APPENDIX E

RECOMMENDED IMPROVEMENT CONCEPT PLANS
**SCOTIA DOWNTOWN CONNECTIONS CONCEPT PLAN**

**SECTION 1 REYNOLDS STREET TO BALLSTON AVENUE**

- Driveaway and sidewalk modifications to be coordinated with future development of property.
- Approximate curb radius required to accommodate WB-67 turns from NY Route 50 to westbound NY Route 5.

**SECTION 2 BALLSTON AVENUE TO COLLINS STREET**

- Reduce existing driveway width to 29 ft.
- Curb extensions and gateway feature.
- Curb extension geometry to accommodate vehicle turning movements onto S Ballston Ave.

**SECTION 3 COLLINS STREET TO THE WESTERN GATEWAY BRIDGE**

- Painted bus lane.
- Relocate and reuse existing pedestrian level lighting throughout corridor (typ.).

**Legend**

- GP: 04
- GP: 02
- GP: 03

**Notes**

- The recommendations in this study are conceptual in nature and do not comply the Village of Scotia. Upon request, the proposed illustrations are subject to further detail and refinement. Engineering and field reviews are required. The recommendations are not intended to be definitive or final. Additional studies, evaluations, and analyses may follow. Engineering of S 5th St will be based upon funding and availability.

**Share the Road**

- Share the road signs on both sides of the roadway as needed to accompany pavement markings.

- Provisions for bus lanes and pedestrian level lighting throughout the corridor.

**Share the Road Signs**

- Rectangular rapid-flashing beacon.
- Bus stop.

**Proposed Features**

- Planter (typ.)
- Share the road signs on both sides of the roadway as needed to accompany pavement markings.

**CDTC**

- **CDTC**

**Engineering and Land Surveying Inc.**

**Village of Scotia**

**Land Surveying, P.C.**

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**Scale: 1" = 60'**
The recommendations in this study are conceptual in nature and do not convey the technical or construction details necessary for implementation. The drawings presented in this illustration are not intended to depict the proposed project in a site-specific manner. The final project will be based on findings, issues, and concerns discussed during detailed design.

The final sidewalk and parking layout must accommodate delivery truck movements within the limits of this property.