

US Army Corps of Engineers  
New England District

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Appendix F - Real Estate Plan  
Fairfield and New Haven Counties, CT  
Coastal Storm Risk Management  
Final Integrated Feasibility Report  
and  
Environmental Assessment

Prepared by:

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Realty Specialist

Approved by:

Gaelen C. Daly  
Chief, Real Estate Division

October 1, 2020

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Attachment 1 – Real Estate Map

Attachment 2 – Assessment of Non-Federal Sponsor's Real Estate Acquisition Capability Form

Attachment 3 – Real Estate Acquisition Risk Letter to Non-Federal Sponsor

## 1. STATEMENT OF PURPOSE/PROJECT DESCRIPTION/AUTHORITY

Introduction: The U.S. Army Corps of Engineers (USACE), in partnership with the Connecticut Department of Energy and Environmental Protection (CT DEEP), and in cooperation with other Federal and State agencies, including the Federal Highway Administration (FHA) and the Connecticut Department of Transportation (CT DOT), is conducting a study to examine Coastal Storm Risk Management (CSRM) alternatives to develop recommendations for reducing flood damage, coastal storm damage and coastal erosion, and other related purposes in the vicinity of the estuaries and shoreline of New Haven, Connecticut. This Real Estate Plan is prepared in support of the Draft Final Integrated Feasibility Report / Environmental Assessment (FIFR/EA). The Real Estate Plan (REP) is tentative in nature; it is for planning purposes only and both the final real property acquisition lines and the real estate cost estimates provided are subject to change even after approval of the study purpose.

Study Purpose: The purpose of the study is to evaluate the feasibility of Federal participation in implementing solutions to problems and opportunities associated with preventing or mitigating coastal storm damage in the study area. The Focused Study Area is shown in Figure 1.



Figure 1 – New Haven Study Area Outlined in Green

The focused study area includes the Interstate 95 (I-95) corridor through the City of New Haven and at-risk commercial and transportation infrastructure on either side of the corridor in the vicinity of Long Wharf. Commercial infrastructure includes industrial and commercial facilities (IKEA, Assa Abloy, Jordan's Furniture) and the Regional Water Authority, New Haven Food Terminal, and the Long Wharf Maritime Center to the east of I-95; and the CT DOT New Haven Rail Yard and New Haven Rail Maintenance Facility as well as Union Station, which is listed on the National Register of Historic Places, to the west.

Study Authorization: This study is authorized under a Resolution by the Committee on Transportation and Infrastructure of the United States House of Representatives dated April 29, 2010: *“the Secretary of the Army review the report of the Chief of Engineers on Land and Water Resources of the New England-New York Region, published as Senate Document No. 14, 85<sup>th</sup> Congress, 1<sup>st</sup> Session, and other reports to determine whether any modifications of the recommendations contained therein are advisable at the present time in the interest of flood damage reduction, coastal erosion, and other related purposes in the vicinity of the estuaries and shoreline of Fairfield and New Haven Counties, Connecticut.”*

Proposed Project: The proposed project will reduce damages and manage risk from coastal storms in the City of New Haven, CT. The Recommended Plan will abut the existing I-95 embankment in New Haven with 5,800 linear feet of floodwall with a top elevation of +15 feet North Atlantic Vertical Datum of 1988 (NAVD88). Five road closure structures and one pump station will be constructed.

Non-Federal Project Sponsor: The Non-Federal sponsor (NFS) for this study is the state of Connecticut acting through the CT DEEP. The NFS for project implementation will be the state of Connecticut in partnership with the city of New Haven.

## **2. REAL ESTATE REQUIREMENTS**

Land, Easements, and Rights-of-Way (LERs) Requirements. Temporary work area easements (TWAEs) for 5 years (access, staging, construction, and mobilization) will be required to construct a floodwall 5,800 feet long adjacent to the I-95 embankment, five road closure structures, approximately 475 feet long in total, and one pump station to support the system; all will be located in the I-95 right of way. Construction of the floodwall will require TWAEs over five City-owned parcels; acreage of the municipal properties totals +/- 13.9 acres. A TWAE will also be required from CT DOT for construction of the floodwall and five road closure structures adjacent to and in the right of way of the I-95 embankment and over two parcels identified on Real Estate Attachment 1, Real Estate Map. The actual areas encumbered by the TWAEs will be a 10 to 20 linear foot wide work area along the length required on each property.

A permanent easement from CT DOT will also be required for the floodwall, the road closure structures, and the pump station.

The required real estate areas are shown on Real Estate Plan Attachment 1, Real Estate Map, and are summarized below.

Parcel ID	Owner	TWAE (ac)	FPLE (ac)	Total Acres Required
206 0023 00100	City of New Haven	0.2	0.1203	0.3203
206 0023 00200	City of New Haven	0.15	0.0201	0.1701
233 0006 00200	City of New Haven	0.15	0.0478	0.1978
233 0023 00202	City of New Haven	0.1	0.0826	0.1826
233 0023 00200	City of New Haven	0.1	0.0099	0.1099
Tract 1 (no assessor ID)	State of Connecticut	1.2	0.736	1.936
Tract 2 (no assessor ID)	State of Connecticut	1.2	0.6023	1.8023

TWAE – Temporary Work Area Easement

FPLE – Flood Protection Levee Easement

No fee interest will be required. Please see Real Estate Plan Attachment 1, Real Estate Map.

The USACE standard estate language (as found in Exhibit 5-29 of ER 405-1-12) is as follows:

**TEMPORARY WORK AREA EASEMENT (Estate 15)**

A temporary easement and right-of-way in, on, over and across the land described in Schedule A (Tracts Nos. \_\_\_\_\_), for a period not to exceed 5 years, beginning with date possession of the land is granted to the United States, for use by the United States, its representatives, agents, and contractors as a work area, including the right to move, store and remove equipment and supplies, and erect and remove temporary structures on the land and to perform any other work necessary and incident to the construction of the New Haven County Coastal Storm Risk Management (CSRМ) Project, together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions, and any other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

The TWAE proposed is for access, staging, construction and mobilization.

## **FLOOD PROTECTION LEVEE EASEMENT** (Estate 9, modified to include pump station)

A perpetual and assignable right and easement in the land described in Schedule B (Tracts Nos, \_\_\_\_\_) to construct, maintain, repair, operate, patrol and replace a flood protection floodwall, gate closures, and pump station, including all appurtenances thereto; reserving, however, to the owners, their heirs and assigns, all such rights and privileges in the land as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

Following guidance provided by Paragraph 12-10c of ER 05-1-12, the District Chief of Real Estate has determined it is appropriate to include the pump station in the standard estate language as an essential appurtenance to the flood protection levee system. Office of Counsel reviewed and approved the Chief of Real Estate's decision.

The real estate requirements will be further defined during the pre-construction, engineering and design phase (PED), upon project approval.

### **3. EXISTING FEDERAL PROJECTS**

The New England District conducted a Focus Area Analysis (FAA) for the coastal portion of the Connecticut study area in 2015. This analysis was part of the larger North Atlantic Coastal Comprehensive Study (NACCS). The FAA described the study area and its problems, and recommended the continuation of the study into the feasibility phase for coastal storm risk management. The FAA also conducted specific analysis for a potential project for the Town of Fairfield in Fairfield County. In June 2016, USACE and the CT DEEP executed a Feasibility Cost Sharing Agreement (FCSA).

There are a number of shore protection and erosion control projects in other coastal communities in the vicinity of New Haven, CT. These were authorized and executed between 1953 and 1995. The Stamford Hurricane Barrier in nearby Fairfield County, authorized by the Flood Control Act of 1960 and completed in 1969, provides protection to approximately 600 acres of commercial, industrial, and residential property in the City of Stamford, CT. The New Haven Breakwater consists of three riprap breakwaters that provide refuge at the entrance to New Haven Harbor. The New Haven Harbor Federal Navigation Project was adopted by an Act of 1852 and modified by succeeding acts of Congress, most recently in 1986, and serves the Port of New Haven, Connecticut's largest seaport.

There are no areas of overlap between these existing federal projects and the proposed project to reduce flooding and coastal storm damage to the City of New Haven infrastructure.

#### **4. EXISTING FEDERALLY OWNED LANDS**

The project area is within the City and County of New Haven and contains no land owned by the federal government.

#### **5. LANDS OWNED BY THE NON-FEDERAL SPONSOR (NFS)**

All lands in the proposed project area are owned by the state of Connecticut or the city of New Haven which will jointly serve as NFS for the project implementation phase.

#### **6. NAVIGATIONAL SERVITUDE**

Navigational servitude is the right of the federal Government under the Commerce Clause of the U.S. Constitution to use, control, and regulate the navigable waters of the United States and the submerged lands thereunder for various commerce-related purposes including navigation and flood control. In tidal areas, the servitude extends to all lands below the mean high water (MHW). In non-tidal areas, the servitude extends to all lands within the bed and banks of a navigable stream that lie below the ordinary high water level. Navigational Servitude does not apply to this project.

#### **7. INDUCED FLOODING**

Detailed analysis of the selected plan contained in Appendix C confirms that the constructed project features will not induce flooding in new areas or increase flooding in existing flood-prone areas.

#### **8. BASELINE COST ESTIMATE FOR REAL ESTATE**

The real estate requirements are currently being defined as part of the feasibility analysis and the REP will be updated when additional design plans become available and will be finalized during PED. At this point in the study real estate requirements have been identified as follows: temporary work area easements required the City of New Haven and from the CT DOT for contractor access, staging, construction, and mobilization.

The baseline cost estimate for real estate requirements is based on an approximate 5% level of design and is annotated as follows: A permanent easement for the floodwall, TWEAs for the construction of the project, 5 road closure structures, and pump station adjacent to and in the right of way of the I-95 embankment will be required from CT DOT.

The preliminary real estate cost estimates are annotated as follows: TWAEs (Estate 15), \$185,500, and NFS administrative costs of \$25,000 + \$25,000 for Federal administrative costs; total estimated, \$235,500.

Permanent easements (Estate 9, as modified) for floodwall, 5 road closure structures, and pump station, \$60,000, Along with administrative costs of \$25,000 for NFS and \$25,000 for Federal administrative costs; total estimated, \$110,000.

Here is the Baseline Cost Estimate for Real Estate (BCERE) chart:

Real Estate Costs		Non-Federal	Federal	Project Cost
	<b>Baseline Cost Estimate for Real Estate (BCERE)</b>			
	<b>Cost Summary (rounded)</b>	<b>\$296,000</b>	<b>\$50,000</b>	<b>\$346,000</b>
	Incidental Cost (rounded)	\$50,000	\$50,000	<b>\$100,000</b>
	Real Estate Acquisition Cost (rounded)	\$246,000	\$0	<b>\$246,000</b>
<b>1</b>	<b>LANDS AND DAMAGES</b>			
<b>01A</b>	<b>Incidental Costs</b>	<b>\$50,000</b>	<b>\$47,000</b>	<b>\$97,000</b>
	<b>By Government</b>		\$47,000	\$47,000
	- Survey Review		\$13,600	\$13,600
	- Appraisal Review		\$16,000	\$16,000
	- Legal Review		\$ 9,200	\$9,200
	- Administrative		\$8,200	\$8,200
	<b>By Non-federal Sponsor</b>	\$50,000		\$50,000
	- Survey	\$11,000		\$11,000
	- Appraisal	\$18,000		\$18,000
	- Title search, insurance	\$3,000		\$3,000
	- Legal fees	\$11,000		\$11,000
	- Administrative	\$7,000		\$7,000
<b>01B</b>	<b>Real Estate Acquisition Costs</b>	<b>\$245,500</b>	<b>\$0</b>	<b>\$245,500</b>
	Land Payments	\$245,000	\$0	\$245,000
	Utility Relocations	\$0	\$0	\$0
	Damages	\$0	\$0	\$0

## **9. PUBLIC LAW 91-646 RELOCATIONS**

LERs identified for acquisition are owned by the city of New Haven and the CT DOT and will not require the displacement or relocation of any persons or businesses in connection with the proposed project.

## **10. MINERAL ACTIVITY**

The PDT confirms there is no present or anticipated mining and drilling activity in the vicinity of the project that may affect project purposes and the operation thereof.

## **11. TIMBER RIGHTS**

The PDT confirms that there are no timber rights required.

## **12. ASSESSMENT OF NON-FEDERAL SPONSOR ACQUISITION CAPABILITY**

The non-Federal sponsor for project implementation will be the state of Connecticut in partnership with the city of New Haven. The Real Estate Division has coordinated with the NFS to complete the acquisition assessment checklist to ensure that the NFS is vested with sufficient power to acquire, hold title, and to condemn lands as needed for project purposes.

The Real Estate Division has ensured that the NFS is aware of requirements in the "ASSESSMENT OF NON-FEDERAL SPONSOR'S REAL ESTATE ACQUISITION CAPABILITY". That form is attached to this report.

## **13. ZONING**

There are no zoning considerations associated with this project.

## **14. ACQUISITION SCHEDULE**

The PED and construction schedule is included in Appendix E – Cost Appendix of the IFR/EA and is dependent on future USACE HQ approval and Congressional project authorization. The real estate acquisition requirements will be further outlined during PED, upon project approval.

The actual construction date schedule is subject to project approval and Congressional authorization and appropriation. The schedule below reflects the tasks to be accomplished and will be finalized at a later date.

<b>Acquisition Schedule</b>	<b>Date</b>
Project Partnership Agreement (PPA) Executed	October 2021
USACE Provides NFS Notice to Proceed with Acquisition	May 2023
Sponsor Certification of Real Estate Interests	January 2024
Authorization for Entry for Construction	March 2024
Issue Solicitation	May 2024
Start Construction	October 2024

### **15. UTILITY AND FACILITY RELOCATIONS**

The PDT confirms that there are no current facility relocation requirements, and further confirmation will occur during PED. In regards to utility relocation, no relocations are anticipated but it is possible that, in some situations, existing utilities will be raised to higher elevations. This possibility will be examined and evaluated more fully during PED.

### **16. ENVIRONMENTAL CONCERNS**

An Environmental Impact Statement will not be required for the Feasibility Phase. The PDT has determined that an Environmental Assessment /Finding of No Significant Impact will satisfy National Environmental Policy Act (NEPA) requirements. A Draft Integrated Feasibility Report and Environmental Assessment will be issued for comment in December 2019 and the comment period will close in March 2020. At this point in the study, there is no known hazardous, toxic, or radioactive waste in the proposed project area and no known sites having had a release or threatened release of hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA.)

### **17. ATTITUDES OF THE LANDOWNERS**

The NFS, State, and local government authorities have expressed support for this storm risk management project. The proposed project is not expected to create dispute among landowners or the local public.

### **18. NOTIFICATION TO NON-FEDERAL SPONSOR**

Following USACE HQ approval, Congressional authorization, and Federal appropriation of funding required for the improvement project, the NFS will be required to execute a project partnership agreement (PPA) for this project with USACE, including cost share responsibilities and the requirements to acquire LERs.

Construction plans will be developed during PED and finalized following signing of the PPA. Upon plans finalization, the NFS will be provided with the notice to proceed by the Real Estate Division regarding the acquisition of all required real property interests for project purposes, including long term maintenance and operations.

The NFS has been advised in writing of the risks of acquiring real estate interests in advance of project authorization and funding.

## **19. OTHER RELEVANT REAL ESTATE ISSUES**

The Recommended Plan includes utilizing the existing I-95 embankment to create a 5,800 linear foot floodwall with a top elevation of 15 feet NAVD88, installing a pump station and 5 road closure structures. Design, construction, and operation of these structures will require close coordination with the FHA, the CT DOT, and City of New Haven Department of Public Works. TWAEs and permanent easements may be required.

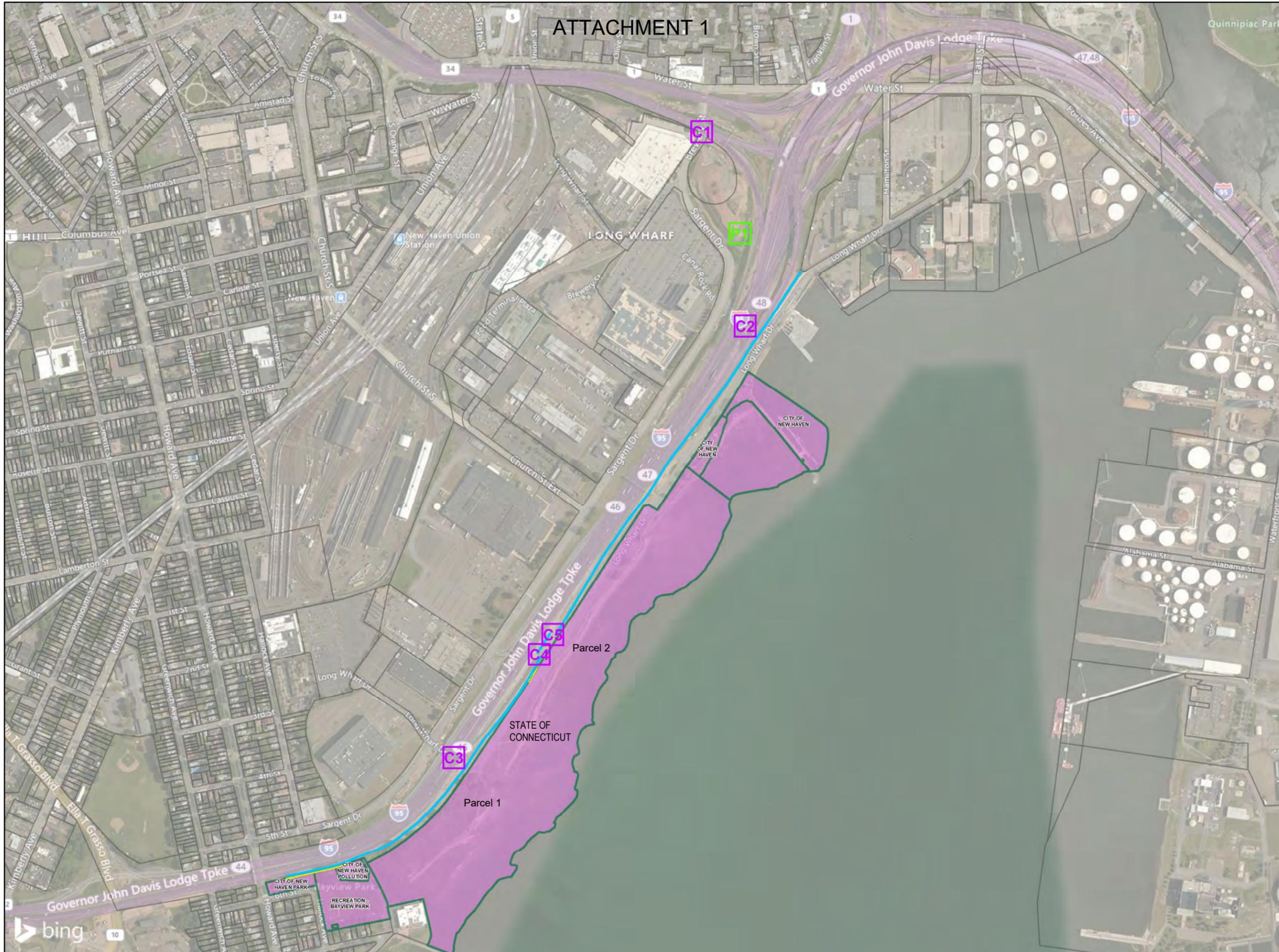
## **20. RISK ANALYSIS**

There is potential low risk associated with this project involving the acquisition of required real estate interests and the possibility that some utilities may need to be raised or relocated. These risks will be examined and evaluated more closely at PED phase

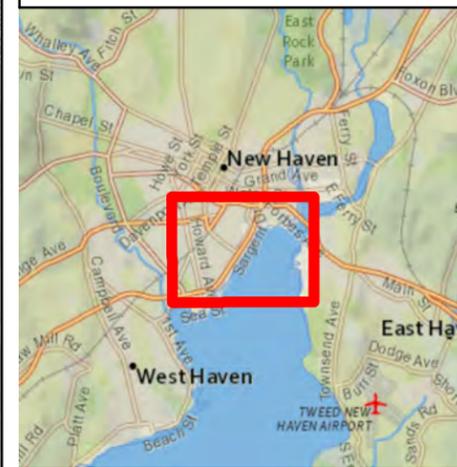
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Attachment 1 – Real Estate Map

# ATTACHMENT 1



## LOCATION MAP



## LEGEND

- Pump Station
- Closure Structures
- Easement Areas 3B
- Floodwall
- Parcels with Easements (7)
- New Haven Parcels

Number of parcels affected by easements: 7

## TITLE

Connecticut Coastal  
Flood Study  
New Haven, CT  
Alternative 3B  
Enhanced Embankment

0 350 700  
Feet



Project Name: Fairfield-New Haven Counties Flood Protection Study

Project Location: New Haven, CT

Project Sponsor: City of New Haven

ASSESSMENT OF NON-FEDERAL SPONSOR'S REAL ESTATE ACQUISITION CAPABILITY:  
CITY OF NEW HAVEN

I. Legal Authority:

Name and title of the sponsor's representative providing answers to this section:

**AICHA WOODS, Program Manager**

- a. Does the sponsor have the legal authority to acquire and hold title to real property for the project purposes?  
YES
  - The right to acquire, own and dispose of real property is contained in Section 7-148 (3) (A) of the Connecticut General Statutes.
- b. Does the sponsor have the power of eminent domain for this project?  
YES
  - The right to acquire, own and dispose of real property is contained in Section 7-148 (3) (A) of the Connecticut General Statutes.
- c. Does the sponsor have "quick-take authority for this project? **YES**
- d. Are any of the lands/interests in land required for the project located outside the sponsor's political boundary? **NO**
- e. Are any of the lands/interests in land required for the project owned by an entity whose property the sponsor cannot condemn? **NO**

II. Human Resource Requirements:

Name and title of the sponsor's representative providing answers to this section:

**AICHA WOODS, Program Manager**

- a. Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91-646, as amended? **NO**
- b. If the answer to II. a. is "yes", has a reasonable plan been developed to provide such training?  
**N/A**
- c. Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project? **YES**
- d. Is the sponsor's projected in-house staffing level sufficient considering its other workload, if any, and the project schedule? **YES**
- e. Can the sponsor obtain contractor support if required in a timely fashion? **YES**
- f. Will the sponsor likely request USACE assistance in acquiring real estate? **NO**

III. Other Project Variables

Name and title of the sponsor's representative providing answers to this section:

**AICHA WOODS, Program Manager**

- a. Will the sponsor's staff be located in reasonable vicinity to project site? **YES**
- b. Has the sponsor approved the project/real estate/milestone? **YES**

Project Name: Fairfield-New Haven Counties Flood Protection Study

Project Location: New Haven, CT

Project Sponsor: City of New Haven

IV: Overall Assessment

- a. Has the sponsor performed satisfactorily on other USACE projects? **YES**
- b. With regards to the project the sponsor is anticipated to be fully capable. **YES**

V. Coordination

- a. Has this assessment been coordinated with the sponsor? **YES**
- b. Does the sponsor concur with this assessment? **YES**

VI. NOTES

Prepared by:

DAVI.MAUREEN  
.B.1296966980

Digitally signed by  
DAVI.MAUREEN.B.1296966980  
Date: 2020.10.01 09:28:52  
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(date) October 1, 2020

Maureen B. Davi  
USACE Realty Specialist

Reviewed by:

DALY.GAELEN  
C.1072388921

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Date: 2020.10.01 11:49:17  
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(date) October 1, 2020

Gaelen C. Daly  
USACE Chief, Real Estate Division



**DEPARTMENT OF THE ARMY**  
**US ARMY CORPS OF ENGINEERS**  
**NEW ENGLAND DISTRICT**  
**696 VIRGINIA ROAD**  
**CONCORD MA 01742-2751**

October 1, 2020

The Honorable Justin Elicker  
Mayor, City of New Haven  
165 Church Street, 2<sup>nd</sup> Floor  
New Haven, Connecticut 06510

Dear Mayor Elicker:

This letter is in reference to the Fairfield and New Haven Counties Coastal Storm Risk Management Final Feasibility Report (the "project"). Enclosure-1 is the real estate map for the project's recommended plan, which consists of a levee/floodwall segment, pump station and road closure structures. Enclosure-2 provides a list of the impacted parcels and real property interest required therein. Together they depict the Lands, Easements, and Right-of-Ways (LER) the City of New Haven (the "City") must acquire, as the non-Federal partner, to construct, operate, and maintain of the project's recommended plan.

Enclosure-3 provides the U.S. Army Corps of Engineers (USACE) approved standard estates. The standard estates are required to be incorporated, as written, into the body of their respective real estate agreements finalized with property owners. If changes to any of the standard estates are desired, please contact me at your soonest opportunity because any proposed revision may require Headquarters USACE approval.

At this point in the feasibility study, the required LER identified for the project's recommended plan are preliminary estimates based only on existing, readily available Geographic Information System (GIS) data. Since the design of the project's recommended plan is not yet final, the LER required is subject to change with design refinements. The final LER requirements will be known during the project's Pre-construction, Engineering, and Design (PED) phase, when final plans, specifications, and detailed drawings are prepared.

Prior to USACE commencing with the solicitation for the first construction contract, as the non-Federal partner, it will be the City's responsibility to acquire or ensure the acquisition of all the LER required for project. In accordance with the Project Partnership Agreement (PPA), the City assumes full and sole responsibility for any and all costs, responsibility, or liability arising out of the acquisition effort.

It is, however, strongly recommended that the City not acquire any real property interests for the project before the PPA is signed and you have received from USACE the formal written notice to proceed with LER acquisition. Furthermore, as we are required to do under the provisions of Paragraph 12-31 of Chapter 12 of USACE Engineers Regulation 405-1-12, by this letter, USACE is formally advising the City of the risks associated with acquiring the LER prior to the signing of the PPA. These risks include, but may not be limited to, the following:

- a. Congress may not appropriate funds to construct the recommended plan;
- b. The recommended plan may otherwise not be funded or approved for construction;
- c. A PPA mutually agreeable to the City and the Federal Government may not be executed and implemented;
- d. The City may incur liability and expense by virtue of its ownership of contaminated lands, or interests, whether such liability should arise out of local, state, or Federal laws or regulations, including liability arising out of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA);
- e. The City may acquire interests or estates that are later determined by the Federal Government to be inappropriate, insufficient, or otherwise not required for the recommended plan;
- f. The City may initially acquire insufficient or excessive real property acreage, which may result in additional negotiations and/or benefit payments under Public Law 91-646 (Uniform Relocation Assistance); as well as the payment of additional fair market value to the affected landowners, which could have been avoided by delaying acquisition until after PPA execution and the Federal Government's notice to commence acquisition;
- g. The City may incur costs or expenses in connection with its decision to acquire the LER in advance of the executed PPA and the Federal Government's notice to proceed with LER acquisition, which may not be creditable under the provisions of Public Law 99-662 (Water Resources Development Act of 1986) or the PPA.

Although the probability of any of the aforementioned events occurring is low, USACE is required to notify the non-Federal partner, in writing, of such possibilities. USACE will provide the City with the formal notice to proceed with acquisition of the required LER after the PPA has been fully executed and after project design plans are final.

A copy of this letter has been provided to Byron Rupp as the Project Manager.

Please feel free to contact me by phone at (978) 318-8570 or by email at [Gaelen.C.Daly@usace.army.mil](mailto:Gaelen.C.Daly@usace.army.mil) if you have questions concerning the foregoing. I look forward to working with you and your staff on this project.

Sincerely,

A handwritten signature in cursive script that reads "Gaelen C. Daly".

Gaelen C. Daly  
Chief, Real Estate Division

Enclosures

ENCLOSURE-1  
PRELIMINARY REAL ESTATE MAP

**LOCATION MAP**



**LEGEND**

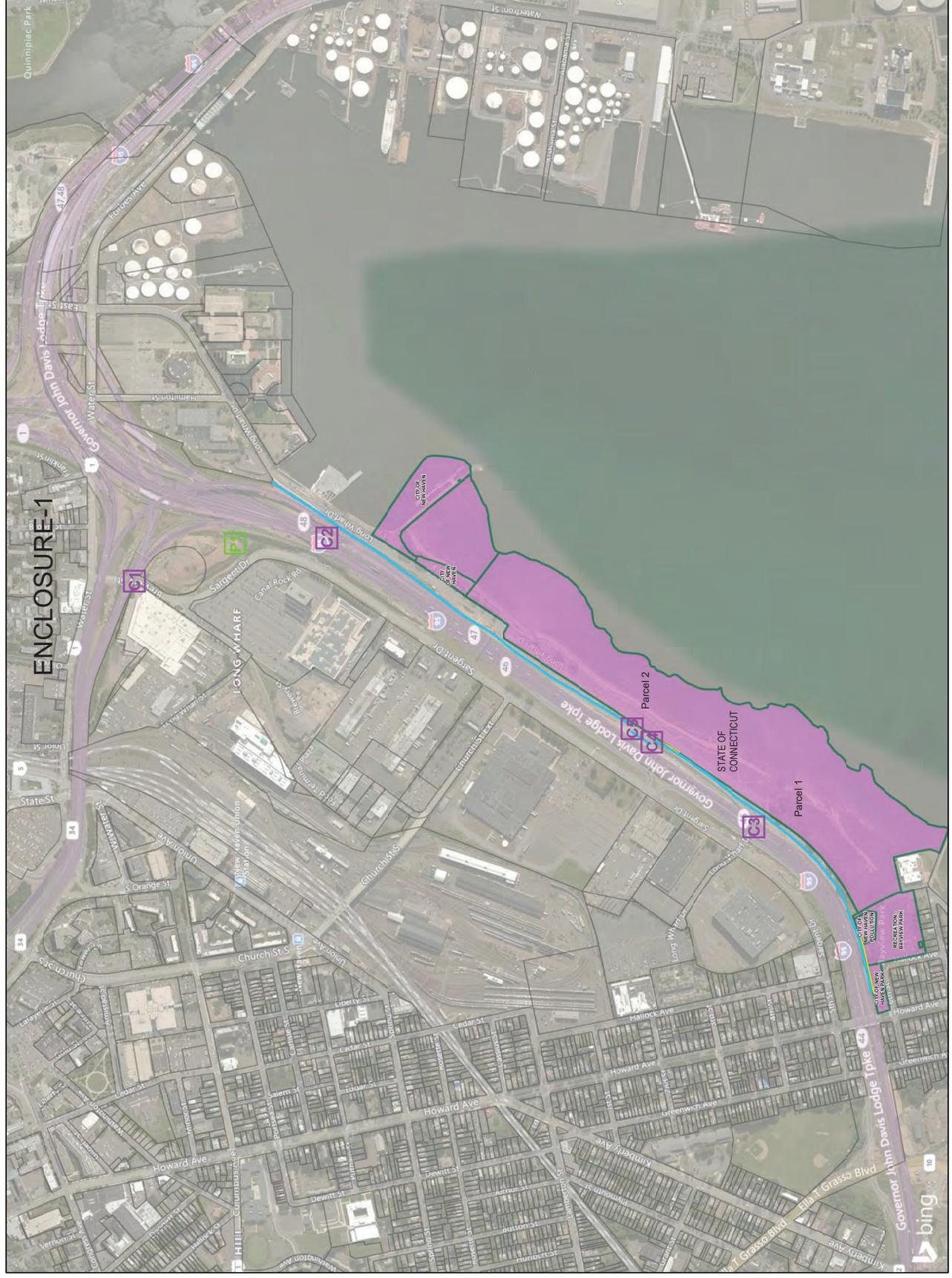
-  Pump Station
-  Closure Structures
-  Easement Areas 3B
-  Floodwall
-  Parcels with Easements (7)
-  New Haven Parcels

Number of parcels affected by easements: 7

TITLE
Connecticut Coastal Flood Study
New Haven, CT
Alternative 3B
Enhanced Embankment



M:\Projects\CT\_FLOOD\_Study\MapDocs\NewHaven\Process\Drawings\DR1115\_01.dwg, Plot date of April 8, 2019, DWG PLOT, C:\CISCO\BREN



ENCLOSURE-2  
PARCEL DATA

Parcel ID	Owner	TWAE (ac)	FPLE (ac)	Total Acres Required
206 0023 00100	City of New Haven	0.2	0.1203	0.3203
206 0023 00200	City of New Haven	0.15	0.0201	0.1701
233 0006 00200	City of New Haven	0.15	0.0478	0.1978
233 0023 00202	City of New Haven	0.1	0.0826	0.1826
233 0023 00200	City of New Haven	0.1	0.0099	0.1099
Tract 1 (no assessor ID)	State of Connecticut	1.2	0.736	1.936
Tract 2 (no assessor ID)	State of Connecticut	1.2	0.6023	1.8023

TWAE – Temporary Work Area Easement  
FPLE – Flood Protection Levee Easement

ENCLOSURE-3  
STANDARD ESTATE LANGUAGE

**TEMPORARY WORK AREA EASEMENT (USACE Standard Estate No. 15)**

A temporary easement and right-of-way in, on, over and across the land described in Schedule A (Tracts Nos. \_\_\_\_\_), for a period not to exceed 5 years, beginning with date possession of the land is granted to the United States, for use by the United States, its representatives, agents, and contractors as a work area, including the right to move, store and remove equipment and supplies, and erect and remove temporary structures on the land and to perform any other work necessary and incident to the construction of the New Haven County Coastal Storm Risk Management (CSRМ) Project, together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions, and any other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

**FLOOD PROTECTION LEVEE EASEMENT (USACE Standard Estate No.9)**

A perpetual and assignable right and easement in the land described in Schedule B (Tracts Nos, \_\_\_\_\_) to construct, maintain, repair, operate, patrol and replace a flood protection floodwall, gate closures, and pump station, including all appurtenances thereto; reserving, however, to the owners, their heirs and assigns, all such rights and privileges in the land as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.