

**WILTON TELEPHONE COMPANY
REDACTED VERSION**

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)

\$ 0.019033

(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)

| 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)) | n/a | n/a | \$0.000000 | \$0.000000 | | | | | | |
| ** CARRIER COMMON LINE ** | | | | | | | | | | |
| CCL PREM - TERMINATING | 17.1.1 | n/a | \$0.031800 | | | | | | | |
| CCL NPREM - TERMINATING | 17.1.1 | n/a | \$0.031800 | | | | | | | |
| ** LOCAL SWITCHING SERVICE CATEGORY ** | | | | | | | | | | |
| LOCAL SWITCHING(LS1) PREM TERMINATING | 17.2.3(A) | 17.2.3(A) | \$0.017800 | \$0.008082 | | | | | | |
| LOCAL SWITCHING(LS2) PREM TERMINATING | 17.2.3(A) | 17.2.3(A) | | \$0.017961 | | | | \$ 0.017800 | | |
| NONRECURRING | | | | | | | | | | |
| TRUNK CONVERSION CHARGE | n/a | 17.2.1(D) | | \$ 442.00 | | | | \$ - | | |
| 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 | \$0.000000 | \$0.000000 | | | | \$ - | | |
| ** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY ** | | | | | | | | | | |
| TANDEM SW TERM. TERMINATING | n/a | 17.2.2 | | \$0.000979 | | | | | | |
| TANDEM SW FACILITY TERMINATING | n/a | 17.2.2 | | \$0.000188 | | | | | | |
| TANDEM SWITCHING TERMINATING | n/a | 17.2.2 | | \$0.002468 | | | | | | |
| LOCAL TRANSPORT TERMINATION | 17.2.2 | n/a | \$0.010000 | \$0.000000 | | | | | | |
| LOCAL TRANSPORT FACILITY | 17.2.2 | n/a | \$0.000300 | \$0.000000 | | | | | | |
| COMMON TRANSPORT MUX TERMINATING | n/a | n/a | \$0.000000 | \$0.000000 | | | | \$ - | | |
| DED. MUX-DS3 TO DS1 | n/a | 17.2.2 | | \$ 446.25 | | | | \$ - | | |
| DS0 TANDEM TRUNK PORTS | | | \$ - | \$ - | | | | \$ - | | |
| DS1 TANDEM TRUNK PORTS | | | \$ - | \$ - | | | | \$ - | | |
| ** VG/WATS SERVICE CATEGORY SWITCHED** | | | | | | | | | | |
| VG DTT/EF NonDensity Zone | | | | | | | | | | |
| ENTR. FACILITY - VOICE 2-WIRE | n/a | 17.2.2 | | \$ 43.95 | | | | | | |
| ENTR. FACILITY - VOICE 4-WIRE | n/a | 17.2.2 | | \$ 70.33 | | | | | | |
| DIRECT TRNK FIXED - VOICE | n/a | 17.2.2 | | \$ 31.46 | | | | | | |
| DIRECT TRNK PER MILE - VOICE | n/a | 17.2.2 | | \$ 3.13 | | | | | | |
| NONRECURRING | | | | | | | | | | |
| ENTR. FACILITY - VOICE NRC | n/a | 17.2.2 | | \$ 450.00 | | | | | | |
| SW TRSPT INSTALL PER LINE OR TRUNK | 17.2.1(A) | 17.2.2 | \$ 220.00 | \$ 19.13 | | | | | | |

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| 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 |
|--|-------------------------|------------------------------|---------------------------|-----------------------------------|-----------------------------------|----------------------------------|--|-----------------------|--------------------------------------|------------------------|
| ** HIGH CAP & DDS SERVICE CATEGORY SWITCHED** | | | | | | | | | | |
| DS1, DTT/EF | | | | | | | | | | |
| ENTR. FAC.-DS1 | n/a | 17.2.2 | | \$ 214.27 | | | | | | |
| DIRECT TRNK FIXED - DS1 | n/a | 17.2.2 | | \$ 76.17 | | | | | | |
| DIRECT TRNK PER MILE - DS1 | n/a | 17.2.2 | | \$ 14.68 | | | | | | |
| MUX - DS1 TO VOICE | n/a | 17.2.2 | | \$ 172.29 | | | | | | |
| DS1 NONRECURRING - SWITCHED | | | | | | | | | | |
| ENTR. FACILITY - DS1 NRC | n/a | 17.2.2 | | \$ 330.00 | | | | | | |
| MUX - DS1 TO VOICE NRC | n/a | n/a | \$ - | \$ - | | | \$ - | | | |
| DS3, DTT/EF | | | | | | | | | | |
| ENTR. FAC.-DS3 | n/a | 17.2.2 | | \$ 1,956.44 | | | | | | |
| DIRECT TRNK FIXED - DS3 | n/a | 17.2.2 | | \$ 489.10 | | | | | | |
| DIRECT TRNK PER MILE - DS3 | n/a | 17.2.2 | | \$ 127.88 | | | | | | |
| MUX - DS3 TO DS1 | n/a | 17.2.2 | | \$ 446.25 | | | | | | |
| ENTR. FACILITY - DS3 NRC | n/a | 17.2.2 | | \$ 445.00 | | | | | | |
| ENTR. FACILITY - DS3 W/ TERM EQIP REARR | n/a | n/a | \$ - | \$ - | | | \$ - | | | |
| MUX - DS3 TO DS1 NRC | n/a | n/a | \$ - | \$ - | | | \$ - | | | |
| 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-STS1 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT3- CONFIGURATION CARD-DS1 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT3- CONFIGURATION CARD-DS3 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT3- CONFIGURATION CARD-OC3C | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT3- CONFIGURATION CARD-STS1 | | | \$ - | \$ - | | | \$ - | | | |
| OptiPoint 12 DTT/EF Density | | | | | | | | | | |
| OPTIPOINT12-ENTR FAC-DS3 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12-DIRECT TRUNK FIXED | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12-DIRECT TRUNK PER MILE | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12 - CONFIGURATION NODE | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12- CONFIGURATION CARD-STS1 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12- CONFIGURATION CARD-DS1 | | | \$ - | \$ - | | | \$ - | | | |
| OPTIPOINT12- CONFIGURATION CARD-DS3 | | | \$ - | \$ - | | | \$ - | | | |

