



NOTE:

1. THE 25-FOOT DRIVEWAY SETBACK FROM A CORNER OF AN INTERSECTION OF TWO (2) RESIDENTIAL STREETS SHALL BE MEASURED FROM THE EXISTING CURB RETURN OR THE END OF 25-FOOT CORNER RADII, IF THE INTERSECTION CURB HAS NOT BEEN BUILT, WHICHEVER DISTANCE IS GREATER.
2. THE 25-FOOT DRIVEWAY SET BACK FROM THE CORNER OF AN INTERSECTION OF A RESIDENTIAL STREET AND AN ARTERIAL STREET SHALL BE MEASURED FROM THE PROPOSED MAJOR STREET AND HIGHWAY PLAN RIGHT-OF-WAY LINE, THE EXISTING CURB RETURN, OR THE END OF A 25-FOOT RADII, IF THE INTERSECTION CURB HAS NOT BEEN BUILT, WHICHEVER DISTANCE IS GREATER.
3. AT NO TIME SHALL A DRIVEWAY BE CONSTRUCTED WITHIN A SIGHT-DISTANCE TRIANGLE AS DEFINED IN TRO TITLE 24, CHAPTER 1, SECTION 103.
4. THE CITY OF TULSA RESERVES THE RIGHT TO ALLOW A DRIVEWAY TO ENCR OACH WITHIN THE AREAS OUTLINED ABOVE ON A CASE BY CASE BASIS AT THE DISCRETION OF THE CITY OF TULSA'S TRAFFIC ENGINEER. DECISIONS MADE BY THE CITY TRAFFIC ENGINEER IN THE PROCESS OF ADMINISTERING AND INTERPERATING THIS POLICY MAY BE APPEALED IN WRITING TO THE STREETS AND STORMWATER DIRECTOR.

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| CITY OF TULSA<br>RESIDENTIAL DRIVEWAY<br>ACCESS MANAGEMENT |  | APPROVED<br><i>[Signature]</i>                                       | STANDARD NO. 711B |
| CITY OF TULSA, OKLAHOMA<br>ENGINEERING SERVICES DEPARTMENT |  | DRAWN BY: R.M.O.<br>CHECKED BY: <i>[Signature]</i><br>DATE: MAY 2022 | NOT TO SCALE      |

| REVISION | BY | DATE |
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