

**Exhibit A
Washington**

	Recurring	Recurring, per Mile	Non-Recurring	REC
[9] Qwest will utilize the Commission TELRIC ordered rates for this element. However, Qwest reserves its right to implement market based prices sometime in the future pursuant to CC Docket No. 96-98, paragraphs 278-287.				
[10] Rate is a blended rate of Local Forecasted Capacity (9.8.2.3 \$0.00066) & Access Forecasted Capacity (9.8.3.2 \$0.00217)				
[11] Must Designate Usage Percentage of Local and Access Traffic				
[12] SRP- Special Request Process is a request by the customer to perform something that is technically feasible but the process and pricing are not yet in place.				
[13] The preliminary engineering and planning costs are included in the virtual, caged and cageless space construction charges. These engineering and planning charges are also included in the virtual, caged and cageless quote preparation fees. Upon completion of the collocation construction, the quote preparation fee (QPF) will be credited to the final space construction charge for the collocation job.				
[14] Qwest is reinstating the Cable Unloading and Bridge Tap Removal Charges effective 3/14/05. Because Qwest can't currently bill the existing rate structure, customers will be charged the lower Bridge Tap Removal rate for either Cable Unloading or Bridge Tap Removal.				
[15] Effective 8/1/03 Qwest will no longer charge for Channel Regeneration for both recurring and nonrecurring charges. Contract amendments to remove the charge is not required. Qwest reserves the right to revert back to the contractual rate only after appropriate notice is given. Future regulatory ruling and/or events may be subject to the conditions described under "Change in Law Provisions" of the SGAT (Section 2.2) or the applicable interconnection agreement.				

**Exhibit A
Washington**

REC per Mile	NRC
	C
	C
	C
	C
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	C
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	C
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**Exhibit A
Washington**

REC per Mile	NRC
	E
	E
	E
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	E
	E
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	E
	E
	E
	C
	C
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	C
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	C
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	C

**Exhibit A
Washington**

REC per Mile	NRC
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