



## ALL CONNECTIONS

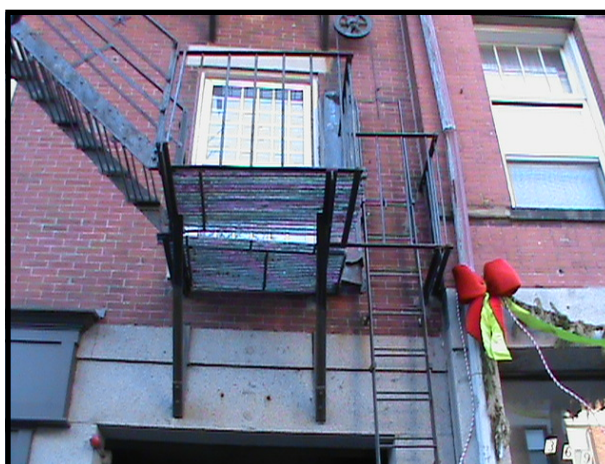
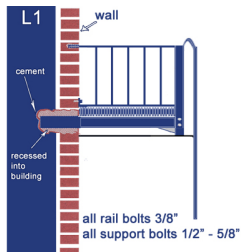
ANY AND ALL CONNECTIONS VIOLATIONS MUST BE FREE OF RUST (100%), IDENTIFIED OR NOT, AS PER INDUSTRY STANDARDS & REPAIR PROCEDURES INCLUDED IN INSPECTION REPORT. REPAIR, REINFORCE OR REPLACE ANY WORN OR DETERIORATED PARTS THEN RE-BOLT OR RE-WELD. NO WELDING OF ANY CONNECTION ONSITE WITHOUT FIRE PERMIT AND FIRE DETAIL. CONNECTIONS MUST BE PRIMED & SEALED WITH 50 YR SILICONE. SPOT PRIME & PAINT ALL WORK.



L11  
Code

1  
#

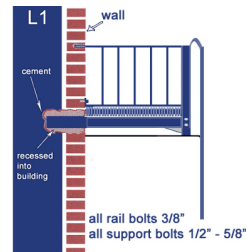
**LADDER FAILED**  
EXCESSIVE RUST:  
REMOVE RUST, REPLACE  
OR REINFORCE ANY  
RUSTED BOLTS



L14  
Code

1  
#

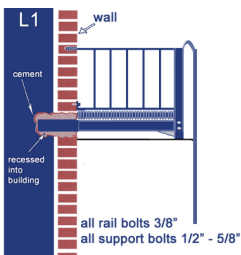
**LADDER FAILED**  
EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



L14  
Code

1  
#

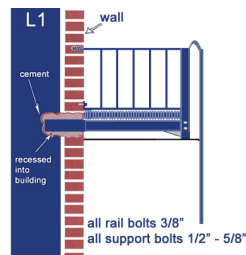
**LADDER FAILED**  
EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



L13  
Code

1  
#

**LADDER FAILED**  
EXCESSIVE RUST AND OR  
MISSING METAL  
REINFORCE AS REQUIRED  
BY CODE



All connections identified during initial inspection represent the immediate visually identifiable violations and are referenced by percentage of failure. These marked violations and picture inspection report are to the best knowledge, information and belief of the inspector an accurate representation of the type of repair identified or not. All Bidders must assume 100% of work, visually inspect and walk thru entire project with Inspection Report as guide and with previous experience look for additional unidentified violations not normally covered in standard repair as per industry standards. All contested additional work must be in writing and agreed upon with and by Owner, Inspector and Contractor before any work can start or continue. Signing of Confidence Test upon completion of all work performed is required by Company G-3 Licensed Supervisor or Company Engineer.



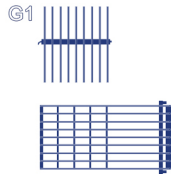
# GRATING

ANY AND ALL SEPARATORS MUST BE FREE OF RUST (100%), IDENTIFIED OR NOT, AS PER INDUSTRY STANDARDS & REPAIR PROCEDURES INCLUDED IN INSPECTION REPORT. REPAIR, REINFORCE OR REPLACE ANY WORN OR DETERIORATED PARTS THEN RE-BOLT AND OR REWELD AS REQUIRED . NO WELDING OF ANY CONNECTION ONSITE WITHOUT FIRE PERMIT AND FIRE DETAIL. CONNECTIONS MUST BE PRIMED & SEALED WITH 50 YR SILICONE. SPOT PRIME & PAINT ALL WORK.



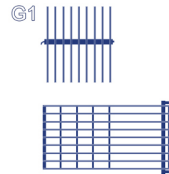
G11  
Code  
  
1  
#

**GRATING FAILED**  
EXCESSIVE RUST:  
REMOVE RUST, REPLACE  
OR REINFORCE ANY  
RUSTED BOLTS



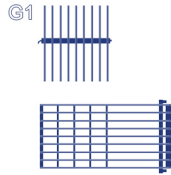
G12  
Code  
  
1  
#

**GRATING FAILED**  
EXCESSIVE RUST:  
SCRAPE, PRIME & PAINT  
AS REQUIRED BY CODE TO  
PASS



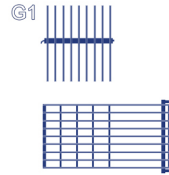
G13  
Code  
  
1  
#

**GRATING FAILED**  
EXCESSIVE RUST AND OR  
MISSING METAL  
REINFORCE AS REQUIRED  
BY CODE



G14  
Code  
  
1  
#

**GRATING FAILED**  
EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



Grating Repair Procedures: All grating must be 100% rust free. All 1" separators must be reinforced as required or each entire connection line must be duplicated with flat bar. (welded or bolted) Grating must be j-bolted or welded to secure properly to platforms. Repair, reinforce or replace any worn, deteriorated parts or replace with new galvanized grating as needed. No Welding of any connection onsite without Fire Permit and fire detail. Spot prime & paint all work . All exposed connections and or spacers must be silicone sealed (50 year Silicone) after repair.

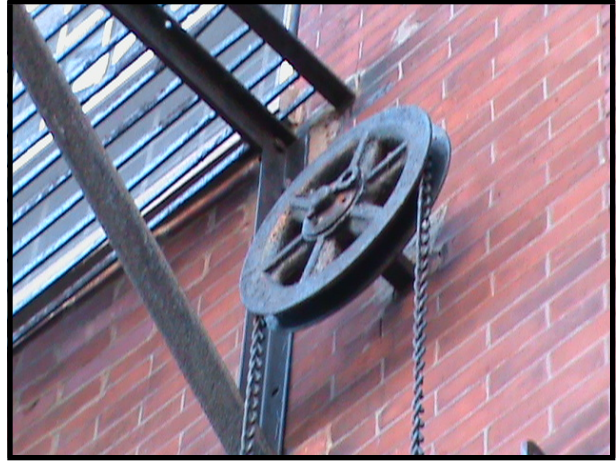


# LADDER

## LADDER SUMMARY



Code  
1  
#



Code  
1  
#



Code  
1  
#



Code  
1  
#

LADDER?

# CEMENT

ALL CEMENT CONNECTIONS, IDENTIFIED OR NOT, MUST BE INTACT AND FREE OF ANY SPALLING AND SEALED FROM FURTHER WATER INTRUSION IN CURRENT INTACT CONDITION OR AFTER REPAIR, AS PER INDUSTRY STANDARDS & REPAIR PROCEDURES INCLUDED IN INSPECTION REPORT. REPAIR, REINFORCE OR REPLACE ANY WORN OR DETERIORATED PARTS. NO WELDING OF ANY CONNECTION ONSITE WITHOUT FIRE PERMIT AND FIRE DETAIL. SPOT PRIME & PAINT ALL WORK.

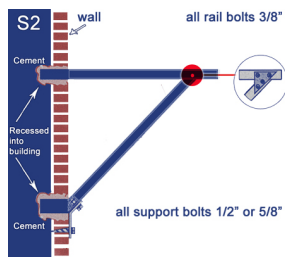


S25  
Code  
  
1  
#

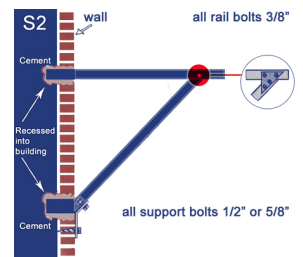


S25  
Code  
  
1  
#

**SUPPORT FAILED**  
REPACK CEMENT AS  
REQUIRED BY CODE



**SUPPORT FAILED**  
REPACK CEMENT AS  
REQUIRED BY CODE

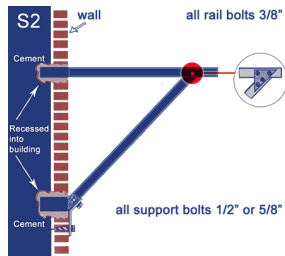


S25  
Code  
  
1  
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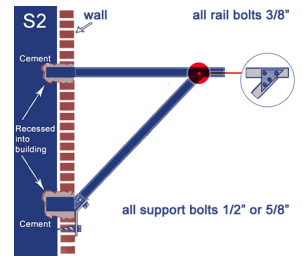


S25  
Code  
  
1  
#

**SUPPORT FAILED**  
REPACK CEMENT AS  
REQUIRED BY CODE



**SUPPORT FAILED**  
REPACK CEMENT AS  
REQUIRED BY CODE



**Cement and Footing Repair Procedures:** All cement connections must be intact and free of any spalling and sealed from further water intrusion in current intact condition or after repair. Hammer drill with a 3/8 masonry bit into connection to remove broken cement. Repack with fast drying anchoring cement. All footings must be intact, repaired and or replaced as needed. Steel members surfaces must be free of surface rust and wire brushed. All rusty Fire Escape surfaces must be spot painted with primer, sealed then full painted as per industry standard.



# TREADS

ANY AND ALL TREAD CONNECTIONS VIOLATIONS MUST BE FREE OF RUST (100%), IDENTIFIED OR NOT, AS PER INDUSTRY STANDARDS & REPAIR PROCEDURES INCLUDED IN INSPECTION REPORT. REPAIR, REINFORCE OR REPLACE ANY WORN OR DETERIORATED PARTS THEN RE-BOLT . NO WELDING OF ANY CONNECTION ONSITE WITHOUT FIRE PERMIT AND FIRE DETAIL. CONNECTIONS MUST BE PRIMED & SEALED WITH 50 YR SILICONE. SPOT PRIME & PAINT ALL WORK.

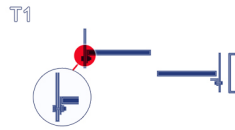


T11  
Code

1  
#

## TREAD FAILED

EXCESSIVE RUST:  
REMOVE RUST, REPLACE  
OR REINFORCE ANY  
RUSTED BOLTS

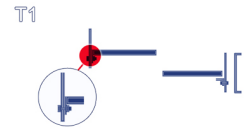


T12  
Code

1  
#

## TREAD FAILED PAINT

SCRAPE RUST, PRIME & PAINT  
AS REQUIRED BY CODE TO  
PASS INSPECTION E.P.A  
REGULATIONS APPLY IF LEAD  
PAINT PRESUMED OR  
LICENSED TESTING INDICATES  
NO LEAD AND OR  
ACCEPTABLE LEVELS.

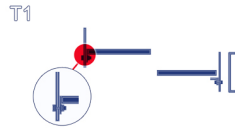


T13  
Code

1  
#

## TREAD FAILED

EXCESSIVE RUST AND OR  
MISSING METAL  
REINFORCE AS REQUIRED  
BY CODE

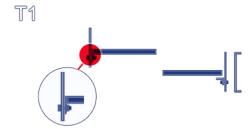


T14  
Code

1  
#

## TREAD FAILED

EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



Treads Repair Procedure : All clip angle connections, identified or not, of each tread must be 100% free of all internal rust before re-bolting (3/8"). All top bolts must be 100% free of rust. Re-bolt, reinforce or replace entire tread if and when required. (Repair by welding optional, but must have Fire Detail Permit on site.) Tread clip and stringer surfaces must be free of rust and wire brushed. All connections must be primed and silicon sealed (50 year Silicone) after repair. All rusty Fire Escape surfaces must be spot painted with primer then full painted (by hand) as per industry standard.



# STRINGERS

ANY AND ALL STRINGER CONNECTIONS VIOLATIONS MUST BE FREE OF RUST (100%), IDENTIFIED OR NOT, AS PER INDUSTRY STANDARDS & REPAIR PROCEDURES INCLUDED IN INSPECTION REPORT. REPAIR, REINFORCE OR REPLACE ANY WORN OR DETERIORATED PARTS THEN RE-BOLT . NO WELDING OF ANY CONNECTION ONSITE WITHOUT FIRE PERMIT AND FIRE DETAIL. CONNECTIONS MUST BE PRIMED & SEALED WITH 50 YR SILICONE. SPOT PRIME & PAINT ALL WORK.

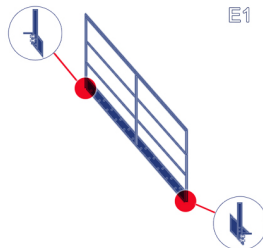


E11  
Code

1  
#

## EGRESS FAILED

EXCESSIVE RUST:  
REMOVE RUST, REPLACE  
OR REINFORCE ANY  
RUSTED BOLTS AT TOP OR  
BOTTOM STRINGER CLIP



E1

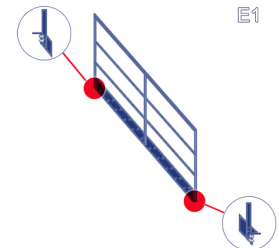


E12  
Code

1  
#

## EGRESS FAILED

EXCESSIVE RUST:  
SCRAPE, PRIME & PAINT  
AS REQUIRED BY CODE TO  
PASS



E1

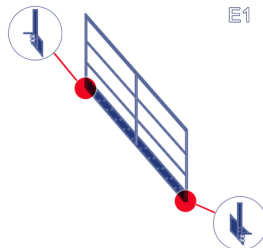


E14  
Code

1  
#

## EGRESS FAILED

EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



E1

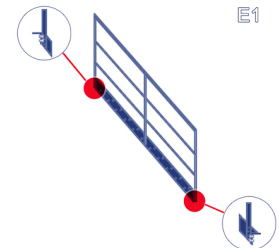


E14  
Code

1  
#

## EGRESS FAILED

EXCESSIVE RUST AND OR  
MISSING METAL REPLACE  
AS REQUIRED BY CODE



E1

Stringer Channel / Flats Repair Procedure: All top and bottom clip angle connections, identified or not, of each Stringer must be 100% free of all internal rust before re-bolting (1/2" min). Re-bolt, reinforce or replace entire angles or channels if and when required. (Repair or reinforcement by welding is optional, but must have Fire Detail Permit on site.) Clips and stringer surfaces must be free of surface rust and wire brushed. All connections must be primed and silicon sealed (50 year Silicone) after repair. All rusty Fire Escape surfaces must be spot painted with primer then full painted as per industry standard.

