

**ACCESS SERVICES FOR PRICING FLEXIBILITY
QUALIFYING SERVICES**

Trunking Basket*

Voice Grade
LT-1
LT-3
Switched Sonet
Signaling
SS7
Telecom Relay Service

Special Access Basket

Metallic
Telegraph Grade
Direct Analog
Program Audio
Video (TV Analog, Digital, ASVS, AMVS, WAVS, SCVS)
AIT Base Rate Service
AIT DS1
AIT DS3
Optical Carrier Network (OCN) 3, 12, 48, 192 Point to Point
AIT OC-3, 12, 48, 192 Dedicated Ring
Sonet Xpress Service
GigaMAN (Gigabit Ethernet Metropolitan Area Network)
Multi-Service Optical Network (MON)

*Includes dedicated transport services (entrance facilities, direct trunked transport, flat-rated portion of tandem switched transport), channel terminations between the serving wire center and end user's premises, and the optional features and functions associated with these services.

SUMMARY OF RELIEF FOR REQUESTED MSAs

MSA	Dedicated Transport & Special Access		Channel Terminations to End Users	
	Phase I Relief (>15% WCs or >30% Revenue)	Phase II Relief (>50% WCs or > 65% Rev)	Phase I Relief (>50% WCs or >65% Revenue)	Phase II Relief (>65% WCs or > 85% Rev)
Anderson, IN		YES	YES	
Appleton-Oshkosh-Neenah, WI		YES		YES
Battle Creek, MI		YES	YES	
Bloomington, IN		YES		YES
Green Bay, WI		YES		YES
Kenosha, WI		YES		
Kokomo, IN		YES	YES	
Louisville, KY-IN	YES			
Muncie, IN		YES		YES
Peoria, IL		YES		
Saginaw-Bay City-Midland, MI	YES			
South Bend-Mishawaka, IN		YES		YES

Anderson, IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
ALXNIN01	ALEXANDRIA		
ARSNIN01	ANDERSON	Y	
CHFDIN01	CHESTERFIELD		
ELWDIN01	ELWOOD		
SMVIIN01	SUMMITVILLE		
Total Wire Centers in MSA			5
Wire Centers w/Collocators using Alternative Transport			1
% of Wire Centers w/Collocators using Alternative Transport			20.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			78.15%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			78.83%

Appleton-Oshkosh-Neenah, WI

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
APPLWI01	APPLETON 1GT	Y	
GNVLWI12	GREENVILLE		
HOVLWI12	HORTONVILLE		
KAUKWI11	KAUKAUNA		
LCHTWI11	LITTLE CHUTE		
NENHWI11	NEENAH DS0	Y	
OMROWI11	OMRO		
OSHKWI01	OSHKOSH DS0	Y	
WNCNWI11	WINNECONNE		
Total Wire Centers in MSA			9
Wire Centers w/Collocators using Alternative Transport			3
% of Wire Centers w/Collocators using Alternative Transport			33.33%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			95.74%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			90.99%

Battle Creek, MI

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
ALBNMIMN	ALBION		
ATHNMIAT	ATHENS		
BTCKMIBC	BATTLE CREEK BC	Y	
BTCKMISO	BATTLE CREEK SO	Y	
FRPTMIFP	FREEPORT		
HSNGMIHS	HASTINGS		
MDVLMIMN	MIDDLEVILLE		
MRSHMIMN	MARSHALL		
Total Wire Centers in MSA			8
Wire Centers w/Collocators using Alternative Transport			2
% of Wire Centers w/Collocators using Alternative Transport			25.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			74.99%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			71.29%

Bloomington, IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
BLTNIN01	BLOOMINGTON DS0	Y	
BLTNINIU	BLTN IND UNIV		
Total Wire Centers in MSA			2
Wire Centers w/Collocators using Alternative Transport			1
% of Wire Centers w/Collocators using Alternative Transport			50.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			99.99%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			99.99%

Green Bay, WI

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
DEPRWI11	DE PERE	Y	
GNBYWI01	GNBY JEFFERSON DS0	Y	
GNBYWI11	GNBY RIDGE RD DS0	Y	
GNBYWI12	GNBY HUTH AV DS0	Y	
GNBYWI13	GNBY CARDINAL LN		
GNBYWIUG	GNBY HUTH AV RS0		
WRTWWI11	WRIGHTSTOWN		
Total Wire Centers in MSA			7
Wire Centers w/Collocators using Alternative Transport			4
% of Wire Centers w/Collocators using Alternative Transport			57.14%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			96.91%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			96.05%

Kenosha, WI

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
KENOWI01	KENOSHA 10TH AV DS0	Y	
KENOWI11	KENOSHA SOUTH DS0		
PLPRWI11	PLEASANT PRAIRIE		
PRSDWI11	PARKSIDE DS0	Y	
SMRSWI11	SOMERS		
Total Wire Centers in MSA			5
Wire Centers w/Collocators using Alternative Transport			2
% of Wire Centers w/Collocators using Alternative Transport			40.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			68.52%

Kokomo, IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
GNTWIN01	GREENTOWN		
KOKMIN01	KOKOMO DS0	Y	
KOKMIN02	KOKOMO SOUTH		
RSVLIN01	RUSSIAVILLE		
Total Wire Centers in MSA			4
Wire Centers w/Collocators using Alternative Transport			1
% of Wire Centers w/Collocators using Alternative Transport			25.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			68.51%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			73.25%

Muncie, IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
ALBYIN01	ALBANY		
EATNIN01	EATON		
GSTNIN01	GASTON		
MUNCIN01	MUNCIE DS0	Y	
YRTWIN01	YORKTOWN RS1		
Total Wire Centers in MSA			5
Wire Centers w/Collocators using Alternative Transport			1
% of Wire Centers w/Collocators using Alternative Transport			20.00%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			94.27%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			94.41%

Louisville, KY-IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
CHTWIN01	CHARLESTOWN		
GALNIN01	GALENA		
JFVLIN01	JEFFERSONVILLE	Y	
NWALIN01	NEW ALBANY DS0		
NWTNIN01	NEW WASHINGTON		
SLBGIN01	SELLERSBURG		
Total Wire Centers in MSA			6
Wire Centers w/Collocators using Alternative Transport			1
% of Wire Centers w/Collocators using Alternative Transport			16.67%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			41.50%

Peoria, IL

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
BNVLILBN	BARTONVILLE RS0		
DLVNILDE	DELAVAN		
EPERILPE	PEORIA EAST	Y	
HNCYILHC	HANNA CITY		
PEORILPB	PEORIA BLUFF	Y	
PEORILPJ	PEORIA JEFFERSON 52T	Y	
PEORILPN	PEORIA NORTH	Y	
SPBYILSB	SPRING BAY		
TRIVILT	TRIVOLI		
Total Wire Centers in MSA			9
Wire Centers w/Collocators using Alternative Transport			4
% of Wire Centers w/Collocators using Alternative Transport			44.44%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			71.59%

Saginaw-Bay City-Midland, MI

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
AUBNMIMN	AUBURN		
BRPTMIMN	BRIDGEPORT		
BRPTMISO	BRIDGEPORT SO		
BRRNMIMN	BIRCH RUN		
BYCYMIMN	BAY CITY DS0		
BYCYMIWS	BAY CITY WS		
CLMNMIMN	COLEMAN		
FELDMIFL	FREELAND		
FRKMMIFR	FRANKENMUTH		
LNWDMIMN	LINWOOD		
MDLDMIMN	MIDLAND DS0		
MDLDMISE	MIDLAND SE		
SGNWMIFA	SAGINAW FA DS0	Y	
SGNWMISH	SAGINAW SHEILDS		
SGNWMIWS	SAGINAW WS DS0	Y	
STCHMIMN	ST. CHARLES		
Total Wire Centers in MSA			16
Wire Centers w/Collocators using Alternative Transport			2
% of Wire Centers w/Collocators using Alternative Transport			12.50%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			63.26%

South Bend-Mishawaka, IN

Wire Center	Wire Center Name	Collocated with Alternative Transport	Collocator(s) w/Competitive Transport or Alternative Transport Provider
CLVRIN01	CULVER		
MSHWIN02	MISHAWAKA	Y	
OSCLIN01	OSCEOLA		
SBNDIN01	SBND TANDEM	Y	
SBNDIN03	SBND SOUTH	Y	
SBNDIN04	SBND NORTH	Y	
SBNDINND	SBND NOTRE DAME		
Total Wire Centers in MSA			7
Wire Centers w/Collocators using Alternative Transport			4
% of Wire Centers w/Collocators using Alternative Transport			57.14%
Total DT & SA Revenue in MSA			
DT & SA Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for DT & SA			99.33%
Total CT to EU Revenue in MSA			
CT to EU Revenue in Competitive Wire Centers			
% Competitive Wire Centers' Revenue to MSA Total for CT to EU			96.20%

Appendix D

Ameritech Operating Companies Methodology

Ameritech Operating Companies (Ameritech) used the following methodology to satisfy the collocation and revenue requirements necessary to obtain pricing relief for MSAs subject to this petition. Specifically, Ameritech did the following:

- 1) Identified wire centers within each MSA.
- 2) Identified wire centers within each MSA where service providers have obtained collocation with alternative transport facilities other than Ameritech provided transport, and identified service providers collocated with alternative transport facilities other than Ameritech provided transport.
- 3) Identified revenue attributable to qualifying Dedicated Transport and Special Access services (other than channel terminations to end user premises) for each wire center within the MSA.
- 4) Identified revenue attributable to channel terminations between an end user's premises and the Ameritech end offices for each wire center within the MSA.

MSA Boundaries and Wire Center Mapping

Pursuant to the *Pricing Flexibility Order*, Ameritech identified MSAs using data set forth in Public Notice Report NO. CL-92-40, "Common Carrier Public Mobile Services Information, Cellular MSA/RSA Markets and Counties", dated January 24, 1992. These MSAs are based on the 1980 Census and are slightly different than current MSA boundaries.

To identify its wire centers, Ameritech used the National Exchange Carrier Association (NECA) Tariff No. 4 dated September 01, 2003, which identifies exchange carrier wire centers where expanded interconnection for special and switched access services are available. Ameritech then

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mapped the geographic area served by the wire center to current county maps. Where the serving area of a wire center overlaps multiple counties, Ameritech used Network Engineering's Expanded Geographic Interface System (EGIS) database to determine the physical location of the wire center and then assigned the wire center to the county within which the wire center is physically located. Ameritech then mapped the counties to MSAs, based on the 1980 Census.

Collocation Wire Center Identification

Collocation information was obtained from the Collocation Implementation, Collocation Point of Contact Tracking Database. Information available in this database includes the name of the collocator, applications for collocation, wire center, implementation dates and alternative transport, where applicable. Each wire center on which Ameritech relies to meet the requirements for pricing flexibility must contain at least one collocator that uses transport facilities owned by a provider other than the price cap LEC to transport traffic from that wire center. Information from this database, which constitutes customer applications for service and company billing records were used to identify specific collocators by wire center and determine whether alternative transport was being provided. Additionally, a field team of collocation managers physically verified these wire centers for competitors that have transport facilities owned by a non-Ameritech provider. Only collocation arrangements where all make-ready work (including the placement of non-Ameritech cable facility) had been completed and the CLEC had possession of this arrangement were selected for this petition. Collocation information contained in this petition includes only those wire centers identified to date and may be supplemented in future petitions. Appendix C identifies the collocators by wire center.

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Revenue Identification and Assignment - General

Special Access and Dedicated Transport revenue for the twelve month period ending December 31, 2002 was gathered from the Ameritech Long Distance Industry Services (ALDIS) Data Warehouse database, which is based on the Carrier Access Billing System (CABS) billing system for carrier billed revenue.

The CABS billing system runs internal validation checks on each CABS bill for accuracy and completeness on a monthly basis. Each component used in the data gathering process was extracted from the CABS bill information database. Therefore, the extract database accurately reflects billed revenue. These same data tables are used to provide demand data for FCC annual price cap filings and other such filings requiring access services revenue and demand data.

Special assembly arrangements, individual case basis (ICB) arrangements, expanded interconnection and miscellaneous revenues have been excluded.

For each MSA, the *Pricing Flexibility Order* defined two categories for the revenue test: 1) Dedicated Transport and Special Access, other than Channel Terminations to the End User (POP side); and 2) Channel Terminations to the End User (End User or EU side). To perform these tests, Ameritech revenues were first attributed to the appropriate wire centers, and then determined if the revenue was POP side or EU side.

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Ameritech Operating Companies Methodology

Revenue Allocation Methodology – Wire Centers

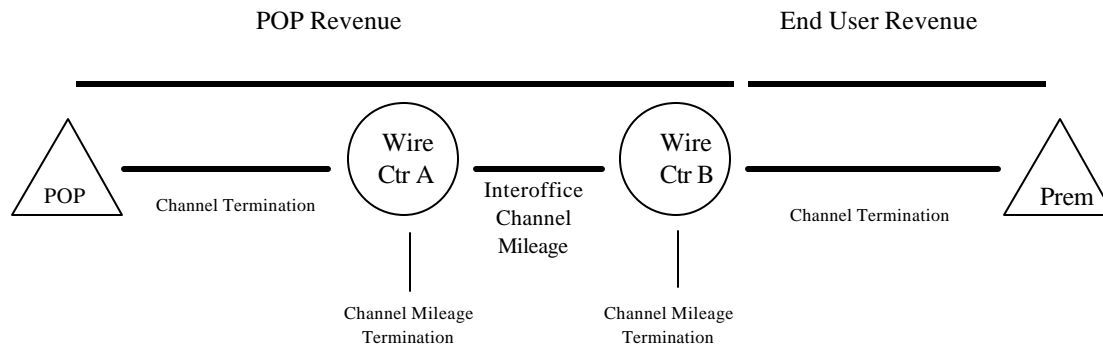
Ameritech revenues were first attributed to the wire centers in each MSA as detailed in the table below:

Rate Element	Methodology
Channel Terminations and Entrance Facilities	Directly mapped to wire center
Channel Mileage Terminations (CMTs; a.k.a. Fixed Channel Mileage)	Directly mapped to wire center
Interoffice Channel Mileage (CM; a.k.a. Channel Mileage per Mile)	Attributed 50% to each wire center at the two ends of each individual circuit; For SONET rings, the mileage was evenly allocated to the nodes in the ring.
Direct Trunk Transport (DTT) Mileage	Attributed 50% to each wire center at the two ends of each individual circuit.
Direct Trunk Transport (DTT) Fixed	Directly mapped to wire center
Other Recurring Charges (e.g. Muxing)	Directly mapped to wire center
Non-Recurring Charges	Directly mapped to wire center where known; the remaining Non-Recurring revenue was allocated based on channel termination revenue.

Interoffice Channel Mileage revenue was attributed equally to each wire center at the two ends of each circuit. For Multi-Point Multiplexing circuits each leg is considered to be a separate and distinct point-to-point circuit. The following diagrams provide further clarification of Ameritech's revenue allocation to wire centers.

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Figure 1: Point to Point Circuit

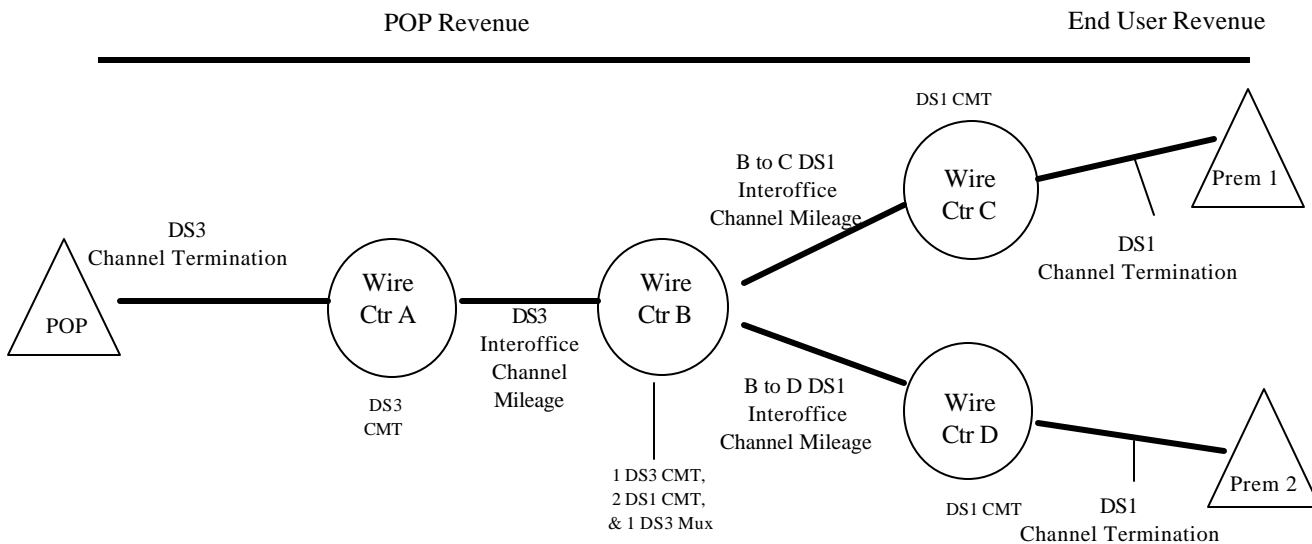


Channel Terminations: Assigned Directly to Appropriate Wire Center

Channel Mileage Terminations: Assigned Directly to Appropriate Wire Center

Interoffice Channel Mileage Revenue Assignment: 50% of Total Mileage to Wire Center A
50% of Total Mileage to Wire Center B

Figure 2: Multi-Point – Multiplexing



Channel Terminations: Assigned Directly to Appropriate Wire Center

Channel Mileage Terminations: Assigned Directly to Appropriate Wire Center

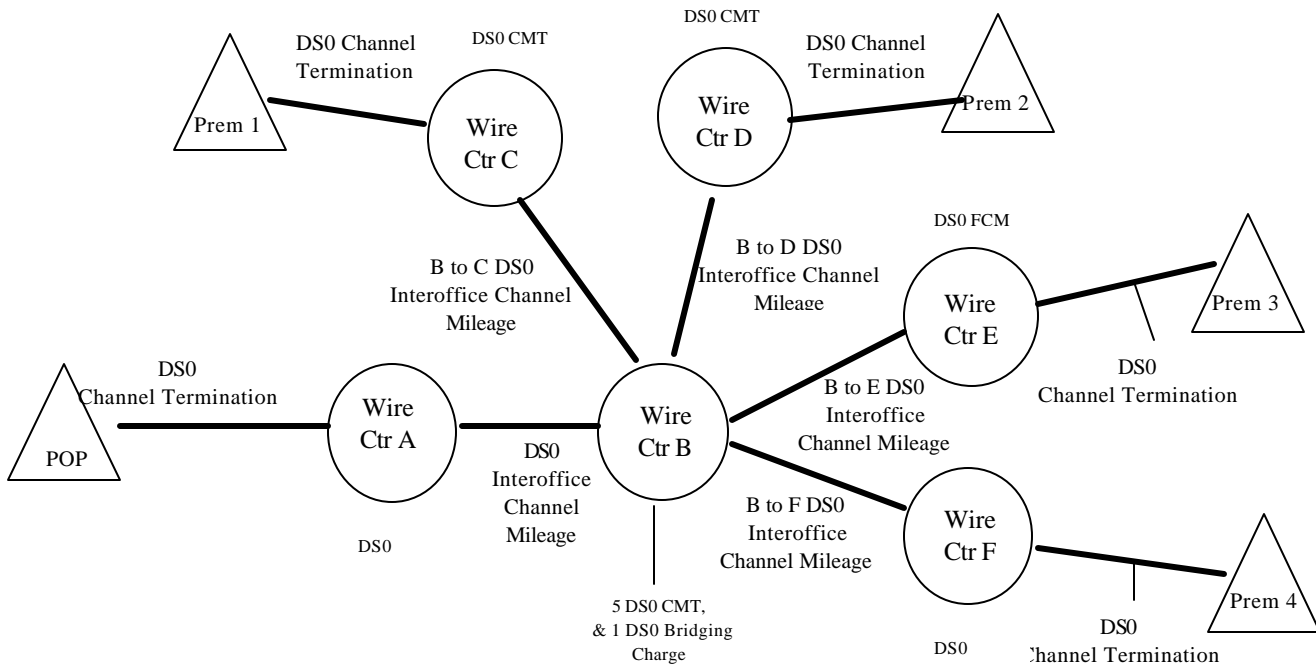
Multiplexing: Assigned Directly to Wire Center B

Interoffice Mileage Revenue Assignment: 50% of DS3 Mileage to Wire Center A
50% of DS3 Mileage to Wire Center B
50% of B to C DS1 Mileage to Wire Center B
50% of B to C DS1 Mileage to Wire Center C
50% of B to D DS1 Mileage to Wire Center B
50% of B to D DS1 Mileage to Wire Center D

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Figure 3: Multi-Point – Bridging



Channel Terminations Assigned Directly to Appropriate Wire Center

Channel Mileage Terminations: Assigned Directly to Appropriate Wire Center

Bridging Charge: Assigned Directly to Wire Center B

Interoffice Mileage Rev Assignment: 50% of A to B DS0 Mileage to Wire Centers A and B, respectively
 50% of B to C DS0 Mileage to Wire Centers B and C; respectively
 50% of B to D DS0 Mileage to Wire Centers B and D; respectively
 50% of B to E DS0 Mileage to Wire Centers B and E; respectively
 50% of B to F DS0 Mileage to Wire Centers B and F; respectively

STN/SONET Ring and SONET Express (Shared SONET) revenue was assigned directly to the wire center where applicable as follows:

- For those SONET nodes that reside at a central office, the Node and Port revenue was assigned directly to the wire center.

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- For those SONET nodes that reside at a customer premise, the Node and Port revenue was assigned directly to the wire center associated with the customer premise.
- SONET ring mileage revenue was evenly allocated to the nodes in the ring. For example, mileage revenue for a five node ring was assigned 20% (1/5) to each wire center.

Non-recurring revenue was assigned to a wire center when the product charge was wire center specific. However, there are many non-recurring charges that are not assessed at that level (e.g. order charges); and therefore, the wire center could not be identified. Since most non-recurring charges are associated with channel terminations, the remaining non-recurring revenue was allocated to the wire centers based upon the channel termination revenue.

Revenue Allocation Methodology – POP vs. End User

Since channel terminations can be used to provide transport between a LEC wire center and either an IXC's POP or an End User's premises, a method was needed to identify the other end of the circuit so that the revenue would be properly classified as POP or End User. Ameritech had initially considered doing this by using the customer's ACNA, but determined that this would only identify the type of customer ordering the circuit, not the customer using the circuit, nor the other end of the circuit. Ameritech instead used the Circuit Location (CKL) number to determine the location at the other end. Regardless of the type of customer placing the service order, when circuits between a POP and an End User premises are set up for billing in Ameritech's CABS system, CKL 1 is used to designate the channel terminations between the serving wire center and the carrier POP. All other CKLs are used to designate channel terminations between the serving wire center and the end user's premises.

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After the revenue was attributed to the appropriate wire center, it was then assigned to the POP side and EU side based upon the combination of service class, rate element, and CKL as detailed in the following table:

Rate Element	Service	Methodology
Channel Termination and Entrance Facilities	SONET Ring and SONET XPRESS (shared SONET)	100% POP
Channel Termination and Entrance Facilities	All other services (e.g., DSO, DS1, DS3, LT1, LT3)	CKL 1 is POP revenue; CKL 2 and up are End User
Channel Mileage Terminations (CMTS; a.k.a. Fixed Channel Mileage)	All	100% POP
Channel Mileage (CM; a.k.a. Channel Mileage per Mile)	All	100% POP
Direct Trunked Transport (DTT) Mileage and Fixed	All	100% POP
Other Recurring Charges (e.g., Muxing)	All	100% POP
Non-Recurring Charges (NRCs)	All	CKL 1 is POP revenue; CKL 2 and up are End User

Appendix E

Ameritech Operating Companies (Ameritech) are required to provide to each party upon which it relies as a collocator in Appendix C, the information it provides about that party in its petition, even if the price cap LEC requests that the information be kept confidential. Ameritech is to certify in its pricing flexibility petition that it has made such information available to the party. That certification and copies of the information it has provided to such parties follow herein.

Pursuant to § 1.774(e) of the Commission's rules, I, Anisa A. Latif, hereby certify that I have sent letters to the collocating parties upon which Ameritech relies in this filing, informing them of the information about them that is included in this petition. The letters were given to UPS on February 12, 2004 (although the actual letters were inadvertently dated January 12, 2004), with overnight delivery specified. A copy of each of the letters is attached.

/s/ Anisa A. Latif

Anisa A. Latif

February 13, 2004

**LETTERS
REDACTED**