

DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE

RULES & REGULATIONS

OF THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION
& INFRASTRUCTURE, CITY & COUNTY OF DENVER

GOVERNING THE STANDARD RIGHT-OF-WAY CROSS SECTIONS AND UTILITY LOCATIONS

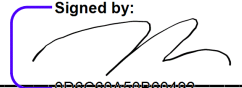
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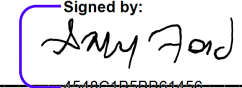
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Michiko (Miko) Ando Brown

Attorney for the City & County of Denver

Approved & Adopted:

Signed by:



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Amy Ford

Executive Director of the Department of
Transportation & Infrastructure

2/5/2026

Effective Date

Adopted Pursuant to Chapter
2, Article VI of the Charter of
the City & County of Denver,
and Section 2-91 et seq. of
the Denver Revised Municipal
Code

RULES AND REGULATIONS FOR STANDARD RIGHT-OF-WAY CROSS SECTIONS AND UTILITY LOCATIONS

PURPOSE

The purpose of these rules and regulations is to establish definitions for Street Functional Classifications and Street and Alley design Cross Section selection, including minimum required Right-of-Way widths, for design and construction of Streets and Alleys to be owned or operated by the City and County of Denver (City, CCD, or Denver).

AUTHORITY

Under the authority of the Denver City Charter, Article II; the Denver Revised Municipal Code (DRMC), Chapter 49; and by other City ordinances and regulations, the Department of Transportation and Infrastructure (DOTI) manages the public Right-of-Way (ROW) and establishes rules and regulations for the construction of the ROW.

These Rules and Regulations hereby replaces and supersedes minimum right-of-way widths; cross sections; and the rules and regulations entitled Standard Right-of-Way Cross Sections and Utility Locates, effective October 5, 2005.

DEFINITIONS

Alley – As defined in DRMC Section 54-1(3), a narrow minor Street, usually without sidewalks on which the rears of buildings customarily adjoin. An Alley has the primary function of access and service for abutting properties and not a through Street.

Approve or Approval – For the purposes of these rules and regulations, approved by the Manager of DOTI or their designee.

Arterial Street – As defined in DRMC Section 54-1(4) and the Complete Streets Design Standards, a Street which has the primary function of carrying through traffic and can provide restricted access to abutting property. An Arterial Street is also a through Street.

City - City and County of Denver, and its Manager of DOTI or their Designee.

City Traffic Engineer – The appointed position by the Executive Director of DOTI with granted authorities by DRMC Article II, Division 2. The City Traffic Engineer is responsible for the phase of engineering which deals with the planning and geometric design of streets, highways, and abutting lands and with traffic operation thereon.

Collector Street – As defined in DRMC Section 54-1(14) and the Complete Streets Design Standards, a Street which has the primary function of providing for the distribution of traffic within neighborhoods, and which carries through traffic and provides access to abutting properties. A Collector Street is also a through Street.

Complete Streets Design Standards – The adopted standards that provides current requirements for the design and construction of public transportation improvements in Denver, including Streets and roadway features.

Cross Section – Defines the location of the standard Right-of-Way elements (existing and proposed) for a project location.

Executive Director of DOTI – Manager of Transportation and Infrastructure, Manager of DOTI, or their designee as defined in DRMC Section 2.3.1.

Functional Classification – A method to define Street types based on the level of service a Street provides, which includes the number of travel lanes, travel purpose, and access. The Functional Classifications are Arterial, Collector, Local, Shared Street, and Alley.

Local Street - As defined in DRMC Section 54-1(31) and the Complete Streets Design Standards, a Street which has the primary function of providing access to abutting property, and which does not normally carry through traffic.

Right-of-Way (ROW) – Land dedicated as public Right-of-Way by City Council ordinance for public transportation and utility purposes in accordance with DRMC.

Shared Street – a type of Local Street designated by the City Traffic Engineer where pedestrians are prioritized but pedestrians, bicyclists, and vehicles are not geospatially separated and have combined use of the Street Cross Section.

Street or Highway – As defined in DRMC Sections 54-1(68) and 54-1(72), the entire width between the boundary lines of every way publicly maintained ROW when any part thereof is open to the use of the public for purpose of traffic, or the entire width of every way declared to be a public highway by any law of this state.

Street Type – The street type links the design and operation of the street to the character and land use around the street. The street types are Downtown, Main Street, Mixed-Use, Commercial, Industrial, and Residential.

Transportation Standard Drawings (TSD) – The adopted standard drawings for the design and construction of public transportation improvements in Denver, including Streets and roadway features. An accompaniment of the Complete Streets Design Standards.

CONSTRUCTION DETAILS

Information regarding construction of public roadways can be found in the [Transportation Standard Drawings](#), current edition. This document provides design details for Street Cross Sections, curb and gutter, sidewalk, curb ramps, and Alleys, as well as other requirements for construction within the Right-of-Way based on the Street Type and Functional Classification of the roadway.

ROADWAY SYSTEM DESIGN CONTEXT

For new streets, the [Complete Streets Design Standards](#), current edition, were developed to assist in application of Cross Sections in the appropriate locations within the roadway system. A primary design objective is to achieve an overall roadway system that distributes traffic in a manner consistent with the existing grid system. Each Cross Section has its own Functional Classification; however, the Complete Streets Design Standards add the system

context that is necessary to determine that the Cross Section serves the land use directly adjacent to it and fits within a system of transportation facilities that serve the city and the metropolitan area. The City Traffic Engineer will make the final determination of the Functional Classification and Street Type for all proposed new Streets.

CROSS SECTIONS

The roadway system is critical for all users of the ROW and not prioritized only for vehicular traffic, of which includes transit, pedestrians, bicycles, and other mobility devices.

Minimum ROW required for Cross Sections shall be in accordance with *Table 1. Minimum ROW Required* herein. Detailed information regarding Cross Section requirements and standard utility placement will be in accordance with the current editions of [Complete Streets Design Standards](#) and [Transportation Standard Drawings](#).

The Functional Classification and Street Type for all Street segments are set by the City Traffic Engineer. The Functional Classification for existing Streets can be found on the Street Centerline GIS layer available on the [Denver Open Data Catalog](#). The Street Type designation can be found within the [Blueprint Denver map](#).

The current editions of [Complete Streets Design Standards](#) and [Transportation Standard Drawings](#) shall be applied to all new construction. Additionally, these documents provide the priority design elements for ROW reconstruction in existing developed areas that may contain ROW constraints. Historic Parkways are excluded by these rules and regulations.

TABLE 1. MINIMUM ROW REQUIRED							
Street Type	Functional Classification						
	6-Lane Arterial Street	4-Lane Arterial Street	2-Lane Arterial Street	Collector Street	Local Street	Shared Street	Alley
Downtown	110 feet	90 feet	70 feet	64 feet	--	--	--
Main Street	110 feet	90 feet	70 feet	64 feet	--	--	--
Mixed-Use	122 feet	102 feet	70 feet	74 feet	--	--	--
Commercial	110 feet	90 feet	70 feet	74 feet	--	--	--
Industrial	104 feet	82 feet	72 feet	68 feet	--	--	--
Residential	122 feet	102 feet	70 feet	74 feet	--	--	--
Mid to High Density	--	--	--	--	64 feet	60 feet	20 feet
Low Density	--	--	--	--	60 feet	60 feet	16 feet

EXCEPTIONS

Exceptions to these rules and regulations will be considered on a case-by-case basis at the sole discretion of the Executive Director of DOTI, or their designee, based on any relevant facts. DOTI may require an evaluation study and may request input from affected agencies and parties with a full review circulation before an exception to the standard cross sections will be Approved for use for a particular project. The review time may be considerably increased by the need to evaluate these proposed, nonstandard Cross Sections. Detailed information regarding the evaluation study requirements can be found in the [Complete Streets Design Standards](#), current edition.