

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

Composite¹ Switched Access Service rate per MOU:

| <u>Originating</u> | <u>Terminating</u> |
|--------------------|--------------------|
| \$0.0063270 | \$0.003606 (R) |

¹ 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)

3.8.1 Switched Transport Service (Continued)

B. Monthly Recurring Charges

1. Entrance Facilities/Direct-Trunked Transport

All elements of Entrance Facilities/Direct-Trunked Transport and Dedicated Ports are priced on an Individual Case Basis (ICB) and dependant on customer-specific requirements.

C. Usage Charges

1. Tandem Switched Transport

| | | |
|----|---|------------|
| A. | Tandem Switched Transport - Termination - Per Access Minute | \$0.000240 |
| B. | Tandem Switched Transport – Facility - Per Access Minute, per Mile | \$0.000030 |
| C. | [Reserved for Future Use] | |
| D. | Common Transport Multiplexing - Per Access Minute | \$0.000036 |

(D)

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 | \$0.000000 (R) |
| B. Common Trunk Port - Per Access Minute | \$0.000747 | \$0.000000 |