



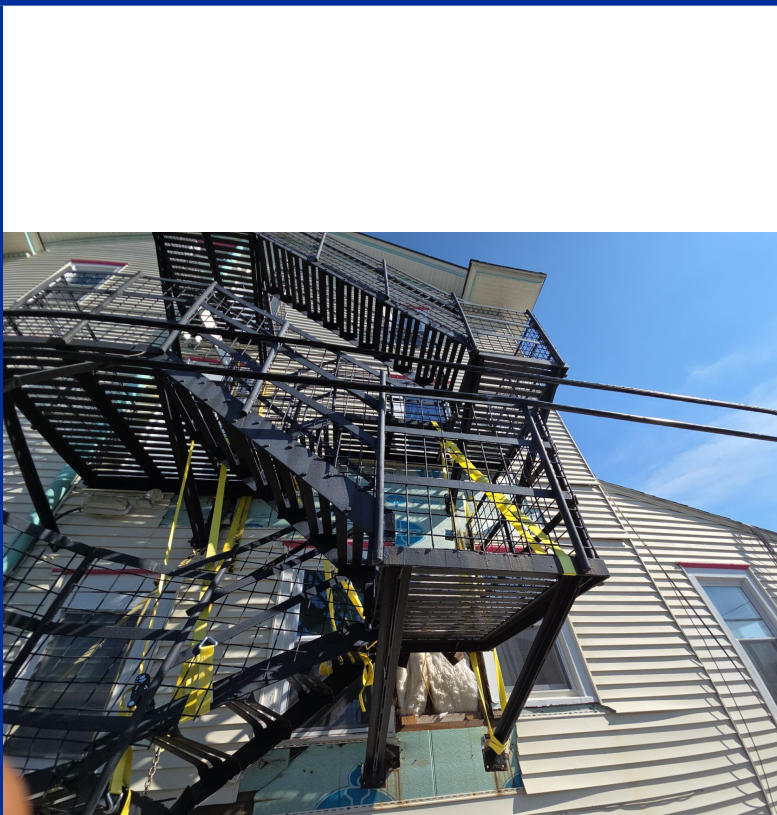
FIRE ESCAPE ENGINEERS

A MEMBER OF THE FIRE ESCAPE SERVICES NETWORK

PRE-LOAD TEST EVALUATION RESULTS

FAILED MAJOR

LIFE SAFETY ISSUES EXIST



PERFORMED AT: **C**
side
720 Ocean Ave Ocean City NJ

AUTHORITY HAVING JURISDICTION:
OCEAN CITY FIRE DEPARTMENT

INSPECTION DATE **September 3 2026**
REPORT DATE **September 9 2026**
REPORT EXPIRES **December 9 2026**

PREPARED BY:
FIRE ESCAPE ENGINEERS

NOT to be used as a Construction Control Document unless noted and Formal Repair Report attached.

This document expires 30 days from date of delivery to owner/agent via email or mail unless Design Professional or Other are retained for Engineer Oversight in writing.



PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

C 720 Ocean Ave Ocean City NJ
sideSep 03 2026
Site Inspection Date

pg 2



Overall Structural	Overall Paint	Supports/ Cement	Grating/ Platforms	Rails	Stringers	Treads	Cantilever/ Balanced I	Fixed Ladder	Cement Pads & Footings	Catwalk
☒ Life Safety (LS)	☐	☒	☒	☒	☒	☒	☒	☐	☐	☐
☐ Imminent Safety Hazard (ISH)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Missing	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ PreExisting NonConforming (PENC)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ Poor/Fail	☒	☒	☒	☒	☒	☒	☒	☐	☐	☐
☐ PASS other evidence of strength	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Not Applicable (N/A)	☐	☐	☐	☐	☐	☐	☐	☒	☒	☒
75-100%	Percent Fail	50-75%	50%	25-50%	25-50%	25-50%	25-50%	100%	N/A	N/A

2022 IFC 1104.16.5.1 Fire escape stairs must be examined every 5 years by a design professional or others acceptable to the Authority Having Jurisdiction and inspection report must be submitted to the AHJ.**IBC 1001.3.3** All fire escapes shall be examined and/or tested and certified every five years by a design professional or others acceptable who will then submit an affidavit city official.**ICC 2015 104.7.2** Technical assistance. To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of the design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional

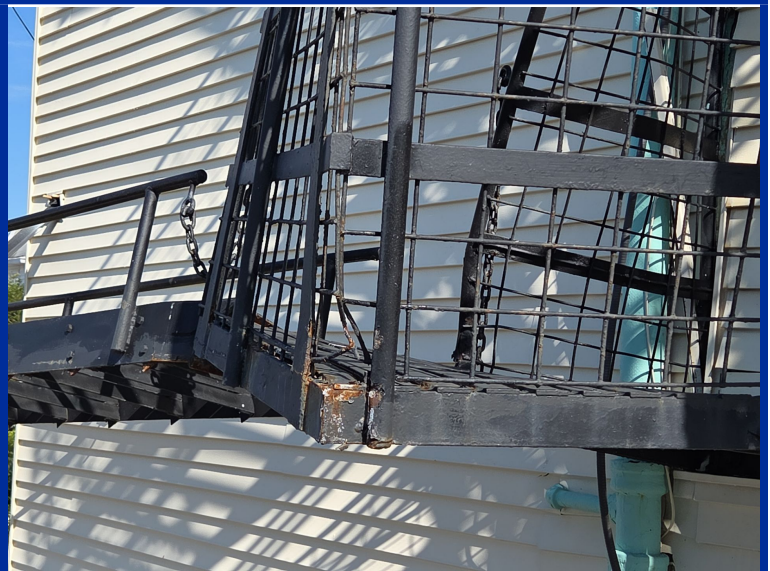


6263
Case Number

PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

C 720 Ocean Ave Ocean City NJ
side

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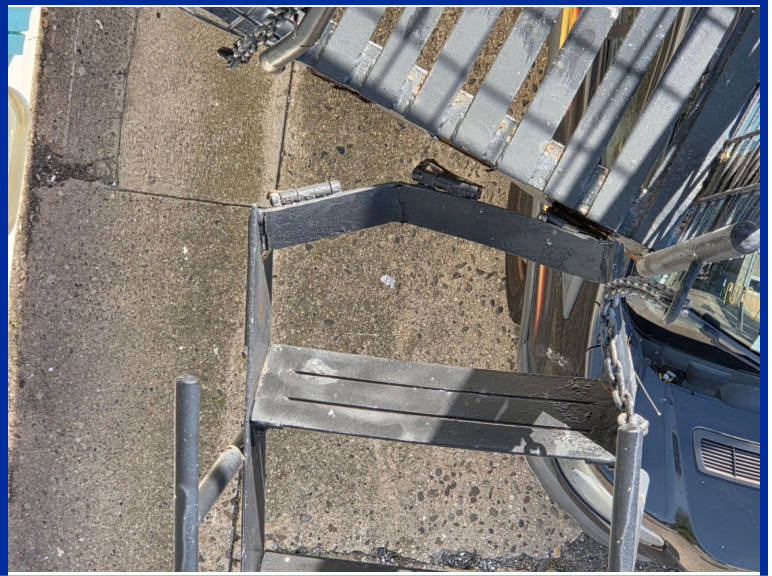
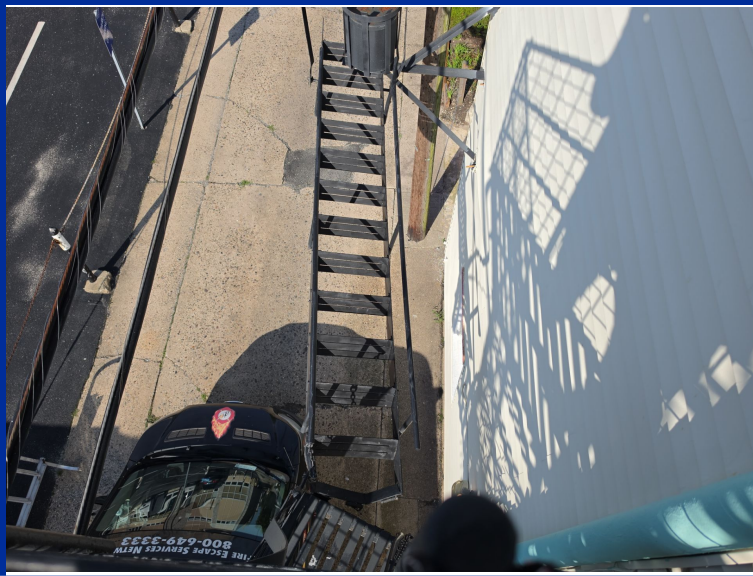
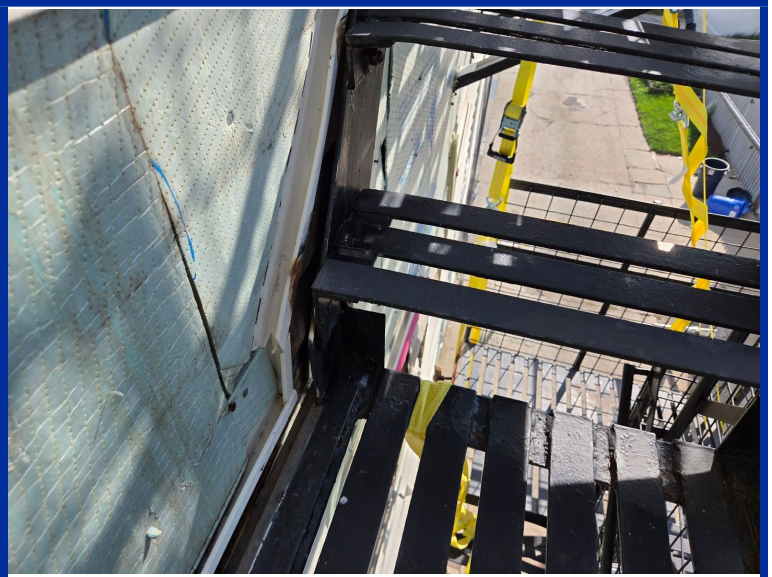
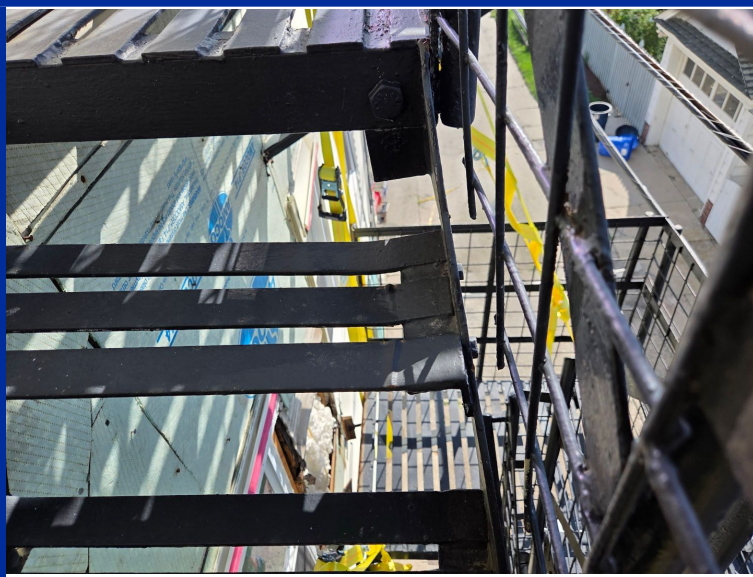


6263
Case Number

PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

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6263
Case Number

PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

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Paint Requirements - Surface rust, sealant, and greasing:

1) The fire escape system is made of:

☒ IRON/STEEL ☐ METAL (OTHER) ☐ WOOD ☐ MASONRY ☐ GLASS ☐ MIXED ☐ H. DEPOT LADDER ☒ PAINTED ☐ STAINED ☐ MEMB
☐ ALUMINUM ☐ STEEL & WOOD ☐ WOOD/COMPOSITE ☐ CONCRETE ☐ BRICK ☐ TILED ☐ NO FE ON THE BLDG ☐ GALVANIZED ☐ PRIMED ☐ PRESSURE TREATED ☐ OTHER

2) This Fire Escape System is maintained/painted/stained and/or weatherproofed.

Fail Major

Overall Paint FAIL. Lack of routine maintenance requiring Full scrape, prime, seal, and paint.

3) The owner is notified, by email or hand delivered, that EPA Lead Paint Rules apply because the FE system was built before 1978.

Fail

Overall Paint FAIL: EPA rules apply for Lead Paint 1978. Renovator's license required. Welding not approved as repair method.

Structural Requirements - internal rust, rebolting, reinforcement and replacement:

4) All welds PASS by visual observation only, unless noted: re-bolted, x ray or load tested are structurally sound having **NO** internal rust jacking, external surface rust and/or material deterioration.

5) Overall - fire escape system

Fail Major

is structurally sound having **NO** internal rust jacking, external surface rust and/or material deterioration.

Overall Major Structural FAIL. Internal rust causing Rust Jacking (RJ) of all suspect connections.

6) Footings/Piers

N/A

are structurally sound having **NO** internal rust jacking, external surface rust and/or material deterioration - NO heaving or sinking

Not Applicable

7) Walls of attached fire escape system - by visual observation only on date of evaluation appear to be structurally sound having **NO** material deterioration - NO structural cracks/deterioration, deflection or bulging

Fail Major

Overall Major Structural on Walls FAIL: Repairs required by carpenter or others qualified.

8) Supports into masonry wall

N/A

are structurally sound having **NO** material deterioration - NO structural cracks/deterioration, rust jacking, deflection or spalling

Not Applicable

9) Thru bolts into wood structure or masonry walls

Fail Major

are structurally sound having **NO** material deterioration - NO structural cracks/deterioration, rust jacking, deflection or wood rot

Overall Major Structural Supports thru-bolt FAIL: Through bolts and plates pulled out of wall

10) Platforms, Slats, Grating, Mesh, Cement, Cast Iron, Wood and Angle and or Steel

Fail Major

Frame are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust or wood rot

Overall Major Structural Platforms, Slats, Grating FAIL. Platform damaged by collision impact

11) Stair Stringers, Upper & Lower Hanger Clips

Fail Major

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust or wood rot

Overall Major Stair Stringers FAIL. Clips to stringer damaged by collision impact

12) Stair Treads: Plate, Slats, Grating & Bolts and/or Welds

Fail Major

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust or wood rot

Overall Major Structural Treads FAIL. Treads damaged by collision impact.

13) Railings - on platforms, stairs & catwalks

Fail Major

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust or wood rot

Overall Major Structural FAIL. Railings damaged by collision impact.

14) Fixed Ladders to Roof and/or to Grade & Bolts and/or Welds

N/A

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust or wood rot or spalling

Not Applicable

15) Balanced Ladders: Bolts and/or Welds, Weight, Release Mechanism and other components

N/A

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust and are to grade/public way

Not Applicable

16) Cantilevers: Bolts and/or Welds, Weight Box, Release Mechanism and other components

Fail Major

are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust and are to grade/public way

Overall Major Structural on Cantilever FAIL: All connections and/or weight balance are suspect and need refurbishment.

17) Catwalks & Bolts and/or Welds are structurally sound having **NO** material deterioration - **NO** internal rust jacking or external surface rust and lead to the fire escape and completes to grade

N/A

Not Applicable



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Code Requirements - Fabrication, Installation, Modification, and Code Upgrades

- 18) All fabrication, installation and maintenance of fire escape is to code and met industry standards on date of installation. **Pass**
All fabrication, installation, and maintenance of fire escape is to code and met industry standards on date of installation.
- 19) There are **NO** pre-existing non-conforming issues requiring AHJ notification for approval. **Pass**
NO AHJ approval required.
- 20) All components: doors, windows, window guards, cages and gates **Pass**
are single action requiring no special knowledge, no keys and no obstruction and lead to public way
All components: doors, windows, window guards, cages and gates PASS, single action open requiring no special knowledge.
- 21) All electrical power is 10 feet or more away from fire escape or covered to code. **Code**
All electrical power is LESS THAN 10 feet or more away from fire escape.
- 22) Overall the fire escape is not illuminated due to pre-existing code on date of install. **Pass**
Overall Code issues: The system is illuminated.
- 23) Overall fire escape system has no interior or exterior obstructions such as a/c units, plants, bikes, trash etc. **Pass**
Overall Code Issues: NO Obstructions.
- 24) Overall fire escape system has no storage of flammables or code restricted items on, in or **Pass**
Overall Code Issues: NO Flammables on or under system i.e. BBQ or anything powered by gasoline.
- 25) Do all egress systems allow for clear and legal access to public fairway or dispersal area? **Pass**
Overall Code Issues: NOT Blocked and has access to public way.

ALL FIRE ESCAPES MUST BE STRUCTURALLY SOUND AND KEPT PAINTED AS PER CODE. Structural connections must be free of all internal rust and sealed from water intrusion. Spot paint every 3-5 years, full paint every 7-10 years and maintain sealant on all critical structural connections.

IFC 1104.16.5.1 Fire escape stairs must be examined every 5 years by a design professional or others acceptable to the Authority Having Jurisdiction and inspection report must be submitted to the AHJ. IBC 1001.3.3 All fire escapes shall be examined and/or tested and certified every five years by a design professional or others acceptable who will then submit an affidavit city official. NFPA LIFE SAFETY CODE 101 7.2.8.6.2 The Authority Having Jurisdiction (AHJ) shall approve any fire escape by Load Test or Certification (other evidence of strength). ICC 104.7.2 Technical assistance. The fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a specialist or a fire safety specialty organization acceptable to the fire code official to analyze the fire escape and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional. OSHA 1910.37 Exit routes must be maintained during construction, repairs, alterations or provide alternative egress with equivalent level of safety. (permit issued if egress is certified or with egress scaffolding) All insurance companies: All final certifications to AHJ (load tested or other evidence of strength) must be submitted for acceptance by insurance company to avoid coverage issues.

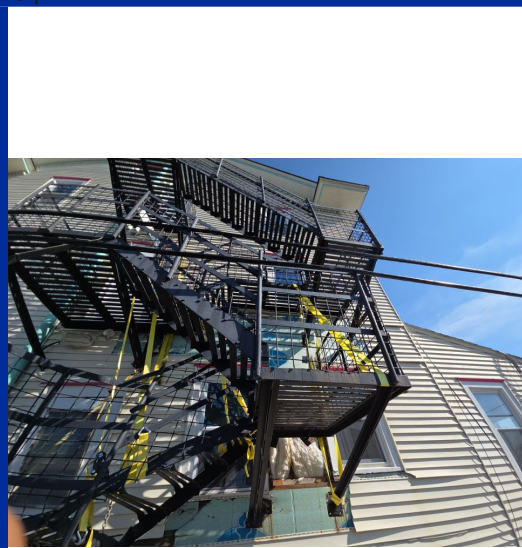


PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

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1. Overall Structural:

Life Safety (LS)

75-100%



2. Overall Paint:

Poor/Fail

50-75%



3. Code:

50%

This pre load test evaluation was requested at this location to confirm that the fire escape system is structurally sound and has been kept painted as is required by code. Certification can be done by load test, other evidence of strength or an opinion affidavit with a disclaimer of liability waiver form.

This is a 4-story wood structure building with a fire escape system made of painted steel and consisting of platform with stairs to grade. This system did not pass due to the following major issues and damage from vehicle collision:

1. Supports: The support system was significantly affected by the impact. The lower portion sustained direct structural damage and must be fully replaced, while the upper section requires hardware replacement due to residual stress. Wall reconstruction at the through-bolt anchorage points is also necessary to restore the connection between the fire escape and the building.
2. Grating / Platforms: The platform shows signs of torsional deformation and must be evaluated to determine whether it can remain in place or requires full replacement. Broken welds were identified throughout, and impact-damaged areas need remediation. Upper portion hardware is also to be replaced due to stress. Some slats connections show minor rust jacking.
3. Rails: The lower rail section was directly impacted and must be replaced in its entirety. The upper portion remains partially functional but requires hardware replacement, as stress from the displacement event has compromised its connections.
4. Stringers: Significant damage to the lower stringers warrants full replacement. The upper stringers, while not directly impacted, show stress-related wear at the hardware level and must be refastened accordingly.
5. Treads: The lower treads were damaged beyond repair by the impact and require full replacement. Upper tread hardware shows stress-induced deterioration consistent with the overall displacement of the assembly.
6. Cantilever: Despite the extent of damage to the surrounding components, the cantilever and balanced ladder are considered likely salvageable. Impact-affected areas require remediation, but the structure may be reusable pending a formal structural evaluation.
7. The internal wall structure has been damaged by the collision, and is now considered suspect. Further investigation required to determine extensiveness of wall damage.

SEE VIDEO-PHOTO EVALUATION FOR MORE DETAILED INFORMATION * THIS IS NOT A CONSTRUCTION CONTROL DOCUMENT

Overall the paint Fail: Spot paint on system required after repairs. Recommend to power wash and seal all major joints to prevent water intrusion into structural connections. Fire Escapes, must be maintained/ painted every 5-7 years as per manufactures recommendation.

Our inspector found some code issues related to AHJ (Authority Having Jurisdiction) or PENC (pre-existing non-conforming) requirements for this Fire Escape system.

Power lines run less than 10 ft from the second platform railings and interfere with the counterweight mechanism, creating a potential safety hazard.



TECHNICAL REPAIR REPORT WITH ENGINEER OVERSIGHT

Following is our proposed Scope of Work for System (C):
Scope of Work:

Scope of work includes a full assessment of the system and its damaged portions, full replacement of the collision-damaged lower portion, reinstallation and reinforcement of the retained upper portion, and 100% scrape and paint. Because this scope includes structural replacement and reconstruction resulting from vehicle-impact damage, structural work will be required, and the replaced and reinstalled components shall be inspected and load tested as noted herein.

As the address is a contributing property to the Ocean City Residential Historic District, an application must be sent and approved by the Historic Preservation Commission to continue with the scope of work.

- * Heavily damaged lower portion of the fire escape system requires full replacement.
- * Stringers and cantilevered stairs portion are likely salvageable. They shall be assessed, and reused under the required standards.
- * Platform and stair leading to the cantilever portions shall require full replacement, due to extensive damage.
- * Roof cable and weight box assembly shall require repair, due to secondary damage and deterioration.
- * Fire escape shall be tied back into the building, pending confirmation of platform condition
- * Platform shall be evaluated for twisting and permanent plastic deformation to determine whether it can remain in place or requires replacement.
- * A contractor shall be available to rebuild the wall and complete interior and exterior finishing to support through-bolting of the system back into the building wall.
- * All hardware on the upper portions of the system shall be replaced due to stress from the observed conditions.
- * Cantilever shall be reinstalled with all welds rebolted, which will negate possible weld damage from collision.
- * All bolts throughout the system shall be replaced with new hardware; all welds shall be backed up with bolted connections.
- * Full paint job will be completed on the entire system

Code Requirements:

- * A temporary aluminum ladder, permanently affixed to the wall, will be proposed as an interim means of egress pending approval from the city building department and fire department, to support continued occupancy of affected rooms during reconstruction.
- * Temporary ladder or other alternative shall serve as means of egress to grade during the repair period.
- * System shall be load tested at 100 psf, and railings at 200 lbf concentrated load, after components are reinstalled.
- * Written statement of adequacy shall be provided to city officials confirming the fire escape is safe for continued use, supported by a deficiency report covering the following 2 to 4 weeks
- * Upon completion, fire escape will be certified under other evidence of strength, eliminating load testing requirements for 15 to 25 years, with recertification required every 5 years
- * Certification under other evidence of strength satisfies the NFPA Life Safety Code 101 requirement that the AHJ approve by load test or other evidence of strength
- * After work performed, the fire escape is projected to remain in good structural condition for 15 years, with a structural warranty guaranteeing pass status at each 5-year inspection regardless of inspecting party.
- * Full engineering report is forthcoming within 5 to 7 business days; estimated timeline for full replacement/refurbishment is 2 to 4 weeks.

This is the full inspection report. If you want Fire Escape Engineers to serve as the engineer of record and administer any vendors performing, there shall be a cost plus. If work is performed by a member of the Fire Escape Services Network, the project management oversight is all-inclusive.

If another vendor cannot or does not perform load testing after repairs, Fire Escape Services Network can perform the load testing to fulfill code requirements at cost plus. If the vendor is part of the Fire Escape Services Network, the load test fee is all-inclusive.



TECHNICAL REPAIR REPORT WITH ENGINEER OVERSIGHT

- All Thru bolts into building will be verified but, any thru bolt identified during repairs as deficient shall be reinforced with a Hilti epoxy bolt (8"–12" deep by $\frac{3}{4}$ " rod. Typical) or by thru bolt $\frac{3}{4}$ inch threaded rod with backing plate (4" x 8" x 12" typical) braced to two studs.
- All surface and internal rust is to be removed.
- All Major Connections having internal rust must be removed, cleaned, primed, re-bolted, sealed with 35–50 year paintable silicone, and painted.
- All Minor Connections must be verified of having no internal rust. If internal rust is evident, then it must be restored in the same manner. A full scrape and paint of the entire system is required. Inspect any and all remaining connections, clean rust and seal with silicone before final paint is applied.
- All components affected by imminent safety hazards/life safety concerns must be verified for the impairments. Distressed components shall then be fully restored according to the previously provided requirements while following all safety protocols, with new fastener changes, reinforcement and sistering for material loss, repair and/or replacement, such that distressed conditions are fully mitigated.
- A full paint job is required on the entire system. All components shall be scraped free of failed or damaged paint, cleaned of rust, primed, and painted with 2 coats of paint after all necessary repair and replacement work has been performed.

Damaged Section (1st Main Platform and 1st Intermediate Platform):

- This Damaged Section requires full replacement of all major structural components resulting from the vehicle collision. Upon proper completion of repairs, as documented by the design professional, a final inspection is required before certification may be issued.
- Should field welds be necessary due to limited conditions and space, they shall be inspected by a qualified inspector, and thus must be welded to such a quality standard. Components may be removed, then shop-welded, to negate this step.
- The 1st main platform frame, grating, supports, stringers, and treads are severely bent from the vehicle collision, with material loss and deflection, and require full replacement. Replace like-in-kind, replicating the existing format. Where adjacent retained members are heavily damaged or affected by material loss, reinforce through sistering with bolted angles and flats.
- The 1st intermediate platform is affected by the collision damage and shall be evaluated for twisting to determine whether it can remain in place or requires replacement. Straighten bent members; sister or replace any damaged spans as per requirements.
- The support brackets are through-bolted to the wall; the through-bolts and backing plates were torn out of the wall by the impact, and the wood wall is severely damaged at the connection. The wall shall be rebuilt with interior and exterior finishing to support re-through-bolting the system into the building. Reconnect the brackets with new through-bolts ($\frac{3}{4}$ " threaded rod with backing plate braced to two studs, typical) once the wall is restored and platform condition is confirmed.
- The counterweighted stair to grade is damaged from the collision, with its supports considered suspect. Replace and/or reinforce the damaged components and suspect supports through sistering with bolted angles and flats, or replacement like-in-kind as assessed; re-bolt connections, prime, seal with silicone, and paint.
- Ladder system assembly shall be fully serviced, greased, and tested to make sure operability is consistent, single action, and safe.
- Roof cable and weight box assembly require repair.
- Inspect all platform frames, supports, stringers, and treads in this section for any internal and external rust and impact damage. Remove all rust; replace, reinforce, and/or re-bolt as needed; prime, seal with silicone, and paint.
- Scrape and paint any surface rust.
- Remove all organic debris.



PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

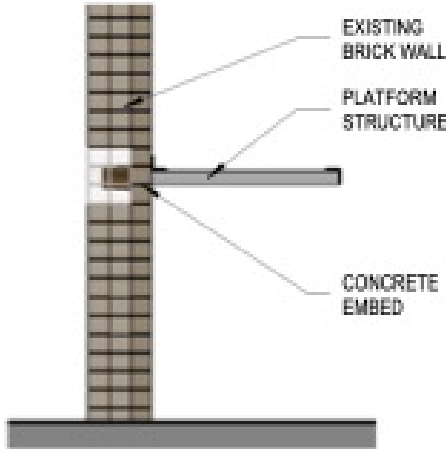
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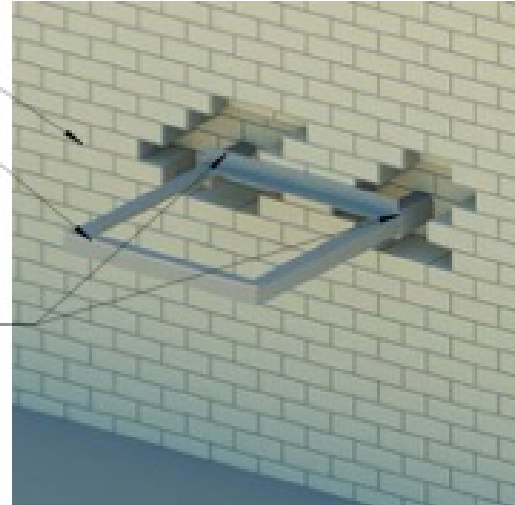
STRUCTURAL SUPPORT COMPONENTS



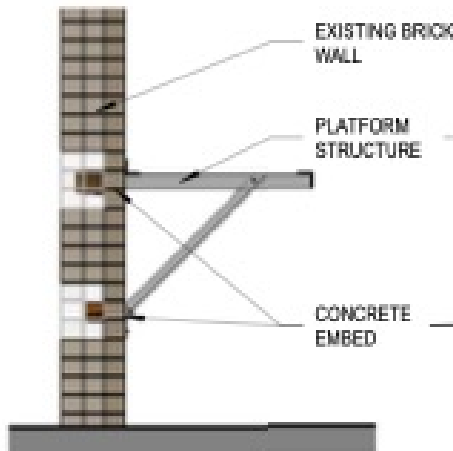
INITIAL EVALUATION
PASS/FAIL REPORT
TYPICAL HISTORICAL
EXISTING CONDITIONS



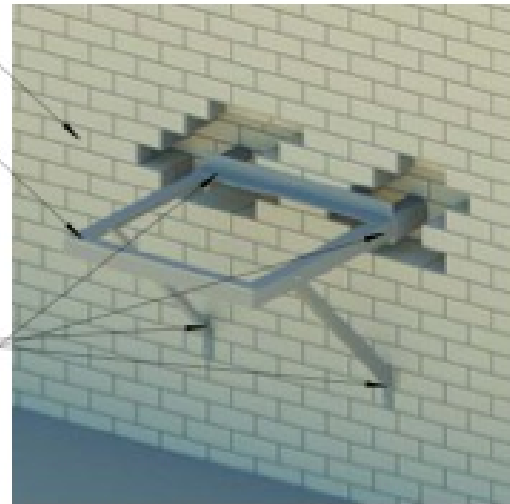
1 S1-BALC-WITH-BRACKET
SCALE: 3/8" = 1'-0"



7 S1-3D-EVAL-RENDERING-BALCONY-NO-BRACKET
SCALE: 1/2" = 1'-0"



3 S2-BALC-WITH-BRACKET
SCALE: 3/8" = 1'-0"



4 S2-3D-EVAL-RENDERING-BALC-BRACKET
SCALE: 1/2" = 1'-0"

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STRUCTURAL SUPPORT COMPONENTS

S1&2

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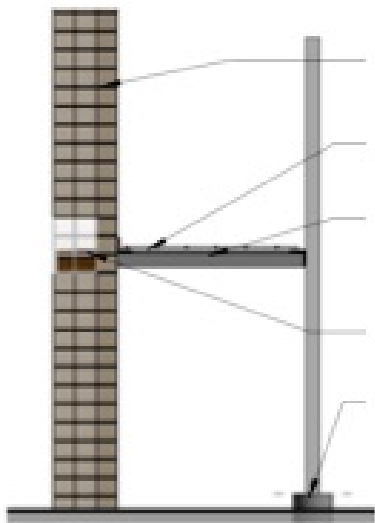
PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

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INITIAL EVALUATION
PASS/FAIL REPORT
TYPICAL HISTORICAL
EXISTING CONDITIONS



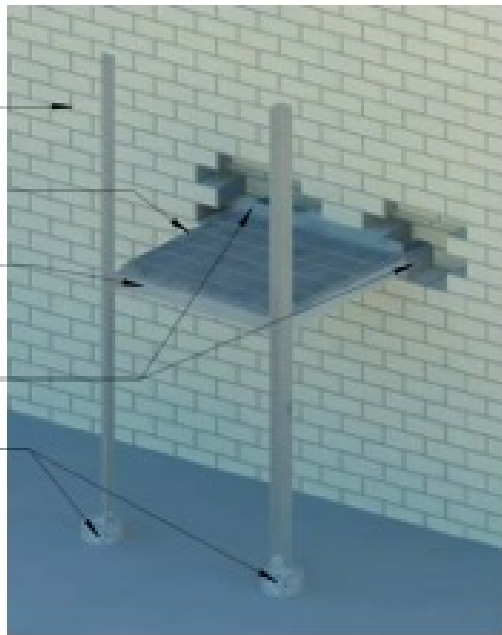
EXISTING BRICK
WALL

METAL GRATE WITH
SPACERS AND BOLTS

PLATFORM
STRUCTURE

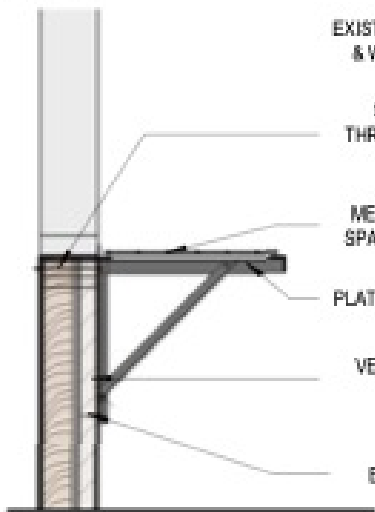
CONCRETE
EMBED OF STEEL
ANGLE

FOOTING



1 S3-BALC-WITH-POST-TO-GROUND
SCALE: 3/8" = 1'-0"

2 S3-3D-RENDERING-BALCONY POST TO GROUND
SCALE: 12" = 1'-0"



EXISTING BRICK VENEER
& WOOD STUD WALL

STEEL PLATE,
THREADED ROD AND
FASTENERS

METAL GRATE WITH
SPACERS AND BOLTS

PLATFORM STRUCTURE

VERTICAL ANGLE
SUPPORT

EXPANSION BOLT



3 S4-BALC-WITH-THRU BOLT & PLATE
SCALE: 3/8" = 1'-0"

4 S4-3D-EVAL-RENDERING-BALC-WITH THRU BOLT
SCALE: 12" = 1'-0"

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STRUCTURAL SUPPORT COMPONENTS

S3&4

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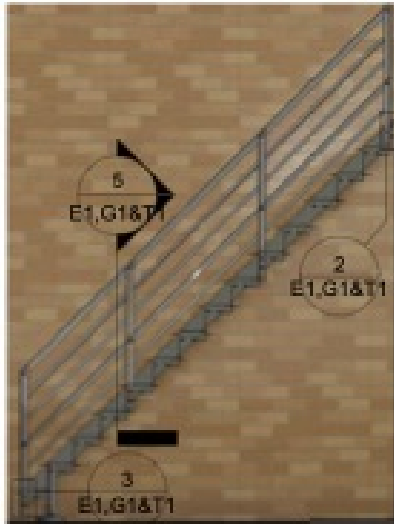
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PLATFORM and STAIRS COMPONENTS



INITIAL EVALUATION
PASS/FAIL REPORT
TYPICAL HISTORICAL
EXISTING CONDITIONS



1 E1-STAIR TYPICAL
SCALE: 1/4" = 1'-0"

2 E1-TOP
SCALE: 3/4" = 1'-0"



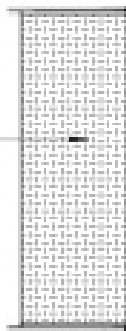
3 E1- BOTTOM
SCALE: 3/4" = 1'-0"

4 E1- 3D-EVAL-RENDERING-STAIR TYPICAL
SCALE: 1/2" = 1'-0"

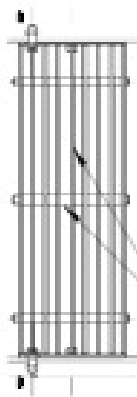


5 T1- TREAD
SCALE: 1" = 1'-0"

CHECKER PLATE TREAD MAKE
24"X24" GRATING COMPONENT.
CISO WILL TELL WHETHER ITS A
CONCRETE GRATE OF
CHECKER PLATE

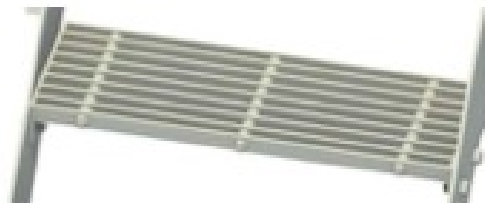


7 T2 CHECKER PLATE TREAD - PLAN
SCALE: 1" = 1'-0"



6 T1 HISTORIC TREAD - PLAN
SCALE: 1" = 1'-0"

BAR GRATE WITH
SPACES AND A THRU
BOLT



10 G1-3D-EVAL-TREAD
SCALE: 1/2" = 1'-0"

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TREAD & GRATING COMPONENTS

E1,G1&T1

FIRE ESCAPE ENGINEERS | 616 Washington Street, St #3 Lynn, MA 01901 | www.fireescapeengineers.com | 800-649-3333



PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

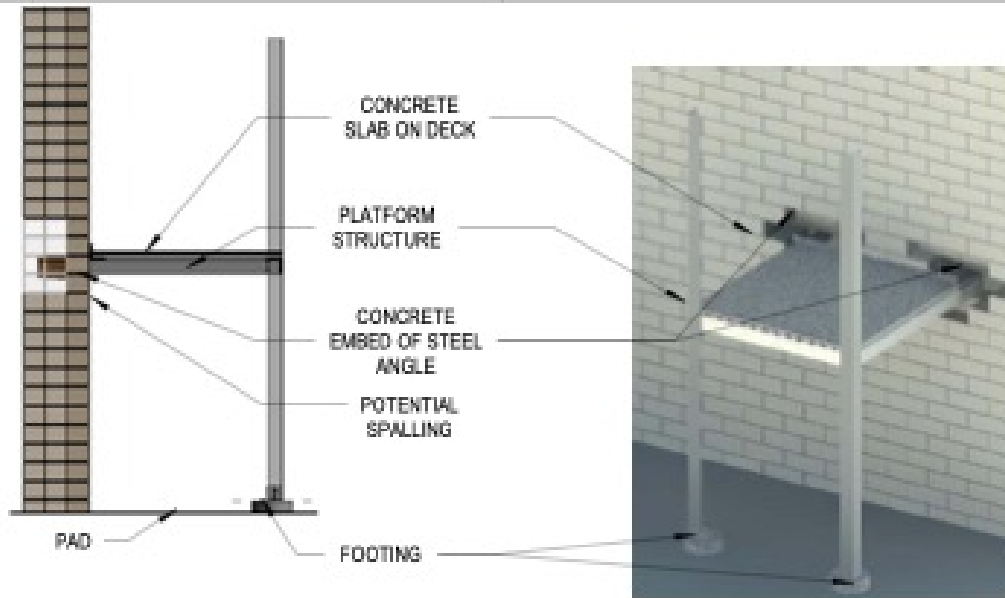
C 720 Ocean Ave Ocean City NJ
side

Sep 03 2026
Site Inspection Date

CEMENT SLAB, FOOTING & PAD COMPONENTS

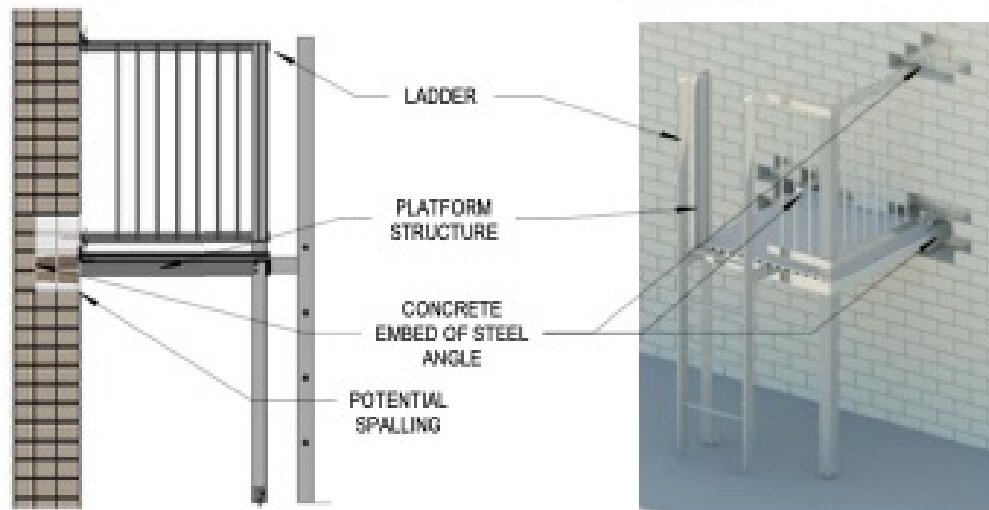


INITIAL EVALUATION
PASS/FAIL REPORT
TYPICAL HISTORICAL
EXISTING CONDITIONS



1 C2-CEMENT SLAB, FOOTING AND PAD
SCALE: 3/8" = 1'-0"

2 C2-3D-EVAL-CONCRETE FOOTING
SCALE: 12" = 1'-0"



3 L1-BALCONY AND LADDER
SCALE: 3/8" = 1'-0"

4 L1-3D-EVAL-BALCONY & LADDER
SCALE: 12" = 1'-0"

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CEMENT SLAB, FOOTING & PAD

C2 L1

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PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

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side

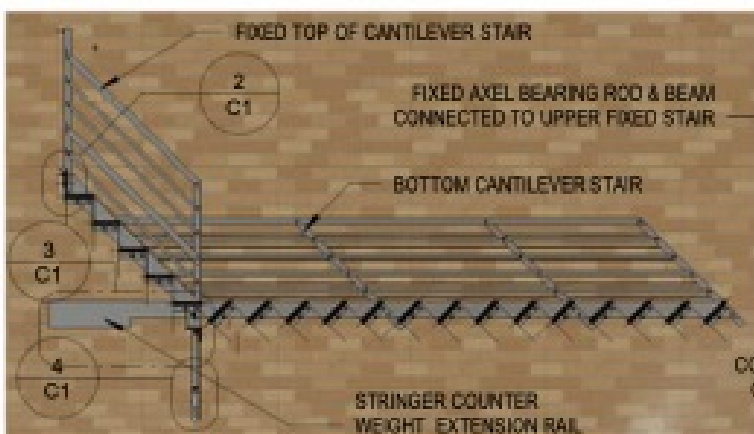
Sep 03 2026
Site Inspection Date

CANTILEVER STAIRS



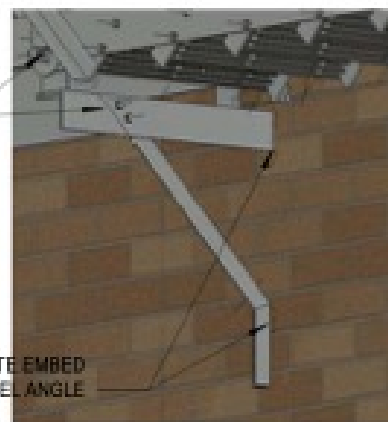
INITIAL EVALUATION PASS/FAIL REPORT

TYPICAL HISTORICAL
EXISTING CONDITIONS



1 C1-STAIR CANTILEVER

SCALE: 1/4" = 1'-0"



6 C1-ENLGD. 3D BEARING ROD

SCALE:



LOWER CANTILEVER
STAIR RELEASE ROD
AND PUSH BAR

2 C1-TOP

SCALE: 1/2" = 1'-0"



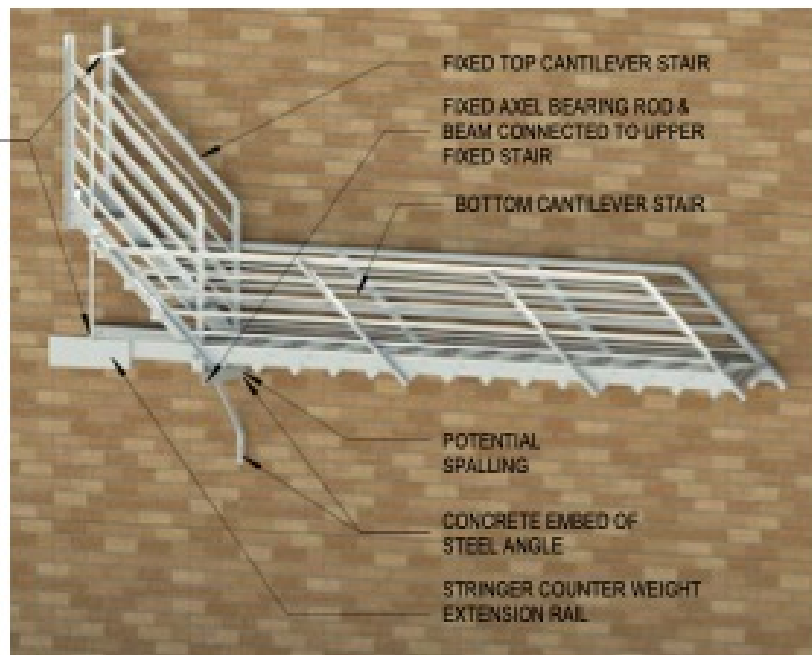
3 C1-BEARING ROD

SCALE: 1/2" = 1'-0"



4 C1-BRACKET BOTTOM

SCALE: 1/2" = 1'-0"



7 C1-3D-EVAL-RENDERING-STAIR CANTILEVER

SCALE: 1/2" = 1'-0"

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CANTILEVER STAIRS

C1

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PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

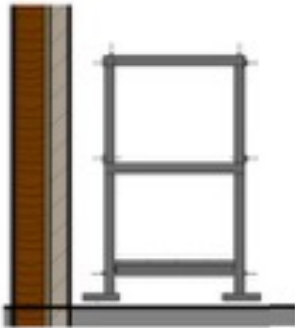
C 720 Ocean Ave Ocean City NJ

Sep 03 2026
Site Inspection Date

CATWALK COMPONENTS



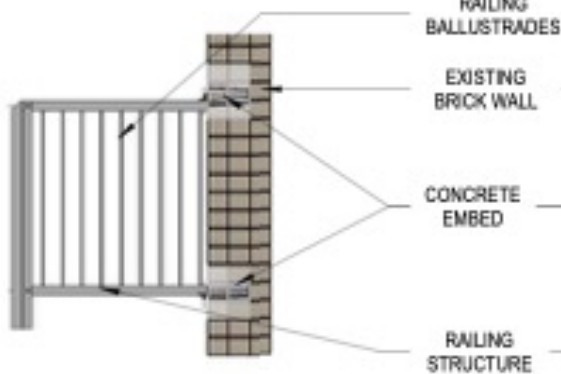
INITIAL EVALUATION
PASS/FAIL REPORT
TYPICAL HISTORICAL
EXISTING CONDITIONS



1 C3-CATWALK AND COMPONENTS
SCALE: 3/8" = 1'-0"



2 C3-3D-EVAL-RENDERING-CATWALK
SCALE: 12" = 1'-0"



4 E2-RAIL WITH EMBED
SCALE: 3/8" = 1'-0"



6 E2-3D-RENDERING-RAILING
SCALE: 12" = 1'-0"

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CATWALK COMPONENTS

C3&E2

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NOT to be used as a Construction Control Document unless noted and Formal Repair Report attached.

This document expires 30 days from date of delivery to owner/agent via email or mail unless Design Professional or Other are retained for Engineer Oversight in writing.



6263
Case Number

PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

C 720 Ocean Ave Ocean City NJ
side

Sep 03 2026
Site Inspection Date

720 Ocean Ave

Site Address

Jackie Kerstetter

Owner or Owner Agent

Ocean City NJ 08226
City State Zip Code

610-212-9315
Phone fax

jackie.kerstetter@rimkus.com

email

FE Structural Format

Owner or Owner Agent Company

Location 550 Asbury Ave.,
Mailing Address

FE Made Of Ocean City NJ 08226
City State Zip Code

Stories (609) 525-9182
Phone fax

of FEs on building website

Ocean City Fire Department

Authority Having Jurisdiction

550 Asbury Ave.,
Address

Ocean City NJ 08226
City State Zip Code

email

(609) 525-9182
Phone fax

Violation Number ☐ WRITTEN VIOLATION ☐ VERBAL ☐

Repair/Paint Vendor or Owner/Agent acceptable by AHJ to repair/paint fire escapes:

Repair Vendor or Agent: Company Name

Repair Vendor or Agent: Contact Name

License Number

Repair Permit Number

This document is
OR

- ☒ a. a Pass/Fail Report (not to be used as a construction control document)
☐ b. a Fail Report with attached repairs report (with photos/drawings and repairs criteria as required for permit if permit is needed)

To the best of my Information, Knowledge, Belief and Opinion that the following statements are true and apply regarding this Fire Escape System as of the date of evaluation above.

Indicate inspection was done by:

- ☒ a. a visual walk through of the Fire Escape System all accessible areas only. NO Load Test or destructive testing was performed. Safety hammer testing, scraping, poking, and chipping are all part of visual observation and resulting damage is owner's responsibility to repair or maintain.
☐ b. an Evaluation of the Fire Escape System from the ground, with or without the use of visual aid, due to NO ACCESS or UNSAFE STRUCTURE WITH LIFE SAFETY ISSUES.

Fire Escape Passed? FAILED MAJOR

Life Safety LIFE SAFETY ISSUES EXIST

- The System is Certified by Load Test done by Engineering/Testing Agency at 100 lbs per sq foot.
- The System is Certified by Other Evidence of Strength (by full restoration or NEW) in lieu of load test.
- The System is Certified by Opinion Affidavit, accepted by AHJ as ready for use with opinion disclaimer of liability.
- Inspection/Evaluation determined the System FAILED. It is NOT structurally sound and/or painted.

ALL FIRE ESCAPES MUST BE STRUCTURALLY SOUND AND KEPT PAINTED AS PER CODE. Structural connections must be free of all internal rust and sealed from water intrusion. Spot paint every 3-5 years, full paint every 7-10 years and maintain sealant on all critical structural connections.

IFC 1104.16.5.1 Fire escape stairs must be examined every 5 years by a design professional or others acceptable to the Authority Having Jurisdiction and inspection report must be submitted to the AHJ. IBC 1001.3.3 All fire escapes shall be examined and/or tested and certified every five years by a design professional or others acceptable who will then submit an affidavit city official. NFPA LIFE SAFETY CODE 101 7.2.8.6.2 The Authority Having Jurisdiction (AHJ) shall approve any fire escape by Load Test or Certification (other evidence of strength). ICC 104.7.2 Technical assistance. The fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a specialist or a fire safety specialty organization acceptable to the fire code official to analyze the fire escape and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional. OSHA 1910.37 Exit routes must be maintained during construction, repairs, alterations or provide alternative egress with equivalent level of safety. (permit issued if egress is certified or with egress scaffolding) All insurance companies: All final certifications to AHJ (load tested or other evidence of strength) must be submitted for acceptance by insurance company to avoid coverage issues.

Francisco Meneses
Design Professional or Other Name

CS-94862
License Number

Jan/07/28
License Expires Date

866-649-0333
Phone

888-895-7507
fax

Sep/03/26
Site Inspection Date

info@fireescapeengineers.com
email

6263
Case ID

Fire Escape Engineers
Design Company or Other Company Name

616 Washington St
Address

Lynn MA 01901
City State Zip Code

X


9/3/2026
peer reviewed by Fire Escape Engineer Francisco Meneses

**PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT****C**
side**720 Ocean Ave Ocean City NJ****Sep 03 2026**
Site Inspection Date**Responsible Party Assignment as per Code****Fire Escape Inspectors Oversight Options:**

Further information for each option you may have interest in will be sent with a formal proposal upon request. Please reach out after reviewing these options with any questions or concerns. A signature is required with a 35% deposit to initiate any option.

Project Management Oversight (PMO): Oversee our network Vendor, or a Vendor of your choice, to do the work necessary to bring your fire escape into compliance and is certified by a final examination (a Load Test may still be required). Technical Repair report written for project. 3 to 5 Visits with a design professional. Zoom meeting to review all repairs and methodology with the chosen vendor is included. Pictures or video supplied by the vendor on a daily basis. unlimited phone calls or Facetime. Includes final certification. Can be a standalone service if you choose your own vendor.

Vendor Management Oversight: Oversee our Network Vendor, or a Vendor of your choice (who is a fully experienced fire escape technician), to do the work necessary to bring your fire escape into compliance and is certified by a final examination (a Load Test may still be required). Zoom meeting to review all repairs and methodology with the chosen vendor is included. Pictures or video supplied by the vendor on a daily basis. Unlimited phone calls or Facetime. Includes final certification. Can be a standalone service if you choose your own vendor.

Load Test: A stand-alone Load Test can be performed with a Deficiency Report (identifying outstanding distressed conditions not repaired or repaired poorly) if you choose your own vendor for the repair process. A Load Test is performed at 100 lb. per square foot and 200 lb. Lateral force on all railings. Weight used depends on square footage calculated A 5-year certification will be issued for one inspection cycle only.

Fire Escape Services: Restoration - Repairs - Repainting 4 Option Pricing

Emergency Repairs: According to Fire Escape Services Repair Procedures and industry standards, any components—including bolts, supports, rails, grating, treads, stairs, ladders, and worn metal, identified or not before or after initial evaluation—will be temporarily repaired, reinforced, or replaced as needed to ensure functionality for a one-time use up to 90 days, pending permanent repairs. Additional time may necessitate further inspection or reinforcement. Emergency repair costs will be deducted from permanent work expenses. The full text is in the Emergency Repair Proposal.

Full Restoration and Full Paint: Restoration will begin shortly after Emergency Repairs are completed if needed. All major structural connections will be cleaned, primed, sealed, and re-bolted. Any components with more than 25% material in any area will be reinforced or replaced. All Minor connections with internal rust will also be treated in the same manner. All Surface Rust is scraped, primed, sealed with a 50-year paintable silicone, and a full topcoat is applied following EPA Lead guidelines (DTM or Oil Base). After final examination by our Inspector (approved by AHJ) a certification with a 15–25-year structural warranty will be issued. This service will negate any future Load test requirement for up to 25 years with AHJ approval. Includes PMO

Spot Restoration and Full Paint All major connections with excessive internal rust will be cleaned, primed, sealed, and re-bolted. Any minor connections with excessive internal rust will be treated the same. Any components with more than 25% material in any area will be reinforced or replaced. There will be an Integrated Load Test and Dynamic Stress Test to components that were not restored. All Surface Rust is scraped, primed, sealed with a 50-year paintable silicone, and a full topcoat is applied following EPA Lead guidelines (DTM or Oil Base). After final examination by our Inspector (approved by AHJ) a certification with a 10-year structural warranty will be issued on only work performed. The cost of the Spot Restoration can be credited towards a Full Restoration within 5 years (price adjusted for inflation and labor rates at that time), some restrictions may apply. Includes Integrated Load Test and Dynamic Stress Test to components. Includes PMO.

Spot Repair and Spot Paint: Only distressed, extremely poor welding, and/or broken connections will be repaired as needed. Critical deteriorated material will be reinforced or replaced as needed. The entire system will be certified (for 5-years only) by a Full Load Test and Dynamic Stress Test. A Spot Paint includes scraping and priming: loose or peeling paint, surface rust, and repaired areas. A spot topcoat is applied following EPA Lead guidelines. No warranty is offered. Includes Load Test and Dynamic Stress Test to components. Includes VO.



C 720 Ocean Ave Ocean City NJ
side

Sep 03 2026
Site Inspection Date

Repair/Paint Vendor or *Owner/Agent* acceptable by AHJ to repair/paint fire escapes:

Repair Vendor or Agent: Company Name		Repair Vendor or Agent: Contact Name		License Number	License Expires Date
Address		Phone	fax	Repair Permit Number	
City	State	Zip Code	email	Repairs Completion Date	
Repair Co. EPA Renovator's License and Expire Date		Repair Co. Workmans Comp Insurance and Expire Date		Repair Co. Liability Insurance and Expire Date	

Reference Name	Phone	Remarks
Reference Name	Phone	Remarks
Reference Name	Phone	Remarks

- 1) Business License
- 2) Construction License
- 3) EPA Renovator's License (when Fire Escape System has Lead Paint)
- 4) Workman's Compensation Insurance
- 5) Liability Insurance

All work performed by owner/agent, non-licensed and or uninsured individuals may be rejected if not to industry standard. Additional fees and documentation may be required in these cases before release of the Certification of Fire Escape System otherwise others may certify at their own risk.

All parties must sign a disclaimer if no load test is performed or no other evidence of strength is achieved.

[illegible]

NATIONAL HQ: 616 WASHINGTON ST LYNN MA 01901 SALES: 800-649-3333 INFO@FIREESCAPEENGINEERS.COM



6263
Case Number

PRE-LOAD TEST INITIAL EVALUATION PASS/FAIL REPORT

C
side

720 Ocean Ave Ocean City NJ

Sep 03 2026
Site Inspection Date

