

**CHECK SHEET**

Title Page and Original Pages 0-1 to 0-53; 1-1; 2-0 to 2-140; 3-0 to 3-24; 4-0 to 4-14; 5-0 to 5-40; 6-0 to 6-455; 7-0 to 7-867; 8-1 to 8-513; 9-0 to 9-26; 10-0 to 10-71; 11-0 to 11-14; 12-0 to 12-46; 13-0 to 13-94; 14-0 to 14-25; 15-0 to 15-157; 16-0 to 16-185; 17-0 to 17-569; 18-0 to 18-3; 19-0 to 19-7, 20-0 to 20-28; 21-1 to 21-52; 22-0 to 22-4; 23-0 to 23-28; 24-0 to 24-391 inclusive of this Tariff are effective as of November 11, 2003. Original and revised pages as named below and Supplement Nos. 1, 2, 3, and 4 contain all changes from the original Tariff that are in effect on the date hereof.

<b>PAGE</b>	<b>NUMBER OF REVISION EXCEPT AS INDICATED</b>	<b>PAGE</b>	<b>NUMBER OF REVISION EXCEPT AS INDICATED</b>	<b>PAGE</b>	<b>NUMBER OF REVISION EXCEPT AS INDICATED</b>
Title	Original	0-1.25	26th	0-7	Original
0-1	376th *	0-1.26	35th	0-8	Original
0-1.1	57th	0-1.27	32nd	0-9	Original
0-1.2	37th	0-1.28	17th	0-10	Original
0-1.3	46th	0-1.29	31st	0-11	1st
0-1.4	21st	0-1.30	10th	0-12	Original
0-1.5	6th	0-1.31	5th	0-13	4th
0-1.6	8th *	0-1.32	8th	0-14	3rd
0-1.7	8th	0-1.33	12th	0-15	7th
0-1.8	9th	0-1.34	15th	0-15.1	3rd
0-1.9	25th	0-1.35	12th	0-16	3rd
0-1.10	22nd	0-1.36	14th	0-16.1	6th
0-1.11	16th	0-1.37	9th	0-17	6th
0-1.12	27th	0-1.38	16th	0-18	Original
0-1.13	14th	0-1.39	37th	0-19	Original
0-1.14	22nd	0-1.40	24th	0-20	1st
0-1.15	11th	0-1.41	8th	0-21	1st
0-1.16	21st	0-1.42	22nd	0-22	Original
0-1.17	20th	0-1.43	36th	0-23	Original
0-1.18	25th	0-1.44	31st	0-24	2nd
0-1.19	62nd	0-1.45	8th	0-25	1st
0-1.20	35th	0-2	1st	0-26	5th
0-1.21	11th	0-3	3rd	0-27	1st
0-1.22	11th	0-4	Original	0-28	1st
0-1.23	42nd	0-5	5th	0-29	2nd
0-1.24	14th	0-6	Original		

\* New or Revised Page.

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1801 California Street, Denver, Colorado 80202

**CHECK SHEET (Cont'd)**

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6-188	Original	6-218	Original	6-249	Original
6-189	Original	6-219	Original	6-250	Original
6-190	Original	6-220	Original	6-251	Original
6-191	Original	6-221	Original	6-252	Original
6-192	Original	6-222	Original	6-253	Original
6-193	Original	6-223	Original	6-254	Original
6-194	Original	6-224	Original	6-255	1st
6-195	1st	6-225	Original	6-256	Original
6-196	Original	6-226	Original	6-257	Original
6-197	Original	6-227	Original	6-258	1st *
6-198	1st	6-228	Original	6-259	1st
6-199	Original	6-229	Original	6-260	1st
6-200	Original	6-230	1st	6-261	Original
6-201	Original	6-231	1st	6-262	1st
6-202	1st	6-232	Original	6-263	Original
6-203	1st	6-233	Original	6-264	1st
6-204	Original	6-234	Original	6-265	2nd
6-205	Original	6-235	1st	6-266	Original
6-206	Original	6-236	Original	6-267	Original
6-207	Original	6-237	Original	6-268	Original
6-208	Original	6-238	1st	6-269	Original
6-209	Original	6-239	1st	6-270	2nd
6-210	Original	6-240	Original	6-271	Original
6-211	1st	6-241	Original	6-272	1st
6-211.1	Original	6-242	Original	6-273	1st
6-212	Original	6-243	Original	6-274	1st
6-213	1st	6-244	Original	6-275	1st
6-214	Original	6-245	1st	6-276	1st
6-215	Original	6-246	Original	6-277	1st
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\* New or Revised Page.

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## **6. SWITCHED ACCESS SERVICE**

### **6.7 RATE REGULATIONS**

#### **6.7.11 MILEAGE MEASUREMENT (Cont'd)**

- C. When the Switched Transport for Switched Access Service is provided by the Company and the end user connection is provided by a Commercial Mobile Radio Service provider, mileage for access is calculated on an airline basis, using the V & H Coordinate Method as set forth in this section based on tandem or direct routing. The serving wire center of the MTSO functions as the end office for mileage calculations for direct routed traffic via DTT.

(C)

For tandem routed traffic, if the Company and the Commercial Mobile Radio Service provider are jointly providing Switched Access Service, the serving wire center of the MTSO functions as the end office for mileage calculations. If the Company and the Commercial Mobile Radio Service are not jointly providing Switched Access Service, the tandem provider's End Office or Access Tandem Switch which is geographically closest to the MTSO functions as the end office for mileage calculations.

(N)

(N)

- D. The mileage measurement portion of the DNAL will be calculated on an airline mile basis, using the V & H coordinates method, between the customer premises serving wire center and the Company central office where the DNAL terminates.
- E. When jointly provisioned Switched Access is provided between the Company and another Exchange Telephone Company in conjunction with 800 DB Access Service and ANI cannot be identified, the Company and the other Exchange Telephone Company will mutually agree upon an end office designation to determine an existing end office that reflects the closest mileage measurement to the average Switched Transport miles. This end office designation can then be used for purposes of determining the appropriate mileage by using the V&H coordinate method. When the ANI can be determined, the originating end office will be used to determine the Switched Transport mileage.
- F. When DTT Switched Transport facilities of different capacities or bandwidths are connected by a multiplexer at a Company Hub, mileage is determined using the V & H coordinates method. Mileage for DTT is measured separately from the serving wire center to the Company Hub where multiplexing occurs and then measured from the Company Hub to the end office.
- G. When DTT is provided from the SWC to an access tandem in conjunction with TST to subtending end offices, the mileage is determined using the V & H coordinates method. Mileage for DTT is measured between the SWC and the access tandem and mileage for TST is measured from the access tandem to the end offices.