

Notes for ROW Preservation Width Standards

- The offset area is reserved for slopes and utilities.
- The 2 feet indicated as sod level is for the purpose of structural stability of the sidewalk/multi-use path.
- In the ROW Preservation Width Standards for rural areas, the 1 foot between the swale and the sidewalk/multi-use path is for ADA compliance.
- The minimum distance between a multi-use path and the face of curb or edge of traveled way should be 5 feet, per 2016 Florida Greenbook.

Notes for application of the ROW Preservation Width Standards

- These ROW Preservation Width Standards are applicable for ROW preservation only. Detail design elements will be determined on a case by case basis based on the surrounding land use context.
- The ROW Preservation Width Standards apply to non-state County arterial and collector roadways unless otherwise approved by FDOT.
- Additional ROW may be required for turn lanes or roundabouts associated with intersections or driveways (660 ft from edge of pavement in all directions).
- Additional ROW may be required for PCPT Bus Pad/shelters.
- Urban ROW Preservation Width Standards apply to roadways in the urban and suburban mobility fee assessment districts and rural ROW Preservation Width Standards apply to roadways in the rural mobility fee assessment district. If a roadway forms the boundary between different assessment districts the lesser (more narrow) ROW width will apply to both sides of the road.
- Additional ROW may be needed for ponds and swales associated with storm drainage system, or for wetland or floodplain mitigation.
- The ROW Preservation Width Standards don't apply to roads with existing approved route studies or PD&E studies unless approved otherwise by the County Engineer. The ROW Preservation Width Standards also don't apply to unexpired MPUD's with a different ROW width approved unless the MPUD is amended.

The ROW Preservation Width Standards do not supersede the transportation corridor preservation ROW widths in the Comprehensive Plan Transportation Element; however, they may be used as a basis for County staff, the Planning Commission and/or Board of County Commissioners (as applicable) to grant variances, alternative standards, or deviations from the transportation corridor preservation ROW widths in the Comprehensive Plan Transportation Element. The ROW Preservation Width Standards may also serve as a basis for future amendments to the transportation corridor preservation ROW widths in the Comprehensive Plan Transportation Element.



PASCO COUNTY
ENGINEERING SERVICES
**DESIGN
STANDARDS**

ROW PRESERVATION WIDTH STANDARDS NOTES

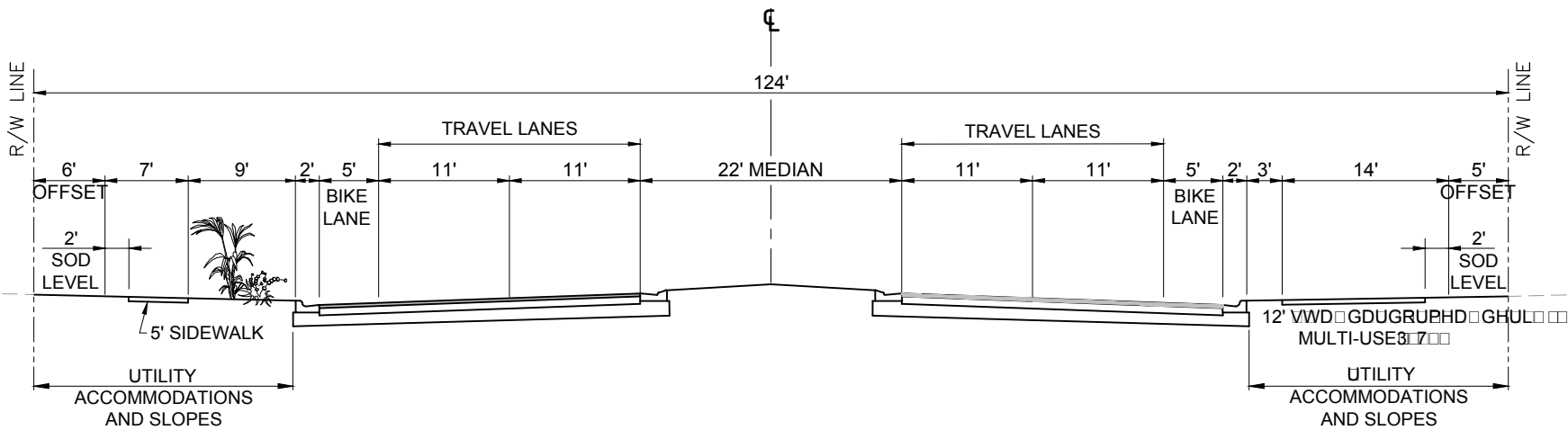
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REVISED _____

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**FOUR LANE DIVIDED
IN URBAN/SUBURBAN AREA**

NTS
124' R/W

NOTE:
SEE ROW PRESERVATION WIDTH STANDARD NOTES IN A SEPARATE PAGE.
NO DEVIATIONS TO THIS DETAIL WILL BE PERMITTED UNLESS APPROVED BY THE COUNTY ENGINEER.
ANY PROPOSED ALTERATIONS SHALL BE CLEARLY IDENTIFIED AND HIGHLIGHTED ON DETAIL.



PASCO COUNTY
ENGINEERING SERVICES
**DESIGN
STANDARDS**

RIGHT OF WAY PRESERVATION WIDTH STANDARD

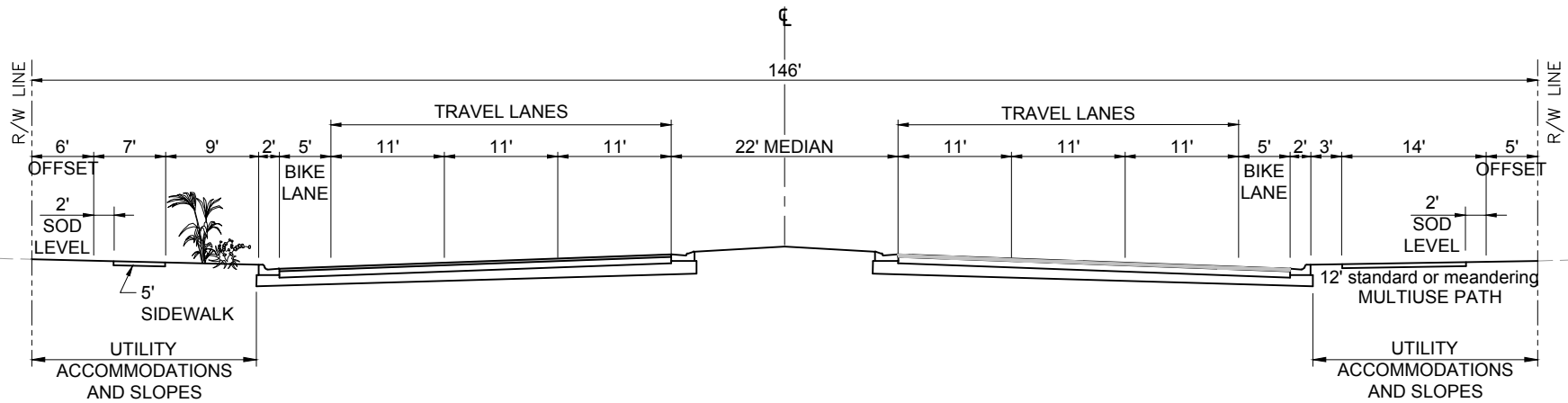
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**SIX LANE DIVIDED
IN URBAN/SUBURBAN AREA**

NTS
146' R/W

NOTE:
SEE ROW PRESERVATION WIDTH STANDARD NOTES IN A SEPARATE PAGE
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PASCO COUNTY
ENGINEERING SERVICES
**DESIGN
STANDARDS**

RIGHT OF WAY PRESERVATION WIDTH STANDARD

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