LOCAL TRANSPORT AND TERMINATION SERVICES

REGULATIONS, RATES AND CHARGES

Applying to the provision of Local Transport and Termination Telecommunications Services within the State of Michigan to Intrastate Local Service Providers for the transport and termination of Telecommunications Traffic considered local within the licensed operating territories of the

ISSUING CARRIER

in the State of

Michigan

as provided herein

Local Transport and Termination Services are provided by means of wire, fiber optics, radio or a combination thereof.

LOCAL TRANSPORT AND TERMINATION SERVICES

ISSUING CARRIERS

The Telephone Companies listed on Sheets 3 following, are Issuing Carriers of all sections of this Tariff.

LOCAL TRANSPORT AND TERMINATION SERVICE

ISSUING CARRIERS

CLIMAX TELEPHONE COMPANY
OCN 0688 and OCN 8331
110 N. Main St.
Box 279
Climax, MI 49034

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LOCAL TRANSPORT AND TERMINATION SERVICES

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LOCAL TRANSPORT AND TERMINATION SERVICES

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LOCAL TRANSPORT AND TERMINATION SERVICES

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LOCAL TRANSPORT AND TERMINATION SERVICES

EXPLANATION OF SYMBOLS

(A) - To signify changed regulation
(D) - To signify discontinued rate or regulation
(I) - To signify increase to a rate or charge
(N) - To signify new rate or regulation
(R) - To signify reduction to a rate or charge

EXPLANATION OF ABBREVIATIONS

AML - Actual Measured Loss
ANI - Automatic Number Identification
AP - Program Audio
AT&T - American Telephone and Telegraph Company
BHMC - Busy Hour Minutes of Capacity
CCS - Common Channel Signaling
CDP - Customer Designated Premises
CI - Channel Interface
CIP - Carrier Identification Parameter
CIR - Committed Information Rate
CNP - Charge Number Parameter
CO - Central Office
Cont'd - Continued
CPE - Customer Provided Equipment
CPN - Calling Party Number
CSP - Carrier Selection Parameter
DA - Directory Assistance
dB - Decibel
dBrnC - Decibel Reference Noise C-Message Weighting
dBrnCO - Decibel Reference Noise C-Message Weighted O
dc - direct current
DDD - Direct Distance Dialing
EAS - Extended Area Service
EDD - Envelope Delay Distortion
EML - Expected Measured Loss
EPL - Echo Path Loss
ERL - Echo Return Loss
ESS - Electronic Switching System
ESSX - Electronic Switching System Exchange
f - frequency
FCC - Federal Communications Commission
FRAS - Frame Relay Access Service
FTA - Federal Telecommunications Act
HC - High Capacity
Hz - Hertz
IC - Interexchange Carrier
ICB - Individual Case Basis
ICL - Inserted Connection Loss
kbps - kilobits per second
kHz - kilohertz

LOCAL TRANSPORT AND TERMINATION SERVICES

EXPLANATION OF ABBREVIATIONS (Cont'd)

LATA	-	Local Access and Transport Area
LTTS	-	Local Transport and Termination Services
ma	-	milliamperes
Mbps	-	Megabits per second
mcs	-	Microsecond
MTA	-	Michigan Telecommunications Act
MHz	-	Megahertz
MRC	-	Monthly Recurring Charge
MT	-	Metallic
MTS	-	Message Telecommunications Service(s)
NPA	-	Numbering Plan Area
NRC	-	Nonrecurring Charge
NXX	-	Three-Digit Central Office Code
PBX	-	Private Branch Exchange
PIC	-	Presubscribed Interexchange Carrier
PLU	-	Percent of Local Usage
POT	-	Point of Termination
PVC	-	Permanent Virtual Connection
SAC	-	Service Access Code
SNAL	-	Signalling Network Access Line
SP	-	Signalling Point
SPOI	-	Signalling Point of Interface
SRL	-	Singing Return Loss
SSP	-	Service Switching Point
SS7	-	Signalling System 7
STP	-	Signal Transfer Point
SWC	-	Serving Wire Center
TG	-	Telegraph Grade
TLP	-	Transmission Level Point
VG	-	Voice Grade
V & H	-	Vertical & Horizontal
WATS	-	Wide Area Telecommunications Service(s)
WSC	-	Wireless Switching Center
WSO	-	WATS Serving Office

LOCAL TRANSPORT AND TERMINATION SERVICES

REFERENCE TO OTHER TARIFFS

Whenever reference is made in this tariff to other tariffs of the Telephone Company, the reference is to the tariffs in force as of the effective date of this tariff, and to amendments thereto and successive issues thereof.

The following tariffs are referenced in this tariff and may be obtained from the Federal Communications Commission's commercial contractor:

Climax Telephone Company
Intrastate Access Service
Tariff M.P.S.C. No. 25
www.mcco-cpa.com/documents/
climaxPDFs/Climax-25-complete.pdf

National Exchange Carrier
Association, Inc.
Wire Center Information
Tariff F.C.C. No. 4
www.neca.org

National Exchange Carrier Association, Inc.
Special Construction
Tariff F.C.C. No. 3
www.neca.org

REFERENCE TO TECHNICAL PUBLICATIONS

The following technical publications are referenced in this tariff and may be obtained from Bell Communications Research, Inc., Customer Services, 60 New England Ave., Piscataway, NJ 08854.

Technical Reference:

Multiple Exchange Carrier Access Billing (MECAB) Guidelines

Multiple Exchange Carrier Ordering and Design (MECOD) Guidelines

GR-334-CORE Issue 1 Switched Access Service:
Transmission Parameter Limits and Interface Combinations
Issued: June, 1994

LOCAL TRANSPORT AND TERMINATION SERVICES

REFERENCE TO TECHNICAL PUBLICATIONS (Cont'd)

TR-TSV-000905 Common Channel Signaling Network Interface
Specification Supplement 1
Available: August, 1989

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REFERENCE TO TECHNICAL PUBLICATIONS (Cont'd)

The following technical publication is referenced in this tariff and may be obtained from the National Exchange Carrier Association, Inc., Director - Access Tariffs, 100 So. Jefferson Road, Whippany, NJ 07981 and the Federal Communications Commission's commercial contractor.

PUB AS No. 1, Issue II Access Service Issued: May, 1984
Addendum: March, 1987

LOCAL TRANSPORT AND TERMINATION SERVICES

1. Application of Tariff

1.1 This tariff establishes an arrangement for the transport and termination of telecommunications for Telecommunications Traffic which is defined as local by the Customer s tariffs filed with the Michigan Public Service Commission. This tariff contains rates, terms and conditions applicable to the provision of local transport and termination services for this traffic hereinafter collectively referred to as LTTS or service(s). These services are provided to other providers of local exchange service by the Issuing Carriers of this tariff, hereinafter referred to as either the Telephone Company or Company. The services provided to this tariff are exclusively for use by Telecommunications Carriers. This tariff also contains LTTS ordering regulations and charges that are applicable when these service(s) are ordered by the Customer.

1.2 This tariff is established pursuant to the MTA and the Federal Communications Act of 1934 as amended by the Telecommunications Act of 1996 (the FTA) and subsequent amendments. It establishes an arrangement for the transport and termination of telecommunications in accordance with FTA Section 251 (b) (5) and the FTA Section 251 (f) exemption from the duty to negotiate and other interconnection unbundling, resale, notice and co-location duties set forth in FTA Section 251 (c). This tariff does not supercede any other tariffs of the Issuing Carriers including tariffs for transport and termination of CMRS traffic or any toll access tariffs. Those tariffs remain applicable to certain telecommunications traffic as specified therein.

1.3 The provision of such services by the Telephone Company as set forth in this tariff does not constitute a joint undertaking with the Customer for the furnishing of any service.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations

2.1 Undertaking of the Company

2.1.1 Scope

(A) LTTS is available only for use in the provision of telecommunications service as specified and to the extent required by the Telecommunications Act of 1996 (the Act) and the rules and regulations of the FCC and the MPSC.

(B) This tariff applies to LTTS provided by issuing carriers listed at the beginning of this tariff, after this called the Telephone Company or Company.

(C) LTTS is only applicable for those calls originating on a Customer s network and terminating on the Company s network where those calls are defined as local by the Customer s tariffs filed with the MPSC.

(D) Where LTTS is ordered, the Company will provide LTTS only when one or more of the following conditions is met:
1. The Customer s identity is included in the call signaling and the Company has determined that billing using this information is economically feasible, or;
2. Call Record Detail is provided by the tandem/transit carrier that allows the Company to identify the Customer s usage for billing that Customer accurately per this tariff.

(E) The Company does not undertake to transmit messages under this tariff.

(F) The Company will be responsible only for the installation, operation and maintenance of the services it provides.

(G) The Company will, for maintenance purposes, test its service only to the extent necessary to detect and/or clear troubles.

(H) Services are provided 24 hours daily, seven days per week, except as set forth in other applicable sections of this tariff.

(I) The Company does not warrant that its facilities and services meet standards other than those set forth in this tariff.

(J) Local traffic may be terminated to the Company's end office over common toll completing trunk groups, or trunk groups for which a single Customer is responsible for 100% of the traffic routed over that trunk group. All trunk groups for which a single customer is not responsible for 100% of the traffic routed over that trunk group are defined as a common toll completing trunk group. The customer must supply enough information for the Company to identify the customer responsible for that traffic and the jurisdiction of that traffic. If the jurisdiction of the traffic is not provided, the Company has the option to bill the call as toll access utilizing its intrastate access tariff.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.1 Undertaking of the Company (Cont'd)

2.1.2 Rate Application

The following are the rate elements that are to be applied for LTTS:

(A) LTTS routed over a common toll completing trunk group
(1) Local Termination
(2) Tandem Switching Termination
(3) Tandem Switching Facility

(B) LTTS routed over a trunk group for which a single Customer is responsible for 100% of the traffic routed over that trunk group
(1) Local Termination
(2) Direct Trunk Termination
(3) Direct Trunk Facility

Other usage and non usage charges will apply as noted elsewhere in this tariff.

2.1.3 Limitations

(A) Assignment or Transfer of Services

The Customer may assign or transfer the use of services provided under this tariff only where there is no interruption of use or move of the services and transfer is to another Customer that is a local exchange service provider. Such assignment or transfer may be made to:
(1) another Customer, whether an individual, partnership, association or corporation, provided the assignee or transferee assumes all outstanding indebtedness for such services, and the unexpired portion of the minimum period and the termination liability applicable to such services, if any; or
(2) a court-appointed receiver, trustee or other person acting pursuant to law in bankruptcy, receivership, reorganization, insolvency, liquidation or other similar proceedings, provided the assignee or transferee assumes the unexpired portion of the minimum period and the termination liability applicable to such services, if any.

In all cases of assignment or transfer, the written acknowledgment of the Company is required prior to such assignment or transfer. This acknowledgment will be made within 15 days from the receipt of notification. All regulations and conditions contained in this tariff will apply to such assignees or transferee.

The assignment or transfer of services does not relieve or discharge the assignor or transferor from remaining jointly or severally liable with the assignee or transferee for any obligations existing at the time of assignment or transfer.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.1 Undertaking of the Company (Cont'd)

2.1.3 Limitations (Cont'd)

(B) Use and Restoration of Services

The use and restoration of services will be in accordance with PART 64, Subpart D, Appendix A, of the FCC's Rules and Regulations, which specifies the priority system for such activities.

(C) Sequence of Provisioning

Subject to compliance with the rules mentioned in (B) preceding, the services offered herein will be provided to Customers on a first-come, first-served basis. The first-come, first-served sequence will be based upon the received time and date recorded by stamp or other notation, by the Company on Customer LTTS orders. These orders must contain all the information as required for each respective service as delineated in other sections of this tariff. Customer orders will not be deemed to have received until such information is provided. Should questions arise which preclude order issuance due to missing information or the need for clarification, the Company will attempt to seek such missing information or clarification on a verbal basis.

2.1.4 Liability

(A) Limits of Liability

The Company's liability, if any, for its willful misconduct is not limited by this tariff. With respect to any other claim or suit, by a customer or by any others, for damages associated with the installation, provision, termination, maintenance, repair or restoration of service, and subject to the provisions of (B) through (E) following, the Company's liability, if any, will not exceed an amount equal to the proportionate charge for the service for the period during which the service was affected. This liability for damages will be in addition to any amounts that may otherwise be due the Customers under this tariff as a Credit Allowance for a Service Interruption.

(B) Acts or Omissions

The Company will not be liable for any act or omission of any other carrier or Customer providing a portion of a service, nor will the Company for its own act or omission hold liable any other carrier or Customer providing a portion of a service.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.1 Undertaking of the Company (Cont'd)

2.1.4 Liability (Cont'd)

(C) Indemnification of Company by the Customer

The Company will be indemnified, defended and held harmless by the Customer against any claim, loss or damage arising from the Customer's use of services offered under this tariff involving;

(1) Claims for libel, slander, invasion of privacy, or infringement of copyright arising from the Customer's own communications;

(2) Claims for patent infringement arising from the Customer's acts combining or using the service furnished by the Company in connection with facilities or equipment furnished by the end user of the Customer or;

(3) All other claims arising out of any act or omission of the Customer in the course of using services provided pursuant to this tariff.

(D) No License Granted

No license under patents (other than the limited license to use) is granted by the Company or will be implied or arise by estoppel, with respect to any service offered under this tariff. The Company will defend the Customer against claims of patent infringement arising solely from the use by the Customer of services offered under this tariff and will indemnify such Customers for any damages awarded based solely on such claims.

(E) Circumstances Beyond the Company's Control

The Company's failure to provide or maintain services under this tariff will be excused by labor difficulties, governmental orders, civil commotions, criminal actions taken against the Company, acts of God and other circumstances beyond the Company's reasonable control, subject to the Credit Allowance for a Service Interruption as set forth in 2.4.4 following.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.1 Undertaking of the Company (Cont'd)

2.1.5 Provision of Services

The Company will provide to the Customer, upon reasonable notice, services offered in other applicable sections of this tariff at rates and charges specified therein. Services will be made available to the extent that such services are or can be made available with reasonable effort, and after provision has been made for the Company's telephone exchange services.

2.1.6 Service Maintenance

The services provided under this tariff will be maintained by the Company. The Customer or others may not rearrange, move, disconnect, remove or attempt to repair any facilities provided by the Company, other than by connection or disconnection to any interface means used, except with the written consent of the Company.

2.1.7 Changes and Substitutions

Except as provided for equipment and systems subject to FCC PART 68 Regulations at 47 C.F.R. Section 68.110(b), the Company may, where such action is reasonably required in the operation of its business, substitute, change or rearrange any facilities used in providing service under this tariff. Such action may include, without limitation:

- substitution of different metallic facilities,
- substitution of carrier or derived facilities for metallic facilities used to provide other than metallic facilities,
- substitution of metallic facilities for carrier or derived facilities used to provide other than metallic facilities,
- substitution of fiber or optical facilities,
- change of minimum protection criteria,
- change of operating or maintenance characteristics of facilities, or
- change of operations or procedures of the Company.

In case of any such substitution, change or rearrangement, the transmission parameters will be within the range as set forth in MECA's M.P.S.C. No. 25, Section 15. The Company will not be responsible if any such substitution, change or rearrangement renders any Customer furnished services obsolete or requires modification or alteration thereof or otherwise affects their use or performance. If such substitution, change or rearrangement materially affects the operating characteristics of the facility, the Company will provide reasonable notification to the Customer in writing. Reasonable time will be allowed for any redesign and implementation required by the change in operating characteristics. The Company will work cooperatively with the Customer to determine reasonable notification procedures.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.1 Undertaking of the Company (Cont'd)

2.1.8 Refusal and Discontinuance of Service

(A) If a Customer fails to comply with 2.1.6 preceding (Service Maintenance) or 2.3.1, 2.3.3, 2.3.5, 2.4.1, or 2.5 following, (respectively Damages, Availability for Testing, Balance, Payment Arrangements) including any Customer s failure to make payments on the date and times therein specified, the Company may, on thirty (30) days written notice to the Customer by Certified U.S. Mail, take the following actions:

- refuse additional applications for service and/or
- refuse to complete any pending orders for service, and/or
- discontinue the provision of service to the customer.

In the case of discontinuance, all applicable charges, including termination charges, will become due.

(B) If a Customer fails to comply with 2.2 following (Unlawful Use of Service and Abusive Use), the Company may request the Customer to terminate service to its end user and, regardless of whether it makes such a request, the Company will be indemnified, defended and held harmless by the Customer against any claim, loss or damage arising from Company s provision of LTTS in connection with such a call(s).

(C) If the Company does not refuse additional applications for service and/or does not discontinue the provision of the services as specified for herein, and the Customer's noncompliance continues, nothing contained herein will preclude the Company's right to refuse additional applications for service and/or to discontinue the provision of the services to the noncomplying Customer without further notice.

2.1.9 Coordination with Respect to Network Contingencies

The Company intends to work cooperatively with the Customer to develop network contingency plans in order to maintain maximum network capability following natural or man-made disasters which affect telecommunications services.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.2 Unlawful Use of Service and Abusive Use

The service(s) shall not be used for any purpose in violation of law. The Customer, and not the Company, shall be responsible to ensure that Customer and its end users of the service(s) provided hereunder complies at all times with all applicable laws. Customer has the obligation to take reasonable steps to prevent service provided under this tariff from being used for an unlawful purpose or used in an abusive manner. Abusive use includes:

(A) The use of the service of the Company for a call or calls, anonymous or otherwise, in a manner reasonably expected to frighten, abuse, torment, or harass another;

(B) The use of the service in such a manner as to interfere unreasonably with the use of the service by one or more other customers.

2.3 Obligations of the Customer

2.3.1 Customer s Obligation to Monitor Tariff Changes

The Customer has the obligation to monitor tariff changes. Tariff changes are effective as indicated on any revised tariff sheets upon their filing with the Michigan Public Service Commission. These revisions become part of this tariff and the rates, terms and conditions in the revised sheets become part of the arrangements set forth in this tariff with or without actual notice of the changes being received by the Customer. This tariff and tariff changes are available for review at the Michigan Public Service Commission or at the business offices of the company. The Customer may also be able to monitor tariff changes by reviewing the tariff at http://www.mcco-cpa.com/documents/climaxPDFs/climax-tariffs.html.

2.3.2 Damages

The Customer will reimburse the Company for damages to Company facilities utilized to provide services under this tariff caused by the negligence or willful act of the Customer or its end user(s) or resulting from the Customer's or its end user(s) improper use of the Company facilities, or due to malfunction of any facilities or equipment provided by other than the Company. For damages caused by the Customer s end user(s), the Company will, upon reimbursement for all damages, cooperate with the Customer in prosecuting a claim against the person causing such damage and the Company will give (via subrogation) the Customer the right of recovery against the end user for the damages to the extent of such payment. Nothing in the foregoing provision will be interpreted to hold one Customer liable for another Customer's actions.

2.3.3 Ownership of Facilities and Theft

Facilities utilized by the Company to provide service under the provisions of this tariff will remain the property of the Company.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.4 Availability for Testing

Access to facilities used to provide services under this tariff will be available to the Customer at times mutually agreed upon in order to permit the Company to make tests and adjustments appropriate for maintaining the services in satisfactory operating condition. Such tests and adjustments will be completed within a reasonable time. As set forth in 2.4.4(c)(3) following, no credit will be allowed for any interruptions involved during such tests and adjustments.

2.3.5 Limitations of Use of Metallic Facilities

Signals applied to a metallic facility will conform to the limitations set forth in Technical Reference Publication AS No. 1.

2.3.6 Balance

All signals for transmission over the facilities used to provide services under this tariff will be delivered by the Customer balanced to ground except for ground start, duplex (DX) and McCulloch-Loop (Alarm System) type signaling and dc telegraph transmission at speeds of 75 baud or less.

2.3.7 Design of Customer Services

Subject to the provisions of 2.1.7 preceding (Changes and Substitutions), the Customer will be solely responsible, at its own expense, for the overall design of its services and for any redesigning or rearrangement of its services which may be required because of changes in facilities, operations or procedures of the Company, minimum protection criteria or operating or maintenance characteristics of the facilities.

2.3.8 References to the Company

The Customer may advise end users that certain services are provided by the Company in connection with the service the Customer furnishes to end users; however, the Customer will not represent that the Company jointly participates in the Customer's services.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.9 Claims and Demands for Damages

(A) With respect to claims of patent infringement made by third persons, the Customer will defend, indemnify, protect and save harmless the Company from and against all claims arising out of the combining with, or use in connection with, the services provided under this tariff, any circuit, apparatus, system or method provided by the Customer.

(B) The Customer will defend, indemnify and save harmless the Company from and against any suits, claims, losses and damages, including punitive damages, attorney fees and court costs by third persons arising out of the construction, installation, operation, maintenance, or removal of the Customer's circuits, facilities, or equipment connected to the Company's services provided under this tariff, including, without limitation, Worker's Compensation claims, actions for infringement of copyright and/or unauthorized use of program material, libel and slander actions based on the content of communications transmitted over the Customer's circuits, facilities or equipment, and proceedings to recover taxes, fines, or penalties for failure of the Customer to obtain or maintain in effect any necessary certificates, permits, licenses, or other authority to acquire or operate the services provided under this tariff; provided, however, the foregoing indemnification will not apply to suits, claims, and demands to recover damages for damage to property, death, or personal injury unless such suits, claims or demands are based on the tortuous conduct of the Customer, its officers, agents or employees.

(C) The Customer will defend, indemnify and save harmless the Company from and against any suits, claims, losses or damages, including punitive damages, attorney fees and court costs by the Customer or third parties arising out of any act of omission of the Customer in the course of using services provided under this tariff.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.10 Coordination with Respect to Network Contingencies

The Customer will, in cooperation with the Company, coordinate in planning the actions to be taken to maintain maximum network capability following natural or man-made disasters which affect telecommunications services.

2.3.11 Certification Requirements

(A) Jurisdictional Report and Certification Reports - LTTS

For LTTS, the Company cannot in all cases determine the jurisdictional nature of Customer s terminating traffic. In such cases the Customer will provide a projected estimate of its traffic, split between the interstate, non-local intrastate and local jurisdictions. The following terms and conditions govern such estimates, their reporting by the Customer and cases where the Company will develop jurisdictional percentages.

(1) General

Except where the Company measured LTTS minutes are used as set forth following, the Customer will report the percentage of interstate, non-local intrastate and local usage as set forth in (2) following and such reports will be used for billing purposes until the Customer reports a different projected percentage of interstate, non-local intrastate and local usage. When a Customer adds BHMC, lines or trunks to an existing end office group, the customer will furnish a revised projected interstate, non-local intrastate and local percentage that applies to the total BHMC, lines or trunks.

When the customer discontinues BHMC, lines or trunks from an existing group, the customer will furnish a revised projected percentage for interstate, non-local intrastate and local usage for the remaining BHMC, lines or trunks in the end office group. The revised report will be effective on the next bill date. No prorating or back billing will be done based on the report.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.11 Certification Requirements

(A) Jurisdictional Report and Certification Reports - LTTS (Cont d)

(1) General (Cont d)

Effective on the first of January, April, July and October of each year, the Customer will update the interstate, non-local intrastate, and local jurisdiction report. The Customer will forward to the Company, to be received no later than fifteen (15) days after the first of each month, a revised report showing the interstate, non-local intrastate, and local usage percentages for the past three months ending the last day of December, March, June and September, respectively, for each service.

Except where the Company is billing according to actuals by jurisdiction, the revised report will serve as the basis for the next three months billing and will be effective on the next bill date for that service. No prorating or back billing will be done
based on the report.

If the Customer does not update the reports, the Company will assume the percentages to be the same as those provided in the last quarterly report. For those cases in which a quarterly reporthas never been received from the Customer, the Company will assume the percentages to be the same as those provided in the order for services as set forth in (2) following. If no order for service has been received for LTTS, the Company will set jurisdictional percentages according to section 2.3.11 (B)(1). In the instance the customer has failed to update the percentages after 12 months, the Company may assign a 25% local usage.

The percent local usage (PLU) described in (2) following is applied to usage-rated Local Termination and Tandem Switched Transport. Separate PLUs are required for flat-rated Direct Trunked Transport and Multiplexers.

(2) When a Customer orders Switched LTTS, the Customer will provide the projected interstate, non-local intrastate, and local usage for each end office in its order. Alternatively, the Company, where the jurisdiction cannot be determined from the call detail, will determine the projected intrastate access and local percentages as follows:

For terminating LTTS minutes, the Company may either use the projected PLU or where the call details are insufficient to determine the jurisdiction for the call, the Company may use the methodology specified in Section 2.3.11(B)(1).

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.11 Certification Requirements (Cont d)

(B) Billing Disputes Involving Jurisdictional Report and Certification Reports - LTTS

For Switched LTTS, if a billing dispute arises concerning the projected local usage, the Company will notify the Customer by certified mail, to provide the data the Customer uses to determine the projected local usage. The Company will not request such data more than once a year provided that the Customer complies with the initial request. The Customer will supply the data within thirty (30) days of the request.

If the Customer fails to produce the data within thirty (30) days of the receipt of the notice the Company will designate a local percentage of 25% for Switched LTTS. The remaining usage will be split evenly as interstate access and intrastate access and billed according to the Company s access tariffs. These factors will be applied to the next billing cycle following the thirty (30) day notice period and will be utilized until the customer provides supporting data that substantiates the requested percentages.

If the Company finds that the data submitted by the Customer does not adequately support the reported percentages, the Company may assign percentages based on the methodology specified in this section. Upon assigning a local percentage of use, the Company will notify the Customer of the changes and that it will go into effect on the next billing cycle. The Company s designated local percentage will remain in effect for twelve (12) months unless the Customer contests the percentage as described in Sections 2.3.11(B)(2).

(1) If the Company determines that the reported local percentage of use varies more than plus or minus three (3) basis points form the weighted average of all other Customers and that the supporting data is not sufficient to substantiate the reported percentages, the Company may either develop percentages for terminating usage based on actual usage or on a weighted average using billed LTTS of all other Customers reported percentages.

(2) The Customer may dispute the designated local percentage following the receipt of the bill. Disputes arising from the Company or MECA designating the local percentage can be informally resolved. Any adjustment will be on a prospective basis beginning with the next billing cycle. No retroactive adjustment is allowed.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.3 Obligations of the Customer (Cont'd)

2.3.11 Certification Requirements (Cont'd)

(B) Billing Disputes Involving Jurisdictional Report and Certification Reports - LTTS (Cont d)

If the Company and the Customer cannot informally resolve the dispute, the Customer, many contest the designated local percentage by requesting a mutually agreed upon an independent auditor to review its reported percentage. Any cost of an independent audit will be borne by the Customer. An adjustment of the local percentage that is a result of an audit will be on a prospective basis beginning with the next billing cycle.

(C) Maintenance of Customer Records

The Customer will retain and maintain call detail records for a minimum 12-month period that statistically substantiate the asserted percentage of interstate, non-local intrastate and local usage provided to the Company as set forth in Section 2.3.11 (A). Such net call detail records (i.e., work papers and/or backup documentation, including paper, magnetic tapes or any other form of records for billed Customer traffic) will consist of call information, including call terminating address (i.e., called number), the call duration, the trunk group or access lines over which the call is routed and the point at which the call enters and/or exits the Customer's network, and the calling number (i.e., the originating number).

If the Company determines that the Customer's records, work papers and backup documentation are insufficient or if the Customer does not provide the call detail records in accordance with the provisions set forth in this tariff, the Company may request the call detail records on a prospective basis not to exceed a three-month time period.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances

2.4.1 Payment of Rates, Charges and Deposits

(A) Bill Dates

The Company will bill on a current basis all charges incurred by and credits due to the Customer under this tariff attributable to services established or discontinued during the preceding billing period. In addition, the Company will bill in advance charges for all services to be provided during the ensuing billing period except for charges associated with usage. The bill day (i.e., the billing date of a bill for a Customer for LTTS under this tariff), the period of service each bill covers and the payment date will be as follows:

LTTS

For LTTS, the Company will establish a bill day each month for each Customer account or advise the Customer in writing of a different billing schedule.

The bill will cover non usage sensitive service charges for the ensuing billing period for which the bill is rendered, any known unbilled non usage sensitive charges for prior periods and unbilled usage charges for the period after the last bill day through the current bill day. Any known unbilled usage charges for prior periods and any known unbilled adjustments will be applied to this bill. Payment for such bills is due in immediately available funds by the payment date, asset forth in following. If payment is not received by the payment date, a late payment charge will apply as set forth in following.

(B) Payment Dates and Late Payment Charges

All bills dated as set forth in (A) preceding for service provided to the Customer by the Company are due 31 days (payment date) after the bill day or by the next bill date (i.e., same date in the following month as the bill date), whichever is the shortest interval, except as provided herein, and are payable in immediately available funds.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.1 Payment of Rates, Charges and Deposits (Cont'd)

(B) Payment Dates and Late Payment Charges (Cont d)

(1) If such payment date would cause payment to be due on a Saturday, Sunday or Legal Holiday, payment for such bills will be due from the Customer as follows:

- If the payment date falls on a Sunday or on a Legal Holiday which is observed on a Monday, the payment date will be the first non-Holiday day following such Sunday or Legal Holiday.
- If the payment date falls on a Saturday or on a Legal Holiday which is observed on Tuesday, Wednesday, Thursday or Friday, the payment date will be the last non Holiday day preceding such Saturday or Legal Holiday.

(2) Further, if no payment is received by the payment date or if a payment or any portion of a payment is received by the Company after the payment date as set forth in (1) preceding, or if a payment or any portion of a payment is received by the Company in funds which are not immediately available to the Company, then a late payment charge will be due to the Company. The late payment charge will be the payment or the portion of the payment not received by the payment date times a late factor. The late factor will be the lesser of:

(a) the highest interest rate (in decimal value) which may be levied by law for commercial transactions, compounded daily for the number of days from the payment date to and including the date that the Customer actually makes the payment to the Company, or

(b) 0.000454 per day, compounded daily for the number of days from the payment date to and including the date that the Customer actually makes the payment to the Company.

(C) Billing Disputes Resolved in Favor of the Company

Late payment charges will apply to amounts withheld pending settlement of the dispute. Late payment charges are calculated as set forth in (B)(2) preceding except that when the Customer disputes the bill on or before the payment date and pays the undisputed amount on or before the payment date, the interest period will not begin until 10 days following the payment date.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.1 Payment of Rates, Charges and Deposits (Cont'd)

(D) Billing Disputes Resolved in Favor of the Customer

If the Customer pays the total billed amount and disputes all or part of the amount, the Company will refund any overpayment. In addition, the Company will pay to the Customer interest on the overpayment. When a claim is filed within 90 days of the due date, the interest period will begin on the payment date. When a claim is filed more than 90 days after the due date, the interest period will begin from the date of the claim or the date of overpayment, whichever is later.

The interest period will end on the date that the Company actually refunds the overpayment to the Customer. The interest rate will be the lesser of:

(1) the highest interest rate (in decimal value) which may be levied by law for commercial transactions, compounded daily for the number of days from the first date to and including the last date of the period involved, or
(2) 0.000162 per day, compounded daily for the number of days from the first date to and including the last date of the period involved.

(E) Proration of Non Usage Based Recurring Charges

Adjustments for the quantities of services established or discontinued in any billing period beyond the minimum period set forth for services in other sections of this tariff will be prorated to the number of days based on a 30-day month. The Company will, upon request, furnish within 30 days of a request and at no charge to the Customer such detailed information as may reasonably be required for verification of any bill.

(F) Rounding of Charges

When a rate as set forth in this tariff is shown to more than two decimal places, the charges will be determined using the rate shown. The resulting amount will then be rounded to the nearest penny (i.e., rounded to two decimal places).

2.4.2 Minimum Periods

The minimum period for which services are provided and for which rates and charges are applicable is one month except for that usage rated services set forth in Section 4 and those services set forth in 4.1.3 (Switched High Capacity DS3 Direct Trunked Transport) or as otherwise specified.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.2 Minimum Periods (Cont'd)

When a service is discontinued prior to the expiration of the minimum period, charges are applicable, whether the service is used or not, as follows:

(A) When a service with a one month minimum period is discontinued prior to the expiration of the minimum period, a one month charge will apply at the rate level in effect at the time service is discontinued.

(B) When a service with a minimum period greater than one month is discontinued prior to the expiration of the minimum period, the applicable charges will be the lesser of (1) the Company's total non recoverable costs less the net salvage value for the discontinued service or (2) the total monthly charges, at the rate level in effect at the time service is discontinued, for the remainder of the minimum period.

2.4.3 Cancellation of an Order for Service

Provisions for the cancellation of an order for service are set forth in other applicable sections of this tariff.

2.4.4 Credit Allowance for Service Interruptions for Non Usage Based Recurring Charges

(A) General

A service is interrupted when it becomes unusable to the Customer because of a failure of a facility component used to furnish service under this tariff or in the event that the protective controls applied by the Company result in the complete loss of service by the Customer as set forth in 4.2.1 following. An interruption period starts when an inoperative service is reported to the Company, and ends when the service is operative.

(B) When a Credit Allowance Applies

In case of an interruption to any service, allowance for the period of interruption, if not due to the negligence of the Customer, will be provided.

Credit allowances are computed as follows:

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.4 Credit Allowance for Service Interruptions (Cont'd)

(B) When a Credit Allowance Applies (Cont'd)

(1) Flat rated Switched LTTS Rate Elements (Cont'd)

For flat rated Switched LTTS rate elements (i.e., Direct Trunked Transport and Multiplexing), no credit will be allowed for an interruption of less than 60 minutes. The Customer will be credited for an interruption of 60 minutes or more at the rate of 1/720 of the LTTS monthly charges for the facility or service for each period of 60 minutes or Major Fraction Thereof that the interruption continues. The monthly charges used to determine the credit will be as follows:

(a) Multiplexed Services

For multiplexed services, the monthly charge will be the total of all the monthly rate element charges associated with that portion of the service that is inoperative. When the facility which is multiplexed or the multiplexer itself is inoperative, the monthly charge will be the total of all the monthly rate element charges associated with the service (i.e., Direct Trunked Transport and optional features and functions, including the multiplexer on the facility to the hub, and the channel terminations, channel mileages and optional features and functions on the individual services from the hub). When the service which rides a channel of the multiplexed facility is inoperative, the monthly charge will be the total of all the monthly rate element charges associated with that portion of the service from the hub to a customer premise (i.e., Direct Trunked Transport, and optional features and functions).

(b) Flat rated Switched LTTS rate elements

For flat rated Switched LTTS rate elements, the monthly charge will be the total of all the monthly rate element charges associated with the service (i.e., Direct Trunked Transport and Multiplexing).

(2) Switched LTTS Usage Rated Elements

For Switched LTTS usage rated elements, no credit will be allowed.

(3) Credit Allowances Cannot Exceed Monthly Rate

The credit allowance(s) for an interruption or for a series of interruptions will not exceed any monthly rate for the service interrupted in any one monthly billing period.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.4 Credit Allowance for Service Interruptions for Non Usage Based Recurring Charges (Cont'd)

(C) When a Credit Allowance Does not Apply

No credit allowance will be made for:

(1) Interruptions caused by the negligence of the Customer.
(2) Interruptions of a service due to the failure of equipment or systems provided by the Customer or others.
(3) Interruptions of a service when the Customer has released that service to the Company for maintenance purposes, to make rearrangements, or for the implementation of an order for a change in the service during the time that was negotiated with the Customer prior to the release of that service. Thereafter, a credit allowance as set forth in (B) preceding applies.
(4) Periods when the Customer elects not to release the service for testing and/or repair and continues to use it on an impaired basis.
(5) An interruption or a group of interruptions, resulting from a common cause, that would result in credit in an amount less than ten dollars.

(D) Use of an Alternative Service Provided by the Company

Should the Customer elect to use an alternative service provided by the Company during the period that a service is interrupted, the Customer
must pay the tariffed rates and charges for the alternative service used.

(E) Temporary Surrender of a Service

In certain instances, the Customer may be requested by the Company to surrender a service for purposes other than maintenance, testing or activity relating to a service order. If the Customer consents, a credit allowance will be granted. The credit allowance will be 1/720 of the monthly rate for each period of 60 minutes or fraction thereof that the service is surrendered. In no case will the credit allowance exceed the monthly rate for the service surrendered in any one monthly billing period.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.5 Reestablishment of Service Following Fire, Flood or Other Occurrence

(A) Nonrecurring Charges Do Not Apply

Charges do not apply for the reestablishment of service following a fire, flood or other occurrence attributed to an Act of God provided that:

(1) The service is of the same type as was provided prior to the fire, flood or other occurrence.
(2) The service is for the same Customer.

2.4.6 Title or Ownership Rights

The payment of rates and charges by Customers for the services offered under the provisions of this tariff does not assign, confer or transfer title or ownership rights to proposals or facilities developed or utilized, respectively, by the Company in the provision of such services.

2.4.7 Local Transport Provided By More Than One Company (Multiple Billing)

When local transport is provided by more than one company, each company will bill the Customer individually as noted below.

Multiple Billing is required when local transport is provided by multiple telephone companies. Each company jointly providing the local transport will receive an order or a copy of the order from the Customer as specified in 3.3.1 following and arrange to provide the service.

For usage rated LTTS, the LTTS minutes of use will generally be determined by the recording company. Where the Company is not the recording company, the Company will obtain detailed usage records to develop the LTTS minutes from the recording company. Any charges for obtaining this usage from the recording company will be included in the cost of the local switching element billed for that usage.

Under Multiple Billing each Company providing the local transport and/or termination service will render a bill to the Customer for its portion of the service(s) based on its individual tariff rates and terms and conditions.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.7 Local Transport Provided by More Than One Company (Multiple Billing) (Cont'd)

- prepare its own bill;
- determine and include all recurring and nonrecurring rates and charges of its LTTS tariff or equivalent arrangment;
- forward its bill to the Customer.

The Customer will remit payment directly to each Bill Rendering company.

(A) Determination of Meet Point Billed Local Transport

Each company's portion of the Channel Mileage will be developed as follows:

(1) Determine the appropriate Local Transport by computing the number of airline miles between the company premises (end office, local tandem or serving wire centers for:

(a) Switched LTTS using the V&H method set forth respectively in 4.4.5 following.

(b) Determine the billing percentage (BP), as set forth in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4, which represents the portion of the service provided by each Company.

(c) For LTTS Tandem Switched Transport

- multiply the number of terminating LTTS minutes of use routed over the facility times the number of airline miles, as set forth in (a) preceding, times the BP for each company, as set forth in (b) preceding, times the Tandem Switched Facility rate;

- multiply the Tandem Switched Termination rate times the number of tandem switched terminations times the number of terminating LTTS minutes routed over the facility.

- When a local tandem office is located within the operating territory of the Company, multiply the Tandem Switching rate times the number of terminating LTTS minutes that are switched at the local tandem.

The Tandem Switched Termination rate is applied as set forth in 4.1.3(A) following. The Switched LTTS Nonrecurring Charges are applied as set forth in 4.4.1(B) following. (Note: The BP is not applied to the Tandem Switched Termination rate or any Nonrecurring Charge.)

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.4 Payment Arrangements and Credit Allowances (Cont'd)

2.4.7 Local Transport Provided by More Than One Company (Multiple Billing)(Cont'd)

(A) Determination of Meet Point Billed Local Transport (Cont'd)

(1) (Cont d)

(d) For LTTS Direct Trunked Transport:
- multiply the number of airline miles, as set forth in (a) preceding, times the BP for each Company, as set forth in (b) preceding, times the Direct Trunked Facility rate.

- The Direct Trunked Termination rate is applied as set forth in 4.1.3(A) following. The LTTS Nonrecurring Charges are applied as set forth in 4.4.1(B) following. (Note: The BP is not applied to either the Direct Trunked Termination rate or any Nonrecurring Charge.)

(e) For LTTS Multiplexing

- When the Multiplexing equipment is located within the operating territory of this Company, the Multiplexing charge will apply.

The Billing Percentage (BP) is not applicable to the Multiplexing charge.

(f) When three or more telephone companies are involved in providing LTTS, the intermediate company(ies)will determine the appropriate charges as set forth in (c) though (e) preceding.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions

Certain terms used herein are defined as follows:

Answer/Disconnect Supervision

The term "Answer/Disconnect Supervision" denotes the transmission of the switch trunk equipment supervisory signal (off-hook or on-hook) to the customer's point of termination as an indication that the called party has answered or disconnected.

Attenuation Distortion

The term "Attenuation Distortion" denotes the difference in loss at specified frequencies relative to the loss at 1004 Hz, unless otherwise specified.

Balance (100 Type) Test Line

The term "Balance (100 Type) Test Line" denotes an arrangement in an end office which provides for balance and noise testing.

Bit

The term "Bit" denotes the smallest unit of information in the binary system of notation.

Business Day

The term "Business Day" denotes the times of day that the Company is open for business. To determine such hours the Company should be contacted at the address shown under Participating Carrier's listed on Preface Pages 3 preceding.

Busy Hour Minutes of Capacity (BHMC)

The term "Busy Hour Minutes of Capacity (BHMC)" denotes the Customer specified maximum amount of LTTS minutes the Customer expects to be handled in an end office switch during any hour in an 8:00 A.M. to 11:00 P.M. period. This Customer specified BHMC quantity is the input data the Company uses to determine the number of transmission paths for the LTTS ordered.

Call

The term "Call" denotes an end user s attempt for which the complete address code (e.g., 0-, 7 digits) is provided to the serving dial tone office.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Carrier or Common Carrier

See Interexchange Carrier.

CCS

The term "CCS" denotes a hundred call seconds, which is a standard unit of traffic load that is equal to 100 seconds of usage or capacity of a group of servers (e.g., trunks).

Central Office

See End Office.

Central Office Maintenance Technician

The term "Central Office Maintenance Technician" denotes a Company employee who performs installation and/or repair work, including testing and trouble isolation, within the Company Central Office.

Central Office Prefix

The term "Central Office Prefix" denotes the first three digits (NXX) of the seven digit telephone number assigned to an end user's Telephone Exchange Service when dialed on a local basis.

Channel(s)

The term "Channel(s)" denotes an electrical or photonic, in the case of fiber optic based transmission systems, communications path between two or more points of termination.

Channel Service Unit

The term "Channel Service Unit" denotes equipment which performs one or more of the following functions: termination of a digital facility, regeneration of digital signals, detection and/or correction of signal format error, and remote loop back.

Channelize

The term "Channelize" denotes the process of multiplexing-demultiplexing wider bandwidth or higher speed channels into narrower bandwidth or lower speed channels.

Clear Channel Capability

The term "Clear Channel Capability" denotes the ability to transport twenty-four 64 Kbps over a DS1 Mbps High Capacity service via a B8ZS line code format.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

C-Message Noise

The term "C-Message Noise" denotes the frequency weighted average noise within an idle voice channel. The frequency weighting, called C-message, is used to simulate the frequency characteristic of the 500-type telephone set and the hearing of the average subscriber.

C-Notched Noise

The term "C-Notched Noise" denotes the C-Message frequency weighted noise on
a voice channel with a holding tone, which is removed at the measuring end through a notch (very narrow band) filter.

Common Channel Signaling

The term "Common Channel Signaling" (CCS) denotes a high speed packet switched communications network which is separate (out of band) from the public packet switched and message networks. Its purpose is to carry addressed signaling messages for individual trunk circuit and/or database related services between Signaling Points in the CCS network.

Common Line

The term "Common Line" denotes a line, trunk or other facility provided under
the general and/or local exchange service tariffs of the Company, terminated on a central office switch. A common line-residence is a line or trunk provided under the residence regulations of the general and/or local exchange service tariffs. A common line-business is a line provided under the business regulations of the general and/or local exchange service tariffs.

Communications System

The term "Communications System" denotes channels and other facilities which are capable of communications between terminal equipment provided by other than the Company.

` Customer(s)

The term "Customer(s)" denotes any individual, partnership, association, joint-stock company, trust, corporation, or governmental entity or other entity which is authorized to provide local exchange service in Michigan and which delivers telecommunications traffic for transport and/or termination to an exchange of the Company.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Data Transmission (107) Type Test Line

The term "Data Transmission (107 Type) Test Line" denotes an arrangement whichwhich provides for a conwhich provides for a connewhich provides for a connec signals for one-way testing of data and voice transmission parameters.

Decibel

The term "Decibel" denotes a unit used to express relative difference in power,power, usually between acoustic or electric signals, equal to ten (10) times the common logarithm of the ratio of two signal powers.

Decibel Reference Noise C-Message Weighting

TheThe term "Decibel Reference NoiseThe term "Decibel Reference Noise C-Message Weighti measurementsmeasurements with C-Message Weighting in decibels relativemeasurements wi 1000 Hz tone of 90 dB below 1 milliwatt.

Decibel Reference Noise C-Message Referenced to 0

TheThe term "Decibel Reference Noise C-Message Referenced to 0" denotes noise powerpower in "Decibpower in "Decibel power in "Decibel Reference Noise C-Message measured at a zero transmission level point.

Detail Billing

TheThe term "Detail Billing" denotes the listing ofThe term "Detail Billing" denotes th elementelement for which charges to a customerelement for which charges to a customer Company.

Direct Trunked Transport

TheThe term "Direct Trunked Transport" denotes tranThe term "Direct Trunked Transp wirewire center towire center to the end office or from the serving wire center towire tandem on circuits dedicated to the use of a single Customer.

Echo Control

TheThe term "Echo Control" denotes the control of reflected signThe term "Echo Co telephone transmission path.

Echo Path Loss

TheThe term "Echo Path LossThe term "Echo Path Loss" denoteThe term "Echo Path Los 4-wire4-wire point of interface without regard to the send and receive transmission Level Point.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Echo Return Loss

The term "Echo Return Loss" denotes a frequency weighted measure of return loss over the middle of the voiceband (approximately 500 to 2500 Hz), where talker echo is most annoying.

Effective 2-Wire

The term "Effective 2-Wire" denotes a condition which permits the simultaneous transmission in both directions over a channel, but it is not possible to insure independent information transmission in both directions. Effective 2-Wire channels may be terminated with 2-wire or 4-wire interfaces.

Effective 4-Wire

The term "Effective 4-Wire" denotes a condition which permits the simultaneous independent transmission of information in both directions over a channel. The method of implementing effective 4-wire transmission is at the discretion of the Company (physical, time domain, frequency-domain separation or echo cancellation techniques). Effective 4-Wire channels may be terminated with a 2-wire interface at the customer's premises. However, when terminated 2-wire, simultaneous independent transmission cannot be supported because the 2-wire interface combines the transmission paths into a single path.

End Office

The term "End Office" denotes a local Company switching system where Local Exchange Telecommunication Service station loops are terminated for purposes of LTTS to each other and to trunks. This includes Remote Switching Modules/Systems served by a Host Central Office in a different wire center.

Enhanced Services

The term "Enhanced Services", as defined in PART 64 of the FCC's Rules and Regulations, are services ". . . offered over common carrier transmission facilities used in interstate communications, which employ computer processing applications that act on the format, content, code, protocol, or similar aspects of the subscriber's transmitted information; provide the subscriber additional, different, or restructured information; or involve subscriber interaction with stored information."

Entry Switch

See First Point of Switching.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Envelope Delay Distortion

The term "Envelope Delay Distortion" denotes a measure of the linearity of the phase versus frequency of a channel.

Equal Level Echo Path Loss

The term "Equal Level Echo Path Loss" (ELEPL) denotes the measure of Echo Path Loss (EPL) at a 4-wire interface which is corrected by the difference between the send and receive Transmission Level Point (TLP). [ELEPL = EPL - TLP (send) + TLP (receive)].

Exchange

The term "Exchange" means one or more contiguous central offices and all associated facilities within a geographical area in which Local Exchange Telecommunications Services are offered by a provider.

Exit Message

The term "Exit Message" denotes an SS7 message sent to an end office by the Company's tandem switch to mark the Carrier Connect Time when the Company's tandem switch sends an Initial Address Message to an interexchange customer.

Expected Measured Loss

The term "Expected Measured Loss" denotes a calculated loss which specifies the end-to-end 1004-Hz loss on a terminated test connection between two readily accessible manual or remote test points. It is the sum of the inserted connection loss and test access loss including any test pads.

Extended Area Service

The term Extended Area Service means the service provided to end user to produce a Local Calling Area larger than the home exchange or to allow calling to other exchanges as part of local exchange service.

First Point of Switching

The term "First Point of Switching" denotes the first Company or centralized equal access provider location at which switching occurs on the terminating path of a call proceeding from an end user s designated premises to the terminating end office.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Frame

The term "Frame" denotes a group of data bits in a specific format, which enables network equipment to recognize the meaning and purpose of the specific bits.

Frequency Shift

The term "Frequency Shift" denotes the change in the frequency of a tone as it is transmitted over a channel.

Host Central Office

The term "Host Central Office" denotes an electronic local Company End Office where Telephone Exchange Service customer station loops are terminated for purposes of LTTS to each other and to trunks. Additionally, this type of End Office contains the central call processing functions which service itself and its Remote Switching Modules/Systems.

Hub

The term "Hub" denotes a wire center at which bridging or multiplexing functions are performed for end users served out of any wire center.

Immediately Available Funds

The term "Immediately Available Funds" denotes a corporate or personal check drawn on a bank account and funds which are available for use by the receiving party on the same day on which they are received and include U.S. Federal Reserve bank wire transfers, U.S. Federal Reserve notes (paper cash), U.S. coins, U.S. Postal Money Orders and New York Certificates of Deposit.

Impedance Balance

The term "Impedance Balance" denotes the method of expressing Echo Return Loss and Singing Return Loss at a 4-wire interface whereby the gains and/or loss of the 4-wire portion of the transmission path, including the hybrid, are not included in the specification.

Impulse Noise

The term "Impulse Noise" denotes any momentary occurrence of the noise on a channel over a specified level threshold. It is evaluated by counting the number of occurrences which exceed the threshold.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Initial Address Message

The term "Initial Address Message" denotes an SS7 message sent in the forward direction to initiate trunk set up, reserve an outgoing trunk and process the information about the trunk along with other data relating to the routing and handling of the call to the next switch.

Inserted Connection Loss

The term "Inserted Connection Loss" denotes the 1004 Hz power difference (in dB) between the maximum power available at the originating end and the actual power reaching the terminating end through the inserted connection.

Installation and Repair Technician

The term "Installation and Repair Technician" denotes a Company employee who performs installation and/or repair work, including testing and trouble isolation, outside of the Company Central Office.

Interexchange Carrier or Interexchange Common Carrier (IC)

The terms "Interexchange Carrier" or "Interexchange Common Carrier" denotes any individual, partnership, association, joint-stock company, trust, governmental entity or corporation engaged for hire in intrastate interexchange, interstate or foreign communication by wire or radio, between two or more local calling areas or EAS areas, excluding local traffic.

Intermediate Hub

The term "Intermediate Hub" denotes a wire center at which bridging or multiplexing functions are performed only for end users served by that wire center and wire centers that subtend the hub, as specified in National Exchange Carrier Association, Inc. Tariff FCC No. 4.

Intermodulation Distortion

The term "Intermodulation Distortion" denotes a measure of the nonlinearity of a channel. It is measured using four tones, and evaluating the ratios (in dB) of the transmitted composite four-tone signal power to the second-order products of the tones (R2), and the third-order products of the tones (R3).

Interstate Communications

The term "Interstate Communications" denotes both interstate and foreign communications.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Intraexchange Telecommunications Traffic

The term Intraexchange Telecommunications Traffic means telecommunications traffic originating and terminating within the end user s home exchange.

Intrastate Communications

The term "Intrastate Communications" denotes any communications within a state subject to oversight by a state regulatory commission as provided by the laws of the State of Michigan.

Legal Holiday

The term "Legal Holiday" denotes days other than Saturday or Sunday for which the Company is normally closed. These include New Year's Day, Independence Day, Thanksgiving Day, Christmas Day, and a day when Washington's Birthday, Memorial Day or Columbus Day is legally observed and other locally observed holidays when the Company is closed.

Line Side Connection

The term "Line Side Connection" denotes a connection of a transmission path to the line side of a local exchange switching system.

Local Access and Transport Area (LATA)

The term "Local Access and Transport Area" denotes a geographic area established for the provision and administration of communications service. It encompasses one or more designated exchanges, which are grouped to service common social, economic and other purposes.

Local Calling Area

The term "Local Calling Area" means a geographic area encompassing one or more local communities as described in maps, tariffs or rate schedules filed with and approved by the MPSC. An end user s local calling area is the home exchange to which his/her local access line is assigned as specified in the maps and boundary descriptions of the tariffs of the incumbent local exchange providers.

Local Tandem

The term "Local Tandem" denotes a Company switching system that provides a concentration and distribution function for terminating local traffic between end offices and a customer designated premises.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Loss Deviation

The term "Loss Deviation" denotes the variation of the actual loss from the
designed value.

LTTS Minutes

For the purpose of calculating chargeable usage, the term LTTS Minutes" denotes Customer usage of exchange facilities in the provision of LTTS approved and authorized by the FCC. On the terminating end of an LTTS call, usage is measured from the time the call is received by the end user in the terminating exchange. Timing of usage at the terminating end of an LTTS call will terminate when the calling or called party disconnects, whichever event is recognized first in the terminating exchange.

Major Fraction Thereof

The term "Major Fraction Thereof" denotes any period of time in excess of ½ of the stated amount of time. As an example, in considering a period of 24 hours, a major fraction thereof would be any period in excess of 12 hours exactly. Therefore, is a given service is interrupted for a period of thirty-six hours and fifteen minutes, the customer would be given a credit allowance for two twenty-four hour periods for a total of forty-eight hours.

Message

The term "Message" denotes a "call" as defined preceding.

Milliwatt (102 Type) Test Line

The term "Milliwatt (102 Type) Test Line" denotes an arrangement in an end office which provides a 1004 Hz tone at 0 dBm0 for one-way transmission measurements towards the end user s premises from the Company end office.

Network Control Signaling

The term "Network Control Signaling" denotes the transmission of signals used in the telecommunications system which perform functions such as supervision (control, status, and charge signals), address signaling (e.g., dialing), calling and called number identifications, rate of flow, service selection error control and audible tone signals (call progress signals indicating re-order or busy conditions, alerting, coin denominations, coin collect and coin return tones) to control the operation of the telecommunications system.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

North American Numbering Plan

The term "North American Numbering Plan" denotes a three-digit area code (Numbering Plan Area - NPA) and a seven-digit telephone number made up of a three-digit Central Office prefix plus a four-digit station number.

Off-Hook

The term "Off-Hook" denotes the active condition of Switched LTTS or a Telephone Exchange Service line.

On-Hook

The term "On-Hook" denotes the idle condition of Switched LTTS or a Telephone Exchange Service line.

Originating Direction

The term "Originating Direction" denotes the use of LTTS for the origination of calls from an End User premises to a Customer premises.

Pay Telephone

The term "Pay Telephone" denotes a coin or coinless instrument provided in a public or semi-public place where payphone service providers' customers can originate telephonic communications and pay the applicable charges by (1) inserting coins into the equipment, or (2) using a credit card, or (3) third party billing the call or (4) calling collect.

Payphone Service Providers

The term "Payphone Service Providers" denotes an entity that provides pay telephone service, which is the provision of public, semi-public or inmate pay telephone service.

Phase Jitter

The term "Phase Jitter" denotes the unwanted phase variations of a signal.

Point of Termination

The term "Point of Termination" denotes the point of demarcation within a customer-designated premises at which the Company's responsibility for the provision of LTTS ends.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Premises

The term "Premises" denotes a building or buildings on continuous property (except Railroad Right-of-Way, etc.) not separated by a public highway.

Release Message

The term "Release Message" denotes an SS7 message sent in either direction to
indicate that a specific circuit is being released.

Remote Switching Modules/Systems

The term "Remote Switching Modules/Systems" denotes small, remotely controlled electronic end office switches which obtain their call processing capability from an electronic Host Central Office. The Remote Switching Modules/Systems cannot accommodate direct trunks to an IC.

Return Loss

The term "Return Loss" denotes a measure of the similarity between the two impedances at the junction of two transmission paths. The higher the return loss, the higher the similarity.

Service Access Code

The term "Service Access Code" denotes a 3 digit code in the NPA format which is used as the first three digits of a 10 digit address and which is assigned for special network uses. Whereas NPA codes are normally used for identifying specific geographical areas, certain Service Access Codes have been allocated in the North American Numbering Plan to identify generic services or to provide access capability. Examples of Service Access Codes include the 800 and 900 codes.

Service Switching Point (SSP)

The term "Service Switching Point" denotes an end office or tandem which, in addition to having SS7 and SP capabilities, is also equipped to query centralized data bases.

Serving Wire Center

The term "Serving Wire Center" denotes the wire center from which the end user designated premises would normally obtain dial tone from the Company.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Seven Digit Manual Test Line

The term "Seven Digit Manual Test Line" denotes an arrangement which allows the customer to select balance, milliwatt and synchronous test lines by manually dialing a seven-digit number over the associated access connection.

Shortage of Facilities or Equipment

The term "Shortage of Facilities or Equipment" denotes a condition which occurs when the Company does not have appropriate cable, switching capabilities, bridging or, multiplexing equipment, etc., necessary to provide the LTTS requested by the Customer.

Short Circuit Test Line

The term "Short Circuit Test Line" denotes an arrangement in an end office which provides for an AC short circuit termination of a trunk or line by means of a capacitor of at least four microfarads.

Signal-to-C-Notched Noise Ratio

The term "Signal-to-C-Notched Noise Ratio" denotes the ratio in dB of a test signal to the corresponding C-Notched Noise.

Signaling Point (SP)

The term "Signaling Point (SP)" denotes an SS7 network interface element capable of originating and terminating SS7 trunk signaling messages.

Signaling Point of Interface (SPOI)

The term "Signaling Point of Interface (SPOI)" denotes the Customer designated location where the SS7 signaling information is exchanged between the Company and the Customer.

Signaling Return Loss

The term "Signaling Return Loss" denotes the frequency weighted measure of return loss at the edges of the voiceband (200 to 500 Hz and 2500 to 3200 Hz), where signaling (instability) problems are most likely to occur.

Signaling System 7 (SS7)

The term "Signaling System 7 (SS7)" denotes the layered protocol used for standardized common channel signaling in the United States and Puerto Rico.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Signal Transfer Point (STP)

The term "Signal Transfer Point (STP)" denotes a packet switch which provides access to the Company's SS7 network and performs SS7 message signal routing and screening.

Signal Transfer Point (STP) Port

The term "Signal Transfer Point (STP) Port" denotes the point of termination of LTTS to the STP.

Subtending End Office of a Tandem

The term "Subtending End Office of a Tandem" denotes an end office that has final trunk group routing through that tandem.

Super-Intermediate Hub

The term "Super-Intermediate Hub" denotes a wire center at which bridging or multiplexing functions are performed for Customers served by all wire centers in the LATA. A Super-Intermediate Hub can be restricted to one or more designated NPAs within a LATA and/or to wire centers that are owned by the same Telephone Company as the hub. Super-Intermediate Hubs and the wire centers they serve are identified in National Exchange Carrier Association, Inc. Tariff FCC No. 4.

Synchronous Test Line

The term "Synchronous Test Line" denotes an arrangement in an end office which performs marginal operational tests of supervisory and ring-tripping functions.

Tandem Switched Transport

The term "Tandem Switched Transport" denotes transport from the local tandem to the end office, that is switched at a local tandem.

Telecommunications Carriers

The term Telecommunications Carrier means those persons who qualify as such as that term is detained by the FTA.

Terminating Direction

The term "Terminating Direction" denotes the use of LTTS for the completion of calls from a Customer premises to an end user premises.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Terminus Hub

The term "Terminus Hub" denotes a wire center at which bridging or multiplexing functions are performed only for Customers served directly by the same wire center.

Throughput

The term "throughput" denotes the number of data bits successfully transferred in one direction per unit of time.

Transmission Measuring (105 Type) Test Line/Responder

The term "Transmission Measuring (105 Type) Test Line/Responder" denotes an arrangement in an end office which provides far-end access to a responder and permits two-way loss and noise measurements to be made on trunks from a near end office.

Transmission Path

The term "Transmission Path" denotes an electrical path capable of transmitting signals within the range of the service offering, e.g., a voice grade transmission path is capable of transmitting voice frequencies within the approximate range of 300 to 3000 Hz. A transmission path comprises physical or derived facilities consisting of any form or configuration of plant typically used in the telecommunications industry.

Trunk

The term "Trunk" denotes a communications path connecting two switching systems in a network, used in the establishment of an end-to-end connection.

Trunk Group

The term "Trunk Group" denotes a set of trunks which are traffic engineered as a unit for the establishment of connections between switching systems in which all of the communications paths are interchangeable.

Trunk Side Connection

The term "Trunk Side Connection" denotes the connection of a transmission path to the trunk side of a local exchange switching system.

LOCAL TRANSPORT AND TERMINATION SERVICES

2. General Regulations (Cont'd)

2.5 Definitions (Cont'd)

Two-Wire to Four-Wire Conversion

The term "Two-Wire to Four-Wire Conversion" denotes an arrangement which converts a four-wire transmission path to a two-wire transmission path to allow a four-wire facility to terminate in a two-wire entity (e.g., a central office switch).

V and H Coordinates Method

The term "V and H Coordinates Method" denotes a method of computing airline miles between two points by utilizing an established formula which is based on the vertical and horizontal coordinates of the two points.

Wire Center

The term "Wire Center" denotes a building in which one or more central offices, used for the provision of Telephone Exchange Services, are located.

Wireless Switching Center

The term "Wireless Switching Center" (WSC) denotes a Wireless Service Provider (WSP) switching system that is used to terminate wireless stations for purposes of CMRS EOTS to each other and to trunks interfacing with the public switched network.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering

3.1 General

This section sets forth the regulations and order related charges for services set forth in other sections of this tariff. Order related charges are in addition to other applicable charges for the services provided.

An LTTS Order is an order to provide the Customer with LTTS or to provide changes to existing LTTS.

A Customer may order any number of services of the same type and between the same premises on a single LTTS Order. All details for services for a particular order must be identical.

The Customer shall provide to the Company the order information required in 3.2 following and, in addition, the Customer must also provide:

- Billing name and address (when different from Customer name and address).

- Customer contact name(s) and telephone number(s) for the following provisioning activities: order requests, order confirmation, interactive design, installation and billing.
- If either the tandem serving a Company's end office provides usage for a Customer to the Company, or the Company is able to determine that a Customer s traffic is being routed to a Company's end office, and, the local Cutomer has not ordered LTTS from that end office, LTTS will be considered ordered by that Customer and all applicable charges related to the ordering of LTTS service will apply along with all applicable usage based charges. Additionally, the default jurisdictional percentages noted in 2.3.11 (A)(1) will apply until the Customer submits new jurisdictional reports to the Company.

3.1.1 Service Installation

The Company will provide the LTTS in accordance with the Customer's requested service date, subject to the constraints established by the Company schedule of applicable service dates.

The Company shall make available to all Customers, upon request, a schedule of applicable service intervals for LTTS. The schedule shall specify the applicable service interval for services and the quantities of services that can be provided by a requested service date. Any associated material will be provided upon request and within a reasonable period of time.

The Company will not accept orders for service dates which exceed the applicable service date by more than six months. LTTS will be installed during Company business days. If a Customer requests that installation be done outside of schedule work hours, and the Company agrees to this request, the customer will be subject to applicable Additional Labor Charges as set forth in 6.2.3(A) following.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.1 General (Cont'd)

3.1.2 Expedited Orders

When placing an LTTS Order, a Customer may request a service date that is prior to the applicable service date. Additionally, a Customer may also request an earlier service date on a pending LTTS Order. In this case, an LTTS Order modification as set forth in 3.4 following would be required. If the Company determines that the service can be provided on the requested date but that additional labor cost or extraordinary costs are required to meet the requested service date, the Customer will be notified and will be provided with an estimate of the additional charges involved. Charges will be billed at actual cost, not to exceed 10 percent over estimated charges. Such additional charges will be determined and billed to the Customer as explained as follows:

- To calculate the additional labor charges, the Company will, upon authorization from the customer to incur the additional labor charges, keep track of the additional labor hours used to meet the request of the customer and will bill the customer at the applicable Additional Labor charges as set forth in 6.2.3(A) following.

When the request for expediting occurs subsequent to the issuance of the LTTS Order, a Service Date Change Charge as set forth in 6.2.1(B) following also applies.

3.2 Ordering Requirements

3.2.1 Switched LTTS

When Switched LTTS service is ordered, the Customer must specify whether the service is to be provided as (1) Direct Trunked Transport to the end office, (2) Direct Trunked Transport to a local tandem of the Company which connects with Tandem Switched Transport from the local tandem to the end office. When all or a portion of service is ordered as Direct Trunked Transport, the Customer must specify the type and quantity of Direct Trunked Transport facility (e.g., Voice Grade or High Capacity DS1 or DS3).

Direct Trunked Transport is available at all tandems and at all end offices except those end offices identified in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4. as not having the capability to provide Direct Trunked Transport. Direct Trunked Transport is not available from end offices that lack recording or measurement capability.

When the Customer has both Tandem Switched Transport and Direct Trunked Transport at the same end office, the Customer will be provided Alternate Traffic Routing as set forth in 4.4.5 following.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.2 Ordering Requirements (Cont'd)

3.2.1 Switched LTTS Service (Cont'd)

When placing an order for Switched LTTS, the Customer shall provide:

- The number of BHMC from the Customer designated premises to the end office, or

- The number of trunks desired between Customer designated premises and an entry switch.

- Optional Features

When BHMC information is provided, it is used to determine the number of transmission paths as set forth in 4.2.5 following.

The BHMC may be determined by the Customer in the following manner. For each day (8 am to 11 pm, Monday through Friday, excluding national holidays), the Customer shall determine the highest number of minutes of use for a single hour (e.g. 55 minutes in the 10-11 a.m. hour). The Customer shall, for the same hour period (i.e., busy hour) for each of twenty consecutive business days, pick the twenty consecutive business days in a calendar year which add up to the largest number of minutes of use. The Customer shall then determine the average busy hour minutes of capacity (i.e., BHMC) by dividing the largest number of minutes of use figure for the same hour period for the consecutive twenty business day period by 20. This computation shall be performed for each end office the Customer wishes to serve. These determinations thus establish the forecasted BHMC for each end office.

Customers may, at their option, order LTTS by specifying the number of trunks desired between Customer designated premises and an end office or local tandem. When ordering by trunk quantities rather than BHMC quantities to a local tandem, the Customer must also provide the Company an estimate of the amount of traffic it will generate to and/or from each end office subtending the local tandem to assist the Company in its own efforts to project further facility requirements.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.2 Ordering Requirements (Cont'd)

3.2.2 Miscellaneous Services

Testing Service, Additional Labor and Telecommunications Service Priority shall be ordered with an LTTS Order or may subsequently be added to a pending order at any time up to and including the service date for the LTTS. When miscellaneous services are added to a pending order a service date change may be required. When a service date change is required, the service date change charge as set forth in 6.2.1(B) following will apply. When miscellaneous services are added to a pending order, charges for a design change as set forth in 6.2.1 (C) following will apply when an engineering review is required. If both a service date change and an engineering review are required, both the Service Date Change Charge and the Design Change Charge will apply as set forth in 3.4.3(B) following.

The rates and charges for these services, as set forth in Section 6 of this tariff, will apply in addition to the ordering charges set forth in Section 6 and the rates and charges for the LTTS Service with which they are associated.

3.3 LTTS Orders For Services Provided By More Than One Company

LTTS provided by more than one Company are services where one end of the Local Transport element is provided by one Company and the other end of the element is provided by a different Company and the end office are not provided by the same Company.

3.3.1 Meet Point Billing Ordering

Each Company will provide its portion of the LTTS within its operating territory to a meet point(s) with the other Company(ies). Billing Percentages will be determined by the Telephone Companies involved in providing the LTTS Service and listed in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4. Each Company will bill the Customer for its portion of the service as set forth in 2.4.7. All other appropriate charges in each Company s tariff are applicable.

For the service(s) ordered as set forth following, the Customer must also supply a copy of the order to the Company in whose operating territory a Customer designated premises is located and any other Company(ies) involved in providing the service.

(A) For Switched LTTS, the Customer must place an order with the Company in whose territory the end office is located.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.4 Charges Associated with LTTS Ordering

3.4.1 LTTS Order Charge

The LTTS Order Charge is applied to all Customer requests for new Switched LTTS. In addition, the LTTS Order Charge is applicable to Customer requests for additions, changes or rearrangements to existing Switched LTTS Service with the following exceptions:

The LTTS Order Charge does not apply:

- When a Service Date Change Charge is applicable.
- When a Design Change Charge is applicable.
- To administrative changes as set forth in 4.4.1(B)(2) following.
- When a change to a pending order does not result in the cancellation of the pending order and the issuance of a new order.
- When a Miscellaneous Service Order charge is applicable.
- When a Company initiated network reconfiguration requires a Customer's existing LTTS end office termination service to be reconfigured.
- When a Billing Name and Address Order charge is applicable.
- The orders to disconnect existing trunks and to connect the new trunks are placed at the same time.
- The number of installed trunks does not exceed the number of trunks disconnected. If the number of installed trunks exceeds the number of trunks disconnected, the LTTS Order Charge will apply unless the Customer provides justification based upon standard engineering methods to show that the additional capacity is required to maintain the same level of service. The LTTS Order Charge will be applied on a per order basis to each order received by the Company or copy of an order received by the Company pursuant to 3.3.1 preceding and is in addition to other applicable charges as set forth in this and other sections of this tariff.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.4 Charges Associated with LTTS Ordering (Cont'd)

3.4.2 Miscellaneous Service Order Charge

A Miscellaneous Service Order Charge, as set forth in 6.2.1(D) following, applies to any service, or combination of services, ordered simultaneously from Section 5 of the tariff for which a service order is not already pending. The Miscellaneous Service Order Charge is an administrative charge designed to compensate for the expenses associated with service order issuance.

The charge always applies to the following services since a pending service order would not exist:
- Overtime Repair (5.2.2),
- Standby Repair (5.2.3),
- Testing and Maintenance with Other Telephone Companies other than when in conjunction with Acceptance Testing (5.2.4),
- Other Labor (5.2.5),
- Maintenance of Service (5.3.2)

The Miscellaneous Service Order Charge will also apply to the following services if they are ordered subsequent to the initial installation of the associated LTTS end office termination service, thereby necessitating the issuance of another service order.

The charge does not apply to the following services since there would exist a pending service order:
- Additional Engineering (5.1),
- Overtime Installation (5.2.1),
- Standby Acceptance Testing (5.2.3),
- Testing and Maintenance with Other Telephone Companies when in conjunction with Acceptance Testing (5.2.4),
- Additional Cooperative Acceptance Testing [5.3.1(A)(1)].

3.4.3 LTTS Order Change Charges

LTTS Order changes involve service date changes and design changes. The Customer may request a change of its LTTS Order prior to the service date. The Company will make every effort to accommodate a requested change when it is able to do so with the normal work force assigned to complete such an order within normal business hours. If the change cannot be made with the normal work force during normal business hours, the Company will notify the Customer. If the Customer still desires the LTTS Order change, the Company will schedule a new service date as set forth in 3.1.2, preceding. All charges for LTTS Order change as set forth in 6.2.1 (B) and (C) will apply on a per occurrence basis.

Any increase in the number of LTTS Service trunks or busy hour minutes of capacity will be treated as a new LTTS Order (for the increased amount only).

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.4 Charges Associated with LTTS Ordering (Cont'd)

3.4.3 LTTS Order Change Charges

(A) Service Date Change

The Customer may request a change of service date on a pending LTTS Order prior to the service date. A change of service date is a change of the scheduled service date by the Customer to either an earlier date or a later date which does not exceed 30 calendar days from the original service date.

If the Company determines that the Customer request can be accommodated without delaying the service dates for orders of other Customers, the service date will be changed and the Service Date Change Charge, as set forth in 6.2.1(B) following, will be applied to the order.

If the service date is changed to an earlier date, and the Company determines additional labor or extraordinary costs are necessary to meet the earlier service date requested by the Customer, the Customer will be notified by the Company that Expedited Order Charges as set forth in 3.1.2 preceding apply. Such charges will apply in addition to the Service Date Change Charge.

If the requested service date exceeds 30 calendar days following the original service date, and the Company determines that the Customer's request can be accommodated, the Company will cancel the original order and apply the Cancellation Charges as set forth in 3.5.3 following. A new LTTS Order with a new service date will be issued. The Service Date Change Charge will not apply, however, the LTTS Order Charge will apply to the new order.

If the service date is changed due to a Design Change as set forth in (B) following, the Service Date Change Charge will apply.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.4 Charges Associated with LTTS Ordering (Cont'd)

3.4.3 LTTS Order Change Charges (Cont'd)

(B) Design Change

The Customer may request a design change to the service ordered prior to the requested service date. A design change is any change to an LTTS Order which requires engineering review. An engineering review is a review by Company personnel, of the service ordered and the requested changes to determine what changes in the design, if any, are necessary to meet the changes requested by the Customer. Design changes include such things as the addition or deletion of optional features or functions or a change in the type of Transport Termination (LTTS only), type of channel interface, type of Interface Group or technical specification package. Design changes do not include a change of Customer designated premises or first point of switching. Changes of this nature will require the issuance of a new order and the cancellation of the original order with appropriate cancellation charges applied.

The Company will review the requested change, notify the Customer whether the change is a design change, if the change can be accommodated and if a new service date is required. If the Customer authorizes the Company to proceed with the design change, a Design Change Charge as set forth in 6.2.1(C) following will apply in addition to the charge for Additional Engineering as set forth in 6.2.2 following. If a change of service date is required, the Service Date Change Charge as set forth in 6.2.1(B) following will also apply. The LTTS Order Charge as specified in 6.2.1(A) following does not apply.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.5 Minimum Periods and Cancellations

3.5.1 Minimum Periods

The minimum period for LTTS Direct Trunked Transport is as set forth in 4.1.3 following. A minimum period of six months applies for each additional period of service ordered or extended.

Terminating LTTS usage services (i.e., Local Termination, Tandem Switched Transport) have no minimum period.

The minimum period for which all other LTTS is provided and for which charges are applicable is one month.

3.5.2 Development of Minimum Period Charges

When LTTS is disconnected after commencement of service but prior to the expiration of the minimum period, charges are applicable for the balance of the minimum period. A disconnect constitutes facilities being returned to available inventory.

The Minimum Period Charge for monthly billed services will be determined as follows:

(A) For Switched LTTS, the charge for a month or fraction thereof is equal to the applicable recurring charges that may be due.

(B) For Flat rated Switched LTTS the charge for a month or fraction thereof is the applicable monthly rates for the appropriate channel type plus any optional features, nonrecurring and/or special construction charge(s) that may apply.

3.5.3 Cancellation of a LTTS Order

(A) A customer may cancel a LTTS Order for the installation of service on any date prior to the service date. The cancellation date is the date the Company receives written or verbal notice from the Customer that the order is to be cancelled. The verbal notice must be followed by written confirmation within 10 days. If a Customer or a Customer's end user is unable to accept LTTS Service within 30 calendar days after the original service date, the Customer has the choice of the following options:

- The LTTS Order shall be cancelled and charges set forth in (B) following will apply, or

- Billing for the service will commence.

In such instances, the cancellation date or the billing date, depending on which option is selected by the Customer, shall be the 31st day beyond the original service date of the LTTS Order.

LOCAL TRANSPORT AND TERMINATION SERVICES

3. LTTS Ordering (Cont'd)

3.5 Minimum Periods and Cancellations (Cont'd)

3.5.3 Cancellation of a LTTS Order (Cont'd)

(B) When a Customer cancels an LTTS Order for the installation of service, a Cancellation Charge will apply as follows:

(1) Installation of LTTS is considered to have started when the Company incurs any cost in connection therewith or in preparation thereof which would not otherwise have been incurred.

(2) Where the Customer cancels an LTTS Order prior to the start of installation of LTTS facilities, no charges shall apply.

(3) Where installation of LTTS facilities has been started prior to the cancellation, the charges specified in (a) or (b) following, whichever is lower, shall apply.

(a) A charge equal to the costs incurred in such installation, less estimated net salvage. Such costs include the non-recoverable cost of equipment and material ordered, provided or used, plus the non-recoverable cost of installation and removal including the costs of engineering, labor, supervision, transportation, rights-of-way and other associated costs;

(b) The minimum period charges for LTTS by the Customer, as set forth in 3.5.2 preceding.

(C) When a Customer cancels an order for the discontinuance of service, no charges apply for the cancellation.

(D) If the Company misses a service date by more than 30 days and such delay is not requested or caused by the Customer (excluding those circumstances where the date is missed due to acts of God, governmental requirements, work stoppages and civil commotions), the Customer may cancel the LTTS Order without incurring cancellation charges.

3.5.4 Partial Cancellation Charge

Any decrease in the number of ordered Switched LTTS trunks or busy hour minutes of capacity will be treated as a partial cancellation and charges will be determined as set forth in 3.5.3(B) preceding.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS

4.1 General

Switched LTTS, which is available to Customers for their use in furnishing their services to end users, provides a two-point communications path between a local designated premises and an end user's premises. It provides for the use of local transport and local termination (which includes the use of common subscriber pant and the end user's lines of the Company. LTTS provides for the ability to terminate calls from a Customer designated premises to an end user's premises. Specific references to material describing the elements of LTTS are provided in 4.1.3, 4.5, and 4.6 following.

Rates and charges for LTTS are set forth in 6.1 following. The application of rates for LTTS is described in 4.4 following. Rates and charges for services other than LTTS, e.g., a customer's interLATA toll access message service, may also be applicable when Switched LTTS is used in conjunction with these other services. Descriptions of such applicability are provided in 4.4.4, and 4.5.1(D) following.

4.1.1 Description and Provision of LTTS Arrangements

(A) Description

The provision of LTTS requires Local Transport facilities and the appropriate End Office functions and common line subscriber plant facilities.

There are three specific transmission specifications (i.e., Types A, B, and C) that have been identified for the provision of LTTS arrangements. The technical specifications for Direct Trunked Transport are the same as those set forth in NECA's Tariff F.C.C. No. 5, Section 7 for Voice Grade and High Capacity services. The specifications provided are dependent on the Interface Group and the routing of the service, i.e., whether the service is routed directly to the end office or via a local tandem. The parameters for the transmission specifications are set forth in NECA's Tariff F.C.C. No. 5, Section 7.1.2.

LTTS is arranged for terminating based on the Customer end office switching capacity ordered. Termination calling permits the delivery of calls from the Customer designated premises through the Telephone Exchange Service locations to a specific end user's premises.

There are various optional features available with Local Transport and Local Termination available with LTTS Arrangements.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.1 Description and Provision of Switched LTTS Arrangements (Cont'd)

(A) Description (Cont d)

Detailed descriptions of each of the available LTTS arrangements are set forth in 4.5 following. Each LTTS arrangement is described in terms of its specific physical characteristics and calling capabilities, the transmission specifications with which it is provided, the optional features available for use with it and the standard testing capabilities.

The Common Switching and Transport Termination optional features, which are described in 4.6 following, unless specifically stated otherwise, are available at all Company end office switches.

(B) Manner of Provision

Switched LTTS is furnished in either quantities of trunks or in busy hour minutes of capacity (BHMCs). Switched LTTS is furnished on a BHMC and on a per trunk basis as set forth in 3.2 preceding.

BHMCs are differentiated by type of traffic carried over a Switched LTTS arrangement. Differentiation of traffic among BHMC types is necessary for the Company to properly design Switched LTTS to meet the traffic carrying capacity requirement of the Customer.

There is one major BHMC category identified as Switched LTTS. Terminating BHMCs represent access capacity within an exchange for carrying traffic from the Customer to end users of that exchange. When ordering capacity for LTTS in BHMCs, the Customer must, at a minimum, specify such interconnection capacity in terms of Terminating BHMCs.

4.1.2 Ordering Options and Conditions

Switched LTTS is ordered under the LTTS Order provisions set forth in 3.2 preceding. Also, included in that section are regulations concerning miscellaneous service order charges which may be associated with Switched LTTS ordering (e.g., Service Date Changes, Cancellations, etc.).

4.1.3 Rate Categories

There are two rate categories which apply to Switched LTTS:

- Local Transport (described in 4.1.3(A) following)
- Local Termination (described in 4.1.3(B) following)

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont d)

(A) Local Transport

The Local Transport rate category establishes the charges related to the transmission and tandem switching facilities between the Customer designated premises and the end office switch(es), which may be a Remote Switching Module(s), where the Customer's traffic is switched to terminate the Customer's communications. Mileage measurement rules are set forth in 4.4.5 following and in this section.

Local Transport is a two-way voice frequency transmission path composed of facilities determined by the Company. The two-way voice frequency transmission path permits the transport of calls in terminating direction (from the Customer designated premises to the end office switch). The voice frequency transmission path may consist of any form or configuration of plant capable of and typically used in the telecommunications industry for the transmission of voice and associate telephone signals within the frequency bandwidth of approximately 300 to 3000 Hz. The Customer must specify the choice of facilities (i.e., Voice Grade 2 or 4 wire or High Capacity DS1 or DS3) to be used in the provision of the Direct Trunked Transport.

The Customer must specify when ordering (1) whether the service is to be directly routed to an end office switch or through a local tandem switch, (2) the type of Direct Trunked Transport and whether it will overflow to Tandem Switched Transport when service is directly routed to an end office, and (3) when multiplexing is required, the hub(s) at which the multiplexing will be provided.

When the Customer has both Tandem Switched Transport and Direct Trunked Transport at the same end office, the Customer will be provided Alternate Traffic Routing as set forth in 4.4.5 following.

Direct Trunked Transport is not available from end offices that lack recording or measurement capability.

Local Transport is provided at the rates and charges set forth in 6.1.2 following. The application of these rates with respect to individual LTTS Arrangements is as set forth in 4.4.1(C) following. When more than one company is involved in providing the Switched LTTS, the Local Transport rates are applied as set forth in 2.4.7 preceding.

The Local Transport Rate Category includes three classifications of rate elements: (1) Direct Trunked Transport, (2) Tandem Switched Transport, and (3) Multiplexing.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(A) Local Transport (Cont'd)

(1) Direct Trunked Transport

The Direct Trunked Transport rate elements recover a portion of the cost associated with a communications path between a serving wire center and an end office or serving wire center and a tandem on circuits dedicated to the use of a single customer.

Direct Trunked Transport is available to all local tandems and to all end offices except those end offices identified in NATIONAL EXCHANGE CARRIERS ASSOCIATION, INC. TARIFF FCC NO. 4, WIRE CENTER INFORMATION as not having the capability to provide Direct Trunked Transport.

Direct Trunked Transport is not available: (1) from end offices that lack recording or measurement capability.

Three types of Direct Trunked Transport are available: (1) Voice Grade (an analog channel with an approximate bandwidth of 300 to 3000 Hz), (2) High Capacity DS1 (an isochronous serial digital channel with a rate of 1.544 Mbps), and (3) High Capacity DS3 (an isochronous serial digital channel with a rate of 44.736 Mbps). The minimum period for which a High Capacity DS3 Direct Trunked Transport is provided is twelve months.

High Capacity DS3 Direct Trunked Transport cannot be terminated at end offices that are not identified as hub offices that provide DS3 to DS1 multiplexing.

Additionally, DS1 Direct Trunked Transport cannot be terminated at end offices that are not identified as hub offices that provide DS1 to Voice Grade multiplexing or are not electronic end offices. Offices that provide multiplexing are identified in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC., TARIFF FCC NO. 4, WIRE CENTER INFORMATION.

Direct Trunked Transport rates consist of a Direct Trunked Facility rate specified in 6.1.2 following which is applied on a per mile basis and a Direct Trunked Termination rate which is applied at each end of each measured segment of the Direct Trunked Facility (e.g., at the end office, hub, tandem, and serving wire center). When the Direct Trunked Facility mileage is zero, neither the Direct Trunked Facility rate nor the Direct Trunked Termination rate will apply.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(A) Local Transport (Cont'd)

(1) Direct Trunked Transport (Cont d)

The Direct Trunked Facility rate recovers a portion of the cost of transmission facilities, including intermediate transmission circuit equipment, between the end points of the interoffice circuits.

The Direct Trunked Termination rate specified in 6.1.2 following recovers a portion of the cost of the circuit equipment that is necessary for the termination of each end of the Direct Trunked Facility.

(2) Tandem Switched Transport

The Tandem Switched Transport rate elements recover a portion of the cost associated with a communications path between a tandem and an end office on circuits that are switched at a tandem switch.

Tandem Switched Transport rates consist of a Tandem Switching rate, a Tandem Switched Facility rate, and a Tandem Switched Termination rate.

(a) The Tandem Switching rate recovers a portion of the cost of switching traffic through a local tandem. The Tandem Switching rate specified in 6.1.2 following is applied on a per interconnection per minute per tandem basis for all terminating minutes of use switched at the tandem. Tandem locations are identified in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4, WIRE CENTER INFORMATION.

(b) The Tandem Switched Facility rate recovers a portion of the cost of transmission facilities, including intermediate transmission circuit equipment, between the end points of interoffice circuits. The Tandem Switched Facility rate specified in 6.1.2 following is applied on a per interconnection minute per mile basis for all terminating minutes of use routed over the facility.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(A) Local Transport (Cont'd)

(2) Tandem Switched Transport (Cont d)

(c) The Tandem Switched Termination rate recovers a portion of the cost of circuit equipment necessary for the termination of each end of each measured segment of the Tandem Switched Facility. The Tandem Switched Termination rate specified in 6.1.2 following is applied on a per LTTS minute basis (for all terminating minutes of use routed over the facility) at each end of each measured segment of Tandem Switched Facility (e.g. host office, tandem, and serving wire center). When the Tandem Switched Facility mileage is zero, neither the Tandem Switched Facility rate nor the Tandem Switched Termination rate will apply.

(3) Multiplexing

DS3 to DS1 Multiplexing charges specified in 6.1.2 following apply when a High Capacity DS3 Direct Trunked Facility is connected with High Capacity DS1 Direct Trunked Transport. The DS3 to DS1 multiplexer will convert a 44.736 Mbps channel to 28 DS1 channels using digital time division multiplexing.

DS1 to Voice Grade Multiplexing charges apply when a High Capacity DS1 Direct Trunked Facility is connected with Voice Grade Direct Trunked Transport. However, a DS1 to Voice Grade Multiplexing charge does not apply when a High Capacity DS1 Direct Trunked Transport is terminated at an electronic end office and only Switched LTTS is provided over the DS1 facility (i.e., Voice Grade Special CMRS EOTS channels are not derived). The DS1 to Voice Grade multiplexer will convert a 1.544 Mbps channel to 24 Voice Grade channels.

Multiplexing is only available at wire centers identified in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4, WIRE CENTER INFORMATION.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(A) Local Transport (Cont'd)

(4) Nonchargeable Optional Features

Where transmission facilities permit, the individual transmission path between the customer's designated premises and the first point of switching may, at the option of the customer, be provided with the following optional features.

When a Customer subscribes to Common Channel Signaling (SS7) Network Connection Service (CCSNC Service), the following optional features are made available and are described in 4.6.1 following.

- Signaling System 7 (SS7) Signaling – OCN 0688 Only (C)

(5) Chargeable Optional Features

Common Channel Signaling, Signaling System 7 (CSS/SS7) Network Connection (CCSNC) Service provides a signaling path between a customer's designated Signaling Point of Interface (SPOI) and a Company's Signaling Transfer Point (STP). CCSNC is provided as set forth in 4.6.2(A) and 4.6.2(B) following. (C)

- Signaling System 7 (SS7) Signaling – OCN 8331 Only (N)

(B) Local Termination

The Local Termination rate category establishes the charges related to the local end office switching and end user termination functions necessary to complete the transmission of Switched LTTS communications to the end users served by the local end office. The Local Termination rate category includes the Local Switching rate element.

(1) Local Switching

The Local Switching rate element establishes the charges related to the use of end office switching equipment, the terminations in the end office of end user lines, the terminations of calls at Company Intercept Operators or recordings, and the end user's lines.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(B) End Office (Cont'd)

(1) Local Switching (Cont'd)

Rates for Local Switching are set forth in 6.1.3 following. The application of these rates with respect to individual LTTS Arrangements is as set forth in 4.4.1(C) following.

There are six types of functions included in the Local Switching rate element: Common Switching, Transport Termination, Line Termination, Intercept, Common Line and Information Surcharges. These are described in (a) through (f) following.

(a) Common Switching

Common Switching provides the local end office switching functions associated with the various interconnection (i.e., LTTS Arrangement) switching arrangements. The Common Switching arrangements provided for the various LTTS arrangements are described in 4.6.1.

Included as part of Common Switching are various nonchargeable optional features which the Customer can order to meet the Customer's specific communications requirements. These optional features are described in 4.6.1 following.

(b) Transport Termination

Transport Termination provides for the trunk side arrangements which terminate the Local Transport facilities.

The number of Transport Terminations provided will be determined by the Company as set forth in 4.2.5 following.

(c) Line Termination

Line Termination provides for the terminations of end user lines in the local end office.

(d) Intercept

The Intercept function provides for the termination of a call at a Company Intercept operator or recording. The operator or recording tells a caller why a call, as dialed, could not be completed, and if possible, provides the correct number.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.1 General (Cont'd)

4.1.3 Rate Categories (Cont'd)

(B) Local Termination (Cont'd)

(1) Local Switching

(e) Common Line

Common Line provides for the use of the Company's facilities between the end office serving an end user and that end user s premises.

(f) Information Surcharge

Information Surcharge rates are assessed to a Customer based on the total number of LTTS minutes. Information Surcharge costs are included in the rates sets for Local Switching above. The application of these rates with respect to individual LTTS Arrangements is as set forth in 4.4.1(C) following.

The number of end office switching transmission paths will be determined as set forth in 4.2.5 following.

4.1.4 Special Facilities Routing

Any Customer may request that the facilities used to provide Switched LTTS be specially routed. The rates, terms and conditions for special facilities routing will be negotiated with the Customers at the time of request.

4.1.5 Design Layout Report

At the request of the Customer, the Company will provide to the Customer the makeup of the facilities and services provided from the Customer's premises to the first point of switching. This information will be provided in the form of a Design Layout Report. The Design Layout Report will be provided to the Customer at no charge, and will be reissued or updated whenever these facilities are materially changed.

4.2 Obligations of the Company

In addition to the obligations of the Company set forth in 2. preceding, the Company has certain other obligations pertaining only to the provision of Switched LTTS. These obligations are as follows:

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.2 Obligations of the Company (Cont'd)

4.2.1 Network Management

The Company will administer its network to insure the provision of acceptable service levels to all telecommunications users of the Company's network services. Generally, service levels are considered acceptable only when both end users and Customers are able to establish connections with little or no delay encountered within the Company network. The Company maintains the right to apply protective controls, i.e., those actions, such as call gapping, which selectively cancel the completion of traffic, over any traffic carried over its network, including that associated with a Customer's Switched LTTS. Generally, such protective measures would only be taken as a result of occurrences such as failure or overload of Company or Customer facilities, natural disasters, mass calling or national security demands. In the event that the protective controls applied by the Company result in the complete loss of service by the Customer, the Customer will be granted a Credit Allowance for Service Interruption as set forth in 2.4.4(B)(3) preceding.

4.2.2 Transmission Specifications

Each Switched LTTS transmission path is provided with standard transmission specifications. There are three different standard specifications (Types A, B and C). The standard for a particular transmission is dependent on the LTTS Arrangement, the Interface Group and whether the service is directly routed or via an interconnection tandem. The available transmission specifications are set forth in Section 7.1.2. Data Transmission Parameters are also provided with each Switched LTTS transmission path. The Company will, upon notification by the Customer that the data parameters set forth in Section 7.1.3, are not being met, conduct tests independently or in cooperation with the Customer, and take any necessary action to ensure that the data parameters are met.

The transmission specifications concerning Switched LTTS are limits which, when exceeded, may require the immediate corrective action of the Company. The transmission specifications are set forth in Section 7.1.2. Acceptance limits are set forth in Technical Reference GR-334-CORE. This Technical Reference also provides the basis for determining Switched LTTS maintenance limits.

4.2.3 Provision of Service Performance Data

Subject to availability, end-to-end service performance data available to the Company through its own service evaluation routines, may also be made available to the Customer based on previously arranged intervals and format. These data provide information on overall end-to-end call completion and non-completion performance, e.g., Customer equipment blockage, failure results and transmission performance. These data do not include service performance data which are provided under other tariff sections, e.g., testing service results. If data are to be provided in other than paper format, the charges for such exchange will be determined on an individual case basis.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.2 Obligations of the Company (Cont'd)

4.2.4 Testing

(A) Acceptance Testing

At no additional charge, the Company will, at the Customer's request, cooperatively test, at the time of installation, the following parameters: loss, C-notched noise, C-message noise, 3-tone slope, d.c. continuity and operational signaling. When the Local Transport is provided with Interface Groups 2 through 10, and the Transport Termination is two-wire (i.e., there is a four-wire to two-wire conversion in Local Transport), balance parameters (equal level echo path loss) may also be tested.

(B) Routine Testing

At no additional charge, the Company will, at the customer's request, test after installation on an automatic or manual basis, 1004 Hz loss, C-message noise and Balance (Improved Return loss). In the case of automatic testing, the customer will provide remote office test lines and 105 test lines with associated responders or their functional equivalent.

The frequency of these tests will be that which is mutually agreed upon by the customer and the Company, but will consist of not less than quarterly 1004 Hz Loss and C-message noise tests and an annual Balance test. Trunk test failures requiring customer participation for trouble resolution will be provided to the customer on an as-occurs basis.

Additional tests may be ordered as set forth in 5.3.1 following. Charges for these additional tests are set forth in 6.2.4 following.

4.2.5 Determination of Number of Transmission Paths

For LTTS Arrangements, which are ordered on a per trunk basis, the Customer specifies the type of transport facilities and the number of channels in the order for service.

For Tandem Switched Transport, the Company will determine the number of Switched LTTS Transmission paths to be provided for the Switched LTTS busy hour minutes of capacity ordered. The number of transmission paths will be developed using the total busy hour minutes of capacity by type (as described in 4.1.1(B) preceding) for the end offices for each LTTS Arrangement ordered from a Customer's designated premises. The total busy hour minutes of capacity by type, will be converted to transmission paths using standard Company traffic engineering methods. The number of transmission paths provided will be the number required based on (1) the use of interconnection tandem switches and end office switches, (2) the use of end office switches only, or (3) the use of tandem switches only.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.2 Obligations of the Company (Cont'd)

4.2.6 Trunk Group Measurement Reports

Subject to availability, the Company will make available trunk group data in the form of usage in CCS, peg count and overflow, to the customer based on previously agreed to intervals.

4.3 Obligations of the Customer

In addition to the obligations of the customer set forth in Part II preceding, the Customer has certain specific obligations pertaining to the use of Switched LTTS. These obligations are as follows:

4.3.1 Report Requirements

Customers are responsible for providing the following reports to the Company, when applicable.

(A) Certification Reports

When a Customer orders Switched LTTS, the Customer is responsible for providing reports as set forth in 2.3.11 preceding.

4.3.2 Trunk Group Measurement Reports

With the agreement of the Customer, trunk group data in the form of usage in CCS, peg count and overflow for its end of all interconnection trunk groups, where technologically feasible, will be made available to the Company. These data will be used to monitor trunk group utilization and service performance and will be used on previously arranged intervals and format.

4.3.3 Supervisor Signaling

The Customer's facilities will provide the necessary on-hook, off-hook, answer and disconnect supervision.

4.4 Rate Regulations

This section contains the specific regulations governing the rates and charges that apply for Switched LTTS.

4.4.1 Description and Application of Rates and Charges

There are two types of rates and charges that apply to LTTS; recurring (usage and flat rates) and nonrecurring charges. These rates and charges are applied differently to the various rate elements as set forth in (C) following.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.4 Rate Regulations (Cont'd)

4.4.1 Description and Application of Rates and Charges (Cont'd)

(A) Recurring Rates

(1) Usage rates for Switched LTTS are rates that apply on a per LTTS minute or a per call basis. LTTS minute charges are accumulated over a monthly period.

(2) Flat Rates for Switched LTTS are rates that apply on a per month per rate element basis.

(B) Nonrecurring Charges

Nonrecurring charges are one-time charges that apply for a specific work activity (i.e., installation or change to an existing service). The types of nonrecurring charges that apply for Switched LTTS are: installation of service, optional feature and service rearrangements. These charges are in addition to the LTTS Order Charge specified in 6.2.1(A) following.

(1) Installation of Service

For LTTS which is ordered on a per trunk basis, the charge is applied on a per trunk basis. For LTTS, which is ordered on a busy hour minutes of capacity basis, the charge is also applied on a per trunk basis but the charge applies only when the capacity ordered requires the installation or activation of an additional trunk(s) or lines which are uniquely identified for the sole use of the ordering Customer.

A maximum of 24 trunks can be activated on a DS1 facility and a maximum of 672 trunks can be activated on a DS3 facility.

For example, if a Customer orders a DS1 Entrance Facility and requests activation of 18 of the available circuits, the customer will be charged one Local Transport High Capacity DS1 Installation nonrecurring charge at the serving wire center and one Direct Trunked Transport Activation nonrecurring charge at the end office. If at a later date the Customer requests the activation of three more circuits, the Customer will then be charged an additional Direct Trunked Transport Activation nonrecurring charge. These charges are in addition to the LTTS Order Charge as specified in 6.2.1(A) following.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.4 Rate Regulations (Cont'd)

4.4.1 Description and Application of Rates and Charges (Cont'd)

(B) Nonrecurring Charges (Cont'd)

(2) Service Rearrangements

All changes to existing services other than changes involving administrative activities will be treated as a discontinuance of the existing service and an installation of a new service. The nonrecurring charge described in (1) preceding will apply for this work activity.

Administrative changes will be made without charge(s) to the Customer. Administrative changes are as follows:

- Change of a Customer name,
- Change of Customer or Customer's premises when the change of an address is not a result of a physical relocation of equipment,
- Change in billing data (name, address, or contact name or telephone number),
- Change of agency authorization,
- Change of Customer circuit identification,
- Change of billing account number
- Change of Customer test line number,
- Change of Customer contact name or telephone number.

Other changes made without charge to the Customer are as follows:

- Changes and additions to existing Switched LTTS which are necessary due to Company initiated network reconfiguration, and required to provide the same grade of service to the Customer that existed prior to the reconfiguration, will be made without charge to the Customer.
- Charges will apply to those changes and additions which are in excess of those required to provide the same grade of service and/or capacity. Grade of service will be determined by industry standard engineering tables.

For additions, changes or modifications to an optional feature which has a separate nonrecurring charge, that nonrecurring charge will apply.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.4 Rate Regulations (Cont'd)

4.4.1 Description and Application of Rates and Charges (Cont'd)

(B) Nonrecurring Charges (Cont'd)

(2) Service Rearrangements

For additions, changes or modifications to optional features that do not have their own separate nonrecurring charges, a LTTS Order Charge as set forth in 6.2.1(A) following will apply (with the exception of the addition of 64 Clear Channel Capability to an existing service). When an optional feature is not required on each transmission path, but rather for an entire transmission path group, an end office or a local tandem switch, only one such charge will apply (i.e., it will not apply per transmission path).

When the 64 Clear Channel Capability optional feature is installed on an existing facility, the addition will be treated as a discontinuance and start of service and all associated nonrecurring charges will apply.

(C) Application of Rates

There is no distinction in the LTTS rate structure between premium and non-premium switched services.

4.4.2 Minimum Monthly Charge

Switched LTTS is subject to a minimum monthly charge. The minimum charge applies for the total capacity provided. The minimum monthly charge is calculated as follows.

For flat rated Local Transport rate elements, the minimum monthly charge is the sum of the recurring charges set forth in 6.1.2 following, prorated to the number of days or major fraction of days on a 30-day month.

4.4.3 Change of LTTS Arrangements

Changes from one type of LTTS arrangement to another will be treated as a discontinuance of one type of service and a start of another.

4.4.4 Local Information Delivery Services

Calls in the terminating direction to certain community information services that are rated under the applicable rates for Switched Access Service are not also rated under this Switched LTTS Tariff. The charges per call as specified under the Company's local and/or general exchange service tariffs, e.g., 976 (DIAL-IT) Network Service, will also apply.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.4 Rate Regulations (Cont'd)

4.4.5 Mileage Measurement

The mileage to be used to determine the monthly rate for Local Transport is calculated on the airline distance between the end office switch or the host serving the remote switching module (where the call carried by Local Transport terminates) and the Customer's serving wire center. When Direct Trunked Transport is ordered between a serving wire center and a tandem and Tandem Switched Transport is ordered between the tandem and the end office, mileage is calculated separately for each segment. Exceptions to these methods are as set forth in (B) through (D) following. For SS7 signaling, the mileage to be used to determine the monthly rate for the Signaling Mileage Facility is calculated on the airline distance between the serving wire center associated with the Customer's designated premises (Signaling Point of Interface) and the Company wire center providing the STP Port.

Where applicable, the V & H Coordinates method is used to determine mileage. This method is set forth in the NATIONAL EXCHANGE CARRIER ASSOCIATION TARIFF FCC NO. 4 for Wire Center Information (V&H Coordinates).

Mileage rates are as set forth in 6.1.2 following. To determine the rate to be billed, first compute the airline mileage using the V&H coordinates method. If the calculation results in a fraction of a mile, always round up to the next whole mile before determining the mileage and applying the rates. Then multiply the mileage by the appropriate rate.

Exceptions to the mileage measurement rules are as follows:

(A) Host - Remote Mileage Measurement

For purposes of this tariff, the Mileage Measurement between a Host Switch and a Remote Switch served by that Host Switch is zero.

(B) LTTS Arrangements - Alternate Traffic Routing

When the Alternate Traffic Routing optional feature is provided with LTTS arrangements, the Local Transport LTTS minutes will be apportioned between the two trunk groups used to provide this feature. Such apportionment will be made using: (1) actual minutes of use if available, (2) standard Company traffic engineering methodology and will be based on the last trunk CCS desired for the high usage group, as described in 6.10.1(C) following (Alternate Traffic Routing), and the total busy hour minutes of capacity ordered to the end office when the feature is provided at an end office switch, or to the subtending end offices when the feature is provided at a local tandem switch, or (3) an apportionment mutually agreed to by the Company and the Customer. This apportionment will serve as the basis for Local Transport calculation.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.4 Rate Regulations (Cont'd)

4.4.5 Mileage Measurement (Cont'd)

(C) LTTS Arrangements - Remote Offices

When the Company provides Direct Trunked Transport the Local Transport mileage for Switched LTTS provided to a Remote Office will be measured in multiple segments.

When the facility is directly trunked to the Host Office, Direct Trunked Facility mileage will be measured between the customer's serving wire center and the Host Office. Mileage measurement between the host and remote are assumed to be zero for purposes of this tariff. The Tandem Switching charge will not apply.

When the facility is directly trunked to a tandem, Direct Trunked Facility will be measured from the Serving Wire Center to the tandem, Tandem Switched Facility will be measured from the tandem to the host, and segment of Tandem Switched Facility will be measured from the host to the remote. A Tandem Switching charge will be applicable at the tandem.

(D) Use of Company Hub

When multiplexing is performed at Company Hubs, mileage is computed and rates applied separately for each segment of the Local Transport Direct Trunked Facility (i.e., customer serving wire center to Hub, Hub to Hub, and/or Hub to end office).

4.5 Description and Provision of LTTS

4.5.1 Description

LTTS provides trunk side interconnection to Company end office switches for the Customer's use in terminating communications to an end user premises served by that end office.

(A) Switched LTTS is provided at all end office switches. LTTS is provided at Company end office switches on a direct trunk basis or via Company designated local tandem switches.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.1 Description (Cont'd)

(B) LTTS is provided as trunk side switching through the use of end office or local tandem switch trunk equipment and the Company's facilities. The switch trunk equipment is provided with answer and disconnect supervisory signaling. Wink start start-pulsing signals are provided in all offices where available. In those offices where wink start start-pulsing signals are not available, delay dial start-pulsing signals will be provided, unless immediate dial pulse signaling is provided, in which case no start-pulsing signals are provided.

(C) LTTS is provided with multifrequency address signaling except in certain electromechanical end office switches where multifrequency signaling is not available. In such switches, the address signaling will be dial pulse, revertive pulse, immediate dial pulse or panel call indicator signaling, whichever is available. Such called party number signals will be subject to the ordinary transmission capabilities of the Local Transport provided.

(D) LTTS switching may be used to terminate valid numbers served by that end office. When directly routed to an end office, only those valid numbers served by that office may be interconnected. When routed through a tandem, only those valid numbers codes served by end offices subtending that tandem may be terminated. LTTS may not be switched to a Switched Access Service.

(E) The Company will establish a trunk group or groups for the customer at end office switches or local tandem switches where LTTS switching is provided. When required by technical limitations, a separate trunk group will be established for each type of LTTS switching arrangement provided. Different types of LTTS or other switching arrangements may be combined in a single trunk group at the option of the Company.

(F) LTTS switching is provided with multifrequency address signaling or out of band SS7 signaling where technically feasible. Such address signals will be subject to the ordinary transmission capabilities of the Local Transport provided.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.2 Optional Features

Following are descriptions of the various nonchargeable and chargeable optional features that are available in lieu of, or in addition to, the standard features provided with LTTS. Nonchargeable optional features are provided as Common Switching, Transport Transmission and Local Transport options as set forth in (A) and (B) following.

(A) Common Switching Options

Descriptions of the common switching optional features are set forth in 4.6 following.

(1) Alternate Traffic Routing

(2) Trunk LTTS Limitation

(B) Local Transport Options

(1) Supervisory Signaling

The Supervisory Signaling optional feature, due to its technical nature, is set forth in Section 7.1.1.

(2) Signaling System 7 (SS7)

The SS7 optional feature allows the Customer to send and receive signals for out of band call set up and is available with LTTS Arrangement C. This option requires the establishment of a signaling connection between the Customer's designated premises/Signaling Point of Interface (SPOI) and a Company Signaling Transfer Point (STP).

SS7 is provided in both the originating and terminating direction on LTTS and each signaling connection is provisioned for two way SS7 signaling information.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.2 Optional Features (Cont'd)

(B) Local Transport Options (Cont'd)

(3) Multifrequency Address Signaling

(4) 64 Clear Channel Capability

The 64 Clear Channel Capability optional feature, due to its technical nature, is set forth in Section 7.1.1.

4.5.3 Design and Traffic Routing

For LTTS Arrangement, the Company will design and determine the routing of Switched LTTS. Additionally, for Tandem Switched Transport the Company will design and determine the routing from the first point of switching to the end office. The Company will also decide if capacity is to be provided by terminating only or two-way trunk groups. Finally, the Company will decide whether trunk side interconnection will be provided through the use of two-wire or four-wire trunk terminating equipment.

Selection of facilities and equipment and traffic routing of the service is based on standard engineering methods, available facilities and equipment, and actual traffic patterns.

4.5.4 Measuring LTTS Minutes

Customer traffic to end offices will be measured by the Company at end office switches or by the tandem switches (which may not be owned by the Company). Terminating calls will be measured by the Company, in the case of direct trunked transport for LTTS, or the Company or tandem, in the case of tandem switched transport for LTTS to determine the basis for computing chargeable LTTS minutes. In the event the Customers message detail is not available because the Company or the Tandem Owner lost or damaged tapes or incurred recording system outages, the Company or the Tandem owner will estimate the volume of lost Customer LTTS minutes of use based on previously known values.

For terminating calls over LTTS when measurement capability exists (either Direct or Residual Usage Methodology), the measured minutes are the chargeable LTTS minutes.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.4 Measuring LTTS Minutes (Cont'd)

Terminating Usage

For terminating calls over LTTS with SS7 signaling, usage measurement begins when the terminating recording switch receives answer supervision from the terminating end user. The Company switch receives answer supervision and sends the indication to the Customer in the form of an answer message. The measurement of terminating LTTS call usage ends when the entry switch receives or sends a Release Message, whichever occurs first. For services ordered with tandem switching, this usage will be measured at the tandem when recording at the end office is not technically or economically (in the Company s opinion) practical to perform.

4.5.5 Design Blocking Probability

The Company will design the facilities used in the provision of Switched LTTS to meet the blocking probability criteria as set forth in (A) and (B) following.

(A) For LTTS Arrangement, the design blocking objective will be no greater than 1 percent (.01) between the point of termination at the Customer's designated premises and the first point of switching when traffic is directly routed without an alternate route. Standard traffic engineering methods will be used by the Company to determine the number of transmission paths required to achieve this level of blocking.

(B) The Company will perform routine measurement functions assure that an adequate number of transmission paths are in service. The Company will recommend that additional capacity (i.e., busy hour minutes of capacity or trunks) be ordered by the Customer when additional paths are required to reduce the measured blocking to the designated blocking level. For the capacity ordered, the design blocking objective is assumed to have been met if the routine measurements show that the measured blocking does not exceed the threshold listed in the following tables.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.5 Design Blocking Probability (Cont'd)

(B) (Cont'd)

(1) For transmission paths carrying only first routed traffic direct between an end office and Customer's designated premises without an alternate route, and for paths carrying only overflow traffic, the measured blocking thresholds are as follows:

Number of Transmission Paths Per Trunk Group	Measured Blocking Thresholds in the Time Consistent Busy Hour for the Number of Measurements Taken Between 8:00 a.m. and 11:00 p.m. Per Trunk Group			
	15-20 Measurements	11-14 Measurements	7-10 Measurements	3-6 Measurements
2	7%	8%	9%	14%
3	5%	6%	7%	9%
4	5%	6%	7%	8%
5-6	4%	5%	6%	7%
7 or more	3%	3.5%	4%	6%

(2) For transmission paths carrying first routed traffic between an end office and Customer's premises via a local tandem, the measured blocking thresholds are as follows:

Number of Tramission Paths Per Trunk Group	Measured Blocking Thresholds in the Time Consistent Busy Hour for the Number of Measurements Taken Between 8:00 a.m. and 11:00 p.m. Per Trunk Group			
	15-20 Measurements	11-14 Measurements	7-10 Measurements	3-6 Measurements
2	4.5%	5.5%	4.0%	9.5%
3	3.5%	4.0%	4.5%	4.0%
4	3.5%	4.0%	4.5%	5.5%
5-6	2.5%	3.5%	4.0%	4.5%
7 or more	2.0%	2.5%	3.0%	4.0%

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.5 Description and Provision of LTTS (Cont'd)

4.5.6 Testing Capabilities

LTTS is provided, in the terminating direction where equipment is available, with seven digit access to balance (100 type) test line, milliwatt (102 type) test line, nonsynchronous or synchronous test line, automatic transmission measuring (105 type) test line, data transmission (107 type) test line, loop around test line, short circuit test line and open circuit test line. In addition to the tests described in 4.2.4 preceding, which are included with the installation of service (Acceptance Testing) and as ongoing routine testing, Additional Cooperative Acceptance Testing, Additional Automatic Testing and Additional Manual Testing, are available as set forth in 5.3.1 following.

When SS7 Signaling is ordered, network compatibility and other testing will be performed cooperatively by the Company and the Customer as specified in Technical Reference TR-TSV000905.

4.5.7 Network Blocking Charge

The Customer will be notified by the Company to increase its capacity (busy hour minutes of capacity or quantities of trunks) when excessive trunk group blocking occurs on groups carrying LTTS Arrangement traffic and the measured interconnection minutes for that hour exceed the capacity purchased. Excessive trunk group blocking occurs when the blocking thresholds stated below are exceeded. They are predicated on time consistent, hourly measurements over a 30 day period excluding Saturdays, Sundays and national holidays. If the order for additional capacity has not been received by the Company within 15 days of the notification, the Company will bill the Customer, at the rate set forth in 6.1.2 following, for each overflow in excess of the blocking threshold when (1) the average "30 day period" overflow exceeds the threshold level for any particular hour and (2) the "30 day period" measured average originating or two-way usage for the same clock hour exceeds the capacity purchased.

	Blocking Thresholds	
Trunks in Service	1%	1/2%
1 - 2	7.0%	4.5%
3 - 4	5.0%	3.5%
5 - 6	4.0%	2.5%
7 or greater	3.0%	2.0%

The 1% blocking threshold is for transmission paths carrying traffic direct (without an alternate route) between an end office and a Customer's premises. The 1/2% blocking threshold is for transmission paths carrying first routed traffic between an end office and a Customer's premises via a local tandem.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.6 Chargeable and Nonchargeable Optional Features

Following are descriptions of the various optional features that are available in lieu of, or in addition to, the standard features provided with the LTTS arrangements. They are provided as Common Switching options. Local Transport options associated with Common Channel Signaling Network Connection service (CCSNC) are described in 4.6.1 following. All other Local Transport options, due to their technical nature, are described in Section 7.1.1.

4.6.1 Common Switching Nonchargeable Optional Features

The following table shows the LTTS Arrangements with which the optional features are available.

Available LTTS Arrangements

Option	LTTS
A) Multifrequency Address Signaling	X
B) Signaling System 7 (SS7) Signaling	X

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.6 Chargeable and Nonchargeable Optional Features (Cont'd)

4.6.1 Common Switching Nonchargeable Optional Features (Cont'd)

(A) Multifrequency Address Signaling

Multifrequency Address Signaling is available as an optional feature with LTTS. This feature provides for the transmission of number information and control signals (e.g., number address signals, automatic number identification) between the end office switch and the Customer's premises (in either direction). Multifrequency signaling arrangements make use of pairs of frequencies out of a group of six frequencies. Specific information transmitted is dependent upon interconnection arrangement and call type (i.e.,POTS, coin or operator). This feature is not available in combination with SS7 signaling.

(B) Signaling System 7 (SS7) Signaling OCN 0688 Only (C)

This feature provides common channel out of band transmission of address and supervisory SS7 protocol signaling information between the end office switch or the tandem office switching system and the Customer's designated premises. The signaling information is transmitted over facilities provided with the Common Channel Signaling/Signaling System 7 Network Connection Service (CCSNC) as specified in 4.1.3(A)(15) preceding. This feature is available with LTTS and will be provided in accordance with the SS7 Interconnect specifications described in Technical Reference TRTSV-000905.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.6 Chargeable and Nonchargeable Optional Features (Cont'd)

4.6.2 Chargeable Optional Features

(A) Common Channel Signaling/Signaling System 7 Network Connection Service (CCSNC)

Common Channel Signaling/Signaling System 7 (CCS/SS7) Network Connection Service (CCSNC), which is available with LTTS, where technically feasible as designated in NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF FCC NO. 4, WIRE CENTER INFORMATION, provides a signaling path between a Customer's designated Signaling Point of Interface (SPOI) and a Signaling Transfer Point (STP). This service provides Customers with the use of a two-way signaling path for interconnectioning information necessary for the completion of their end users calls.

CCS/SS7 Network Connection Service consists of two parts; a Signaling Network LTTS Link (SNAL, consisting of Signaling Mileage Facility, Signaling Mileage Termination and Signaling Entrance Facility) and a Signaling Transfer Point (STP) Port. The SNAL is provided as a dedicated 56 Kbps out-of-band signaling connection between customer's SPOI and the STP Port on the STP.

The CCS/SS7 Network Connection Service is provisioned by a mated pair of STPs as described in Technical Reference TR-TSV 000905 in order to ensure network availability and reliability. The Company will not be held liable for service outages if the Customer employs technology related to the interconnection of signaling networks that do not adhere to generally accepted industry technical standards.

When CCS/SS7 Network Connection service is provisioned for use with SS7 Signaling, interconnection between signaling networks must occur at a STP.

Rates and charges for the CCS/SS7 Network Connection STP Ports and Signaling Network LTTS Links will be individually negotiated.

LOCAL TRANSPORT AND TERMINATION SERVICES

4. Switched LTTS (Cont'd)

4.6 Chargeable and Nonchargeable Optional Features (Cont'd)

4.6.2 Chargeable Optional Features

(B) Common Channel Signaling/Signaling System 7 (SS7) Signaling Service (CCSSS)

Common Channel Signaling/Signaling System 7 (CCS/SS7) Signaling Service (CCSSS) protocol, which is available with LTTS, is a digital data network which carries signaling information and interfaces with the voice/data network. CCSSS provides for signaling functions such as establishing connections, providing billing information, validating credit cards, and other services. Usage charges apply for each Initial Address Message (IAM) switched by an STP or switched by an STP and transported over SS7 facilities provided by the Company.

Signal Formulation:

Signal Formulation permits the formulation of the following SS7 signaling call setup parameters: User Service Information, Called Party Number, Calling Party Number, Charge Number, Originating Line Information, CIC, Service Code, and Access Transport. A Signal Formulation charge is assessed for each IAM message formulated for terminating LTTS traffic that is tandem routed to the end office.

Signal Transport:

A Signal Transport charge is assessed for each IAM message that is transported from the local STP to the end office for terminating LTTS traffic that is direct routed to the end office.

Signal Switching:

A Signal Switching charge is assessed for each IAM message that is switched by the local STP to the end office for terminating LTTS traffic that is direct routed to the end office.

Signal Tandem Switching:

A Signal Tandem Switching charge will be assessed for each IAM message that is switched and transported to the end office for terminating LTTS traffic that is tandem routed to the end office.

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LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services

Addresses Additional Engineering; 5.2 Addresses Additional Labor (which is comprised of Overtime Installation, Overtime Repair, Standby, Testing and maintenance with Other Telephone Companies, and Other Labor); and 5.3 Addresses Miscellaneous Services (which are comprised of Testing Services, Maintenance of Service and Telecommunications Service Restoration Priority).

In this section normally scheduled working hours are an employee's scheduled work period in any given calendar day (e.g., 8:00 a.m.to 5:00 p.m.) for the application of rates based on working hours.

A Miscellaneous Service Order Charge as described in 5.3 preceding may be applicable to services ordered from this section.

5.1 Additional Engineering

Additional Engineering, including engineering reviews as set forth will be undertaken only after the Company has notified the Customer that additional engineering charges apply as set forth in 6.2.2 following, and the Customer agrees to such charges.

Additional Engineering will be provided by the Company at the request of the Customer only when:

(A) A Customer requests additional technical information after the Company has already provided the technical information normally included on the Design Layout Report (DLR) as set forth in 4.1.5 preceding.

(B) A Customer requested Design Change requires the expenditure of Additional Engineering time. Such additional engineering time is incurred by the Company for the engineering review as set forth in 5.4.3 preceding. The charge for additional engineering time relating to the engineering review, which is undertaken to determine it a design change is indeed required, will apply whether or not the Customer authorizes the Company to proceed with the Design Change. In this case the Design Change charge as set forth in 6.2.1(B) following, does not apply unless the Customer authorizes the Company to proceed with the Design Change.

LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services (Cont'd)

5.2 Additional Labor

Additional Labor is that labor requested by the Customer on a given service and agreed to by the Company as set forth in 5.2.1 through 5.2.5 following. The Company will notify the Customer that Additional Labor charges as set forth in 6.2.3 following will apply before any additional labor is undertaken. A call-out of a Company employee at a time not consecutive with the employee's scheduled work period is subject to a minimum charge of four hours. When provisioning or restoring Telecommunications Service Priority service, the Company will, when possible, notify the customer of the applicability of these Additional Labor charges.

5.2.1 Overtime Installation

Overtime installation is that Company installation effort outside of normally scheduled working hours.

5.2.2 Overtime Repair

Overtime repair is that Company maintenance effort performed outside of normally scheduled working hours.

5.2.3 Standby

Standby includes all time in excess of one-half (1/2) hour during which Company personnel stand by to make installation acceptance tests or cooperative tests with a Customer to verify facility repair on a given service.

5.2.4 Testing and Maintenance with Other Telephone Companies

Additional testing, maintenance or repair of facilities which connect other telephone companies is that which is in addition to the normal effort required to test, maintain or repair facilities provided solely by the Company.

5.2.5 Other Labor

Other labor is that additional labor not included in 5.2.1 through 5.2.4 preceding and labor incurred to accommodate a specific Customer request that involves only labor which is not covered by any other section of this tariff.

LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services (Cont'd)

5.3 Miscellaneous Services

5.3.1 Testing Services

Testing Services offered under this section of the tariff are optional and subject to rates and charges as set forth in 6.2.4 following. A call-out of a Company employee at a time not consecutive with the employee's scheduled work period is subject to a minimum charge of four hours. Other testing services, as described in preceding, are provided by the Company in association with LTTS and are furnished at no additional charge.

Testing Services are normally provided by Company personnel at Company locations; however, provisions are made in (A)(3) following for a Customer to request Company personnel to perform Testing Services at the Customer designated premises.

The offering of Testing Services under this section of the tariff is made subject to the availability of the necessary qualified personnel and test equipment at the various test locations mentioned in (A) following:

(A) Switched LTTS

Testing Services for Switched LTTS are comprised of (a) tests which are performed during the installation of a Switched LTTS, (i.e., Acceptance Tests), (b) tests which are performed after Customer acceptance of such LTTS by a Customer which are without charge (i.e., routine testing) and (c) additional tests which are performed during or after Customer acceptance of such LTTS and for which additional charges apply, (i.e., Additional Cooperative Acceptance Tests and in-service tests).

Routine tests are those tests performed by the Company on a regular basis, as set forth in 4.2.4 preceding which are required to maintain Switched LTTS. Additional in-service tests may be done on an automatic basis (no Company or Customer technicians involved), on a manual basis [Company technician(s) involved at Company office(s) and Company or Customer technician(s) involved at the Customer designated premises].

Testing services are ordered to the end office LTTS.

LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services (Cont'd)

5.3 Miscellaneous Services (Cont'd)

5.3.1 Testing Services (Cont'd)

(A) Switched LTTS (Cont'd)

(1) Additional Cooperative Acceptance Testing (ACAT)

Additional Cooperative Acceptance Testing of Switched LTTS involves the Company provision of a technician at its office(s) and the Customer provision of a technician at its premises, with suitable test equipment to perform the required tests.

Additional Cooperative Acceptance Tests may, for example, consist of the following tests:

- Impulse Noise
- Phase Jitter
- Signal to C-Notched Noise Ratio
- Intermodulation (Nonlinear) Distortion
- Frequency Shift (Offset)
- Envelope Delay Distortion
- Dial Pulse Percent Break

(2) Additional Automatic Testing

Additional Automatic Testing (AAT) of Switched LTTS is a service where the Customer provides remote office test lines and 105 test lines with associated responders or their functional equivalent. The Customer may order, at additional charges, gain-slope and C-notched noise testing and may order the routine tests (1004 Hz loss, C-Message Noise and Balance) on an as-needed or more than routine schedule.

The Company will provide an AAT report that lists the test results for each trunk tested. Trunk test failures requiring Customer participation for trouble resolution will be provided to the Customer on an as-occurs basis.

The Additional Tests (i.e., gain slope, C-notched noise, 1004 Hz loss, C-message noise and balance) may be ordered by the Customer at additional charges, 60 days prior to the start of the Customer prescribed schedule. The rates for Additional Tests are as set forth in 6.2.4(B) following.

LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services (Cont'd)

5.3 Miscellaneous Services (Cont'd)

5.3.1 Testing Services (Cont'd)

(A) Switched LTTS (Cont'd)

(3) Additional Manual Testing

Additional Manual Testing (AMT) of Switched LTTS, where the Company provides a technician at its office(s) and the Company or Customer provides a technician at the Customer designated premises, with suitable test equipment to perform the required tests, will normally consist of gain-slope and C-notched noise testing. However, the Company will conduct any additional tests which the Customer may request.

The Company will provide an AMT report listing the test results for each trunk tested. Trunk test failures requiring Customer participation for trouble resolution will be provided to the Customer on a per occurrence basis.

The Additional Manual Tests may be ordered by the Customer at additional charges, 60 days prior to the start of the testing schedule as mutually agreed to by the Customer and the Company.

The rates for Additional Manual Testing are as set forth in 6.2.4(C) following.

(4) Obligations of the Customer

(1) The Customer shall provide the Remote Office Test Line priming data to the Company, as appropriate, to support routine testing as set forth in 4.2.4(B) preceding or AAT as set forth in 5.3.1(A)(2) preceding.

(2) The Customer shall make the facilities to be tested available to the Company at times mutually agreed upon.

LOCAL TRANSPORT AND TERMINATION SERVICES

5. Additional Engineering, Additional Labor and Miscellaneous Services (Cont'd)

5.3 Miscellaneous Services (Cont'd)

5.3.2 Maintenance of Service

(A) When a Customer reports a trouble to the Company for clearance and no trouble is found in the Company's facilities, the Customer shall be responsible for payment of a Maintenance of Service charge for the period of time from when Company personnel are dispatched at the request of the Customer, to the Customer's designated premises to when the work is completed. Failure of Company personnel to find trouble in Company facilities will result in no charge if the trouble is actually in those facilities, but not discovered at the time.

(B) The Customer shall be responsible for payment of a Maintenance of Service charge when the Company dispatches personnel to the Customer designated premises, and the trouble is in equipment or communications systems provided by other than the Company or in detariffed CPE provided by the Company.

In either (A) or (B) preceding, no credit allowance will be applicable for the interruption involved if the Maintenance of Service Charge applies.

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges

6.1 Local Transport and Termination Service - OCN 0688

(A) Local Termination Service Rate per minute	$0.00000	(R)

(B) Local Transport Service Rate

(i) Direct Trunk Transport (One carrier responsible for all traffic on circuit)

(a) Direct Trunked Facility per mile

- High Capacity DS1	18.44
- High Capacity DS3	185.07

(b) Direct Trunked Termination per Termination

- High Capacity DS1	115.66
- High Capacity DS3	1,160.77

(ii) Tandem Switched Transport

(a) Tandem Switched Facility per LTTS Minute per mile

- Direct (more than one carrier responsible for traffic on circuit)	$0.000160
- Tandem (more than one carrier responsible for traffic on circuit)	$0.000168

(b) Tandem Switched Termination per LTTS Minute per termination

- Direct (more than one carrier responsible for traffic on circuit)	$0.001001
- Tandem (more than one carrier responsible for traffic on circuit)	$0.001054

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LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges

6.1 Local Transport and Termination Service - OCN 8331

(A) Local Termination Service Rate

(i)	Local Switching per minute	$0.000000	(R)
(ii)	Common Trunk Port per minute	$0.000000	
(iii)	Dedicated Trunk Port per DS1	$ 118.09	
	(One Carrier responsible for all traffic on Dedicated Trunk Port)		

(B) Local Transport Service Rate

(i) Direct Trunk Transport (One carrier responsible for all traffic on circuit)

(a) Direct Trunked Facility per mile	
- High Capacity DS1	ICB *
- High Capacity DS3	ICB *
(b) Direct Trunked Termination per Termination	
- High Capacity DS1	ICB *
- High Capacity DS3	ICB *

(ii) Tandem Switched Transport

(a) Tandem Switched Facility per Minute per mile	$0.000013
(b) Tandem Switched Termination per Minute per termination	$0.000103

(iii) Signaling System 7 (SS7) Signaling

(a) Signal Formulation per IAM	$0.000451
(b) Signal Transport per IAM	$0.000026
(c) Signal Switching per IAM	$0.000117
(d) Signal Tandem Switching per IAM	$0.000160

*For local transport services provided under ICB (Individual Contract Basis), Company will begin processing connection of the requested service before an ICB rate has been negotiated. If the Customer and Company have not agreed upon an ICB rate for the requested local transport service, Company will bill a market based rate for the service. This market based rate will not be more than four times the current NECA rate for similar rate elements provided and will not be less than the current NECA rate for similar rate elements provided. For purposes of calculating the minimum period charge when an ICB rate has not been agreed to, the minimum period charge will be based on one hundred and fifty percent (150%) of the then current NECA rate for similar rate elements requested.

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LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges

6.2 Other Service

6.2.1 LTTS Ordering

		Charge
(A)	Access Order Charge	See Note 1
(B)	Service Date Change Charge A service Date Change Charge will apply, on a per order per occurrence basis, for each service date changed. The applicable charge is:	
	Service Date Change Charge, per order	See Note 1
(C)	Design Change Charge The Design Change Charge will apply on a per order per occurrence basis, for each order requiring a design change. The applicable charge is:	
	Design Change Charge, per order	See Note 1
(D)	Miscellaneous Service Order Charge	
	Per Occurrence	See Note 1

Note 1. These rates are set at the same level as the Company than charges for the comparable intrastate special access service as stated in the than current Climax Telephone Company, M.P.S.C No. 25(R).

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges(Cont'd)

6.2 Other Services(Cont'd)

6.2.2 Additional Engineering

Additional Engineering Periods	Each Half Hour or Fraction Thereof
(A) Basic Time per engineer within normally scheduled working hours	See Note 1
(B) Overtime per engineer outside normally scheduled working hours	See Note 1
(C) Premium Time per engineer outside scheduled work day	See Note 1

Note 1. These rates are set at the same level as the Company than charges for the comparable intrastate special access service as stated in the than current Climax Telephone Company, M.P.S.C No. 25(R).

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges(Cont'd)

6.2 Other Services(Cont'd)

6.2.3 Additional Labor

Additional Labor Periods	Each Half Hour or Fraction Thereof
(A) Installation or Repair	
- Overtime, outside of normally scheduled working hours on a scheduled word day, per technician	See Note 1 *
Premium Time, outside of scheduled work day, per technician	See Note 1 *
(B) Stand by	
Basic time, within normally scheduled working hours per technician	See Note 1
Overtime, outside of normally scheduled working hours on a scheduled work day per technician	See Note 1 *
Premium Time, outside of scheduled work day per technician	See Note 1 *

A call-out of a Company employee at a time not consecutive with the employee s

*
scheduled work period is subject to a minimum charge of four hours.

Note 1. These rates are set at the same level as the Company than charges for the comparable intrastate special access service as stated in the than current Climax Telephone Company, M.P.S.C No. 25(R).

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges (Cont d)

6.2 Other Charges (Cont d)

6.2.3 Additional Labor (Cont d)

Additional Labor Periods	Each Half Hour of Fraction Thereof	
	Installation and Repair Technician	Central Office Maintenance Technician
(C) Testing and Maintenance with other Telephone Companies, or Other Labor		
- Basic Time per technician during normally scheduled working hours	See Note 1	See Note 1
- Overtime per technician outside of normally scheduled working hours on a scheduled day	See Note 1 *	See Note 1 *
- Premium Time per technician outside of scheduled work day	See Note 1 *	See Note 1 *

A call-out of a Company employee at a time not consecutive with the employee s

*
scheduled work period is subject to a minimum charge of four hours.

Note 1. These rates are set at the same level as the Company than charges for the comparable intrastate special access service as stated in the than current Climax Telephone Company, M.P.S.C No. 25(R).

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges Cont d)

6.2 Other Services (Cont d)

6.2.4. Miscellaneous Services

(A) Additional Cooperative Accepatance Testing - LTTS

Testing Periods	Each Half Hour or Fraction Thereof
Basic Time, Overtime * and Premium Time *	See rates for additional labor as set forth in 6.2.3 (C) preceding.

(B) Additional Automated Testing - LTTS

To First Point Of Switching

Additional Tests

	Per Test Per Transmission Path
Gain-slope Test	See Note 1
C-Notched Noise Tests	See Note 1
1004 Hz loss **	See Note 1
C-Message Noise **	See Note 1
Balance (return loss) **	See Note 1

A call-out of a Company employee at a time not consecutive with the employee s

* scheduled work period is subject to a minimum charge of four hours.

** 1004 Hz Loss, C-Message Noise and Balance are non-chargeable route tests, however, they may be requested on an as need or more than routine scheduled basis, in which case the charges herein apply.

Note 1. These rates are set at the same level as the Company than charges for the comparable intrastate special access service as stated in the than current Climax Telephone Company, M.P.S.C No. 25(R).

LOCAL TRANSPORT AND TERMINATION SERVICES

6. Rates and Charges (Cont d)

6.2 Other Services (Cont d)

6.2.4 Miscellaneous Services (Cont d)

(C) Additional Manual Testing - LTTS

To First Point Of Switching	
Additional Tests	Per Test Per Transmission Path
Gain-Slope, C-Notched Noise and any other agreed to tests, per technician	See the rates for Additional Labor as set forth in 6.4.3(C) preceding

(D) Maintenance of Service

Maintenance of Service Periods	
Basic Time, Overtime * and Premium Time *	See the rates for Additional Labor as set forth in 6.4.3(C) preceding

A call-out of a Company employee at a time not consecutive with the employee s

* scheduled work period is subject to a minimum charge of four hours.