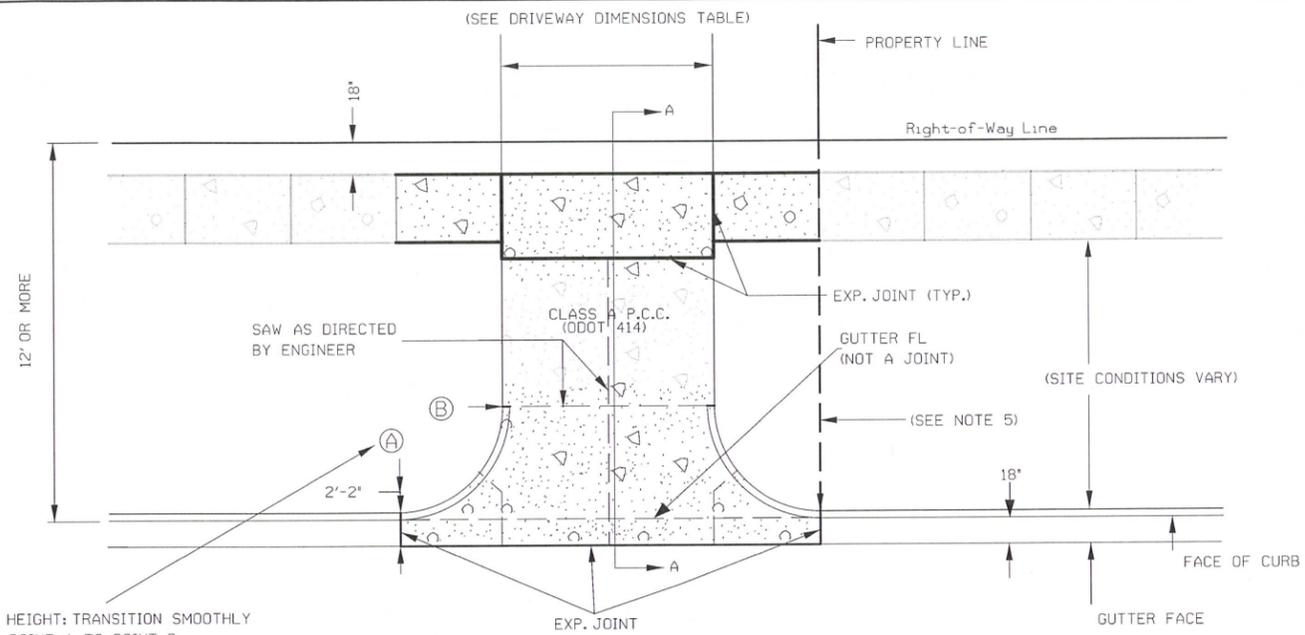


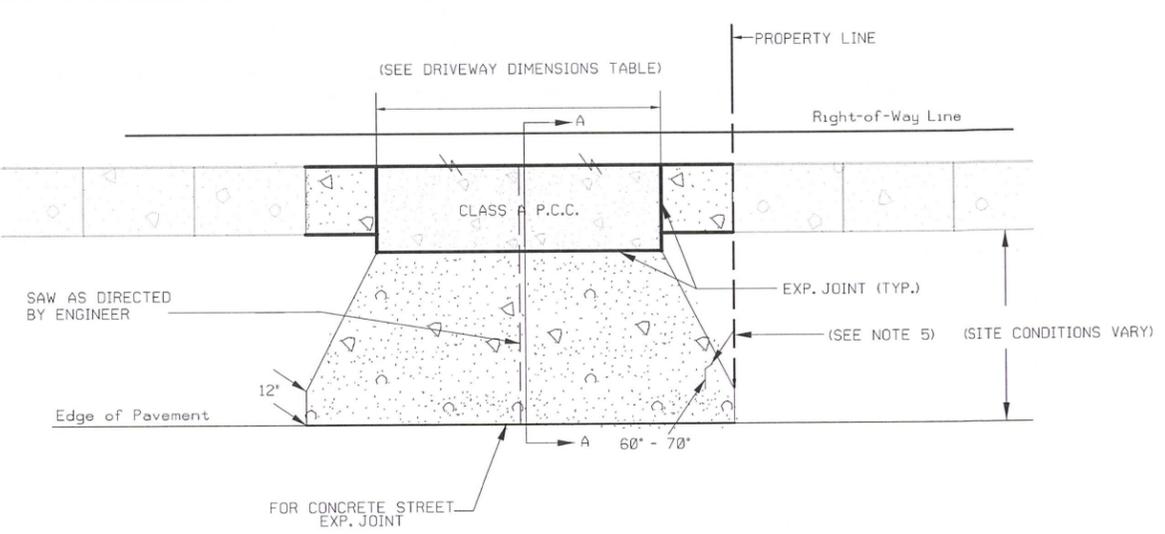
PATH NAME: /E1/PARTS/STD/DGN/STD/701-DRIVEWAY DETAILS 1of2.DGN DJN 2/13/2026



CURB HEIGHT: TRANSITION SMOOTHLY FROM POINT A TO POINT B. POINT A: EQUALS DESIGN HEIGHT. POINT B: HEIGHT EQUALS 0'.

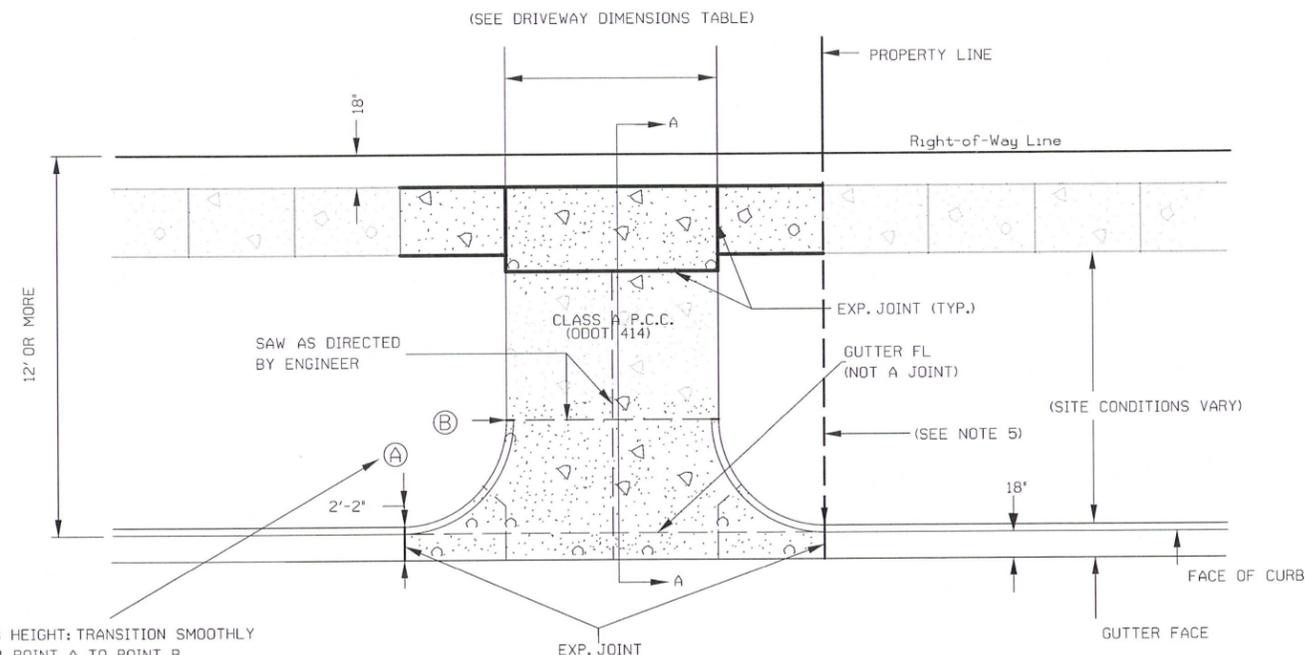
DRIVEWAY DETAIL-1A

(For Use on Curbed Concrete Streets)



DRIVEWAY DETAIL-2
(For Use on Un-Curbed / Ditched Non-Arterial Streets)

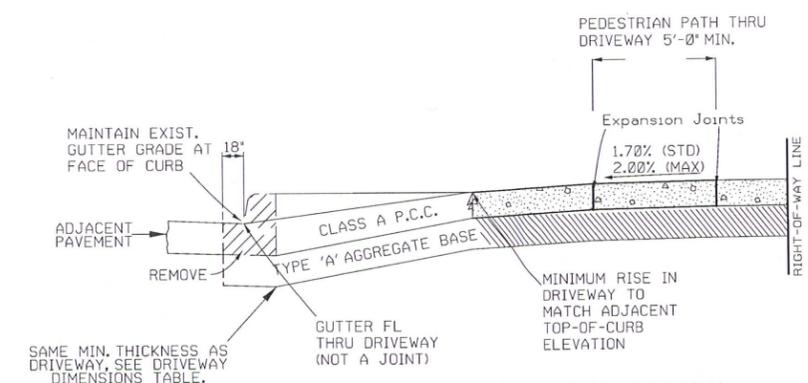
NOTE: DRIVEWAY CONNECTIONS TO UN-CURBED / DITCHED ARTERIAL STREETS SHALL HAVE CURBED RADIUS WITH PROTECTOR PER STANDARD DETAIL 712.



CURB HEIGHT: TRANSITION SMOOTHLY FROM POINT A TO POINT B. POINT A: EQUALS DESIGN HEIGHT. POINT B: HEIGHT EQUALS 0'.

DRIVEWAY DETAIL-1B

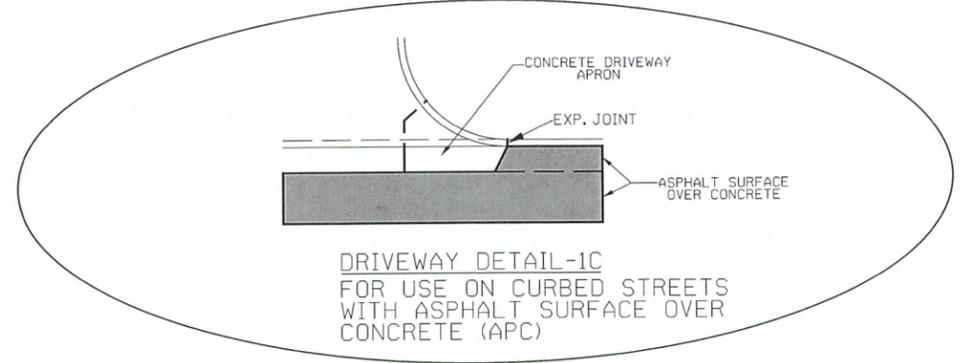
(For Use on Curbed Asphalt Streets)



DRIVEWAY SECTION
Section A-A
(At Centerline)

DRIVEWAY TYPE	WIDTH (FT)		MINIMUM RADIUS (FT)	MINIMUM THICKNESS (IN)
	MINIMUM	MAXIMUM		
RESIDENTIAL UP TO FOUR UNITS	7 OR MATCH EXISTING	* VARIES IN RE, RS, RD, AND RT ZONING DISTRICTS; SEE NOTE, OTHER DISTRICTS: 24	5	6
RESIDENTIAL, FIVE TO TWELVE UNITS	ONE WAY: 8 TWO WAY: 16			
COMMERCIAL	ONE WAY: 12 TWO WAY: 24	36	15	8

* NOTE: MAXIMUM WIDTH IN RE, RS, RD, AND RT ZONING DISTRICT VARIES, DEPENDING ON STREET FRONTAGE. SEE CITY OF TULSA ZONING CODE, TABLE 55-6.



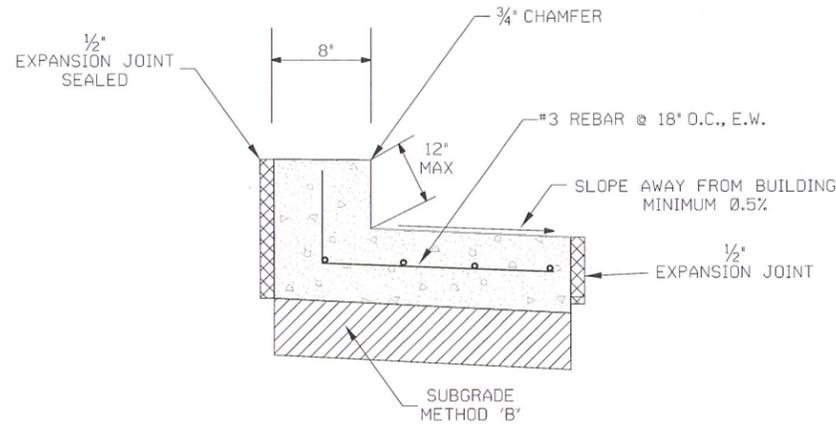
DRIVEWAY DETAIL-1C
FOR USE ON CURBED STREETS WITH ASPHALT SURFACE OVER CONCRETE (APC)

T.O. Sullivan
CITY ENGINEER
HAS
DESIGN MANAGER

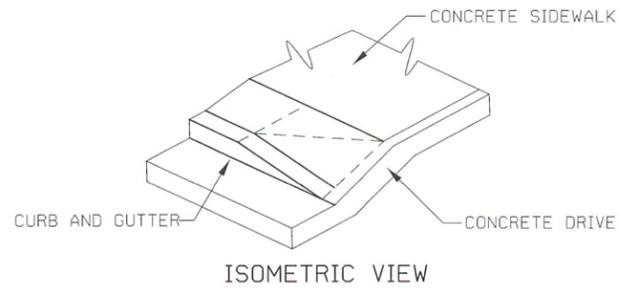
REVISION	BY	DATE

CITY OF TULSA
CONCRETE DRIVEWAY
DETAILS 1 OF 2
DATE: FEB. 2026
STD. 701 - PG 1 OF 2

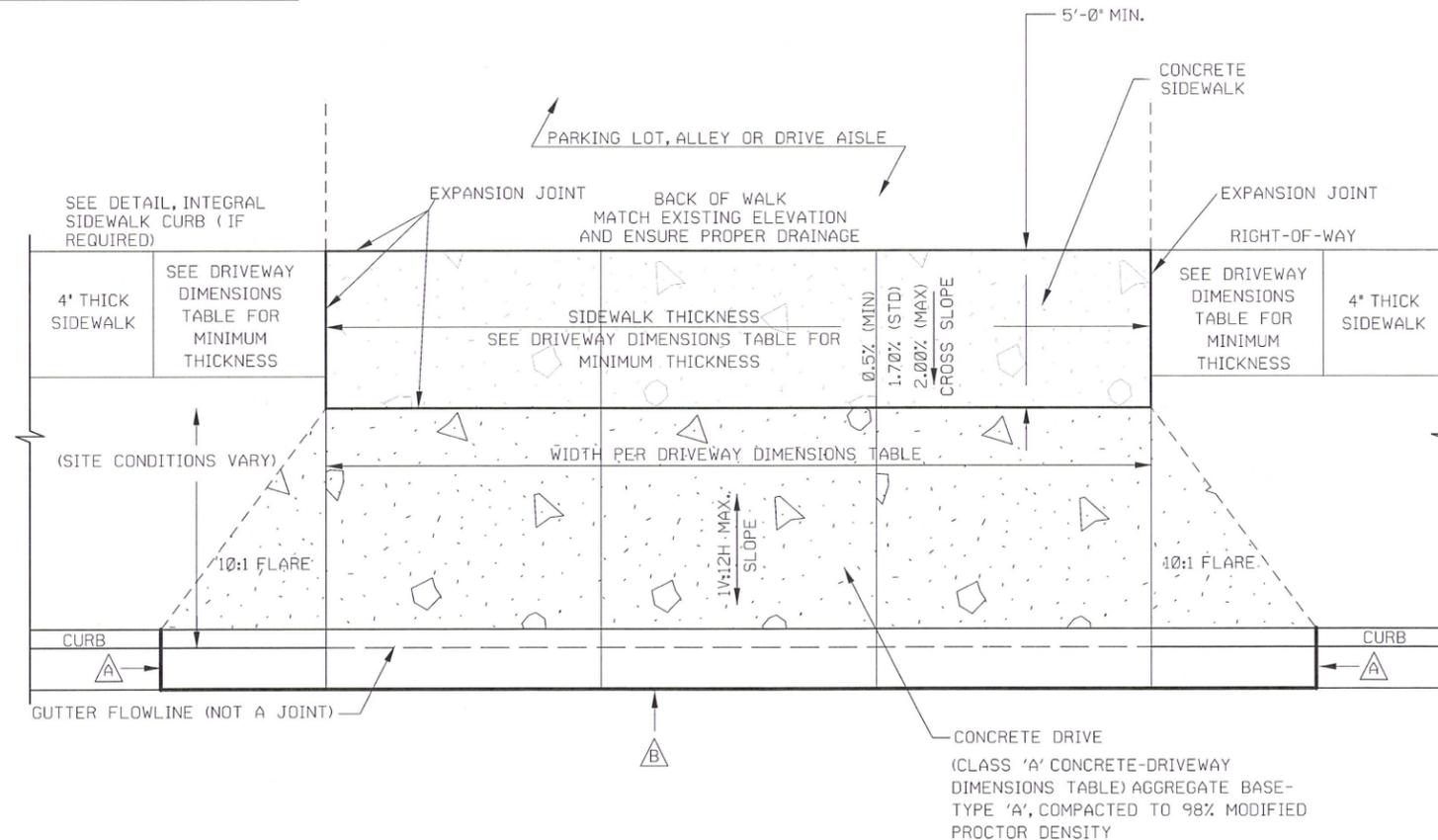
PATH NAME: /E1/PARTS/STD/DGN-STD/701-DRIVEWAY DETAILS 2 OF 2.DGN DJN 2/13/2026



INTEGRAL SIDEWALK CURB



ISOMETRIC VIEW



DRIVEWAY DETAIL 3

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

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

GENERAL NOTES

1. DRIVEWAYS IN THE RIGHT-OF-WAY SHALL BE CONSTRUCTED USING CLASS A CONCRETE. NO OTHER MATERIAL SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL FROM THE CITY ENGINEER.
2. MIN. DRIVEWAY WIDTH AND APRON RADIUS WITHIN CITY RIGHT-OF-WAY IS AS SHOWN IN TABLE ON THIS SHEET.
3. MAXIMUM DRIVEWAY WIDTHS IN RE, RS, RD, AND RT ZONING DISTRICTS SHALL BE IN ACCORDANCE WITH CITY OF TULSA ZONING CODE TABLE 55-6. WIDTHS EXCEEDING MAXIMUMS REQUIRE SPECIAL EXCEPTION APPROVAL BY THE BOARD OF ADJUSTMENT PRIOR TO INSTALLATION.
4. 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).
5. DRIVEWAY APRONS SHALL NOT EXTEND BEYOND THE PROPERTY LINE EXTENSION ONTO ANOTHER ADDRESS'S STREET FRONTAGE WITHOUT WRITTEN APPROVAL OF ABUTTING OWNER.
6. COMPACTION OF SUBGRADE TO NON-YIELDING CONDITION INCLUDED IN COST OF AGGREGATE BASE SECTION.
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 THE CITY ENGINEER.
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. *PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES
11. PEDESTRIAN PATH THRU DRIVEWAY SHALL MATCH THE MINIMUM THICKNESS OF CLASS 'A' CONCRETE REQUIRED OF THE DRIVEWAY. SEE TABLE ON THIS SHEET FOR MINIMUM THICKNESS.
12. WHEN ADDRESS NUMBERS ARE PAINTED ON DRIVEWAY CURB, ADDRESS NUMBER TO BE FACING DIRECTION OF ADJACENT VEHICULAR TRAFFIC.
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 DRIVEWAYS 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 OFFSET OF 18" FROM CITY RIGHT-OF-WAY OR EASEMENT BOUNDARY.
17. STORMWATER INLETS AND CURB THROATS IN SUMPS SHALL NOT BE IMPACTED BY DRIVEWAYS. DRIVEWAYS IN SUMPS WILL AVOID INLETS AND THROATS.
18. RELOCATION OF STORMWATER INLETS AND CURB THROATS, NOT IN SUMPS, SHALL BE RELOCATED UPSTREAM OR DOWNSTREAM OF DRIVEWAY AS APPROVED BY CITY ENGINEER.
19. JOINTS TO BE EVENLY SPACED THRU DRIVEWAY.
20. FIRST SIDEWALK PANEL OUTSIDE OF DRIVEWAY (ON BOTH SIDES) TO BE SAME THICKNESS OF CONCRETE AS DRIVEWAY.
21. MINIMUM SIDEWALK WIDTH SHALL BE 5 FEET ALONG ARTERIAL AND CENTRAL BUSINESS DISTRICTS STREETS AND 4 FEET ALONG NON-ARTERIAL STREETS.

REVISION	BY	DATE

CITY ENGINEER

DESIGN MANAGER

CITY OF TULSA

CONCRETE DRIVEWAY
DETAILS 2 OF 2

DATE: FEB. 2026

STD. 701 - PG 2 OF 2