APPENDIX INTERCONNECTION TRUNKING REQUIREMENTS (ITR)

1.0 Introduction

1.1 The Interconnection of the CLEC and SWBT networks would be designed to promote network efficiency as long as CLEC does not combine traffic in order to avoid payment of access charges for intraLATA and interLATA traffic originating by or terminating to a customer who is not a CLEC local exchange customer.

1.2 This Appendix Interconnection Trunking Requirements (ITR) to Attachment 11: Network Interconnection Architecture provides descriptions of the trunking requirements for CLEC to interconnect any CLEC provided switching facility with SWBT facilities. The diagrams in Section 6.0 of this Appendix, which are not necessarily all inclusive, depict trunk groups for message network, E911 and Operator Services interconnection. All references to incoming and outgoing trunk groups are from the perspective of CLEC. Any figures or schematics are for convenience of reference only and in no way modify the terms and provisions of this Agreement.

1.3 If either Party changes the methods by which it trunks and routes traffic within its network, it will afford the other Party the opportunity to trunk and route its traffic in the same manner for purposes of interconnection. The Parties agree to offer and provide to each other B8ZS Extended Superframe and/or 64 Kbps clear channel where it is currently deployed at the time of the request.

1.4 SWBT will allow CLEC to use the same physical facilities (*e.g.*, dedicated transport access facilities, dedicated transport UNE facilities) to provision trunk groups that carry Local, intraLATA and interLATA traffic, provided such combination of traffic is not for the purpose of avoiding access charges, and facility charges associated with dedicated transport used to carry interLATA and intraLATA traffic originated by or terminated to a customer who is not CLEC local exchange service customer. SWBT and CLEC may establish a single two way trunk group provisioned to carry intraLATA (including local) and interLATA traffic where technically feasible. CLEC may have administrative control (*e.g.*, determination of trunk size) of this combined two way trunk group to the extent that it does not require SWBT to redesign its network configuration. When traffic is not segregated according to a traffic type the Parties will provide a percentage of jurisdictional use factors or an actual measurement of jurisdictional traffic.

2.0 Trunk Group Configurations:

2.1 InterLATA Toll, Local Traffic and IntraLATA Interexchange (Toll) Traffic: SWBT will not impose any restrictions on a CLEC that are not imposed on its own traffic with respect to trunking and routing options afforded the CLEC.

2.1.1 CLEC Originating (CLEC to SWBT):

Subject to Section 1.0 above, InterLATA toll traffic and IntraLATA toll traffic may be combined with local traffic on the same trunk group when CLEC routes traffic to either a SWBT access tandem which serves as a combined local and toll tandem or directly to a SWBT end office. Upon request of CLEC, SWBT will provision two-way trunks. When mutually agreed upon traffic data exchange methods are implemented as specified in Section 5.0 of this Appendix, direct trunk group(s) to SWBT end offices will be provisioned as two-way and used as two-way. When there are separate SWBT access and local tandems in an exchange, a separate local trunk group will be provided to the local tandem and a separate intraLATA toll trunk group will be provided to the access tandem**.** When there are multiple SWBT combined local and toll tandems in an Exchange Area, separate trunk groups will be established to each tandem. Such trunk groups may carry both local intraLATA toll and interLATA toll traffic. Trunk groups to the access or local tandem(s) will be provisioned as two-way and used as one-way until such time as it becomes technically feasible to use two-way trunks in SWBT tandems. Trunks will utilize Signaling System 7 (SS7) protocol signaling when such capabilities exist within the SWBT network. Multifrequency (MF) signaling will be utilized in cases where SWBT switching platforms do not support SS7.

Trunking to a SWBT access tandem will provide CLEC access to the SWBT end offices and NXXs which subtend that tandem and to other service providers which are connected to SWBT. Trunking to a SWBT end office(s) will provide CLEC access only to the NXXs served by that individual end office(s) to which CLEC interconnects.

2.1.2 CLEC Terminating (SWBT to CLEC):

Where SWBT has a combined local and access tandem, SWBT will combine the local, InterLATA and the IntraLATA toll traffic over a single trunk group to CLEC. The trunk groups will be provisioned as two-way and used as one-way until such time as it becomes technically feasible to use two-way trunks. When SWBT has separate access and local tandems in an exchange area, a separate trunk group will be established from each tandem to CLEC. As noted in Section 2.1.1, direct trunk group(s) between CLEC and SWBT end offices will be provisioned as two-way and used as two-way. Trunks will utilize SS7 protocol signaling unless the SWBT switching platform only supports MF signaling.

2.2 Access Toll Connecting Traffic:

Access Toll Connecting Traffic will be transported between the SWBT access tandem and CLEC over a "meet point" trunk group separate from local intraLATA toll and interLATA toll trunk group. This trunk group will be established for the transmission and routing of Exchange Access traffic between CLEC's end users and interexchange carriers via a SWBT access tandem. When SWBT has more than one access tandem within an exchange, CLEC may utilize a single "meet point" access toll connecting trunk group to one SWBT access tandem within the exchange (If the exchange crosses over

two states, the CLEC will need to interconnect with one access tandem in each state.) This trunk group will be set up as two-way and will utilize SS7 protocol signaling. Traffic destined to and from multiple interexchange carriers (IXCs) can be combined on this trunk group. This arrangement is subject to the timeframes referenced in Section 1.0.

2.3 This Section Intentionally Left Blank

2.4 911 Emergency Traffic:

A segregated trunk group will be required to each appropriate E911 tandem within an exchange in which CLEC offers Exchange Service. This trunk group will be set up as a one-way outgoing only and will utilize CAMA/ANI MF signaling.

Where technically feasible and the PSAP customer agrees, E911 traffic will be routed on a dedicated trunk group directly to the SWBT end office that serves the appropriate PSAP. This trunk group will be set up as one-way outgoing only and will utilize CAMA/ANI MF signaling.

2.5 Mass Calling (Public Response Choke Network):

CLEC may use call-gapping and software designed networks to control Mass Calling. In addition, a segregated trunk group will be required to the designated Public Response Choke Network tandem in each serving area in which CLEC provides service pursuant to this Agreement. This trunk group will be one-way outgoing only and will utilize MF signaling. It is anticipated that this group will be sized as follows, subject to adjustments from time to time as circumstances require:

< 15001 access Lines (AC)	2 trunks (min)
15001 to 25000 AC	3 trunks
25001 to 50000 AC	4 trunks
50001 to 75000 AC	5 trunks
> 75000 AC	6 trunks (max)

At the time that CLEC establishes a Public Response Choke Network NXX and tandem, SWBT will establish reciprocal mass calling trunks to CLEC subject to the requirements set forth in this Section. CLEC has the option of call gapping or trunking to a specific tandem for gapping by SWBT.

2.6 Operator Services

Inward Operator Assistance (Call Code 121) - CLEC may choose from two interconnection options for Inward Operator Assistance.

2.6.1 Option 1 - Interexchange Carrier (IXC)

CLEC may utilize the Interexchange Carrier Network. CLEC will route its calls requiring inward operator assistance through its designated IXC POP to SWBT's TOPS tandem. SWBT will route its calls requiring inward operator assistance to CLEC's Designated Operator Switch (TTC) through the designated IXC POP.

CLEC will use the same OSPS platform to provide local and IXC operator services. Where appropriate, CLEC will utilize existing trunks to the SWBT TOPS platform that are currently used for existing IXC inward operator services.

2.6.2 Option 2 - CLEC Operator Switch

CLEC will identify a switch as the Designated Operator Switch (TTC) for its NPA-NXXs. SWBT will route CLEC's calls requiring inward operator assistance to this switch. This option requires a segregated one-way (with MF signaling) trunk group from SWBT's Access Tandem to the CLEC switch. CLEC calls requiring inward operator assistance will be routed to SWBT's operator over an IXC network.

3.0 Trunk Design Blocking Criteria

Trunk forecasting and servicing for the local and intraLATA toll trunk groups will be based on the industry standard objective of 2% overall time consistent average busy season busy hour loads 1% from the End Office to the Tandem and 1% from tandem to End Office based on Neal Wilkinson B.0lM [Medium Day-to-Day Variation] until traffic data is available. Listed below are the trunk group types and their objectives:

Trunk Group Type	Blocking Objective (Neal Wilkinson B.01M)
Local Tandem	1%
Local Direct	2%
IntraLATA Interexchange Direct	1 %
IntraLATA Interexchange Tandem	0.5%
911	1 %
Operator Services (DA/DACC)	1 %
Operator Services (0+, 0-)	0.5%
InterLATA Tandem	0.5%

4.0 Forecasting/Servicing Responsibilities

4.1 SWBT and CLEC will be jointly responsible for forecasting and servicing all two-way trunk groups between the two networks. SWBT will be responsible for forecasting and servicing the one-way trunk groups terminating to CLEC. CLEC will be responsible for forecasting and servicing the one-way trunk groups to SWBT including terminating, transit, operator services, directory assistance and E911 trunks. Standard trunk traffic

engineering methods will be used as described in Bell Communications Research, Inc. (Bellcore) document SR-TAP-000191, Trunk Traffic Engineering Concepts and Applications or as otherwise mutually agreed to by the Parties.

4.2 Upon request, SWBT will meet as reasonably necessary with CLEC to discuss issues including, but not limited to, trunk forecast, shortage of facilities, jeopardy situations and other topics related to providing adequate trunking in the local network. SWBT also agrees to participate in user group meetings with interested CLECs on a quarterly basis or as often as the group determines for the purpose of cooperative planning of trunking facilities and to establish a means of notifying the industry of jeopardy situations that will prevent the establishment of trunking that was forecasted. Jeopardy situations exist when, for example, SWBT does not have adequate switch terminations and DCSs (digital cross connect systems) or other instances when SWBT is unable to accept trunk orders because of inadequate network capacity. CLECs will be invited to participate in these user group meetings and SWBT will provide at least two weeks advance notice to CLECs of such meetings. Missouri Commission Staff may attend the user group meetings by phone or in person. In connection with these meetings, SWBT agrees to maintain an audio tape recording of each meeting; a summary of the topics of each meeting; and any handouts provided at the meeting and provide them to the Missouri Public Service Commission upon its request. A CLEC and/or Missouri Public Service Commission Staff may request an ad hoc meeting of the user group to address emergency issues that may arise between the regularly scheduled meetings and reasonable notice shall be given of such ad hoc meetings. Any dispute between SWBT and CLEC concerning the cooperative planning, the jeopardy notification or the need for a requested ad hoc meeting may be presented to the Missouri Public Service Commission for resolution. Through the user group meetings, SWBT will produce and discuss SWBT's consolidated interconnection trunk forecast for Missouri following the issuance of SWBT’s semi-annual general trunk forecast. The consolidated forecast shall be formatted in a manner that does not identify individual CLECs. This presentation shall include a consolidated CLECs’ forecast; the resulting SWBT forecast for each central office in Missouri; and a summary of the forecast for SWBT’s operating areas in Missouri. SWBT will disclose the forecast without adjustment of the aggregated forecast data supplied to SWBT by CLECs, and it will disclose the amount of any adjustment that SWBT has made in arriving at the actual consolidated forecast that SWBT will use for trunk planning purposes. In disclosing adjustments, SWBT will identify to the users group the amount of adjustment made to a route or switching office without revealing any individual CLEC forecast. SWBT will not disclose any forecast data received from CLEC to SWBT personnel other than those with technical network planning responsibility, and under no circumstances will SWBT use forecast data received from CLEC for marketing or competitive purposes.

5.0 Servicing Objective/Data Exchange

5.1 Each Party agrees to service trunk groups to the blocking criteria listed in Section 3.0. Each party will attempt to service trunk groups in a timely manner when they have sufficient data to determine that the service objectives in Section 3.0 are not being met.

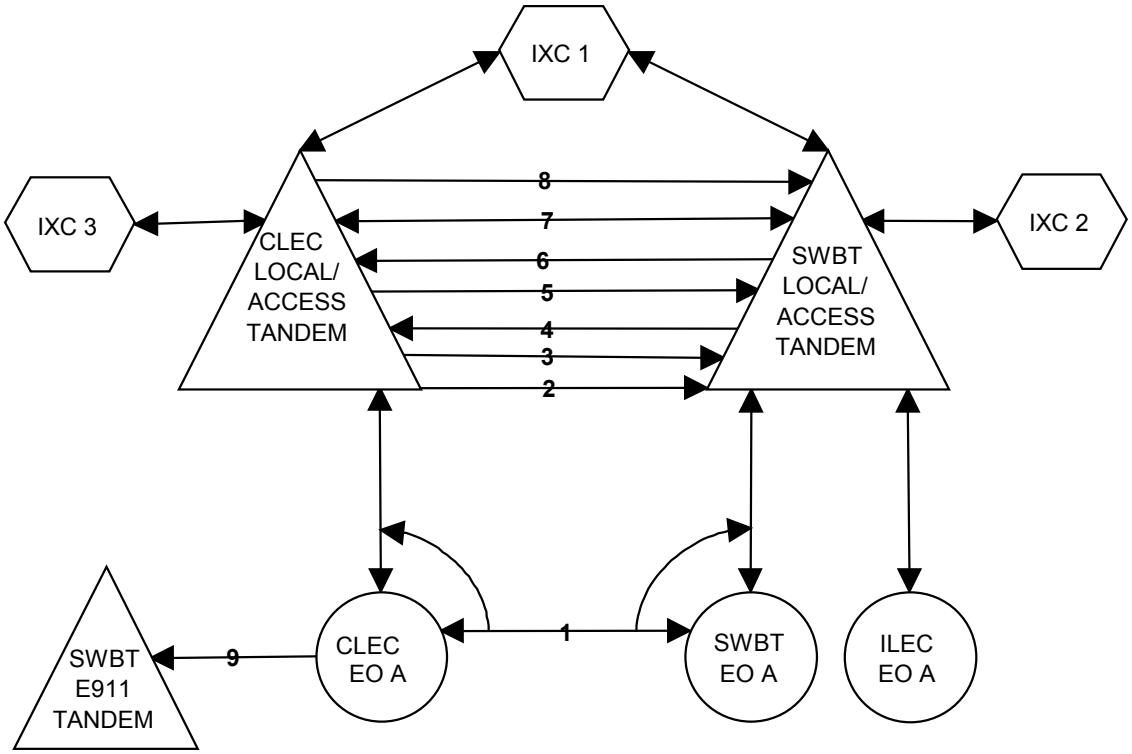
5.2 Each Party will make trunk group blockage information available to the other party by mechanized procedures. The existing exchange of data for Access Trunk Groups will be extended to provide data on all joint trunk groups.

5.3 When the traffic between the Parties' end offices is forecasted to equal or exceed a DS1 the Parties may mutually agree to establish a direct trunk group.

6.0 Interconnection Trunking Diagrams

The attached four diagrams depict the interconnection trunking arrangements described above.

SINGLE RATE AREA - COMBINED SWBT LOCAL/ACCESS TANDEM INTERCONNECTED WITH CLEC LOCAL/ACCESS TANDEM (WITH SOME DIRECT END OFFICE TRUNKING)

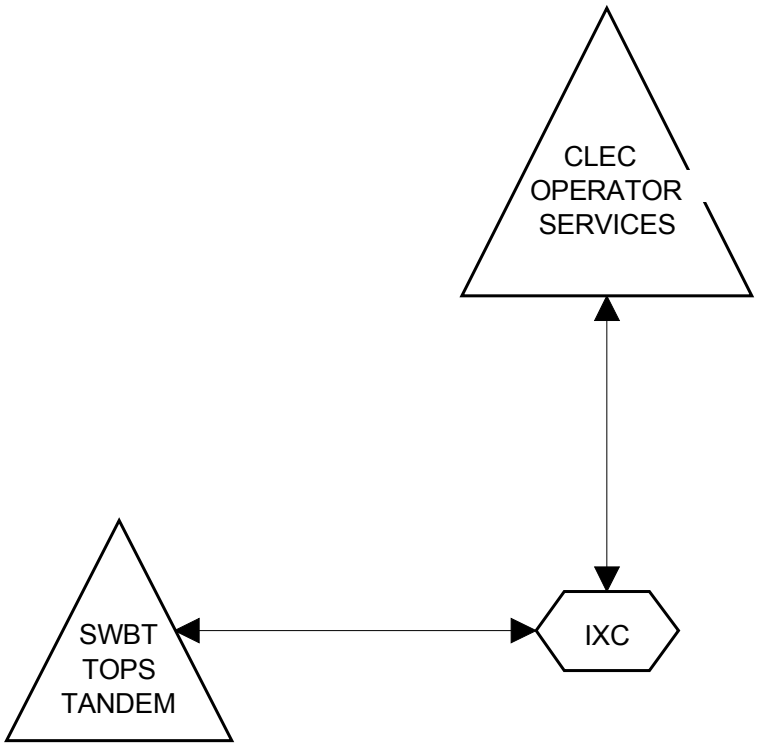


TRAFFIC USE/MODIFIER	DESCRIPTION
1. TEJ	LOCAL, INTRALATA & INTERLATA (SS7 SIGNALING) -2-WAY
2. TOCRJ	MASS CALLING (MF SIGNALING)
3. DD800J	INTRALATA 800 (MAXIMIZER 800)(SS7
4. DD800J	INTRALATA 800 (SS7
5. ITJ	LOCAL, INTRALATA and (SS7 SIGNALING)
6. ITJ	LOCAL, INTRALATA and (SS7 SIGNALING)
7. ITJ	INTRALATA and (SS7 SIGNALING)
8. ITJ	INTRALATA INTERLATA (MF SIGNALING)@
9. ESJ	EMERGENCY SERVICE (MF SIGNALING)

 # Required if SWBT does not perform the database query for CLEC
% Required if CLEC does not perform the database query for SWBT.
@ Required at the Dallas 4ESS switch only for 10XXXX# cut through and Feature Group B over D.
Note: When Local, IL & LD traffic is combined on the same truck group, the Traffic Use will be ITJ.

OPTION 1

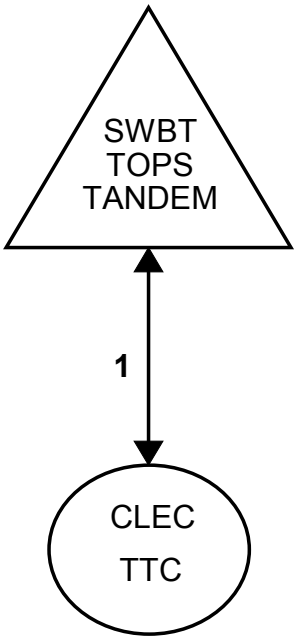
SINGLE RATE AREA - COMBINED SWBT LOCAL/ACCESS TANDEM WHERE SWBT IS NOT THE OPERATOR SERVICES PROVIDER FOR CLEC 121 INWARD OPERATOR ASSISTANCE



Note: This option would use existing Interexchange Carrier Network.

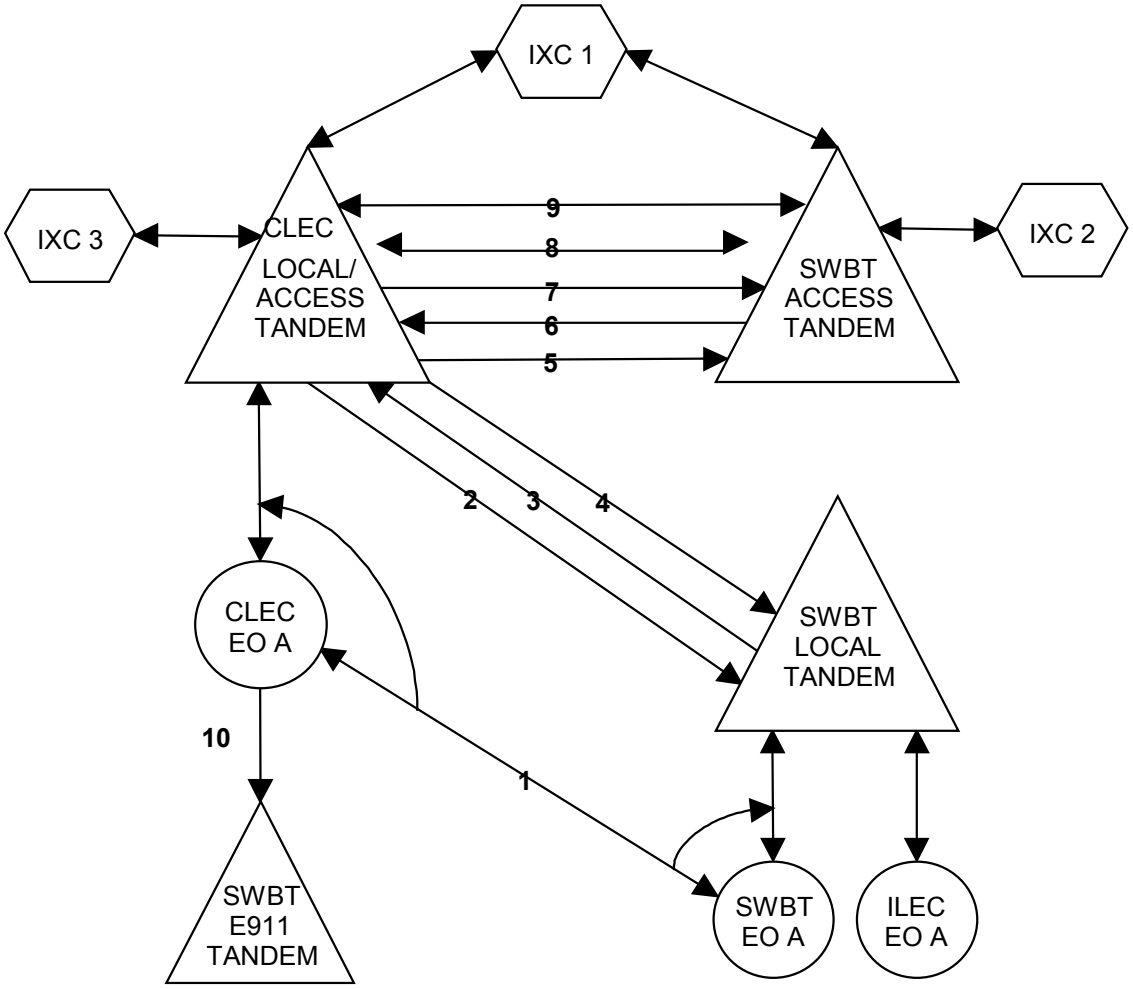
OPTION 2

SINGLE RATE AREA - COMBINED SWBT LOCAL/ACCESS TANDEM WHERE SWBT IS NOT THE OPERATOR SERVICES PROVIDER FOR CLEC AND CLEC'S SWITCH IS THE DESIGNATED OPERATOR SWITCH (TTC) FOR 121 INWARD ASSISTANCE



TRAFFIC USE/MODIFIER	DESCRIPTION
1. OAJ	ACCESS TO INWARD OPERATOR (121) (MF SIGNALING)

SINGLE RATE AREA - SEPARATE SWBT LOCAL AND ACCESS TANDEMS INTERCONNECTED WITH CLEC LOCAL/ACCESS TANDEM (WITH SOME DIRECT END OFFICE TRUNKING)



TRAFFIC USE/MODIFIER	DESCRIPTION
1. TEJ	LOCAL, INTRALATA & INTERLATA(SS7 SIGNALING) -2-WAY
2. MTJ	LOCAL ONLY (SS7 SIGNALING)
3. MTJ	LOCAL ONLY (SS7 SIGNALING)
4. TOCRJ	MASS CALLING (MF SIGNALING)
5. DD800J	INTRALATA 800 (MAXMIZER 800)(SS7 SIGNALING)#
6. DD800J	INTRALATA/INTERLATA 800 (SS7 SIGNALING)%
7. ITJ	INTRALATA /INTERLATA(SS7 SIGNALING
8. ITJ	INTRALATA /INTERLATA(SS7 SIGNALING)
9. ITJ	INTRALATA /INTERLATA(SS7 SIGNALING)
10. ESJ	EMERGENCY SERVICE (MF SIGNALING)

 # Required if SWBT does not perform the database query for CLEC.

% Required if CLEC does not perform the database query for SWBT.

Note: This applies to situations where CLEC supplies separate trunks to LT & AT. Where CLEC does not, CLEC will send to AT.