



Charles M. Sloan

Data Collection Manager

Education

B.A., Western State
University, Colorado 1974

Professional Certifications

- RCI Basics
- RCI Advanced Concepts
- RCI Intro to Data Management
- RCI Intermediate Office
- RCI Intermediate Field Data Collection
- Highway Performance Monitoring System (HPMS)
- Planning Roadway Data Collection
- Sign Installation & Inspection
- Guardrail Installation & Inspection

Years of Experience

28

Charles Sloan has over 28 years of experience with volume counts, vehicle classification counts, approach counts, turning movement counts, intersection/roadway characteristic inventories, condition diagram preparation, and travel time and delay studies for numerous Department projects and local government agencies' projects.

Relevant Project Experience

City of Cape Coral Signal Timing Analysis & Implementation, CON-PW16-52/GM [2016-2017]:

The purpose of this contract is to provide the City of Cape Coral with professional services for conducting needed traffic signal timing studies for approximately 31 arterials and signalized intersections.

D-1 Districtwide Traffic Operations Signal Timing, Contract C-9M91 (2015-2020): FTE is providing the Department with professional services for conducting needed traffic signal timing studies for arterials and isolated intersections. Study types include Intersection Analysis, System Analysis, Traffic Signal Timing Implementation, Timing Revision Implementation, R/R Preemption Study, Traffic Signal Timing Update, Traffic Signal Timing Evaluation and Fine Tuning, Traffic Signal Operation Evaluation.

D-3 Districtwide Traffic Operations (TOPS) Signal Retiming, Contract C-9K57 (2015-2020): FTE is providing FDOT with professional services for conducting needed traffic signal retiming studies for arterials and isolated intersections. Signal systems will be retimed for both weekday and weekend operation, with the number of timing patterns determined by the data collection effort and approved by FDOT.

D-1 Districtwide Traffic Operations Signal, Contract C-9807 (2013-Present): (Subconsultant to Albeck Gerken) FTE's scope of services includes 8-hour turning movement counts, 24-hour approach counts, and 7-day bi-directional continuous traffic counts.

D-2 Districtwide Signal Retiming & Warrant Analysis Studies, Contract C-9876 (2013-2016): FTE is a subconsultant to Albeck Gerken and is providing data collection services.

D-3 Districtwide Traffic Operations (TOPS) Signal Retiming, Contract C-9K57 (2015-2020): FTE is providing FDOT with professional services for conducting needed traffic signal retiming studies for arterials and isolated intersections. Signal systems will be retimed for both weekday and weekend operation, with the number of timing patterns determined by the data collection effort and approved by FDOT.

D-5 Districtwide Signal Retiming, Contract C-9291 (2009-2014): (Subconsultant to Albeck Gerken, Inc.) FTE's scope of services included 8-hour turning movement counts, 24-hour intersection traffic counts, and 7-day bi-directional continuous traffic counts.

D-7 Districtwide Signal Retiming Studies, FMN 254526-1-32-06 (2 back to back contracts 2010-2017): (Subconsultant to Albeck Gerken, Inc.) FTE's scope of services includes seven-day bidirectional approach counts and eight-hour turning movement counts.

Signal Timing Analysis & Implementation, Charlotte County Contract #2014000367 (2014-2016): FTE's scope of services includes 7-day continuous traffic counts (10 Locations), 24-hour approach counts (14 Intersections), 8-hour turning movement counts – Weekday, Saturday, and Sunday (14 Intersections), 8-hour turning movement counts – Weekday (32 Intersections), field inventory (46 Intersections), traffic signal equipment inventory (7 Intersections), intersection analysis and evaluation (32 Intersections), arterial analysis (3 Corridors), traffic signal timings, timing implementation and fine tuning, intersection evaluation, system evaluation (3 Corridors), and final report.





Charlotte County Signal Retiming, WO#70, RLI #2006000002 [2010-2012]: FTE's scope of services included signal assessment, "Before" system assessment, eight-hour turning movement counts, seven-day continuous traffic counts, data analysis and documentation, methodology and draft timing plan reports, final timing plans, system timing implementation and fine tuning, preparing the system database, fine-tuning, "After" system assessment. The peak season and off peak season timings were developed for the Kings Highway Corridor.

Lee County, Countywide Signal Timing Update, Project No. CN-10-06 [2010-2011]: (Subconsultant to Vanus Group of Gannett Fleming) The project included the retiming of 47 intersections within 13 different control sections throughout the County, including sections within downtown Ft. Myers. New signal timing patterns were developed, using both SYNCHRO and Tru-Traffic, for both the peak season and off-peak season for a total of 14 patterns per control section. FTE's scope of services included providing data collection support - 7-day machine counts and 8-hour turning movement counts.

Manatee County ATMS Phase II Traffic Signal Retiming Project, RFP #11-3174DW (2012): (Subconsultant to Albeck Gerken, Inc.) FTE's scope of services included eight-hour turning movement counts, 24-hour intersection traffic counts, and seven-day bi-directional continuous traffic counts.

Lee County Signal Retiming [2010-2011]: (Subconsultant to HNTB) FTE's scope of services included eight-hour turning movement volumes including trucks for 46 intersections in the four corridors during both the peak and off-peak seasons, eight-hour pedestrian volumes.

D-1 Countywide Retiming, Manatee County, FMN 196122-1-32-01 (2000-2002): (Subconsultant to Gray Calhoun) FTE's scope of services included retiming of 88 intersections in 15 control sections in Manatee County.

City of Sarasota Computerized Traffic Signals System (1996): (Subconsultant to PDG Electric) FTE's scope of services included workshop/presentation to City Council; training of City personnel; system operation testing with Field Technicians; database verification- fine tuning assistance.

Lee County Urban Area Traffic Signal System Design Group II (1994): (Subconsultant to Mid-Continent Electric) FTE's scope of services included data collection through turning movement counts, pedestrian counts, volume counts, classification counts.

Sarasota County Closed Loop Signal System Retiming: The FTE and Gannett Fleming team prepared signal timing for 99 intersections in Sarasota County and the City of Sarasota. TRANSYT-7F and Tru-Traffic was used to develop 12 different timing plans, six for the peak season, and six for the off-season. Once the signal timings were developed and optimized in the office, they were uploaded to each individual controller on the street. Within 24 hours of implementation, fine-tuning the new timings was undertaken by adjusting splits and offsets based on field observation. Before and after travel time evaluations were conducted to document the effectiveness of the new timings.