STEPHEN L. SAVARESE
ATTORNEY AT LAW
attystephensavarese@gmail.com

Newtown Office:
Phone: (203)270-1144
Fax: (203)270-0077
103 South Main Street
Newtown, CT 06470

Middlebury Office:
Phone: (203)758-8645
P.O. Box 7
Middlebury, CT 06762

March 3, 2015

Advanced copy sent via e-mail

Robert Stein, Chairman
Connecticut Siting Council
Ten Franklin Square
New Britain, Connecticut 06051

Re: CPV Towantic, LLC Motion to Reopen and Modify the June 23, 1999 Certificate of Environmental Compatibility and Public Need based on changed conditions pursuant to Connecticut General Statutes §4-181a(b) for the construction, maintenance and operation of a 785 MW dual-fuel combined cycle electric generating facility located north of the Prokop Road and Towantic Hill Road intersection in the Town of Oxford, Connecticut .

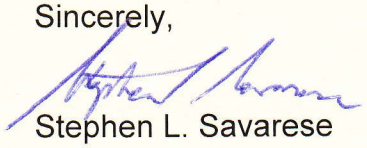
Dear Chairman Stein,

Enclosed please find an original and fifteen (15) copies of the following Town of Middlebury's Pre-Filed Testimony:

1) Michael S. Klein, PWS – environmental review
2) Executive Summary, Waterbury-Oxford Airport: Airport Master Plan Update dated September 2007. The full report is available at: http://www.ct.gov/dot/lib/dot/documents/ddotinfo/waterburyoxford/finalampu.pdf
3) Acquisition Phasing (Section 2), Waterbury-Oxford Airport: Proposed Stage Relocation Plan dated October 2009. The full report is available at: http://www.ct.gov/dot/lib/dot/plng_studies/oxcea_relocation_plan/final-proposed-stage-relocation-plan-report-sections.pdf
4) Christopher Kelsey, CCMA II, Middlebury Assessor – changes since 2007
5) Governor Dannel P. Malloy press release August 12, 2013 – Oxford airport
6) Print of webpage Connecticut Airport Authority Waterbury-Oxford Airport
   a) "About the Airport"
   b) "Economic Contribution"

Should you have any questions please feel free to call me at 203-270-1144.

Sincerely,



Stephen L. Savarese

SLS/bas
Enclosure(s)

CERTIFICATION

This is to certify that on this 3rd day of March, 2015, the foregoing was sent, via first class mail and/or electronic mail, to the persons on the attached Service List.

Stephen L. Savarese

LIST OF PARTIES AND INTERVENORS
SERVICE LIST

Status Granted	Status Holder (name, address & phone number)	Representative (name, address & phone number)
Applicant	CPV Towantic, L.L.C.	Franca L. DeRosa, Esq. Philip M. Small, Esq. Brown Rudnick LLP 185 Asylum Street Hartford, CT 06103 (860) 509-6500 (860) 509-6501 – fax fderosa@brownrudnick.com psmall@brownrudnick.com
Party	Jay Halpern 58 Jackson Cove Road Oxford, CT 06478 h: 203-888-4976 zoarmonster@sbcglobal.net Peter Thomas 72 Towantic Hill Rd. Oxford, CT 06478 203-720-1536	
Intervenor	Town of Middlebury	Attorney Dana A. D'Angelo Law Offices of Dana D'Angelo, LLC 20 Woodside Avenue Middlebury, CT 06762 (203) 598-3336 (203) 598-7283 – fax Dangelo.middlebury@snet.net Stephen L. Savarese, Esq. 103 South Main Street Newtown, CT 06470 203-270-0077 attystephensavarese@gmail.com
Intervenor	The Connecticut Light and Power Company (CL&P)	Stephen Gibelli, Esq. Associate General Counsel The Connecticut Light and Power Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-5513 (860) 665-5504 –fax gibels@nu.com

Status Granted	Status Holder (name, address & phone number)	Representative (name, address & phone number)
	CL&P continued…	John R. Morissette Manager-Transmission Siting and Permitting The Connecticut Light and Power Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-2036 morisjr@nu.com Christopher R. Bernard Manager, Regulatory Policy (Transmission) The Connecticut Light and Power Company P.O. Box 270 Hartford, CT 06141-0270 (860) 665-5967 (860) 665-3314 – fax bernacr@nu.com Stella Pace, Senior Engineer The Connecticut Light and Power Company Transmission and Interconnection Dept. P.O. Box 270 Hartford, CT 06141-0270 (860) 665-3569 pacess@nu.com Jeffery D. Cochran Northeast Utilities Service Company 107 Selden Street Berlin, CT 06037 860-665-3548 cochrjd@nu.com
Party	Town of Oxford	Kevin W. Condon, Esq. Condon & Savitt PC P.O. Box 570 Ansonia, CT 06401 203-734-2511 condonsavitt@comcast.net
Party	Naugatuck Valley Chapter Trout Unlimited	Robert M. Perrella, Vice President TU Naugatuck/Pomperaug Valley Chapter 278 W. Purchase Road Southbury, CT 06488-1004 johnnytroutseed@charter.net

Intervenor	Town of Southbury	Ed Edelson First Selectman Town of Southbury 501 Main Street Southbury, CT 06488 selectman@southbury-ct.gov (203) 262-0647 (203) 264-9762 – fax
Party	The Pomperaug River Watershed Coalition	Len DeJong, Executive Director Pomperaug River Watershed Coalition 39 Sherman Hill Road, C103 Woodbury, CT 06798 203-263-0076 LDeJong@pomperaug.org
Intervenor (approved 06/07/06)	Raymond Pietrorazio 764 Charcoal Avenue Middlebury, CT 06762-1311 (203) 758-2413 (203) 758-9519 – fax ray@ctcombustion.com	
Intervenor (approved 10/10/06)	GE Energy Financial Services, Inc.	Jay F. Malcynsky The Law Offices of Jay F. Malcynsky, P.C. One Liberty Square New Britain, CT 06051 (860) 229-0301 (860) 225-4627 – fax Jmalcynsky@gaffneybennett.com
Intervenor (Approved on November 13, 2014)	Borough of Naugatuck and Borough of Naugatuck Water Pollution Control Authority	Edward G. Fitzpatrick, Esq. Alicia K. Perillo, Esq. Fitzpatrick, Mariano, Santos, Sousa, PC 203 Church Street Naugatuck, CT 06770 203-729-4555 Fitz@fmslaw.org alicia@fmslaw.org Ronald Merancy, Chairman Water Pollution Control Authority 229 Church Street Naugatuck, CT 06770 203-720-7000 Rjm62156@aol.com

Intervenor ***(Approved on January 8, 2015)***	Wayne McCormack 593 Putting Green Lane Oxford, CT 06478 wayne@waynemccormack.com	
Intervenor (Approved on January 8, 2015)	Naugatuck River Revival Group, Inc.	Kevin R. Zak, President Naugatuck River Revival Group, Inc. 132 Radnor Avenue Naugatuck, CT 06770 kznrrg@sbcglobal.net 203-530-7850
Intervenor (Approved on January 8, 2015)	Westover Hills Subdivision Homeowners	Chester Cornacchia Westover Hills Subdivision Homeowners 53 Graham Ridge Road Naugatuck, CT 06770 203-206-9927 cc@necsonline.com
Intervenor (Approved on January 8, 2015)	Westover School	Kate J. Truini Alice Hallaran Westover School 1237 Whittemore Road Middlebury, CT 06762 203-758-2423 ktruini@westoverschool.org ahallaran@westoverschool.org
Intervenor (Approved on January 8, 2015)	Greenfields, LLC and Marian Larkin	Edward S. Hill, Esq. Cappalli & Hill, LLC 325 Highland Avenue Cheshire, CT 06410 203-272-2607 ehill@cappallihill.com
Intervenor (Approved on January 8, 2015)	Lake Quassapaug Association, LLC	Ingrid Manning, Vice President Lake Quassapaug Association, LLC P.O. Box 285 Middlebury, CT 06762 203-758-1692 Ingridmanning2@gmail.com

Intervenor (Approved on January 8, 2015)	Middlebury Land Trust, Inc.	W. Scott Peterson, M.D., President Middlebury Land Trust, Inc. 317 Tranquility Road Middlebury, CT 06762 203-574-2020 wsp@aya.yale.edu
Intervenor (Approved on January 15, 2015)	Quassy Amusement Park	George Frantzis Quassy Amusement Park P.O. Box 1107 Middlebury, CT 06762 203-758-2913 ext 108 george@quassy.com
Intervenor (Approved on January 15, 2015)	Middlebury Bridle Land Association	Nancy Vaughan Middlebury Bridle Land Association 61 Sandy Hill Road Middlebury, CT 06762 203-598-0697 ndzijavaughan@gmail.com
Intervenor (Approved on January 15, 2015)	Dennis Kocyla 28 Benz Street Ansonia, CT 06401 203-736-7182 Dennis3141@yahoo.com	
Intervenor (Approved on January 15, 2015)	Naugatuck Valley Audubon Society	Sophie Zyla Jeff Ruhloff Carl Almonte Naugatuck Valley Audubon Society 17 Stoddard Place Beacon Falls, CT 06403 203-888-7945 NVASeditor@mail.com
Intervenor (Approved on January 15, 2015)	Oxford Flying Club	Burton L. Stevens Oxford Flying Club, Inc. P.O. Box 371 Woodbury, CT 06798 203-236-5158 bstevens@snet.net

My name is Michael Klein, I am a principal of Environmental Planning Services, LLC (EPS), 89 Belknap Road, West Hartford, CT. I have 38 years of experience as a biologist and soil scientist having conducted biological and wetland surveys, erosion and sediment control, impact assessment and mitigation design throughout the State of Connecticut. My clients include private developers, town and state agencies, and citizen groups. I have served on a municipal Inland Wetlands and Watercourses Commission and a Planning and Zoning Commission. A copy of my current CV is attached to this statement.

I have previously submitted pre-filed testimony in proceedings before the Connecticut Siting Council regarding the Antares Photovoltaic Solar Field in Montville, Connecticut, the BNE wind projects in Prospect and Colebrook, Connecticut, and a proposed gas-fired power plant in Southington, Connecticut. I have testified in Connecticut Superior Court several times over the years and do so frequently before local land use boards. The subject matter of my testimony varies, but most frequently I am asked to addresses wetland and biological inventories and the impact of various human alterations on those resources. This type of testimony is most frequently prepared on behalf of prospective site developers, but also includes numerous reviews on behalf of local land use agencies and municipalities.

EPS was retained by the Town of Middlebury to review the potential impacts of the proposed CPV Towantic power plant project on wetlands and watercourses, water quality, and bio-diversity. I agreed to make an initial review with the proviso that if there were no significant issues I would decline to participate further.

I determined that there are numerous flaws in the baseline wetlands and biological resources inventory. The impact assessment which is based on the flawed inventory is also flawed. Because of those flaws; the conclusions reached by CPV Towantic are unsubstantiated. I was also concerned that there was a high potential for adverse impacts during the construction process due to the topography and soil conditions.

In my professional opinion, the conclusions presented in Exhibit 1 of the Petition are unsubstantiated, particularly with respect to indirect and cumulative impacts of site development, because CPV Towantic failed to collect adequate data that would permit an accurate site assessment. Construction of the project as shown on the plans is reasonably likely to result in substantial adverse impacts and destruction of wetlands, watercourses, and natural resources of the state.

First, the wetland and biological surveys submitted are inadequate to allow the Siting Council to make a reasoned judgment. No surveys were conducted by wildlife biologists or botanists. The timing of the wetland inventory and functional evaluation was not appropriate to identify all of the resources present, let alone describe and evaluate potential impacts. Conclusions were drawn with respect to the significance of the wetlands and biota that have inadequate to no scientific support and which are actually contradicted by the best available evidence. This failure is inexplicable and significant.

Second, the requirements of the CT DEEP's current General Permit for Discharge of Stormwater and Dewatering Wastewaters from Construction Activities (General Permit) are not met in several ways:

- The DEEP's General Permit requires adherence to their 2004 Stormwater Manual. Both the General Permit and the Stormwater Manual require adherence to the 2002 CT Guidelines for Soil Erosion and Sediment Control (2002 Guidelines). The General Permit specifically notes that stormwater treatment and erosion control measures that do not meet the criteria of the 2002 Guidelines require individual approval from CT DEEP. There is no record of any request for an individual approval.
- The General Permit and the 2002 Guidelines specifically limit the use of temporary sediment traps to areas with a total contributing drainage area of 5 acres or less. Both temporary sediment traps on the plans have contributing drainage areas well in excess of 5 acres.

- The General Permit and the 2002 Guidelines requires the use of temporary sediment basins for contributing drainage areas larger than 5 acres. Both require detailed engineering, hydrology and hydraulics analysis for temporary sediment basins. This information has not been provided.
- The General Permit and the 2002 Guidelines both require reverse slope benches on slopes that are greater than 15' high and steeper than 3h:1v. The plans show extensive areas of slopes that are taller than 15' and steeper than 3h:1v without reverse slope benches.
- If reverse slope benches are not provided, the General Permit requires engineered slope stabilization structures or a detailed soil mechanics analysis by a soils or geotechnical engineer. No such analysis has been provided.
- The General Permit notes that in areas where infiltration is limited by a slowly permeable layer or groundwater close the surface, water quality treatment is limited and may require additional measures. Exhibit 1 (Section 4.2.1.3) notes that the plans make use of infiltration and recharge and reflect "Low Impact Development Principles". This not only conflicts with the 2004 Manual, it also conflicts with CPV Towantic's civil and geotechnical engineering documentation. The Erosion and Sediment Control details call for the crushed stone layer to be placed on a compacted sub-grade. The sub-grade material is noted throughout the reports as being composed of dense, silty glacial till. After grading and compacting, such material is essentially impervious and will not allow infiltration or groundwater recharge.
- The 2002 Guidelines limit temporary sediment traps to an operational life of 2 years or less. The plans call for a construction schedule of more than 2 years, yet temporary sediment traps are used.
- It is reasonably likely that in combination, these factors will require an increase in the size of the stormwater management measures to achieve the performance that is necessary to protect downstream/downslope wetlands and watercourses during construction, and to meet the requirements of the Stormwater General Permit during

operation. This is a significant concern because the project already consumes virtually the entire expanded site.

Third, there is no scientific basis for the conclusions in Exhibit 1 (Section 4.1.3), with respect to the functions and values provided by the four wetland areas at the site. The determination of the biological values of each of the four wetlands was not based on any field or desktop studies by a biologist. There is no basis for the statement in Exhibit 1 that "the wetlands to be impacted do not support functions and values in a significant capacity". CPV Towantic's own testimony confirms that the significance of the wetlands for at least 2 and perhaps 3 of the functions and values was understated. The statement that the wetland permitting process and mitigation of an unspecified form, at an unspecified location, at an unspecified time will result in an "environmental benefit" also has no factual basis.

Fourth, the analysis with respect to impacts on bio-diversity in Exhibit 1 (Section 4.2.6) is also fundamentally flawed. Exhibit 1 states "[f]ield investigations did not reveal any flora or fauna listed as federal or state endangered, threatened, or special concern species at the site," This is undoubtedly true because no qualified biologist has conducted any field investigations at the site. Four state-listed species have been identified by CT DEEP at or near the subject site. Habitat that is reasonably likely to be utilized by these species is present at and adjacent to the site. The only scientifically defensible conclusion that can be reached from these facts is that it is reasonably likely that these species are present at the site.

The site development plans require removal of virtually all of native vegetation and wildlife habitat from site. Only about 1 acre will be left undisturbed. There will be a significant loss of wildlife habitat, including habitat for the 4 state-listed species noted by CT DEEP. CPV Towantic suggests that this issue be deferred to the D&M process. However, measures that are available in that process will not and cannot reduce the impacts on wildlife habitat. Once a facility of this size has been approved at this site, mitigation measures can only reduce the loss of individual animals during construction.

The only way to mitigate the loss of habitat is to purchase additional land that is not currently suitable for these species, set it aside, and manage it for those species. Furthermore, even the most diligently applied, inspected and maintained construction phase measures will only reduce mortality. The loss of some individuals is a virtual certainty. In the case of long-lived species with low reproductive rates and long times to sexual maturity, such as eastern box turtle, the loss of a few individuals of reproductive age is reasonably likely to have a significant impact on a population.

One of my most significant concerns is that the construction process will result in significant adverse impacts from sediment discharge to the wetlands and watercourses down-gradient of the site. While this is a concern at any large construction site, several factors magnify the potential for erosion and sediment control problems at this site:

- The site is large and there are no plans to phase construction in terms of limiting the work area size. The 2002 Guidelines suggest limiting the active work area to 5 acres at a time.
- The sub-soil and underlying glacial till are very fine-grained. The geotechnical report classifies these materials as silty sand to sandy silt, with a very high percentage of silt and clay particles.
- Silt particles are between 0.05 and 0.002 mm in size; clay particles are less than 0.002 mm in size. They cannot be removed to any significant degree by the silt fence specified in the erosion and sediment control plan, which has an apparent opening size of 0.6 mm, more than 10 times larger than a silt particle and 300 times larger than a clay particle (see attached specification sheet).
- These fine particles are also very difficult to remove by settling in temporary sediment traps or sediment basins. Clay size particles are essentially impossible to remove by settling.
- The stone filter around the outlet device will not remove clay or silt. The filter fabric and hay proposed over the stone filter are unlikely to be very effective. Ironically, if they are, they will quickly clog. Maintenance of such a filter is difficult at best.

- When the hay, filter fabric and stone filter clogs, the basin will not drain as designed, which increases the risk of basin overtopping during major storm events. This risk is exacerbated by the lengthy construction process.
- Large cuts and fills are required to construct the level pad for the power plant. Much of the work area will be below the water table, requiring extensive dewatering measures. The dewatering method proposed relies on infiltration. However, the soils and underlying till are virtually impermeable.
- The construction period is estimated at over 2 years. There is a significant likelihood of experiencing high intensity rainfall events before the site is stabilized. The geotechnical report notes significant constraints associated with the silty glacial till when it is wet. When the till is reworked during grading, it will become virtually impermeable, which will result in very high rates of runoff during construction. The embankments that form the sediment traps are steep. Wetlands and watercourses lie below the sediment traps.

In my judgment the site development plans, as currently formulated, are reasonably likely to result in substantial indirect adverse impacts from erosion, sedimentation, and degradation of water quality. They are also reasonably likely to result in the unreasonable pollution or impairment of the land, water, wetlands, and natural resources of the state.

As previously stated, the surveys conducted by CPV Townatic's consultants were insufficient. No biological surveys were conducted. No breeding season survey of vernal pool or other amphibians were conducted. The limited vernal pool survey was conducted concurrently with several other work assignments and began well after vernal pool species are known to leave their breeding pools, making the conclusions unsupported. In short, CPV Towantic failed to conduct a proper vernal pool survey, despite indications that there may well be vernal pools on site.

The CT DEEP notified CPV Towantic of a known occurrence of Eastern Box Turtle, a state-listed species, in the vicinity of the site. Box turtle habitat is present on and abutting the site, but CPV Towantic did not conduct any biological surveys to identify whether this species is present at the site. The CT DEEP Natural Diversity Data Base notified CPV Towantic that three state-listed bat species (Red Bat, Silver Bat, and Hoary Bat) have been reported from the vicinity of the site. Habitat for all three species is present at the site, yet CPV Towantic has not conducted any surveys for bats at the site. These species cannot be ruled out without a site survey, especially considering the descriptions CPV Towantic provides for the site, which correspond to their known habitats.

There are other significant flaws in the wildlife and wetland evaluations which make the impact assessment unreliable, including the following:

- The wetland evaluation did not include off-site portions of Wetland 2/3. At the very least, remote sensing data and existing mapping could be used. The Highway Method requires evaluation of an entire wetland unit.
- No basis was provided for the conclusion that the two drainage ditches shown on the wetland delineation map did not meet the definition of an intermittent watercourse. The delineation was conducted after the time of seasonal high water, when such features typically exhibit characteristics that would meet the criteria for intermittent watercourses, which are jurisdictional under both CT and federal criteria.
- Wetland 1 is a wet meadow, a wetland type that is not common in Connecticut, and which is known to support state-listed species. This makes it more valuable for wildlife. The functional assessment does not acknowledge this.
- The wetlands were characterized as not having a high potential to support birds, amphibians, insects or disturbance sensitive species, yet no biologist was consulted. There is no basis for this conclusion, which tends to downplay the importance of the wetlands for wildlife habitat.
- The statements that no occurrences of eastern box turtle have been documented at the site and that the wetlands are of limited value for this state-listed species is misleading, un-

supported, and contradicted by CPV Towantic's own recent testimony. No field investigations for this species were conducted. The habitat at and adjacent to the site includes high quality box turtle habitat.

These flaws have resulted in an incomplete understanding of the resource values present at the site. Without an accurate site inventory, an accurate impact assessment is impossible. Therefore, the conclusions presented in Vol. 1 of the Petition are unsubstantiated, particularly with respect to indirect and cumulative impacts of site development.

CPV Towantic's petition does not comply with sound environmental design practices, the CT DEP Stormwater General Permit, the CT Erosion and Sediment Control Manual, the CT Stormwater Manual, and the CT Water Quality Standards. As I stated previously, the baseline data collection, upon which the design and the environmental assessment are based, is flawed in many ways. If the baseline data is flawed, the analysis is flawed. Furthermore, the plans for development of the site do not meet best management practices, the 2002 Guidelines for Erosion and Sediment Control, the CT Stormwater General Permit for Construction and Dewatering Wastewaters, the CT DEP Stormwater Manual, or the CT Water Quality Standards. The CT Water Quality Standards apply to all surface waters including wetlands and intermittent streams and specifically including the discharge of dredged or fill material to wetlands. The Water Quality Standards require:

- Non-degradation of existing high quality waters;
- Protection of aquatic life;
- Protection of benthic invertebrates;
- Best Management Practices for control of non-point source pollutants;
- Best Management Practices for control of phosphorus and nitrogen;
- Best Management Practices for control of nutrients and sediment;

No data has been presented to show that the alternatives proposed will protect downstream wetlands and water quality. In my judgment, they are inadequate to protect

downstream wetlands and water quality. Implementation of the plans as submitted is reasonably likely to result in violation of the CT Surface Water Quality Criteria for color, suspended and settleable solids, silt or sand deposits, turbidity, phosphorus, and benthic invertebrates.

Further, it is my professional opinion that the erosion and sediment controls and stormwater treatment measures are inadequate. The plans do not meet the minimum standards for erosion control and stormwater management. The erosion and sediment controls were not designed in accordance with the 2002 Guidelines for Soil Erosion and Sediment Control. At a site like this, which has significant limitations due to the physical characteristics of the soil and underlying glacial till, and which is reasonably likely to support state-listed species, the controls should exceed the minimum standards. In my opinion, it is likely that significant, uncontrolled sediment will discharge from the site, and pollute the wetlands and watercourses to which the site drains. The sediment will degrade the wetlands and destroy aquatic habitat, biota, and other natural resources. All of those occurrences will violate the water quality standards of this State.

The plans do not represent best management practices for control of non-point source pollutants, such as sediment, phosphorus and nitrogen. The resultant discharges will degrade the existing wetlands and watercourses adjacent to the site, and will adversely affect aquatic life, benthic organisms, and wetlands. The plans do not comply with the Water Quality Standards.

Another concern with respect to the application for modifications to the prior approval is the invasive species control plan is not adequate. It is very limited in the species to which it applies. The standards for success are not adequate, nor are there any financial assurances provided.

In conclusion, the proposed construction is reasonably likely to result in erosion and subsequent discharge of sediment to the wetlands and watercourses on and adjacent to the site. The result will be smothering of vegetation and aquatic life, loss and degradation of wetland habitat, and impairment of water quality. The plans also do not adequately address post-construction stormwater management, due to their reliance on infiltration and their failure to acknowledge that the underlying compacted glacial till, which will be very close to the surface,

will be essentially impervious. Based on my experience at other sites in Connecticut, these deficiencies will result in additional erosion and long term sedimentation and pollution of wetlands and watercourses. The plans are reasonably likely to result in unreasonable water pollution, impairment of wildlife habitat, and destruction of wetlands and other natural resources.

The statements above are true and accurate to the best of my knowledge.

3/2/2015
Date

Michael S. Klein

ATTACHMENT

Exhibit 1 CV of Michael Klein

Exhibit 2 Mirafi Silt fence specifications

Exhibit 1

RESUME

MICHAEL STEPHEN KLEIN, PWS

POSITION	Principal
TENURE	1983-Present
DUTIES	Prepares site evaluations and impact assessments for EPS projects. Responsibilities include coordinating work of all subcontractors, liaison with regulatory agencies and clients, conducting field surveys, flagging wetland limits, designing mitigation projects, supervising construction, reviewing plans and recommendations for impact minimization. Presents results at public hearings and agency meetings.
PREVIOUS EXPERIENCE	Senior Environmental Analyst, MRE, 1978-1983. Ecologist, COMSIS Corporation, 1977-1978.
EDUCATION	BA, Biology, 1973, University of Connecticut. MS, Marine Environmental Sciences, 1976 State University of New York at Stony Brook, Stony Brook, NY.
CERTIFICATION	Registered Soil Scientist Certified Professional Wetland Scientist
PROFESSIONAL AFFILIATIONS	Society of Soil Scientists of Southern New England Society of Wetland Scientists Connecticut Association of Wetland Scientists (Charter Member)
PUBLIC SERVICE	New Hartford, CT Planning and Zoning Commission 1987-1995 New Hartford Inland Wetlands and Watercourses Commission 1986-1995

Exhibit 2

product

Mirafi® Silt Fence

Prefabricated Silt Fence Structures for Sediment Control

Mirafi® Construction Products offers a wide range of woven geotextiles for sediment control applications. These fabrics are cost-effective elements which improve and enhance modern construction techniques in a variety of civil engineering applications.

PRODUCT DESCRIPTION

Mirafi® Silt Fence structures, specially developed fabrics on supporting posts, are designed for efficient control of sediment run-off from construction sites. This sediment, left unchecked, can clog and pollute native waterways and damage natural areas. Controlling the run-off (an increasing environmental concern) is advantageous to owners, contractors and engineers who face the economic costs associated with site sediment loss. Installed correctly in the field, the sedimentation control fabric in silt fence structures functions as a filter and a run-off flow velocity check. Fine-grained sediment is trapped by the fabric while storm water run-off may pass through the fabric at a moderate rate.

FEATURES AND BENEFITS

Mirafi® Silt Fence is prefabricated with posts and is ready for immediate installation upon delivery to your site. The prefabricated system has a number of unique features and advantages:

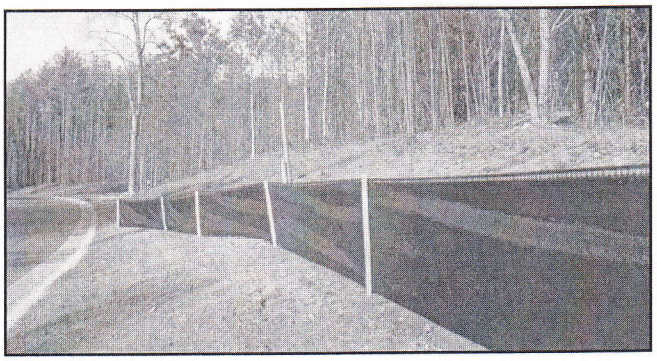
- Complete prefabricated system incorporating Mirafi®100X woven fabric
- 3.2cm (1-1/4") nominal square hardwood posts
- Available in 2.5m (8.3ft) and 3.0m (10.0ft) post spacings.

Mirafi® Envirofence® is recommended for use as sediment control when additional strength and support are required. Envirofence features include:

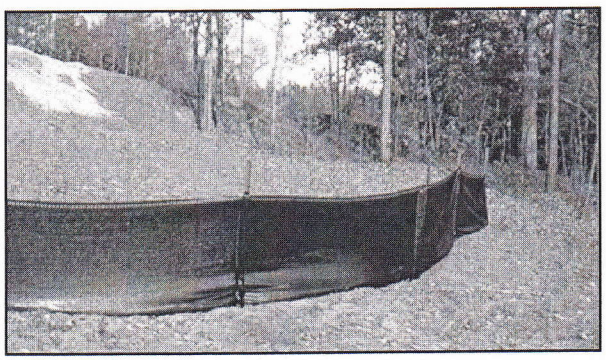
- Complete pre-fabricated system incorporating Mirafi®100X woven fabric
- 3.2cm (1-1/4") nominal square hardwood posts
- Additional plastic net backing for reinforced support
- Available in 2.5m (8.3ft) post spacings

Mirafi® Silt Fence Fabrics

Mirafi® also provides you with an assortment of UV stabilized, nonfabricated sediment control fabrics in a choice of lengths. Each fabric is designed to meet the specifications and regulations for sedimentation control required by local governmental agencies.



Mirafi® Silt Fence used in erosion control application.



Mirafi® prefabricated Silt Fence.

Ten Cate Nicolon

Technical Data MIRAFI®

Innovative Geotextiles

product

Mirafi® Silt Fence

Prefabricated Silt Fence Structures for Sedimentation Control

Mirafi® Silt Fence Technical Data (All values are minimum average roll values)

PROPERTY	TEST METHOD	UNITS	SILT FENCE (100X) MINIMUM AVERAGE ROLL VALUES	ENVIROFENCE® (100X) MINIMUM AVERAGE ROLL VALUES
Grab Tensile Strength (machine direction)*	ASTM D 4632	N (lbs)	550 (124)	550 (124)
Grab Tensile Strength (cross-machine direction)*	ASTM D 4632	N (lbs)	550 (124)	550 (124)
Grab Tensile Elongation	ASTM D 4632	%	15/15	15/15
Mullen Burst Strength	ASTM D 3786	kPa (psi)	2060 (300)	2060 (300)
Trapezoid Tear Strength	ASTM D 4533	N (lbs)	290 (65)	290 (60)
Permittivity	ASTM D 4491	sec^{-1}	0.10	0.10
Water Flow Rate	ASTM D 4491	$l/min/m^2$ ($gal/min/ft^2$)	405 (10)	405 (10)
Ultraviolet Stability	ASTM D 4355	%	70	70

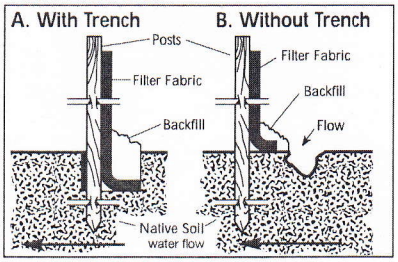
* Envirofence working strength is enhanced further by the incorporation of a polymeric mesh providing a tensile strength of 140 lbs/ft (typical) in both machine and cross machine directions.

Mirafi® Silt Fence Packaging

SILT FENCE TYPE	LENGTH m (ft)	FABRIC WIDTH m(ft)	POST LENGTH m(ft)	POST SPACING m(ft)	SHIPPING WEIGHTS kg(lbs)
Mirafi® Silt Fence	30.5 (100)	0.9 (3)	1.22 (4)	2.5 (8.3)	23 (50)
	30.5 (100)	0.9 (3)	1.22 (4)	3.0 (10)	20 (45)
Mirafi® Envirofence®	30.5 (100)	0.9 (3)	1.22 (4)	2.5 (8.3)	25 (55)
100CX (Fabric Only)	varies	0.9 (3)	—	—	varies
100X (Fabric Only)	100.6 (330)	0.9 (3)	—	—	12 (26)

Mirafi® Silt Fence Installation Guidelines

Toe-In Methods



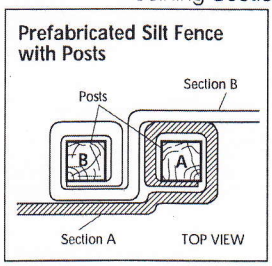
A. With Trench

- Excavate a 15.2 cm x 15.2 cm (6" x 6") trench along lower perimeter of site.
- Unroll silt fence one section at a time. Posts should be positioned on downstream side of fence.
- Drive post into ground and lay the toe-in fabric flap in bottom of trench. Backfill trench, and tamp ground as shown in diagram above.

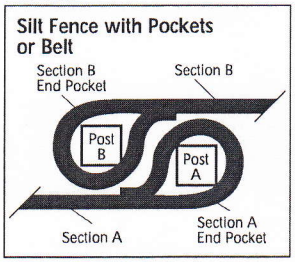
B. Without Trench

- Toe-in can also be accomplished by laying the fabric flap on untrenched ground and piling and tamping soil over the flap at the base of structure.

Joining Sections of Silt Fences



- Position posts to overlap as shown above, making certain that fabric folds around each post one full turn.
- Drive posts tightly together and secure tops of posts by tying off with cord or wire to prevent flow-through of built-up sediment at joint.



- Overlap posts as shown in previous section to prevent flow-through.
- Drive posts firmly together and tie off tops of posts to prevent separation.

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365 South Holland Drive • Pendergrass, GA 30567

(888) 795-0808 • (706) 693-2226 • Fax (706) 693-4400

Ten Cate Nicolon

MIRAFI®

TECHNICAL DATA SHEET

Mirafi® 100X w/posts

Mirafi® Silt Fence is a silt fence structure, which encompasses Mirafi®100X, a woven fabric comprised of high tenacity polypropylene yarns. Mirafi® Silt Fence is prefabricated with 3.2cm (1.25") nominal square hardwood posts and is ready for immediate installation upon delivery.

Mechanical Properties (Fabric)	**Test Method**	**Unit**	**Minimum Average Roll Value**	
			MD	**CD**
Grab Tensile Strength	ASTM D 4632	N (lbs)	550 (124)	550 (124)
Grab Tensile Elongation	ASTM D 4632	%	15	15
Trapezoid Tear Strength	ASTM D 4533	N (lbs)	290 (65)	290 (65)
Mullen Burst Strength	ASTM D 3786	kPa (psi)	2060 (300)	
Puncture Strength	ASTM D 4833	N (lbs)	266 (60)	
Apparent Opening Size (AOS)	ASTM D 4751	mm (U.S. Sieve)	0.600 (30)	
Permittivity	ASTM D 4491	sec^{-1}	0.10	
Flow Rate	ASTM D 4491	$l/min/m^2$ ($gal/min/ft^2$)	405 (10)	
UV Resistance (at 500 hours)	ASTM D 4355	% strength retained	70	

Physical Properties	**Test Method**	**Unit**	**Typical Value**	
Fabric Weight	ASTM D 5261	g/m^2 (oz/yd^2)	108 (3.2)	
Fabric Thickness	ASTM D 5199	mm (mils)	0.38 (15)	
Post Spacing	--	m (ft)	2.5 (8.3)	3.0 (10.0)
Roll Dimensions (width x length)	--	m (ft)	0.9 x 30 (3 x 100)	0.9 x 30 (3 x 100)
Estimated Roll Weight	--	kg (lbs)	23 (50)	20 (45)

Ten Cate Nicolon

Waterbury-Oxford Airport
Airport Master Plan Update

FINAL REPORT

Prepared for:

Connecticut Department of Transportation
(ConnDOT)

Prepared by:

CLOUGH HARBOUR & ASSOCIATES LLP

September 2007

EXECUTIVE SUMMARY

The Waterbury-Oxford Airport (OXC) Master Plan Update (AMPU) provides long-range recommendations for the improvement and development of the Airport. The AMPU includes a detailed report and set of drawings that identify, schedule, and illustrate the projects recommended for OXC during the 20-year planning period. This summary provides an overview of the OXC activity forecasts, facility requirements, and future development recommendations.

Public involvement activities were conducted as part of the AMPU process. A website (www.oxcstudies.com) was developed to provide public access to meeting notices and study materials, and to enable the submission of comments and questions.

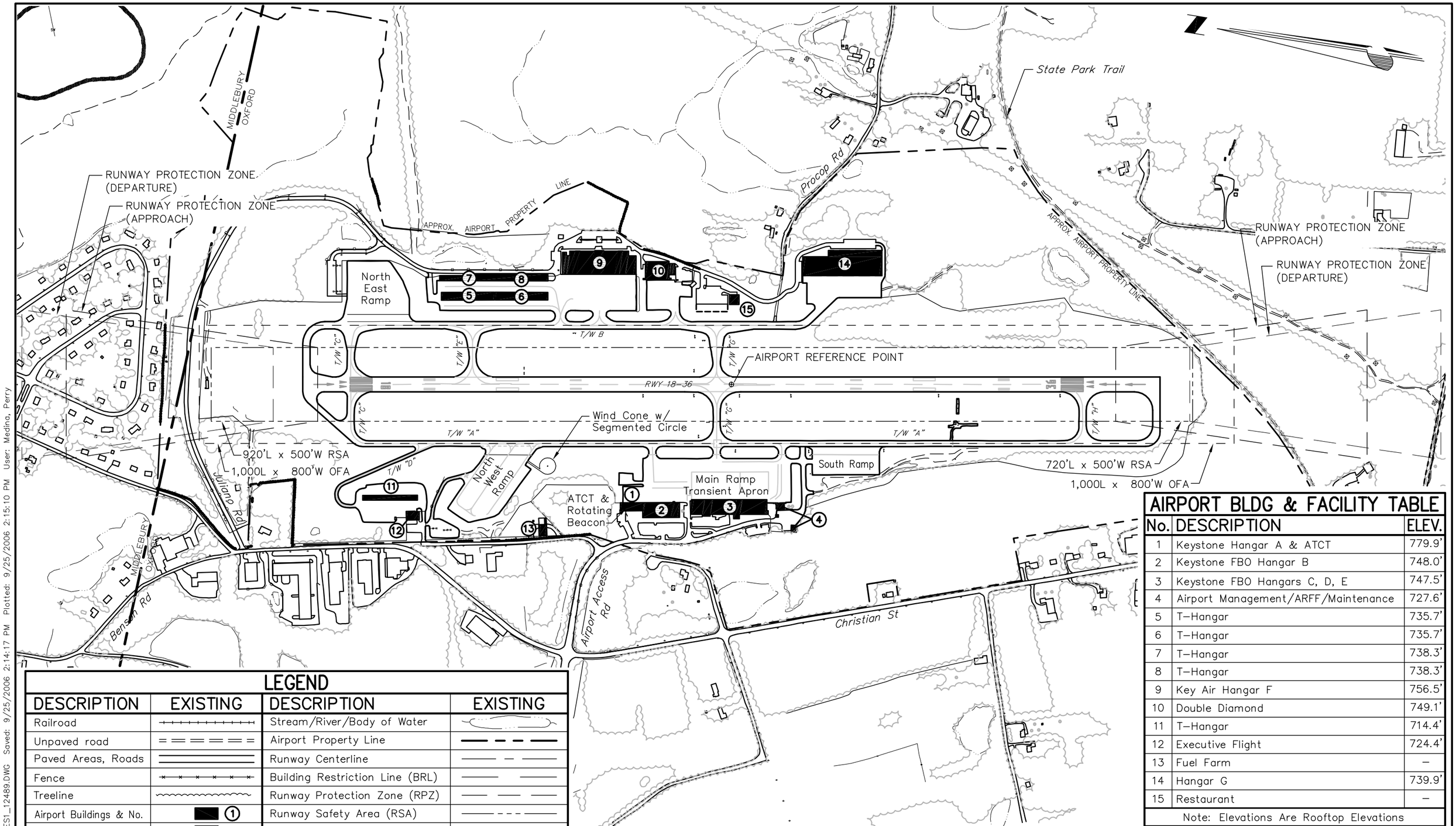
Airport Overview

The Waterbury-Oxford Airport is owned by the State of Connecticut, and is located in the Town of Oxford, approximately seven miles southwest of the City of Waterbury and one mile south of Interstate 84. A small northern portion of OXC is located in the Town of Middlebury.

The Airport does not offer scheduled airline service, but serves many charter, corporate, and personal aircraft users residing in or visiting New Haven, Fairfield, and Litchfield Counties (Connecticut's Naugatuck Valley Region). The Airport serves as a base for over 200 aircraft, including approximately 40 corporate jets. OXC is classified as a "General Aviation" (GA) facility, and is included in the National Plan of Integrated Airport Systems (NPIAS). The Airport is eligible for federal grants under the Airport Improvement Program (AIP).

The Airport was opened on December 15, 1969, and initially featured a 5,000-foot Runway 18-36, with a shorter 1,999-foot crosswind Runway 13-31 built several years later in the early-1970s. However, Runway 13-31 was abandoned in order to pursue further landside development in the early-1990s. Over OXC's 35+ year history, many improvements have been implemented, including the construction of new taxiways, various hangars and aprons, an Air Traffic Control Tower (ATCT), Runway Safety Areas (RSAs), and extensions to both ends of Runway 18-36 (bringing the runway to its current length of 5,800 feet). Runway 36 is equipped with an Instrument Landing System (ILS), which provides added safety and capability for landings during poor weather (IFR) conditions. The existing layout of OXC is illustrated on Figure ES-1.

There are approximately 140 tiedown positions, 64 T-hangar bays, and several large hangars at OXC. Ownership of these facilities is split amongst the Airport's fixed base operator (FBO) and multiple service operators (MSOs), as well as the State of Connecticut. They store aircraft ranging in size from small single-engine Cessna's to large Gulfstream and Global Express corporate jets. There are also three fueling facilities at OXC, with fueling provided by the FBO (Keystone Aviation) and two private MSOs.



LEGEND

DESCRIPTION	EXISTING	DESCRIPTION	EXISTING
Railroad		Stream/River/Body of Water	
Unpaved road		Airport Property Line	
Paved Areas, Roads		Runway Centerline	
Fence		Building Restriction Line (BRL)	
Treeline		Runway Protection Zone (RPZ)	
Airport Buildings & No.	1	Runway Safety Area (RSA)	
Other Buildings		Runway Object Free Area (OFA)	
Tiedowns			
Potential Wetland			
Utility Poles			

Note: Some Features In The Legend May Not Have Been Used

AIRPORT BLDG & FACILITY TABLE

No.	DESCRIPTION	ELEV.
1	Keystone Hangar A & ATCT	779.9'
2	Keystone FBO Hangar B	748.0'
3	Keystone FBO Hangars C, D, E	747.5'
4	Airport Management/ARFF/Maintenance	727.6'
5	T-Hangar	735.7'
6	T-Hangar	735.7'
7	T-Hangar	738.3'
8	T-Hangar	738.3'
9	Key Air Hangar F	756.5'
10	Double Diamond	749.1'
11	T-Hangar	714.4'
12	Executive Flight	724.4'
13	Fuel Farm	–
14	Hangar G	739.9'
15	Restaurant	–

Note: Elevations Are Rooftop Elevations

CLOUGH HARBOUR & ASSOCIATES LLP
2139 Silas Deane Highway, Suite 212 · Rocky Hill, CT 06067-2336
Main: (860) 257-4557 · www.cloughharbour.com

DATE: JULY 2006

SCALE: AS NOTED

Figure ES-1

EXISTING AIRPORT LAYOUT

Connecticut Department of Transportation
Waterbury-Oxford Airport Master Plan
Oxford, Connecticut

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Study Issues

Several changes have occurred at OXC in recent years. In addition to the Runway 18-36 extensions, an ATCT and several corporate aircraft hangars were constructed. Development is ongoing at the Airport; however, limited available property, steep terrain, and environmental issues constrain future development options. The AMPU provides an evaluation of the following issues:

- Wetland impacts associated with the recommendations
- Existing Runway Protection Zone (RPZ) impacts
- Noise impact analysis
- Positive economic impact of OXC to the local community

Forecasts

Based aircraft forecasts are important for GA airport studies, as they determine the need for future aircraft storage facilities (i.e., hangars and tiedowns) and FAA design standard requirements. Operations forecasts provide an indication as to whether existing airfield systems (runways and taxiways) can safely sustain future activity levels. The OXC based aircraft and operations forecasts are summarized below.

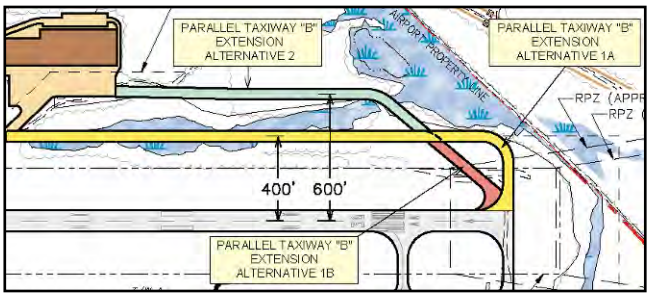
The OXC based aircraft forecasts were developed using the FAA's *Aerospace Forecasts Fiscal Years 2004-2015 (General Aviation Active Fleet Forecasts)*. However, the FAA's forecasts were slightly adjusted to account for the additional corporate jet activity that is anticipated due to ongoing corporate aircraft hangar development. The number of based corporate jets at OXC is forecast to increase from 37 in year 2003 to 72 by year 2023 (see Table ES-1), with total based aircraft increasing from 236 to 287.

The OXC operations forecasts were developed using traffic counts provided by the ATCT (which operates daily between the hours 6:00 a.m. and 9:00 p.m.) and the FAA's *Aerospace Forecasts Fiscal Years 2004-2015 (General Aviation Aircraft Utilization)*. There were a total of 55,172 operations (includes takeoffs and landings) recorded by the ATCT in year 2003. This number was adjusted to 66,000 to account for operations that occurred when the ATCT was closed, and to adjust for runway construction closures in year 2003. Total OXC operations are forecast to increase from 66,000 in year 2003 to 86,500 by year 2023 (see Table ES-1).

TABLE ES-1 – FORECAST SUMMARY					
Aircraft Type	**2003**	**2008**	**2013**	**2018**	**2023**
BASED AIRCRAFT					
Single-Engine/Multi-Engine Piston	188	191	194	197	200
Single-Engine/Multi-Engine Turboprop	10	11	12	13	14
Corporate Jet	37	65	67	69	72
Rotorcraft	1	1	1	1	1
Total	**236**	**268**	**274**	**280**	**287**
OPERATIONS BY FLEET MIX					
Single-Engine/Multi-Engine Piston	58,656	61,884	65,378	68,950	72,600
Single-Engine/Multi-Engine Turboprop	3,120	3,564	4,044	4,550	5,082
Corporate Jet	3,700	6,695	7,169	7,659	8,280
Rotorcraft	473	497	522	548	576
Total	**65,949**	**72,640**	**77,113**	**81,707**	**86,538**

Facility Requirements & Development Alternatives

Based on the OXC forecasts, the AMPU identified facility requirements for the 20-year planning period. The identified airfield facility requirements included a full-parallel taxiway (east side), additional exit taxiways, MALSR approach lighting system, GPS-based LPV approaches, and obstruction removal (electrical towers/lines). The identified landside facility requirements included additional T-hangar bays, conventional hangars, and an equipment building.

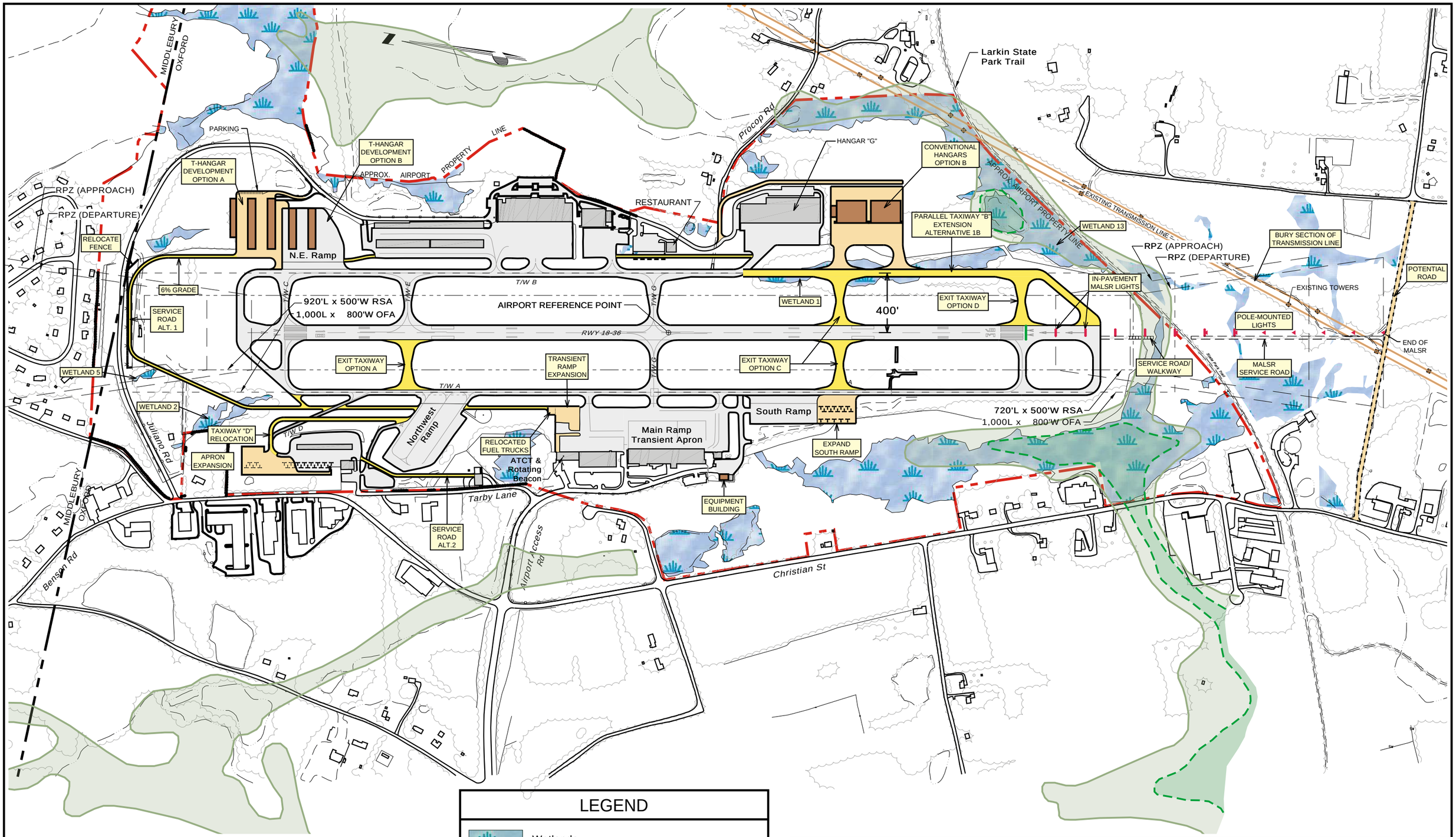


To address the facility requirements, over 20 individual development alternatives were created for OXC. Each alternative was evaluated against a set of criteria, including their environmental impacts, operational efficiency, safety, cost, etc., and several were recommended for development, as discussed below.

Airfield Recommendations

The primary airfield safety improvement for OXC is a full-parallel taxiway for the east side of the runway (Taxiway "B" extension). This is particularly important because Runway 36 is the primary departure runway, and large numbers of based aircraft are located on the east side of the Airport. Although the recommended alignment of Taxiway "B" would result in wetland impacts, they have been reduced by incorporating a 45-degree angled entrance to Runway 36 (see Figure ES-2).

Three exit taxiways are also recommended for the OXC airfield, as well as a service road to separate aircraft and ground vehicles, a MALSR approach lighting system for Runway 36, and obstruction removal (NE Utilities towers/lines and selective trees).



LEGEND

- Wetlands
- 100-Year Floodplain (approx.)
- 500-Year Floodplain Bounday (approx.)

0 600 1,200

Scale in feet

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DATE: JULY 2006

SCALE: AS NOTED

Figure ES-2

RECOMMENDED PLAN

Connecticut Department of Transportation
Waterbury-Oxford Airport Master Plan
Oxford, Connecticut

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Landside Recommendations

The landside recommendations include the development of 36 T-hangar bays both on and adjacent to the existing Northeast Ramp, an additional conventional hangar adjacent to Hangar "G," apron and tiedown expansion in various locations, and an equipment building (see Figure ES-2).

Airport Capital Improvement Plan

The Airport Capital Improvement Plan (ACIP) lists the recommended projects and associated cost estimates for the 20-year planning period. Grant-eligible projects at OXC may receive 95% federal funding, with ConnDOT responsible for the remaining 5%. These projects include planning and environmental studies, runway and taxiway development/rehabilitation, airport lighting, security enhancements, aircraft parking aprons, access roads, obstruction removal, land acquisition, and navigational aids. In some cases, ConnDOT may fund the total cost of an eligible project with a lower FAA priority (such as an equipment building).

Projects that are ineligible for funding include those that generate revenue and do not directly benefit the general public, such as hangars, fuel farms, and office buildings. A private party/developer (FBO or corporation) may fund and construct grant-ineligible projects under a lease agreement with ConnDOT.

In addition to potential new developments, OXC must also continually rehabilitate its existing airfield facilities and replace maintenance equipment. As such, the ACIP includes these additional costs. Although these items are not considered new capital developments, the associated costs can comprise the majority of an airport's annual capital investment. Recommendations of the OXC FAR Part 150 Noise Study may also require substantial expenditures for a potential multi-year property acquisition and/or noise insulation program. As such, the potential noise mitigation expenditures are also included in the ACIP.

Note that the ACIP does not constitute a commitment on behalf of the FAA or ConnDOT to fund any of the projects. In addition, the ACIP does not imply that the projects would receive environmental approvals. Thus, the ACIP serves as a planning document that must remain flexible. The ACIP should undergo regular updates as project priorities and demands indicate.

Table ES-2 summarizes the 20-year ACIP for OXC, with the AMPU recommendations organized into the following three implementation phases:

Phase I (0 to 5 years)

1A - Extension of parallel Taxiway "B" south to the runway end (design, EA, permitting)
1B - Extension of exit Taxiway "E" on the west side of the runway to Taxiway "A"
1C - Airport service road construction parallel to Taxiway "A" (west side of airfield)
1D - T-hangar development adjacent to the Northeast Ramp
1E - T-hangar construction on the existing Northeast Ramp

1F - Expansion of the South Ramp
1G - Expansion of the Executive Flight Ramp
1H - Equipment Building Construction

Phase II (6 to 10 years)

2A - Extension of parallel Taxiway "B" south to the runway end (wetland mitigation)
2B - Extension of parallel Taxiway "B" south to the runway end (construction)
2C - Airport service road construction parallel to Taxiway "B" (east side of airfield)
2D - Burial/lowering of Northeast Utilities electrical lines and selective tree removal
2E - Expansion of the Transient Apron
2F - Construction of a bi-directional exit taxiway for Runway 18 landings
2G - Installation of MALSR approach lights for Runway 36

Phase III (11 to 20 years)

3A - Extension of exit Taxiway "H" on the east side of the runway to Taxiway "B"
3B - Airport service road construction north of Runway 18
3C - Airport service road construction to the Fuel Farm
3D - Hangar development south of Hangar "G"
3E - Taxiway "D" relocation

TABLE ES-2 – AIRPORT CAPITAL IMPROVEMENT PLAN				
Project	**Total Estimated Cost**	**Anticipated Funding Source**		
		FAA	**State**	**Private**
PHASE I - (0 TO 5 YEARS)				
1.A. Extend Taxiway "B" (Design, EA, Permitting)	**$430,000**	$408,500	$21,500	
1.B. Extend Exit Taxiway "E"	**$325,000**	$308,750	$16,250	
1.C. Service Road Construction (West Side Airfield)	**$300,000**	$285,000	$15,000	
1.D. T-Hangar Development	**$2,300,000**			$2,300,000
1.E. T-Hangar Construction (NE Ramp)	**$860,000**			$860,000
1.F. Expand South Ramp	**$420,000**			$420,000
1.G. Expand Executive Flight Ramp	**$750,000**			$750,000
1.H. Construct Equipment Building	**$450,000**		$450,000	
Equipment & Security Improvements	**$330,000**		$330,000	
Noise Implementation Program	**$500,000**	$475,000	$25,000	
Implementation of Noise Study Recommendations*	**$5,000,000**	$4,750,000	$250,000	
Phase I Subtotal	**$11,665,000**	**$6,227,250**	**$1,107,750**	**$4,330,000**
PHASE II - (6 TO 10 YEARS)				
2.A. Extend Taxiway "B" (Wetland Mitigation)	**$1,600,000**	$1,520,000	$80,000	
2.B. Extend Taxiway "B" (Construction)	**$3,110,000**	$2,954,500	$155,500	
2.C. Service Road Construction (East Side Airfield)	**$200,000**	$190,000	$10,000	
2.D. Burial/Lowering Elec. Lines & Tree Removal	**$5,000,000**	$2,375,000	$125,000	$2,500,000
2.E. Expand Transient Apron	**$170,000**	$161,500	$8,500	
2.F. Exit Taxiway Construction	**$420,000**	$399,000	$21,000	
2.G. Runway 36 MALSR Installation	**$700,000**	$700,000		
Vehicle/Equipment Purchase	**$250,000**	$237,500	$12,500	
Pavement Rehabilitation Projects	**$8,370,000**	$7,951,500	$418,500	
Implementation of Noise Study Recommendations*	**$5,000,000**	$4,750,000	$250,000	
Phase II Subtotal	**$24,820,000**	**$21,239,000**	**$1,081,000**	**$2,500,000**
PHASE III - (11 TO 20 YEARS)				
3.A. Extend Exit Taxiway "H"	**$325,000**	$308,750	$16,250	
3.B. Service Road Construction (North Runway 18)	**$460,000**	$437,000	$23,000	
3.C. Service Road Construction (Fuel Farm)	**$150,000**	$142,500	$7,500	
3.D. Hangar Development	**$10,000,000**			$10,000,000
3.E. Taxiway "D" Relocation	**$1,000,000**	$950,000	$50,000	
Vehicle/Equipment Purchase	**$500,000**	$475,000	$25,000	
Pavement Rehabilitation Projects	**$7,400,000**	$5,291,500	$278,500	$1,830,000
Implementation of Noise Study Recommendations*	**$5,000,000**	$4,750,000	$250,000	
Phase III Subtotal	**$24,835,000**	**$12,354,750**	**$650,250**	**$11,830,000**
GRAND TOTAL	**$61,320,000**	**$39,821,000**	**$2,839,000**	**$18,660,000**

Note: Additional details are provided in the AMPU report.
*This value is a placeholder for long-term planning purposes and does not represent anticipated funding. Preliminary cost estimates are provided in the FAR Part 150 Noise Study. Actual costs would be determined at the time of implementation.

Waterbury-Oxford Airport
Proposed Stage Relocation Plan

Final Report

Prepared for

Connecticut Department of Transportation
(ConnDOT)

Prepared by:

CHA

October 2009

2.0 ACQUISITION PHASING

The Waterbury–Oxford Airport (OXC) FAR Part 150 Noise Study and Chapter 1 of this Relocation Plan discuss the voluntary acquisition of 72 single-family homes as a 7 to 10 year program, based on available funding. The Part 150 Study indicated that homes closest to the runway, and thus, exposed to the highest noise levels, would be first to receive an acquisition offer from ConnDOT; however, no phasing details were provided. This chapter of the Relocation Plan provides a discussion and recommendation of the acquisition phasing and a tentative schedule.

In order to look at a "worst case scenario" from a relocation housing perspective this evaluation assumed that all 72 eligible homeowners will choose to sell their property to ConnDOT. Such an outcome would require the greatest funding and longest period of time to implement. Based on the responses to the survey questionnaire (see Chapter 1), several homeowners that are eligible for noise insulation have indicated they would prefer that alternative, and others have not decided at this time.

During implementation, if eligible homeowners confirm their interest in noise insulation, or if any owners opt out of the program entirely, the acquisition process would be accelerated. It should also be noted, however, that the survey responses are in no way binding and an owner's decision is not "final" until the sale is complete or a noise insulation agreement is executed between the owner and ConnDOT. As such, for this phasing plan, all 72 properties were included, as all owners remain eligible for voluntary acquisition.

2.1 Phasing Plan

Once the voluntary acquisition program commences, ConnDOT will pursue voluntary acquisitions each year based on the funding provided by the FAA. As discussed throughout the Part 150 Noise Study process, noise compatibility is the purpose of the project and the FAA funding is coming from the "noise program set-aside" within the FAA's Airport Improvement Program (AIP). However, a characteristic that is unique to OXC's program are the homes located within the Runway Protection Zone (RPZ). The location of these homes significantly influenced the Part 150 Study recommendations. Based on current FAA design standards, residences are an incompatible land use within the RPZ. As such, voluntary acquisition is the only alternative being offered to homeowners located within the RPZ (not noise insulation). Location within the RPZ has also been considered in the acquisition phasing.

Several similar residential acquisition programs have been implemented in other locations in New England and throughout the country. From this case history, the FAA has estimated that funding for 7 to 10 acquisitions could realistically be provided each year of the OXC voluntary acquisition program. The relocation schedule has been based on this assumption.

Two proposed acquisition phasing plans are presented below: the first based on airport noise levels, the second on RPZ location.

2.1.1 Noise Considerations

FAA funding is eligible for property acquisitions in locations exposed to aircraft noise levels at or greater than a Day-Night Noise Level (DNL) of 65 decibels (dB). At commercial airports with airline and air cargo operations, nearby homes are sometimes subject to airport noise level categories of over DNL 70 or over DNL 75 dB. Based on the OXC Part 150 Noise Study, no homes fall within these higher noise levels at OXC. Therefore, from an evaluation standpoint, each of the 72 impacted homes are within the same noise contour or "category" of noise compatibility – homes within the DNL 65 to 70 dB contour, plus adjacent properties within the same neighborhood.

Programs associated with a particular neighborhood typically include the entire neighborhood, even if some locations are below the DNL 65 noise level, for community equity purposes. In the Triangle hills neighborhood, the DNL for each property varies, and may be as low as DNL 58 dB upon implementation of the noise abatement program. Nevertheless, the entire neighborhood is included the program.

Table 2-1 lists the potential acquisition phasing based exclusively on the airport noise level measure in DNL, with 10 homes per phase (i.e., year). Note that 12 homes are included in the final year. As illustrated in Figure 2-1, the locations nearest to the runway are generally in the early phases. However, due to the configuration of the individual parcels with respect to the runway orientation, homes in the same phase are not necessarily contiguous. For example, Phase 4 of this alternative includes homes in five separate locations within the neighborhood.

2.1.2 RPZ Considerations

Based on noise level alone, there would be residents located outside of the RPZ that would receive an acquisition offer before some homeowners located within the RPZ. As residential development within the RPZ is considered incompatible, a second phasing option was prepared to still consider noise level, but revised the phasing to offer voluntary acquisition to all properties within the RPZ prior to making purchase offers to homes outside the RPZ.

The Triangle Hills neighborhood has 34 homes within the RPZ; no other general aviation airport in Connecticut has as many homes within the RPZ. Table 2-2 shows the modified phasing, which changes the phasing for a handful of properties, as compared to phasing based on noise alone. As illustrated in Figure 2-2, the changes occur primarily in Phases 3 through 5. However, just like the alternative above, this phasing option also results in adjacent homes being located in different acquisition phases. Under this phasing alternative this would occurs in Phases 4 through 7.

Table 2-1:Relocation Phasing – Based on Noise

ACQUISITION PHASE	DNL	TAX PARCEL	ADDRESS	HOUSE IN RPZ
1 (10 Homes)	68.0	79	101 Triangle Blvd.	YES
	68.0	80	87 Triangle Blvd.	YES
	67.3	81	75 Triangle Blvd.	YES
	67.2	104	90 Triangle Blvd.	YES
	67.0	78	111 Triangle Blvd.	YES
	66.9	105	102 Triangle Blvd.	YES
	66.0	103	48 Triangle Blvd.	YES
	66.0	106	112 Triangle Blvd.	YES
	66.0	102	24 Triangle Blvd.	YES
	66.0	82	63 Triangle Blvd.	YES
2 (10 Homes)	65.6	77	129 Triangle Blvd.	YES
	65.2	101	45 Hill Pkwy.	YES
	65.0	109	79 Hill Pkwy.	YES
	65.0	110	67 Hill Pkwy.	YES
	64.9	83	51 Triangle Blvd.	YES
	64.8	84	43 Triangle Blvd.	YES
	64.8	85	31 Triangle Blvd.	YES
	64.7	86	25 Hill Pkwy.	YES
	64.6	107	117 Hill Pkwy.	YES
	64.6	108	95 Hill Pkwy.	YES
3 (10 Homes)	64.6	61	24 Hill Pkwy.	NO
	64.5	111	332 Triangle Blvd.	YES
	64.3	59	1318 Christian Rd.	NO
	64.3	62	321 Triangle Blvd.	NO
	64.2	112	44 Hill Pkwy.	YES
	64.1	17-22-2	362 Christian Rd.	NO
	64.0	60	1332 Christian Rd.	NO
	64.0	58	1304 Christian Rd.	NO
	63.8	113	56 Hill Pkwy.	YES
	63.8	94	1444 Christian Rd.	NO
4 (10 Homes)	63.8	76	145 Triangle Blvd.	NO
	63.6	87	7 Hill Pkwy	YES
	63.6	88	1362 Christian Rd.	YES
	63.6	114	68 Hill Pkwy.	YES
	63.6	93	1432 Christian Rd.	NO
	63.6	57	1290 Christian Rd.	NO
	63.6	63	311 Triangle Blvd.	NO
	63.4	89	1378 Christian Rd.	YES
	63.4	91	1408 Christian Rd.	YES
	63.4	92	1418 Christian Rd.	NO

Table Continues on Following Page

Table Continued from Previous Page				
ACQUISITION PHASE	**DNL**	**TAX PARCEL**	**ADDRESS**	**HOUSE IN RPZ**
5 (10 Homes)	63.4	56C	1276 Christian Rd.	NO
	63.3	90	1396 Christian Rd.	YES
	63.3	115	80 Hill Pkwy.	YES
	63.2	126	300 Triangle Blvd.	NO
	63.1	116	92 Hill Pkwy.	YES
	63.0	124	254 Triangle Blvd.	YES
	62.8	117	106 Hill Pkwy.	NO
	62.8	118	120 Hill Pkwy.	NO
	62.8	38A	1251 Christian Rd.	NO
	62.7	75	155 Triangle Blvd.	NO
6 (10 Homes)	62.6	35	1351 Christian Rd.	NO
	62.5	56B	1254 Christian Rd.	NO
	62.4	125	266 Triangle Blvd.	YES
	62.3	34	1363 Christian Rd.	YES
	62.3	64	301 Triangle Blvd.	NO
	61.7	123	244 Triangle Blvd.	NO
	61.6	65	289 Triangle Blvd.	NO
	61.5	122	234 Triangle Blvd.	NO
	61.3	66	279 Triangle Blvd.	NO
	61.3	56A	1240 Christian Rd.	NO
7 (12 Homes)	61.2	74	167 Triangle Blvd.	NO
	61.1	119	172 Triangle Blvd.	NO
	61.0	67	269 Triangle Blvd.	NO
	61.0	56	1264 Christian Rd.	NO
	60.9	121	224 Triangle Blvd.	NO
	60.4	120	212 Triangle Blvd.	NO
	60.4	68	253 Triangle Blvd.	NO
	59.9	69	237 Triangle Blvd.	NO
	59.9	73	177 Triangle Blvd.	NO
	59.2	70	221 Triangle Blvd.	NO
	59.0	72	187 Triangle Blvd.	NO
	58.7	71	209 Triangle Blvd.	NO

Table 2-2: Relocation Phasing – Based on RPZ

ACQUISITION PHASE	DNL	TAX PARCEL	ADDRESS	HOUSE IN RPZ
1 (10 Homes)	68.0	79	101 Triangle Blvd.	YES
	68.0	80	87 Triangle Blvd.	YES
	67.3	81	75 Triangle Blvd.	YES
	67.2	104	90 Triangle Blvd.	YES
	67.0	78	111 Triangle Blvd.	YES
	66.9	105	102 Triangle Blvd.	YES
	66.0	103	48 Triangle Blvd.	YES
	66.0	106	112 Triangle Blvd.	YES
	66.0	102	24 Triangle Blvd.	YES
	66.0	82	63 Triangle Blvd.	YES
2 (10 Homes)	65.6	77	129 Triangle Blvd.	YES
	65.2	101	45 Hill Pkwy.	YES
	65.0	109	79 Hill Pkwy.	YES
	65.0	110	67 Hill Pkwy.	YES
	64.9	83	51 Triangle Blvd.	YES
	64.8	84	43 Triangle Blvd.	YES
	64.8	85	31 Triangle Blvd.	YES
	64.7	86	25 Hill Pkwy.	YES
	64.6	107	117 Hill Pkwy.	YES
	64.6	108	95 Hill Pkwy.	YES
3 (10 Homes)	64.5	111	332 Triangle Blvd.	YES
	64.2	112	44 Hill Pkwy.	YES
	63.8	113	56 Hill Pkwy.	YES
	63.6	87	7 Hill Pkwy	YES
	63.6	88	1362 Christian Rd.	YES
	63.6	114	68 Hill Pkwy.	YES
	63.4	89	1378 Christian Rd.	YES
	63.4	91	1408 Christian Rd.	YES
	63.3	90	1396 Christian Rd.	YES
	63.3	115	80 Hill Pkwy.	YES
4 (10 Homes)	63.1	116	92 Hill Pkwy.	YES
	63.0	124	254 Triangle Blvd.	YES
	62.4	125	266 Triangle Blvd.	YES
	62.3	34	1363 Christian Rd.	YES
	64.6	61	24 Hill Pkwy.	NO
	64.3	59	1318 Christian Rd.	NO
	64.3	62	321 Triangle Blvd.	NO
	64.1	17-22-2	362 Christian Rd.	NO
	64.0	60	1332 Christian Rd.	NO
	64.0	58	1304 Christian Rd.	NO

Table Continues on Following Page

Table Continued from Previous Page				
ACQUISITION PHASE	**DNL**	**TAX PARCEL**	**ADDRESS**	**HOUSE IN RPZ**
5 (10 Homes)	63.8	94	1444 Christian Rd.	NO
	63.8	76	145 Triangle Blvd.	NO
	63.6	93	1432 Christian Rd.	NO
	63.6	57	1290 Christian Rd.	NO
	63.6	63	311 Triangle Blvd.	NO
	63.4	92	1418 Christian Rd.	NO
	63.4	56C	1276 Christian Rd.	NO
	63.2	126	300 Triangle Blvd.	NO
	62.8	117	106 Hill Pkwy.	NO
	62.8	118	120 Hill Pkwy.	NO
6 (10 Homes)	62.8	38A	1251 Christian Rd.	NO
	62.7	75	155 Triangle Blvd.	NO
	62.6	35	1351 Christian Rd.	NO
	62.5	56B	1254 Christian Rd.	NO
	62.3	64	301 Triangle Blvd.	NO
	61.7	123	244 Triangle Blvd.	NO
	61.6	65	289 Triangle Blvd.	NO
	61.5	122	234 Triangle Blvd.	NO
	61.3	66	279 Triangle Blvd.	NO
	61.3	56A	1240 Christian Rd.	NO
7 (12 Homes)	61.2	74	167 Triangle Blvd.	NO
	61.1	119	172 Triangle Blvd.	NO
	61.0	67	269 Triangle Blvd.	NO
	61.0	56	1264 Christian Rd.	NO
	60.9	121	224 Triangle Blvd.	NO
	60.4	120	212 Triangle Blvd.	NO
	60.4	68	253 Triangle Blvd.	NO
	59.9	69	237 Triangle Blvd.	NO
	59.9	73	177 Triangle Blvd.	NO
	59.2	70	221 Triangle Blvd.	NO
	59.0	72	187 Triangle Blvd.	NO
	58.7	71	209 Triangle Blvd.	NO

2.1.3 Recommended Phasing Plan

As noted above, the phasing based on noise level (Figure 2-1) and as modified for the RPZ (Figure 2-2), have some scattering in the location of residents in various phases. This can be a disadvantage as a home in Phase 4 may be located between homes in earlier phases. This would result in the demolition of properties to become somewhat spread-out through the neighborhood, instead of in small adjacent sections, which would be preferable. For this reason, the benefits of both alternatives above were reviewed and modified into optimal grouping of homes based on noise level, RPZ, and their comparative locations. Since noise is fairly uniform throughout the neighborhood, the highest priority was given to those homes in the RPZ, despite other factors, since this is a safety consideration. Phasing was then prioritized based on noise, and modified by location. The result eliminates the geographic scatter, with all homes in any giving phase located together.

Table 2-3 and Figure 2-3 depict the results of this approach, which is considered the preferred acquisition phasing and is recommended for the property acquisition implementation.

Table 2-3: Recommended Relocation Phasing

ACQUISITION PHASE	DNL	TAX PARCEL	ADDRESS	HOUSE IN RPZ
1 (10 Homes)	68.0	79	101 Triangle Blvd.	YES
	68.0	80	87 Triangle Blvd.	YES
	67.3	81	75 Triangle Blvd.	YES
	67.2	104	90 Triangle Blvd.	YES
	67.0	78	111 Triangle Blvd.	YES
	66.9	105	102 Triangle Blvd.	YES
	66.0	103	48 Triangle Blvd.	YES
	66.0	106	112 Triangle Blvd.	YES
	65.6	77	129 Triangle Blvd.	YES
	64.6	107	117 Hill Pkwy.	YES
2 (10 Homes)	66.0	102	24 Triangle Blvd.	YES
	66.0	82	63 Triangle Blvd.	YES
	65.2	101	45 Hill Pkwy.	YES
	65.0	109	79 Hill Pkwy.	YES
	65.0	110	67 Hill Pkwy.	YES
	64.9	83	51 Triangle Blvd.	YES
	64.8	84	43 Triangle Blvd.	YES
	64.8	85	31 Triangle Blvd.	YES
	64.7	86	25 Hill Pkwy.	YES
	64.6	108	95 Hill Pkwy.	YES
3 (10 Homes)	64.2	112	44 Hill Pkwy.	YES
	63.8	113	56 Hill Pkwy.	YES
	63.6	87	7 Hill Pkwy	YES
	63.6	88	1362 Christian Rd.	YES
	63.6	114	68 Hill Pkwy.	YES
	63.4	89	1378 Christian Rd.	YES
	63.4	91	1408 Christian Rd.	YES
	63.3	90	1396 Christian Rd.	YES
	63.3	115	80 Hill Pkwy.	YES
	63.1	116	92 Hill Pkwy.	YES
4 (10 Homes)	64.5	111	332 Triangle Blvd.	YES
	63.0	124	254 Triangle Blvd.	YES
	62.4	125	266 Triangle Blvd.	YES
	62.3	34	1363 Christian Rd.	YES
	64.6	61	24 Hill Pkwy.	NO
	64.3	59	1318 Christian Rd.	NO
	64.3	62	321 Triangle Blvd.	NO
	64.0	60	1332 Christian Rd.	NO
	63.2	126	300 Triangle Blvd.	NO
	62.6	35	1351 Christian Rd.	NO

Table Continues on Following Page

Table Continued from Previous Page				
ACQUISITION PHASE	**DNL**	**TAX PARCEL**	**ADDRESS**	**HOUSE IN RPZ**
5 (10 Homes)	63.8	94	1444 Christian Rd.	NO
	63.8	76	145 Triangle Blvd.	NO
	63.6	93	1432 Christian Rd.	NO
	63.4	92	1418 Christian Rd.	NO
	62.8	117	106 Hill Pkwy.	NO
	62.8	118	120 Hill Pkwy.	NO
	62.7	75	155 Triangle Blvd.	NO
	61.7	123	244 Triangle Blvd.	NO
	61.5	122	234 Triangle Blvd.	NO
	60.9	121	224 Triangle Blvd.	NO
6 (10 Homes)	64.0	58	1304 Christian Rd.	NO
	63.6	57	1290 Christian Rd.	NO
	63.6	63	311 Triangle Blvd.	NO
	62.3	64	301 Triangle Blvd.	NO
	61.6	65	289 Triangle Blvd.	NO
	61.3	66	279 Triangle Blvd.	NO
	61.0	67	269 Triangle Blvd.	NO
	60.4	68	253 Triangle Blvd.	NO
	59.9	69	237 Triangle Blvd.	NO
	59.2	70	221 Triangle Blvd.	NO
7 (12 Homes)	64.1	17-22-2	362 Christian Rd.	NO
	63.4	56C	1276 Christian Rd.	NO
	62.8	38A	1251 Christian Rd.	NO
	62.5	56B	1254 Christian Rd.	NO
	61.3	56A	1240 Christian Rd.	NO
	61.2	74	167 Triangle Blvd.	NO
	61.1	119	172 Triangle Blvd.	NO
	61.0	56	1264 Christian Rd.	NO
	60.4	120	212 Triangle Blvd.	NO
	59.9	73	177 Triangle Blvd.	NO
	59.0	72	187 Triangle Blvd.	NO
	58.7	71	209 Triangle Blvd.	NO

2.1.4 Tentative Acquisition Schedule and Cost

It is estimated that the total cost of a household relocation will average $350,000 per parcel. This relocation cost is a planning-level estimate including administrative, acquisition, and reclamation costs as listed below.

- Administration Costs: Appraisals, Surveys, Legal/Closings.
- Acquisition: Purchase Price, Replacement Housing Payment (RHP), Relocation Assistance Payments.
- Reclamation: Environmental Remediation, Building Demolition and Site Reclamation.

The actual relocation cost for each house will be determined on a case by case basis following the guidelines in the appraisal and acquisition process (see Section 2.3). The anticipated funding available for the program is between two and four million dollars each federal fiscal year, which allows for 7 to 10 property acquisitions per year. Table 2-4 provides a tentative acquisition schedule and cost estimate for the phases discussed previously.

Table 2-4: Tentative Acquisition Schedule

Phase	Tentative Year	Planning Level Cost Estimate*
1	2010	$2,500,000 - 3,500,000
2	2011	$2,500,000 - 3,500,000
3	2012	$2,500,000 - 3,500,000
4	2013	$2,500,000 - 3,500,000
5	2014	$2,500,000 - 3,500,000
6	2015	$2,500,000 - 3,500,000
7	2016	$3,200,000 - 4,200,000
	Total:	$18,200,000 - 25,200,000

*2009 Dollars

The anticipated annual funding for the acquisition program is estimated to be $2,500,000 to $3,500,000, with 95% provided by the FAA through the Airport Improvement Program (AIP). This program is appropriated annually by Congress and the Administration. Thus, the available funding will be determined each year. The estimated level listed in the table above is reasonable based on similar projects and current AIP appropriations. However, it is possible that either more or less funding may be available in any given year. As such, Table 2-4 is described as tentative, but based on practice and experience for noise relocation programs.

This schedule and the acquisition order presented in Figure 2-3 assume that all households will participate in the voluntary acquisition program. There are many other factors that could affect

the actual order and timeline of the program. For example, households not participating will be removed from the schedule which could allow for an earlier completion date. Any hardship acquisitions (see Section 2.2) will amend the proposed order, and finally, the schedule is also dependant the actual cost of relocations.

2.2 Hardship Acquisitions

Once a voluntary acquisition program begins, on occasion a homeowner must sell his/her home but is unable to do so because the property lies within the planned acquisition area. This is known as a hardship situation. If certain factors are satisfied, ConnDOT may buy such property before the approved program sequence. Hardship situations commonly fall into one of two types - health related or financially related.

Health hardships are defined as advanced age, debilitation, long-term handicaps requiring special housing facilities, or any other extraordinary condition that poses a significant threat to the health, safety, or welfare of the owner-occupants or household member for whom they are responsible. Financial hardships are defined as loss of employment and/or the need for distant relocation for employment, retirement, and financial inability to maintain current residence, pending mortgage foreclosure, financial litigation (probate), or any documented circumstance similar in impact.

Qualifications for hardship acquisitions must be fully documented. Examples of qualifying hardships and acceptable documentation may include:

- A doctor's statement fully and clearly describing the medical reasons for which the patient should relocate.
- A financial statement explaining how financial difficulties constitute the basis for a hardship.
- A letter from employer affirming that the owner is to be transferred to a specified location, or similar documentation regarding loss of employment.
- Court records and documents relating to any legal actions that provide support for the hardship basis (e.g., divorce, death in family, bankruptcy).
- Those portions of an income tax return supporting the hardship circumstance.

The above cannot be construed as being all-inclusive for every situation. Since it is conceivable that there will be times when the above documentation would not constitute appropriate or sufficient documentation, it would be acceptable to provide alternative data that will accomplish the required verification.

To be eligible for a hardship acquisition, the property to be acquired must meet all of the following requirements:

- Be an owner occupied, single-family dwelling on a lot of ≤ 10 acres.

- Be eligible for funding under The Waterbury-Oxford Airport Voluntary Land Acquisition and Relocation Program.

- Be able to document that a hardship exists.

For this program, ConnDOT will establish a Hardship Committee (HC) to review hardship applications and provide recommendations to the ConnDOT Project Manager. The HC will have the responsibility of evaluating all applications, confirming or researching the documentation provided, and conducting any follow up evaluation necessary. During their review, the HC may request further information and/or documents from the applicant and seek professional opinions as appropriate. The HC's effort is completed once a recommendation of acceptance or rejection of the application is submitted to the ConnDOT Project Manager.

The HC has not been established at this time, but as an example the HC could include five voting members, including representatives of the following agencies and offices:

- ConnDOT Bureau of Right-of-Way (Chair and staff support)
- ConnDOT Bureau of Aviation and Ports (Co-Chair and staff support)
- FAA New England Region Property Specialist
- Office of the First Selectmen of Middlebury
- Citizen Representative appointed annually by the Middlebury First Selectmen

If a homeowner deems it necessary to be evaluated for hardship considerations, a written request must be submitted to the HC stating the nature of the hardship. The Committee will review the request and will forward a recommendation to the ConnDOT Project Manager in accordance with the above criteria.

Based on the information provided, the ConnDOT Project Manager (with associated Bureau Manager) will review the Committee's recommendations and shall make a final decision in accordance with the above criteria. If the request is approved, the acquisition process would commence. If the request is rejected, a letter shall be sent to the applicant with a full explanation of the reasons for rejecting the request.

Depending upon funding levels and type of hardship, a determination will be made to acquire the property immediately or to move the acquisition to the beginning of the next phase. Hardship requests will be reviewed on a case by case basis and applications will be ordered with respect to urgency.

2.3 Appraisal & Acquisition Process

Once the voluntary acquisition program commences, the appraisal and acquisition process will adhere to the following process:

- Each affected owner will be notified via certified letter of the proposed acquisition, in the year that property is scheduled. The first acquisition phase is anticipated to commence in 2010.

- Real property shall be appraised by a qualified, licensed real estate appraiser prior to the initiation of negotiations.

- The owner shall be given an opportunity to accompany the appraiser during the property inspection.

- An independent appraiser will be hired to prepare an appraisal report and determine the property value, which will be supported by the presentation and analysis of relevant market data.

- The appraisal will then be submitted to a review appraiser prior to the initiation of negotiations. The review appraisal determines the Fair Market Value (FMV) of the property.

- Any decrease in property value caused by the project shall be disregarded in determining the FMV of the respective properties. This is accomplished by using comparable property sales data for homes located beyond the project area.

- A written offer identifying the amount of just compensation will be presented to the owner as part of the initiation of negotiations.

- The owners will have at least 30 days to consider the offer or present a counter offer for consideration. A response date will be indicated in the letter.

- Counter-offers should include independent appraisals or other documentation that may have not been considered in the written offer.

- ConnDOT will review any counter offer provided and may consider an administrative settlement (i.e., a negotiated adjustment to the purchase price) if the data provided is substantiated.

- If the offer, counter-offer, or administrative settlement is accepted, the acquisition of the property will proceed.

The ConnDOT ROW property agent will be available to provide all appropriate assistance to the owner in order to complete the property transfer. To provide a sample of the process, a homeowner on Hill Parkway is described below as they proceed through the acquisition process described above.

ASSESSOR'S OFFICE
TOWN of MIDDLEBURY
1212 WHITTEMORE ROAD
MIDDLEBURY, CT 06762
Tele: 203.758.1447 • Fax: 203.758.2915
www.middlebury-ct.org

March 3, 2015

The following table sets forth the 12 new homes constructed in the Town of Middlebury since 2007 within 1 mile of the town line north of the proposed electric generating facilities adjacent to the Woodruff Road culdesac in the Town of Oxford and an area map.

YEAR BUILT	MAP	LOT	ADDRESS	OWNER	2014 ASSESSMENT	2014 MARKET VALUE
2009	1-00	19	380 LAKE SHORE DR	NOLLETTI MARTINE	$ 303,500	$ 433,571
2008	1-00	400J	403 WASHINGTON DR	DESPRES MATTHEW	$ 289,800	$ 414,000
2007	1-00	400B	388 WASHINGTON DR	FISCHLER MICHAEL & ROX	$ 294,700	$ 421,000
2007	1-00	400I	405 WASHINGTON DR	JONES WARREN & LENA	$ 325,000	$ 464,286
2007	1-00	400K	401 WASHINGTON DR	FENG KRISTAL J & LAO YIN	$ 298,700	$ 426,714
2007	1-00	400N	395 WASHINGTON DR	SMP HOLDINGS LLC	$ 153,500	$ 219,286
2007	1-00	400O	393 WASHINGTON DR	STOLER BRETT M & STOLER	$ 296,200	$ 423,143
2014	2-00	400A	386 WASHINGTON DR	RICKARDS JOSHUA & RICK	$ 277,700	$ 396,714
2012	2-00	8	1090 LONG MEADOW RD	FEDERICO VALERIE & FEDE	$ 288,200	$ 411,714
2010	2-00	8	1055 LONG MEADOW RD	KAPLAN DAVID E	$ 262,600	$ 375,143
2008	2-00	8	1080 LONG MEADOW RD	ROACH MICHAEL P & PHIL	$ 298,400	$ 426,286
2008	2-00	8	1065 LONG MEADOW RD	HEME SCOTT & NUGENT H	$ 255,000	$ 364,286

Please refer to the attached map for locations of newer homes and the location of the Triangle hills neighborhood where most of the 72 homes have been razed, the rest are due to be purchased and razed shortly.

Sincerely,

Chris Kelsey CCMA II

Town of Middlebury

Geographic Information System (GIS)

Date Printed: 3/3/2015

MAP DISCLAIMER - NOTICE OF LIABILITY

This map is for assessment purposes only. It is not for legal description or conveyances. All information is subject to verification by any user. The Town of Middlebury and its mapping contractors assume no legal responsibility for the information contained herein.

Approximate Scale: 1 inch = 1500 feet

0 1,500 Feet

N W E S

Governor Dannel P. Malloy

STATE OF CONNECTICUT
GOVERNOR DANNEL P. MALLOY

August 12, 2013

GOV. MALLOY: ECONOMIC DEVELOPMENT CRITICAL AT WATERBURY-OXFORD AIRPORT

Connecticut Airport Authority Creates Economic Development Incentive Zone

(HARTFORD, CT) - Governor Dannel P. Malloy, joined by Connecticut Airport Authority Chair Mary Ellen Jones and Department of Economic and Community Development (DECD) Commissioner Catherine Smith, today announced that the 11-member Connecticut Airport Authority (CAA) Board of Directors has unanimously voted to create an economic development incentive zone at Waterbury-Oxford Airport, Connecticut's busiest general aviation airport.

"Airports are important economic drivers and integral to our overall economic development strategy," said Governor Malloy. "I applaud the Connecticut Airport Authority for their work to support business development and expansion at Waterbury-Oxford. This enterprise zone will bring jobs and important economic activity to the region."

Based at Bradley International Airport in Windsor Locks, New England's second busiest airport, the CAA is responsible for the state's General Aviation Airports. They are working to expand passenger service options including bringing in new transcontinental service and developing direct international flights.

There are two business incentives associated with the new enterprise zone. Subject to certain conditions, a five-year, 80 percent abatement of local property taxes on real and personal property; and a ten-year, 25–50 percent credit on a portion of the state's corporation business tax.

"The board of the Connecticut Airport Authority is proud to approve the creation of this incentive zone," said Chairwoman Jones. "We look forward to continuing our strong relationship with businesses, development partners, and other stakeholders at all of our General Aviation airports. They are an important part of economic recovery in Connecticut."

Located five miles west of Waterbury, the Waterbury-Oxford Airport houses the highest concentration of general aviation activity in the state and provides maintenance, fuel, aircraft storage, and support facilities to meet the demand of corporate jets and single- and multi-engine aircraft. In 2010, the airport contributed more than 2374 direct and indirect jobs and $235.4 million in economic activity, including $113.9 million of labor income, and $7.9 million in state tax revenues. An estimated 6,500 aircraft used the airport in 2010.

"As a member of CAA's board, I applaud my colleagues for their support of this opportunity to encourage economic development," said Commissioner Smith. "With access to I-84, utility infrastructure, and the active interest in the surrounding communities, we anticipate great things happening around Waterbury-Oxford."

The Connecticut Airport Authority is a quasi-public agency, established in 2011 to develop, improve, and operate Bradley international Airport and the state's five general aviation airports—Danielson, Groton-New London, Hartford-Brainard, Waterbury-Oxford, and Windham. It serves as an economic driver in Connecticut, making the state's airports more attractive to new routes, new commerce, and new companies.

For more information on the Connecticut Airport Authority, visit www.ctairports.org.

About the Airport

Development Opportunities

Economic Contribution

Diagram and Data

About Waterbury-Oxford Airport

Waterbury-Oxford Airport (OXC) is a public-use, publically owned GA airport on 424 acres located approximately seven miles southwest of the City of Waterbury Connecticut in New Haven County in the Town of Oxford, CT. A small northern portion of the Airport is located within the Town of Middlebury. The Airport consists of a single 5,800 foot long asphalt runway with ILS and GPS approach capabilities, a full parallel taxiway, an air traffic control tower, and numerous aviation support facilities.

Designated a GA airport in the FAA's National Plan of Integrated Airport Systems (NPIAS), the primary role of Waterbury-Oxford Airport is to serve general aviation corporate business and recreational activity. Notably, the Airport contains the highest concentration of general aviation activity in the entire State of Connecticut. The Airport provides maintenance, fuel, aircraft storage, and support facilities to meet the demand of corporate jet, and single- and multi-engine aircraft.

About the Airport

Development Opportunities

Economic Contribution

Diagram and Data

Economic Contribution of the Waterbury-Oxford Airport

Economic Contribution to CT

Jobs:

1,675

Labor Income:

$113.9 M

Total Output:

$235.4 M

State Taxes:

$7.9 M

In 2010, the total economic contribution of the Waterbury-Oxford Airport totaled to more than 1,670 jobs and $235.4 million of output, including $113.9 million of labor income, and $7.9 million in state tax revenues. The Waterbury-Oxford Airport is an economic asset to New Haven County, and the State of Connecticut, with full and part-time on-airport employment totaling more than 700 in 2010 and an estimated 6,500 visiting aircraft. Indirectly, the Airport supports nearly 1,000 jobs in Connecticut through its $5.0 million capital improvements and multiplier effects triggered by airport management, tenant, and visitor spending. It is estimated that 50 percent of the total operations at Waterbury-Oxford in 2010 were for business purposes with frequent users including Bearing Distributors.

	New Haven County			Connecticut		
	Jobs	Labor Income ($000s)	Output ($000s)	Jobs	Labor Income ($000s)	Output ($000s)
On-Airport Jobs	704	$65,311	$109.183	704	$65,311	$109.183
Operations & Maintenance Spending	6	$309	$840	8	$379	$1,036
Capital Spending	70	$3,800	$8,785	75	$4,100	$9,635
Airport Tenant Spending	682	$33,721	$86,483	816	$41,450	$108,109
Visitor Spending	68	$2,373	$6,741	72	$2,629	$7,473
Total	1,530	$105,515	$212,032	1,675	$113,869	$235,436