SCHEDULE 9.2.7
INTEROFFICE TRANSMISSION FACILITIES

9.2.7 Interoffice Transmission Facilities. Interoffice Transmission Facilities are SBC-AMERITECH transmission facilities dedicated to a particular CLEC carrier, or shared by more than one Customer or carrier, used to provide Telecommunications Services between Wire Centers owned by SBC-AMERITECH or CLEC, or between Switches owned by SBC-AMERITECH or CLEC. Interoffice Transmission Facilities will be provided only where such facilities exist at the time of CLEC's request.

9.2.7.1 Shared Transport

9.2.7.1.1 Definition. Shared Transport is defined as set forth in 47 C.F.R. 51.319. Without limiting the foregoing it includes transmission facilities shared by more than one carrier, including SBC-AMERITECH, between end office switches, between end office switches and tandem switches, and between tandem switches in SBC-AMERITECH's network **(illustrated in Figure 1)**. Where SBC-AMERITECH Network Elements are connected by intra-office wiring, such wiring is provided as a part of the Network Elements and is not Shared Transport. Shared Transport is purchased in connection with unbundled switching. Shared Transport routes the call between SBC-AMERITECH switches using equipment and facilities employed by SBC-AMERITECH to route calls for SBC-AMERITECH's retail customers.

9.2.7.1.1.1 Except as otherwise provided in **Section 9.1.2 of Article IX** of this Agreement SBC-AMERITECH shall not impose any restrictions on CLEC regarding the use of the unbundled shared transport it purchases from SBC-AMERITECH provided such use does not result in demonstrable harm to either SBC-AMERITECH network or personnel.

9.2.7.1.2 Technical Requirements.

9.2.7.1.2.1 Shared Transport shall, at a minimum, meet the performance requirements including, availability, jitter, and delay requirements specified for Central Office to Central Office ("CO to CO") connections in the applicable industry standard technical references, but in no event less than the quality of service applicable to SBC-AMERITECH's own traffic.

9.2.7.1.2.2 SBC-AMERITECH shall be responsible for the engineering, provisioning, and maintenance of the underlying equipment and facilities that are used to provide Shared Transport.

9.2.7.1.3 Except as otherwise provided in **Section 9.1.2 of Article IX** of this Agreement, SBC-AMERITECH shall permit CLEC to use shared transport in conjunction with ULS and transit service such that CLEC can utilize SBC-AMERITECH's

network to originate or terminate calls within SBC-AMERITECH's network or to other LECs, CMRS providers, CLECs or IXCs without the need for dedicated transport.

9.2.7.2 Dedicated Transport

9.2.7.2.1 Definition. Dedicated Transport is defined as set forth in 47 C.F.R. 51.319. Without limiting the foregoing it includes an interoffice transmission path between CLEC designated locations of which CLEC is granted exclusive use that provides telecommunications (when facilities exist and are technically feasible) between two Wire Centers or switches owned by SBC-AMERITECH or between a Wire Center or switch owned by SBC-AMERITECH and an CLEC owned or provided switch. Dedicated Transport shall also include entrance facilities connecting an SBC-AMERITECH serving wire center to any CLEC switch served by that serving wire center. Dedicated Transport can be provided on a switched or non-switched basis as depicted below in Figure 1.

FIGURE 1

9.2.7.2.2 SBC-AMERITECH shall offer Dedicated Transport in any technically feasible manner requested by CLEC with access to such dedicated transport at any technical feasible point.

SBC-AMERITECH agrees that it will provide Dedicated Transport as a point to point circuit to CLEC at the following speeds: DS1, (1.544 Mbps), DS3 (44,736 Mbps), OC3 (155,52 Mbps), OC12 (622,08 Mbps), and OC48 (2488.32 Mbps). SBC-AMERITECH will provide higher speeds to CLEC as they are deployed in the SBC-AMERITECH network.

9.2.7.2.3 Where Dedicated or Shared Transport is provided, it shall include (as appropriate) Multiplexing and DCS Functionality. CLEC may order multiplexing and/or DCS functionality as an option in conjunction with the use of dedicated transport. CLEC may order multiplexing and/or DCS at the same times as UDT. Multiplexing is an option ordered in conjunction with dedicated transport, which converts a circuit from higher to lower bandwidth, or from digital to voice grade.

9.2.7.2.4 When Dedicated Transport is provided it shall include suitable transmission facilities and equipment, operated in parity with SBC-AMERITECH's normal operations.

9.2.7.2.5 The following optional features are available if requested by CLEC, at an additional cost:

9.2.7.2.5.1 Clear Channel Capability per 1.544 Mbps (DS1) bit stream.

9.2.7.2.5.2 SBC-AMERITECH provided Central office multiplexing:

(a) DS3 to DS1 multiplexing; and
(b) DS0 to DS1

9.2.7.2.6 If requested by CLEC, the following are available at additional cost:

9.2.7.2.6.1 1+1 Protection for OC3, OC12 and OC48.

9.2.7.2.6.2 1+1 Protection with Cable Survivability for OC3, OC12 and OC48.

9.2.7.2.6.3 1+1 Protection with Route Survivability for OC3, OC12 and OC48.

9.2.7.3 Technical Requirements.

9.2.7.3.1 This Section sets forth technical requirements for all Interoffice Transmission Facilities:

9.2.7.3.1.1 When SBC-AMERITECH provides Dedicated Transport as a circuit, the entire designated transmission facility (e.g., DS1, DS3, and where available, STS-1) shall be dedicated to CLEC designated traffic.

9.2.7.3.1.2 SBC-AMERITECH shall offer Dedicated Transport in all then currently available technologies including DS1 and DS3 transport systems, at all available transmission bit rates, except subrate services, where available. Where SBC-AMERITECH provides unbundled Dedicated Transport via circuits utilizing SONET technology, CLEC may purchase such Dedicated Transport; provided, nothing in this Agreement shall require SBC-AMERITECH to provide access to SONET rings for purposes of unbundled interoffice transport.

9.2.7.3.1.3 For DS1 facilities, Dedicated Transport shall, at a minimum, meet the performance, availability, jitter, and delay requirements specified for Customer Interface to Central Office ("CI to CO") connections in the applicable technical references set forth under Dedicated and Shared Transport in the **Technical Reference Schedule**.

9.2.7.3.1.4 For DS3 and, where available, STS-1 facilities and higher rate facilities, Dedicated Transport shall, at a minimum, meet the performance, availability, jitter, and delay requirements specified for Customer Interface to Central Office ("CI to CO") connections in the applicable technical references set forth under Dedicated and Shared Transport in the **Technical Reference Schedule**.

9.2.7.3.1.5 When requested by CLEC, and where interoffice facilities exist at the time of CLEC's request, Dedicated Transport shall provide physical diversity. Physical diversity means that two circuits are provisioned in such a way that no single failure of facilities or equipment will cause a failure on both circuits.

9.2.7.3.1.6 SBC-AMERITECH shall provide the physical separation between intra-office and inter-office transmission paths when technically and economically feasible. When physical diversity is requested by CLEC, SBC-AMERITECH shall provide the maximum feasible physical separation between intra-office and inter-office transmission paths (unless otherwise agreed by CLEC).

9.2.7.3.1.7 Any request by CLEC for diversity shall be subject to additional charges. SBC-AMERITECH will not process the request for diversity until CLEC accepts such charges. Any applicable performance measures will be abated from the time diversity is requested until CLEC accepts the additional charges.

9.2.7.3.1.8 Upon CLEC's request and its payment of any additional charges, SBC-AMERITECH shall provide immediate and continuous remote access to performance monitoring and alarm data affecting, or potentially affecting, CLEC's traffic.

9.2.7.3.1.9 SBC-AMERITECH shall offer the following interface transmission rates for Dedicated Transport:

9.2.7.3.1.9.1 DS1 (Extended SuperFrame - ESF, D4, and unframed applications (if used by SBC-AMERITECH));

9.2.7.3.1.9.2 DS3 (C-bit Parity and M13 and unframed applications (if used by SBC-AMERITECH) shall be provided);

9.2.7.3.1.9.3 SONET standard interface rates in accordance with the applicable ANSI technical references set forth under Dedicated and Shared Transport in the **Technical Reference Schedule**. In particular, where STS-1 is available, VT1.5 based STS-1s will be the interface at an CLEC service node.

9.2.7.4 Digital Cross-Connect System (DCS).

9.2.7.4.1 Definition. DCS is the function that provides electronic cross connection of Digital Signal level 0 (DS0) or higher transmission bit rate digital

channels within physical interface facilities. Types of DCS functionality include DCS 1/0s, DCS 3/1s, and DCS 3/3s, where the nomenclature 1/0 denotes interfaces typically at the DS1 rate or greater with cross-connection typically at the DS0 rate. This same nomenclature, at the appropriate rate substitution, extends to the other types of DCS functionality specifically cited as 3/1 and 3/3. Types of DCSs that cross-connect Synchronous Transport Signal level 1 (STS-1s) or other Synchronous Optical Network (SONET) signals (e.g., STS-3) are also DCSs, although not denoted by this same type of nomenclature. DCS may provide the functionality of more than one of the aforementioned DCS types (e.g., DCS 3/3/1 which combines functionality of DCS 3/3 and DCS 3/1). For such DCSs, the requirements will be, at least, the aggregation of requirements on the "component" DCSs. SBC-AMERITECH will offer Digital Cross-Connect System as part of the unbundled dedicated transport element with the same functionality that is offered to interexchange carriers. DCS requested by CLEC shall be subject to additional charges, as set forth in the **Pricing Schedule**.

9.2.7.4.2 SBC-AMERITECH will provide DCS in any technically feasible manner designated by CLEC consistent with FCC rules and applicable state law.

9.2.7.4.3 SBC-AMERITECH will offer reconfiguration service as part of the UDT element with the same functionality that is offered to interexchange carriers or as otherwise agreed to by the Parties. Reconfiguration service requested by CLEC shall be subject to additional charges as outlined in the **Pricing Schedule**.