Comment 1-19:

US Route 9/NY Route 67/Round Lake Bypass Road Intersection Evaluation

- Collision Diagram
- Volume Comparison
- Level of Service Reports
- Improvement/Concept Figure

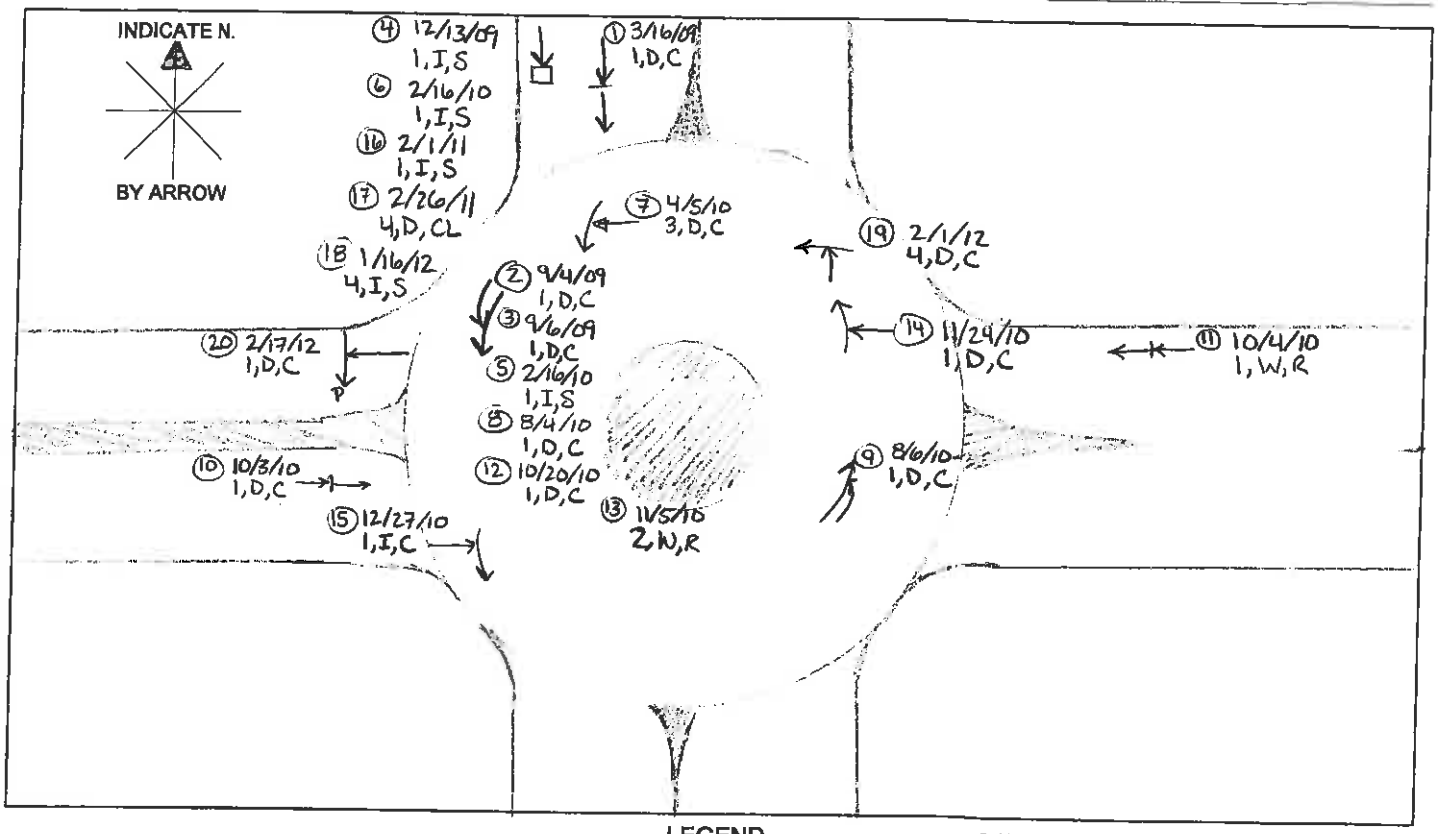
CME
CREIGHTON MANNING ENGINEERING, LLP

COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 20

INTERSECTION OF US Rt 9/NY Rt 67 AND Round Lake Bypass BY AMM

PERIOD 3 YRS. 4 MO. FROM 1/1/09 TO 4/30/12 DATE 3/14/13



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

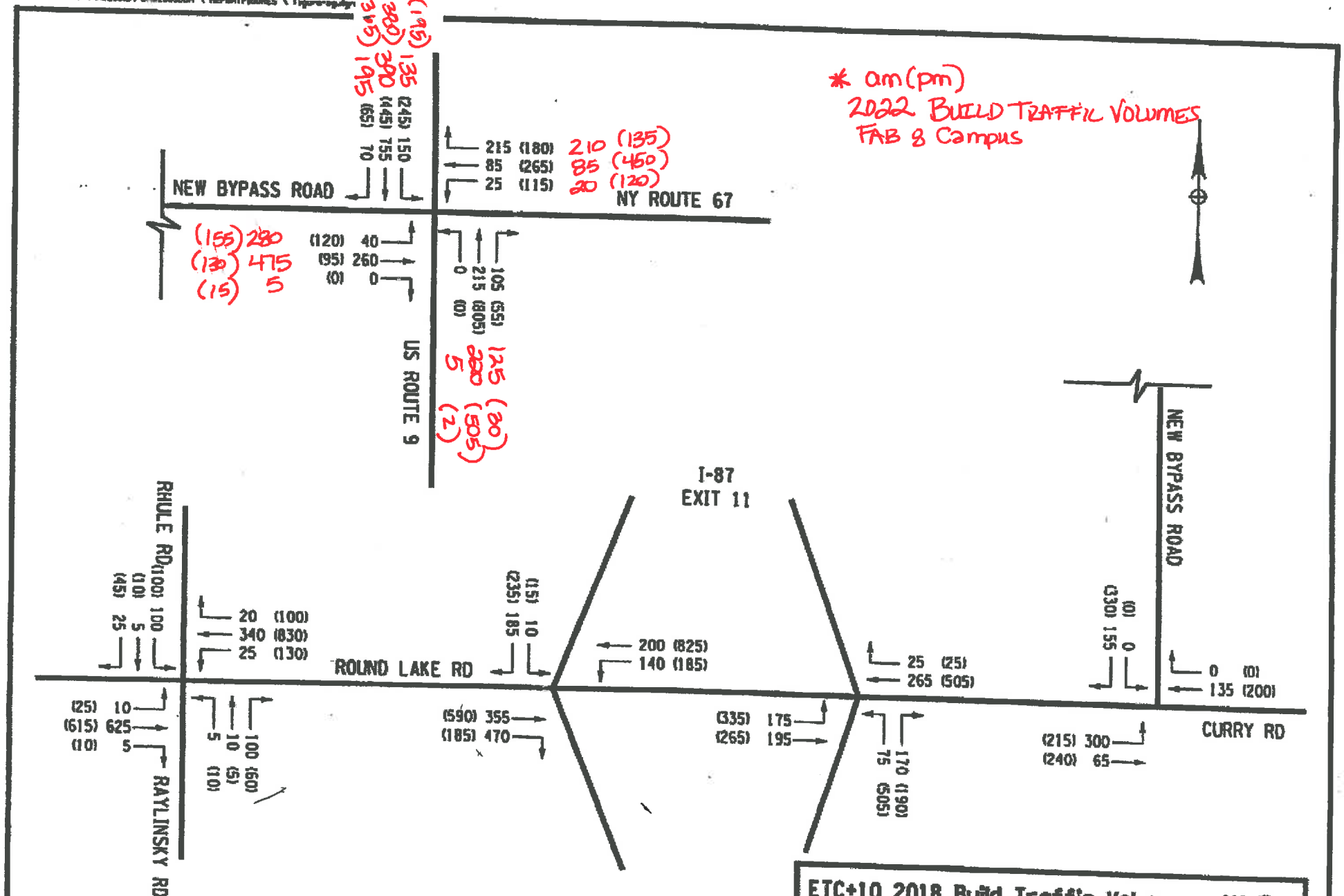
PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION

PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE	15	19	14	3					1	1	1	3
REAR-END	10	11	1	3					1	1	1	3
HEAD-ON												
LEFT TURN			7	1							1	1
SIDESWIPE /OVERTAKING	3,12,13		2,5,8,9	7					III		IIII	7
RUN OFF ROAD												
FIXED OBJECT	4,17,18		6,16	5					III		II	5
PARKED CAR												
PEDESTRIAN		20		1						1		1
OTHER												
TOTALS	8	3	9	20					8	3	9	20

F:\CADDISTDDET\DGN\COLLDIAG.DGN

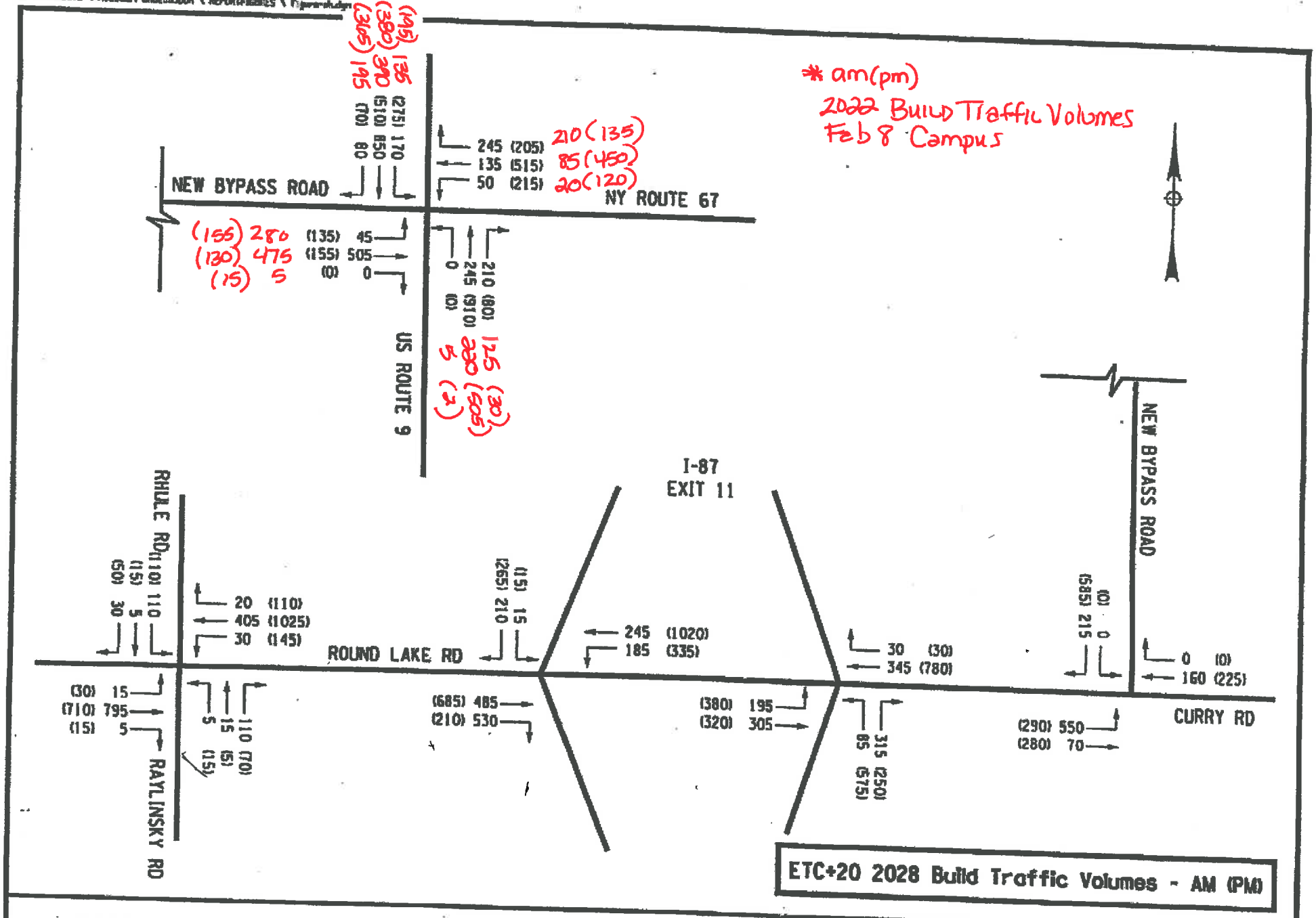


ETC+10 2018 Build Traffic Volumes - AM (PM)

ROUND LAKE BYPASS, VILLAGE OF ROUND LAKE, SARATOGA COUNTY

FIGURE NO.	SCALE	DATE
II-7	NONE	01/06

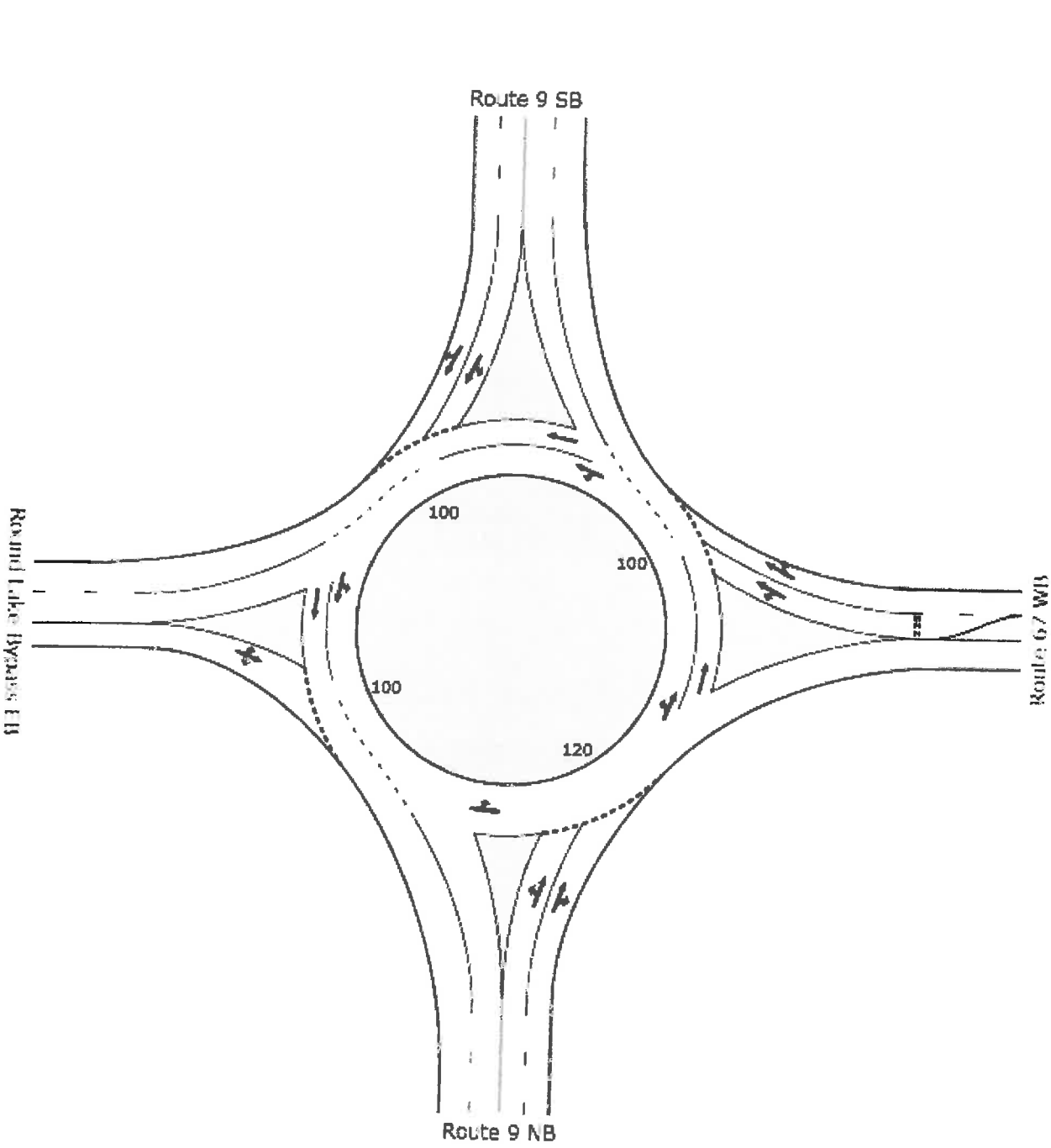
M.J. ENGINEERING & LAND SURVEYING, P.C.
CLIFTON PARK, NEW YORK



ROUND LAKE BYPASS, VILLAGE OF ROUND LAKE, SARATOGA COUNTY

FIGURE NO.	SCALE	DATE
II-8	NONE	01/06

M.J. ENGINEERING & LAND SURVEYING, P.C.
CLIFTON PARK, NEW YORK


N
Route 9 SB
Round Lake Bypass EB
Route 67 WB
Route 9 NB
100
100
100
120

LANE SUMMARY

Site: Route 9/Route 67/Round Lake Bypass - AM Peak - Build 2022 - RC - Design Report geometry

Route 9/Route 67/Round Lake Bypass
Build 2022
AM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	50% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	5	154	0	159	7.5	471	0.338	100	13.2	LOS B	0.9	24.3	1600	–	0.0	0.0
Lane 2	0	78	132	209	2.2	619	0.338	100	10.4	LOS B	1.0	26.3	1600	–	0.0	0.0
Approach	5	232	132	368	4.5		0.338		11.6	LOS B	1.0	26.3				
East: Route 67 WB																
Lane 1	21	89	0	111	19.2	555	0.199	75[5]	9.1	LOS A	0.3	10.0	225	Turn Bay	0.0	0.0
Lane 2	0	0	221	221	5.0	834	0.265	100	7.2	LOS A	0.5	13.7	1600	–	0.0	0.0
Approach	21	89	221	332	9.7		0.265		7.8	LOS A	0.5	13.7				
North: Route 9 SB																
Lane 1	142	234	0	376	6.5	1117	0.336	100	6.5	LOS A	0.8	20.4	1600	–	0.0	0.0
Lane 2	0	177	205	382	5.5	1136	0.336	100	6.4	LOS A	0.8	20.3	1600	–	0.0	0.0
Approach	142	411	205	758	6.0		0.336		6.5	LOS A	0.8	20.4				
West: Round Lake Bypass EB																
Lane 1	295	500	5	800	11.4	600	1.333	100	182.0	LOS F	30.7	838.8	1600	–	0.0	13.5
Approach	295	500	5	800	11.4		1.333		182.0	LOS F	30.7	838.8				
Intersection				2258	8.2		1.333		69.7	LOS E	30.7	838.8				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

5 Lane underutilisation determined by program

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SIDRA INTERSECTION

LANE SUMMARY

Site: Route 9/Route 67 Round Lake Bypass - PM Peak - Build 2022 - RC - Design Report Geometry

Route 9/Route 67/Round Lake Bypass
Build 2022
PM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	50% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	2	259	0	261	1.0	811	0.322	100	8.1	LOS A	0.8	21.1	1600	–	0.0	0.0
Lane 2	0	267	31	298	0.9	927	0.322	100	7.3	LOS A	0.9	22.1	1600	–	0.0	0.0
Approach	2	526	31	559	0.9		0.322		7.7	LOS A	0.9	22.1				
East: Route 67 WB																
Lane 1	125	239	0	364	4.6	726	0.502	100	12.4	LOS B	1.2	31.5	225	Turn Bay	0.0	0.0
Lane 2	0	229	141	370	5.5	737	0.502	100	12.2	LOS B	1.2	31.9	1600	–	0.0	0.0
Approach	125	469	141	734	5.0		0.502		12.3	LOS B	1.2	31.9				
North: Route 9 SB																
Lane 1	203	282	0	486	1.3	782	0.621	100	14.9	LOS B	1.8	46.3	1600	–	0.0	0.0
Lane 2	0	113	380	494	1.5	795	0.621	100	14.8	LOS B	1.8	46.6	1600	–	0.0	0.0
Approach	203	396	380	979	1.4		0.621		14.8	LOS B	1.8	46.6				
West: Round Lake Bypass EB																
Lane 1	161	135	16	313	11.4	501	0.624	100	21.5	LOS C	1.8	47.8	1600	–	0.0	0.0
Approach	161	135	16	313	11.4		0.624		21.5	LOS C	1.8	47.8				
Intersection				2585	3.5		0.624		13.4	LOS B	1.8	47.8				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

F:øProjectsø2012ø112-118 Global Foundriesøcaddødgnøfiguresø112-118_fig_rlb_ra .dgn

100 0 100 200 300 400'

1" = 200'

ROUND LAKE BYPASS
AND US ROUTE 9 IMPROVEMENTS

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

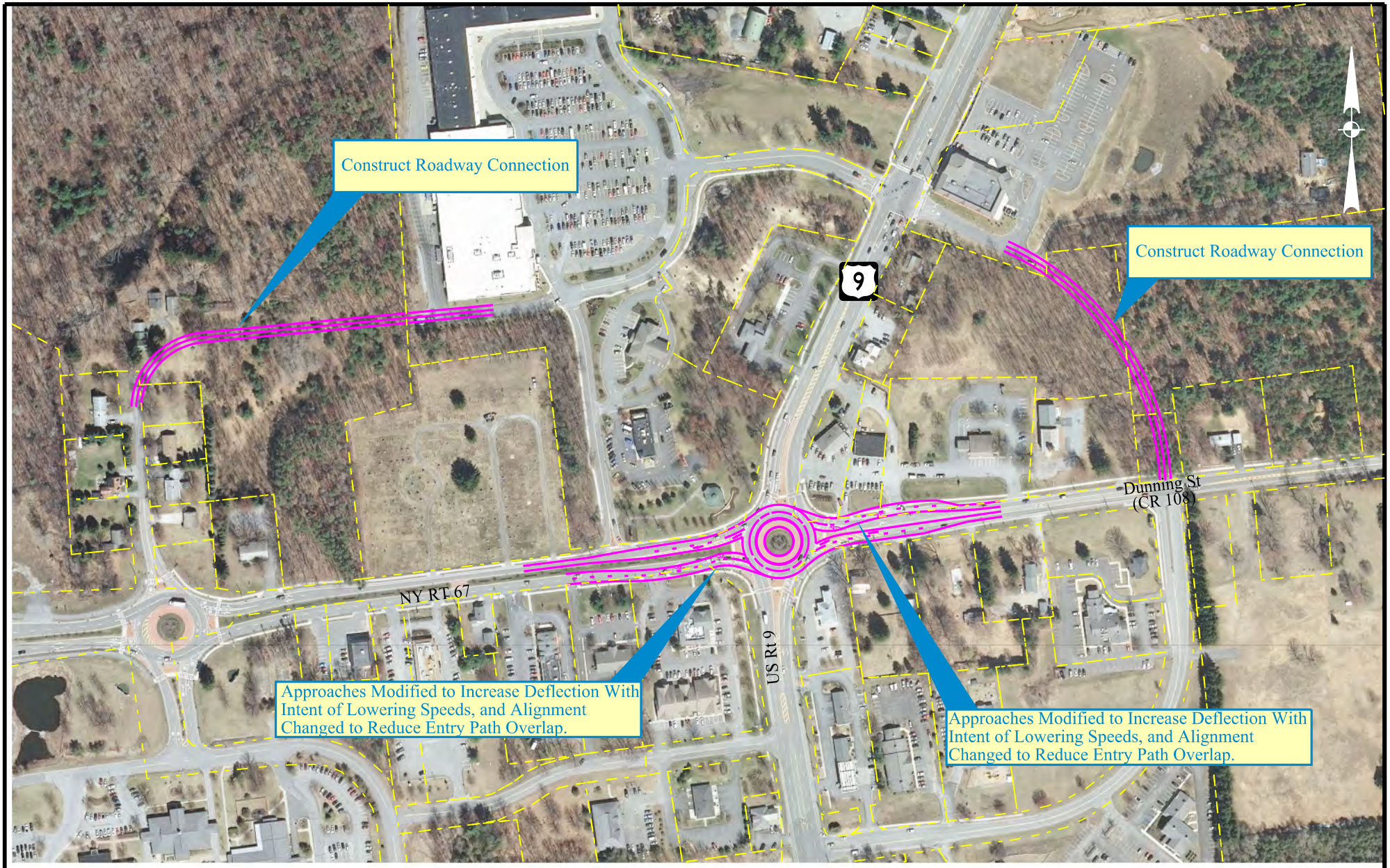
Creighton Manning

PROJECT: 112-118 | DATE: 4/2013 | FIGURE: E

Comment 1-20:

US Route 9/NY Route 67/Dunning Street Intersection Evaluation
- Improvement/Concept Figure
- All Improvement/Concept Figures

F:øProjectsø2012ø112-118 Global Foundriesøcaddødgnøfiguresø112-118_fig_rwy_conn_2013.dgn



150 0 150 300 450 600'

1" = 300'

NY RTE 67/DUNNING STREET
AND US ROUTE 9 IMPROVEMENTS
ALTERNATIVE MITIGATION

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118 | DATE: 4/2013 | FIGURE: 2-20

F:ØProjectsØ2012Ø112-118 Global FoundriesØcaddØdgnØfiguresØ112-118_fig_exit 11 .dgn

100 0 100 200 300 400'

1" = 200'

EXIT 11 IMPROVEMENTS

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 2/2013	FIGURE: A

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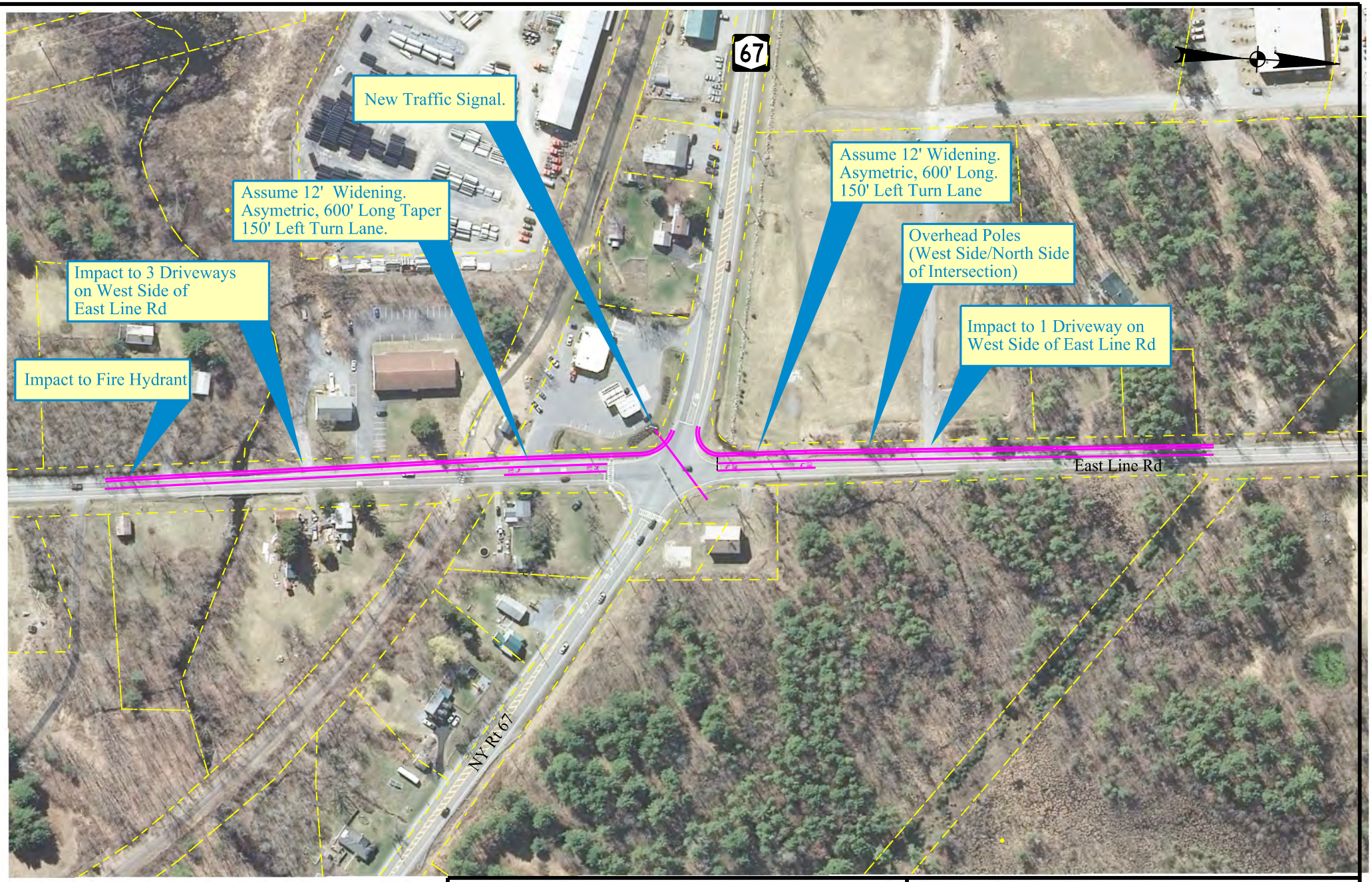


50 0 50 100 150 200'

1" = 100'

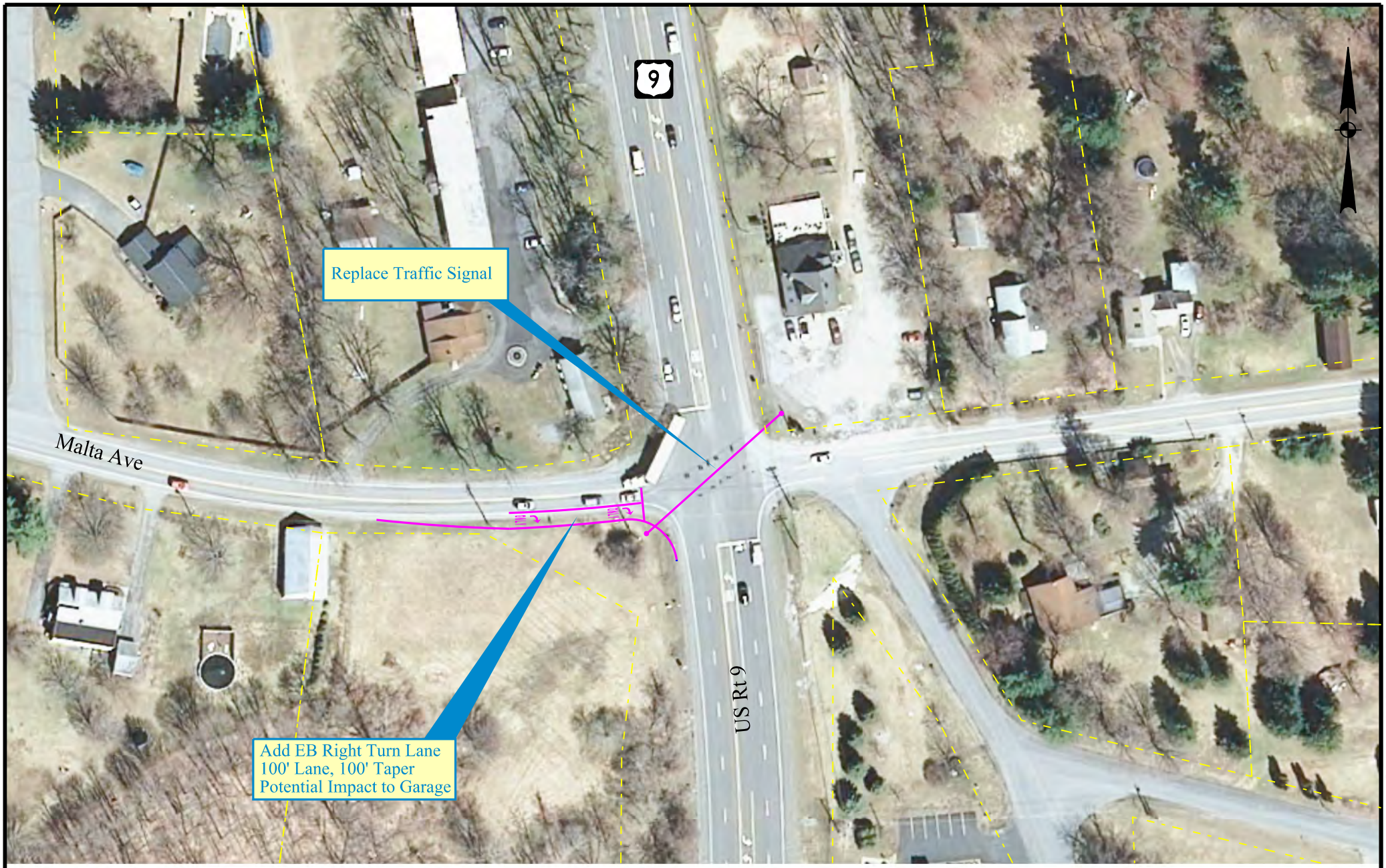
NYS ROUTE 67 AND EAST LINE RD
INTERSECTION IMPROVEMENTS

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 2/2013	FIGURE: B

F:øProjectsø2012ø112-118 Global Foundriesøcaddødgnøfiguresø112-118_fig_rrt_malta ave.dgn



50 0 50 100 150 200'

1" = 100'

US RTE 9 AND MALTA AVE
INTERSECTION IMPROVEMENTS

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 2/2013	FIGURE: D

F:øProjectsø2012ø112-118 Global Foundriesøcaddødgnøfiguresø112-118_fig_rlb_ra .dgn

100 0 100 200 300 400'

1" = 200'

ROUND LAKE BYPASS
AND US ROUTE 9 IMPROVEMENTS

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118 | DATE: 4/2013 | FIGURE: E

Comment 1-21:

US Route 9/NY Route 67/Round Lake Bypass Road Intersection Evaluation

- Hermes Road Volume Redistribution
- Level of Service Table
- Level of Service Reports

AM Peak Hour of Adjacent Street Traffic

Intersection Growth Rate	Approach		Existing 2012 Volumes Rounded	Background Growth (2022) 0.3%/yr	Total Other Development Enter	Total Other Development Exit	2022 No-Build Rounded	GlobalFoundries Trip Distribution Enter	GlobalFoundries Trip Distribution Exit	GlobalFoundries Rounded Enter	GlobalFoundries Rounded Exit	2022 Build Rounded	Redistribute of Existing Hermes Rd Traffic	2022 Build Rounded Hermes Rd Redistributed	Connector Road Delta %	2022 Build Rounded With Connector Rds
				1.0304	951	680				1130	135					
8) Rt 9/Rt 67 (Malta)	EB	U	30	31	0	0	30			0	0	30		30	-75%	10
January		L	95	98	82	7	185			0	0	185		185	-20%	150
		T	180	185	102	7	295	0%		0	0	295	-30	265		265
		R	205	211	5	7	220	12%		135	0	355	20	375	-15%	320
	NB	L	135	139	28	9	175		12%	0	15	190	5	195	-15%	165
		T	160	165	45	44	255		12%	0	15	270		270		270
		R	40	41	13	35	90			0	0	90		90	-25%	70
	WB	L	140	144	18	3	165			0	0	165		165	-15%	140
		T	410	422	28	23	475		0%	0	0	475	-5	470		470
		R	60	62	12	4	80		0%	0	0	80		80	-25%	60
	SB	L	85	88	18	11	115	0%		0	0	115	-10	105	-25%	80
		T	285	294	23	49	365	12%		135	0	500	10	510		510
		R	135	139	28	87	255			0	0	255		255	-15%	215

PM Peak Hour of Adjacent Street Traffic

Intersection Growth Rate	Approach		Existing 2012 Volumes Rounded	Background Growth (2022) 0.3%/yr	Total Other Development Enter	Total Other Development Exit	2022 No-Build Rounded	GlobalFoundries Trip Distribution Enter	GlobalFoundries Trip Distribution Exit	GlobalFoundries Rounded Enter	GlobalFoundries Rounded Exit	2022 Build Rounded	Redistribute of Existing Hermes Rd Traffic	2022 Build Rounded Hermes Rd Redistribution	Connector Road Delta %	2022 Build Rounded With Connector Rds
				1.0304	892	1262				215	1010					
8) Rt 9/Rt 67 (Malta)	EB	U	45	46	0	0	45			0	0	45		45	-75%	10
February		L	225	232	82	7	320			0	0	320		320	-20%	255
		T	375	386	102	7	495	0%		0	0	495	-10	485		485
		R	190	196	5	7	205	12%		135	0	340	10	350	-15%	300
	NB	L	215	222	28	9	260		12%	0	15	275	25	300	-15%	255
		T	475	489	45	44	580		12%	0	15	595	10	605		605
		R	135	139	13	35	185			0	0	185		185	-25%	140
	WB	L	85	88	18	3	110			0	0	110		110	-15%	95
		T	290	299	28	23	350		0%	0	0	350	-35	315		315
		R	145	149	12	4	165		0%	0	0	165	-10	155	-25%	115
	SB	L	125	129	18	11	160	0%		0	0	160		160	-25%	120
		T	310	319	23	49	390	12%		135	0	525		525		525
		R	115	118	28	87	235			0	0	235		235	-15%	200

Table 1-21A: Level of Service and V/C Summary –Hermes Road Diversion

Intersection		Control	AM Peak Hour (7:00-8:00)		PM Peak Hour (4:30 -5:30)	
			Existing Distribution	Hermes Road Redistribution	Existing Distribution	Hermes Road Redistribution
			Build 2022 w/Imp	Build 2022 w/Imp	Build 2022 w/Imp	Build 2022 w/Imp
8) Route 9/Route 67/Dunning St						
Route 9 NB	LT,TR	R	B (10.3) [0.40]	A (9.4) [0.38]	D (50.3) [0.95]	E (62.1) [1.00]
Dunning St WB	L,TR		B (11.9) [0.51]	B (11.8) [0.50]	D (54.7) [0.91]	D (49.3) [0.87]
Route 9 SB	LT,TR		C (21.8) [0.71]	C (22.5) [0.73]	C (20.9) [0.68]	B (16.7) [0.66]
Route 67 EB	L,TR		C (20.7) [0.69]	C (20.3) [0.68]	C (21.0) [0.73]	C (21.3) [0.73]
	Overall		B (16.8)	B (16.8)	D (36.9)	D (39.4)

LANE SUMMARY

Site: Route 9/Route 67/Dunning Street - AM Peak - Build 2022 - EB/WB - B

Route 9/Route 67/Dunning Street
Build 2022 with Imp
AM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	184	99	0	283	3.0	707	0.400	100	10.4	LOS B	2.3	58.0	2500	–	0.0	0.0
Lane 2	0	215	79	294	3.0	736	0.400	100	10.1	LOS B	2.3	58.6	2500	–	0.0	0.0
Approach	184	314	79	577	3.0		0.400		10.3	LOS B	2.3	58.6				
East: Dunning Street WB																
Lane 1	164	223	0	387	0.4	761	0.509	100	12.1	LOS B	3.2	80.4	350	–	0.0	0.0
Lane 2	0	335	70	404	0.3	795	0.509	100	11.7	LOS B	3.2	81.3	1600	–	0.0	0.0
Approach	164	558	70	792	0.4		0.509		11.9	LOS B	3.2	81.3				
North: Route 9 SB																
Lane 1	110	330	0	441	3.0	618	0.713	100	22.5	LOS C	5.7	145.1	725	–	0.0	0.0
Lane 2	0	228	252	480	2.4	674	0.713	100	21.1	LOS C	5.9	149.2	725	–	0.0	0.0
Approach	110	558	252	921	2.7		0.713		21.8	LOS C	5.9	149.2				
West: Route 67 EB																
Lane 1	184	246	0	430	3.0	619	0.694	100	21.4	LOS C	5.6	144.2	1225	–	0.0	0.0
Lane 2	0	138	331	469	1.7	676	0.694	100	20.0	LOS B	5.8	147.7	1225	–	0.0	0.0
Approach	184	384	331	899	2.3		0.694		20.7	LOS C	5.8	147.7				
Intersection				3188	2.1		0.713		16.9	LOS B	5.9	149.2				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

LANE SUMMARY

Site: Route 9/Route 67/Dunning Street - PM Peak - Build 2022 - EB/WB - B

Route 9/Route 67/Dunning Street
Build 2022
PM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	303	262	0	565	0.9	596	0.949	100	51.3	LOS D	14.4	363.3	2500	–	0.0	0.0
Lane 2	0	458	145	604	1.5	636	0.949	100	49.3	LOS D	15.0	378.3	2500	–	0.0	0.0
Approach	303	720	145	1169	1.2		0.949		50.3	LOS D	15.0	378.3				
East: Dunning Street WB																
Lane 1	139	225	0	364	0.6	400	0.911	100	57.5	LOS E	10.0	250.8	350	–	0.0	0.0
Lane 2	0	264	157	421	0.6	462	0.911	100	52.3	LOS D	10.9	272.7	1600	–	0.0	0.0
Approach	139	489	157	785	0.6		0.911		54.7	LOS D	10.9	272.7				
North: Route 9 SB																
Lane 1	123	274	0	397	1.4	586	0.678	100	21.5	LOS C	5.4	136.0	725	–	0.0	0.0
Lane 2	0	209	215	424	2.0	626	0.678	100	20.4	LOS C	5.5	140.4	725	–	0.0	0.0
Approach	123	484	215	822	1.7		0.678		20.9	LOS C	5.5	140.4				
West: Route 67 EB																
Lane 1	320	195	0	516	0.4	708	0.728	100	21.1	LOS C	6.5	164.1	1225	–	0.0	0.0
Lane 2	0	294	229	523	2.3	718	0.728	100	20.9	LOS C	6.6	167.5	1225	–	0.0	0.0
Approach	320	489	229	1039	1.4		0.728		21.0	LOS C	6.6	167.5				
Intersection				3814	1.2		0.949		36.9	LOS D	15.0	378.3				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

LANE SUMMARY

Site: Route 9/Route 67/Dunning Street - AM Peak - Build 2022 - EB/WB - B - Ex+Bu Hermes Redistribution

Route 9/Route 67/Dunning Street
Build 2022 with Imp
AM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	193	97	0	290	3.0	760	0.382	100	9.5	LOS A	2.1	54.5	2500	–	0.0	0.0
Lane 2	0	217	81	298	3.0	780	0.382	100	9.3	LOS A	2.1	54.8	2500	–	0.0	0.0
Approach	193	314	81	588	3.0		0.382		9.4	LOS A	2.1	54.8				
East: Dunning Street WB																
Lane 1	164	217	0	381	0.4	758	0.503	100	12.0	LOS B	3.1	78.8	350	–	0.0	0.0
Lane 2	0	329	70	399	0.3	792	0.503	100	11.6	LOS B	3.2	79.6	1600	–	0.0	0.0
Approach	164	547	70	780	0.4		0.503		11.8	LOS B	3.2	79.6				
North: Route 9 SB																
Lane 1	94	354	0	448	3.2	617	0.725	100	23.3	LOS C	5.9	151.4	725	–	0.0	0.0
Lane 2	0	239	250	489	2.5	674	0.725	100	21.7	LOS C	6.1	155.7	725	–	0.0	0.0
Approach	94	593	250	937	2.8		0.725		22.5	LOS C	6.1	155.7				
West: Route 67 EB																
Lane 1	186	227	0	413	3.1	606	0.682	100	21.1	LOS C	5.4	137.6	1225	–	0.0	0.0
Lane 2	0	81	372	453	1.8	664	0.682	100	19.6	LOS B	5.6	141.2	1225	–	0.0	0.0
Approach	186	308	372	866	2.4		0.682		20.3	LOS C	5.6	141.2				
Intersection				3172	2.1		0.725		16.8	LOS B	6.1	155.7				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

LANE SUMMARY

Site: Route 9/Route 67/Dunning Street - PM Peak - Build 2022 - EB/WB - B - Ex+Bu Hermes Redistribution

Route 9/Route 67/Dunning Street
Build 2022
PM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South: Route 9 NB																
Lane 1	345	257	0	602	0.9	602	1.001	100	63.1	LOS E	19.7	496.6	2500	–	0.0	0.0
Lane 2	0	496	145	641	1.5	640	1.001	100	61.1	LOS E	20.5	519.3	2500	–	0.0	0.0
Approach	345	753	145	1243	1.2		1.001		62.1	LOS E	20.5	519.3				
East: Dunning Street WB																
Lane 1	141	182	0	323	0.6	372	0.866	100	52.3	LOS D	8.1	204.1	350	–	0.0	0.0
Lane 2	0	238	140	377	0.6	436	0.866	100	46.8	LOS D	8.9	222.5	1600	–	0.0	0.0
Approach	141	419	140	700	0.6		0.866		49.3	LOS D	8.9	222.5				
North: Route 9 SB																
Lane 1	125	277	0	402	1.4	605	0.663	100	20.2	LOS C	5.3	132.9	725	–	0.0	0.0
Lane 2	0	212	215	427	2.0	644	0.663	100	19.2	LOS B	5.4	136.9	725	–	0.0	0.0
Approach	125	489	215	829	1.7		0.663		19.7	LOS B	5.4	136.9				
West: Route 67 EB																
Lane 1	323	193	0	515	0.4	704	0.732	100	21.4	LOS C	6.6	165.5	1225	–	0.0	0.0
Lane 2	0	281	242	523	2.4	714	0.732	100	21.2	LOS C	6.6	169.0	1225	–	0.0	0.0
Approach	323	473	242	1038	1.4		0.732		21.3	LOS C	6.6	169.0				
Intersection				3810	1.3		1.001		39.4	LOS D	20.5	519.3				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

Comment 1-48:

Stonebreak Road/Stonebreak Road Extension/Rocket Way Intersection Evaluation
- Internal Access Road Volume Distribution
- Level of Service Reports

Path: F:\Projects\2012\112-118 Global Foundries\cadd\gis\Internal_Roads.mxd

INTERNAL ROAD
TRIP DISTRIBUTION AND ASSIGNMENT

GLOBALFOUNDRIES DEVLOPMENT
TOWN OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 4/2013	FIGURE:

LANE SUMMARY

Site: Stonebreak/Hermes/Rocket - AM Peak - Build 2022

Stonebreak/Hermes/Rocketway
Build 2022
AM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	50% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block %
South East: Rocket Way - NWB																
Lane 1	2	1	258	261	2.0	326	0.801	100	47.6	LOS D	3.5	89.8	1600	–	0.0	0.0
Approach	2	1	258	261	2.0		0.801		47.6	LOS D	3.5	89.8				
North East: Stonebreak Rd Ext - SWB																
Lane 1	30	93	16	140	2.0	1364	0.103	100	3.5	LOS A	0.2	5.8	1600	–	0.0	0.0
Approach	30	93	16	140	2.0		0.103		3.5	LOS A	0.2	5.8				
North West: Hermes Rd - SEB																
Lane 1	139	1	1	141	2.0	939	0.151	100	5.3	LOS A	0.3	7.7	1600	–	0.0	0.0
Approach	139	1	1	141	2.0		0.151		5.3	LOS A	0.3	7.7				
South West: Stonebreak Rd - NEB																
Lane 1	2	791	1	795	2.0	1000	0.794	100	19.8	LOS B	4.8	121.6	1600	–	0.0	0.0
Approach	2	791	1	795	2.0		0.794		19.8	LOS B	4.8	121.6				
Intersection				1337	2.0		0.801		22.0	LOS C	4.8	121.6				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

LANE SUMMARY

Site: Stonebreak/Hermes/Rocket - PM Peak - Build 2022

Stonebreak/Hermes/Rocketway
Build 2022
PM Peak Hour
Roundabout

Lane Use and Performance

	Demand Flows L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	50% Back of Queue Vehicles veh	Distance ft	Lane Length ft	SL Type	Cap. Adj. %	Prob. Block. %
South East: Rocket Way - NWB																
Lane 1	2	1	49	52	2.0	870	0.060	100	4.7	LOS A	0.1	3.0	1600	–	0.0	0.0
Approach	2	1	49	52	2.0		0.060		4.7	LOS A	0.1	3.0				
North East: Stonebreak Rd Ext - SWB																
Lane 1	229	707	124	1060	2.0	1515	0.700	100	11.2	LOS B	3.7	93.1	1600	–	0.0	0.0
Approach	229	707	124	1060	2.0		0.700		11.2	LOS B	3.7	93.1				
North West: Hermes Rd - SEB																
Lane 1	28	1	1	30	2.0	418	0.073	100	9.7	LOS A	0.2	3.9	1600	–	0.0	0.0
Approach	28	1	1	30	2.0		0.073		9.7	LOS A	0.2	3.9				
South West: Stonebreak Rd - NEB																
Lane 1	2	152	1	155	2.0	815	0.191	100	6.4	LOS A	0.4	10.1	1600	–	0.0	0.0
Approach	2	152	1	155	2.0		0.191		6.4	LOS A	0.4	10.1				
Intersection				1298	2.0		0.700		10.3	LOS B	3.7	93.1				

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Model used. Geometric Delay not included.

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SIDRA INTERSECTION

Comment 1-52:

US Route 9/NY Route 67/Dunning Street Intersection Evaluation
- Collision Diagram

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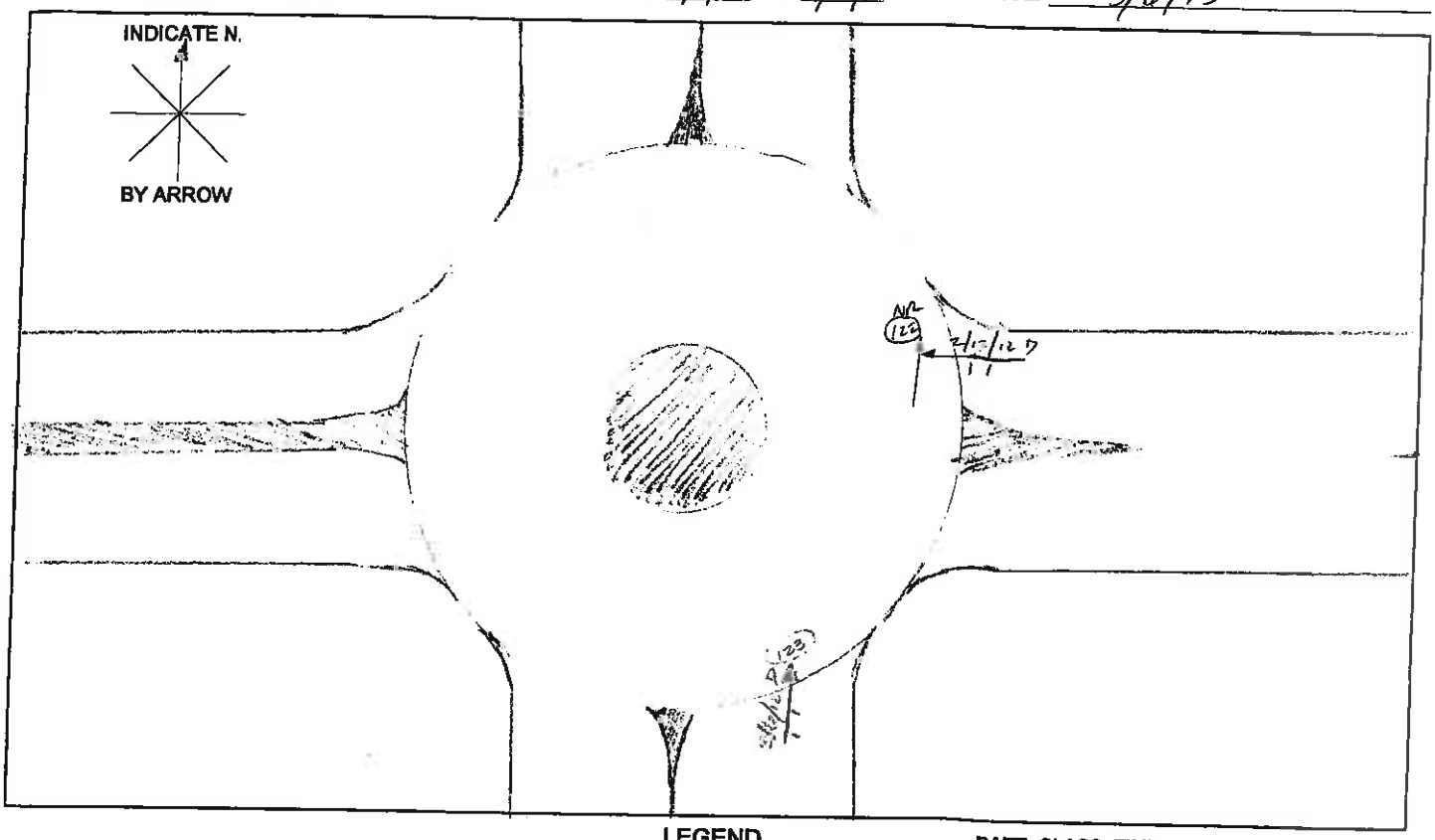
CREIGHTON MANNING ENGINEERING, LLP

COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 1

INTERSECTION OF Route 9/Route 67 AND Downing BY MDN

PERIOD 0 YRS. 4 MO. FROM 1/1/12 TO 4/30/12 DATE 3/6/13



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

- PATH OF MOVING MOTOR VEH.
- PEDESTRIAN PATH
- FATAL
- NON-FATAL
- REAR END COLLISION
- PARKED VEHICLE
- FIXED OBJECT
- OVERTURNED
- OUT OF CONTROL
- SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE	122			1					1			1
REAR-END												
HEAD-ON												
LEFT TURN												
SIDESWIPE												
RUN OFF ROAD												
FIXED OBJECT												
PARKED CAR												
PEDESTRIAN												
OTHER FIRE			123	1							1	1
TOTALS	1		1	11					1		1	11

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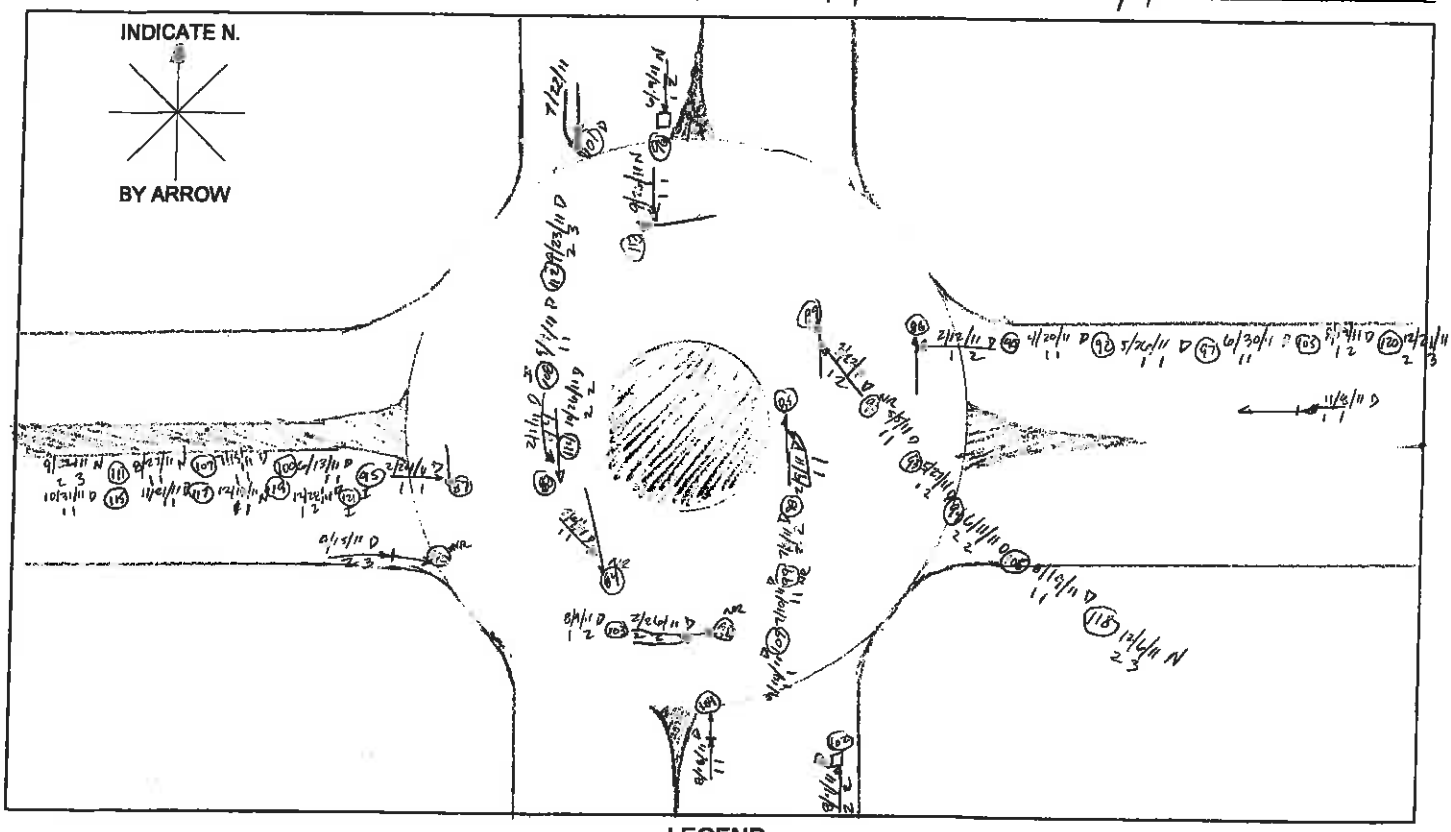
CREIGHTON MANNING ENGINEERING, LLP

COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 39

INTERSECTION OF Route 9/Route 67 AND Downing BY MDN

PERIOD 1 YRS. 0 MO. FROM 1/1/11 TO 12/31/11 DATE 3/12/12



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE		2	12	14			12	1		2	14	16
REAR-END	1		2	3					1		2	3
HEAD-ON												
LEFT TURN	2		4	6			1	1	2		5	7
SIDESWIPE/DISREGARDING	2	1	9	12					2	1	9	12
RUN OFF ROAD			1									
FIXED OBJECT	1			1			1	1	1		1	2
PARKED CAR												
PEDESTRIAN												
OTHER												
TOTALS	4	3	28	35			14	14	4	3	32	39

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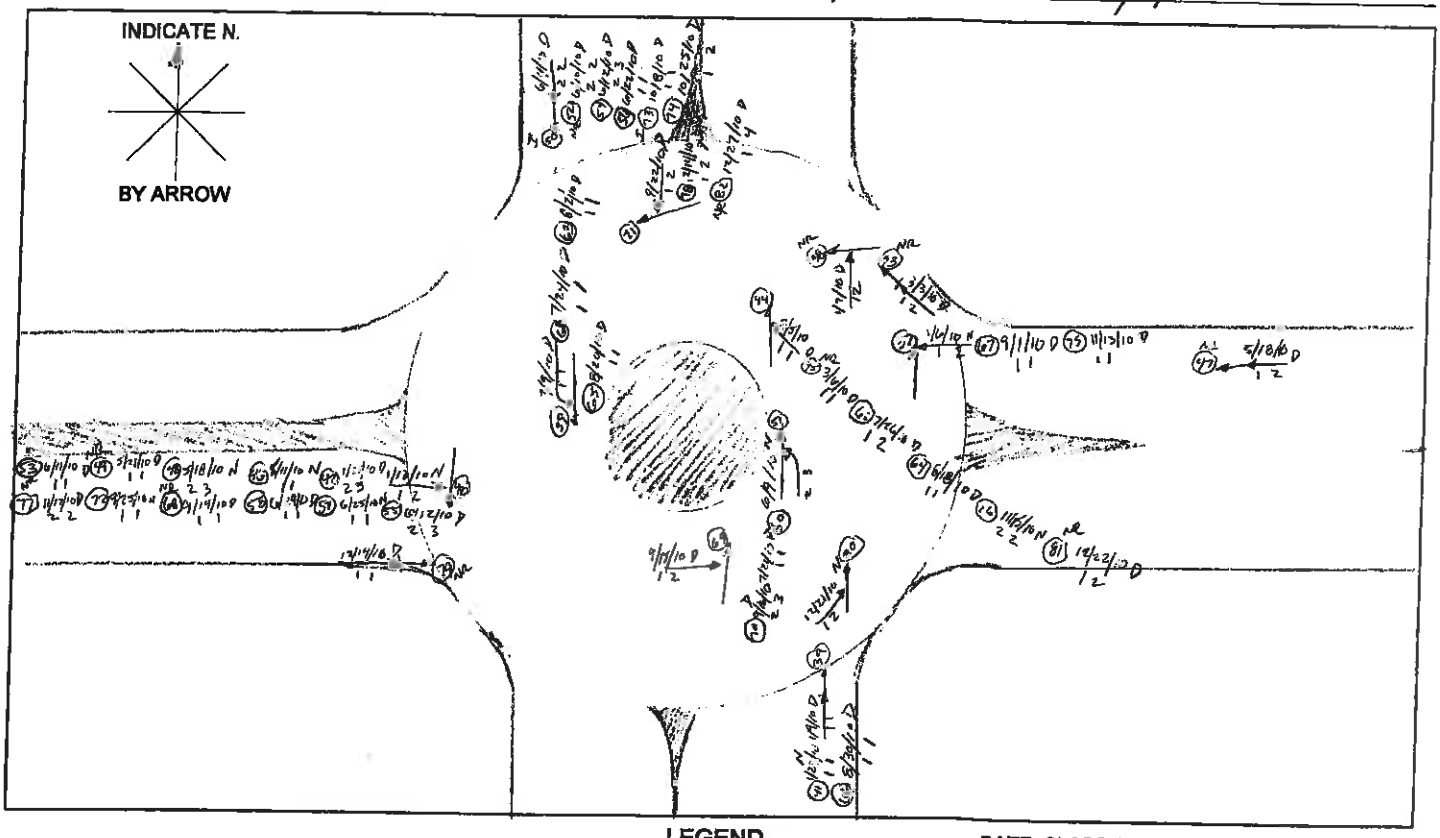
COLLISION DIAGRAM

TOWN MALTA JOB NO. 112-118 NUMBER OF ACCIDENTS 46

INTERSECTION OF ROUTE 9/ROUTE 67 AND DUNNING BY MDN

PERIOD 1 YRS. 0 MO. FROM 1/1/10 TO 12/31/10 DATE 3/16/13



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE												
REAR-END												
HEAD-ON												
LEFT TURN												
SIDESWIPE/OVERTAKING												
RUN OFF ROAD												
FIXED OBJECT												
PARKED CAR												
PEDESTRIAN												
OTHER												
TOTALS												

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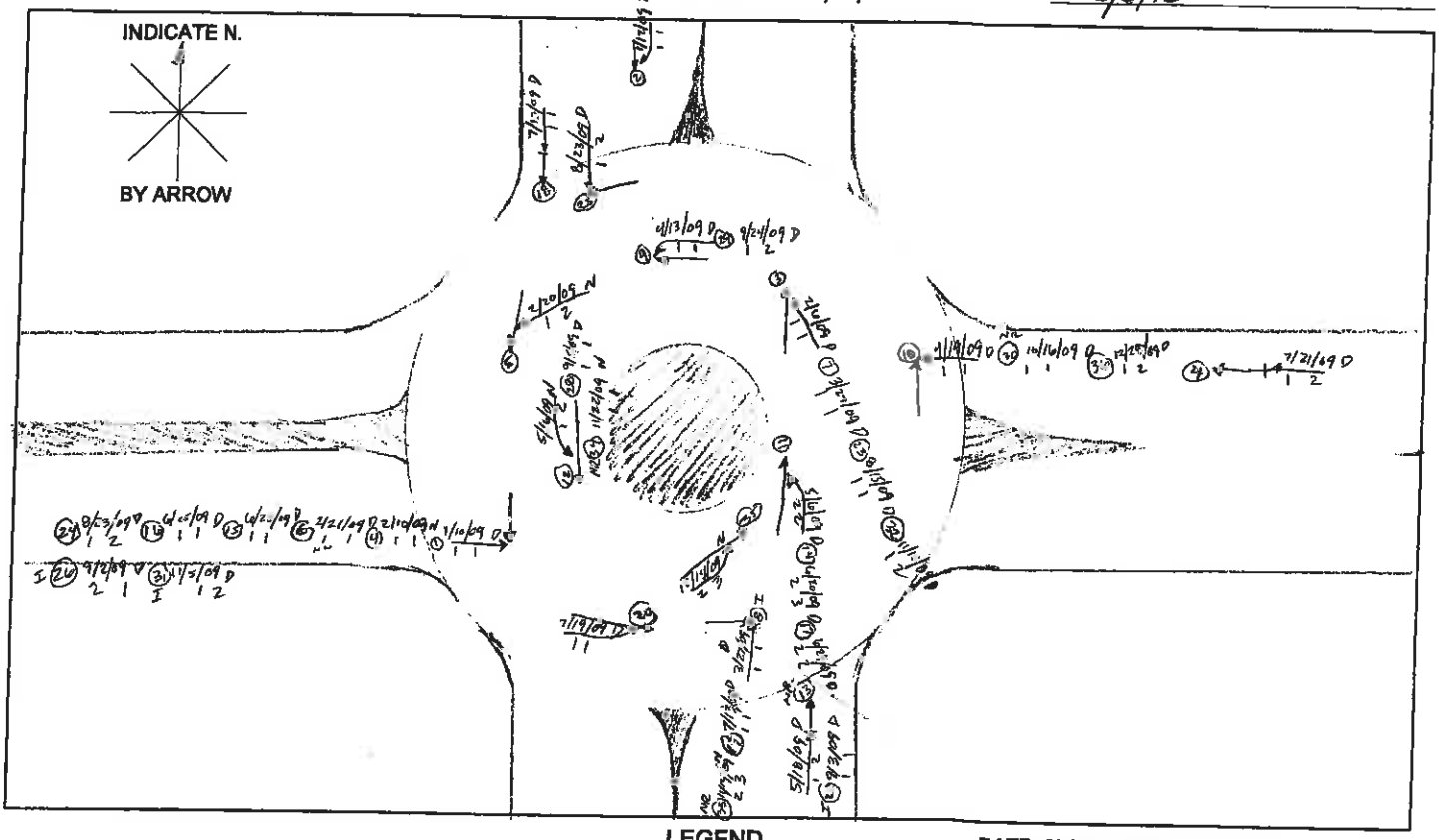
COLLISION DIAGRAM

TOWN MALTA JOB NO. 112-118 NUMBER OF ACCIDENTS 36

INTERSECTION OF ROUTE 9/ROUTE 67 AND DOWNING BY MDN

PERIOD 1 YRS. 0 MO. FROM 1/1/09 TO 12/31/09 DATE 3/6/13

(227)



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL	NR ~~FATAL~~	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE	6 20	1 26 31	3 5 7 14 18 19 20 24	11	32		3	1	1	1	4	11
REAR-END	19 21	21	19	4					1	1	1	4
HEAD-ON							3	1			1	1
LEFT TURN			9 10 22 23 32	1							1	1
SIDESWIPE/OVERTAKING			2 8 11 14 15 16 17	4	34		33	1	1		1	1
RUN OFF ROAD												
FIXED OBJECT												
PARKED CAR												
PEDESTRIAN												
OTHER												
TOTALS	4	4	17	19	1		1		3	2	7	36

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#227

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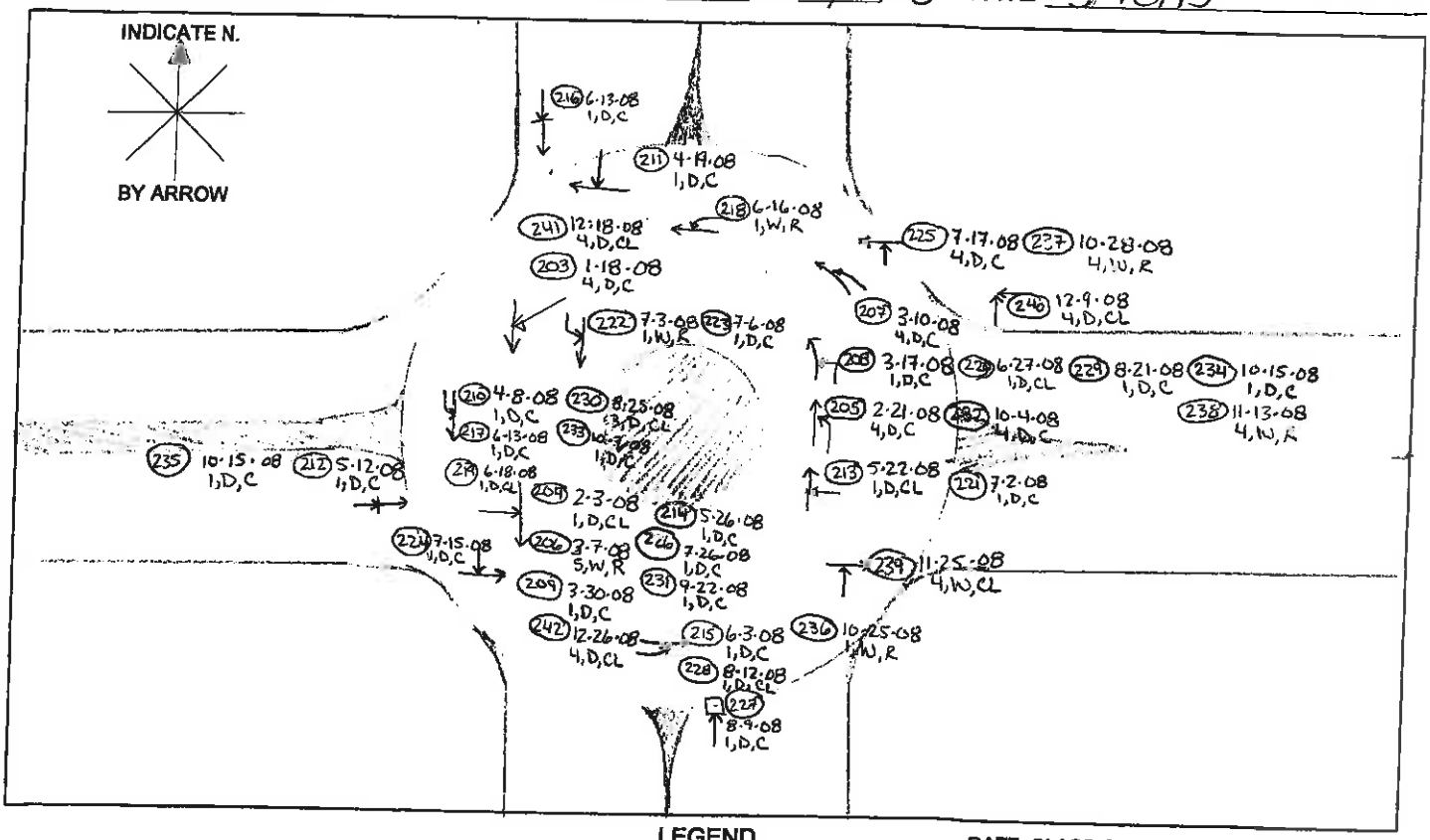
COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 40

INTERSECTION OF Rt 9/Rt 67 AND Dunning BY AMM

PERIOD 1 YRS. 0 MO. FROM 1/1/08 TO 12/30/08 DATE 3/18/13



LEGEND

- PATH OF MOVING MOTOR VEH.
- PEDESTRIAN PATH
- FATAL
- NON-FATAL
- REAR END COLLISION
- PARKED VEHICLE
- FIXED OBJECT
- OVERTURNED
- OUT OF CONTROL
- SIDESWIPE

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE	204,224,226,		202,211,213,214,221,	9	238,241,242		203,206,225,232,234,239	9	7	0	11	18
REAR-END			212,216,235	3					0	0	3	3
HEAD-ON							240	1	0	0	1	1
LEFT TURN	220,222,223,		208,229,231	6					3	0	3	6
SIDESWIPE/OVERTAKING	210,215,219,209,218,233,237,		218,228,230	10			205,	1	6	1	4	11
RUN OFF ROAD												
FIXED OBJECT			227,	1					0	0	1	1
PARKED CAR												
PEDESTRIAN												
OTHER												
TOTALS	13	1	15	29	3	0	8	11	16	1	23	40

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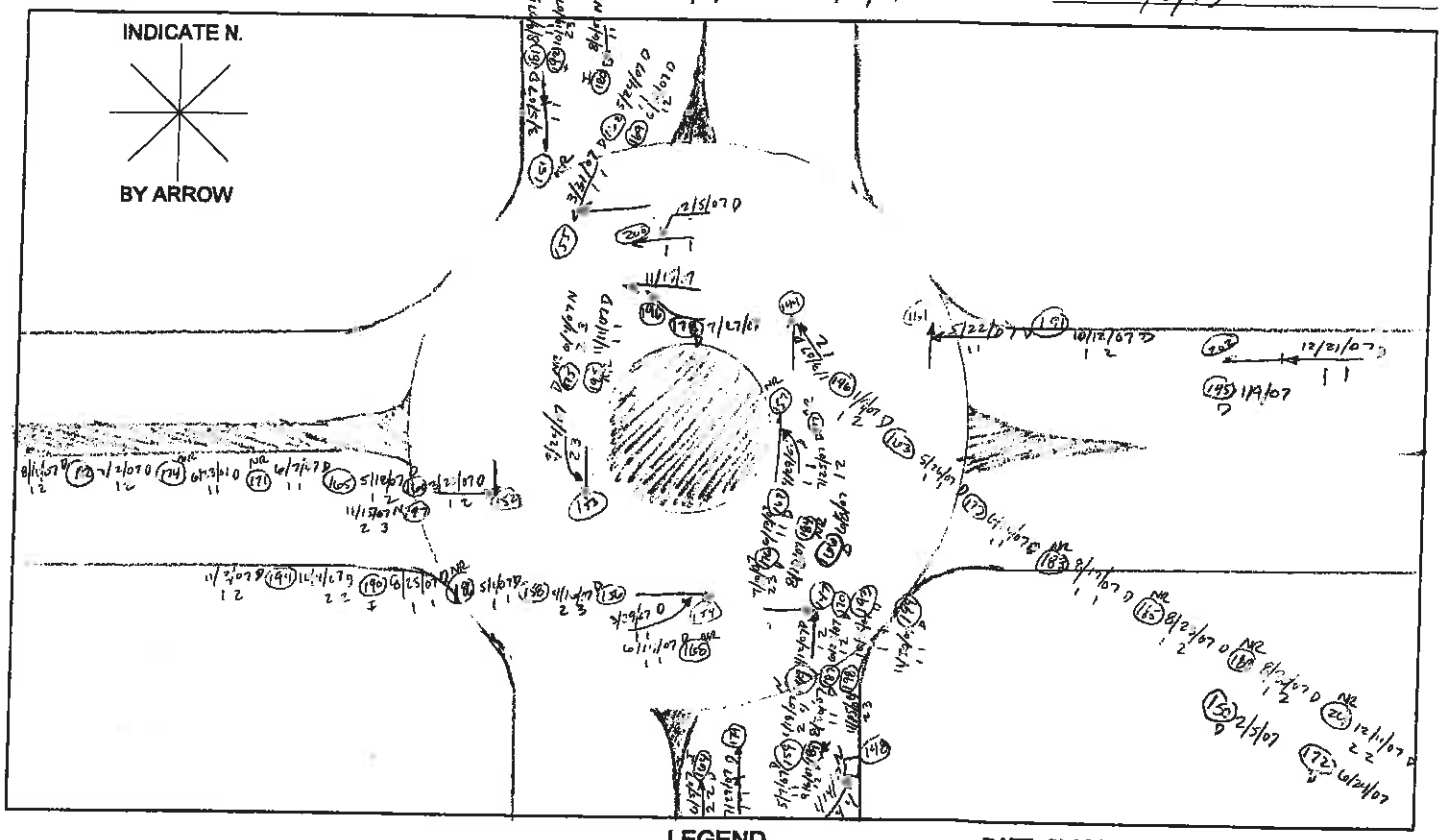
COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 59

INTERSECTION OF Route 9/Route 67 AND Dunning BY MDN

PERIOD 1 YRS. 0 MO. FROM 1/1/07 TO 12/31/07 DATE 3/6/13



LEGEND

PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE												
REAR-END												
HEAD-ON												
LEFT TURN												
SIDESWIPE/OVERTAKING												
RUN OFF ROAD												
FIXED OBJECT												
~~PARKED CAR~~ RIGHT ANGLE												
~~PEDESTRIAN~~ UNKNOWN												
OTHER (motorcycle)												
TOTALS				52	1			7				59

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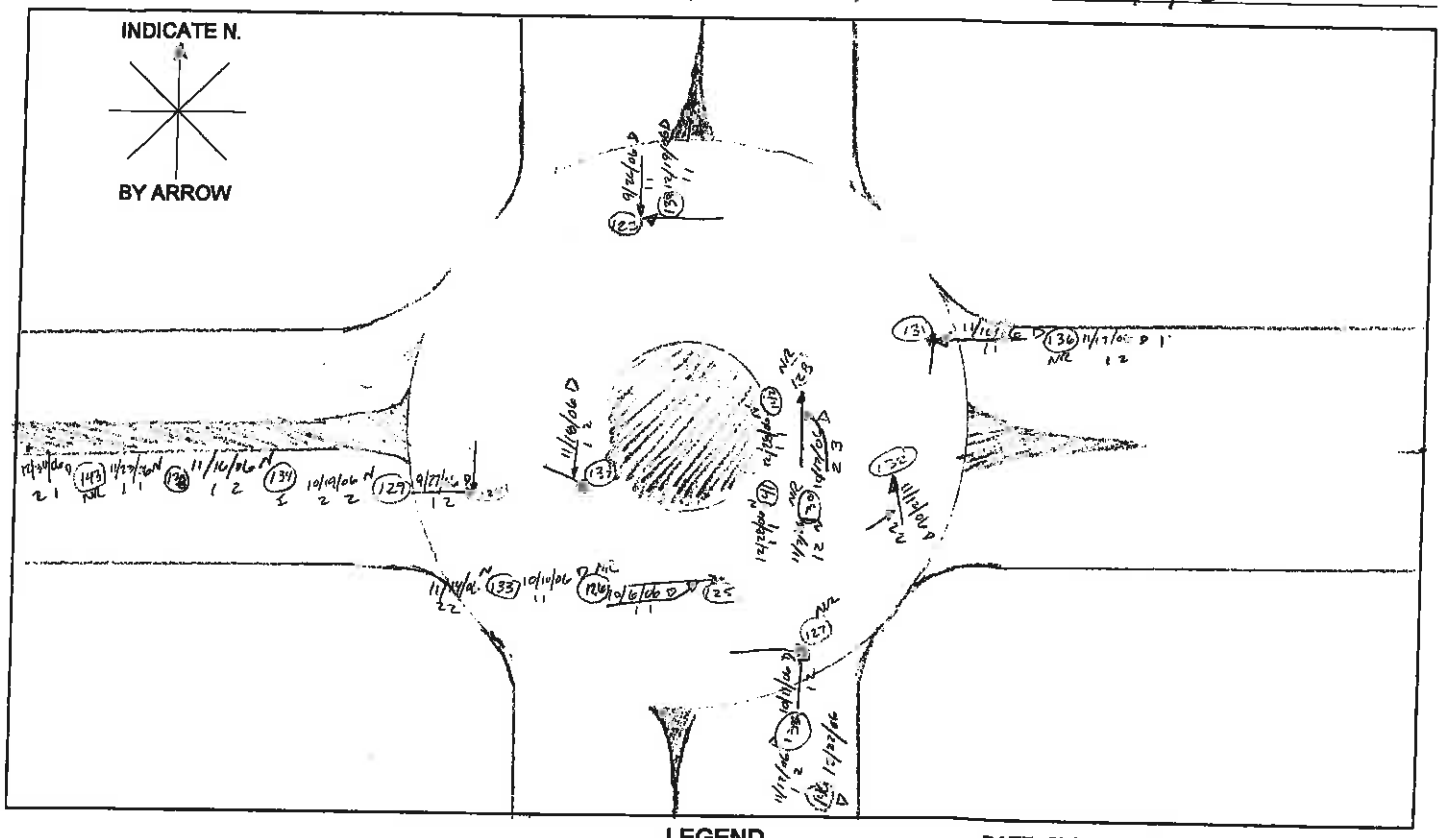
CREIGHTON MANNING ENGINEERING, LLP

COLLISION DIAGRAM

TOWN Malta JOB NO. 112-118 NUMBER OF ACCIDENTS 21

INTERSECTION OF Route 9/Route 67 AND Dunnsville BY MADN

PERIOD ___ YRS. 3 MO. FROM 9/23/06 TO 12/31/06 DATE 3/6/13



LEGEND

DATE, CLASS, TIME
PAVEMENT, WEATHER CONDITIONS

PATH OF MOVING MOTOR VEH.
PEDESTRIAN PATH
FATAL
NON-FATAL
REAR END COLLISION
PARKED VEHICLE
FIXED OBJECT
OVERTURNED
OUT OF CONTROL
SIDESWIPE

TIME: A=AM P=PM
PAVEMENT: D=DRY I=ICY W=WET
WEATHER: C=CLEAR F=FOG R=RAIN SL=SLEET S=SNOW CL=CLOUDY

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL	~~FATAL~~ NR	NON-FATAL	PROP. DAM.	TOTAL
RIGHT ANGLE	127 136 143		123 132 133 134 135 140	11		134	129 130	3	3	1	5	9
REAR-END												
HEAD-ON												
LEFT TURN			130	1							1	1
SIDESWIPE/OVERTAKING	126 128		125	3			130 133 141 148	4	2		4	6
RUN OFF ROAD												
FIXED OBJECT												
PARKED CAR												
~~PEDESTRIAN~~ RIGHT TURN			137	1							1	1
OTHER												
TOTALS	5		8	15		1	6	7	5	1	11	17

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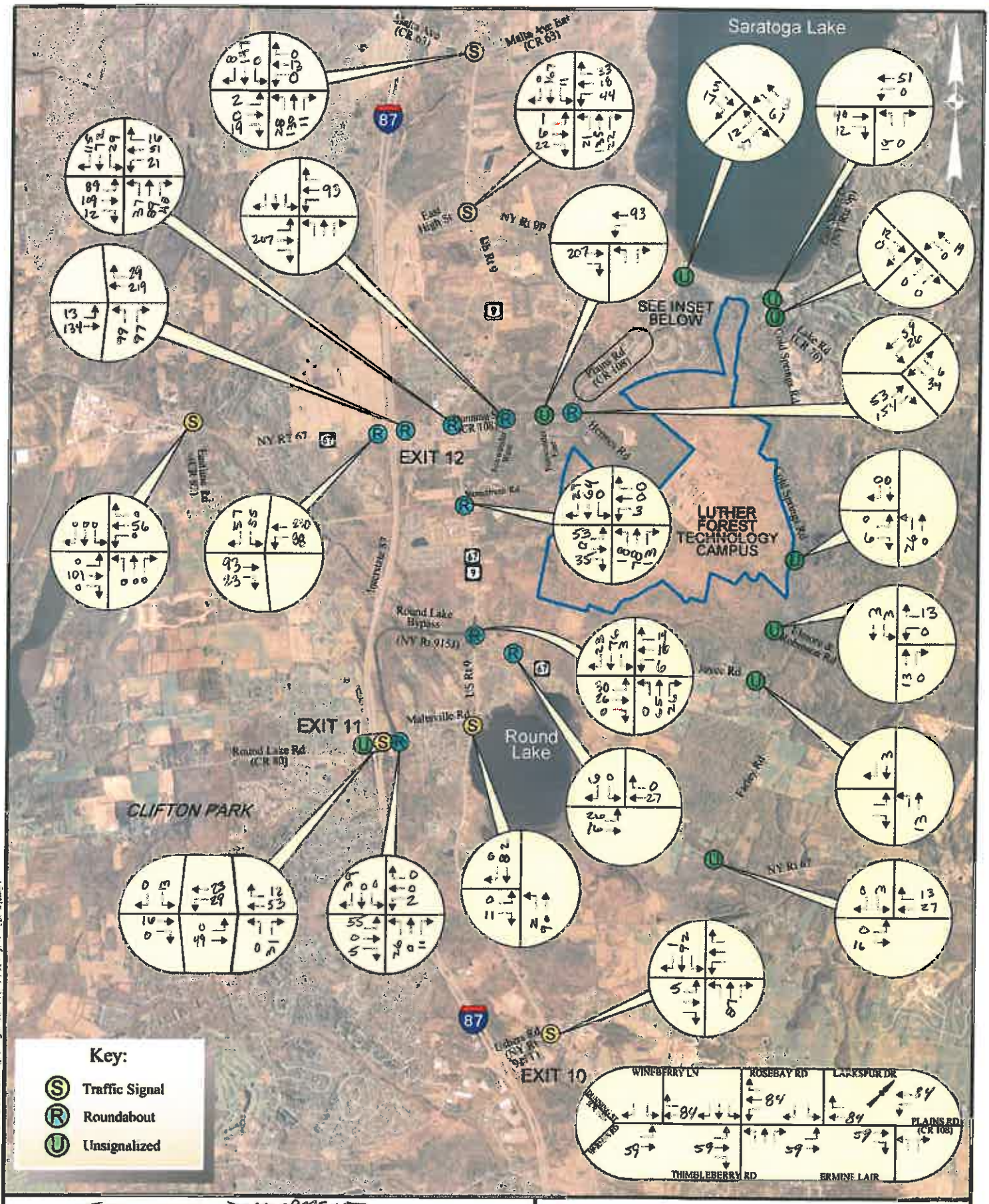
Comment 1-54:

Other Development Traffic Volumes

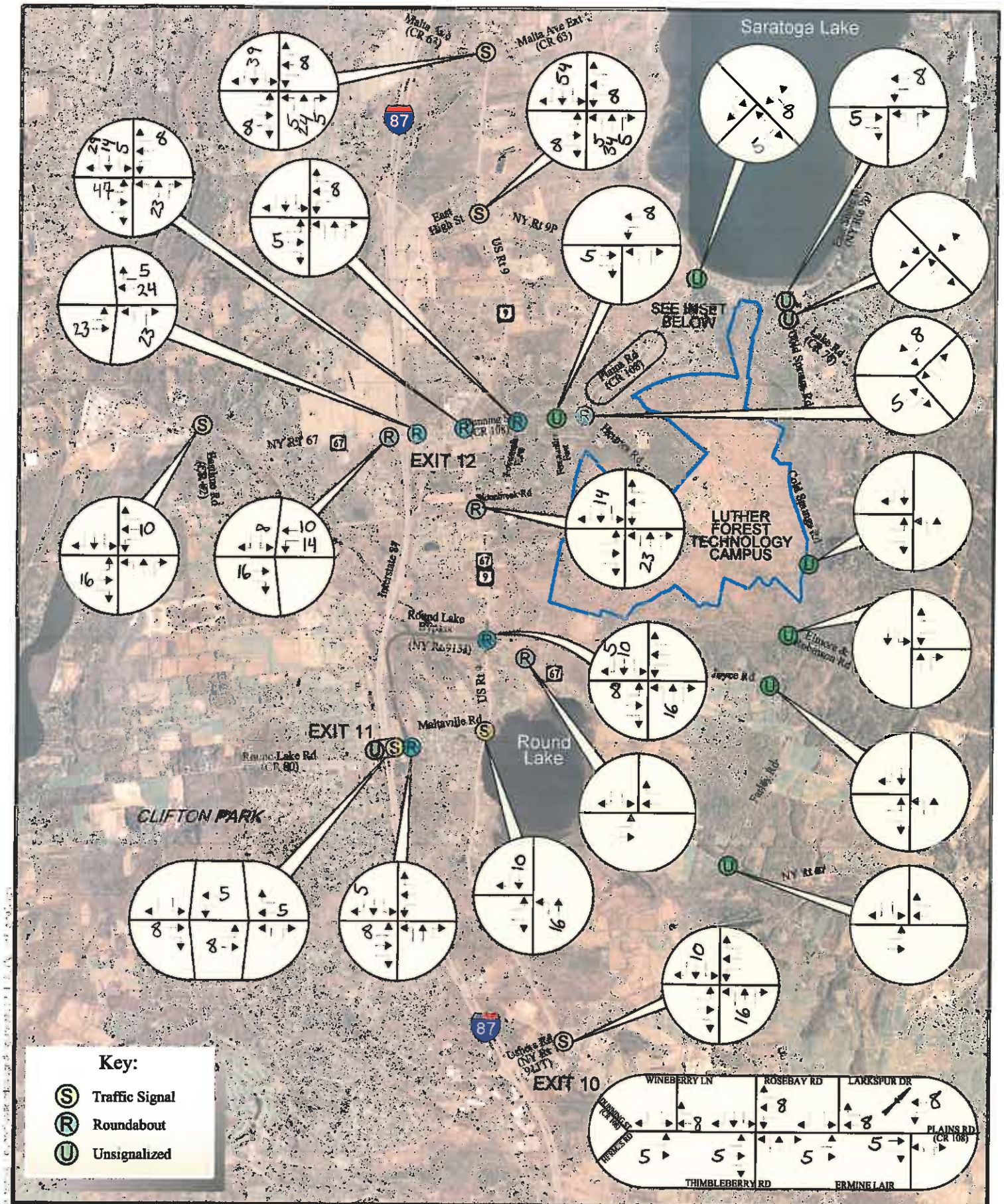


TOTAL OTHER DEVELOPMENT
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:



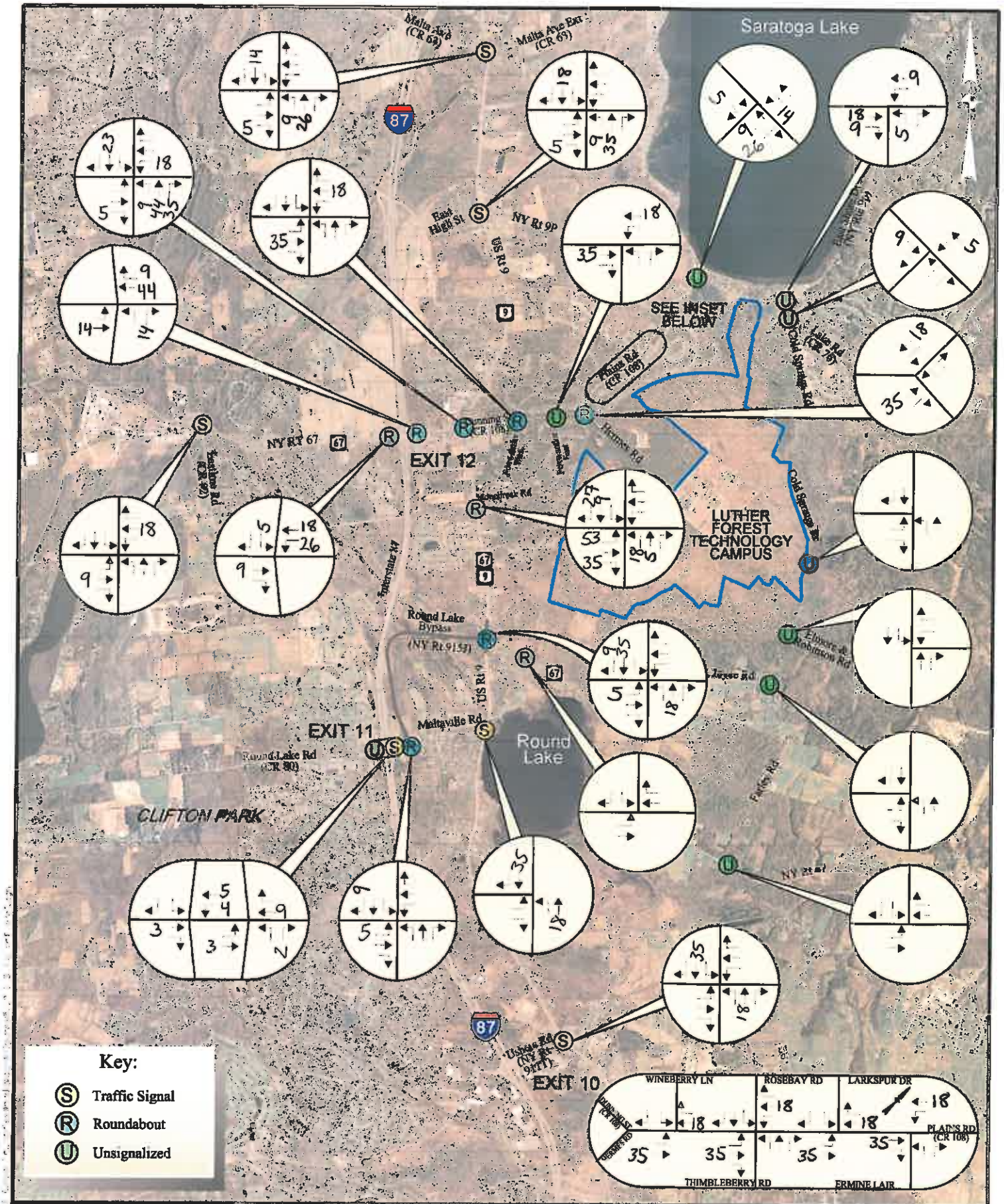
MALTA CROSSINGS

AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

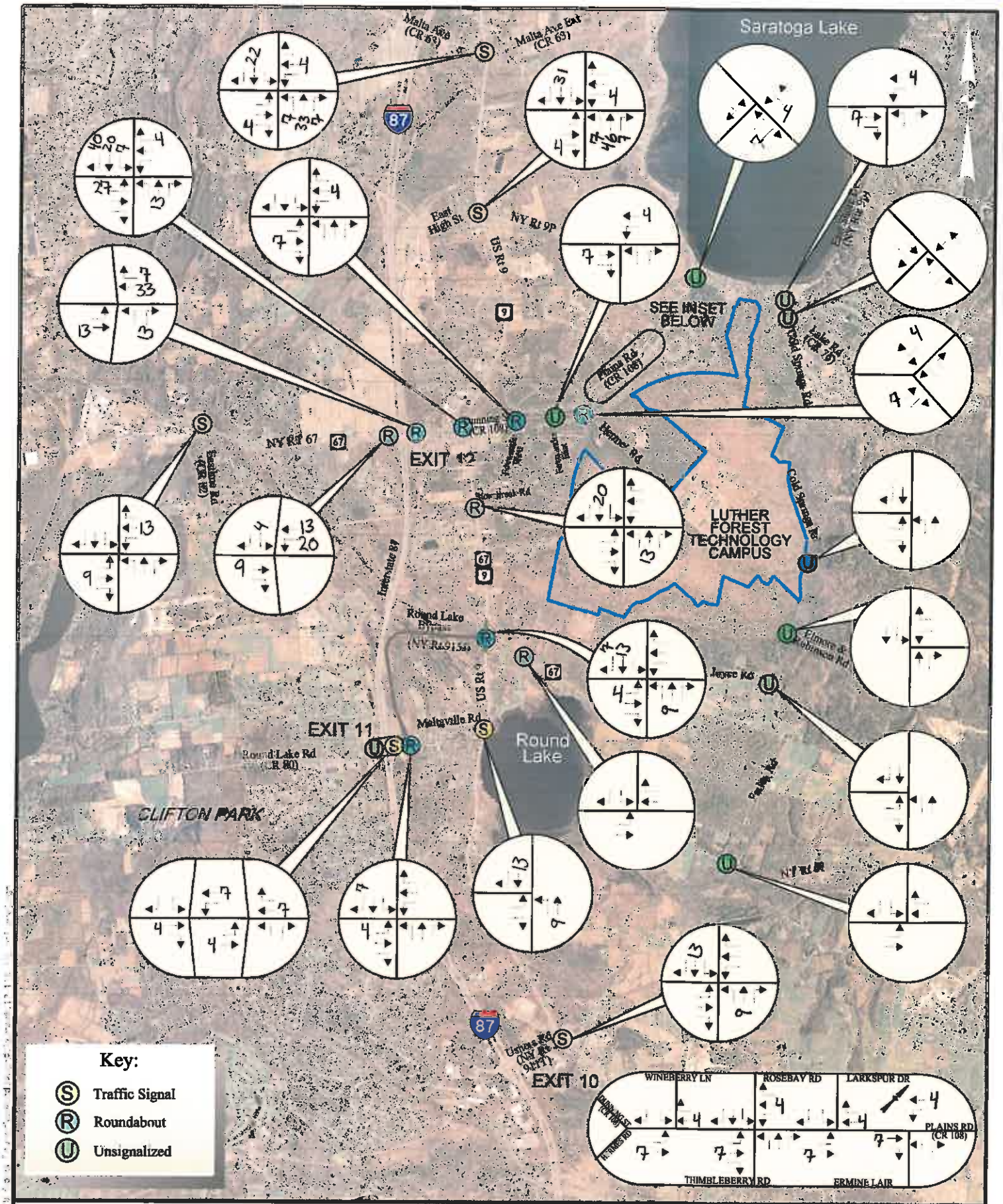


PARK PLACE AT MALTA
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

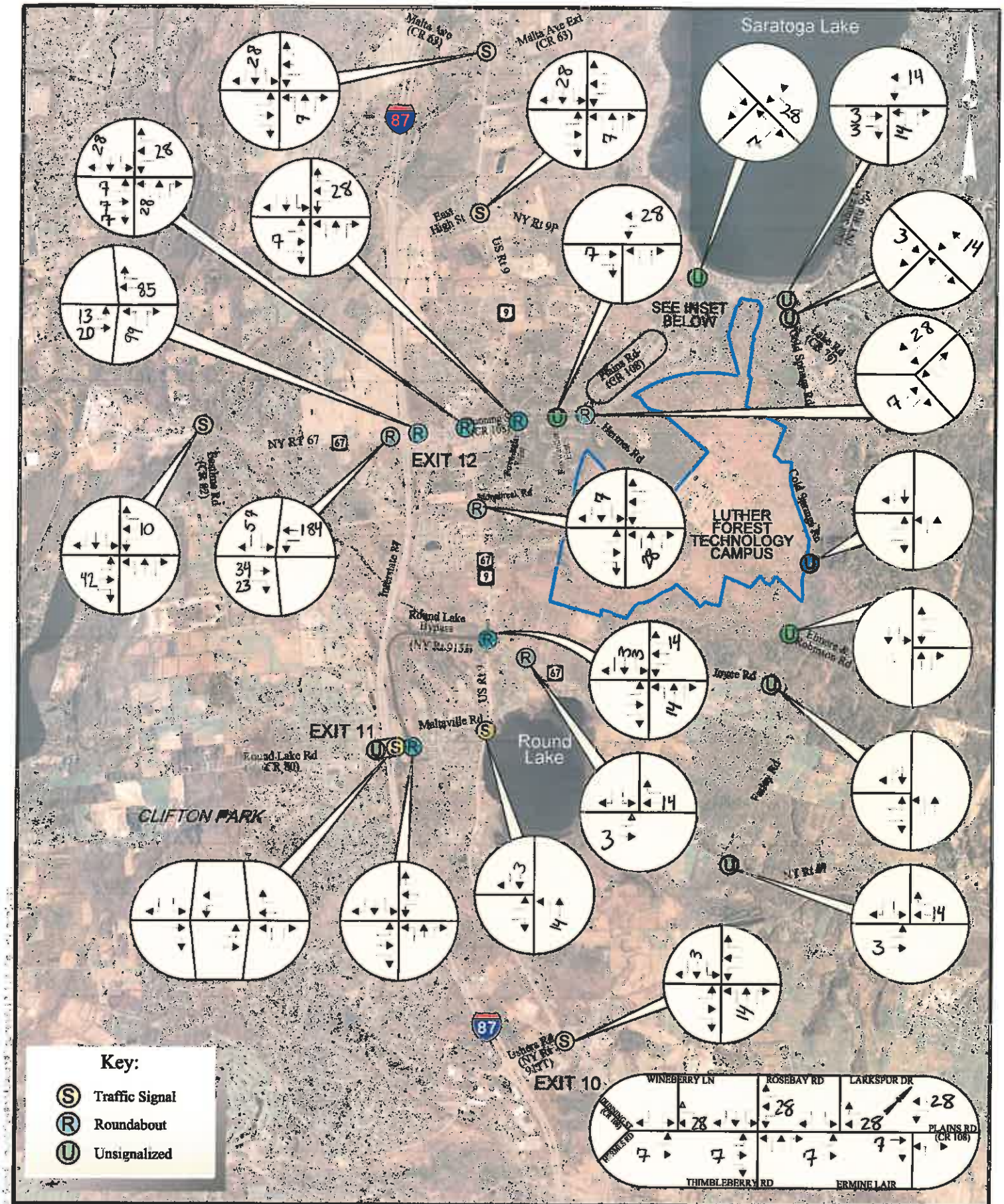


Ellsworth COMMONS
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

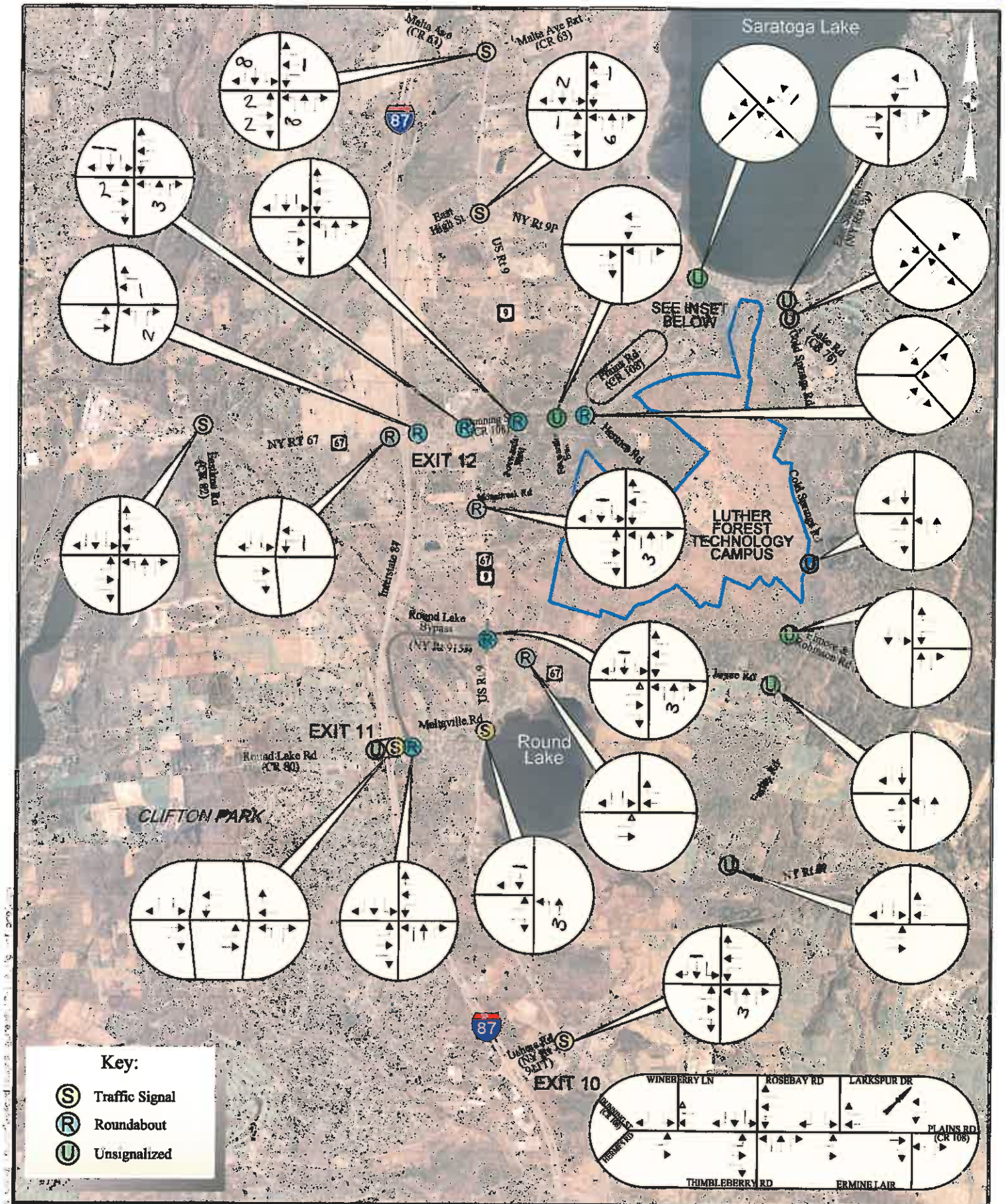


EXIT 12 MEDICAL
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

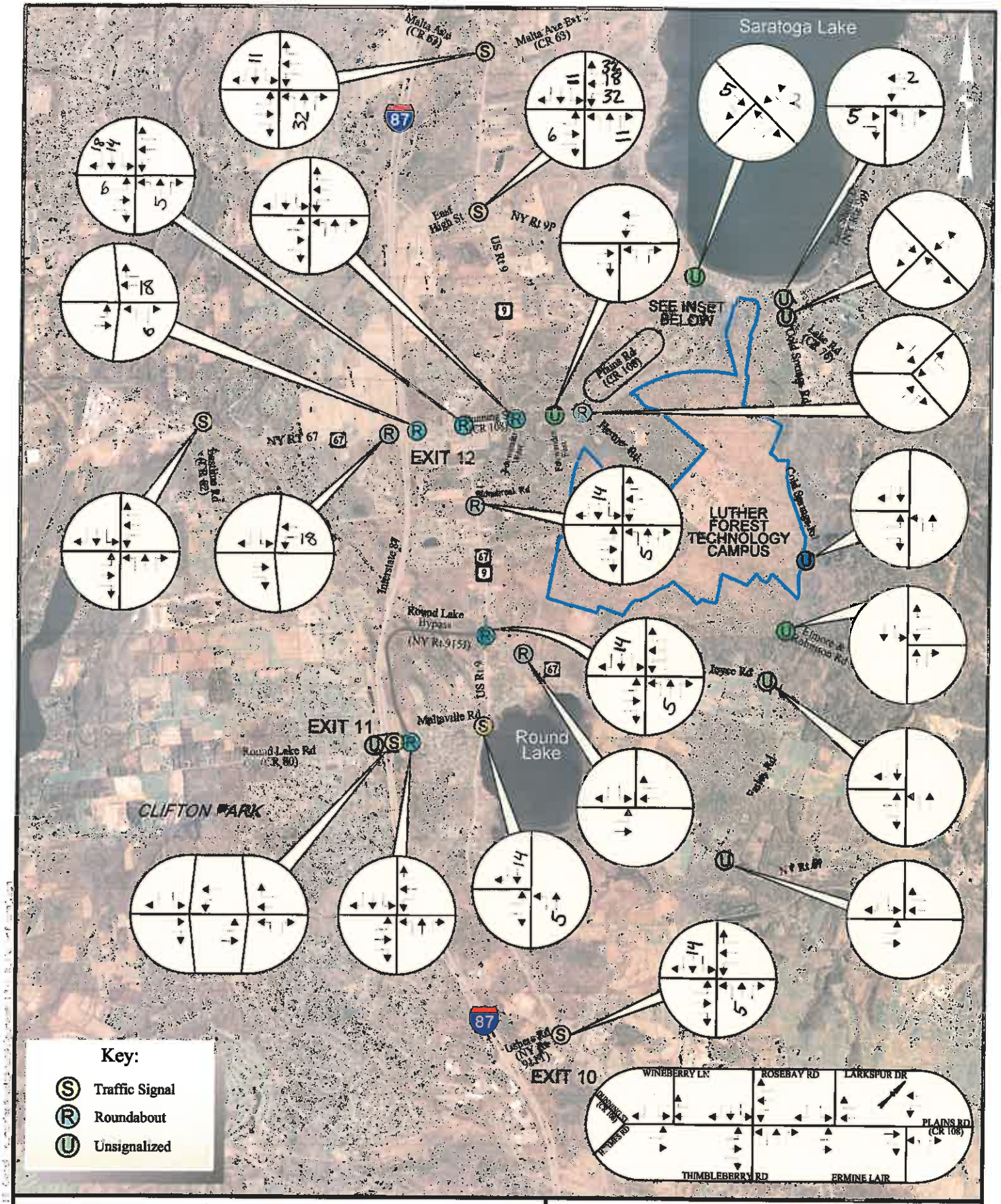


MALTA OFFICE
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

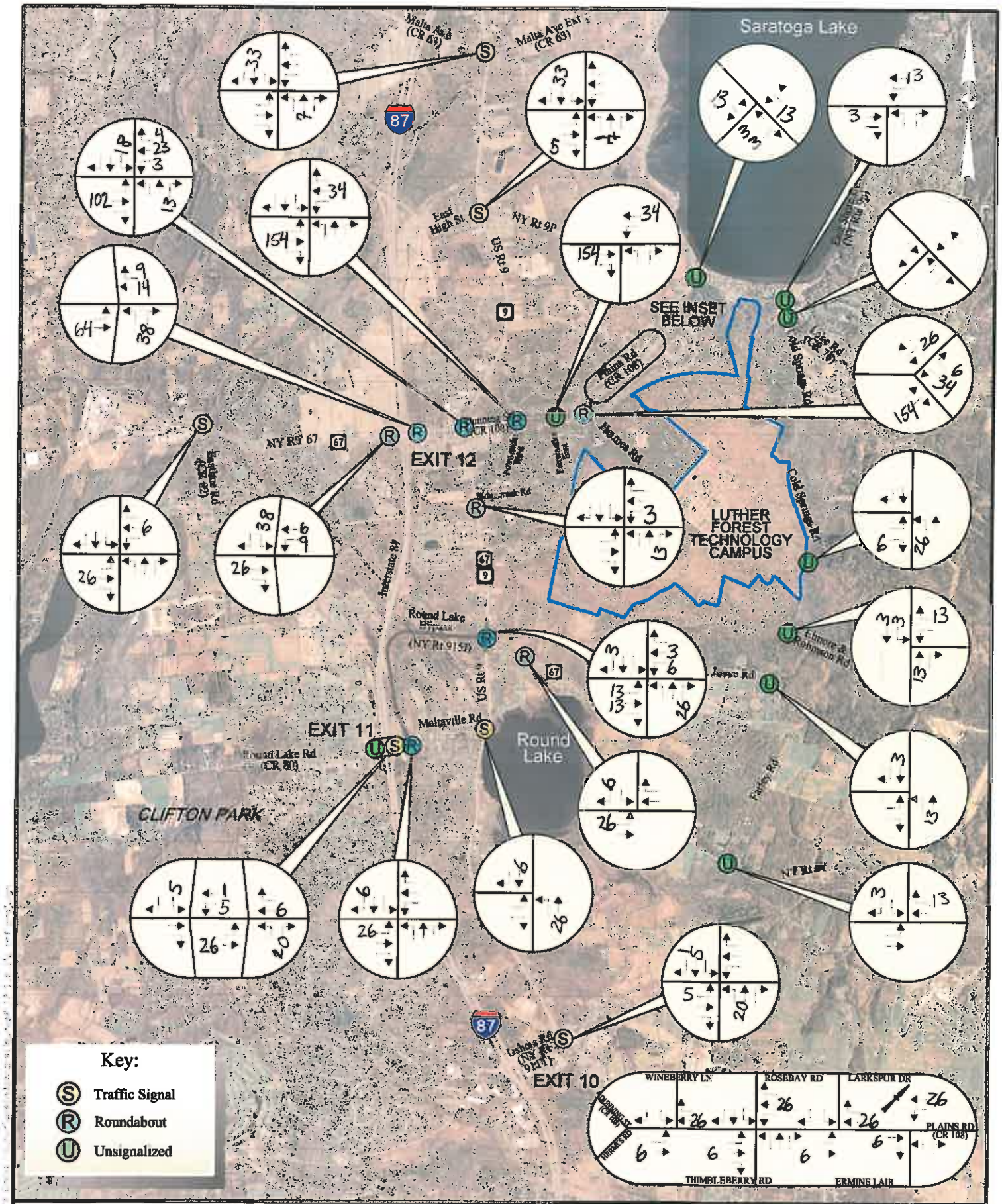


LAKEVIEW LANDING
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

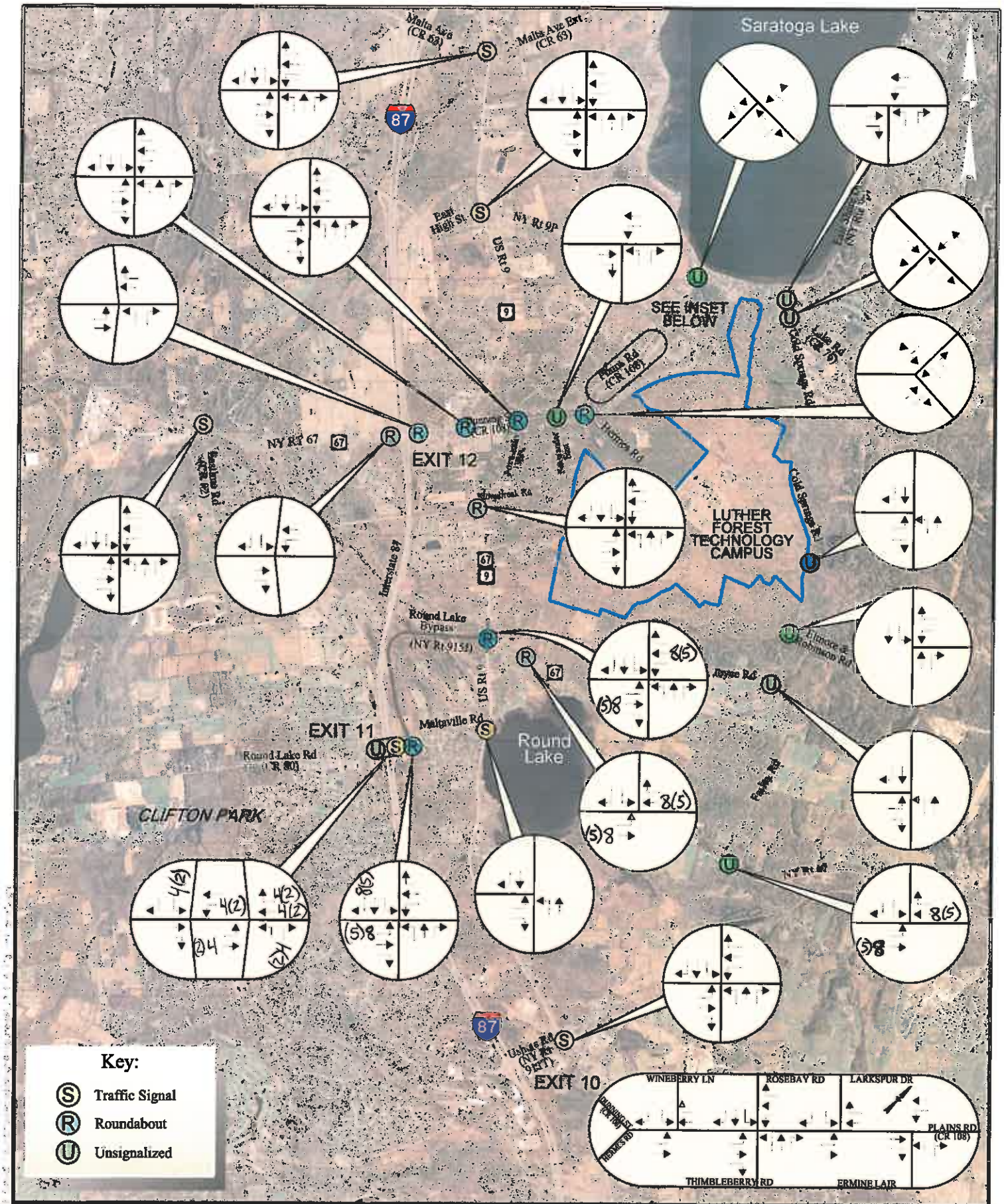


STEP-PHASE 1 & 2 & ½ OF 3
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

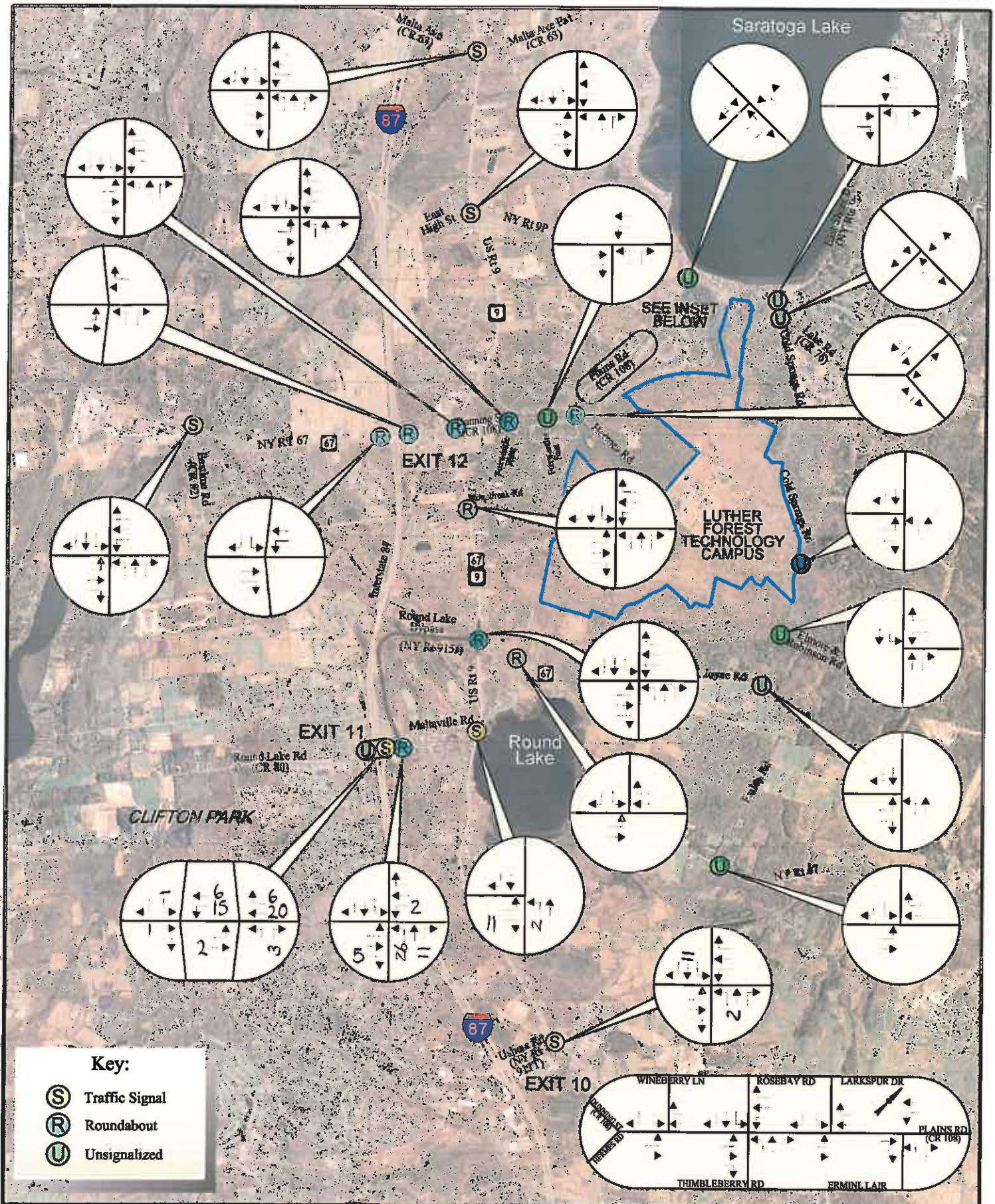


INTERMODAL YARD - TRUCKS (EMPLOYEES)
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

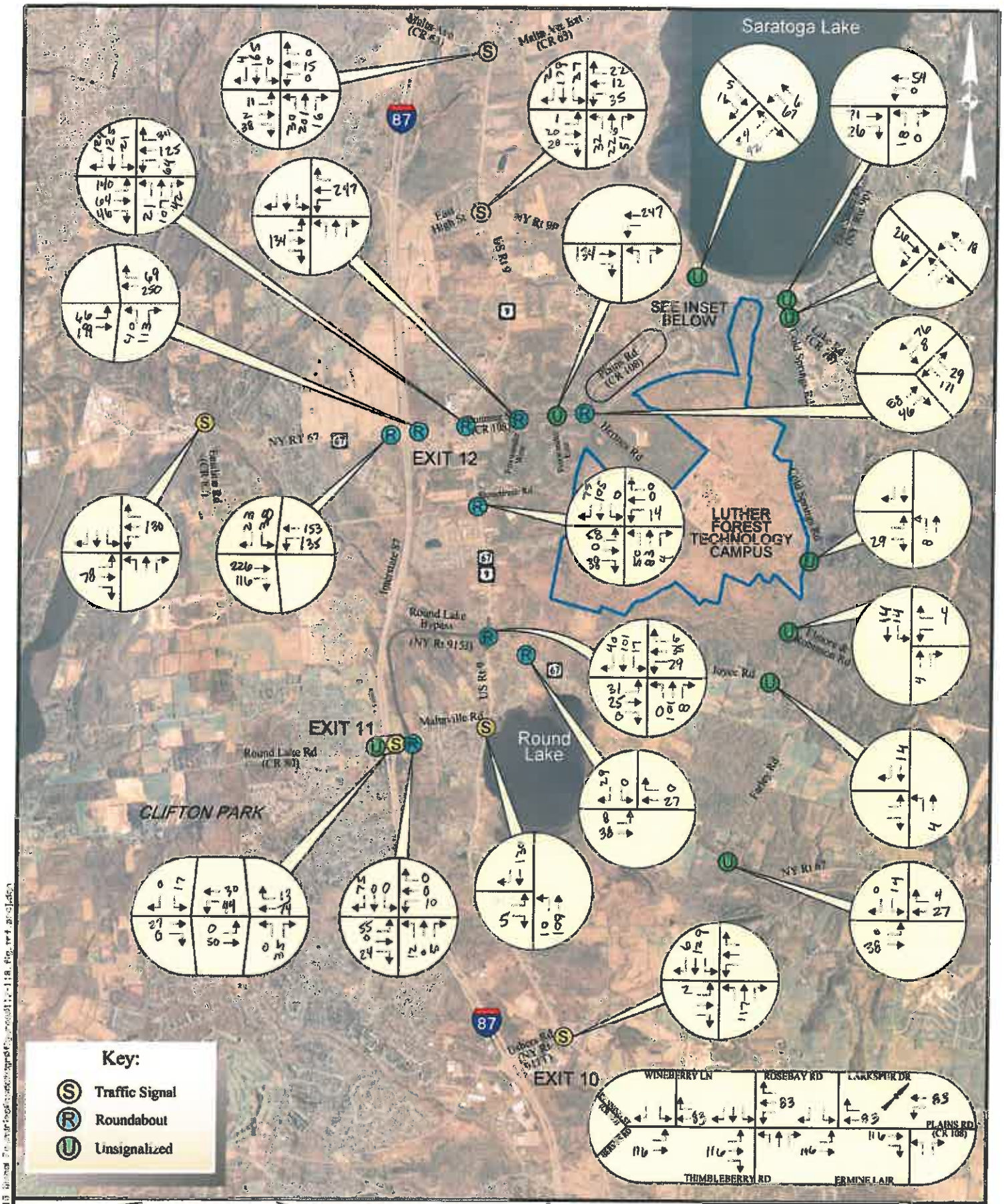


VICTORIAN LANDINGS
AM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

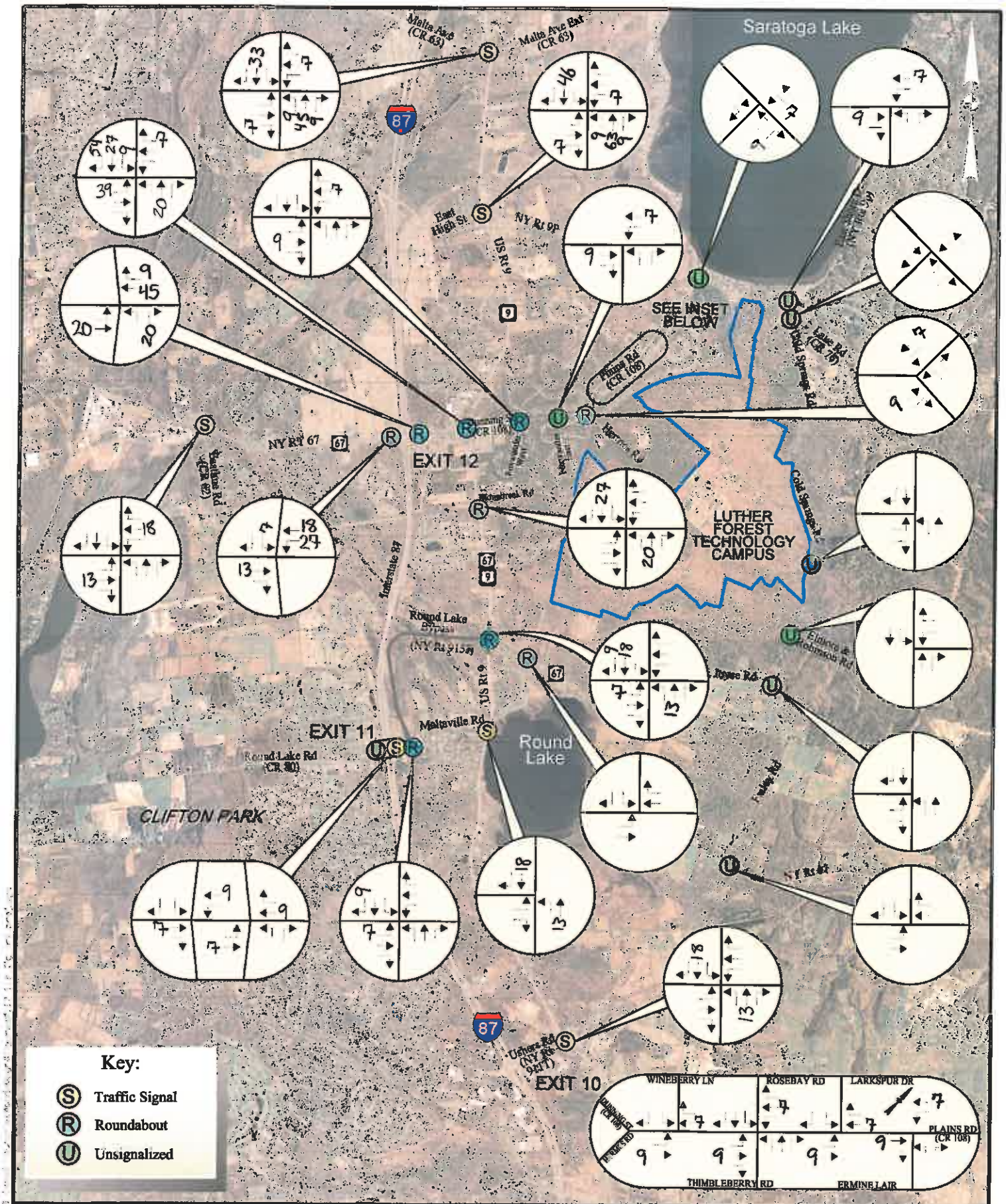


TOTAL OTHER DEVELOPMENT
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

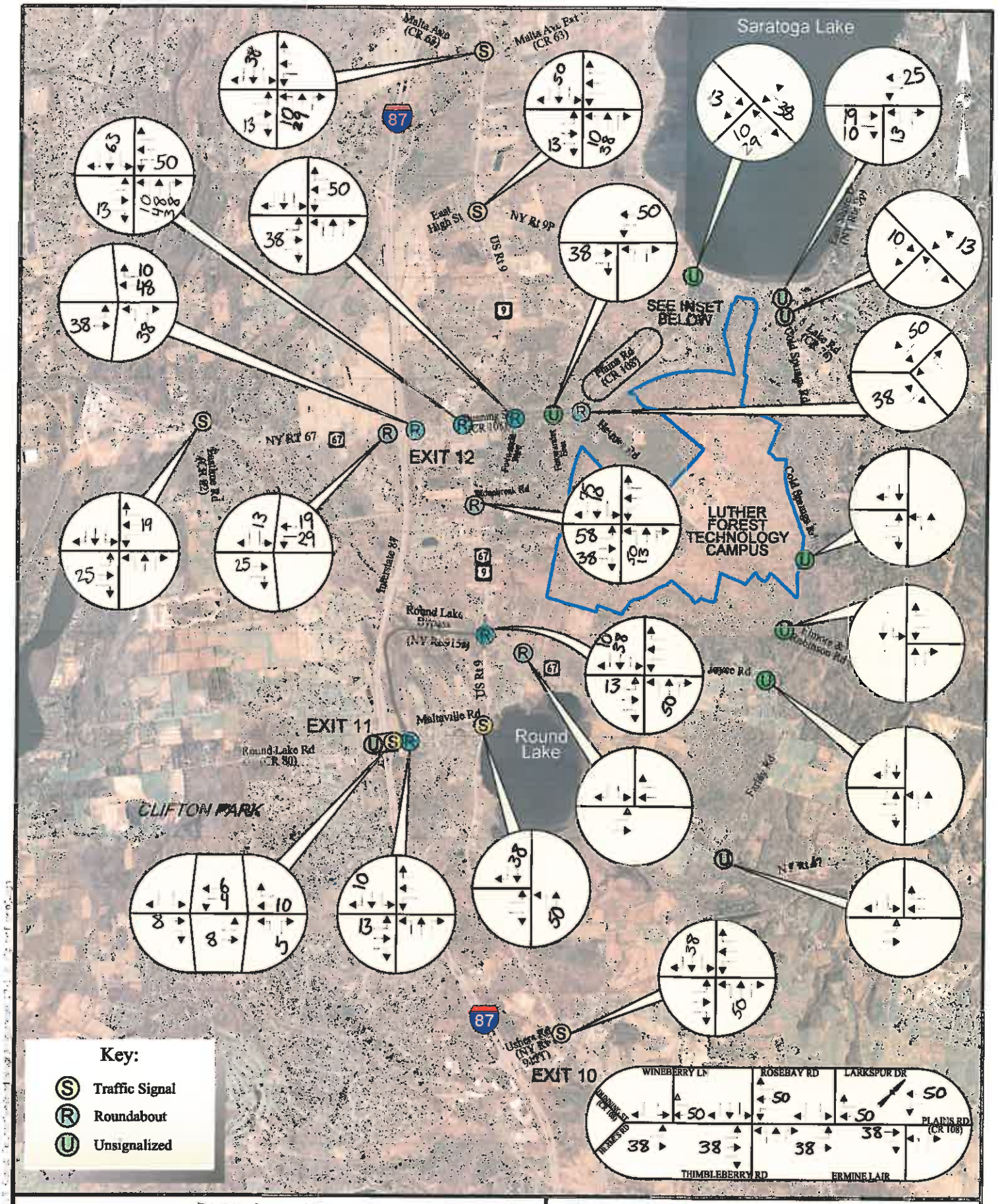


MALTA CROSSINGS
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:



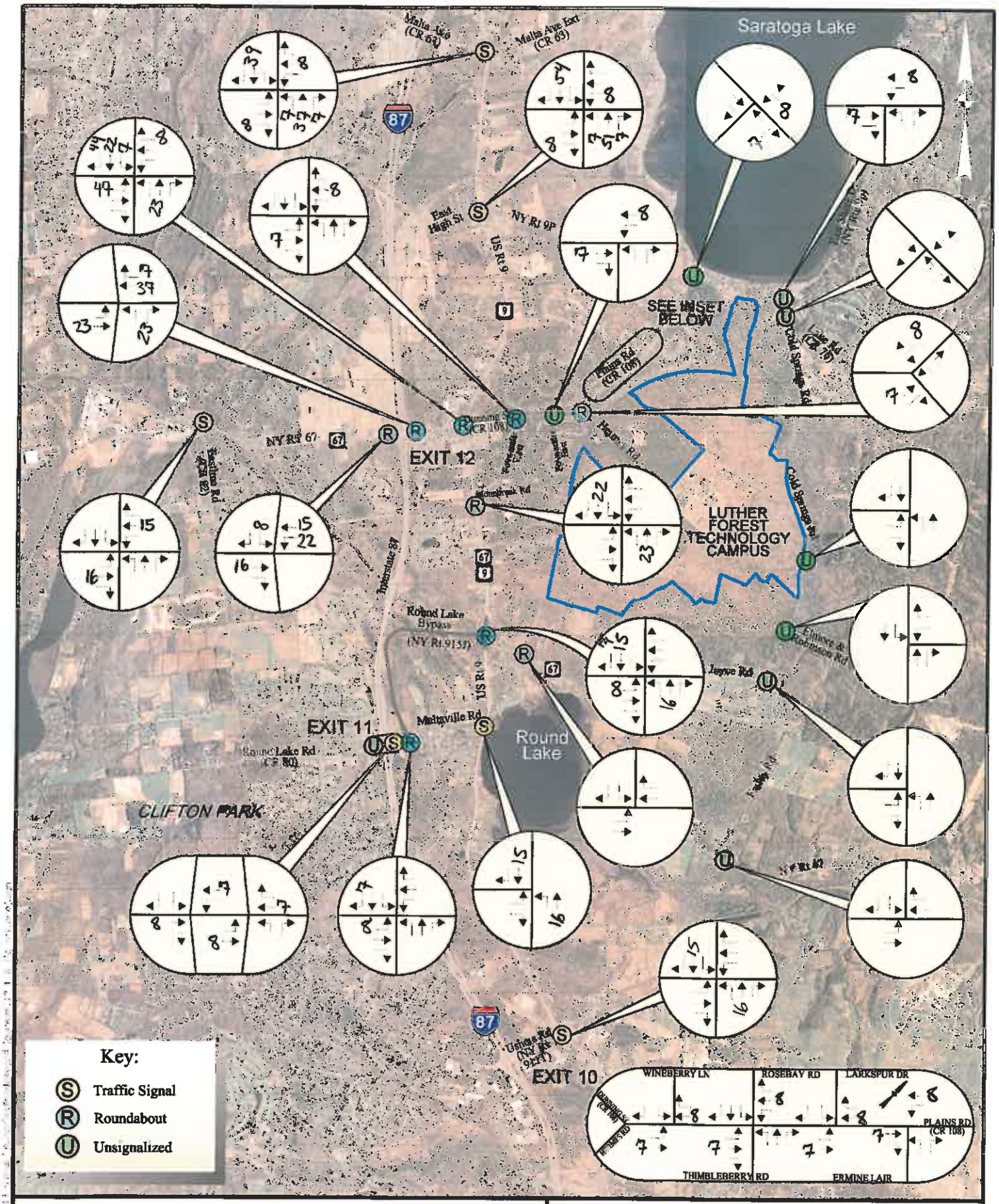
PARK PLACE AT MALTA

PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

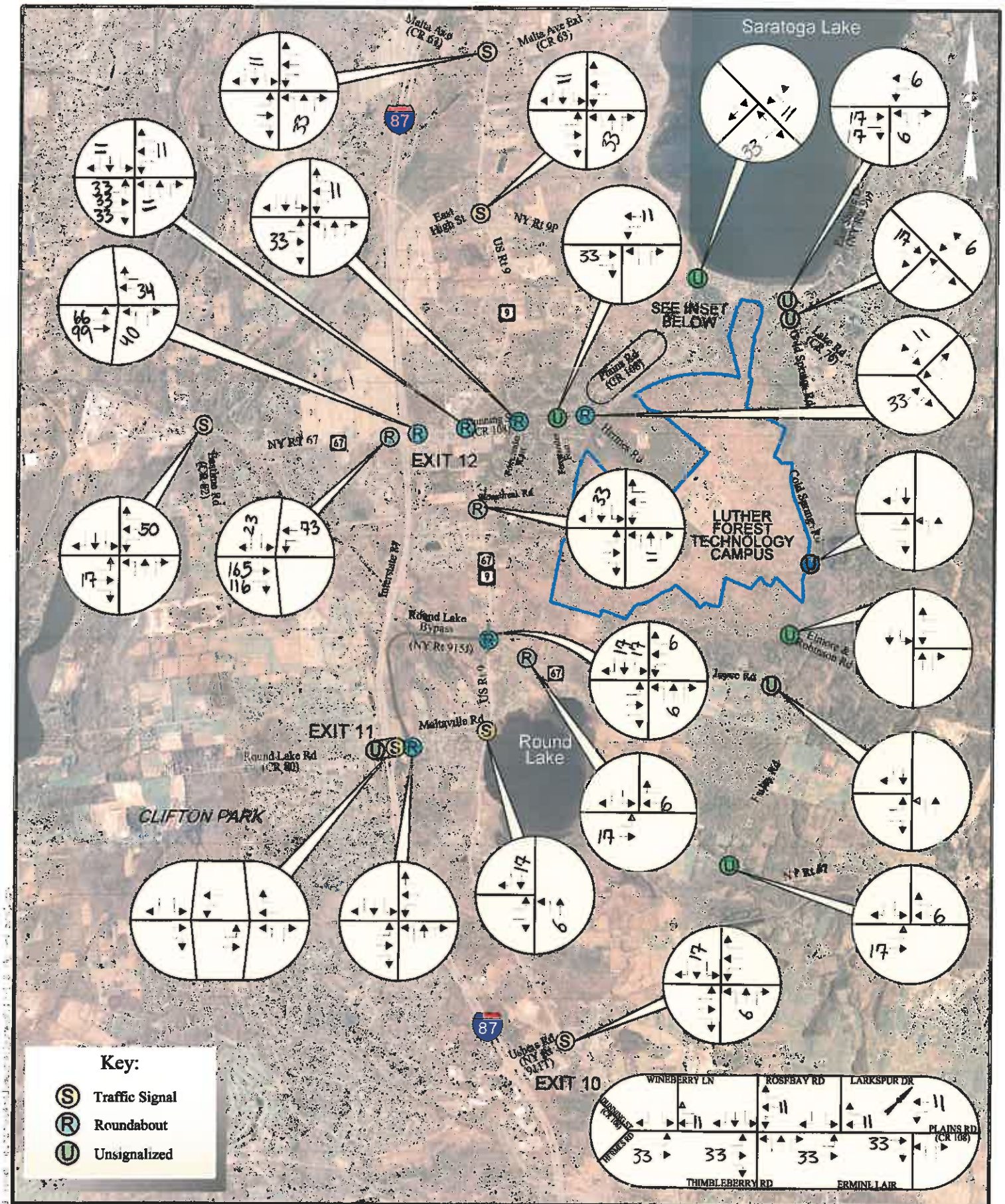


ELLSWORTH COMMONS
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

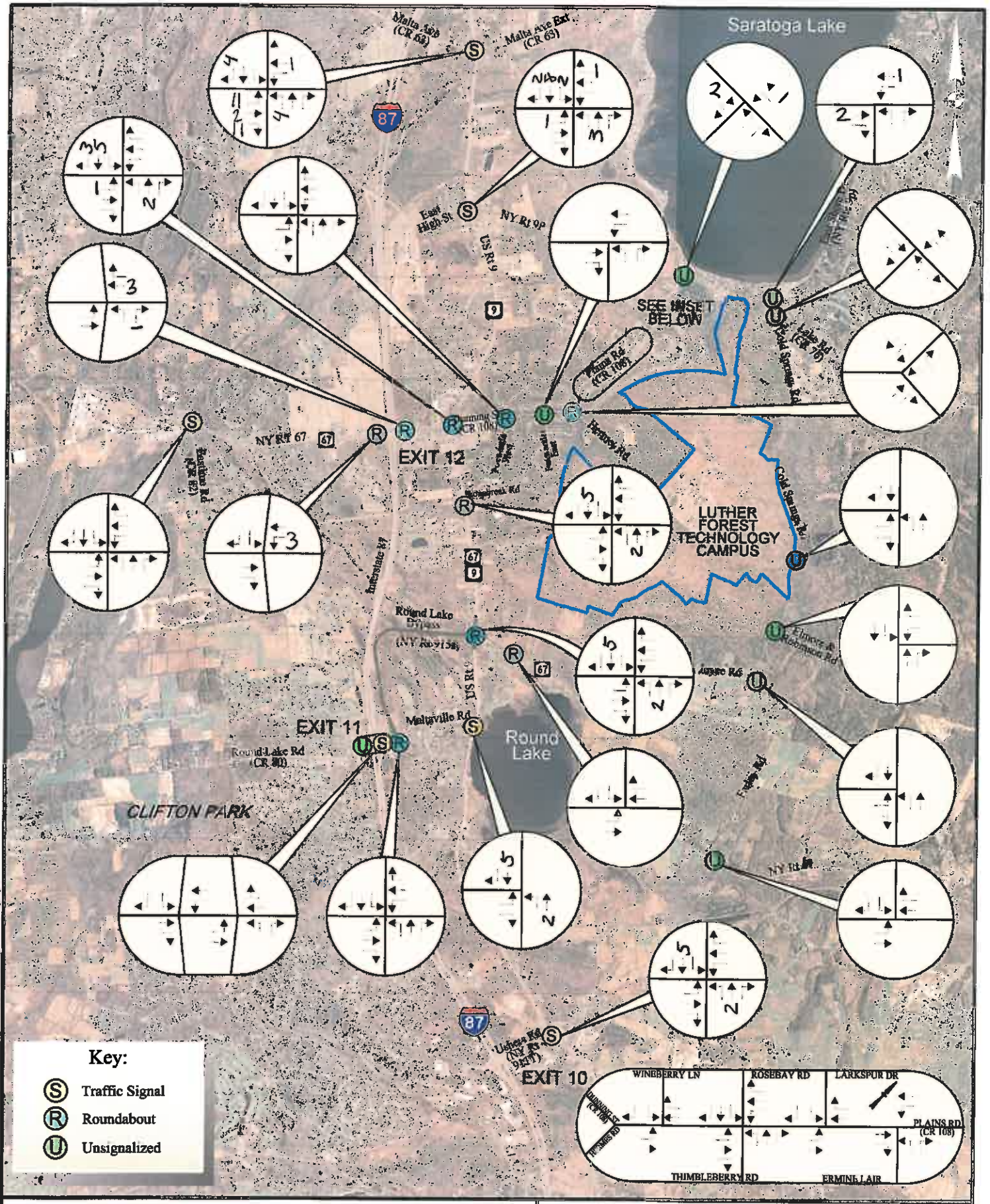


EXIT 12 MEDICAL
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

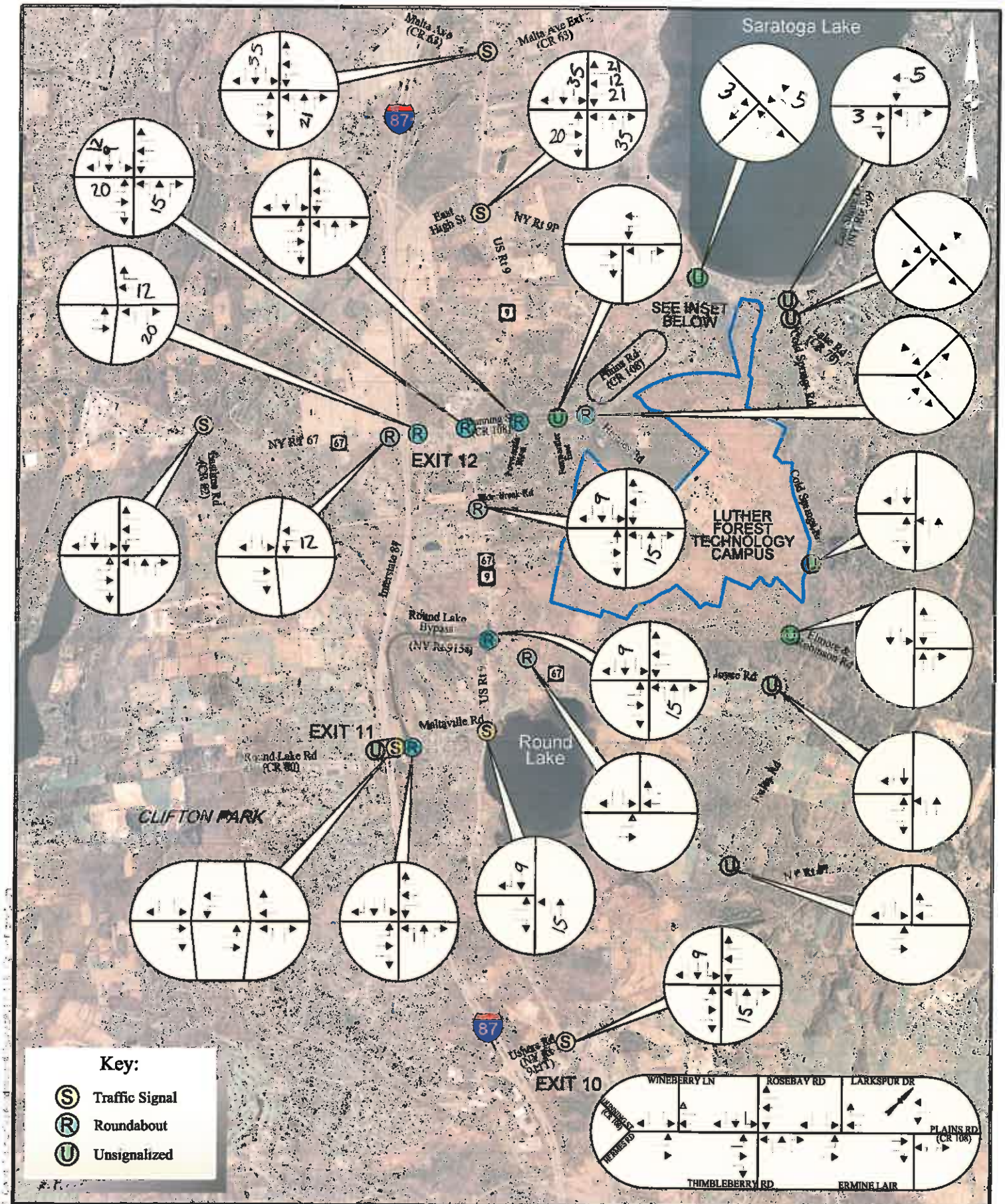


MALTA OFFICE
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

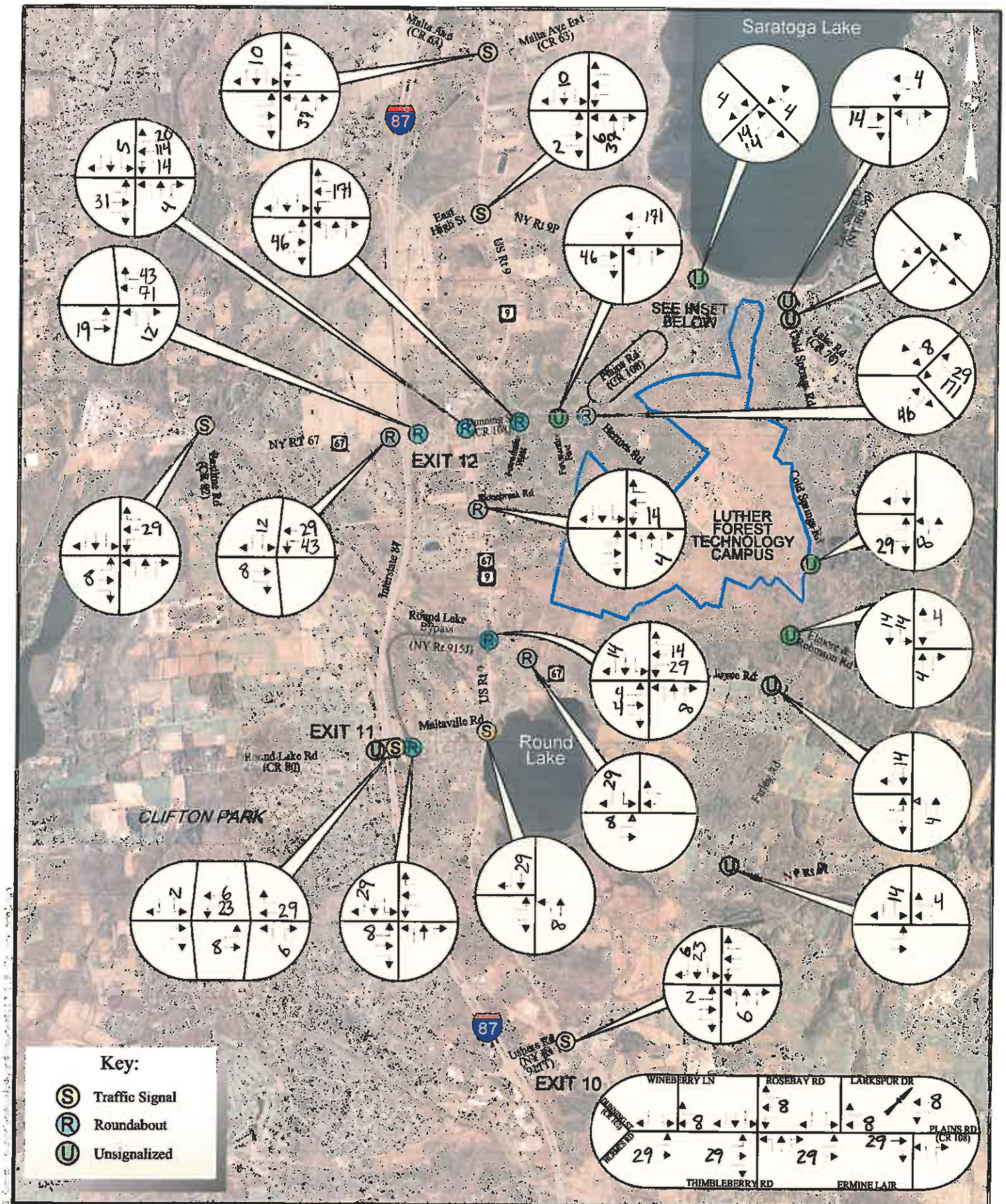


LAKEVIEW LANDING
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:

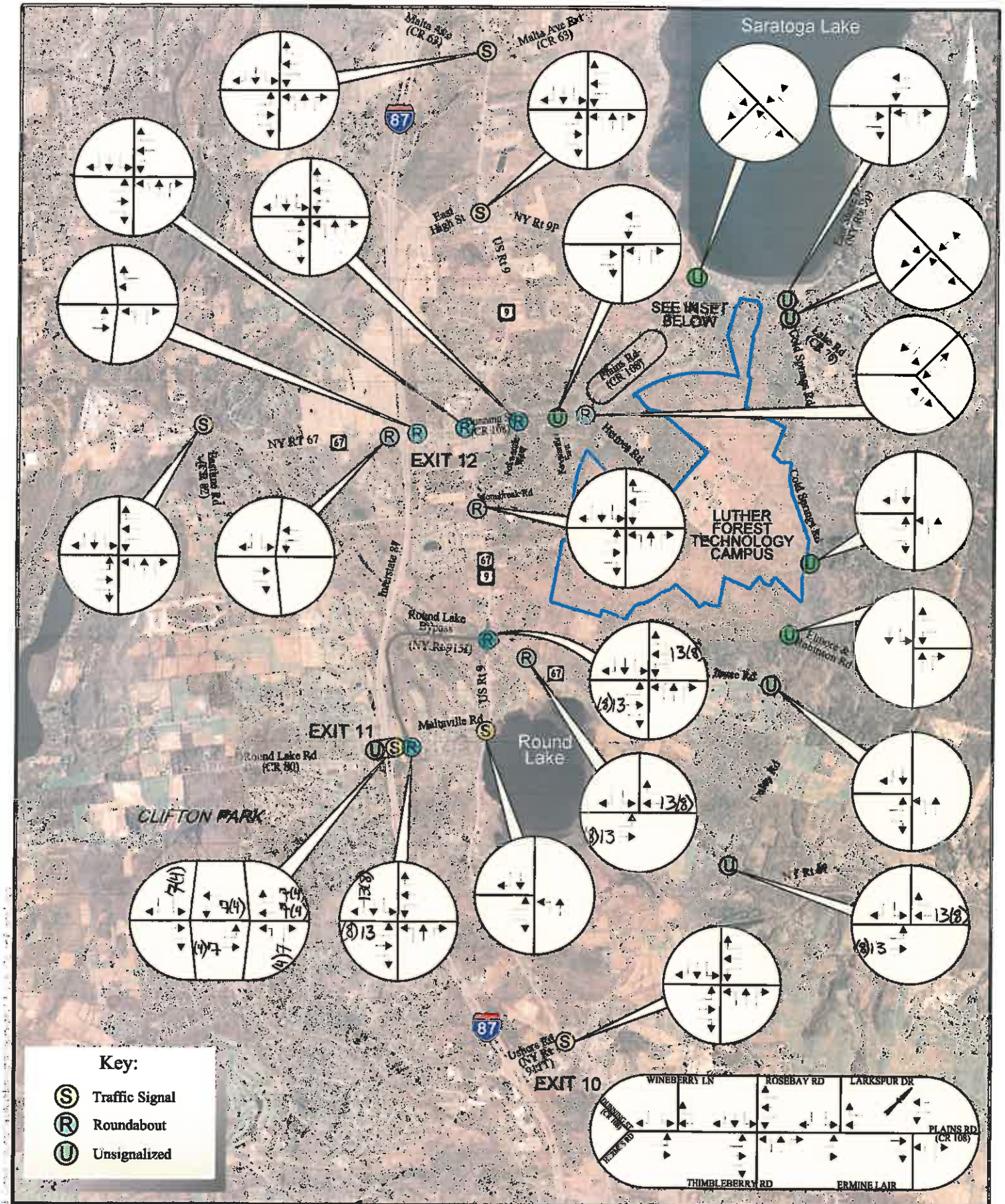


STEP-PHASE 1 & 2 & ½ OF 3
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:



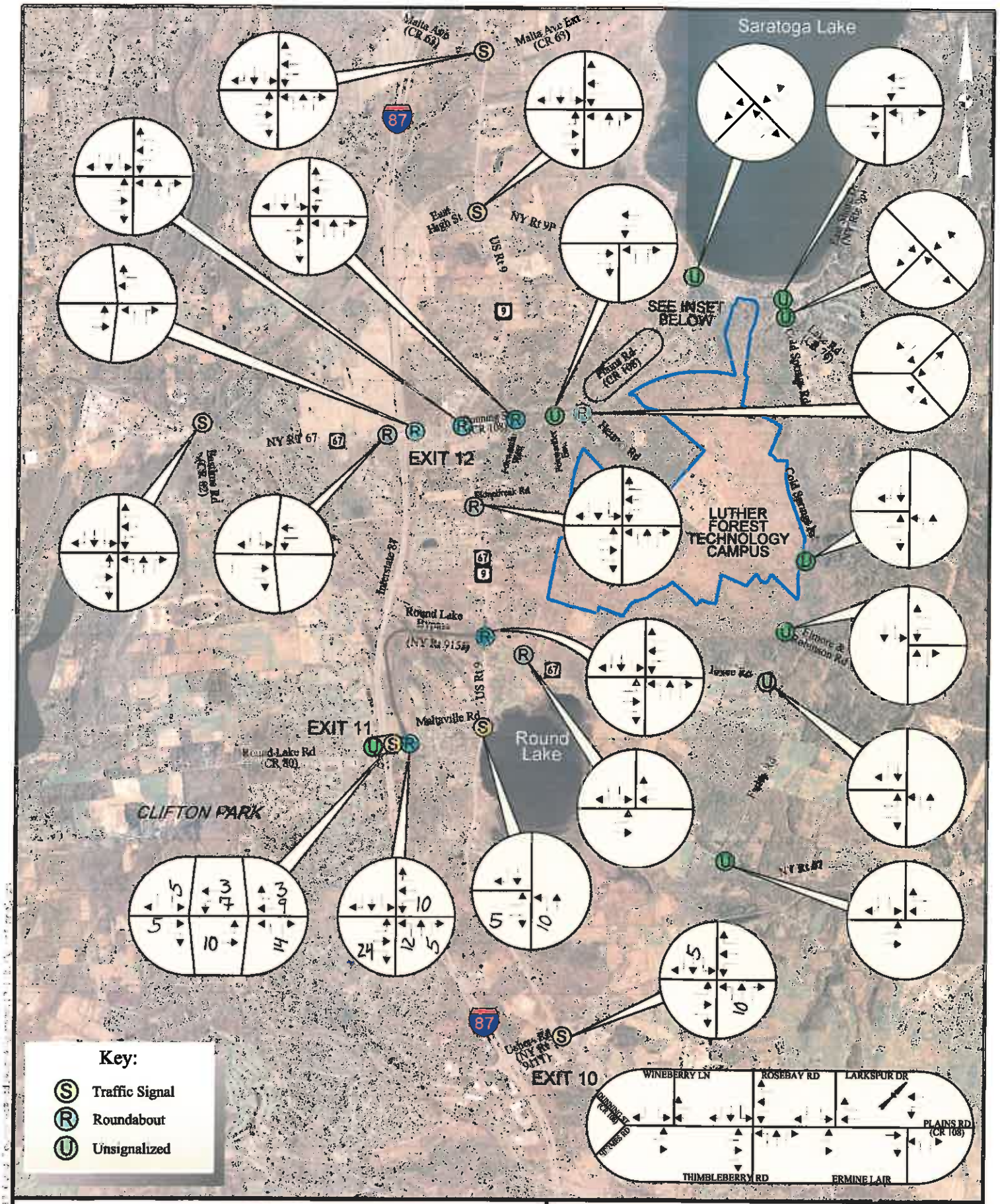
INTERMODAL YARD – TRUCKS (EMPLOYEES)

PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE:



VICTORIAN LANDINGS
PM PEAK HOUR

GLOBALFOUNDRIES DEVELOPMENT
TOWNS OF MALTA AND STILLWATER, NEW YORK

Creighton Manning

PROJECT: 112-118	DATE: 03/2013	FIGURE: