



January 7, 2021

City of Aurora
15151 E. Alameda Parkway
Suite 3200
Aurora, CO 80012

Attn: Ms. Brianna S. Medema
Project Engineer – Traffic

Re: Fitzsimons Innovation Campus
Master Traffic Impact Study Introduction Letter
Aurora, Colorado

Dear Ms. Medema:

An update to the Master Level Traffic Study has been prepared to provide more specificity of intersection lane and control needs internal to the Fitzsimons Innovation Campus. The *City of Aurora Traffic Study of Fitzsimons Redevelopment Final Edition* completed by Felsburg, Holt, & Ullevig (FHU) in May 2017 previously evaluated the same development area.

The "Fitzsimons Innovation Campus Master Level Traffic Study Update" prepared by Kimley-Horn and Associates dated January 5, 2021 has been prepared and submitted to the City of Aurora. This updated study compliments the Fitzsimons Innovation Campus General Development Plan Amendment recently approved by the City of Aurora. The internal campus intersection lanes and control information was not provided in the original FHU study and was established in these efforts by calculating trip generation, trip distribution, and traffic assignment on a block-by-block basis. Therefore, the purpose of this Master Level Traffic Study Update is to provide more information and detail to be useful in planning the internal intersections.

Per the recommendations in the FHU study and to meet City of Aurora criteria, roundabouts were studied as an alternative to all-way stop controlled intersections. The findings of the Fitzsimons Innovation Campus Master Level Traffic Study Update demonstrate that the all-way stop control intersections of 23rd Avenue/Quentin Street and 23rd Avenue/Victor Street operate at acceptable levels. Therefore, the Fitzsimons Innovation Campus desires to utilize all-way stop controlled intersections as they optimally balance the numerous competing urban design, real estate, pedestrian safety, vehicular turning movements, and maintenance needs and interests of the campus beyond vehicular throughput. To summarize the findings of this Master Level Traffic Impact Study update, the attached table and figures identify the recommendations for the intersections and roadways within and surrounding campus.

If you have any questions or require anything further, please feel free to call me at (303) 228-2304.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink that reads "Curtis D. Rowe".

Curtis D. Rowe, P.E., PTOE
Vice President

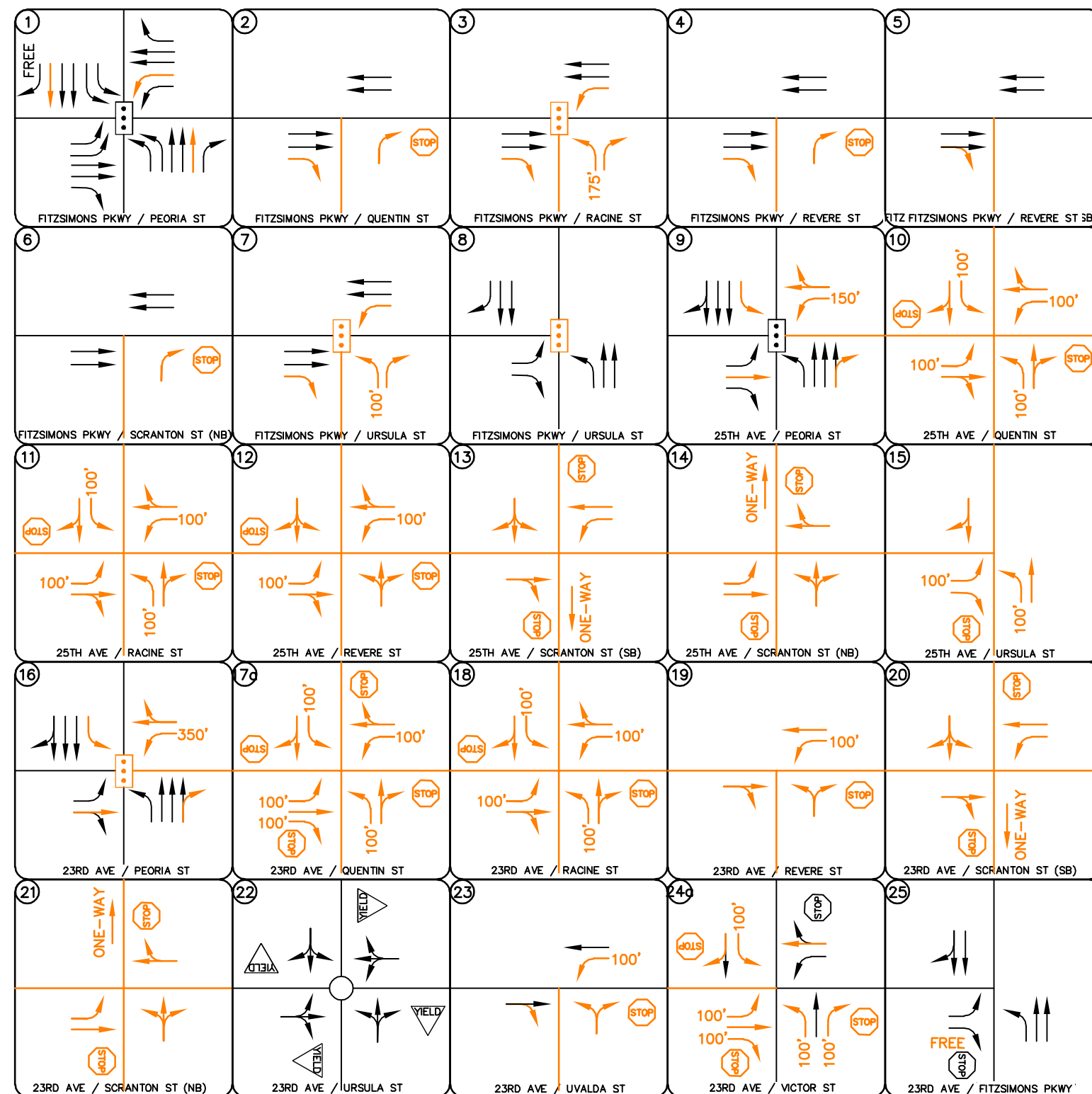
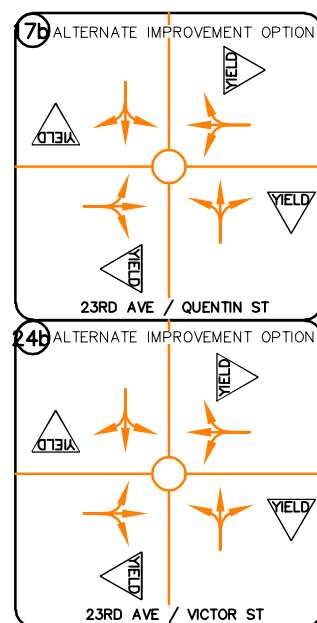
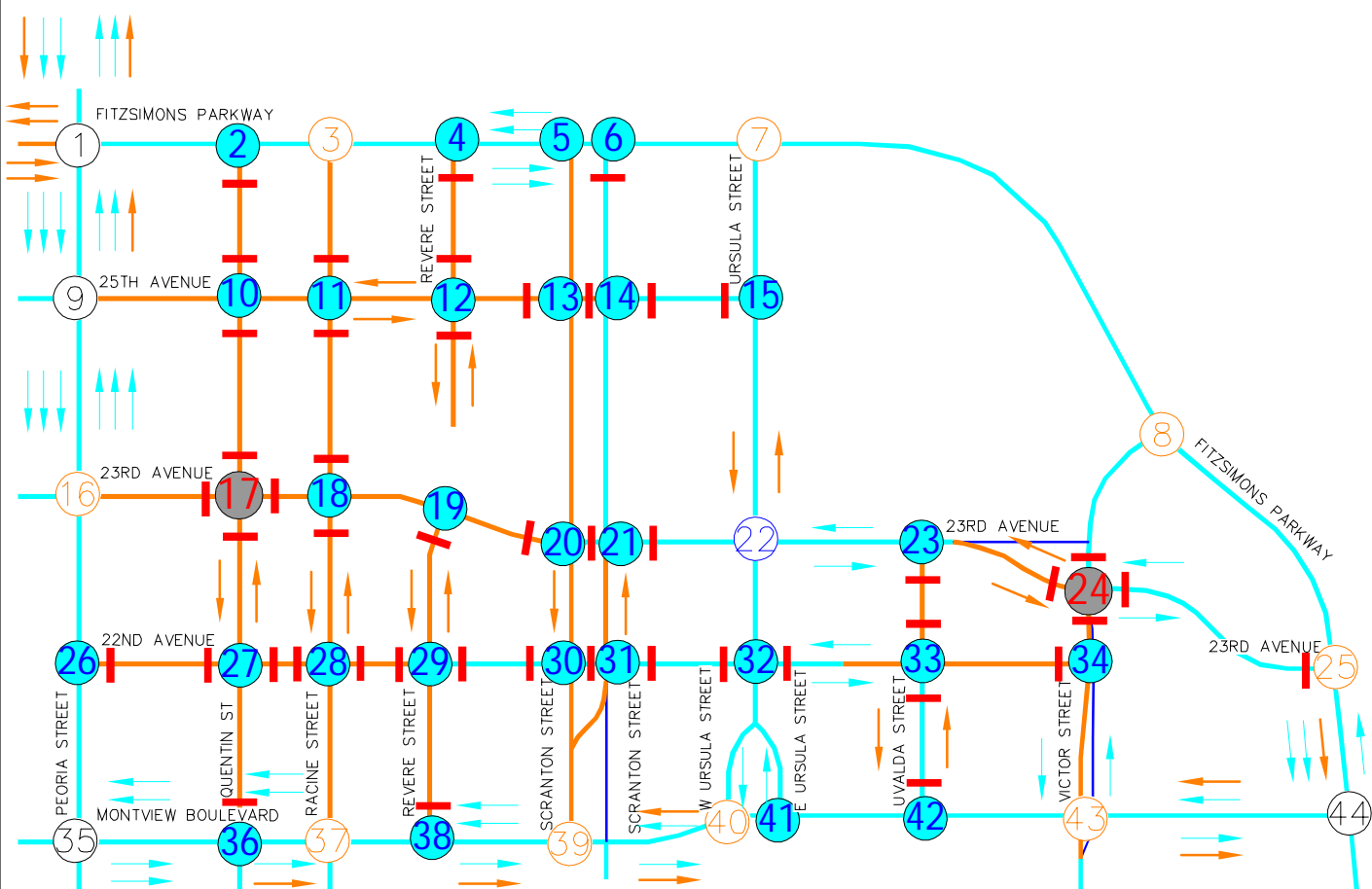
Fitzsimons Innovation Campus Intersection Control & Lane Segment Recommendations

Control Type	Intersections	
Traffic Signals (12)	<ul style="list-style-type: none"> • Fitzsimons Pkwy & Peoria St (#1) • Fitzsimons Pkwy & Racine St (#3) • Fitzsimons Pkwy & Ursula St (#7) • Fitzsimons Pkwy & Victor St (#8) • 25th Ave & Peoria St (#9) • 23rd Ave & Peoria St (#16) 	<ul style="list-style-type: none"> • Montview Blvd & Peoria St (#35) • Montview Blvd & Racine St (#37) • Montview Blvd & Scranton St (#39) • Montview Blvd & W Ursula Street (#40) • Montview Blvd & Victor St (#43) • Montview Blvd & Fitzsimons Pkwy (#44)
Two-Way Stop (29)	<ul style="list-style-type: none"> • Fitzsimons Pkwy & Quentin St (#2: Stop NB) • Fitzsimons Pkwy & Revere St (#4: NB) • Fitzsimons Pkwy & Scranton St (#5: None) • Fitzsimons Pkwy & Scranton St (#6: NB) • 25th Ave & Quentin St (#10: NB/SB) • 25th Ave & Racine St (#11: NB/SB) • 25th Ave & Revere St (#12: NB/SB) • 25th Ave & Scranton St (#13: EB/WB) • 25th Ave & Scranton St (#14: EB/WB) • 25th Ave & Ursula St (#15: EB) • 23rd Ave & Racine St (#18: NB/SB) • 23rd Ave & Revere St (#19: NB) • 23rd Ave & Scranton St (#20: EB/WB) • 23rd Ave & Scranton St (#21: EB/WB) • 23rd Ave & Fitzsimons Pkwy (#25: EB) 	<ul style="list-style-type: none"> • 23rd Ave & Uvalda St (#23: NB) • 22nd Ave & Peoria St (#26: WB) • 22nd Ave & Quentin St (#27: EB/WB) • 22nd Ave & Racine St (#28: EB/WB) • 22nd Ave & Revere St (#29: EB/WB) • 22nd Ave & Scranton St (#30: EB/WB) • 22nd Ave & Scranton St (#31: EB/WB) • 22nd Ave & Ursula St (#32: EB/WB) • 22nd Ave & Uvalda St (#33: NB/SB) • 22nd Ave & Victor St (#34: EB) • Montview Blvd & Quentin St (#36: NB/SB) • Montview Blvd & Revere St (#38: SB) • Montview Blvd & E Ursula St (#41: None) • Montview Blvd & Uvalda St (#42: SB)
All-Way Stop or Roundabout (3)	<ul style="list-style-type: none"> • 23rd Ave & Quentin St (#17) • 23rd Ave & Ursula St (#22) • 23rd Avenue & Victor St (#24) 	
Lane Segments	Roadway	
2-Lane Segment (10)	<ul style="list-style-type: none"> • Quentin Street • Racine Street • Revere Street • Scranton Street • Ursula Street • Uvalda Street • Victor Street • 25th Avenue • 22nd Avenue 	
4-Lane Segment (2)	<ul style="list-style-type: none"> • Fitzsimons Parkway • Montview Boulevard 	
6-Lane Segment (1)	<ul style="list-style-type: none"> • Peoria Street 	

Black Text in Control Section = Existing Control Type; Blue Text in Control Section = Future Control Type

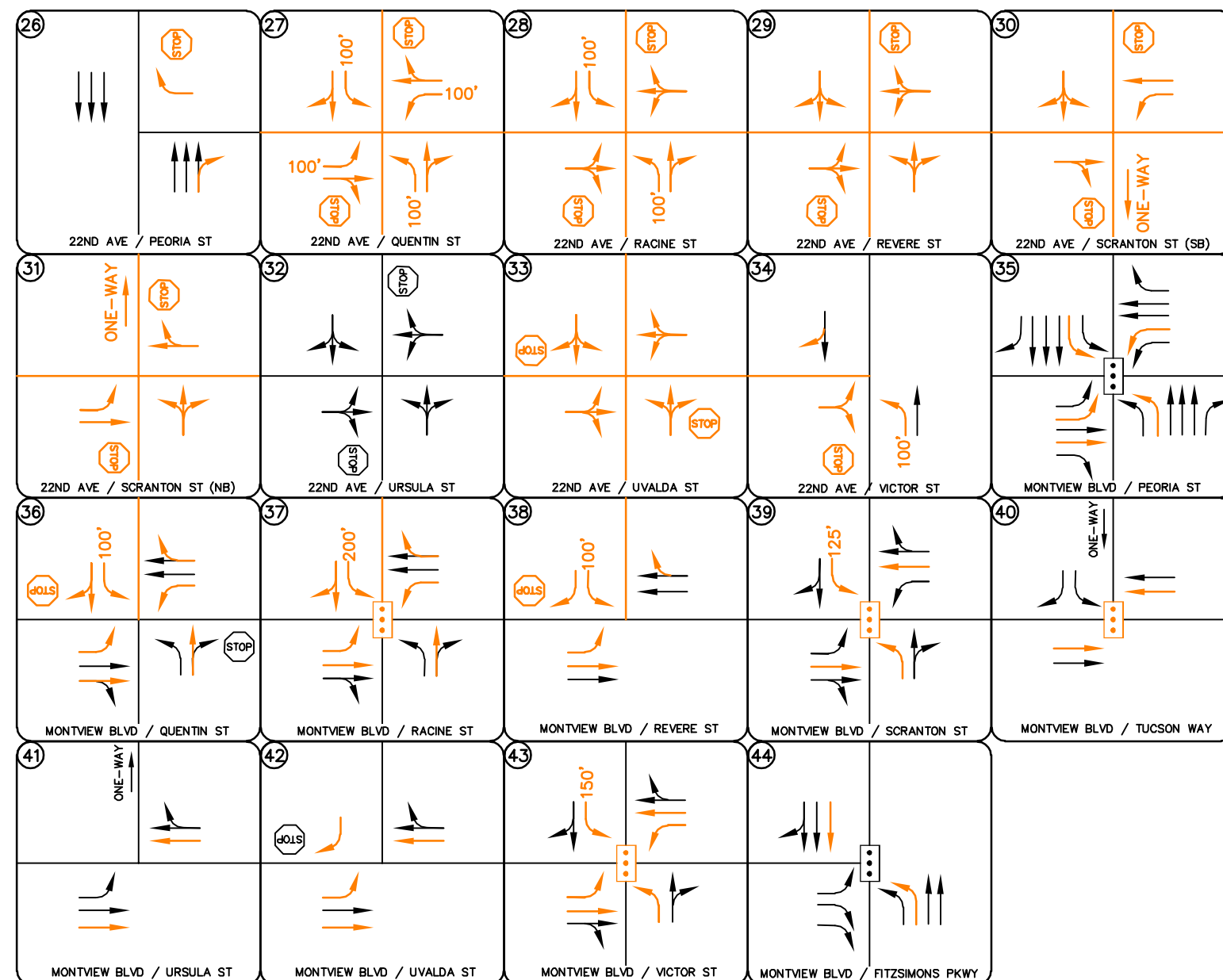
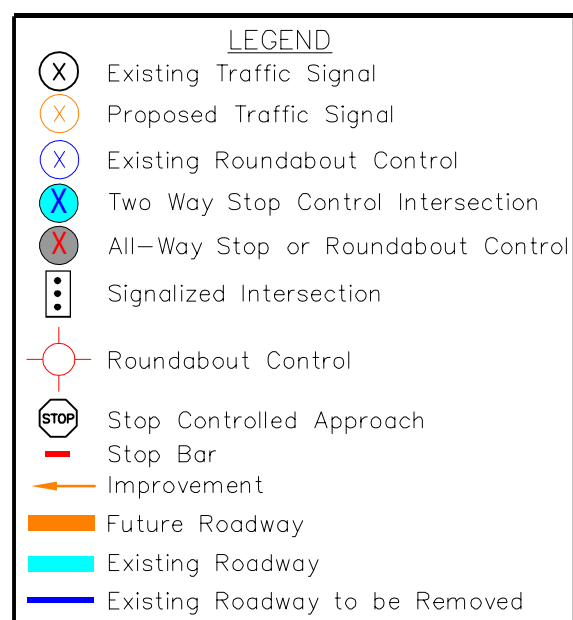
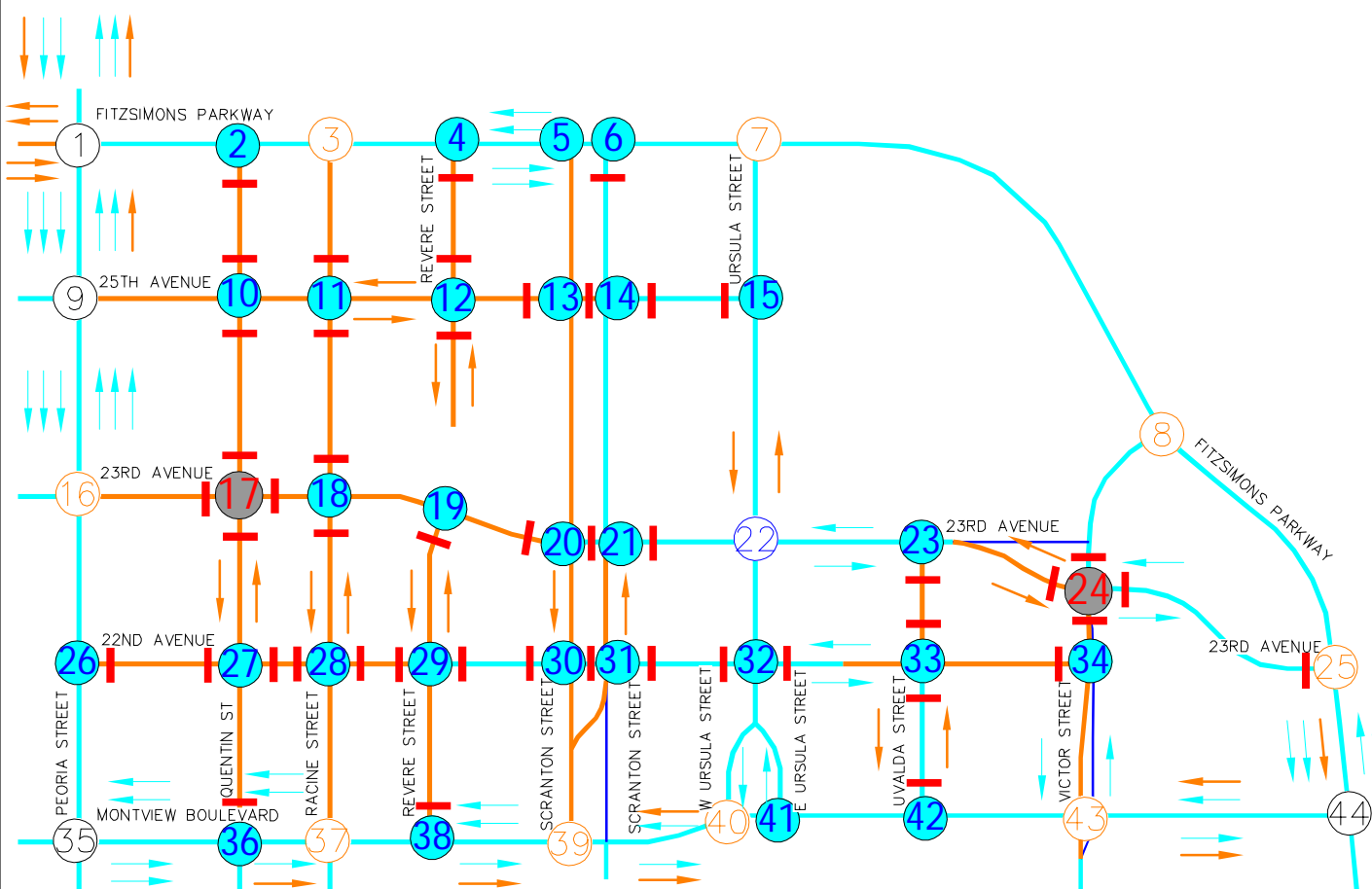
Fitzsimons Innovation Campus Summary of Improvements to Existing Intersections

Intersection	Improvements
Fitzsimons Parkway & Peoria Street (#1)	<ul style="list-style-type: none"> • Three Northbound & Southbound Through Lanes • Provide Westbound Dual Left Turn Lanes
Fitzsimons Parkway & Victor Street (#8)	<ul style="list-style-type: none"> • Install Traffic Signal
25 th Avenue & Peoria Street (#9)	<ul style="list-style-type: none"> • New East Leg to 25th Avenue and Associated Movements
23 rd Avenue & Peoria Street (#16)	<ul style="list-style-type: none"> • New East Leg to 23rd Avenue and Associated Movements • Install Traffic Signal
23 rd Avenue & Victor Street (#24)	<ul style="list-style-type: none"> • Convert Two T-Intersections to One Four-Legged Intersection • New West Leg to 23rd Avenue and Associated Movements • Covert 23rd Avenue East Leg from a 4-Lane Section to a 3-Lane Section • Standard Intersection Configuration with All-Way Stop Control <ul style="list-style-type: none"> • Provide Northbound and Southbound Left Turn Lanes • Provide Northbound Right Turn Lane Or • Construct Single Lane Roundabout
23 rd Avenue & Fitzsimons Parkway (#25)	<ul style="list-style-type: none"> • Provide Eastbound Free Right Turn Lane • Covert 23rd Avenue from a 4-Lane Section to a 3-Lane Section
22 nd Avenue & Scranton Street (#30)	<ul style="list-style-type: none"> • Convert Two-Way Scranton Street to One-Way Travel Southbound • Provide Stop Control on Eastbound and Westbound Approaches
22 nd Avenue & Scranton Street (#31)	<ul style="list-style-type: none"> • Convert Two-Way Scranton Street to One-Way Travel Northbound • Provide Stop Control on Eastbound and Westbound Approaches
Montview Boulevard & Peoria Street (#35)	<ul style="list-style-type: none"> • Provide Exclusive Dual Left Turn Lanes on all Four Approaches • Provide Two Eastbound Through Lanes
Montview Boulevard & Quentin Street (#36)	<ul style="list-style-type: none"> • New North Leg to Quentin Street and Associated Movements • Provide Two Eastbound Through Lanes
Montview Boulevard & Racine Street (#37)	<ul style="list-style-type: none"> • New North Leg to Racine Street and Associated Movements • Install Traffic Signal • Provide Two Eastbound Through Lanes • Provide Eastbound and Westbound Left Turn Lanes
Montview Boulevard & Scranton Street (#39)	<ul style="list-style-type: none"> • Relocate Intersection to the West in Alignment with the SB Segment • Install Traffic Signal • Provide Two Eastbound and Westbound Through Lanes • Provide Designated Northbound and Southbound Left Turn Lanes
Montview Boulevard & W Ursula Street (#40)	<ul style="list-style-type: none"> • Install Traffic Signal • Provide Two Eastbound and Westbound Through Lanes
Montview Boulevard & E Ursula Street (#41)	<ul style="list-style-type: none"> • Provide Two Eastbound and Westbound Through Lanes
Montview Boulevard & Victor Street (#43)	<ul style="list-style-type: none"> • Install Traffic Signal • Provide Two Eastbound and Westbound Through Lanes • Provide Designated Left Turn Lanes on all Four Approaches
Montview Boulevard & Fitzsimons Parkway (#44)	<ul style="list-style-type: none"> • Provide Northbound Dual Left Turn Lanes • Provide Three Southbound Through Lanes



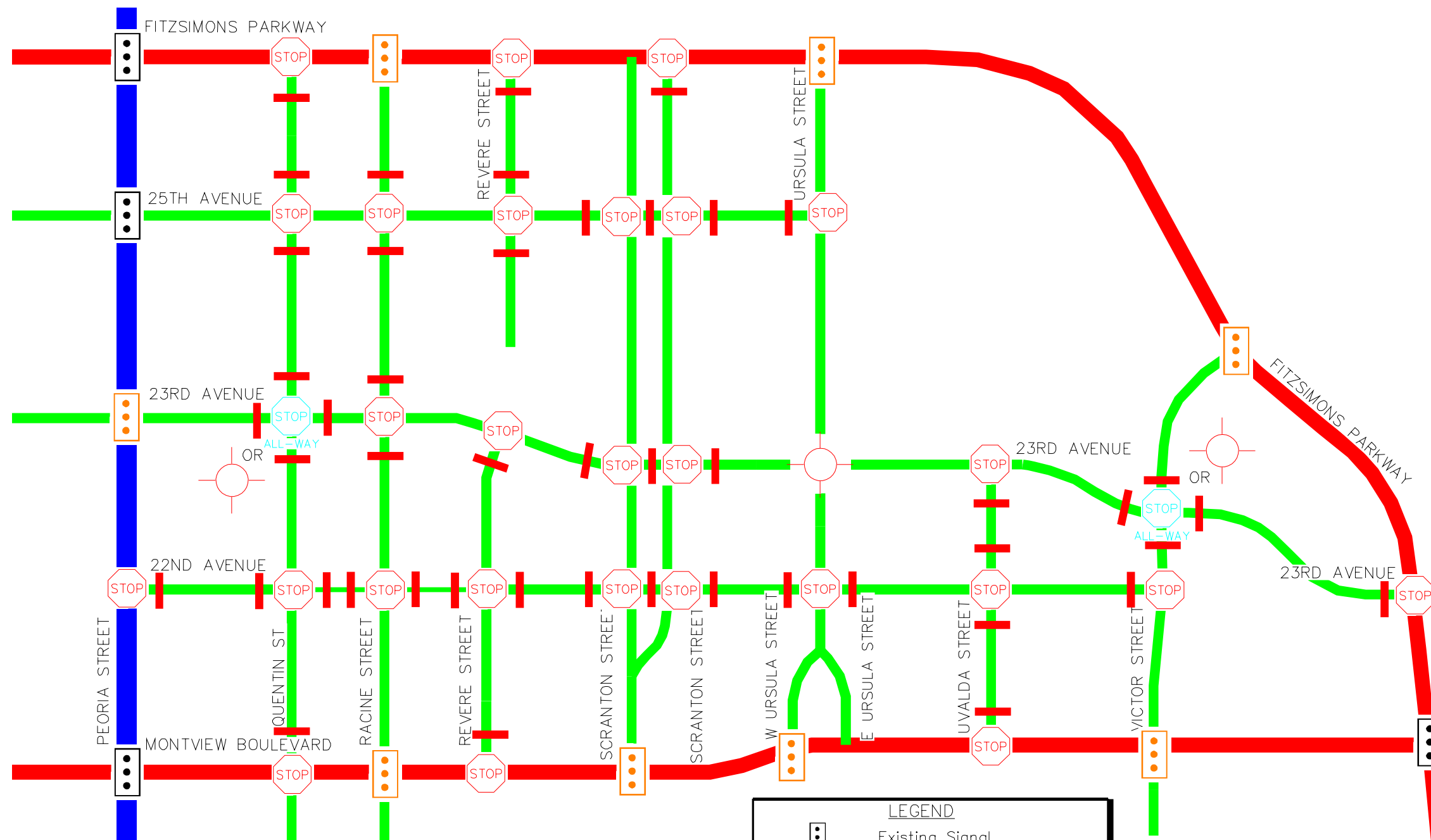
FITZSIMONS INNOVATION CAMPUS MASTER TRAFFIC IMPACT STUDY
2040 RECOMMENDED LANE CONFIGURATIONS AND CONTROL (NORTH)

FIGURE 8



FITZSIMONS INNOVATION CAMPUS MASTER TRAFFIC IMPACT STUDY
2040 RECOMMENDED LANE CONFIGURATIONS AND CONTROL (SOUTH)

FIGURE 9



LEGEND	
	Existing Signal
	Proposed Signal
	Two-Way Stop Control
	All-Way Stop Control
	Single Lane Roundabout
	Stop Bar
	2-Lane Segment
	4-Lane Segment
	6-Lane Segment

FITZSIMONS INNOVATION CAMPUS MASTER TRAFFIC IMPACT STUDY
ROADWAY PLAN

FIGURE 10