

## CHECK SHEET

Sheets of this tariff indicated below are effective as of the date shown at the bottom of the respective sheet(s). Original and revised sheets as named below comprise all changes from the original tariff and are currently in effect as of the date on the bottom of this sheet.

PAGE	REVISION		PAGE	REVISION		PAGE	REVISION
1	Original		36	Original		71	1 <sup>st</sup> Revised
2	4 <sup>th</sup> Revised	*	37	Original		72	1 <sup>st</sup> Revised
3	1 <sup>st</sup> Revised		38	1 <sup>st</sup> Revised		73	1 <sup>st</sup> Revised
4	Original		39	Original		74	1 <sup>st</sup> Revised
5	Original		40	Original		75	1 <sup>st</sup> Revised
6	1 <sup>st</sup> Revised		41	Original		76	1 <sup>st</sup> Revised
7	1 <sup>st</sup> Revised		42	Original		77	Original
8	1 <sup>st</sup> Revised		43	Original		78	Original
9	1 <sup>st</sup> Revised		44	Original		79	Original
10	1 <sup>st</sup> Revised		45	Original		80	Original
11	1 <sup>st</sup> Revised		46	1 <sup>st</sup> Revised		81	1 <sup>st</sup> Revised
12	1 <sup>st</sup> Revised		47	Original		82	Original
13	1 <sup>st</sup> Revised		48	Original		83	Original
14	1 <sup>st</sup> Revised		49	Original		84	4 <sup>th</sup> Revised *
15	1 <sup>st</sup> Revised		50	1 <sup>st</sup> Revised		85	Original
16	1 <sup>st</sup> Revised		51	Original		86	2 <sup>nd</sup> Revised
17	1 <sup>st</sup> Revised		52	Original		87	3 <sup>rd</sup> Revised *
18	1 <sup>st</sup> Revised		53	Original		88	1 <sup>st</sup> Revised
19	1 <sup>st</sup> Revised		54	Original		89	1 <sup>st</sup> Revised
20	1 <sup>st</sup> Revised		55	1 <sup>st</sup> Revised		90	Original
21	1 <sup>st</sup> Revised		56	Original		91	Original
22	1 <sup>st</sup> Revised		57	Original		92	Original
23	1 <sup>st</sup> Revised		58	Original		93	Original
24	1 <sup>st</sup> Revised		59	Original		94	Original
25	1 <sup>st</sup> Revised		60	Original		95	Original
26	1 <sup>st</sup> Revised		61	Original		96	Original
27	Original		62	Original			
28	Original		63	1 <sup>st</sup> Revised			
29	Original		64	1 <sup>st</sup> Revised			
30	Original		65	1 <sup>st</sup> Revised			
31	1 <sup>st</sup> Revised		66	1 <sup>st</sup> Revised			
32	Original		67	1 <sup>st</sup> Revised			
33	Original		68	1 <sup>st</sup> Revised			
34	Original		69	1 <sup>st</sup> Revised			
35	Original		70	1 <sup>st</sup> Revised			

\* - Indicates pages included with this filing.

## SECTION 3 - SWITCHED ACCESS SERVICE, (CONT'D)

## 3.7 Composite Rates

The Company bills access rates on a composite basis. The composite rates are developed using the switched access rate elements identified in Section 3.8. Applicable per call Query charges are in addition to the per MOU composite charges.

Composite<sup>1</sup> Switched Access Service rate per MOU:

<u>Originating</u>	<u>Terminating</u>
\$0.0063270	\$0.004306 (R)

<sup>1</sup> Composite includes Tandem Switched Transport – Termination, Tandem Switched Transport – Facility (per mile), Common Transport Multiplexing, Local Switching, and Common Trunk Port. Transport mileage is 111 measured as airline mileage using the V & H coordinates method in accordance with standard industry practices. The relevant V & H coordinates for the End Office switching location are V – 06366 and H – 05245 (Kimball). The relevant V & H coordinates for the Tandem Switching location are V – 06280 and H – 04906 (Sioux Falls). Transport mileage is based on both the tandem – end office transport route utilized by the competing ILEC and the transport mileage actually provided by the Company. The Company will endeavor to utilize the closest available tandem, however, the presence of any physically closer tandem is irrelevant inasmuch as such tandems are inaccessible due to lack of facilities/geographic barriers.

## SECTION 3 - SWITCHED ACCESS SERVICE, (CONT'D)

## 3.8 Elemental Rates and Charges (Continued)

## 3.8.2 End Office

		<u>Originating</u>	<u>Terminating</u>
A.	Local Switching - Per Access Minute	\$0.001974	\$0.000700 (R)
B.	Common Trunk Port - Per Access Minute	\$0.000747	\$0.000000 (R)