROMPT F05=CLEAR F07=PREV F08=NEXT F12=FPI MENU
```

11:30:24 Monday, May 22, 2023

FP22 ____ View Update Add Remove CO EQ IF PA TR

----------FPI---------- 05-22-2023

P13778 MAINTAIN FP INSPECTIONS 11:30:17

Facility Point: PPLT_ 668041/00_____ 1/026_____ Member Pos: _

S	Insp. Date	Type	Inspector	Contractor/Co.	Created Date	Userid
_	06-21-2022	ENHANCED	PAUL HEAGERTY	HOTSHOTS	07-07-2022-16.30	P13778
_	04-07-2022	SAFETY	MIKE MEEKER	PACORP	06-07-2022-10.40	B-SAFT
_	03-31-2022	SAFETY	P97180	PACORP	09-12-2022-16.30	B-SAFT
_	07-19-2021	ENHANCED	DAVID JANTZEN	HOTSHOTS	09-02-2021-18.27	P13778
_	06-16-2021	DTLTRT	DONAHOE,HEATH R	OSMO PTT	06-21-2021-20.05	UPLOAD
_	02-24-2021	SAFETY	P97180	PACORP	02-25-2021-15.59	B-SAFT
_	07-24-2020	ENHANCED	JANTZEN, DAVID	HOTSHOTS	07-27-2020-14.58	P13778
_	05-07-2020	SAFETY	MEEKER	PACORP	05-07-2020-07.32	B-SAFT
_	11-27-2019	SAFETY	MEEKER	PACORP	11-27-2019-14.31	B-SAFT
_	11-01-2017	SAFETY	THOM STARLEY	PACORP	11-01-2017-10.50	B-SAFT
_	09-20-2016	DETAIL	thomas starley	PACORP	09-30-2016-13.19	UPLOAD
_	06-01-2015	SAFETY	TOM STARLEY	PACORP	12-01-2015-14.08	B-SAFT

Lines 1 to 12 of 96

FPIG13 View Successful

F01=HELP F03=PREV SCREEN F04=?PROMPT F05=CLEAR F07=PREV F08=NEXT F12=FPI MENU

Understanding the FP11 (Maintain FP Conditions Screen)

DATE PRINTED

MAINFRAME SCREEN NAME

WHO PRINTED THIS REPORT

DIST OR TRANS

MAPSTRING or PLANT LOCALITY

POINT NAME

TRANS MEMBER: LEFT, RIGHT or CENTER

```
9:10:20 Friday, November 18, 2022

FP11        View  Update  Add  Correct Conditions  Remove  EQ IF MI  PA TR
-------------------------------FPI------------------------------ 11-18-2022
P13778                    MAINTAIN FP CONDITIONS                    09:10:09
-------------------------------------------------------------------------------
Facility Point: PPLD  01208009.0          109811                Member Pos:
-------------------------------------------------------------------------------
Insp. Details                      Inspector Name       Contractor/Company
Date:            Type:
-------------------------------------------------------------------------------
Grnd Line Condtn: GLSOUND_ Pole Top Condtn: PTSOUND_ Decay Location: ________

List Condition Criteria: Outstanding _ Corrected X
S Condtn    P Corr. Date Corrected Remarks
  LOWWHEAD  A 05-23-2014 CUST MOVED MTRBASE& JACKED ROOF
_ CLEARSVC  A 02-08-2012 CLEARED ON SAP 15955686_____________________________
  CLEAR     A 03-05-2009
  CTVMID    B 12-31-2012 CORRECTED PER RECONCILIATION PROJECT WITH JOINT USE C
  CTVRD     B 12-31-2012 CORRECTED PER RECONCILIATION PROJECT WITH JOINT USE C
_ CLEARSVC  B 02-08-2012 REMOVED ON SAP 15955686_____________________________

                                                          Lines 1 to 6 of 60
FPIG13 View Success
```

CONDITION CODE: See lookup table;

Note: Codes can change yearly based on procedure 069 updates

X here shows corrected conditions; if near "Outstanding," records would be open conditions

PRIORITY

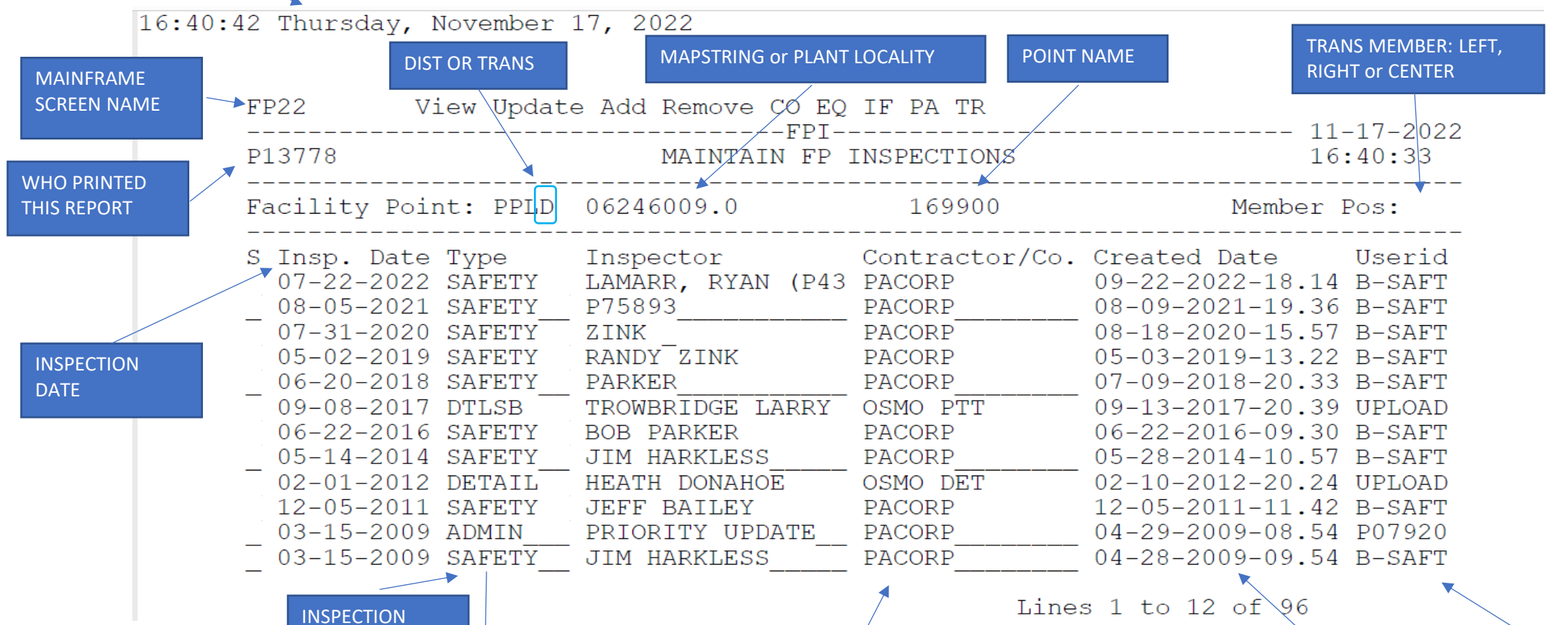
CORRECTED DATE or INSPECTED DATE

(if x near "Corrected" is selected then CORRECTED DATE; otherwise INSPECTION DATE)

COMMENTS or REMARKS

(if x near "Corrected" is selected then correction remarks; otherwise comments from initial found inspection

Understanding the FP22 (Maintain FP Inspection Screen)



DATE PRINTED

MAINFRAME SCREEN NAME

WHO PRINTED THIS REPORT

INSPECTION DATE

DIST OR TRANS

MAPSTRING or PLANT LOCALITY

POINT NAME

TRANS MEMBER: LEFT, RIGHT or CENTER

INSPECTION TYPE: SEE TABLE

INTERNAL OR EXTERNAL

RECORDS VIEWED CURRENTLY

DATE ADDED TO MAINFRAME

WHO OR WHAT PROCESS ADDED RECORD

INSPECTION TYPE	INSPECTION GROUP
DETAIL	
DETAIL	DETAIL
CLIMBING	DETAIL
POLE TEST & TREAT (PTT)	
DTLSB	PTT
DTLTRT	PTT
TSTTRT	PTT
STBTRT	PTT
SAFETY, PATROL	
SAFETY	SAFETY
SAFETYEX	SAFETY
OTHER	
ENHANCED	ENHANCED
AUDIT	AUDIT
ADMIN	OTHER
JUADMIN	OTHER

CalAdvocates Data Request 13.2

On page 159 of its WMP, PacifiCorp states that it "does not have an asset management and inspection enterprise system. Instead, the company leverages a combination of legacy databases and internal planning tools to determine asset inventory and manage inspection, correction, and maintenance programs."

Please provide a step-by-step description of PacifiCorp's recordkeeping or data management procedures – identifying the databases or tools used at each stage – for conducting a detailed asset inspection, generating an asset corrective work order, and performing the necessary maintenance. Please include, at minimum, the following steps in your narrative:

(a) Scheduling a detailed asset inspection.

(b) Performing the inspection.

(c) Recording results and findings from the inspection.

(d) Creating a work order for asset repairs/remediation.

(e) Scheduling the remediation work.

(f) Performing the remediation work.

(g) Closing the work order.

Response to CalAdvocates Data Request 13.2

(a) The Inspections are setup in the geographic information systems maintenance organizer (GISMO) based on the type of inspection and by given year. The inspection plan is based on a cycle of specific lines (transmission) or specific mapstring-sections (one mile grid of distribution facility points). These plans vary from year-to-year based on wildfire risk areas, state requirements, grids and lines which can vary the number of inspections completed each year. A weekly progress report is put in place to determine timeline for completion. This will outline the work to be performed and which inspector will perform the work.

(b) The inspections are routed to the inspection contractor via a data extract from the facility point inspection (FPI) mainframe. The inspection contractor will prepare the active data and assign it to the inspector that will be performing the work. This will coincide with the plan and progress report referred to in (a) of this response. As the inspections are completed, the progress report is adjusted depending on the number of

Procedure 069 : Condition C

Note: C-conditions are for CA supply only.

NO	CONDITION_CODE	COMPANY	STATE
1	AMIEQ	PP/RMP	ALL
2	ANCHIDLE	PP/RMP	ALL
3	ANCPUCO	PP/RMP	ALL
4	AVIANDMG	PP/RMP	ALL
5	BIRDDMG	PP/RMP	ALL
6	BIRDNST	PP/RMP	ALL
7	BIRDWST	PP/RMP	ALL
8	CANTINSP	PP/RMP	ALL
9	CAPDMGLS	PP/RMP	ALL

10	CFIBMID	PP/RMP	ALL
11	CFIBMST	PP/RMP	ALL
12	CFIBPED	PP/RMP	ALL
13	CFIBPOLE	PP/RMP	ALL
14	CFIBRD	PP/RMP	ALL
15	CFIBRR	PP/RMP	ALL
16	CFIBSVC	PP/RMP	ALL
17	CLEAR	PP/RMP	ALL
18	CLMBHAZ	PP/RMP	ALL
19	CLMBTRE	PP	CA, OR, WA
20	CLRBLDG	PP/RMP	ALL
21	CLRLOW	PP/RMP	ALL
22	CLRTOPOL	PP/RMP	ALL
23	CLRTOUCH	PP/RMP	ALL
24	COANT	PP/RMP	ALL
25	COCATV	PP/RMP	ALL
26	COFIBBND	PP/RMP	ALL

27	COFIBCLM	PP/RMP	ALL
28	COFIBER	PP/RMP	ALL
29	COFIBEYE	PP/RMP	ALL
30	COFIBGUY	PP/RMP	ALL
31	COFIBINS	PP/RMP	ALL
32	COFIBRIS	PP/RMP	ALL
33	COFIBTRN	PP/RMP	ALL
34	COMKLITE	PP/RMP	ALL
35	CONDCOIL	PP/RMP	ALL
36	CONDFRAY	PP/RMP	ALL
37	CONDLOOS	PP/RMP	ALL
38	COOTHER	PP/RMP	ALL
39	COPLLEAN	PP/RMP	ALL
40	CORRING	PP/RMP	ALL
41	COTELBND	PP/RMP	ALL
42	COTELCLM	PP/RMP	ALL
43	COTELCO	PP/RMP	ALL

44	COTELEYE	PP/RMP	ALL
45	COTELGUY	PP/RMP	ALL
46	COTELINS	PP/RMP	ALL
47	COTELRIS	PP/RMP	ALL
48	COTELTRN	PP/RMP	ALL
49	COTVBND	PP/RMP	ALL
50	COTVCLM	PP/RMP	ALL
51	COTVEYE	PP/RMP	ALL
52	COTVGUY	PP/RMP	ALL
53	COTVINS	PP/RMP	ALL
54	COTVRIS	PP/RMP	ALL
55	COTVTRN	PP/RMP	ALL
56	COVCFRAY	PP/RMP	ALL
57	COVCLOOS	PP/RMP	ALL
58	COVCOTHR	PP/RMP	ALL
59	CTELMID	PP/RMP	ALL
60	CTELMST	PP/RMP	ALL
61	CTELPED	PP/RMP	ALL
62	CTELPOLE	PP/RMP	ALL

63	CTELRD	PP/RMP	ALL
64	CTELRR	PP/RMP	ALL
65	CTELSVC	PP/RMP	ALL
66	CTVMID	PP/RMP	ALL
67	CTVMST	PP/RMP	ALL
68	CTVPED	PP/RMP	ALL
69	CTVPOLE	PP/RMP	ALL
70	CTVRD	PP/RMP	ALL
71	CTVRR	PP/RMP	ALL
72	CTVSVC	PP/RMP	ALL
73	CUSTACCE	RMP	UT, WY, ID
74	CUSTRESP	PP/RMP	ALL
75	CUSTWIRE	PP/RMP	ALL
76	CUTOUTAR	PP/RMP	ALL
77	DISTCLOW	RMP	UT, WY, ID
78	DISTHDWR	PP/RMP	ALL
79	EARMSPCR	PP/RMP	ALL
80	ENCHCUG	RMP	UT, WY, ID

81	ENCHCUST	RMP	UT, WY, ID
82	ENCHRW	PP/RMP	ALL
83	ENCHSVCE	PP/RMP	ALL
84	EQUIPOIL	PP/RMP	ALL
85	EQUIPPAD	PP/RMP	ALL
86	FIREHYDR	PP/RMP	ALL
87	FOOTING	PP/RMP	ALL
88	FRGNELEC	PP/RMP	ALL
89	GO95ABND	PP	CA
90	GO95BLTC	PP	CA
91	GO95CL10	PP	CA
92	GO95CLMF	PP	CA
93	GO95CLMP	PP	CA
94	GO95CLMT	PP	CA
95	GO95CLMV	PP	CA
96	GO95CLSV	PP	CA

97	GO95CN	PP	CA
98	GO95GUYB	PP	CA
99	GO95GUYP	PP	CA
100	GO95HV	PP	CA
101	GO95MLD	PP	CA
102	GO95STUB	PP	CA
103	GO95SVC	PP	CA
104	GO95TCH	PP	CA
105	GOCATVNP	PP	CA
106	GOFIBNP	PP	CA
107	GOFIBUN	PP	CA
108	GOTELCNP	PP	CA
109	GOTELUN	PP	CA
110	GOTVUN	PP	CA
111	GRD230BK	PP/RMP	ALL

112	GRDBROKE	PP/RMP	ALL
113	GRDRODHI	PP/RMP	ALL
114	GRDSHDBK	PP/RMP	ALL
115	GUYBRK	PP/RMP	OR, WA, UT, WY, ID
116	GUYHINS	PP/RMP	ALL
117	GUYLOINS	PP/RMP	ALL
118	GUYMARK	PP/RMP	ALL
119	GUYNOINS	PP/RMP	ALL
120	GUYSLACK	PP/RMP	ALL
121	GUYTAIL	PP/RMP	ALL
122	INSPISSU	PP/RMP	ALL
123	INSULBRK	PP/RMP	ALL
124	INSULDMG	PP/RMP	ALL
125	INSULDRT	RMP	UT, WY, ID

126	INSULPLM	PP/RMP	ALL
127	IRSPOTOH	PP/RMP	ALL
128	IRSPOTUG	PP/RMP	ALL
129	LATANODE	PP/RMP	ALL
130	LATBNTMB	PP/RMP	ALL
131	LATCOR	PP/RMP	ALL
132	LATHWARE	PP/RMP	ALL
133	LATMISMB	PP/RMP	ALL
134	LIGHT	PP/RMP	ALL
135	LWCATV	PP/RMP	ALL
136	LWFIBER	PP/RMP	ALL
137	LWPAPS	PP/RMP	ALL
138	LWTELCO	PP/RMP	ALL
139	PADCRETE	PP/RMP	ALL
140	PADINSUL	PP/RMP	ALL
141	PADREPOS	PP/RMP	ALL

142	POLABR	PP/RMP	ALL
143	POLANCRD	PP/RMP	ALL
144	POLEDERP	PP/RMP	ALL
145	POLEDMRS	PP/RMP	ALL
146	POLEREPL	PP/RMP	ALL
147	POLEREST	PP/RMP	ALL
148	POLESTEP	PP/RMP	ALL
149	POLETOP	PP/RMP	ALL
150	POLISSUE	PP/RMP	ALL
151	POLTOPSW	PP/RMP	ALL
152	POLVIS	PP/RMP	ALL
153	PRITERM	RMP	UT, WY, ID
154	RECLDMGL	PP/RMP	ALL
155	REGDMGL	PP/RMP	ALL
156	RISEBKSP	PP/RMP	ALL
157	RISECLMB	PP/RMP	ALL
158	RISEGRD	PP/RMP	ALL
159	RISESTRP	PP/RMP	ALL
160	SECENC	PP/RMP	ALL
161	SECFRAY	PP/RMP	ALL

162	SECPAPS	RMP	UT, WY, ID
163	SPLICE	RMP	UT, WY, ID
164	STUBCUST	PP	OR
165	STUBO2	PP/RMP	OR, WA, UT, WY, ID
166	STUBU2	PP/RMP	OR, WA, UT, WY, ID
167	SUPPLYCO	PP/RMP	ALL
168	SVCCOMMD	PP/RMP	ALL
169	SVCCUSTW	PP	OR
170	SVCDECK	PP/RMP	ALL
171	SVCDEFLC	PP	OR, CA
172	SVCDRIVE	PP/RMP	ALL
173	SVCENTBK	PP/RMP	ALL
174	SVCENTCO	PP/RMP	ALL
175	SVCGUARD	PP	OR
176	SVCNEUT	PP/RMP	ALL
177	SVCPOA	PP	OR

178	SVCPOACU	PP	OR
179	SVCPOAGU	PP	OR
180	SVCPOOL	PP/RMP	ALL
181	SVCROAD	PP/RMP	ALL
182	SVCROOF	PP/RMP	ALL
183	SVCRR	PP/RMP	ALL
184	SVCRUBCM	PP/RMP	ALL
185	SVCRUBLG	PP/RMP	ALL
186	SVCSVC	PP/RMP	ALL
187	SVCTREE	PP/RMP	ALL
188	SVCWH	PP	OR
189	SVCWIND	PP/RMP	ALL
190	SVCYARD	PP/RMP	ALL
191	TRECATV	PP/RMP	ALL
192	TREDIST	PP/RMP	ALL
193	TREECLMB	PP/RMP	ALL
194	TREFIBER	PP/RMP	ALL
195	TRESCBRN	PP/RMP	ALL

196	TRESEC	PP/RMP	ALL
197	TRETELCO	PP/RMP	ALL
198	TRETRBRN	PP/RMP	ALL
199	TRETRCLR	PP/RMP	ALL
200	TRNCGRND	PP/RMP	ALL
201	TRNCHOOK	PP/RMP	ALL
202	TRNCLOW	PP/RMP	ALL
203	TRNCON	PP/RMP	ALL
204	TRNCSAG	PP/RMP	ALL
205	TRNSATT	PP/RMP	ALL
206	TRNSBOND	PP/RMP	ALL
207	TRNSBRAC	PP/RMP	ALL
208	TRNSCENT	PP/RMP	ALL
209	TRNSDAMP	PP/RMP	ALL
210	TRNSGVLT	PP/RMP	OR, WA, UT, WY, ID
211	TRNSKEY	PP/RMP	ALL
212	TRNSLOOS	PP/RMP	ALL
213	TRNSNUTS	PP/RMP	ALL
214	TRNSOIL	PP/RMP	ALL
215	TRNSPIN	PP/RMP	ALL

216	TRNSSIGN	PP/RMP	ALL
217	UBBRACE	PP/RMP	ALL
218	UBPBANC	PP/RMP	ALL
219	UBPBCOND	PP/RMP	ALL
220	UBPBCTGD	PP/RMP	ALL
221	UBPBCUAR	PP/RMP	ALL
222	UBPBGYBK	PP/RMP	ALL
223	UBPBGYSL	PP/RMP	ALL
224	UBPBTWFC	PP/RMP	ALL
225	UBPBXARM	PP/RMP	ALL
226	UBPRMSHD	PP/RMP	ALL
227	UBXARMIN	PP/RMP	ALL
228	UGPRIELB	PP/RMP	ALL
229	UNIGRDBM	PP/RMP	OR, WA, UT, WY, ID
230	UNIGRDGR	PP/RMP	ALL
231	UNIGRDSG	PP/RMP	ALL
232	VEGCANTI	PP/RMP	ALL
233	WASHOUT	PP/RMP	ALL
234	WMPREPL	PP	CA, OR, WA
235	WMPWRAP	PP	CA, OR, WA
236	WRAPMESH	PP/RMP	ALL
237	WRAPNMSH	PP/RMP	ALL
238	XARMBRAC	PP/RMP	ALL

239	XARMSPCR	PP/RMP	ALL
240	XARMSQPN	PP/RMP	ALL
241	XFRBARIR	PP/RMP	ALL
242	XFRFMNR	PP/RMP	ALL
243	XFRGRNDG	PP/RMP	ALL
244	XFRLBOLT	PP/RMP	ALL
245	XFRMBKH	PP/RMP	ALL
246	XFRMBOBR	PP/RMP	ALL
247	XFRMUGRU	PP/RMP	ALL
248	XFRTRNCH	PP/RMP	ALL
249	XRFMBUIN	PP/RMP	ALL
250	COFIBBRG	PP/RMP	ALL
251	COTELBRG	PP/RMP	ALL
252	COTVBRG	PP/RMP	ALL

ODES

DIST_TRANS	OH_UG	CONDITION_GROUP
BOTH	OH	AMI
BOTH	OH	ANCHOR ISSUE
BOTH	OH	ANCHOR ISSUE
BOTH	OH	AVIAN DAMAGE
BOTH	OH	BIRD DAMAGE
BOTH	OH	BIRD DAMAGE
BOTH	OH	BIRD DAMAGE
BOTH	OHUG	INSPECTION ISSUE
BOTH	OH	CAPACITOR

BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	FIBER CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLIMBING SPACE
BOTH	OH	VEGETATION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	COMMUNICATION
BOTH	OH	CATV CONDITION
BOTH	OH	FIBER CONDITION

BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	FIBER CONDITION
BOTH	OH	OTHER CONDITION
BOTH	OH	CONDUCTOR
BOTH	OH	CONDUCTOR
BOTH	OH	CONDUCTOR
BOTH	OHUG	OTHER CONDITION
BOTH	OH	POLE
BOTH	OH	CORONA RING
BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION

BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	COVERED CONDUCTOR
BOTH	OH	COVERED CONDUCTOR
BOTH	OH	COVERED CONDUCTOR
BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	TELCO CLEARANCE CONDITION

BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	TELCO CLEARANCE CONDITION
BOTH	OH	CATV CLEARANCE CONDITION
BOTH	OH	CATV CLEARANCE CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CLEARANCE CONDITION
BOTH	OH	CATV CLEARANCE CONDITION
BOTH	OH	CATV CONDITION
BOTH	OH	CATV CLEARANCE CONDITION
BOTH	OHUG	CUSTOMER RESPONSIBILITY
BOTH	OHUG	CUSTOMER RESPONSIBILITY
BOTH	OH	CUSTOMER RESPONSIBILITY
BOTH	OH	CUTOUT/ARRESTOR
DISTRIBUTION	OH	DISTRIBUTION LOW SAG ISSUE
DISTRIBUTION	OH	DISTRIBUTION HARDWARE
BOTH	OH	EQUIPMENT ARM
BOTH	UG	RIGHT OF WAY ENCROACHMENT

BOTH	OH	RIGHT OF WAY ENCROACHMENT
BOTH	OH	RIGHT OF WAY ENCROACHMENT
BOTH	OH	RIGHT OF WAY ENCROACHMENT
BOTH	OHUG	EQUIPMENT
BOTH	UG	UG PAD / VAULT
BOTH	OH	CUSTOMER RESPONSIBILITY
BOTH	OH	CONCRETE FOOTING
BOTH	OH	FOREIGN ELECTRIC ISSUE
BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95 CLEARANCE
BOTH	OH	GO95 COMM
BOTH	OH	GO95
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
BOTH	OH	GO95 CLEARANCE

BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95
BOTH	OH	GO95 CLEARANCE
BOTH	OH	GO95 CLEARANCE
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
BOTH	OH	GO95 COMM
TRANSMISSION	OH	GROUND

BOTH	OH	GROUND
BOTH	OH	GROUND
BOTH	OH	GROUND
BOTH	OH	GUY
BOTH	OH	GUY
BOTH	OH	GUY
BOTH	OH	GUY
BOTH	OH	GUY
BOTH	OH	GUY
BOTH	OHUG	INSPECTION ISSUE
BOTH	OH	POLE OR CROSS ARM INSULATOR
BOTH	OH	POLE OR CROSS ARM INSULATOR
BOTH	OH	POLE OR CROSS ARM INSULATOR

BOTH	OH	POLE OR CROSS ARM INSULATOR
BOTH	OH	INFRARED CONDITION
BOTH	UG	INFRARED CONDITION
TRANSMISSION	OH	LATTICE STRUCTURE ISSUE
TRANSMISSION	OH	LATTICE STRUCTURE ISSUE
TRANSMISSION	OH	LATTICE STRUCTURE ISSUE
TRANSMISSION	OH	LATTICE STRUCTURE ISSUE
TRANSMISSION	OH	LATTICE STRUCTURE ISSUE
BOTH	OH	LIGHT
BOTH	OH	CATV CONDITION
BOTH	OH	FIBER CONDITION
DISTRIBUTION	OH	CONDUCTOR
BOTH	OH	TELCO CONDITION
BOTH	UG	UG PAD / VAULT
BOTH	UG	UG PAD / VAULT
BOTH	UG	UG PAD / VAULT

BOTH	OH	POLE
BOTH	OH	OTHER CONDITION
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE
BOTH	OH	POLE TOP SWITCH
BOTH	OH	POLE
DISTRIBUTION	OH	TERMINATION
BOTH	OH	RECLOSER
BOTH	OH	REGULATOR
BOTH	OH	RISER
BOTH	OH	RISER
BOTH	OH	RISER
BOTH	OH	RISER
DISTRIBUTION	UG	SECONDARY ENCLOSURE
DISTRIBUTION	OH	CONDUCTOR

BOTH	OH	CONDUCTOR
BOTH	OH	DOCUMENTATION
BOTH	OH	POLE STUB ISSUE
BOTH	OH	POLE STUB ISSUE
BOTH	OH	POLE STUB ISSUE
BOTH	OH	POWER COMPANY CONDITION
BOTH	OH	CLEARANCE CONDITION
DISTRIBUTION	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	VEGETATION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	SERVICE ENTRANCE
BOTH	OH	SERVICE ENTRANCE
DISTRIBUTION	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
DISTRIBUTION	OH	CLEARANCE CONDITION

DISTRIBUTION	OH	CLEARANCE CONDITION
DISTRIBUTION	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	CLEARANCE CONDITION
BOTH	OH	DOCUMENTATION
BOTH	OH	SERVICE CLEARANCE-POWER
BOTH	OH	CLEARANCE CONDITION
DISTRIBUTION	OH	CLEARANCE CONDITION
BOTH	OH	CATV TREE ISSUE
DISTRIBUTION	OH	VEGETATION
BOTH	OH	VEGETATION
BOTH	OH	FIBER TREE ISSUE
BOTH	OH	VEGETATION

BOTH	OH	VEGETATION
BOTH	OH	TELCO TREE ISSUE
TRANSMISSION	OH	VEGETATION
TRANSMISSION	OH	VEGETATION
TRANSMISSION	OH	TRANSMISSION GROUND CLEARANCE ISSUE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION SAG
TRANSMISSION	OH	TRANSMISSION ENCROACHMENT
TRANSMISSION	OH	TRANSMISSION SAG
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	MARKING / SIGN
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION HARDWARE
TRANSMISSION	OH	TRANSMISSION ENCROACHMENT
TRANSMISSION	OH	TRANSMISSION HARDWARE

TRANSMISSION	OH	MARKING / SIGN
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
DISTRIBUTION	OH	UNDERBUILD PROBLEM
BOTH	OH	UNDERBUILD PROBLEM
BOTH	UG	UG PAD / VAULT
BOTH	OH	UNIGROUND
BOTH	OH	UNIGROUND
BOTH	OH	UNIGROUND
BOTH	OHUG	INSPECTION ISSUE
BOTH	OHUG	POLE
BOTH	OH	STRUCTURE INFORMATION
BOTH	OH	STRUCTURE INFORMATION
BOTH	OH	STRUCTURE INFORMATION
BOTH	OH	STRUCTURE INFORMATION
BOTH	OH	CROSS ARM

BOTH	OH	CROSS ARM
BOTH	OH	CROSS ARM
DISTRIBUTION	UG	UG PAD / VAULT
DISTRIBUTION	UG	UG PAD / VAULT
BOTH	OHUG	UG PAD / VAULT
DISTRIBUTION	UG	TRANSFORMER
BOTH	UG	TRANSFORMER
BOTH	OH	TRANSFORMER
BOTH	OHUG	TRANSFORMER
BOTH	UG	UG PAD / VAULT
BOTH	OH	TRANSFORMER
BOTH	OH	FIBER CONDITION
BOTH	OH	TELCO CONDITION
BOTH	OH	CATV CONDITION

DESCRIPTION_DETAILED
AMI RELATED CONDITION
IDLE ANCHOR
PULLED/CORRODED ANCHOR
AVIAN PROTECTION DEVICES DAMAGED
WOODPECKER HOLES
BIRD NEST, LARGE IN PRIMARY
CONTAMINATION/BIRD DROPPINGS
CANT INSPECT DUE TO CUSTOMER OBSTRUCTION
EQUIP DAMAGED/LOOSE

CLEARANCE TO SUPPLY AT MID-SPAN
CLEARANCE TO POWER SUPPLY AT MAST
COMMUNICATION PEDESTRIAN CLEARANCE
CLEARANCE TO SUPPLY AT POLE
CLEARANCE OF MESSENGER TO DRIVABLE SURFACE
CLEARANCE OF MESSENGER TO RAILROAD
CLEARANCE CROSSING SERVICE
THIS IS A CONDITION THAT WAS REASSIGNED TO CLEAR FOR POWER RESPONSIBILITY TO CORRECT COMMUNICATIONS CONDITIONS
CLIMBING SPACE ISSUE
VEGETATION IN CLIMBING SPACE
PRIMARY CONDUCTOR TO BUILDING / SIGN
LOW PRIMARY CONDUCTOR
UNATTACHED CONDUCTOR CLR TO POLE
SERVICE/PRIMARY NEUTRAL TOUCHING GUY/TRANSFORMER/POLE
CELL ANTENNA OR WIFI ANTENNA
ANY CATV RELATED CONDITION THAT CAN NOT BE CATEGORIZED IN OTHER CATV CONDITION CODES
COMM MESSENGER NOT BONDED/GROUNDED

CLIMBING SPACE CONDITION
ANY FIBER RELATED CONDITION THAT CAN NOT BE CATEGORIZED IN OTHER FIBER CONDITION CODES
SISTER OR AUXILIARY EYE
SLACK GUY OR LONG TAIL
NO GUY INSULATOR OR NOT EFFECTIVELY GROUNDED
CLIMBABLE RISER
INCOMPLETE CHANGEOVER/TRANSFER
AIRPORT OR AERIAL MARKER BALL MISSING OR LIGHT FAILED
COILED SERVICE WIRE HANGING FROM POLE
DAMAGED/FRAYED PRIMARY CONDUCTOR
BROKEN LOOSE TIE WIRE OR FLOATING CONDUCTOR
CONDITION OTHER
POLE LEANING, NEEDS EVALUATION
MISSING, DAMAGED OR LOOSE CORONA RING
COMM MESSENGER NOT BONDED/GROUNDED
CLIMBING SPACE CONDITION
ANY TELCO RELATED CONDITION THAT CAN NOT BE CATEGORIZED IN OTHER TELCO CONDITION CODES

SISTER OR AUXILIARY EYE
SLACK GUY OR LONG TAIL
NO GUY INSULATOR OR NOT EFFECTIVELY GROUNDED
CLIMBABLE RISER
INCOMPLETE CHANGEOVER/TRANSFER
COMM MESSENGER NOT BONDED/GROUNDED
CLIMBING SPACE CONDITION
SISTER OR AUXILIARY EYE
SLACK GUY OR LONG TAIL
NO GUY INSULATOR OR NOT EFFECTIVELY GROUNDED
CLIMBABLE RISER
INCOMPLETE CHANGEOVER/TRANSFER
COVERED CONDUCTOR CONDITION FRAYED
COVERED CONDUCTOR CONDITION LOOSE
COVERED CONDUCTOR CONDITION OTHER CONDITION
CLEARANCE TO SUPPLY AT MID-SPAN
CLEARANCE TO POWER SUPPLY AT MAST
COMMUNICATION PEDESTRIAN CLEARANCE
CLEARANCE TO SUPPLY AT POLE

CLEARANCE OF MESSENGER TO DRIVABLE SURFACE
CLEARANCE OF MESSENGER TO RAILROAD
CLEARANCE CROSSING SERVICE
CLEARANCE TO SUPPLY AT MID-SPAN
CLEARANCE TO POWER SUPPLY AT MAST
COMMUNICATION PEDESTRIAN CLEARANCE
CLEARANCE TO SUPPLY AT POLE
CLEARANCE OF MESSENGER TO DRIVABLE SURFACE
CLEARANCE OF MESSENGER TO RAILROAD
CLEARANCE CROSSING SERVICE
NO ACCESS/ACCESS DENIED/LOCKED GATE/CUSTOMER VEG. ISSUE
CUSTOMER RESPONSIBILITY
LIGHT, WIRE, ANTENNA, OR OTHER CUSTOMER ITEM ATTACHED TO POLE
CUTOUT/ARRESTOR ISSUE
LOW SAG PRIMARY OR OPEN SECONDARY
MISSING OR LOOSE HARDWARE
EQUIPMENT ARM IS SPLIT/ CRACKED/ ROTTEN/ TWISTED/ TRACKING
UG CONFLICT

CUSTOMER ITEM WITHIN MINIMUM APPROACH DISTANCE
LIGHT, WIRE, ANTENNA, OR OTHER CUSTOMER ITEM ATTACHED TO POLE
CUSTOMER ITEM LESS THAN 3" AT SERVICE ENTRANCE
EQUIPMENT LEAKING OIL
DAMAGED CONCRETE OR FIBERGLASS PAD / VAULT
FIRE HYDRANT TOO CLOSE TO POLE
NEEDS TREATMENT OR CAP, IS BELOW GRADE, SEVERELY CRACKED/CRUMBLING
THIS IS FOR INTERNAL COMPANY USE AND FOR IDENTIFYING A FOREIGN ELECTRIC ATTACHMENT FACILITY DEFICIENCY
PERMANENTLY IDLE/ ABANDONED EQUIPMENT/CONDUCTOR
MISSING BOLT COVERS
10 INCH CLEARANCE FROM EQUIPMENT TO SEC, NEUT OR SERVICE
FIBER CLIMBING SPACE CONDITION
CLIMBING SPACE HAZARD
TELEPHONE CLIMBING SPACE CONDITION
CABLE TV CLIMBING SPACE CONDITION
SERVICE TOO LOW OVER GROUND

COMMON NEUTRAL SIGN MISSING
BROKEN GUY
GUY OR INSULATOR IN BARREL OF PROXIMITY
HIGH VOLTAGE SIGN MISSING
MOLDING BROKEN, MISSING OR LOOSE
POLE STUB - UNDER 8.5 FEET IN PED AREA
SERVICE WITHIN 3' OF HOUSE UNATTACHED
MUST MAINTAIN 3" BETWEEN SERVICE WIRE AND POLE OR CROSSARM
NOT PROPERLY ATTACHED TO POLE OR ABANDONED EQUIPMENT
NOT PROPERLY ATTACHED TO POLE OR ABANDONED EQUIPMENT
UNATTACHED TO POLE WITHIN 15 INCHES
NOT PROPERLY ATTACHED TO POLE OR ABANDONED EQUIPMENT
UNATTACHED TO POLE WITHIN 15 INCHES
UNATTACHED TO POLE WITHIN 15 INCHES
TRANSMISSION 230KV AND UP. BROKEN/MISSING GROUND OR INSUFFICIENT NUMBER OF GROUNDS. PROTRUDING NAILS.

BROKEN OR MISSING GROUND DISTRIBUTION, AND TRANSMISSION < 230KV
HIGH GROUND ROD
GROUND BROKEN AT SHIELD WIRE / FIBER OPTIC GROUND
BROKEN/CORRODED GUY
HIGH GUY INSULATOR
LOW GUY INSULATOR
MISSING/BROKEN GUY MARKER
NO GUY INSULATOR OR NOT EFFECTIVELY GROUNDED
SLACK GUY
GUY TAIL TOO LONG
CANT INSPECT DUE TO NON-CUSTOMER OBSTRUCTION
BROKEN/GUNSHOT INSULATOR
DAMAGED/LOOSE OR MISSING HARDWARE - DISTRIBUTION OR DISCOLORATION OR OTHER DAMAGE
INSULATOR CONTAMINATED OR DIRTY

INSULATOR (NOT SUSPENSION) NEEDS REP
DIST OR TRANS IR CONDITION
DIST OR TRANS IR CONDITION
ANODE CONNECTION ISSUE
BENT MEMBER
EXCESSIVE CORROSION
MISSING / LOOSE BOLTS / HARDWARE
MISSING MEMBERS
DAMAGED/LOOSE HARDWARE
ONE OR MORE LASHING WIRES ARE BROKEN OR LOOSE ON THE CABLE TELEVISION LINE
ONE OR MORE LASHING WIRES ARE BROKEN OR LOOSE ON THE FIBER OPTIC LINE
ONE OR MORE LASHING WIRES ARE BROKEN OR LOOSE ON THE SECONDARY PAPS (PARLEY) CABLE.
ONE OR MORE LASHING WIRES ARE BROKEN OR LOOSE ON THE TELEPHONE LINE
DAMAGED FIBERCRETE PAD / SPALLING OR CRACKING
CRACKED OR BROKEN INSULATOR IN SWITCHGEAR
REPOSITION EQUIPMENT ON PAD AND/OR REPLACE EQUIPMENT OR NEEDS FILL

POLE THAT HAS BEEN MECHANICALLY DAMAGED (NOT SUFFICIENTLY TO BE REPLACED), GENERALLY SCRAPED BY A TRUCK OR OTHER VEHICLE.
POLE/ANCHOR SET IN CURB / ROADWAY
DECAY REJECT REPLACE
DAMAGE REJECT RESTORE
DAMAGE REJECT REPLACE
DECAY REJECT RESTORE
POLE STEP LESS THAN 8 FT ABOVE GROUND
ROTTED/SPLIT/FEATHERED POLE TOP
TRACKING ON POLE
DAMAGED OR SEVERELY CORRODED CONNECTION
THIS IS A STRUCTURE THAT IS LESS THAN 4 FEET OF THE CURB OR ROAD EDGE AND DOES NOT HAVE ANY VISIBILITY STRIPING OR OTHER PROTECTIVE-TYPE BARRIER
DAMAGED TERMINATION ON UNDERGROUND RISER OR DIP POLES
EQUIP DAMAGED/LOOSE
EQUIP DAMAGED/LOOSE
BROKEN CONDUIT/JOINT SEPARATED OR IDLE RISER
CLIMBABLE
MISSING GROUNDING STRAP
MISSING/BROKEN CONDUIT STRAPS
BROKEN BOX/PEDESTAL
DAMAGED/FRAYED SECONDARY CONDUCTOR

WHITE-GRAY PAPS SECONDARY CABLE
SPLICE ON OH CONDUCTOR
BARE POLE - CUSTOMER USE - BILL OF SALE
BARE POLE REMOVE STUB, OVER 2 FT TALL
BARE POLE REMOVE STUB, UNDER 2 FT TALL
THIS IS A CONDITION THAT IS REASSIGNED TO POWER RESPONSIBILITY THAT IS NOT RELATED TO A COMMUNICATIONS CONDITION
CLEARANCE OF SERVICE POLE-TO-WEATHERHEAD OVER COMMERCIAL DRIVEWAY
CLEARANCE OF SERVICE OVER YARD CUSTOMER WIRE
CLEARANCE OF SERVICE TO DECK
SERVICE WIRE DEFLECTED BY VEGETATION
CLEARANCE OF SERVICE OVER DRIVEWAY
HOUSE KNOB PULLED OUT, OR BROKEN SERVICE GRIP OR ATTACHMENT
BARE CONNECTORS AT WEATHER HEAD
CLEARANCE OF SVC OVER YARD GUARD
SERVICE TOUCHING NEUTRAL
CLEARANCE OF SERVICE OVER YARD POINT OF ATTACHMENT

CLEARANCE OF SERVICE OVER YARD CUSTOMER POINT OF ATTACHMENT
CLEARANCE OF SVC OVER YARD
SERVICE CLEARANCE OVER POOL, HOT TUB
CLEARANCE OF SERVICE OVER ROADWAY OR POLE-TO-POLE OVER COMMERCIAL DRIVEWAY
SERVICE TOO LOW OVER ROOF
CLEARANCE TO RAILROAD (HORIZONTAL/VERTICAL)
SERVICE RUBBING COMM
SERVICE RUBBING HOUSE/ BUILDING
CLEARANCE TO ADJOINING SERVICE
SERVICE WIRE SUPPORTED BY A TREE (TREE POLE)
LOW WEATHERHEAD CLEARANCE
SERVICE TOO CLOSE TO WINDOW / SIGN
CLR OF SVC OVER YARD
TREE LIMB DEFLECTING CATV LINE CAUSE STRAIN ON POLE OR SUPPLY LINE(S)
DISTRIBUTION - TREE CONTACTING PRIMARY
CLIMBABLE TREE TO PRIMARY
TREE LIMB DEFLECTING FIBER LINE CAUSE STRAIN ON POLE OR SUPPLY LINE(S)
TREE CONTACTING OPEN (BARE CONDUCTOR) SECONDARY

TREE LIMB SEVERELY DEFLECTING SECONDARY SUPPLY (NON-BARE) LINE CAUSE STRAIN ON POLE OR ABRASION OF SECONDARY/SERVICE SUPPLY LINE(S)
TREE LIMB DEFLECTING TELCO LINE CAUSE STRAIN ON POLE OR SUPPLY LINE(S)
TRANSMISSION - TREE CONTACTING LINE
TRANSMISSION - TREE CLEARANCE
CLEARANCE TO GROUND
DAMAGED/LOOSE C-HOOK OR PHASE FITTING
LOW SAG
CONSTRUCTION/BUILDING/LANDSCAPING/ BACKFILL
UNEVEN SAG
LOOSE INSULATOR ATTACHMENT HARDWARE
HARDWARE NOT BONDED
LOOSE X-BRACE ATTACHMENT HARDWARE
LOOSE/MISSING X-BRACE CENTER CLAMP/NUT
DAMPER MISSING/DAMAGED/SLIPPED
TRANSMISSION TOWER HIGH VOLTAGE SIGN FADED/MISSING
MISSING/WEAK COTTER KEY
HARDWARE LOOSE
MISSING NUTS
SOIL MOVEMENT
PIN FALLING OUT

MISSING TRANSMISSION LINE INTERSECTION AERIAL IDENTIFICATION SIGN
DISTRIBUTION CROSS ARM
DISTRIBUTION ANCHOR ISSUE
DISTRIBUTION CONDUCTOR ISSUE
BROKEN/CUT GROUND
ARRESTOR/CUTOUT ISSUE
BROKEN DISTRIBUTION GUY
SLACK DISTRIBUTION GUY
BROKEN TIE WIRE
CROSS ARM ON DISTRIBUTION ISSUE
MISSING HARDWARE
BROKEN INSULATOR
PRIMARY UG ELBOW ISSUE
BROKEN / MISSING MOLDING ON DELTA OR UNIGROUND SYSTEM
SEPARATION B/T GRD RODS LESS THAN 20 FT
SINGLE GROUND
CANT INSPECT DUE TO VEGETATION
POLE WASHOUT - NEEDS BACKFILL
PROACTIVE REPLACEMENT OF WOODEN POLES WITH NON-WOODEN SOLUTIONS PER WMP
PROACTIVE FIRE WRAPPING OF POLES PER WMP
MESH TYPE FIRE WRAPPED POLES
NON-MESH FIRE WRAPPED POLES
CROSS BRACE BROKEN/MISSING/LOOSE

ARM SPLIT/CRACKED/ROTTEN/TWISTED/TRACKING
SQUATTER PIN
MISSING LIVEFRONT BARRIERS
EXCESSIVE FOREIGN MATERIAL IN XFMR
BROKEN/MISSING GROUND OR INSUFFICIENT NUMBER OF GROUNDS.
LIFTING BOLTS NOT REMOVED OR TURNED
BROKEN LATCH/HINGES OR MISSING LOCK ON UG
LOOSE BOLTS/ BRACKET OR MISSING BOLTS
OH OR UG TRANSFORMER SEVERELY RUSTED, DOOR OR TANK RUSTED ALLOWING ACCESS ON UG
TRENCHING FROM PAD WAS NOT PROPERLY BACKFILLED.
BROKEN BUSHING/INSULATOR
BROKEN GUY OR PULLED ANCHOR
BROKEN GUY OR PULLED ANCHOR
BROKEN GUY OR PULLED ANCHOR

UPDATED: 3/9/2023

DESCRIPTION_DROP_DOWN	PRIORITY
AMI RELATED CONDITION	B
ANCHOR - IDLE ANCHOR	A/B
ANCHOR - PULLED/CORRODED	A/B
AVIAN PROTECTION DEVICE DAMAGED	A/B/D
BIRDDMG - WOODPECKER HOLES	B
BIRDNST - NEST IN PRIMARY	B
BIRD WASTE-CONTAMINATION/DROPPINGS	B
INSP ISSUE - CUSTOMER OBSTRUCTION	B
CAPACITOR DAMAGED/LOOSE	B

CLEARANCE-FIBER AT MIDSPAN	B
CLEARANCE-FIBER AT MAST	B
COMMUNICATION PEDESTRIAN CLEARANCE	A/B
CLEARANCE-FIBER AT POLE	B
CLEARANCE-FIBER TO ROAD	A/B
CLEARANCE OF MESSENGER TO RAILROAD	A/B
CLEARANCE-FIBER XING SERVICE	B
CLEAR-POWER TO CORRECT COMM CLR	A/B
CLIMBING HAZARD	B
VEGETATION IN CLIMBING SPACE	B
CLEARANCE: PRIMARY-BUILDING/SIGN	A
CLEARANCE: PRIMARY LOW	A
UNATTACHED CONDUCTOR CLEARANCE TO POLE	B
CLEARANCE TOUCHING GUY/XFMR/POLE	B
ANTENNA CELL OR WIFI	B
COND-CATV GENERAL	A/B/C
COMM MESSENGER NOT BONDED/GROUNDED	B

COND-FIBER CLIMBING SPACE	B
COND-FIBER GENERAL	A/B/C
COND-FIBER AUX/SISTER EYE	B
COND-FIBER SLACK GUY-LONG TAIL	B
COND-FIBER NO GUY INSUL/NOT GRNDED	B
COND-FIBER RISER CLIMBABLE	A/B
COND-FIBER INCOMPLETE TRANSFER	B
COND-MARKER BALL MSSNG/LIGHT FAILED	A/B
CONDUCTOR COILED AT POLE	A/B
CONDUCTOR DAMAGED/FRAYED	A/B
CONDUCTOR FLOATING/TIE WIRE BRK/LOOSE	A
CONDITION OTHER	A/B/D
CONDITION POLE LEANING	A/B
CORONA RING	A
COMM MESSENGER NOT BONDED/GROUNDED	B
COND-TELCO CLIMBING SPACE	B
COND-TELCO GENERAL	A/B/C

COND-TELCO AUX/SISTER EYE	B
COND-TELCO SLACK GUY-LONG TAIL	B
COND-TELCO NO GUY INSUL/NOT GRNDED	B
COND-TELCO RISER CLIMBABLE	A/B
COND-TELCO INCOMPLETE TRANSFER	B
COMM MESSENGER NOT BONDED/GROUNDED	B
COND-CATV CLIMBING SPACE	B
COND-CATV AUX/SISTER EYE	B
COND-CATV SLACK GUY-LONG TAIL	B
COND-CATV NO GUY INSUL/NOT GRNDED	B
COND-CATV RISER CLIMBABLE	A/B
COND-CATV INCOMPLETE TRANSFER	B
COVERED CONDUCTOR CONDITION FRAYED	A/B
COVERED CONDUCTOR CONDITION LOOSE	A
COVERED CONDUCTOR CONDITION OTHER CONDITION	A/B
CLEARANCE-TELCO AT MIDSPAN	B
CLEARANCE-TELCO AT MAST	B
COMMUNICATION PEDESTRIAN CLEARANCE	A/B
CLEARANCE-TELCO AT POLE	B

CLEARANCE-TELCO TO ROAD	A/B
CLEARANCE OF MESSENGER TO RAILROAD	A/B
CLEARANCE-TELCO XING SERVICE	B
CLEARANCE-CATV AT MIDSPAN	B
CLEARANCE-CATV AT MAST	B
COMMUNICATION PEDESTRIAN CLEARANCE	A/B
CLEARANCE-CATV AT POLE	B
CLEARANCE-CATV TO ROAD	A/B
CLEARANCE OF MESSENGER TO RAILROAD	A/B
CLEARANCE-CATV XING SERVICE	B
CUSTOMER ACCESS/VEG ISSUE	B
CUSTOMER RESPONSIBILITY	A/B/D
CUSTOMER WIRE/LIGHT/OTHER ATTACH POLE	B
CUTOUT/ARRESTOR	A/B/D
LOW SAG PRIMARY OR OPEN SECONDARY	D
MISSING OR LOOSE HARDWARE	A/B
EQUIPMENT ARM ISSUE	A/B
ENCROACHMENT R.O.W. UG CONFLICT	D

ENCROACHMENT R.O.W. CUST IN M.A.D.	B
ENCROACHMENT R.O.W. CUST ATTCH POLE	A/B
CUSTOMER ITEM <3" AT SERVICE ENTRANCE	A/B
EQUIPMENT LEAKING OIL	A / B
PAD/VAULT DAMAGED	A/B
FIRE HYDRANT CLR TO POLE	B
FOOTING, CONCRETE	B/D
FOREIGN ELECTRIC ISSUE	A/B/D
GO95 ABANDONED EQUIPMENT	C
GO95 BOLT COVERS MISSING	C
GO95 CLEARANCE CONDITION	B/C
GO95 CLIMBING SPACE - FIBER ISSUE	B
GO95 CLIMBING SPACE - POWER ISSUE	B
GO95 CLIMBING SPACE - TELCO ISSUE	B
GO95 CLIMBING SPACE - TV ISSUE	B
GO95 GROUND CLEARANCE CONDITION	A/B

GO95 COMMON NEUTRAL SIGN MISSING	C
GO95 GUY BROKEN	A/B/C
GO95 GUY/INSUL IN BARREL OF PROXIMITY	C
GO95 HIGH VOLTAGE SIGN MISSING	C
GO95 MOLDING BROKEN/CRACKED/MISSING	B/C
GO95 POLE STUB ISSUE	A/B
GO95 SERVICE CLEARANCE ISSUE	B
GO95-NEED 3" GAP SVC TO POLE/XARM	B
GO95 CATV IMPROPERLY ATTCH/ABANDN	C
GO95 FIBER IMPROPERLY ATTCH/ABANDN	C
GO95 FIBER UNATTACHED W/IN 15"	B
GO95 TELCO IMPROPERLY ATTCH/ABANDN	C
GO95 TELCO UNATTACHED W/IN 15"	B
GO95 CATV UNATTACHED W/IN 15"	B
GROUND BRK/MSNG 230KV AND HIGHER	A

GROUND BRK/MSNG LESS THAN 230KV	A/B
GROUND ROD HIGH	A/B
GROUND-BROKEN AT SHIELD WIRE/FIBER	A/B
GUY BROKEN/CORRODED	A/B
GUY INSULATOR HIGH	B
GUY INSULATOR LOW	B
GUY MARKER MISSING/BROKEN	B/C
GUY NOT GROUNDED/NO INSULATOR	B
GUY SLACK	A/B
GUY TAIL TOO LONG	B
INSP ISSUE - NON-CUSTOMER OBSTRUCTION	B
INSULATOR BROKEN/SHOT	A/B/D
INSULATOR DAMAGE/LOOSE/MSSNG EQUIP	A/B/D
INSULATOR DIRTY/CONTAMINATED	D

INSULATOR NEEDS REPOSITIONING	A/B
DIST OR TRANS IR CONDITION	A/B
DIST OR TRANS IR CONDITION	D
LATTICE STRC-ANODE CONNECTION	B
LATTICE STRC-BENT MEMBER	B
LATTICE STRC-EXCESSIVE CORROSION	B
LATTICE STRC-MISSING BOLTS/HDWARE	A/B
LATTICE STRC-MISSING MEMBERS	A/B
LIGHT - DAMAGED/LOOSE HARDWARE	A/B
LASHING WIRE - CATV	A
LASHING WIRE - FIBER	A
BROKEN LASHING WIRE ON SECONDARY PARLEY CABLE	A
LASHING WIRE - TELCO	A
PAD-DAMAGED/SPALLING/CRACKING	A/B
PAD-INSULATOR IN SWITCHGEAR BROKEN	A
PAD-REPOSITION/REPLACE EQUIPMENT	A/B

POLE-ABRADED BY VEHICLE	D
POLE-ANCHOR SET IN CURB/ROADWAY	B
POLE-DECAY/REJECT/REPLACE	A/B
POLE-DAMAGE/REJECT/RESTORE	A/B
POLE-DAMAGE/REJECT/REPLACE	A/B
POLE-DECAY/REJECT/RESTORE	A/B
POLE-STEP <8 FEET ABOVE GROUND	B
POLE-TOP FEATHERED/ROTTED/SPLIT	A/B/D
TRACKING ON POLE	A/B
DAMAGED OR SEVERELY CORRODED CONNECTION	A/B
POLE-VIS. STRIPE/BARRIER MISSING	D
TERMINATION CONNECTION ISSUE	A
RECLOSER EQUIPMENT DAMAGED/LOOSE	B
REGULATOR EQUIPMENT DAMAGED LOOSE	B
RISER BRKN/SEPARATED CONDUIT/JOINT	A/B
RISER CLIMBABLE	A/B
RISER GROUND STRAP MISSING (STEEL)	B
RISER MISSING/BRK CONDUIT STRAPS	A/B
SECONDARY ENCL BROKEN BOX/PEDESTAL	A
SECONDARY ISSUE	A/B

SECONDARY CABLE WHITE-GRAY PAPS	D
SPLICE ON OH CONDUCTOR	D
STUB-CUST USE-BILL OF SALE	B
STUB-REMOVE-OVER 2 FEET TALL	B
STUB-REMOVE-UNDER 2 FEET TALL	A/B
SUPPLYCO-POWER CONDITION NOT COMM	A/B
SVC CLR TO WHD OVER CMRCL DVWY	A/B
SVC CLEARANCE OVER YARD-CUST WIRE	A/B
SVC CLEARANCE OVER DECK	A/B
SVC DEFLECTED BY VEGETATION	B
SVC DRIVEWAY CLEARANCE CONDITION	A/B
SVC ENTRANCE-BRKN GRIP/ATTACHMENT	A/B
SVC ENT BARE CONNECTOR AT WHD	A/B
CLEARANCE OF SVC OVER YARD GUARD	A/B
SVC TOUCHING NEUTRAL	B
SVC CLR YARD POA	A/B

SVC CLR YARD CUSTOMER POA	A/B
CLEARANCE OF SVC OVER YARD	A/B
SVC POOL/HOT TUB CLEARANCE	A
SVC ROAD/POLE2POLE OVER CMRCL.DVWY	A/B/D
SVC ROOF CLEARANCE	B
CLEARANCE TO RAILROAD (HORIZ/VERTICAL)	A/B
SVC RUBBING COMMUNICATION WIRE	A
SVC RUBBING HOUSE/BUILDING	B
CLEARANCE TO ADJOINING SERVICE	B
SERVICE WIRE SUPPORTED BY A TREE	D
LOW WEATHERHEAD CLEARANCE	A/B
SVC WINDOW CLEARANCE	B
CLR OF SVC OVER YARD	A/B
TREE DEFLECT TV LINE	B
DISTRIBUTION - TREE CONTACTING PRIMARY	A / D
TREE CLIMBABLE	A
TREE DEFLECT FIBER LINE	B
TREE CONTACTING OPEN SECONDARY	A / D

SVC SEVERELY DEFLECTED/ABRADED BY VEGETATION	A
TREE DEFLECT TELCO LINE	B
TRANSMISSION - TREE CONTACTING LINE	A / D
TREE TO TRANSMISSION CLEARANCE	A / D
TRANSM GROUND CLEARANCE ISSUE	A/B
TRANSMISSION DAMAGED C-HOOK OR PHASE FITTING	A
TRANSMISSION LOW SAG ISSUE	A/B
TRANSMISSION ENCROACHMENT	A/B
TRANSMISSION UNEVEN SAG ISSUE	A/B
TRANS LOOSE INSULATOR ATTACHMENT	A
TRANS HARDWARE NOT BONDED	B
TRANS-LOOSE XBRACE ATTACHMENT	A
TRANS-LOOSE/MISSING XBRACE CTR NUT	A
TRANS-DAMPER MISSING/DMG/SLIPPED	A/B
TRANS-HIGH VOLTAGE SIGN FADED/MISSING	B
TRANS-COTTER KEY MISSING/WEAK	A/B
TRANS-HARDWARE LOOSE	A/B
TRANS-MISSING NUTS	A/B
TRANS-SOIL ENCROACHMENT	A/D
TRANS-PIN FALLING OUT	A/B

TRANS-LINE INTERSECTN SIGN MISSING	A/B
UNDERBUILD-CROSS ARM	A/B
UNDERBUILD-DISTRIBUTION ANCHOR	A/B
UNDERBUILD-DISTRIBUTION CONDUCTOR	A/B
UNDERBUILD-GROUND BROKEN/CUT	A/B
UNDERBUILD-ARRESTOR/CUTOUT	A/B/D
UNDERBUILD-DISTRIBUTION GUY BROKEN	A/B
UNDERBUILD-DISTRIBUTION GUY SLACK	A/B
UNDERBUILD-TIE WIRE BROKEN	A
UNDERBUILD-DISTRIB. CROSSARM	A/B
UNDERBUILD-MISSING HARDWARE	A/B
UNDERBUILD-INSULATOR BROKEN	A/B
UG-PRIMARY ELBOW	A
UNIGROUND-BROKEN/MISSING MOLDING	B
UNIGROUND-GRD ROD SEPARATION <20FT	B
UNIGROUND-SINGLE GROUND	B
INSP ISSUE - VEGETATION	B
WASHOUT	A/B
WMP CA POLE REPL	D
WMP CA POLE WRAP	D
WRAPPED POLE - MESH TYPE FIRE	D
WRAPPED POLE - NON-MESH FIRE	D
XARM-CROSS BRACE BROKEN/MISSING/LOOSE	A/B

ARM SPLIT/CRACKED/ROTTEN/TWISTED/TRACKING	A/B
XARM-SQUATTER PIN	B
MISSING LIVEFRONT BARRIERS	B/D
EXCESSIVE FOREIGN MATERIAL IN XFMR	B/D
GROUND BROKEN/MISSING/INSUFFICIENT #	B
LIFTING BOLTS NOT REMOVED OR TURNED	B/D
XFRM-BROKEN LATCH/HINGE/LOCK MISSING	A
XFRM-LOOSE/MISSING BOLTS/BRACKET	A/B
XFRM-SEVERELY RUSTED/ALLOW ACCESS	A/B
TRENCHING FROM PAD NOT PROPERLY BACKFILL	B
XFRM-BUSHING/INSULATOR BROKEN	A/B
COND-FIBER BROKEN GUY/PULLED ANCHOR	A
COND-TELCO BROKEN GUY/PULLED ANCHOR	A
COND-CATV BROKEN GUY/PULLED ANCHOR	A

DIFFERENTIATING	POLICY_REFERENCE
AMI related condition which cannot be categorized in other condition codes. Physical damage to AMI equipment. RMP Only	N/A
For RMP, "A" if ground rod is not flush with or below the ground level in high pedestrian traffic area. "B" if not in high pedestrian traffic area	N/A
"A" if anchor is pulled or > 50% corrosion. "B" is < 50% corrosion present or other damage. Buried anchor is not a condition.	Policy 009
"A" if potential to affect system reliability. "B" if not immediate hazard. Priority "D" if not threat to reliability or safety.	Policy 244
See policy references. Request a follow-up inspection (climbing or bucket truck) to determine extent of damage. OREGON: inspection performed no later than one year from date of discovery. CALIFORNIA: inspection performed no later than four calendar years from date of discovery. WASHINGTON, IDAHO, UTAH, and WYOMING: inspection recommended no later than four calendar years from date of discovery.	Policy 045
“B” if likely to compromise reliability - notify area manager. Otherwise not a condition. For bird mortalities, contact Environmental Services.	Policy 244; Bird Flowchart Combined Mortality and Nest
B if likely to compromise reliability	N/A
In comments note access issue. Construction obstruction, customer refusal, dog/animals, locked gate, honeybee box. See VEGCANTI and INSPISSU for vegetation and non-customer related obstructions.	Policy 361, 298, 298 & 013
	Policy 009

Less than 100% of clearance is "B". Pole to pole midspan and/or service worker safety clearances are required.	N/A
Less than 12" at mast.	N/A
Less than 8' clearance is "A". Between 8' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need worker safety zone and to street light.	N/A
Less than 14' clearance is "A". For pole-to-pole over residential driveways, less than 80% of the required clearance is "A". Less than 100% is a B	N/A
Less than 22' clearance is "A". Between 22' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need 24" when off different support structure.	N/A
	N/A
Supply issue in climbing space (long bolts, loose ground wire, vines/vegetation, etc.). In CA, climbing space hazards that are more than a supply space issue use condition code GO95CLMP.	Policy 009
PP Only - Climbing Hazard Due To Vegetation In Climbing Space	N/A
	N/A
Use GO95 clearances in CA; NESC clearances in all other states	N/A
less than 5 ft. to supply. Effectively grounded neutrals and service conductors of 300V or less can be 3 ft.	N/A
	N/A
Cell Antenna Or Wifi Antenna Related Conditions Which Cannot Be Categorized In Other Condition Codes	N/A
"C" condition only applies to California	N/A
Messengers shall be effectively grounded	N/A

Any condition resulting in no available climbing space. Thru-bolts are condition only if 4" beyond nut and in the only available climbing space.	N/A
"C" condition only applies to California	N/A
SISTER OR AUXILIARY EYE, married guy	N/A
	N/A
No guy insulator or is not effectively grounded	N/A
"A" if climbable into primary/neutral/open secondary. "B" if climbable into insulated secondary, or if supply riser is on same pole. Not a condition if no supply riser on pole and not climbable into supply.	N/A
Comm has not transferred to new pole.	N/A
FAA required markers and lights. "A" if light failed. "B" if marker missing. Transmission and distribution.	N/A
A if energized and near comm lines/in public space. Otherwise "B"	Policy 009
Dependent on degree of damage, > 50% of conductor strands cut = "A". If more than surface strands damaged, "B"	Policy 009
If loose enough to free conductor, "A".	Policy 009
Used where no other condition code description defines issue. Inspector will need to document in detail issue. Priority D is RMP only.	N/A
If leaning into roadway and an immediate hazard to vehicular traffic, "A". If leaning severely, "A". If leaning moderately in urban area, "B".	N/A
	N/A
Messengers shall be effectively grounded	N/A
Any condition resulting in no available climbing space. Thru-bolts are condition only if 4" beyond nut and in the only available climbing space.	N/A
"C" condition only applies to California	N/A

SISTER OR AUXILIARY EYE, married guy	N/A
	N/A
No guy insulator or is not effectively grounded	N/A
"A" if climbable into primary/neutral/open secondary. "B" if climbable into insulated secondary, or if supply riser is on same pole. Not a condition if no supply riser on pole and not climbable into supply.	N/A
Comm has not transferred to new pole.	N/A
Messengers shall be effectively grounded	N/A
Any condition resulting in no available climbing space. Thru-bolts are condition only if 4" beyond nut and in the only available climbing space.	N/A
SISTER OR AUXILIARY EYE, married guy	N/A
	N/A
No guy insulator or is not effectively grounded	N/A
"A" if climbable into primary/neutral/open secondary. "B" if climbable into insulated secondary, or if supply riser is on same pole. Not a condition if no supply riser on pole and not climbable into supply.	N/A
Comm has not transferred to new pole.	N/A
Dependent on degree of damage, > 50% of conductor strands cut = "A". If more than surface strands damaged, "B"	TBD
If loose enough to free conductor, "A".	TBD
Another condition related to covered conductor, include in notes details.	TBD
Less than 100% of clearance is "B". Pole to pole midspan and/or service worker safety clearances are required.	N/A
Less than 12" at mast.	N/A
Less than 8' clearance is "A". Between 8' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need worker safety zone and to street light.	N/A

Less than 14' clearance is "A". For pole-to-pole over residential driveways, less than 80% of the required clearance is "A". Less than 100% is a B	N/A
Less than 22' clearance is "A". Between 22' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need 24" when off different support structure.	N/A
Less than 100% of clearance is "B". Pole to pole midspan and/or service worker safety clearances are required.	N/A
Less than 12" at mast.	N/A
Less than 8' clearance is "A". Between 8' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need worker safety zone and to street light.	N/A
Less than 14' clearance is "A". For pole-to-pole over residential driveways, less than 80% of the required clearance is "A". Less than 100% is a B	N/A
Less than 22' clearance is "A". Between 22' feet and required clearance is "B".	N/A
If less than 100% of clearance, "B". Need 24" when off different support structure.	N/A
Note problem in IF and record address. RMP ONLY	N/A
Customer significant risk is "A". Customer low risk is "B". Customer meter pole is "D"	N/A
Antenna or other Customer items attached to pole >10' from supply space. See ENCHRW for items <10' from supply space.	N/A
Smoking, Sparking, tracking, Cracked porcelain, or split polymer is "A". "B" If Jumpered out or parts missing. Blown Arrestor is "B". Priority D is RMP only for idle equip or porcelain cutout; note in comment field.	Policy 009
Information only to support record keeping or other programs. Priority D is RMP only.	N/A
"A" if missing hardware. "B" if loose hardware. Expanded spring not a condition. Note hardware in comment field.	N/A
Severe, "A". Moderate, "B". This code does not include: weather station equipment arms, guy arms, or crossarms.	N/A
Indicate issue in comment field. Priority D is RMP only.	N/A

RMP only: Customer item is attached at pole more than 10' from lowest power. For PP, use CUSTWIRE.	N/A
If within 40" of primary or open secondary conductor, "A". Between 40" and 10' is a "B". Otherwise it gets classified as (ENCHCUST RMP) or (CUSTWIRE PP). Public safety signs may be grandfathered (Priority "G") per operations.	N/A
A priority if contacting, B if customer is less than 3" at service entrance	N/A
Actively leaking oil onto the ground or into the environment is "A". Weeping oil is a priority B (California Only). Note type of equipment leaking oil in comment field.	Policy 009
Exposed with access is "A". Badly damaged w/o access is "B".	N/A
Resolve with local fire dept.	N/A
RMP only: Priority B is RMP only, for severe deterioration/damage with exposed rebar needs treatment. Minor deterioration (erosion, cracking, spalling, flaking, chipping) of concrete without exposed rebar is "D". PP only: any deterioration or damage is a "D" priority."	N/A
Priority D is RMP only.	N/A
Idle and abandoned conductors and equipment are a priority C. Pacific Power Only.	N/A
Bolts supporting energized equipment are required to be covered. Pacific Power Only. California Only.	N/A
"B" if wire is contacting transformer, capacitor or other similar apparatus. "C" if clearance is less than 10". Pacific Power Only. California Only.	N/A
Pacific Power Only. California Only.	N/A
Record as a condition if climbing hazard cannot be easily remedied during ascent. Pacific Power Only. California Only.	N/A
Pacific Power Only. California Only.	N/A
Pacific Power Only. California Only.	N/A
"A" = less than 7'. "B" = from 7' to 8.49'. Pacific Power Only. California Only.	N/A

Neutral sign may be a >1" tag or sign with text >3".	N/A
"A" if broken/damaged in barrel of proximity to HV, "B" if out of proximity. Pacific Power Only. California Only.	N/A
Guy and insulator must be more than one foot from primary. Insulator also must be a) more than 6' from pole and b) more than 8' below primary. Pacific Power Only. California Only.	N/A
HV sign missing, faded or cracked, exception for remote locations which are inaccessible by vehicle. Pacific Power Only. California Only.	N/A
"B" if in communications or public area, otherwise "C". Pacific Power Only. California Only.	N/A
"A" = hollowed out butt in pedestrian area. "B" = pedestrian area and less than 8.5' high. Pacific Power Only. California Only.	N/A
3' horizontal clearance is required. No requirement if attached, In California Only. Pacific Power Only.	N/A
California supply service only. Pacific Power Only.	N/A
Pacific Power Only. California Only.	N/A
Pacific Power Only. California Only.	N/A
See Table 1 Case B8 and Rule 84.4D. Need 15 inches to pole centerline. If supply is attached and comm pole is not within ten feet of supply pole, need 22.5 inches. Pacific Power Only. California Only.	N/A
Pacific Power Only. California Only.	N/A
See Table 1 Case B8 and Rule 84.4D. Need 15 inches to pole centerline. If supply is attached and comm pole is not within ten feet of supply pole, need 22.5 inches. Pacific Power Only. California Only.	N/A
See Table 1 Case B8 and Rule 84.4D. Need 15 inches to pole centerline. If supply is attached and comm pole is not within ten feet of supply pole, need 22.5 inches. Pacific Power Only. California Only.	N/A
If shield is present, pole must be grounded. If there's no shield and the metal parts are bonded together, no pole ground is required	N/A

Equipment ground on delta is an "A". Any broken ground less than 8 ft above earth is "A" or can get blown into phase conductor is an "A". Another broken ground is "B" For unigrounds see UNIGROUND.	Policy 009
For PP, "B" if ground rod is not flush with or below the ground level. For RMP, "A" if ground rod is not flush with or below the ground level in high pedestrian traffic area. "B" if not in high pedestrian traffic area.	Policy 009
If ground wire is long enough to get blown into a phase conductor, "A". Otherwise "B".	N/A
"A" if broken, "B" if corroded > 50%. (For CA see GO95GUYB.)	Policy 009
Insulator too high above power to protect public space	Policy 009
Bottom of guy insulator less than 8 ft above ground when broken and no ground bond. Refer to Grandfather Matrix.	Policy 009
Fix at time of inspection (where contract allows). Marker not required if guy is not exposed to pedestrians or traffic and/or is engulfed in dense vegetation or is otherwise inaccessible. Priority B in all states except for CA. Use priority C for CA.	Policy 009
No guy insulator or is not effectively grounded	Policy 009
"A" if visibly slack with potential to contact energized facilities or contacting other conductors. "B" if visibly slack in CA. For all other States, “B” if slack and pole is not in proper vertical position.	Policy 009 Section 3.3(d)
Fix this at the time of inspection (if contract allows), if you can't then use this condition code.	N/A
In comments note access issue. No road, impassable, cliff, river, or other natural obstruction. See VEGCANTI and INSPISSU for vegetation and non-customer related obstructions.	Policy 361,298, 298 & 013
If tracking, assign an "A". As per policy reference.	Policy 012
If damaged, per Insulator Policy 012.	Policy 012
RMP Only	Policy 012

"A" is insulator out of lead/alignment (twisting force on insulator) by more than 2". "B" is out of alignment <2" and >0". Not applicable to suspension insulators.	N/A
“A” for rise temperatures greater than or equal to 64°F. “B” for rise temperatures between 19°F and 63°F. Send images and report to Asset Management.	Policy 358
Information only to support record keeping or other programs. Input temperature reading observations (°F or °C) in comments e.g. "target equipment is 100°F vs target reference equipment is 50°F" or "target temp is 100°F vs ambient is 40°F). Send images and report to management.	N/A
	N/A
	N/A
	N/A
If jeopardizing structural integrity, "A".	N/A
If jeopardizing structural integrity, "A".	N/A
"A" if light hanging from pole or if conduit access in public space, "B" if lens cover open	N/A
Broken or loose lashing wire is always an "A" priority condition	N/A
Broken or loose lashing wire is always an "A" priority condition	N/A
Broken lashing wire is an "A" priority	N/A
Broken or loose lashing wire is always an "A" priority condition	N/A
Cracked/spalling Fibercrete around padmount equip or hole with exposed access is "A". Localized cracks/spalling or hole without access is "B".	N/A
"A" is broken or cracked	N/A
Exposed with access to wires/live equipment is "A", otherwise not a condition. If slid on pad but no access B	N/A

This is to be able to pull reports for information	N/A
	N/A
As per relative policy reference.	Per Policy 013, or 298 (CA), or 299 (OR)
As per relative policy reference.	Per Policy 013, or 298 (CA), or 299 (OR)
As per relative policy reference.	Per Policy 013, or 298 (CA), or 299 (OR)
As per relative policy reference.	Per Policy 013, or 298 (CA), or 299 (OR)
Does not apply to isolated or otherwise inaccessible structures. Inspector corrects on the spot when possible.	N/A
If feathered top impacts ridge pin, cross arm or other supply issue then "A". "B" if severe but not creating issues as noted in "A" condition. "D" if condition is not severe but needs monitored. Priority D is RMP only.	Per Policy 013, or 298 (CA), or 299 (OR)
"A" If severe. "B" If moderate.	N/A
If actively tracking "A". Non-operable or other issues "B".	N/A
This is to be able to pull reports for information	N/A
"A" if termination is damaged.	N/A
	Policy 009
	Policy 009
"A" if below 8 ft. "B" if above 8 ft. Idle riser only "A" condition if conductor is accessible to the public.	N/A
"A" if climbable into primary/neutral/open secondary.	N/A
Newer installs have grounding sticker.	N/A
Primary conduit not secured to pole = "A". Secondary conduit not secured to pole = "B".	N/A
Possible access to interior, exposed wire or unable to secure.	N/A
Dependent on degree of damage, > 50% of conductor strands cut = "A". If more than surface strands damaged, "B"	N/A

For information only. RMP Only.	N/A
Information only to support record keeping or other programs. RMP Only	N/A
For Oregon only. PP Only.	N/A
For CA see GO95STUB	N/A
"A" = publicly accessible, cut off AND hollowed out. "B" = cut off at or below ground level. For CA see GO95STUB	N/A
	N/A
See Clearance Table Less than 80% is "A". From 80% to 99.9% is "B".	N/A
Can be guarded with customer involvement. Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy No. 336
If service or weatherhead is reachable horizontally less than 2 feet is "A", between 2 to 5 feet is "B". Vertical clearance: less than 8 feet from surface of deck is "A", from 8 feet to required clearance is "B".	N/A
Only Oregon or California when deflecting. This is not a condition if already guarded at the point of deflection.	OAR 860-024-016(6)
Less than 8 feet of clearance is "A". From 8 feet to required clearance is "B".	See "CLEARANCE" and "GRANDFATHERING MATRIX" tabs in this procedure for details. Policy 305
"A" if conductor connectors are under tension. Otherwise "B".	N/A
If readily accessible, "A". If accessible from roof, window, etc, "B".	Standards ET312 and DE531
OREGON ONLY: Guarding PacifiCorp wire will correct condition. Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy 336
	N/A
Can be raised to 10 feet without customer involvement. Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy 336

Can be raised to 10 feet with customer involvement. Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy 336
OREGON ONLY: Can be corrected by both raising to 10 feet without customer involvement and guarding. Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy 336
GO95 clearances in California. NESC in other states. This is for permanently installed above or in ground pool or hot tub	N/A
See Clearance Table. Less than 80% is "A". From 80% to 99.9% is "B". Road xing direct to point of service November thru February, 16'-17' is "D".	N/A
See grandfathering matrix, if it does not meet the requirements it's a B	N/A
Refer to PacifiCorp's Inspection Clearance Table	N/A
	N/A
	N/A
Service rubbing on another service.	N/A
No differentiator as only a 'D' condition is allowed	N/A
OREGON ONLY-A priority if weatherhead below 8', B priority if weatherhead between 8' and 10'	Policy 336
	N/A
Less than 8 feet of clearance is "A". Between 8 feet and required clearance is "B".	Policy 336
	N/A
Priority D is RMP only.	N/A
	860-024-0016
	N/A
Priority D is RMP only.	860-024-0016

Tree Limb Severely Deflecting Secondary Supply (Non-Bare) Line Cause Strain On Pole Or Abrasion Of Secondary/Service Supply Line(S). PP Only If Severe Or Abraded.	N/A
	N/A
Priority D is RMP only.	N/A
Priority D is RMP only.	N/A
"A"-priority. Engineering to evaluate. "B"-priority if so determined by engineering evaluation.	N/A
"A" if visible wear on c-hook or phase fitting.	N/A
"A"-priority. Engineering to evaluate. "B"-priority if so determined by engineering evaluation.	N/A
"A"-priority if nonconforming to NESC/GO95. "B"-priority if blocking access or infringes on right of way.	N/A
"A"-priority. Engineering to evaluate. "B"-priority if so determined by engineering evaluation.	N/A
Severe is "A".	N/A
Hardware to hardware or hardware to ground per Construction Standards.	N/A
Severe is "A".	N/A
Missing is "A". Loose is "B".	N/A
Missing, damaged, or slipped damper. 10' or greater from the shoe or hanging over public area is an "A", otherwise it's a "B".	N/A
For California see GO95HV	N/A
Missing is "A". Weak/deteriorated is "B".	N/A
"A" if missing nuts. "B" if loose nuts. Expanded coil washer and vertical clothes pin washer are not a condition. Phase raiser covers loose or with long bolts are "B".	N/A
If jeopardizing structural integrity, "A". Otherwise "B". Missing lock nut alone not a condition.	N/A
"A"-priority if jeopardizing structural integrity. Otherwise "D" priority RMP only.	N/A
Severe is "A". Loose is "B".	N/A

"A" in RMP. "B" in PP. (Not an NESC condition.)	N/A
"B" if cross brace broken, missing or hanging loose on distribution. "A" on transmission cross arm.	N/A
Pulled or corrosive distribution anchor	N/A
Distribution conductor issue	N/A
Equipment ground on delta is an "A". Any broken ground less than 8 ft above earth is "A" or can get	N/A
Signs of tracking or cracked porcelain is A. If jumpered out or parts missing, B. Priority D is RMP only for idle equip or porcelain cutout; note in comment field.	N/A
Broken distribution guy wire	N/A
Slack distribution guy wire	Policy 009 Section 3.3(d)
If loose enough to free conductor, "A".	N/A
Severe, "A". Moderate, "B".	N/A
"A" if missing nuts. "B" if loose nuts. Expanded spring not a condition.	N/A
See Insulator Policy 012. If tracking or actively smoking it's an A priority.	Policy No. 012
If signs of tracking, swelling or deformation A.	N/A
(For CA see GO95MLD.)	N/A
California Requirement Is 6' Between Ground Rods. All Nesc States: 20FT From Buried Comm Cables.	N/A
	N/A
Inspection obstructed by vegetation	Policy 361, 298, 298 & 013
Pole needs rocks or other appropriate backfill. "A" if severe.	N/A
Pacific Power Only - Condition assigned to identify pole for proactive wrapping per WMP proactive programs	N/A
Pacific Power Only - Condition assigned to identify pole for proactive replacement per WMP proactive programs	N/A
For information only	N/A
For information only	N/A
"B" if cross arm brace broken, missing or hanging loose on distribution. "A" if transmission cross arm broken or missing. If loose transmission hardware, use TRNSBRAC.	N/A

"A" if severe. "B" if moderate.	N/A
"B" if insulator is sitting on cross arm.	N/A
Information only to support record keeping or other programs. D-Priority RMP ONLY	Policy 008
Information only to support record keeping or other programs. D-Priority RMP ONLY	Policy 008
No differentiator as only a 'B' condition is allowed	Policy 008
Remove or turn lifting bolts at time of inspection if possible. Otherwise, information only to support record keeping or other programs. D-Priority RMP ONLY	N/A
Broken latch/hinge or missing lock on UG allowing access.	N/A
"A" if hardware is missing. "B" if hardware is loose.	N/A
If deteriorated such that it allows access A. If no access but rust is significant B.	Policy 009
No differentiator as only a 'B' condition is allowed	N/A
"A" if severe. "B" if moderate.	Policy 009
	N/A
	N/A
	N/A

GO95	NESC	GRANDFATHERABLE
GO95 Rule 94.4	NESC Rules 235I, 239G1 & 239H2	NO
GO95, Section I-2, Section I-3	NESC Rule 012C, NESC Rule 214B3	NO
GO95 Rule 61.3-A3b	NESC 261B	NO
N/A	N/A	NO
N/A	NESC 012C	NO
N/A	NESC 012C	NO
N/A	NESC 012C	NO
GO95 Rule 31.2	NESC Rule 312, NESC Rule 121A	NO
GO95, Section I-3	NESC Rule 012C	NO

GO95 Rule 38 Table 2	NESC Rule 235C2b(1)(a) & 235C1, Exception 3	YES
GO95 Rule 54.8C4	NESC 235C1	YES
GO95 Rule 84.8(3)(a), 84.8(3)b & 84.8(3)(b)(Ex)	NESC Rule 232B1 (Table 232-1), 232B3 (Table 232-2)	NO
GO95 Rule 92.1F(3)	NESC Rule 238-2, 238D & 235C1b	YES
GO95 Rule 54.8, Table 1	NESC Rule 232B1, Table 232-1	YES
GO95 Rule 37	NESC Rule 232B1 (Table 232-1)	NO
GO95 Rule 92.1F(3)	NESC Rule 233C1, Table 233-1	YES
N/A	NESC Table 238-2, NESC Rule 238D. NESC Rule 235C1b, Table 235-5	NO
GO95 Rule 54.7	NESC Rule 217A4b, NESC 236A,	NO
GO95 Rule 54.7	NESC Rule 217A4b, NESC 236A,	NO
N/A	NESC Rule 234C1a, Table 234-1	NO
GO95 54.5	NESC Rule 232B1, Table 232-1	NO
GO95 Rule 54.4-D3, Table 1 Case 8	NESC Rule 234B1a, NESC Rule 234B2a	NO
N/A	NESC Rule 235E, Table 235-6	NO
GO95 Rule 94.4	NESC Rule 235I, Table 235-6 row 1c, 239G1 & 239H2	NO
N/A	N/A	NO
GO95 Rule 92.4D & 93B	NESC Rule 215C1 & 215C5	NO

N/A	NESC Rule 217A4b, NESC 236A,	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	NESC Rule 264A, 214B2	NO
N/A	NESC 215C2a & b	NO
N/A	NESC 217A2	NO
N/A	NESC RuleS 214A5, 214B3 & 234B	NO
N/A	N/A	NO
N/A	NESC Rule 214B2, NESC Rule 012C	NO
GO95, Section I-2, Section I-3	NESC 261H1	NO
GO95, Section I-4	NESC Rule 214A5a, NESC Rule 012C	NO
N/A	N/A	NO
N/A	NESC 261A2a	NO
N/A	NESC	NO
GO95 Rule 92.4D & 93B	NESC Rule 215C1 & 215C5	NO
N/A	NESC Rule 217A4b, NESC 236A,	NO
N/A	N/A	NO

N/A	N/A	NO
N/A	NESC Rule 264A, 214B2	NO
N/A	NESC 215C2a & b	NO
N/A	NESC 217A2	NO
N/A	NESC RuleS 214A5, 214B3 & 234B	NO
GO95 Rule 92.4D & 93B	NESC Rule 215C1 & 215C5	NO
N/A	NESC Rule 217A4b, NESC 236A,	NO
N/A	N/A	NO
N/A	NESC Rule 264A, 214B2	NO
N/A	NESC 215C2a & b	NO
N/A	NESC 217A2	NO
N/A	NESC Rule 214A5, 214B3 & 234B	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
GO95 Rule 38 Table 2	NESC Rule 235C2b(1)(a) & 235C1, Exception 3	YES
GO95 Rule 54.8C4	NESC 235C1	YES
GO95 Rule 84.8(3)(a), 84.8(3)b & 84.8(3)(b)(Ex)	NESC Rule 232B1 (Table 232-1), 232B3 (Table 232-2)	NO
GO95 Rule 92.1F(3)	NESC Rule 238-2, 238D & 235C1b	YES

GO95 Rule 54.8, Table 1	NESC Rule 232B1, Table 232-1	YES
GO95 Rule 37	NESC Rule 232B1 (Table 232-1)	NO
GO95 Rule 92.1F(3)	NESC Rule 233C1, Table 233-1	YES
GO95 Rule 38 Table 2	NESC Rule 235C2b(1)(a) & 235C1, Exception 3	YES
GO95 Rule 54.8C4	NESC 235C1	YES
GO95 Rule 84.8(3)(a), 84.8(3)b & 84.8(3)(b)(Ex)	NESC Rule 232B1 (Table 232-1), 232B3 (Table 232-2)	NO
GO95 Rule 92.1F(3)	NESC Rule 238-2, 238D & 235C1b	YES
GO95 Rule 54.8, Table 1	NESC Rule 232B1, Table 232-1	YES
GO95 Rule 37	NESC Rule 232B1 (Table 232-1)	NO
GO95 Rule 92.1F(3)	NESC Rule 233C1, Table 233-1	YES
N/A	NESC 213 and 214	NO
N/A	N/A	NO
GO95 Rule 34	NESC 217A-4	NO
GO95, Section I-3	NESC Rule 012C	NO
N/A	N/A	NO
GO95 Rule 18 A-1	NESC Rule012C	NO
N/A	NESC Rule 012C & 252	NO
N/A	N/A	NO

N/A	N/A	NO
GO95 Rule 34	NESC 217A4	YES
N/A	NESC 234C3c	NO
GO95, Section I-2	NESC Rule 214A5a, NESC Rule 012C	NO
GO128 Rule 31.3, 33.5	NESC Rule 323 A&I, 363A	NO
N/A	NESC 231A	YES
N/A	NESC 261a/b	NO
N/A	N/A	NO
GO95 Section 1-4, "Appendix I-Level 3"	N/A	NO
GO95 II-17	N/A	NO
GO95 Rule 54.9-E(2)C	N/A	YES
GO95, Section I-4	N/A	NO
GO95 I-4	NESC 236A	NO
GO95, Section I-4	N/A	NO
GO95, Section I-4	N/A	NO
GO95 Rule 54.8-B3, Table 10	N/A	NO

GO95 Section V-165, Section V-166, "Rule 59.3-F"	N/A	NO
GO95, Section I-2, Section I-3	N/A	NO
GO95 Section V-125, "Rule 56.6-A"	N/A	NO
GO95 Rule 51.6-A, Section V-17	N/A	NO
GO95 I-3, I-4, J-5	N/A	NO
Rule 84.8-C4b - PDF Page 374	N/A	NO
GO95 Rule 54.8B, Table 10	N/A	NO
GO95 Table 2 case 9, Table 2 case 8	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
GO95 Table 1 Case B8, Rule 84.4D, Section VIII-47	N/A	NO
N/A	N/A	NO
GO95 Table 1 Case B8, Rule 84.4D, Section VIII-47	N/A	NO
GO95 Table 1 Case B8, Rule 84.4D, Section VIII-47	N/A	NO
N/A	NESC 092B2	NO

GO95 Rule 21.4	NESC 093D3, 215B	NO
GO95 Rule 59.4A(2)	NESC 094B2a(3)	NO
N/A	NESC	NO
GO95 Rule 56.2	NESC 261C2	NO
GO95 Rule 56.7C	NESC 215C2	NO
GO95 Rule 56.7C	NESC 215c4a	YES
GO95 56.9	NESC 217C	NO
N/A	NESC 215C2a & b	NO
GO95 Rule 56.2	NESC 261A5C & 264A	NO
N/A	NESC	NO
GO95 Rule 31.2	NESC 121A, NESC 213, NESC 312	NO
N/A	NESC 273	NO
N/A	NESC 261H2	NO
N/A	N/A	NO

N/A	NESC 277	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	NESC Rule 012C	NO
N/A	NESC Rule 012C	NO
N/A	NESC Rule 012C	NO
N/A	N/A	NO
N/A	NESC Rule 012C	NO
GO128 Rule 32.3	NESC Rule 380C	NO
N/A	NESC Rule 012C, 312, 313A	NO
GO128 34.3	NESC Rule 321B, 381G	NO

N/A	N/A	NO
N/A	NESC 231B	NO
N/A	NESC 261A2a	NO
N/A	NESC 261A2a	NO
N/A	NESC 261A2a	NO
N/A	NESC Rule 012C	NO
91.3-C	NESC 217A2b	NO
N/A	NESC 261A2	NO
N/A	NESC 261A	NO
N/A	NESC Rule 012C	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	NESC Rule 012C	NO
N/A	NESC Rule 012C	NO
GO96 54.6-D2-5, 54.6-E	NESC RULE 362A	NO
N/A	NESC 217A2	NO
GO95 Rule 54.6E(1)	NESC Rule 314B	NO
N/A	NESC Rule 361B	NO
GO128 Rule 34.3-C	NESC Rule 323D, 381G1	NO
N/A	NESC Rule 261H1 & 012C	NO

N/A	N/A	NO
N/A	N/A	NO
N/A	NESC Rule 214B3	NO
N/A	NESC 214B3	NO
N/A	NESC Rule 214B3	NO
N/A	N/A	NO
GO95 Rule 54.8B(2)(a)	NESC Table 232-2	YES
N/A	N/A	YES
N/A	NESC Rule 234C3d(3), NESC Rule 234C3d(1)	YES
GO95 Rule 35	N/A	NO
GO95 Rule 54.8B(2)(b)	NESC Rule 232B1, Table 232-1	YES
N/A	NESC Rule 234C3c	NO
N/A	NESC Rule 234C3a	NO
N/A	NESC Rule 232B1, Table 232-1	YES
N/A	N/A	NO
N/A	NESC Rule 232B1, Table 232-1	YES

N/A	NESC Rule 232B1, Table 232-1	YES
N/A	NESC Rule 232B1, Table 232-1	YES
GO95 Rule 54.4-A3	NESC Rule 234E, Table 234-3	YES
GO95 Rule 54.8B(1)	NESC Rule 232B1, Table 232-1	YES
GO95 Rule 54.8-B4a	NESC Rule 234C3d(1)b	NO
GO95 Rule 54.8, Table 1	NESC Rule 232B1, Table 232-1	YES
N/A	NESC Rule 235C1, Exception 3	NO
N/A	NESC Rule 234C3c	NO
GO95 Rule 54.10C(6)	NESC Rule 233C1, Table 233-1	NO
N/A	NESC 217B	NO
N/A	NESC Rule 232B1, Table 232-1	NO
GO95 54.8B4	NESC Rule 234C2, Table 234-1	NO
N/A	NESC Rule 232B1, Table 232-1	YES
N/A	N/A	NO
N/A	NESC Rule 218A1	NO
N/A	NESC Rule 217A2a & 214A5	NO
N/A	N/A	NO
N/A	NESC Rule 218A1 & 218A2	NO

N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
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N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO

N/A	N/A	NO
N/A	NESC Rule 252 & 012C	NO
N/A	NESC Rule 012C	NO
N/A	N/A	NO
N/A	NESC Rule 214A5 & 095A	NO
N/A	NESC Rule 012C	NO
N/A	NESC 261C2	NO
GO95 Rule 56.2	NESC 261A5C & 264A	NO
N/A	NESC Rule 214A5a & 012C	NO
N/A	N/A	NO
N/A	NESC Rule 012C	NO
N/A	NESC Rule 012C & 447	NO
N/A	NESC 447	NO
N/A	NESC Rule 093D1 & 093D3	NO
GO95 34C3(a)	NESC 097F	NO
GO95 Rule 33.3B	NESC Rule 097A, 097B & 097C	NO
GO95 Rule 31.2	NESC 121A, NESC 213, NESC 312	NO
N/A	NESC Rule 012C	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	N/A	NO
N/A	NESC 261D	NO

N/A	NESC 261D	NO
N/A	NESC Rule 012C & 252	NO
GO128 Rule 32.7	NESC Rule 381G2	NO
GO128 Rule 34.3	NESC Rule 381G2	NO
GO95 Rule 58.2A(3)	NESC Rule 314, 374, 384	NO
GO128 Rule 17.3	NESC Rule 012C	NO
GO128 34.3-C	NESC Rule 381G1 & 2	NO
GO95 Rule 18 A-1	NESC Rule 012C	NO
GO128 34-3B, 35.A	NESC Rule 012C, NESC Rule 214A5	NO
GO128 Rule 34.3	NESC Rule 321B	NO
GO95 Rule 18 A-1	NESC Rule 012C	NO
N/A	NESC Rule 264A, 214B2	NO
N/A	NESC Rule 264A, 214B2	NO
N/A	NESC Rule 264A, 214B2	NO

ENERGY_RELEASE_RISK	RELIABILITY	CREW
NO	NO	SINGLEMAN
NO	YES	SINGLEMAN
YES	YES	SINGLEMAN
NO	YES	SINGLEMAN
NO	YES	SINGLEMAN
YES	YES	SINGLEMAN
NO	YES	SINGLEMAN
NO	NO	SINGLEMAN
YES	YES	2 MAN

NO	NO	COMMUNICATIONS
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NO	NO	COMMUNICATIONS
NO	NO	COMMUNICATIONS
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YES	YES	SINGLEMAN
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NO	NO	SINGLEMAN
YES	YES	SINGLEMAN
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YES	YES	SINGLEMAN
NO	NO	SINGLEMAN
YES	NO	SINGLEMAN
NO	YES	3 MAN
NO	NO	COMMUNICATIONS
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YES	YES	4 MAN
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NO	YES	4 MAN
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NO	NO	CUSTOMER
NO	NO	CUSTOMER
NO	NO	CUSTOMER
YES	YES	SINGLEMAN
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YES	YES	SINGLEMAN
YES	YES	SINGLEMAN
NO	NO	SINGLEMAN

NO	NO	SINGLEMAN
NO	NO	SINGLEMAN
NO	NO	SINGLEMAN
YES	YES	3 MAN
NO	NO	SINGLEMAN
NO	NO	CUSTOMER
NO	NO	SINGLEMAN
YES	NO	COMMUNICATIONS
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YES	NO	3 MAN
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NO	NO	SINGLEMAN
NO	NO	SINGLEMAN
YES	YES	ESTIMATOR
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YES	YES	SINGLEMAN
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YES	NO	SINGLEMAN

NO	NO	ESTIMATOR
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RESPONSIBLE_PARTY
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inspections being complete to ensure inspections stay on track. The inspections are completed from PacifiCorp's inspection plan in coordination with PacifiCorp's Procedure 069. Please refer to Attachment CalAdvocates 13.2 which provides a copy of PacifiCorp's Procedure 069.

(c) The inspector will use a proprietary software model to perform an inspection to PacifiCorp's inspection standards. The inspector will perform all acts of the required inspection, take all measurements and photos while walking pole to pole. Once completed, the inspector will "close" out the inspection which will show as completed. At the end of the week, the inspection results are uploaded to the inspection contractor's database. Once in the contractor's data base, the inspection data is submitted into the FPI mainframe.

(d) Once the condition is input into FPI, it is considered an open work order. PacifiCorp uses GISMO to identify suggested correction dates which is based on the condition type and priority. From GISMO, work orders are prioritized based on the suggested correction date and coordinated with the local district office to facilitate correction.

(e) Open work order remediation work is estimated by the local district to determine the scope to resolve the work order. After the work order is estimated, it is assigned to an internal or external line resource to complete the work.

(f) Once the remediation work is completed FPI and GISMO are updated to show the nature of the work, the completion date, and the identity of the person(s) that completed the work for the specific work order. Once the condition is changed in Mainframe and GISMO to complete, the work order is complete.

CalAdvocates Data Request 13.3

Table 8-7 of PacifiCorp's WMP notes that QA/QC audit results in 2022 for patrol inspections were 92%, compared to the yearly target pass rate of 95%. Please respond to the following:

(a) Why did patrol inspection audits miss the target pass rate of 95%?

(b) What actions has PacifiCorp taken to ensure audit results meet targets in future years?

Response to CalAdvocates Data Request 13.3

(a) PacifiCorp does not currently perform audits on patrol inspections. This row was a typo in Table 8-7 of PacifiCorp's 2023 Wildfire Mitigation Plan (WMP).

(b) The Company is currently meeting all audit result targets. To ensure this continues in future years, the Company will continue to review and actively manage inspection audit results for all inspectors. This includes reviewing individual inspector performance and conditions identified during inspections. From these results, the Company adjusts training and inspection practices to ensure targets are met.

CalAdvocates Data Request 13.4

On page 164 of its WMP, PacifiCorp notes that it does not currently have the capability to project trends or future targets with regards to past due work orders. Please respond to the following questions:

(a) Explain why PacifiCorp is unable to project trends or future targets with regards to past due work orders.

(b) Does PacifiCorp intend to develop the capacity to project trends or future targets with regards to past due work orders?

Response to CalAdvocates Data Request 13.4

(a) PacifiCorp does not currently have the tools available to project trends or future targets with regards to past due work orders.

(b) Yes, the Company is planning to develop trending and future target tools for past due work orders. The Company is currently in the process of evaluating its existing processes and data to determine the toolsets needed.

CalAdvocates Data Request 13.5

On pages 164 and 165 of its WMP, PacifiCorp documents its numbers of past due work orders.

(a) What is PacifiCorp's plan to address its increasing numbers of past due work orders?

(b) Does PacifiCorp currently have any overdue Level 1 priority open work orders?

(c) If the answer to subpart (b) is yes, please state the number of such overdue work orders in each HFTD tier.

Response to CalAdvocates Data Request 13.5

(a) PacifiCorp's plan to address this is to actively monitor and track these work orders so they can be corrected as soon as possible.

(b) Yes, the Company currently has 16 Level 1 priority open work orders (A conditions). Note: the Company designates all Level 1 priority work orders as A conditions. This includes conditions that are imminent dangers that must be corrected immediately and conditions that are non-imminent dangers, but higher priority than a Level 2 priority work order. The Company's policy is to correct non-imminent danger A conditions within 30 days. All 16 conditions are non-imminent dangers. Please refer to Attachment CalAdvocates 13.5 which provides a list of these conditions.

(c) Please refer to the Company's response below:

CA Tier 2 = 3
CA-Non-Tier = 13

STATE	FPNO	OH_UG	TRANS_DIST	INSPECTION_DATE	CODE_VALUE
CA	`06143014.0146103	OVERHEAD	Distribution	4/3/2023	SVCENTBK
CA	`06143014.0213900	OVERHEAD	Distribution	4/3/2023	INSULDMG
CA	`06143014.0216802	OVERHEAD	Distribution	4/4/2023	INSULDMG
CA	`06146004.0080000	OVERHEAD	Distribution	2/8/2023	XARMBRAC
CA	`06147002.0301201	OVERHEAD	Distribution	2/6/2023	INSULDMG
CA	`06247001.0299001	OVERHEAD	Distribution	2/27/2023	INSULDMG
CA	`06247001.0299201	OVERHEAD	Distribution	2/27/2023	INSULDMG
CA	`06247001.0299300	OVERHEAD	Distribution	2/27/2023	INSULDMG
CA	`06247001.0299800	OVERHEAD	Distribution	2/23/2023	INSULDMG
CA	`06247001.0329801	OVERHEAD	Distribution	2/27/2023	INSULDMG
CA	`07215001.0024800	OVERHEAD	Distribution	5/8/2023	POLEDERP
CA	`07215001.0024801	OVERHEAD	Distribution	5/8/2023	POLEDERP
CA	`07215001.0025800	OVERHEAD	Distribution	5/8/2023	POLEDERP
CA	`07217001.0351301	OVERHEAD	Distribution	4/21/2023	POLEDERP
CA	`668005/00 8/081	OVERHEAD	Transmission	8/3/2022	INSULDMG
CA	`668087/00 3/028	OVERHEAD	Transmission	11/12/2021	POLEREPL

PRIORITY	ENERGY_RELEASE_RISK	FIRE_THREAT	RESPONSIBLE_PARTY
A	NO	NO	POWER
A	YES	YES	POWER
A	YES	YES	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER
A	YES	NO	POWER

CORRECTION_DATE_REQUIRED
5/3/2023
5/3/2023
5/4/2023
3/8/2023
3/6/2023
3/27/2023
3/27/2023
3/27/2023
3/23/2023
3/27/2023
6/8/2023
6/8/2023
6/8/2023
5/21/2023
9/3/2022
12/12/2021

CONDITION_PK	CA_HFTD_TIER
357355027-42429-DETAIL-04_03_2023-SVCENTBK-1	HFTD Tier 2
584718243-10191-DETAIL-04_03_2023-INSULDMG-1	HFTD Tier 2
963646331-80229-DETAIL-04_04_2023-INSULDMG-1	HFTD Tier 2
143018823-78880-DETAIL-02_08_2023-XARMBRAC-1	Non-HFTD
298444276-37040-DETAIL-02_06_2023-INSULDMG-1	Non-HFTD
117027311-53560-DETAIL-02_27_2023-INSULDMG-1	Non-HFTD
31282221-21800-DETAIL-02_27_2023-INSULDMG-1	Non-HFTD
922873921-9422-DETAIL-02_27_2023-INSULDMG-1	Non-HFTD
700909151-47421-DETAIL-02_23_2023-INSULDMG-1	Non-HFTD
663368111-82511-DETAIL-02_27_2023-INSULDMG-1	Non-HFTD
10912595-93769-ADMIN-05_08_2023-POLEDERP-1	Non-HFTD
225475185-17760-ADMIN-05_08_2023-POLEDERP-1	Non-HFTD
738203905-88421-ADMIN-05_08_2023-POLEDERP-1	Non-HFTD
465643135-59053-ADMIN-04_21_2023-POLEDERP-1	Non-HFTD
634249591-77019-DTLTRT-08_03_2022-INSULDMG-1	Non-HFTD
494520174-91174-ADMIN-11_12_2021-POLEREPL-1	Non-HFTD

CalAdvocates Data Request 13.6

On page 148 of its WMP, PacifiCorp states that it performs approximately 13,000 detailed inspections of electric transmission and distribution facilities in a typical year. In PacifiCorp's Q4 2022 Quarterly Data Report, PacifiCorp reports that it performed 11,007 detailed inspections on distribution and transmission facilities.

(a) Please explain the discrepancy.

(b) Is PacifiCorp's 2022 frequency of detailed inspections on its electric distribution and transmission in compliance with CPUC General Orders 95 and 165?

Response to CalAdvocates Data Request 13.6

(a) The value provided for detailed inspections for the Company's Wildfire Mitigation Plan (WMP) is an approximation of the number of detailed inspections that are performed in a typical year. This value can vary based on the inspection plan for a given year. The inspection plan is based on a cycle of specific lines (transmission) or specific mapstring-sections (one mile grid of distribution facility points). These plans vary from year-to-year based on wildfire risk areas, state requirements, grids and lines which can vary the number of inspections completed each year.

, The 11,007 detailed inspections referenced from PacifiCorp's Q4 2022 Quarterly Data Report (QDR) only includes detail inspections, however the Company includes detail inspections (DETAIL) and intrusive (PTT) inspections in its detailed inspection count. Considering this, the Company completed 15,583 detailed inspections in 2022.

8,466 (DETAIL Distribution) + 2,541 (DETAIL Transmission) + 4,576 (PTT) = 15,583

(b) The frequency of the Company's detailed inspections on its electric distribution and transmission lines is outlined in Company Policy 001. The Company has confirmed that the frequency of these inspections is compliant with General Orders (GO) 95 and GO 165. Please refer to Attachment CalAdvocates 13.6 which provides a copy of Company Policy 001.

PACIFIC POWER
A DIVISION OF PACIFICORP

Date	Revision no.
6/21/2021	0
6/20/2022	1

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Revisions to this document must be approved b

MAINTENANCE INTERVALS FOR APPARATUS, RELAYS, METERS, LINE PATROL/INSPECTIONS AND COMMUNICATIONS EQUIPMENT

Pacific Power Asset Management Policy 001

Notes
First version of Policy 001 specific to Pacific Power
Updated Communications man hours. Removed WMA maintenance task
Added local transmission infrared line inspections (wires tab)
Updated to include distribution breaker overhaul plans for large customers (apparatus tab)
Added grid resilience equipment/storage facility inspection and maintenance task (apparatus tab)
RAS SPS1 maintenance interval changed from four years to six years (relay tab)
Added B1_B2 maintenance to RAS SPS1 maintenance tasks (relay tab)
Local transmission infrared testing - removed Washington; pertains to OR/CA only. (wires tab)

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ɔsted to engineering's policy websites.
by the authoring department and processed by engineering publications, eampub@pacificorp.com