



Tammy Munson
Division Director, Inspections Division

11/17/2014

WIDEWATERS NEW CASTLE
TWO CORPORATE DR STE 154
SHELTON, CT 06484

SENT: REGULAR MAIL

LOCATED AT: 145 JETPORT BLVD
CBL: 209A A016002
RE: PD CASE # 14-33-26_VEHICLE INTO PORTE COCHERE

Dear Widewaters New Castle, LLC:

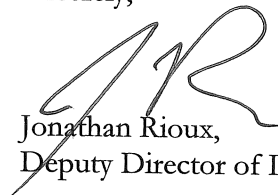
A re-evaluation at the above-referenced property was made on 11/17/2014.

This is to certify that you have complied with our request to evaluate, and or correct the violation(s) of the Building Code relating to damage(s) to the Porte Cochere, see attached report from MacLoed Structural Engineers, PA.

This notice is intended to document that you have corrected the specific violations as previously noted. It is not intended to indicate compliance with other City regulations; it also does not imply that the structure or premises is violation free.

Thank you for your cooperation. If you have any questions, feel free to contact me at 207.874.8701.

Sincerely,



Jonathan Rioux,
Deputy Director of Inspections

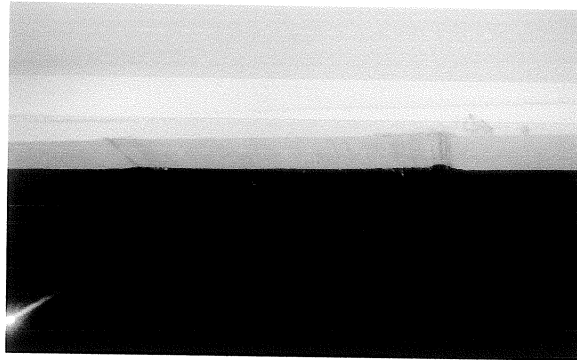
CC: Bryan Beaulieu, MacLoed Structural Engineers
Rosalba Cacciato, General Manager (interim)

MacLeod
Structural Engineers, PA

To:	Eric Smith	From:	Bryan Beaulieu
Company:	EJ Drywall	Date:	11/15/14
Re:	Hilton Garden Inn - Portland, ME - Porte Cochere Assessment		

Description:

Our office was informed that an accident occurred at the Hilton Garden Inn located at Portland, Maine one evening in November of 2014. A moving van had hit the soffit framing of the porte cochere and made some visual damage. We were tasked with determining the extent of the structural damage.



Photos Provided By Eric Smith

On the morning of Friday, November 14th, I visited the site and met with Al Delaney of the Hilton Garden Inn to go over the damage. The extent of the damage is the sheathing material and minor crushing damage to the light gage soffit framing in an isolated area. The framing may have temporarily shifted a small amount during the incident to cause the cracking where the soffit meets the wall. Considering the brittle nature of the material used to face the soffit, this is not surprising. The frame was checked to see if the porte cochere remained shifted but was found to be perfectly upright. The hole on the vertical face of the soffit was done with a hammer and not the vehicle.

Based on the damage observed, the structural steel system (the WF beams and tube steel columns) were not impacted by the accident. Only the non-structural cladding system in an isolated area sustained some damage and can likely just be patched over or removed and replaced. It is our opinion that the porte cochere does not pose any danger after this accident.

Sincerely,

Bryan Beaulieu

Bryan Beaulieu

MacLeod Structural Engineers, P.A.