



PUBLIC WORKS
Engineering

DATE: July 01, 2025

TO: PAUL ZACHARY,
PUBLIC WORKS DEPUTY
DIRECTOR

FROM: H. SOMDECERFF, *HAS*
PUBLIC WORKS DESIGN
MANAGER

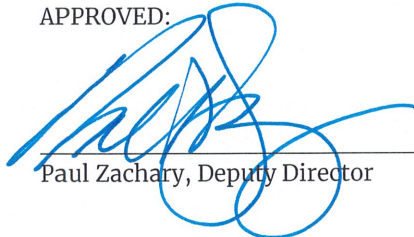
The Specification Review Committee recommends and asks the Public Works Deputy Director to approve the following:

1. Approve Modification to Standard Detail 701 – Concrete Driveway.
2. This new Standard Detail 701 replaces the following standard details which are hereby deleted.
 - .701
 - .702
 - .703
 - .704
 - .705
 - .706
 - .707
 - .708
 - .813

Please call me at (918) 596-7355 If you have any questions.

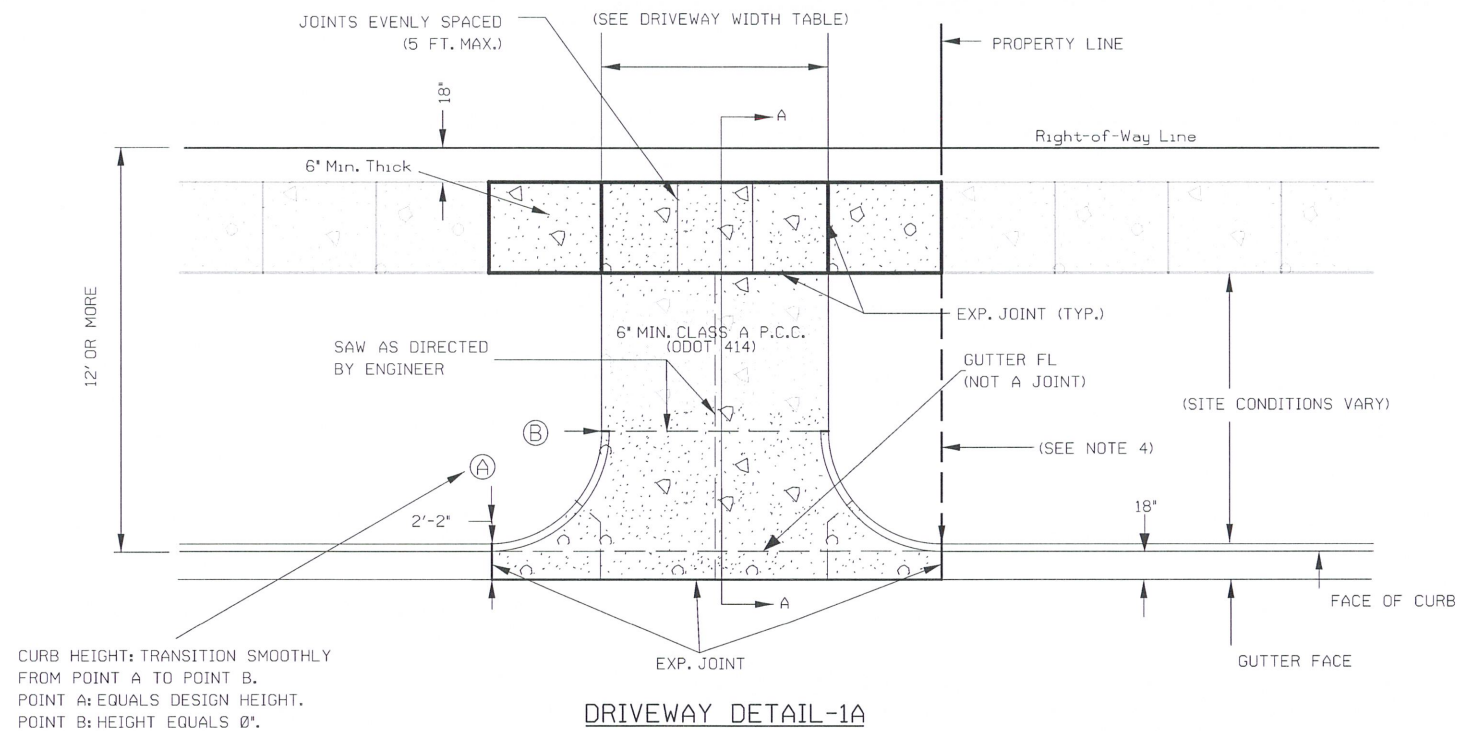
Thank you,

APPROVED:


Paul Zachary, Deputy Director

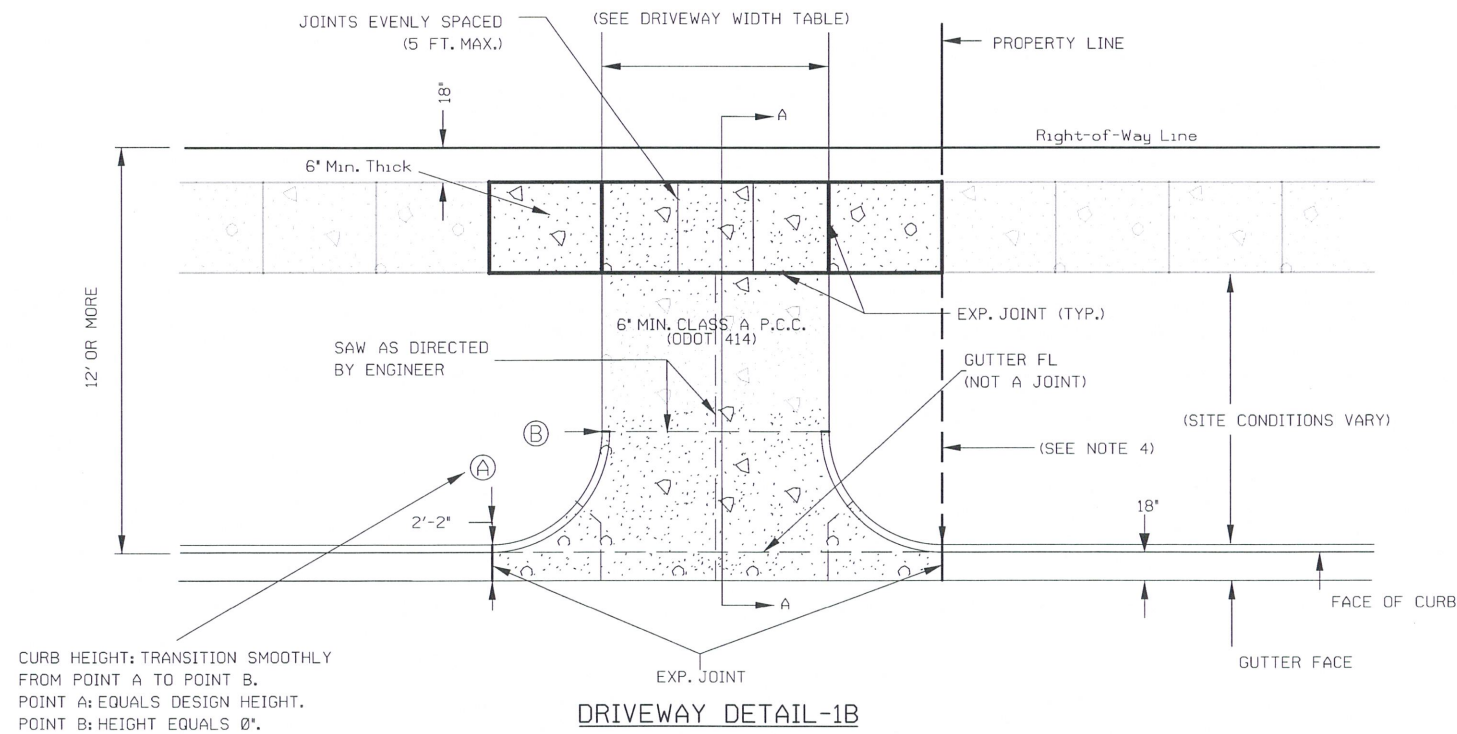
07-02-25
Date

Cc: Public Works Engineering Services Specification Review Committee



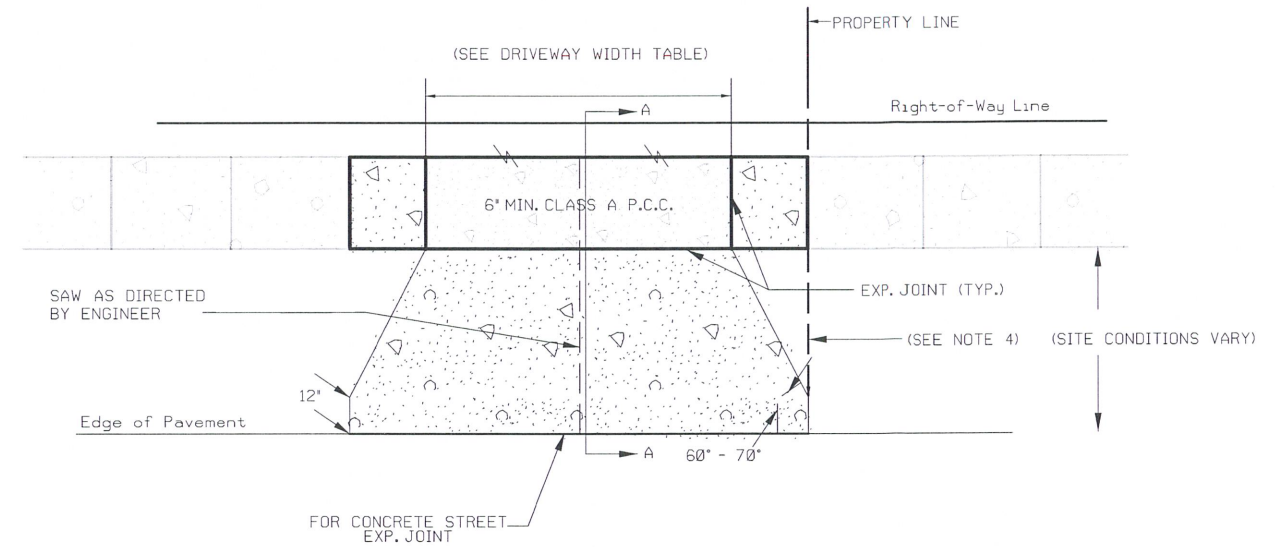
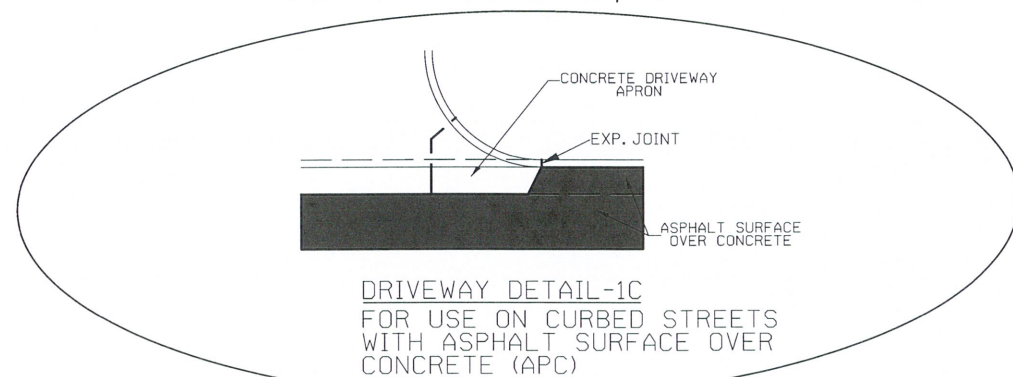
DRIVEWAY DETAIL-1A

(For Use on Curbed Concrete Streets)



DRIVEWAY DETAIL-1B

(For Use on Curbed Asphalt Streets)

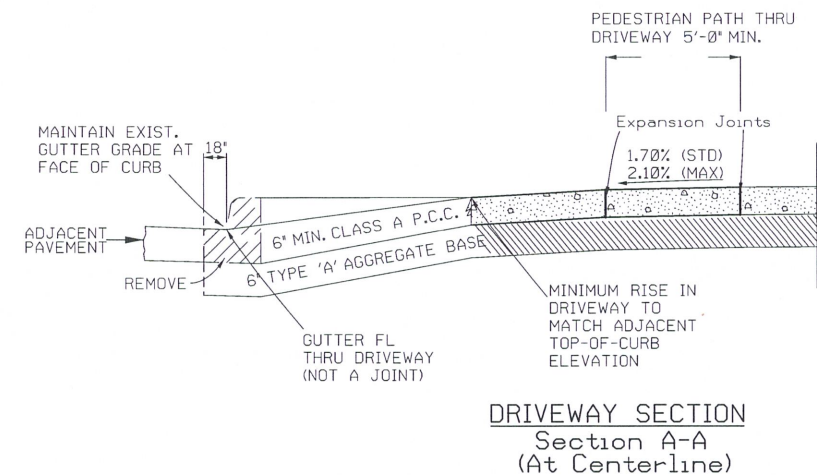


DRIVEWAY DETAIL-2

(For Use on Un-Curbed / Ditched Streets)

GENERAL NOTES

1. NEW DRIVEWAYS SHALL BE CONSTRUCTED USING CLASS A CONCRETE. NO OTHER MATERIAL SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL FROM DEVELOPMENT SERVICES.
2. DRIVEWAY DIMENSIONS SHALL BE IN ACCORDANCE WITH CITY OF TULSA ZONING CODE (SEE TABLE, THIS SHEET). VARIANCES MUST BE REQUESTED THRU DEVELOPMENT SERVICES AND APPROVED, PRIOR TO INSTALLATION.
3. COMPACTION OF TYPE A AGGREGATE BASE SHALL BE ACCORDING TO ODOT STANDARD SPECIFICATIONS - SECTION 303, LATEST EDITION (98% MODIFIED PROCTOR DENSITY, PER AASHTO T-190).
4. DRIVEWAY RADIUS SHALL NOT EXTEND BEYOND THE PROPERTY LINE EXTENSION ONTO ANOTHER ADDRESS' STREET FRONTAGE.
5. COMPACTION OF SUBGRADE TO NON-YIELDING CONDITION INCLUDED IN COST OF AGGREGATE BASE SECTION.
6. MIN. DRIVEWAY WIDTH WITHIN CITY RIGHT-OF-WAY IS 10'-0" PLUS 5' RADIUS. ANY WIDTH TRANSITION TO A NARROWER WIDTH SHALL BE CONSTRUCTED ON PRIVATE PROPERTY.
7. NO PUBLIC UTILITY METER OR VALVE SHALL BE LOCATED WITHIN A DRIVEWAY.
8. MAXIMUM SLOPE OF NEW DRIVEWAY SHALL NOT EXCEED 10.0% WITHOUT WRITTEN APPROVAL OF VARIANCE FROM DEVELOPMENT SERVICES.
9. EXPANSION JOINTS SHALL BE CONSTRUCTED PER CITY OF TULSA STANDARD 729, DETAIL A. EXPANSION JOINT FILLER MATERIAL SHALL BE NON-BITUMINOUS AND NON-ORGANIC, APPROVED BY ODOT FOR THIS USE. EXPANSION JOINTS SHALL BE SEALED USING A SELF LEVELING SILICONE PRODUCT APPROVED BY ODOT FOR THIS USE.
10. PEDESTRIAN PATH THRU DRIVEWAY MUST BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT.
11. WHEN ADDRESS NUMBERS ARE PAINTED ON DRIVEWAY CURB, ADDRESS NUMBER TO BE FACING DIRECTION OF ADJACENT VEHICULAR TRAFFIC.
12. PEDESTRIAN PATH THRU DRIVEWAY SHALL BE 6 INCHES MINIMUM THICKNESS OF CLASS 'A' CONCRETE.
13. FOR ASPHALT STREETS, TACK TO BE APPLIED AT INTERFACE BETWEEN DRIVEWAY AND STREET. FOR CONCRETE STREETS, EXPANSION JOINTS TO BE CONSTRUCTED AT INTERFACE.
14. FOR NEW DRIVEWAY'S REQUIRING CURB REMOVAL, REMOVAL OF CURB TO BE PERFORMED WITH FULL- DEPTH SAW CUTS.
15. VARIANCES FROM STANDARD SHALL BE CONSIDERED BY THE CITY ENGINEER.
16. ALL PEDESTRIAN INFRASTRUCTURE (SIDEWALKS, RAMPS, AND APPURTENANCES) SHALL BE CONSTRUCTED WITHIN CITY RIGHT-OF-WAY, OR EASEMENT OF APPROPRIATE TYPE, AT A MINIMUM OFF SET OF 18' FROM CITY RIGHT-OF-WAY OR EASEMENT BOUNDARY.



DRIVEWAY SECTION
Section A-A
(At Centerline)

| DRIVEWAY WIDTH TABLE | | | |
|----------------------|------------|---------|--------------------|
| DRIVEWAY DIMENSIONS | WIDTH (FT) | | MINIMUM RADIUS (F) |
| | MINIMUM | MAXIMUM | |
| RESIDENTIAL | 12 | 27 | 5 |
| COMMERCIAL | 24 | 36 | 15 |

* MAXIMUM RESIDENTIAL DRIVEWAY WIDTH IS DEPENDENT UPON LOT FRONTAGE-SEE CITY OF TULSA ZONING CODE TABLE 55-6.

| REVISION | BY | DATE |
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Terry J. Bell
CITY ENGINEER

HAS
DESIGN MANAGER

CITY OF TULSA

CONCRETE DRIVEWAY
DETAILS 1 OF 2

DATE: MAY 2025

STD. 701 - PG 1 OF 2



(FOR USE IN LOW/ZERO-SETBACK CONDITION, SUCH AS CENTRAL BUSINESS DISTRICT, IN CASES WHERE DETAILS 1 & 2 ARE NOT COMPATIBLE WITH SITE)

- △ A EXPANSION JOINT-SEALED
- △ B EXPANSION JOINT-SEALED
(OMIT WHEN ADJACENT TO
ASPHALT DRIVING LANE)

GENERAL NOTES

- 1A. FOR INTERFACE WITH CONCRETE DRIVING LANE, EXPANSION JOINT TO BE CONSTRUCTED.
- 1B. FOR INTERFACE WITH ASPHALT DRIVING LANE, APPLY TACK COAT TO ASPHALT.
2. SIDEWALK JOINTS TO BE EVENLY SPACED THRU DRIVEWAY.
3. FIRST PANEL OUTSIDE OF SIDEWALK TO BE 6' THICK AND 5' MINIMUM WIDTH CONCRETE (BOTH SIDES OF DRIVEWAY)

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T. O. Bell
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CONCRETE DRIVEWAY
DETAILS 2 OF 2

DATE: MAY 2025

STD. 701 - PG 2 OF 2