1. The Structure of the Enclosure Naming Standard is as follows:

**RRRRD-X-LLL.L-CCC**

Example 1: 95N-195.3

Example 2: 95N-A-195.3

1. **Roadway “RRRR”** Identifier**:**This value represents the Roadway/State Road Name or number that the fiber backbone follows. Examples:

The first four digits define the Roadway:

Interstate Roads are defined by Name:

Interstate 95 = 95

Interstate 4 = 4

Arterials are defined by SR number:

Beville = 400

Bellevue = 4086

1. **Direction “D”** Identifier**:**This value represents the direction of travel on the road that will be closest to the enclosure.
* N for Northbound
* S for Southbound
* E for Eastbound
* W for Westbound
* M for the Median (between lanes of travel)
* B for Bridge, fly-over or some type of elevated location (requires exiting the road to gain access to a higher elevation that would otherwise not be easily accessible from the main road below)
* U for under (e.g. must leave the road in order to access the cabinet below or “under” the main road when it is the overpass.
1. Additional Enclosure Identifier- **“X”** (optional):
The following conditions must be met in order for this field to be used.
	1. There must be 2 or more cabinets within .1 miles of each other
	2. One cabinet must be connected to the fiber backbone (e.g. cabinet “A”)
	3. One or more cabinets depend on cabinet “A” for network backbone communications
		1. A = 1st enclosure (denotes dependent cabinets in area: see example 2)
		Extra Enclosure Identifiers include:
		2. B = 2nd enclosure
		3. C = 3rd enclosure
		4. D = 4th enclosure
		5. Additional letters can be used if more than 4 dependent enclosures exist.

If 2 or more cabinets exist within .1 mile of each and each has its own connection to the fiber backbone then the “X” identifier is not used. Also if a dependent cabinet is over .1 mile from its support cabinet then the “X” identifier will not be used.

1. **Location “LLL.L”** Identifier:
This identifier establishes the location of the cabinet on the roadway and is derived from the mile marker and should be accurate to 1/10th of a mile. The identifier has a 3.1 structure, 3 digits locations are available for the mile followed by a decimal then 1 digit to define the location to within 1/10th of a mile.

All cabinets will have the correct LLL.L designation for their location as this does not depend on how they connect to the network backbone.
2. **County “CCC”** Identifier:
This identifier establishes the county. This code must be added when the arterial roadway uses mile marker location values that resets to zero when the roadway crosses a county line. This code is not necessary for Interstate routes because the mile marker value starts at zero then reset when the Interstate crosses a state line. Inserting this code will eliminate duplicate location values and better define locations.

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| **Code** | **County** | **Code** | **County** | **Code** | **County** | **Code** | **County** |
| ALC | Alachua | FLR | Flagler | LKC | Lake | PIN | Pinellas |
| BAC | Baker | FRN | Franklin | LEE | Lee | POL | Polk |
| BAY | Bay | GAD | Gadsden | LEO | Leon | PUT | Putnam |
| BRD | Bradford | GIL | Gilchrist | LVY | Levy | SAJ | St. Johns |
| BRV | Brevard | GLA | Glades | LBE | Liberty | SLU | St. Lucie |
| BRW | Broward | GLF | Gulf | MAD | Madison | SRC | Santa Rosa |
| CLN | Calhoun | HLN | Hamilton | MNT | Manatee | SAR | Sarasota |
| CHA | Charlotte | HAR | Hardee | MAO | Marion | SEM | Seminole |
| CIR | Citrus | HEN | Hendry | MTC | Martin | SUM | Sumter |
| CLY | Clay | HER | Hernando | MON | Monroe | SUW | Suwannee |
| COL | Collier | HIG | Highlands | NAS | Nassau | TAY | Taylor |
| CLA | Columbia | HIC | Hillsborough | OKA | Okaloosa | UNC | Union |
| MDC | Dade | HMS | Holmes | OKC | Okeechobee | VOL | Volusia |
| DEU | Desoto | IRC | Indian River | ORA | Orange | WAK | Wakulla |
| DIX | Dixie | JAC | Jackson | OSC | Osceola | WTN | Walton |
| DVL | Duval | JEF | Jefferson | PBC | Palm Beach | WSN | Washington |
| ESC | Escambia | LAF | Lafayette | PSC | Pasco |  |  |