

SUPPLEMENTAL INFORMATION REGARDING THE RAMP

The ramp in question is made of metal beams, joists and struts on top of which is mounted a metal grating. At one side of the ramp, on top of the metal grating, is a diamond plate aluminum walkway 44" wide running the length of the ramp from top to bottom. The entire ramp is 35 feet long and 22 feet wide. It is permanently attached to the pier by a hinged pin that is made up of a 1-3/8" diameter stainless steel pin approximately 20 feet long. The hinge pin fits inside a 2" hinge pipe also approximately 20 feet long. One side of this hinge is attached to the pier and the other side of the hinge is permanently attached to the metal ramp. The hinged end of the metal ramp remains attached to the pier as the other end of the ramp is raised up and then lowered onto the deck of a ferry boat. The walkway has a run greater than 25 feet and the slope is subject to change from time to time with the change in the tides, as is always the case for ramps that provide access to a vessel. However, the slope of this ramp is always greater than 1" rise for every 20" of horizontal run, even at high tide.

The ramp in question is not a "gangplank" or "gangway". A ramp leading to a vessel is not a "gangplank" or "gangway" unless it is a temporary, removable device. Every definition of these terms defines them as a removable bridge between a ship and a pier. Webster's New Collegiate Dictionary defines a "gangplank" as - "A movable bridge used in boarding or leaving a ship at a pier". It defines a "gangway" as - "a temporary way of planks". American Heritage Dictionary defines a "gangplank" as - "A board or ramp used as a removable footway between a ship and a pier. Also called gangway." Dictionary.com defines it as "a flat plank or small, movable, bridge like structure for use by persons boarding or leaving a ship at a pier. Also called brow, gangway." WordNet by Princeton University defines a "gangplank" as "a temporary bridge for getting on and off a vessel at dockside

The ramp in question is the only accessibility route for residents as well as the men and women who work on the island. There is no means for ingress and egress from the buildings on the island to a public way, other than by walking or driving onto the ramp which takes vehicles and/or individuals to the ferry boat for transportation to the mainland. Pedestrians are restricted to the walkway and vehicles are restricted to the metal grating. The ramp and ramp walkway are only provided for residents, their authorized guests, and workers who are employed by businesses operating on the island. All unauthorized use of the ramp and ramp walkway is prohibited without specific consent of the island developer and/or the island community association.

The island has a large number of employees who service a golf course, tennis courts, a marina, several restaurant and numerous condominium that are located on the island. There is also a United States post office and a Miami Dade County fire station on the island.

This ramp is the only ramp made available for pedestrians employees, who are members of the general public and who work on the island, to gaining access to the private boat transportation system and it is this boat transportation system that is the sole transportation made available to them to take them to the island. The pedestrian walkway attached to the ramp provides a means of egress from the ramp to a public way after pedestrian passengers depart one of the ferries. The ramp also provides a means of ingress for residents, and workers, who desire to walk from a public way, onto

the private pier and down the ramp to gain access to a ferry that provides transportation to the private island buildings, work places and businesses. The only other means of ingress to the island is by private pleasure boat, provided the occupants of the boat have specific clearance from the island.

The island is engaged in commerce since the developers on the island advertises the sale of island property to customers in foreign states and foreign countries and sell island real estate to buyers in foreign states and foreign countries.

This ramp in question is not analogous to a parking garage ramp and, therefore, the handrail exception for parking garage vehicular ramps (subsection 3 of section 1010.1) is not pertinent to the ramp in question. The pier ramp in question is permanently attached to the pier and it provides a separate means of egress for pedestrians which is distinct and separate from the means of egress that the pier ramp provides for vehicles. Furthermore, the parking garage exception only applies when the parking garage ramp is not part of an accessible route serving accessible parking spaces or when it is not part of required accessible elements or part of an accessible means of egress. Since every structure, facility or appurtenance to a structure or facility is required to have a means of egress, the ramp walkway in our case is part of an accessibility route for the ramp itself and it is the only means of egress for pedestrians who are on the ramp itself. Thus, even a parking garage ramp would be required to provide handrails if the vehicular ramp was the only accessible route serving the parking spaces or where it is part of the required accessible elements or part of an accessible means of egress. In our case the pier ramp provides the only accessible route serving the vehicle spaces on the ferry. In addition, the ramp walkway is part of a required accessible element of the ramp. Furthermore, the ramp walkway is a part of an accessible means of egress to a public way from the ramp itself and from the buildings and work places on the island.