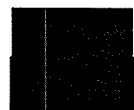


Revenue calculation for Oct 10-Sep 11 terminating access service:
 Using NH access rates as of 12/29/11:
 Using interstate access rates as of 12/29/2011:
 Using proposed new NH access rates:
 FCC Revenue Cap (interstate + half of difference)



(Italicized fields are calculated rather than entered by you.)
 (Individual cells that are referenced in the 'About' page are boxed in on this worksheet.)

(Staff has recommended to the Commission that entries in the shaded areas of this spreadsheet may be filed confidentially. If doing so provide a copy that redacts these areas.)

End Office Switching Minutes
 Transitional end office access service rate

\$ -

<== This is the demand for Transitional Intrastate Access Service taken from cell F15.
 <== (This value should be copied into I15 if using (b)(v) model)
 (See notes in 'About' section for 51.907(b)(v) / 51.909(b)(v) filings)

Choice One of New Hampshire, Inc. d/b/a EarthLink Business

<== Please enter your corporate name

A	B	C	D	E	F	G	H	I	J	K
Rate Element	NHPUC Tariff Section	Interstate Tariff Section	12/29/2011 NH Rates	12/29/2011 Interstate Rates	Oct '10 - Sep '11 NH Demand	Revenues at NH Rates (F*D)	Revenues at Interstate Rates (F*E)	Proposed New Rates	Revenues at Proposed New Rates	Notes from Filer
Transitional Intrastate Access Service (only if filing per 51.907/09 (b)(v)) ** CARRIER COMMON LINE **	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
CCL PREM - TERMINATING	1.11.1	n/a	\$0.026494	0			\$ -	\$ 0.013432		
CCL NPREM - TERMINATING	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
** LOCAL SWITCHING SERVICE CATEGORY **										
LOCAL SWITCHING(LS1) PREM TERMINATING	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
LOCAL SWITCHING(LS2) PREM TERMINATING NONRECURRING	1.11.6	3.8.1.D	\$0.001934	\$0.002264				\$ 0.001934		Note 1
TRUNK CONVERSION CHARGE	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
END OFFICE TO TANDEM REARRANGEMENT	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
LOCAL SWITCHING OPT. FEAT. NRC	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
** LOCAL SWITCHING TRUNK PORT CATEGORY **										
DS0 END OFFICE TRUNK PORTS	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DS1 END OFFICE TRUNK PORTS	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
COMMON TRUNK PORT TERMINATING	n/a	n/a	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **										
TANDEM SW TERM. TERMINATING	1.11.2	3.8.1.D	\$0.000716	\$0.000000				\$ 0.000363		Note 1
TANDEM SW FACILITY TERMINATING	1.11.3	3.8.1.D	\$0.000004	\$0.000003				\$ 0.000004		
TANDEM SWITCHING TERMINATING	1.11.4	3.8.1.D	\$0.000503	\$0.001600				\$ 0.000503		
COMMON TRANSPORT MUX TERMINATING			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	Note 1
DED. MUX-DS3 TO DS1			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DS0 TANDEM TRUNK PORTS			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DS1 TANDEM TRUNK PORTS			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
** VG/WATS SERVICE CATEGORY SWITCHED** VG DTT/EF NonDensity Zone										
ENTR. FACILITY - VOICE 2-WIRE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - VOICE 4-WIRE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK FIXED - VOICE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK PER MILE - VOICE NONRECURRING			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - VOICE NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
SW TRSPT INSTALL PER LINE OR TRUNK			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
** HIGH CAP & DDS SERVICE CATEGORY SWITCHED** DS1, DTT/EF										
ENTR. FAC.-DS1			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK FIXED - DS1			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK PER MILE - DS1			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	

Rate Element	NHPUC Tariff Section	Interstate Tariff Section	12/29/2011 NH Rates	12/29/2011 Interstate Rates	Oct '10 - Sep '11 NH Demand	Revenues at NH Rates (F*D)	Revenues at Interstate Rates (F*E)	Proposed New Rates	Revenues at Proposed New Rates	Notes from Filer
MUX - DS1 TO VOICE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DS1 NONRECURRING - SWITCHED										
ENTR. FACILITY - DS1 NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
MUX - DS1 TO VOICE NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DS3, DTT/EF										
ENTR. FAC.-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK FIXED - DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK PER MILE - DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
MUX - DS3 TO DS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - DS3 NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - DS3 W/ TERM EQIP REARR			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
MUX - DS3 TO DS1 NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
STS1, DTT/EF										
ENTR. FAC.-STS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK FIXED - STS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
DIRECT TRNK PER MILE - STS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
MUX - STS1 TO DS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - STS1 NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
ENTR. FACILITY - STS1 W/ TERM EQIP REARR			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
MUX - STS1 TO DS1 NRC			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OptiPoint 3 DTT/EF Density										
OPTIPOINT3-ENTR FAC-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3-DIRECT TRUNK FIXED			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3-DIRECT TRUNK PER MILE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3 - CONFIGURATION NODE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3- CONFIGURATION CARD-ST51			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3- CONFIGURATION CARD-DS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3- CONFIGURATION CARD-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3- CONFIGURATION CARD-OC3C			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3- CONFIGURATION CARD-ST51			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OptiPoint 12 DTT/EF Density										
OPTIPOINT12-ENTR FAC-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12-DIRECT TRUNK FIXED			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12-DIRECT TRUNK PER MILE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12 - CONFIGURATION NODE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-ST51			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-DS1			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-OC3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-OC3C			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- CONFIGURATION CARD-OC12C			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OptiPoint 48 DTT/EF Density										
OPTIPOINT48-ENTR FAC-DS3			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48-DIRECT TRUNK FIXED			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48-DIRECT TRUNK PER MILE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48 - CONFIGURATION NODE			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- ST51			\$ -	\$ -	-	\$ -	\$ -	\$ -	\$ -	

Rate Element	NHPUC Tariff Section	Interstate Tariff Section	12/29/2011 NH Rates	12/29/2011 Interstate Rates	Oct '10 - Sep '11 NH Demand	Revenues at NH Rates (F*D)	Revenues at Interstate Rates (F*E)	Proposed New Rates	Revenues at Proposed New Rates	Notes from Filer
OPTIPOINT48- CONFIGURATION CARD- DS3			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- OC3			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- OC12			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- OC3C			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- CONFIGURATION CARD- OC12C			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OptiPoint, Non-Density Zone Switched:										
OPTIPOINT3- REGENERATION CHARGE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12- REGENERATION CHARGE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48- REGENERATION CHARGE			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT- SERVICE UPGRADE - PER DS1 OR DS3			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT48 - OPTICAL SERVICE CHARGE - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT3-ENTR FAC-DS3 - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT12-ENTR FAC-DS3 - NRC			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
OPTIPOINT RECONFIGURATION CHARGE PER DS3 EQUIV			\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	
TOTAL										

Note 1: No rate changes made as the intrastate rate is currently below the interstate rate.