TRAFFIC IMPACT ANALYSIS

Waterbury Generation, LLC
c/o FirstLight Power Resources Services, LLC
Waterbury, Connecticut

Prepared for

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A. INTRODUCTION

TRC Engineers, Inc. (TRC) has conducted this Traffic Impact Analysis for the Waterbury Generation, LLC facility proposed to be located in the northwest corner of the intersection of Railroad Hill Street and Washington Avenue in Waterbury, Connecticut. The proposed project would be a simple-cycle power plant consisting of a single dual fuel-fired (natural gas and ultra low sulfur distillate oil (ULSD)) simple-cycle peaking General Electric (GE) LMS 100 Turbine with a nominal electrical power output of 96 megawatts (MW).

The project site is in an industrial area and the new facility will primarily occupy an existing paved (vacant) parking lot that will be leased from Ansonia Copper and Brass, Inc. Access to the site will be provided by Washington Avenue. Washington Avenue also provides a connection to Route 8. During project construction, there would be a maximum projected peak number of craft labor employees of 125 at any one time, with an average number of 70 workers. An off-site laydown/parking/office area would be provided within approximately 500 feet of the project site. Construction is projected to last approximately 15 months, with the peak period of about 3 months beginning in December of 2008. The construction would generally occur between 7:00 AM and 7:00 PM and thus, would not occur during Peak Roadway Hours. Operation of the facility will only require a minimal number of employees, possibly one or two, who will visit the site periodically. The operation of the project would not have traffic impacts on the traffic operating conditions on the adjacent roadway network.

TRC has prepared this Traffic Impact Analysis to summarize the existing and future traffic operating conditions as a result of the proposed project. This analysis concludes that the traffic generated by the proposed project will not have a significant impact on the traffic operating conditions in the study area surrounding the facility.

B. EXISTING ROADWAY GEOMETRY

The following are brief descriptions of the roadways in the vicinity of the proposed facility:

Washington Avenue – Washington Avenue is a two-lane roadway that runs in an east/west direction to the south of the facility. Access to the facility will be provided along Washington Avenue. Washington Avenue provides a connection for vehicles from Route 8 to reach the site. Washington Avenue also connects to South Main Street to the east to provide further access to the site.

Railroad Hill Street – Railroad Hill Street is a wide, two-lane roadway that is unstriped. Access to the site will be opposite Railroad Hill Street at its intersection with Washington Avenue.

South Riverside Street/South Leonard Street – South Riverside Street/South Leonard Street intersect Washington Avenue at a signalized intersection. From South Riverside

Street, there is a connection to Route 8 northbound just north of Washington Avenue. South Riverside Street travels in a northbound direction and has multiple travel lanes north of Washington Avenue. There is an exit from Route 8 northbound onto South Leonard Street south of Washington Avenue.

Riverside Street/Charles Street – Riverside Street/Charles Street travel in a southbound direction and form a signalized intersection with Washington Avenue. A ramp from Route 8 southbound and Congress Avenue also meet at this intersection. A Route 8 southbound entrance ramp is located on Charles Street south of Washington Avenue.

C. SITE ACCESS

There will be one primary site access to the facility. The access will be located along Washington Avenue just opposite Railroad Hill Street where an existing driveway is currently located. The site access will be under STOP control and consist of one entering lane and one exiting lane.

D. PROJECTED GENERATED TRAFFIC AND DISTRIBUTION

The ability of any roadway network to accommodate anticipated traffic volumes is measured by comparing the project's traffic volumes to the roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the proposed project. Due to the type of facility proposed, there will only be one or two employees on

the site at any one time. This minimal number of employees will have no impact upon the traffic operating conditions in the area.

E. CONSTRUCTION TRAFFIC

Project construction will take approximately 15 months. However, the peak construction period will only occur during a 3-month period beginning in December of 2008. Construction Traffic volumes will be significantly less during the remainder of the construction period.

Traffic to the project site during construction will consist of two categories of vehicular trips:

1) Construction employees
2) Construction Equipment/Supply trucks

The first category, construction employees or worker trips, consists of the traffic associated with construction employees traveling to and from the project site. The maximum number of construction workers employed at any one time is expected to be approximately 125 during the peak construction period. This level of employees is expected to be reached only for a short period of time. Before and after this peak, much fewer construction workers will be required at this facility and the corresponding vehicular trips will be correspondingly less. It is expected that during the entire

construction period, there would be an average of 70 construction workers. Construction employees would park at a nearby off-site construction laydown/parking/office area, that would be located within approximately 500 feet of the project site. In addition many construction workers will tend to carpool.

It is expected that the majority of construction activity will occur during the daytime hours. The working hours during the construction of the project will generally be from 7:00 AM to 7:00 PM. It is possible that extensions of this basic workday or moderate amounts of evening work might occasionally occur. Such activity, however, would require only a small number of workers. Because of the proposed construction hours, the traffic impact from the construction of the project would be minimal as the majority of the traffic would not be during the peak roadway hours, but will generally occur when there is no traffic on the adjacent roadways.

The second type of traffic associated with the construction of the project involves trips by trucks delivering construction materials, equipment and supplies. These vehicles include pick-up trucks, dump trucks, concrete trucks, flatbed trucks and tractor-trailers. Truck arrival time will occur at various times of the day and generally do not occur during the roadway peak hours. The maximum number of trucks is estimated to be approximately 35 trucks during peak construction activities. During other portions of the construction, the number of trucks would be considerably less. It should be noted that the majority of trucks will arrive during non-peak periods when traffic on adjacent roadways is lower, not during peak roadway hours or during the peak construction employee hours.

Therefore, the trucks will not have a significant impact on traffic operating conditions in the area. The majority of construction employees and construction trucks will travel to and from the site along Washington Avenue connecting to/from Route 8.

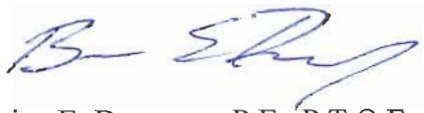
F. SUMMARY

As described above, operation of the facility will require only one to two employees and thus, minimal need for traveling to and from the site. The traffic operating conditions on the adjacent roadway network will not be impacted by the facility's operation.

Peak construction traffic associated with the project will also not have a significant impact on traffic operating conditions on the roadways in the vicinity of the site. The peak construction period would only be approximately 3 months and during the remaining 12 months of project construction, less traffic would be generated by the proposed project. This construction traffic will tend to be during non-peak roadway hours and is not projected to have a significant impact upon traffic operating conditions. The trucks during construction will be dispersed throughout the day.

Respectfully submitted,

TRC



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