PARTY INFORMATION
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Supplement to Exhibit 15, <u>Witness Information and Resumes</u>, Party Status Request of Bruce F. Lowrey, Case: ZC No. 16-26 – Wisconsin Owner, LLC, Urban Investment Partners (UIP) – 4620 – 24 Wisconsin Ave., NW

Mr. Joe Mehra, MCV Associates, Inc. will be out of town during the September 28, 2017, Zoning Commission hearing for Case # 16-26 and Mr. Reju Vijaya Radhakrishnan, MCV Associates, Inc., will be testifying as an expert witness on his behalf. In addition, Mr. Neil Thompson Shade, President, Acoustical Design Collaborative, Ruxton, MD will not be testifying as an expert witness during the hearing.

WITNESS INFORMATION AND RESUMES:

1.) List of Witnesses: Bruce Lowrey

2.) Summary of Mr. Lowrey's Testimony: Mr. Lowrey's testimony will focus on the negative impacts the proposed PUD will have on his house located at 4117 Brandywine St., NW.

3.) Expert Witnesses: Mr. Reju Vijaya Radhakrishnan, MCV Associates, Inc., Alexandria, VA. Mr. Radhakrishnan is an expert in traffic engineering/analysis. A professional resume for Mr. Radhakrishnan is included herewith.

4.) Summary of Testimony: Mr. Radhakrishnan will testify on his analysis and findings regarding the Wells & Associates traffic study prepared for the Consolidated PUD and Zoning Map Amendment for 4620-4624 Wisconsin Ave., NW.

5.) Total Time Requested: 20 minutes

AFFADAVIT OF SERVICE

I hereby certify that, on August 10, 2017, a copy of the foregoing supplement to Exhibit 15, Witness Information and Resumes, was served via e-mail to the following:

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_____   ___8.10.17___
Bruce F. Lowrey   Date

Education

- MS/2007/Transportation Engineering
- BS/2002/Civil Engineering

Summary

Mr. Radhakrishnan has ten years of experience in the areas of transportation engineering and planning. He has extensive experience in Traffic Simulation software packages: Synchro, Corsim, Vissim, TransModeler, HCS, QRS-II GNE; Transportation Design Software: AutoCAD and MicroStation; GIS Software: ArcView, ArcGIS, ArcObjects, etc. In the last one year, he has worked on ten different projects utilizing the Synchro model and simulation. He has worked extensively in Loudoun County including Purcellville to conduct traffic impact studies and review traffic studies conducted by others. In the last one year, he has worked on ten different projects utilizing the Synchro model and simulation.

Relevant Experience

Traffic Impact Study for the New Baltimore Service District in Fauquier County, Virginia. Project Engineer for this study. He developed the Synchro Model for the study area, including 14 intersections, for existing conditions and for the year 2030. He prepared the inputs to the model such as the peak hour factors, signal timing and phasing, heavy vehicle percentages, pedestrian timing, etc. The model was setup for the AM and PM peak hour conditions. The model was run to develop capacity and levels of service at each of the study intersections. He assisted in developing mitigation measures for the intersections that were projected to operate at LOS E or worse. The Synchro analysis was supported by SimTaffic simulation for the network.

Traffic Impact Study for the Rajdhani Mandir (Temple) in Fairfax County, Virginia. Project Engineer for this study. He analyzed the existing conditions and estimated capacity and levels of service. He developed future background traffic using ITE Trip Generation Report and estimated capacity and levels of service. He estimated site trips, assigned trips to the roadway network and computed capacity and levels of service for the future conditions with the site developed. He assisted in developing mitigation measures for the failing intersection. The analysis was performed using Synchro model.

Traffic Impact Study For The Loudoun County Government Support Center, Loudoun, Virginia. Project Engineer This project consisted of conducting a traffic study following Section 527 Guidelines and Loudoun County requirements. He developed the Synchro Model for the study area, including 12 intersections, for existing conditions, Phase I, Phase II and for the design year 2030. He prepared the inputs to the model such as the peak hour factors, signal timing and phasing, heavy vehicle percentages, etc. The model was setup for the AM and PM peak hour conditions. The model was run to develop capacity and levels of service at each of the study intersections. He assisted in developing mitigation measures for the intersections that were projected to operate at LOS E or worse.

Transportation Engineering And Consulting Services For Fauquier County, Va
Project Engineer. He provided technical support to the County for seven years. During this period he participated in over 35 projects. The range of projects covered almost every type of study that could potentially be required in the current RFP. Assistance was provided in developing comprehensive transportation plans for the Bealeton, Opal, Remington and New Baltimore Service Districts. TMODEL2 system and the Synchro Model were used to evaluate transportation plans. Impact fee analysis was also conducted for the Bealeton, Opal and Remington Service Districts by developing road

improvement costs and allocating them to future developments. Land development application review was conducted for several large major applications. This included the Cross Creek, Freedom Plaza, Colonial Crossing, Catlett Farm, etc. Scoping meetings were held with the County staff, VDOT staff and the Applicant including the Section 527 scopings. Written reports were prepared along with an interactive dialogue with the staff. In some cases, additional analysis was conducted to support recommendations. As part of these reviews, he participated in Planning Commission hearings as well as presentation to the Board of Supervisors. He also conducted several traffic impact studies for the School Board for high school and elementary school. Traffic signal warrant studies were also conducted that were reviewed and approved by VDOT. He also evaluated roadway plans including roundabouts for several projects including Cross Creek, Cheatham Farm, Opal Subdivision and Glass-Mckinney, US 17 and US 29 Corridors. Conducted the Bealeton Bypass Alignment and traffic study.

TransForM 1.5 Recalibration- Shapefile data update for M-NCPPC. Project Engineer for this study. More than 450 locations on key corridors and boundary roadways in the PG County as well as on Potomac and Anacostia river crossings were updated on the shapefile corresponding to the 2010 TransForM modeling network to reflect the 2010 AAWDT numbers. The SHA iTMS and SHA traffic counts and COG data sources were relied on. Each link updated was identified to the corresponding SHA shapefile using unique ID. Bi-directional links were updated using a 50/50 split. At locations where SHA count data was available, the splits used were different. The updated shapefile was reviewed for consistency issues and input error. The input data was compared to the previously validated field data. Links with more than 50% difference were reviewed again and checked with the SHA iTMS data source for turning movement counts or volume counts at/near the link. Some of the numbers in the SHA shapefile found to be in error were corrected accordingly. Comments on data reliability, data extraction and other issues were addressed corresponding to each link.

Signal Optimization US 460 Bus. (Timberlake Road) from Laxton Road to Grove Avenue in Lynchburg, Virginia. Project Engineer for this study. He analyzed eleven signal controlled intersections along US 460 Bus. corridor in Lynchburg city for the congestion periods of AM and PM peak hour. Traffic counts were collected, traffic conditions were observed, and intersection geometry was surveyed. He prepared the inputs to the model such as the peak hour factors, signal timing and phasing, heavy vehicle percentages, pedestrian timing, etc. Synchro signal optimization program was used to determine the optimal timing and phasing signal operation plan. The VDOT Traffic Operations Analysis Tool Guidebook Version 1.1 was used as a guide for the operation analysis. Traffic VDOT Memo TE-306.1 was used for guidance on the determination of yellow change and red clearance intervals. The model was validated and calibrated to match current traffic conditions. Optimum timing plans, cycle lengths, split times, offsets and phase sequence to minimize stops and delays were generated. Five scenario alternatives were evaluated and compared based on network measures of effectiveness (MOE) such as control delay, average speed, stops, performance index and overall safety benefit. The Synchro analysis was supported by SimTaffic simulation for the network.