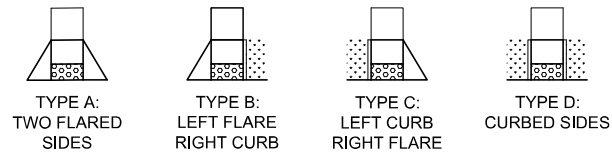
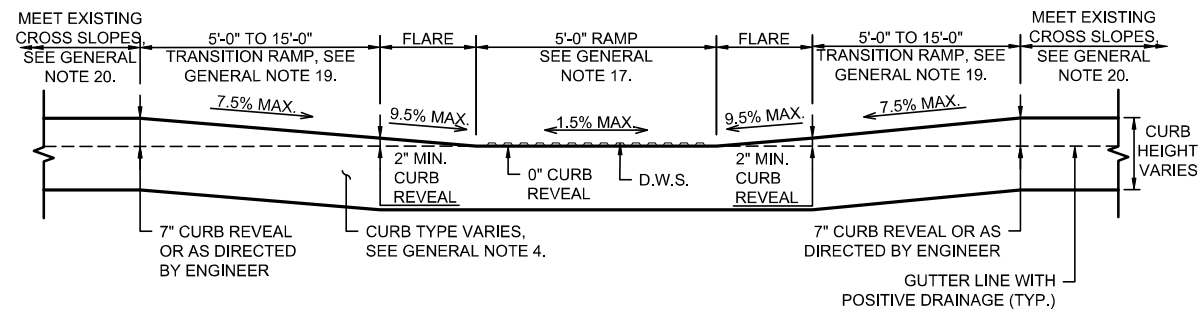


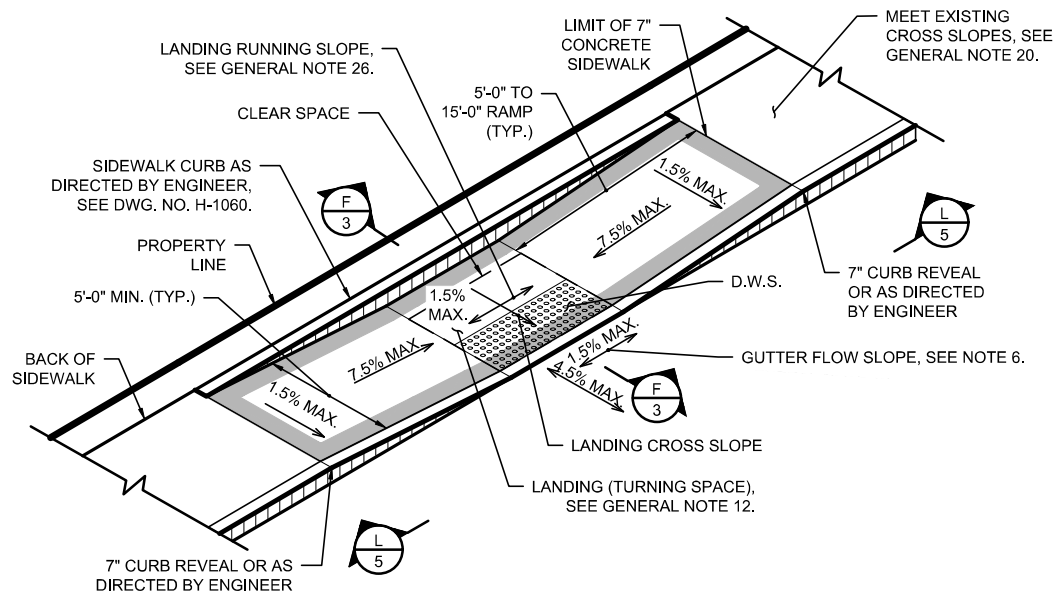
**M1** CASE M1 - MIDBLOCK PERPENDICULAR - ISOMETRIC VIEW  
SCALE: N.T.S.



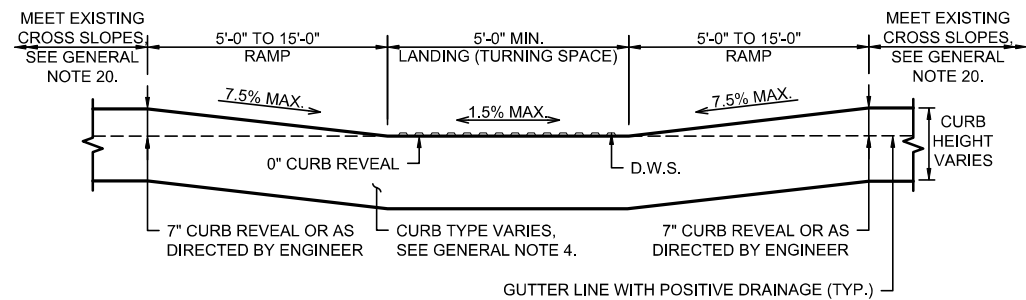
**CASE M1 SIDE TREATMENT OPTIONS**  
SCALE: N.T.S.



**K** ELEVATION VIEW  
SCALE: N.T.S.




**M2** CASE M2 - MIDBLOCK PARALLEL - ISOMETRIC VIEW  
SCALE: N.T.S.






**L** ELEVATION VIEW  
SCALE: N.T.S.

**NOTES:**

- FOR INDEX OF DRAWINGS, SLOPE LIMITS, LEGEND, GLOSSARY, GENERAL NOTES, SEE DWG. NO. H-1011-1.
  - FOR DETECTABLE WARNING SURFACES (D.W.S.), SEE DWG. NO. H-1011-9.
  - FOR OBJECTS IN THE FLARE, EXAMPLE SCORING PATTERNS, EXAMPLE SIDEWALK CURBS AT RAMPS, AND MEETING NON-COMPLIANT SLOPES SEE DWG. NO. H-1011-8.
- CASE M1 - MIDBLOCK PERPENDICULAR NOTES:**
- CASE M1 MAY BE USED AT MIDBLOCK LOCATIONS WHERE PROPOSED PEDESTRIAN CIRCULATION PATH WIDTH IS EIGHT FEET (8') OR GREATER.
- CASE M2 - MIDBLOCK PARALLEL NOTES:**
- CASE M2 MAY BE USED AT MIDBLOCK LOCATIONS WHERE PROPOSED PEDESTRIAN CIRCULATION PATH WIDTH IS LESS THAN EIGHT FEET (8').
  - FOR CASE M2, THE GUTTER FLOW SLOPE MUST NOT BE LESS THAN ONE HALF PERCENT (0.5%).

CHECKED BY:   
HWS-H1011

REVISION NO.	DESCRIPTION	DATE	APPROVED

 <b>New York City</b> Department of Transportation	
<b>PEDESTRIAN RAMPS</b> <b>MIDBLOCK CASES</b>	
Approved:  Roger K. Weld, P.E. (May 24, 2022 13:59 EDT) Chief Engineer Department of Transportation	Approved:  How Sheen Pau, P.E. (May 24, 2022 16:58 EDT) Assistant Commissioner Infrastructure/Design Department of Design + Construction
Date Issued: 6/06/2022	Scale: AS SHOWN Drawing #: H-1011-5