

IDAS IS NOW AVAILABLE!

ITS Deployment Analysis System is a tool for integrating ITS into the planning process. It facilitates the programming of ITS projects into state and local improvement programs. See New Products on page 6.

HIPERPAV: A PRACTICAL PAVEMENT SOFTWARE PROGRAM

See Page 2



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McByte

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HIPERPAV: A Practical Pavement Software Program

By J. Mauricio Ruiz,
HIPERPAV Team Leader
Transtec, Inc.

HIPERPAV is a practical pavement software program developed by the FHWA to predict the behavior of concrete pavements immediately after construction. HIPERPAV offers state departments of transportation, government officials and private industry contractors a hands-on approach to pavement design. Within minutes of selecting the pavement design, HIPERPAV can be used to predict early-age performance of jointed concrete pavements. HIPERPAV combines the input from four categories, pavement design, concrete mix design, environment and construction, and outputs concrete strength and stress as a function of time.

Pavement Stresses - Different as Night and Day

HIPERPAV graphically plots the stresses and strength of the concrete for the first 72 hours after placement (Figure 1). The daytime stresses are light blue and the nighttime ones are grey. The cyclic behavior of the stresses shows how the slab curls during the day and warps at night. The influence of temperature on pavement performance is the core of HIPERPAV.

HIPERPAV Failure Criterion for Pavement

As long as the stresses in the pavement are lower than the developing strength of the concrete, HIPERPAV predicts no cracks will form. This pavement will perform as desired for the first 72 hours after construction. However, if the combination of input parameters results in tensile stresses greater than strength, cracks may form in the newly placed pavement (Figure 2). HIPERPAV warns the user of this possibility.

Why Investigate Stress and Strength Development in PCC for just the First 72 Hours?

This early-age period is the critical time of pavement stress and strength development. The strength of the concrete has not fully developed, so cracks will most likely form within this time frame. In addition, early-age cracking governs the long-term performance of pavements. If no cracks form within this time period, the probability that this pavement will be durable and can be used for over thirty years increases significantly.

How does HIPERPAV work?

HIPERPAV uses a number of models to predict the stresses in and the strength of PCC pavement for the first 72 hours after placement. The core of the HIPERPAV program is a transient two-dimensional finite element model that predicts temperatures. Many of the concrete behavioral models (such as concrete maturity and strength) are based on the results of the temperature prediction model.

Versatility of HIPERPAV

The power behind HIPERPAV is its ability to assess the influence of each individual pavement design parameter on pavement behavior. Multiple scenarios can be analyzed with HIPERPAV. This will allow the user to obtain the optimal solution, a pavement design with the lowest probability of cracking as possible and at the lowest possible cost.

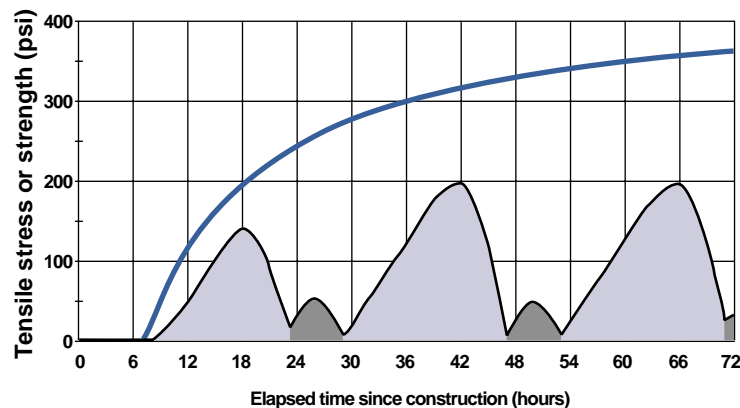


Figure 1. Typical Output from HIPERPAV: Good Pavement Performance

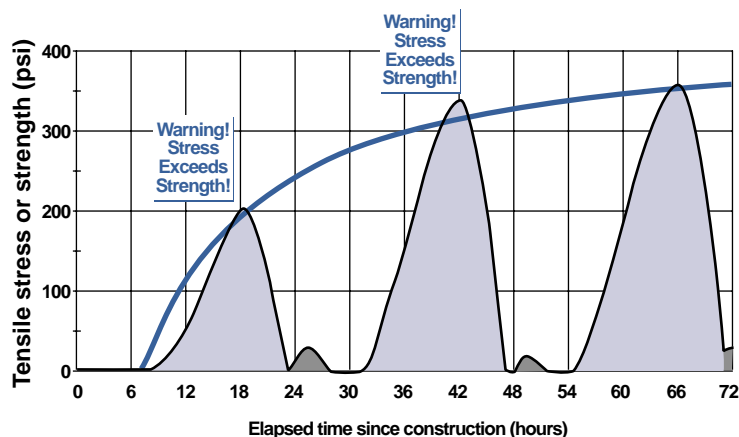


Figure 2. Typical Output from HIPERPAV: Cracking Predicted in Pavement.

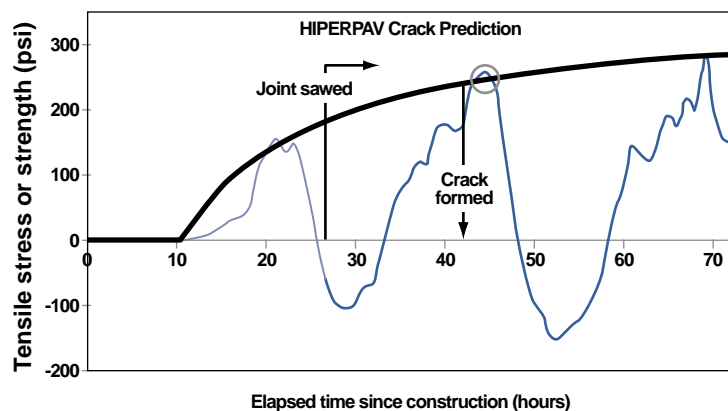


Figure 3. HIPERPAV Validation: Prediction of crack formation in JCP placed in Arizona

Has HIPERPAV been validated?

HIPERPAV has been validated at several pavement construction sites throughout the US (Minnesota, North Carolina, Arizona and Texas). Actual early-age pavement temperatures were monitored and visual condition surveys were conducted at regularly scheduled times to measure joint movement and to record the time of crack formation. The time the first crack formed in an Arizona pavement is compared to the HIPERPAV prediction in Figure 3 and the correlation is good. In addition, the software has undergone trial implementation at several government, academic and industrial facilities.

HIPERPAV Applications

HIPERPAV has a wide variety of applications in the pavements industry. HIPERPAV has been used in the forensics field as a post-mortem investigation tool. It can also be used to predict problems before they occur and to optimize pavement construction practices.

- Time of joint sawing. If joints are cut too early, the concrete may not be strong enough to support the saw cutting equipment and the pavement will be damaged structurally. Raveling at the joint can also occur and lead to significant spalling damage. If joints are cut too late, uncontrolled cracking can occur. The joints act to relieve tensile stresses in the pavement. The optimum window of opportunity to saw joints can be determined with HIPERPAV.
- Opening of concrete pavement to traffic. To minimize user costs, pavements should be opened to traffic as soon as possible. Because opening to traffic is primarily controlled by strength of the concrete, HIPERPAV can be used to predict the time when the specified concrete strength has been reached.
- Effect of climate on pavement behavior. Unexpected climatic changes occur frequently during pavement construction. The influence of these changes on pavement behavior can be immediately evaluated with HIPERPAV. For example, HIPERPAV can be used to simulate the effect of a cold front on pavement stresses. If the potential for cracking has increased significantly, HIPERPAV can also be used to simulate how modifying construction operations can still prevent pavement damage. Changing the temperature of the concrete mix or using a different curing method can reduce the cracking potential.

With its wide range of applications, HIPERPAV is a tool that can be used to plan, design, and construct Jointed Concrete Pavements. During the planning stage, HIPERPAV can be used to develop quality control specifications based on available materials and climatic conditions. During the design stage, HIPERPAV can be used to optimize pavement design so that a better pavement can be constructed and long-term pavement performance can be maximized. During the construction stage, HIPERPAV can be used to prevent expensive repairs by predicting the potential for unexpected cracking. Appropriate means of cracking prevention can then be implemented. Finally, HIPERPAV can be used in pavement forensic studies to determine the reasons for pavement damage and/or poor pavement performance. HIPERPAV (HIPERPAV.W95) is available at LOS 1 for \$695. See advertisement on page 13.

To read the complete article including a Nevada Case Study visit <http://mctrans.ce.ufl.edu/featured/>

Akcelik & Associates Partners with McTrans

Under an international cooperation agreement with the Center for Microcomputers in Transportation (McTrans), the University of Florida, USA, Akcelik and Associates Pty Ltd will support the McTrans software products "Traffic Network Study Tool 7 Federal" (TRANSYT-7F) and Highway Capacity Software (HCS) in Australia and New Zealand.

Akcelik and Associates will provide routine first-line user technical assistance in the use of TRANSYT-7F and HCS for users in Australia and New Zealand. McTrans will provide main line support including all detailed technical support, user assistance and software maintenance. In the case of TRANSYT-7F, Akcelik and Associates will

provide second line support in addition to the main line technical support provided by McTrans.

Akcelik and Associates Pty Ltd is a research and development company established in 1999 to serve the transport industry. They specialize in the area of road traffic operations, traffic engineering, management and control and recently acquired the SIDRA software package from ARRB Transport Research. For more information contact: Akcelik & Associates Pty Ltd. ACN 088 889 687
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McTrans

S E M I N A R S

Louisville, KY August 9-11

Miami, FL August 29-31

Vancouver, BC October 16-18

Each seminar is 3 days and includes detailed instruction on HCM procedures and demonstrations of the latest version of the HCS and information on the upcoming HCM2000 and HCS2000. For more information, go to the following web page and click on the link for each course for details.

<http://mctrans.ce.ufl.edu/conferences/training/>

For seminar questions, please contact Bill Sampson at bsampson@ce.ufl.edu or contact Mitch Davis to register at mitch@ce.ufl.edu

Did you know?

TSIS-CORSIM

The default arrival pattern for entry node vehicle generation is the uniform distribution. Two other arrival distributions, normal and Erlang, are available in order for modeling random arrivals. A special case of the Erlang distribution is the negative exponential distribution, i.e. Erlang with a parameter of 1.0. When the negative exponential distribution is requested, the result is actually a "shifted" negative exponential distribution, because vehicle separation is prohibited from falling below a specific minimum value. This shifted negative exponential distribution allows the program to closely replicate random, Poisson vehicle arrivals on external links. These non-default arrival distributions may be requested within the input file.

If the input file is correctly designed, CORSIM is capable of simulating two intersections governed by one controller. A sample file that illustrates this technique is available for downloading from the McTrans web site. Trafv can be launched before CORSIM has completed simulation. However, if the Trafv animation "catches up" with CORSIM, a warning message will appear.

By defining bus routes and calibrating bus (vehicle type) characteristics, it is possible to simulate links that can only be used by trucks or taxis.

HCS-3

In order to confirm which version of the program was the last to modify a particular data file, select the menu item File > Properties in the HCS-3 module when that file is loaded.

HCS-3 and HCS-2 Unsignal-TWSC apply different defaults for critical gap and follow-up time.

Unsignal-Roundabout reports upper-bound and lower-bound capacity, but not level of service. It is recommended that projections be based on the lower-bound solution, and that the upper-bound solution becomes feasible as drivers become more experienced with roundabouts.

In Signals and Arterials, the I-factor accounts for the metering effects caused by upstream signals. The default value in Signals is 1.0 for isolated intersections. However, lower values may be specified when upstream signals are nearby. The result is a reduction in the variance of arrivals per cycle, and a corresponding reduction in vehicle delay. HCM Chapter 11 contains a formula plus recommended values for the I-factor based on upstream degree of saturation. For actuated phases in the Signals module, it is necessary to specify average green times in the phasing input screen. The average green time for an actuated phase is not necessarily equal to the maximum or the minimum green time.

TRANSYT-7F

Minimum phase times are useful in situations where the user wishes to prevent an actuated phase time from shifting, while still obtaining the actuated delay estimate. Minimum phase times are also useful for eliminating spillback on critical links.

Shared lanes served by protected-only phasing should be defined with a single link, having an adjusted saturation flow rate, in order to avoid biases in the results. The existing shared lanes model is typically appropriate for shared, permitted left-turns only.

When step-wise simulation is used, internal shared lanes must be coded with the full link length so that spillback will not occur prematurely. This applies for the primary shared lane link, and all secondary shared lane links.

On external links with no nearby upstream signal, arrival type should always be 3 to reflect random arrivals, regardless of the effective green time. However, output will sometimes report an arrival type of 1 or 2 on short external links. This is because vehicle arrivals are cut off while the external link is full, resulting in non-uniform arrivals across the cycle length. Time full% will sometimes be reported as greater than 100% due to spillover from an adjacent turn bay. The combined time full% is being reported for the turn bay and the adjacent link.

Visit the McTrans booth August 6-9 Opryland Hotel Nashville, Tenn.

ITE ANNUAL MEETING

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Program Tracks:

- Harmonization and Smart Growth
- Traffic Engineering
- Safety
- Major Transportation Issues or Transit/TDM
- Systems Management & Operations
- Planning

Functional Highlights:

- The HCM 2000: A Highway Capacity Manual for the New Millennium
- Profession Operations Engineer Refresher Course
- Practical Project Management for the Transportation Professional
- Bicycle Facilities Tour
- Music City Tour
- Annual Business Meeting
- Get Acquainted Party
- Opening Session
- Transportation Products and Services Exhibit

Roundabouts: An Informational Guide (Techbrief)

The following Techbrief, *Roundabouts: An Informational Guide*, FHWA-RD-00-068, March 2000 (PDF - 340KG) was reprinted in part from the Turner-Fairbank Highway Research Center website: <http://www.tfsrc.gov>. with permission.

Although roundabouts have been in widespread use in other countries for a number of years, it is only during the past few years that their application in the United States has received increased attention by both the public and transportation professionals. A lack of sufficient information on roundabout operation and design under local U.S. conditions is one of the reasons why these roundabout intersections have seen only sporadic implementation. This national guide bridges this gap by providing a comprehensive source of information on modern roundabouts, from small mini-roundabouts to large freeway interchange roundabouts. To make the information widely accessible, the guide has been structured and written to address the needs of a wide range of readers, including the general public, policy-makers, transportation planners, operations and safety analysts, and conceptual and detailed designers. Not only does the guide provide general information and planning-level analysis techniques, but it also includes evaluation procedures for assessing operational and safety performance, as well as design guidelines. Input from transportation practitioners and researchers from around the world were used in developing the guide. This book covers the needs of all travel modes and provides design guidance for incorporating these needs into final plans.

Safety and Operational Benefits

Many international studies have found that one of the most significant benefits of a roundabout installation is the improvement in overall safety performance. Specifically, in the United States, it has been found that single-lane roundabouts operate more safely than two-way stop-controlled intersections. The frequency of crashes might not always be low-

er at roundabouts, but the injury rates are reduced. Pedestrians and bicyclists require specific design treatments to improve their safety. On a planning level, it can be assumed that roundabouts will provide higher capacity and lower delays than all-way stop control, but less than two-way stop control if the minor movements are not experiencing operational problems. A single-lane roundabout may be assumed to operate within its capacity at any intersection that does not exceed the peak-hour volume warranted for signals. A roundabout that operates within its capacity will generally produce lower delays than a signalized intersection operating with the same traffic volumes and right-of-way limitations.

When to Recommend Roundabouts: Planning Analysis

Roundabouts can be considered for a variety of reasons. The roundabout guide describes categories for selection that range from community enhancement and traffic calming, to safety improvements and operational benefits. The maximum daily service volume of a single lane roundabout varies between 20,000 and 26,000 vehicles per day, depending on the left-turn percentages and the distribution of traffic between the major and minor roads. A double-lane roundabout may service 40,000 to 50,000 vehicles per day.

Chapter 1: Introduction

Defines the key features and describes the various types of roundabouts. It clearly highlights the differences between roundabouts and other forms of traffic circles with the generous use of photographs to depict a variety of situations.

Chapter 2: Policy Considerations

Provides a broad overview of roundabout performance characteristics including safety, delay, environmental factors, traffic calming, aesthetics, and multi-modal considerations, as well as the policy considerations that pertain to their use. Costs associated with roundabouts relative to other intersection forms, legal issues, and educational and public involvement techniques are also discussed.

Chapter 3: Planning

This chapter presents planning-level guidelines for identifying appropriate intersection control options. This chapter presents daily traffic volume based procedures for evaluating roundabout feasibility at a given location.

Chapter 4: Operational Analysis

This chapter details methods for analyzing the operational performance (capacity, delay and queuing) of each type of roundabout. This chapter describes traffic operation at roundabouts, lists the data required for evaluating roundabouts, shows how to estimate capacity, describes measures of effectiveness and provides a brief overview of available software tools.

Chapter 5: Safety

This chapter discusses the improvements in safety performance that roundabouts typically provide at intersections. Roundabout safety related to vehicles, bicycles, and pedestrians is discussed and international roundabout safety experience is presented for comparison. In addition, crash predictions models are given for evaluation crashes at roundabouts.

Chapter 6: Geometric Design

The chapter presents the basic design philosophy of speed reduction and speed consistency to maximize the safety of a roundabout. This chapter presents specific roundabout geometric design principles, and then discusses each design element in detail along with appropriate parameters to use for each type of roundabout.

Chapter 7: Traffic Design and Landscaping

This chapter discusses a number of traffic design aspects that should be considered once the basic geometric design has been established. These details include signs, pavement markings, illumination and landscaping. This chapter also discusses issues regarding work zone traffic control at roundabouts.

Chapter 8: System Considerations

This chapter identifies specific issues and treatments that may arise within a system context. The chapter discusses signal control

at roundabouts and the issue of rail crossing, through or near a roundabout. Roundabouts in series with other roundabouts are also discussed, including those at freeway interchanges and those in signalized arterial networks. Finally, Chapter 3 presents simulation models as supplementary operational tools capable of evaluating roundabouts performance within an overall roadway system.

The important difference between roundabouts and other forms of traffic circles is the reduction of absolute and relative speeds between users. Roundabouts require conformance to common practices to ensure safe, optimal operation. A scattered approach to design can lead to inconsistencies at a national level that are consequential in terms of driver expectation and safety.

Roundabouts: An Informational Guide (FHWA-RD-00-067) will be available on the Internet at the Turner-Fairbank Highway Research Center website: <http://www.tfsrc.gov>.

Contributors to the book include:
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University of Idaho
Hurst-Rosche Engineers
Buckhurst Fish & Jacquemart
Queensland University of Technology (Australia)
University of Florida
Pennsylvania State University
Eppell Olsen & Partners (Australia)

In addition, the document benefited from extensive review by representatives of French and British practices as well as AASHTO, MUTCD, and representatives of the Americans With Disabilities Act. For more information, please contact: Turner-Fairbank Highway Research Center
FHWA project manager: Joe Bared, (202) 493-3314, Joe.Bared@fhwa.dot.gov.

aaSIDRA aaSIDRA is an advanced analytical tool for evaluation of alternative intersection treatments in terms of capacity, level of service, and a wide range of performance measures such as delay, queue length and operating cost.

Now fully owned and supported by Akcelik & Associates Pty Ltd, SIDRA was renamed aaSIDRA®, short for aaTraffic SIDRA®. Two versions of aaSIDRA are available. aaSIDRA Capacity includes all features of aaSIDRA Full except signal timing optimisation. Both versions allow the user to model signalised intersections, roundabouts, sign-controlled intersections, single-point urban interchanges and signalised pedestrian crossings.

In June 2000, aaSIDRA was in use in over 1200 sites in 65 countries including 450 in the USA, 370 in Australia and New Zealand, 100 in South Africa, over 100 sites in Europe. For detailed information, refer to www.aattraffic.com.

The new features of aaSIDRA 1.0 include the following.

- New 32-bit application for Windows 95/98/NT4/2000.
- Better file management with direct access to individual files, text output tables and graphs through an efficient "Project tree" structure; support of long file names, and ability to start aaSIDRA by double clicking input and output files.
- Various output enhancements; new user guide and help system; and user guide supplied on CD and installed with aaSIDRA.
- "Configuration" utility fully incorporated into the front end alongside "Actuated Signal Defaults" and "Sensitivity Parameters" utilities accessed directly from the toolbar or menu.
- New "Cost Parameters" utility for calibrating the operating cost model for local conditions. Calibration parameters include Cost Unit (user's own currency), Pump Price of Fuel, Average Income, and so on.
- Direct links to two special Excel applications: "Annual_Sums.xls" for yearly totals of statistics such as operating cost, fuel consumption, CO₂, total delay, and so on; and "Roundabout_Linear_Capacity_Model.xls" for comparing roundabout capacity estimates from the aaSIDRA gap-acceptance and UK "empirical" models.

aaSIDRA (#aaSIDRA) version 1.0 by Akcelik & Associates Pty Ltd is available at LOS 6 for \$690. (See ad on page 18.)

CADD Sign Library (CSL) is a collection of traffic signs drawn in CAD. The sign drawings can be used in signing and marking plans, signal plans, maintenance of traffic plans, or wherever a graphic of a traffic sign is needed. CSL is announcing the release of the newest version of their software. Version 2.0 adds 200 signs to its previous version for a total of 500 sign drawings. Even more important, the signs are now drawn in color.

CSL can be ordered in two versions. Version 1.0 consists of over 300 signs drawn in black and white. This version is available in AutoCAD DWG format, MicroStation CEL format, and DXF format that is compatible with other CAD packages. This version sells for \$195 for the first license and \$100 for each additional license. Version 2.0 adds color to the signs and offers an additional 200 signs for a total of 500 signs. This version sells for \$295 for the first license and \$150 for each additional license. Site licenses are now available for both versions. Complete product information, including demo files, software descriptions, and ordering information can be found on the CSL web site. See CADD Sign Library advertisement on page 8 for information.

The MicroStation CEL format groups the sign drawings into cell libraries. The AutoCAD DWG format has a separate DWG file for each sign. This ensures easy insertion into your plans. Hundreds of hours were dedicated to the development of this software. How long would it take and how much would it cost for you to draw 500 signs in color? If you need an instant library of high quality traffic sign drawings that is also cost effective, the CADD Sign Library is your answer.

CADD Sign Library (#CADDV2.DWG, #CADDV2.CEL) by Dave Howell is available at LOS 6 for \$295. Additional licenses are available for \$150. (See ad on page 8.)

IDAS The ITS Deployment Analysis System (IDAS) is an ITS sketch planning analysis tool that can be used to estimate the impacts, benefits and costs resulting from the deployment of ITS components. IDAS operates as a post-processor to the travel demand forecasting models employed by the planning community. That is, IDAS utilizes the modal split and traffic assignment results from the traditional planning model to estimate changes in modal, route, and temporal decisions of travelers resulting from ITS technologies. Because IDAS is intended for sketch planning analysis, it is a tool to analyze alternatives rather than optimize ITS operations. In this version of IDAS an induced/forgone demand option is available for daily time period analysis and a temporal shift option is available for peak-hour analysis.

Planners and others can use IDAS to predict relative costs and benefits for more than 60 types of ITS investments. The set of impacts evaluated by IDAS include changes in user mobility, travel time/speed, travel time reliability, fuel costs, operating costs, accident costs, emissions, and noise. The performance of selected ITS options can be viewed by market sector, facility type, and district.

IDAS is designed to operate in the Windows NT 4.0 environment. IDAS also operates in the Windows 95 environment, although depending on the hardware configurations it may present network-viewing problems. A fully functional Windows 95/98 version should be available by July 2000. It is recommended that at a minimum IDAS is run on a 300 megahertz Pentium II processor, due primarily to the use of complex algorithms in the traffic assignment process and the graphical interface. In addition, it is recommended that at least 128 megabytes of RAM and at least two gigabytes of free disk space are available when running the IDAS program.

IDAS (#IDAS.W95) is available at LOS 1 for \$795. Discounts for multiple licenses are available. The manual is included on the CD. An unbound printed hardcopy of the manual (#IDAS.D) is available from *McTrans* for \$30.

VISSIM VISSIM and its light version called StreetSIM are microscopic, time step and behavior based simulation models developed to analyze the full range of functionally classified roadways and transit operations (e.g., LRT, BRT, queue jumps, etc.). VISSIM/StreetSIM can model integrated roadway networks found in a typical corridor as well as various modes consisting of general-purpose traffic, buses, HOV, light rail, heavy rail, trucks, pedestrians, and bicyclists. ITS components and strategies can also be modeled in VISSIM: variable message signs (VMS), ramp metering, incident diversion, adaptive signal control, transit signal priority, lane control signals, dynamic lane control signs, etc. Unique features of VISSIM include 3D vehicle animation, interfaces with planning/forecast models, and assessment of access management strategies. VISSIM was originally developed in the 1970s with commercial distribution commencing in 1993. Today, there are more than 300 worldwide users and 70 VISSIM/StreetSIM users in North America.

VISSIM (#VISSIM) by Innovative Transportation Concepts, LLC, is available at LOS 7. For pricing, see the product listing on page 27. (See ad on page 10.)

Updated Products

QRS II Version 6 The newest Quick Response System II, version 6, greatly increases the flexibility of travel forecasting models without increasing difficulty for novice users. New features include the ability to define almost any set of trip generation or automobile occupancy equations in up to 35 variables; the potential for automatic activity allocation, where the model calculates employment and population from data on the availability of land for future development and zonal accessibility; larger number of zones - up to 3600; the ability to "cascade" QRS II runs together to create complex simulations with a multitude of networks and trip purposes; expanded link attributes that include formal provision for trucks and signal timing; traffic-controlled intersection delay in accordance with the 1997 HCM; and a new traffic assignment technique that recognizes the shapes and contents of TAZs. An extensive on-line Help and a 450-page manual are included. Utility software is provided for conversion to QRS II from other travel forecasting packages and GISs. Quick Response System II (#QRSGNE) by AJH Associates is available at LOS 7. Pricing is based on the number of zones as shown below.

400 Zones with Advanced GNE:	Product No.	QRSGNE.400	\$390.00
800 Zones with Advanced GNE:	Product No.	QRSGNE.800	\$585.00
1600 Zones with Advanced GNE:	Product No.	QRSGNE.1600	\$780.00
3600 Zones with Advanced GNE:	Product No.	QRSGNE.3600	\$975.00

TRANSYT-7F Patch TRANSYT-7F release 8.2a is coming soon to the McTrans web site. This patch corrects miscellaneous problems that were found in release 8.2. Users who would like to be notified immediately once the patch is available, please e-mail us at mctrans@ce.ufl.edu.

Correction WinTASS was incorrectly identified in the Catalog as Traffic Assignment Spreadsheet System, Version 2.0. WinTASS (#WINTASS) Version 2.0 by Transportech Corporation is available at LOS 7 for \$295. A demonstration version (#WINTASS.DEM) is available for \$5. WINTASS operates on Windows 3.1, Windows 95/98, and Windows NT.

FREE CD

Advanced Traffic Analysis CD (#TRAFFIC.CD) is a self-running multimedia presentation from FHWA designed to raise awareness and encourage use of USDOT sponsored research in traffic analysis. Include this free CD on your next order.

Update Watch

Package	Version	Status	Target	Distribution
TRANSYT-7F	8.2a	Under development	Summer	Automatic to registered users
HDM-4	1.1	Under development	Summer	Automatic to registered users
TSIS	5.0	Under development	Fall	Registered users may upgrade

Calendar

Conferences:

70th ITE Annual Meeting Institute of Transportation Engineers, (202) 554-8050	Aug 6-9	Nashville, TN
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Training:

Highway Capacity Analysis McTrans, Mitch Davis (352) 392-0378 ext. 229 See announcement on page 3	August 9-11	Louisville, KY
"Timing Traffic Signals Using TEAPAC, PASSER, TRANSYT and CORSIM" Strong Concepts and University of Wisconsin, (847) 564-0386	August 29-31	Miami, FL
"Advanced TEAPAC Application Techniques" Strong Concepts and University of Wisconsin, (847) 564-0386	October 16-18	Vancouver, BC
	October 2-4	Las Vegas, NV
	October 5-6	Las Vegas, NV

McTrans Products

1 Full Technical and Maintenance Support

McTrans provides full technical support of the application and provides software maintenance, for which the cost of maintenance is user-supported. Our support at LOS 1 assures users of the following: Immediate notification of any serious bug discovered in a supported, maintained program; Free replacements of program modules (and documentation) which are updated to correct bugs; Periodic User Notes for useful information; Discounted upgrades when major new releases are issued. This software is maintained by McTrans or the developer, thus the mechanism for correcting bugs and implementing other enhancements is in place and responsive to immediate needs.

2 Technical and Update Support

This is software for which McTrans provides technical support and free updates (but not major upgrades).

3 Limited Technical Support

This is usually public domain software for which McTrans serves as the distributor. McTrans provides limited "first line" technical assistance in its use.

4 Freeware/Shareware/User Supported

This is generally copyrighted software offered by McTrans to the membership. It is referred to as "freeware," "shareware" or "user-supported" by various developers. McTrans offers no support for software in this category, but support usually can be obtained from the developer for a registration fee. Registration of shareware with the developer usually is required if the program is placed into actual use.

5 Unsupported

This is useful public-domain software that McTrans makes available at a nominal fee. However, no one, McTrans or the developer, provides any support. You're on your own.

6 Proprietary Software, McTrans Distributed

This is privately developed software distributed by McTrans, for which a royalty is paid to the developer. The developer provides the technical support.

7 Proprietary Software, Developer Distributed

This is privately developed software for which a royalty is paid to the developer. Software at this level is distributed by the developer and all support is provided by the developer.

8 Publicly Developed and Supported

This is software developed by or for a public agency and is distributed by McTrans, including updates and notices. All technical support and maintenance is provided by the public agency or its contractor.

new! New Products

update Updated Products

Since Spring 2000

Guide to Software Codes

ACAD	AutoCAD
dBn	dBASE n
EXC	Microsoft EXCEL
IB	Interpreted BASIC
L123	Lotus 1-2-3
MSTAT	MicroStation
QProV8	Quattrro Pro Vers. 8
(S1)	Source code included
WIN	Windows 3.x
W95	Windows95 & NT
PP	Microsoft PowerPoint

A large number of products have been deleted from this issue's Product List. They include mostly the products having LOS 3, 4, and 5. They are still available from the website catalog.

Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
Highway Engineering Construction Management							
Easy Project, Ver. 3.6	1/90	EZPROJ	\$5	(On Disk)			4
Estimax, Ver.1.0	12/99	ESTMAX.WIN	400	(Included)		WIN	7
GANTT, Ver. 1.3	10/88	GANTT	5	(On Disk)			4
North Dakota Materials Management System, Ver. 1.0	2/93	NDMMS	50	NDMMS.D	\$5		3
North Dakota Roadway Management System, Ver. 1.0	2/93	NDRMS	50	NDRMS.D	5		3
PC Project, Ver. 1.1	4/88	PC PROJ	5	(On Disk)			4
WINsched, Ver. 1.04c	3/97	WINSCH	195	(Included)			6
Highway Engineering Highway Design							
BERM, Ver. 1.0	9/87	BERM	5	BERM.D	25		5
BRCOM	6/88	BRCOM	50	BRCOM.D	10		3
BRICK Package	6/91	BRICK	12,930	(Included)			7
Individual modules are available. Refer to Catalog or call for details.							
BRIDGE RM/LL, Ver. 1.0	6/89	BRIDGE	50	BRIDGE.D	5		3
CBEAR	9/97	CBEAR	5	CBEAR.D	10		5
COM624P, Ver. 2.0	10/93	COM624P	5	COM624P.D	25		5
Datasets for Standardized Small Sign Support Hardware	6/97	GSSH	30				5
DILLY, Ver. 1.1	8/88	DILLY	300 ¹	(Included)			1
DRIVEN	6/99	DRIVEN	50	DRIVEN.D	10		3
ICAHD, Ver. 3.0	4/98	ICAHD	2500	(Included)			7
KwikSOFT Bridge Design Utilities-Series 1	6/96	KSBDS	75	(Included)			7
PC-BRIDGE, Ver. 2.60	1/90	PCBRIDGE	5	(On Disk)			4
PC-STRAN, Ver. 5.02	1/90	PCSTRAN	5	(On Disk)			4
PIZER EARTH Earthwork Cut & Fill Calculator Ver. 5.0	9/97	PEARTH.W95	500	(Included)		W95	7
PL-AID, Ver. 1.1	9/89	PLAID	500 ¹	(Included)			1
PPLAN-6R	4/92	PPLAN	75	(Included)			6
Reinforced Slope Stability	9/97	RSS	5	RSS.D	10		5
SET-SAND, Ver. 1.0	12/84	SETSAND	50 ¹	(Included)		IB	1
SHAFT, Ver. 1.0	7/89	SHAFT	200 ¹	(Included)		L123	1
SHAFTUF, Ver. 1.0	3/92	SHAFTUF	200 ¹	(Included)		IB	1
Single Point Urban Interchange	9/99	SPUI	50	(On Disk)		QPROV8	3
SPILE, Ver. 2.0	6/93	SPILE	50	SPILE.D	10		3
Traffic Barrier Hardware Datasets	9/95	TBHD	20	(Included)			5
WEAP87		WEAP	5	WEAP.D	35		5
Highway Engineering Hydraulics							
ASHDRAIN, Ver. 2.0	3/92	ASHDRAIN	165	(Included)			6
BASINOPT	4/98	BASINOPT	1,235	(Included)		W95	7
BASINOPT SIMULATION ADD-IN	4/98	SIMULA	400	(Included)		W95	7
BOXCAR, Ver. 1.0	11/88	BOXCAR	125	BOXCAR.D	25		1
Supplemental Documentation							
BRI-STARS, Ver.3.3	3/93	BRI-STARS	100	BRI-STARS.D	25		1
CAHH DOS PROGRAMS	4/98	CAHH	485			W95	7
CANDE89, Ver. 1.0	5/90	CANDE	5	CANDE.D	20		5
Source Code, Ver. 1.0	5/90	CANDE.S	5			(SI)	5
CANDE-POST, Ver. 1.1	9/94	CPOST	335	(Included)			7
CANPRO, Ver. 1.2	8/89	CANPRO	80	(Included)			6
CHANNEL	4/98	CHANNEL	585	(Included)		W95	7
CODEH2, Ver. 3.59	6/89	CODEH2	695	(Included)			6
Demo, Ver. 3.59	10/88	CODEH2.DEM	10				6
Culvert Analysis (HY-8), Ver. 6.1	6/99	HY8	125	HY8.D	40		2
Upgrade to Ver. 6.0		HY8.UPG	25	(Included)			
CULVERT2, Ver.1.0	11/92	CULVERT2	75	(Included)			2
CULVERT3, Ver.1.0 (Metric)	4/94	CULVERT3	75	(Included)			2
CULVERT4	5/98	CULVERT4	50	(Included)			6
CulvertMaster	9/99	CM.W95	795			W95	7
CYBERNET	12/95	CYBERNET	195			AutoCAD	7
DBRM (Drainage Basin Runoff)	4/96	DBRM	175	(Included)			6
Metric Ver.	4/96	DBRM.M	175	(Included)			6
Drainage Requirements in Pavements	11/98	DRIP	50	DRIP.D	10		3
EASy (Engineering Analysis System), Ver. 1.1	7/89	EASY	150	(Included)			6
EPANET Modeling System	9/97	EPANET.W95		(Included)		W95	7
Contact McTrans for quote.							
FESWMS, Ver.1.0	3/89	FESWMS	70	FESWMS.D	25		3
Supplemental Documentation							
FlowMaster PE for Windows	12/95	FLOWPE.WIN	195	FESWMS.DS	25		
FlowMaster I, Ver.3.4	7/93	FLOW	100	(On Disk)		Win	7

Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
Formed in Place Pipe, Ver. 3.1	12/95	FIPP	\$225	Included		Win	6
HEC-1, Ver. 4.0	8/90	HEC1.GSS	160	HEC1.D	\$45		2
Spanish Documentation				HEC1.DS	45		2
HEC-2, Ver. 4.6.2	6/91	HEC2	95	HEC2.D	30		2
Spanish Documentation				HEC2.DS	30		
HEC-12 (Pavement Drainage), Ver. 3.0	11/93	HEC12	350	(Included)			7
Demo, Ver. 2.11		HEC12.DEM	5	(On Disk)			6
HEC-RAS, Ver.2.0	5/97	HECRAS	125	HECRAS.D	25	W95/WIN	2
HYDRAIN, Ver. 6.1	4/99	HYD6	350	HYD6.D	50		1
Ver. 6.0 Upgrade from Ver. 5.0		HYD6.UPG	50				1
Supplemental Documentation				HYD.DS	25		
Hydrogen Sulfide (HS), Ver.1.0	4/91	HS	45	HS.D	15		6
Supplemental Documentation				HS.DS	20		
HydroCAD, Ver.5.0	8/98	HCAD10	395	(Included)			7
		HCAD20	595	(Included)			7
		HCAD40	795	(Included)			7
		HCAD90	995	(Included)			7
		HCAD200	1195	(Included)			7
Hydrological Modeling System, Ver.1.1	6/99	HECHMS	75	HECHMS.D	20		2
Hydrology & Hydraulics for Stormwater Management Manual	6/96			HHSME.D	85		
HYDROpac, Ver.2.1b		HPAC	50	(Included)			6
HY-EDIT, Ver.1.1	11/91	HYEDIT	50	(On Disk)			6
HYTB	3/99			HYTB.D	20		
LCA, Ver. 1.0	12/90	LCA	35	LCA.D	15		6
LCA Metric, Ver. 1.0	8/90	LCAM	35	LCAM.D	15		6
LCAP, Ver.1.0	12/90	LCAP	40	LCAP.D	10		6
MacCulvert, Ver.1.0	8/90	MACCULV.MAC	100	(Included)			7
MacStorm Sewer, Ver. 3.1	8/90	MACSTORM.MAC	550	(Included)			7
PIPECAR, Ver.2.1	3/95	PIPECAR	175	PIPECAR.D	25		1
Upgrade		PIPECAR.UPG	50	PIPECAR.DS	25		6
ASCE Standard 15-93	3/95			ASCE15.D	35		
PONDS	3/95	PONDS	700	(Included)			7
PROfile	7/89	PFILE	50	(Included)			6
Pumping Stations Analysis	3/00	PSA	125	(Included)		WIN	6
QUICK PIPE, Ver.1.3	3/95	QPIPE	125	(Included)			6
QUICK PIPE PRO, Ver. 1.0	12/95	QPP	375	(Included)			6
RIMS	4/98	RIMS	105	(Included)		W95	7
SAMM, Ver.2.0	10/90	SAMM	50	SAMM.D	15		6
Supplemental Documentation				SAMM.DS	40		
StormCAD (25 Inlet Version)	12/95	StormCAD.WIN	495			WIN	7
Storm Sewer Analysis	5/93	SSANAL	175	(Included)			6
Ver. 3.0 Upgrade		SSANAL.UPG	40	(Included)			6
Metric Ver.	5/93	SSANAL.M	175	(Included)			6
Storm Sewer Hydrograph	9/93	SSHVD	175	(Included)			6
Ver. 3.0 Upgrade		SSHVD.UPG	40	(Included)			6
Metric Ver.	5/93	SSHVD.M	175	(Included)			6
Stormwater Infiltration Structure Design	9/95	SISD	45				7
Stormwater Management, Ver.4.0	1/94	SMANAG	225	(Included)		EXC,WIN	6
Stormwater Management and Design Aid, Ver. 1.0	3/97	SMADA	5	(On Disk)		WIN	4
Street Flow	12/92	STFLOW	225	(Included)			7
Surface-water Modeling System, Ver. 6.0	9/99	SMS	3950	(Included)		WIN,W95/NT	7
SMS Upgrade		SMS.UPG	400				7
SWATER.WIN	2/94	SWATER	\$5	(On Disk)		WIN	4
Urban Drainage Design Program	4/98	HY-22	5	HY-22.D	\$20	W95	5
Urban Stormwater Management	4/96	USMGT	200	(Included)		IB	6
Metric Ver.	4/96	USMGT.M	200	(Included)			6
Watershed Modeling System, Ver. 5.1	9/99	WMS	1750	(Included)		WIN,W95/NT	7
WMS Upgrade		WMS.UPG	150				7
WINhydro®	12/99	WINHYDR	375	(Included)		W95/98/NT	6
WINPROfile, Ver. 1.03	12/99	WINPRO	50	(Included)			6
WSPRO (HY-7), Ver. 6.1	6/99	WSPRO	85	WSPRO.D	25		2

Product Description

Release Date

Software Product No.

Price

Documentation Product No.

Price

Supporting Software

LOS

Highway Engineering Pavements/Maintenance

Carson City PMS
 ELSYM 5
 Highway Development and Management System, Ver. 1.0
 HDM-4, Four-Pak
 HDM-4, Ten-Pak
 HDM-4, Single License, Educational
 HDM-4, Four-Pak, Educational
 HDM-4, Ten-Pak, Educational
 HDM-4, Demonstration
 HDM-4, Volume 1 (hard copy, black & white, unbound)
 HDM-4, Volume 2 (hard copy, black & white, unbound)
 HDM-4, Volume 3 (hard copy, black & white, unbound)
 HDM-4, Volume 4 (hard copy, black & white, unbound)
 HDM-4, Volume 5 (hard copy, black & white, unbound)
 Visit the **McTrans** website, mctrans.ce.ufl.edu for pricing information for special educational and countries of special consideration
 HIPERPAV, Ver. 1.0
 ILLI-BACK, Ver. 2.0
 ILLI-PAVE Algorithms
 Long Beach PMS
 MAPCON
 Spanish Documentation
 MODULUS, Ver. 4.0
 PASELS, Ver. 1.0
 Pavement Management Forecasting, Ver. 1.0
 Pavement Management System, Ver. 4.0
 GIS Ver. 1.0
 PMSPro Pavement Management System, Ver. 5.2
 Road Manager, General Roadway
 Individual modules are available. Refer to Catalog or call for details.
 Road Surface Management System
 ZAPHERS

10/90	CCPMS	\$50	CCPMS.D	\$10	dB3	3
9/86	ELSYM	50	ELSYM.D	5		3
3/00	HDM4.S	1200	(On CD)			1
3/00	HDM4.S4	3360	(On CD)			1
3/00	HDM4.S10	8400	(On CD)			1
3/00	HDM4.E	480	(On CD)			1
3/00	HDM4.E4	1344	(On CD)			1
3/00	HDM4.E10	3360	(On CD)			1
3/00	HDM4.DEM	10	(On CD)			1
			HDM4.V1	15		
			HDM4.V2	35		
			HDM4.V3	20		
			HDM4.V4	95		
			HDM4.V5	75		
3/00	HIPERPAV.W95	695	HIPERPAV.D	20		1
	ILBACK	225	(Included)			7
7/86	ILLI	50	ILLI.D	5	(SI)	3
6/81	LBPMS	50	LBPMS.D	10	dB3	3
4/87	MAPCON	100	MAPCON.D	65		3
			MapCON.DS	65		
2/91	MODUL	50	(Included)			3
7/88	PASEL	50	(Included)			3
12/87	PMF	50	PMF.D	15	L123	3
10/99	PMS	995	(Included)			7
12/87	PMS.GIS	2500	(Included)			7
3/95	PMSPRO	1000	(Included)			7
4/86	RMRD	495	(Included)			7
12/98	RSMS	75	RSMS.D	20		2
12/96	ZAPHERS	50	(Included)		WIN	7

Highway Engineering Surveying

CC-SURVEYOR, Ver. 4.0
 Easy Vertical Alignment, Ver. 2.0 (Windows)
 GEOH (Horizontal Geometry)
 SURVpac, Ver. 4.51
 WINcogo™

12/90	CCSURV	5	(On Disk)			4
12/96	EZVAL.WIN	70	(Included)		WIN	7
8/92	GEOH	165	(Included)			6
2/94	SPAC	50	(Included)			6
6/95	WINCOGO	145				6

Traffic Engineering Capacity Analysis

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aaSidra Ver 1.0
 Capacity Only
 CCG/CALC2
 CINCH
 CIRCAP
 FAZWEAVE, Ver. 2.20
 5 Leg Signalized Capacity
 Florida LOS Worksheets, Ver. 2.2
 HCM/ Cinema, Ver. 4.1
 Highway Capacity Manual (HCM) with 1997 Update & CD ROM
 HCM Update only & CD ROM
 Highway Capacity Software
 HCS release 3 complete upgrade (all modules)
 Indonesian Highway Capacity Manual
 IVHS Workshop Report
 MultiLeg, Ver. 2.4A
 NCAP, Ver. 2.04
 Demo, Ver. 2.04
 Roadrunner, Ver. 5.2
 Windows95 Ver.
 Macintosh Ver.
 SATFLOW
 SIGNAL85/TEAPAC Capacity Only, Ver. 2.62
 Demo
 SIGNAL94/TEAPAC Capacity Only, Ver. 1.23
 Demo
 SIGNAL94/TEAPAC Capacity Only, Windows 3.1, Ver. 1.23
 Demo, Windows 3.1

6/00	aaSIDRA.F1	690	(Included)		W95/98/NT	6
6/00	aaSIDRA.C1	490	(Included)		W95/98/NT	6
9/97	CALC2	225	(Included)			7
2/90	CINCH	50	CINCH.D	5	IB	3
7/88	CIRCAP	50	CIRCAP.D	5	IB	3
1/89	FAZWEAVE	50	FAZWEAVE.D	15	IB	3
1/90	5LEG	95	(Included)		L123	6
9/96	FLLOS	50	(On Disk)			3
9/99	HCMCIN	635 ¹	(Included)		W95/98/NT	7
8/98			HCM.D	110		
8/98			HCM97UPD.D	90		
1/00	HCS3	500 ¹			W95	1
1/00	HCS3.UPG	250			W95	1
6/99	IHCM	50	IHCM.D	35		3
12/95	IVHSWS	5				
3/96	MLEG	85	(On Disk)			6
11/86	NCAP	295	(Included)			7
12/86	NCAP.DEM	10				6
7/97	RRUN.WIN	195	(Included)		WIN	6
	RRUN.W95	195	(Included)		W95	6
	RRUN.MAC	195	(Included)		EXC	6
3/95	SATFLOW	5	(Included)			4
2/95	TPCS85.1	295 ¹	(Included)			7
	TPCS85.0	5	(On Disk)			6
8/98	TPCS94.1	295 ¹	(Included)			7
	TPCS94.0	5	(On Disk)			6
8/98	TPCS94.1.WIN	295 ¹	(Included)		WIN	7
	TPCS94.0.WIN	5	(On Disk)		WIN	6

Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
SIGNAL94/TEAPAC Capacity Only, Windows 95, Ver. 1.23 Demo, Windows 95	8/98	TPCS94.1.W95	\$295 ¹	(Included)		W95	7
SIGNAL97/TEAPAC Capacity Only, Windows 95, Ver. 1.02 Demo, Windows 95	1/00	TPCS94.0.W95	5	(On Disk)		W95	6
SIGNAL97/TEAPAC Capacity Only, Windows 3.1, Ver. 1.02 Demo, Windows 3.1	1/00	TPCS97.1.W95	295 ¹	(Included)		W95	7
SIGNAL97/TEAPAC Capacity Only, Ver. 1.02 Demo	1/00	TPCS97.0.W95	5	(On Disk)		W95	6
SIPA, Ver. 2.0	2/88	TPCS97.1.WIN	295 ¹	(Included)		WIN	7
WINUNSIG, Ver. 2.1 (1985 HCM)	8/95	TPCS97.0.WIN	5	(On Disk)		WIN	6
WINUNSIG, Ver. 3.0 (1994 HCM)	8/95	TPCS97.1	295 ¹	(Included)			7
Demo	9/95	TPCS97.0	5	(On Disk)			6
Traffic Engineering Data Processing							
DAITA	6/95	SIPA	115	(Included)			6
Demo		WINUNSD21	50	(On Disk)		WIN	7
FLOCOUNT	4/94	WINUNSD30	75	(Included)		WIN	7
SpeedPlot, Ver. 2.0	5/93	WINUNSD.DEM	5	(On disk)		WIN	6
SpeedPLOT (+), Ver. 4.0	4/98	DAITA	80	(Included)		WIN	6
SUPERDET, Ver.2.0	9/86	DAITA.DEM	10			WIN	6
TDIP, Ver. 3.0	3/91	FLOCOUNT	190			WIN	6
TED/TEAPAC, Ver. 3.62	1/00	SLOT	100	(Included)			6
TED/TEAPAC, Windows 3.1, Ver. 3.62	1/00	SPLOT	200	(Included)			6
TED/TEAPAC, Windows 95, Ver. 3.62	1/00	SPLOTPL	200	(Included)			6
TGAP, Ver.1.0	10/90	SUPERDET	300	(Included)			6
TURNS	1/00	TDIP	50	TDIP.D	\$10		3
TURNS/TEAPAC Tabulator & Peak Hour, Ver. 3.43	1/00	TPCTED.1	295 ¹	(Included)			7
TURNS/TEAPAC plus Warrants, Ver. 3.43 Demo	1/00	TPCTED.1.WIN	295 ¹	(Included)		WIN	7
TURNS/TEAPAC Tabulator & Peak Hour, Windows 3.1, Ver. 3.43	1/00	TPCTED.1.W95	295 ¹	(Included)		W95	7
TURNS/TEAPAC plus Warrants, Windows 3.1, Ver. 3.43 Demo	1/00	TGAP	125	(Included)			7
TURNS/TEAPAC Tabulator & Peak Hour, Windows 95, Ver. 3.43	1/00	TURNS	50	(On Disk)			3
TURNS/TEAPAC plus Warrants, Windows 95, Ver. 3.43 Demo	1/00	TPCTRN.1	295 ¹	(Included)			7
	1/00	TPCTRN.2	595 ¹	(Included)			7
	1/00	TPCTRN.0	5	(On Disk)			6
	1/00	TPCTRN.1.WIN	295 ¹	(Included)		WIN	7
	1/00	TPCTRN.2.WIN	595 ¹	(Included)		WIN	7
	1/00	TPCTRN.0.WIN	5	(On Disk)		WIN	6
	1/00	TPCTRN.1.W95	295 ¹	(Included)		W95	7
	1/00	TPCTRN.2.W95	595 ¹	(Included)		W95	7
	1/00	TPCTRN.0.W95	5	(On Disk)		W95	6
Traffic Engineering General Traffic							
ARTS Compendium	9/97	ARTS	5	ARTS.D	10		4
AUTOMUTS, Ver. 1.0	3/92	AUTOMUTS	50	(On Disk)			3
Florida Manual on Uniform Traffic Studies (MUTS)				FLMUTS.D	15		
Bottleneck Traffic Simulator (Bts), Ver. 1.1	8/91	BTS	75	BTS.D	10		2
CADD Sign Library DWG Format	3/95	CADD.DWG	195				6
CADD Sign Library DXF Format	3/95	CADD.DXF	195				6
CADD Sign Library CEL Format	3/95	CADD.CEL	195				6
CADD Sign Library Ver 2.0 (Full color) DWG Format	6/00	CADDV2.DWG	295				6
CADD Sign Library Ver 2.0 (Full color) CEL Format	6/00	CADDV2.CEL	295				6
Computer Aided Transportation Software	8/98	CATS	150				6
DELAYE, Ver. 1.0	3/99	DELAYE	50	(On Disk)		WIN	3
dQUEUE, Ver. 1.2	10/90	DQ	50	DQ.D	5		3
FREWAY, Ver. 1.01	9/87	FREWAY	50	FREWAY.D	5		3
FRIOP, Ver. 3.1	4/89	FRIOP	75 ¹	(Included)			1
General Purpose Queueing Model	3/97	QUEUE_M	95	(Included)			7
Integrated Queue Analysis Package (IQPAC), Ver. 1.0	1/94	IQPAC	175	(Included)			6
Manual for Uniform Traffic Control Devices	3/98	MUTCD.CD	145	(Included)		WIN	6
Professional Capacity Building	6/97	PCB	25	(Included)		WIN/PP	4
Queue2	6/93	QUEUE2	35	(Included)			7
QUICK-HOV	12/96	QUICKHOV	250	QUICKHOV.D	20		1
SALLIE, Ver. 1.0.4	3/90	SALLIE	50	SALLIE.D	15		3
SIGN DRAWINGS	10/86	SIGNDWG	165	(Included)			6
SIGN SPACING	12/89	SIGNSPAC	45	(On Disk)		IB	3
Sign Inventory Management System	3/99	SIMS	75				2
SPANWIRE	7/90	SPANWIRE	1550	(Included)			7
SPARKS, Ver.1.0	6/95	SPARKS	395	(Included)			6
Demo	6/95	SPARKS.DEM	10				6
TEAPAC Traffic Engineering Package	1/00	TPC*. *.1	3495 ¹	(Included)		W95/WIN	7
TOSS Traffic Operations System Software, Ver. 8.0	3/99	TOSS.P	1500	(Included)		W95/WIN	7
Upgrade (TOSS.P only)	3/99	TOSSUP	695	Included)		W95/WIN	7
Accident Information System, Ver. 8.0	3/99	TOSSAIS	295	(Included)		W95/WIN	7
Collision Diagram, Ver. 8.0	3/99	TOSSCD	295	(Included)		W95/WIN	7

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Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
Traffic Count Information, Ver. 8.0	3/99	TOSSTCI	\$295	(Included)		W95/WIN	7
Sign Inventory System, Ver. 8.0	3/99	TOSSSI	295	(Included)		W95/WIN	7
Signal Maintenance System, Ver. 8.0	3/99	TOSSTSM	295	(Included)		W95/WIN	7
Signal Inventory System, Ver. 8.0	3/99	TOSSTSI	295	(Included)		W95/WIN	7
Street Light Maintenance System, Ver. 8.0	3/99	TOSSSLM	295	(Included)		W95/WIN	7
Street Light Inventory System, Ver. 8.0	3/99	TOSSSLI	295	(Included)		W95/WIN	7
Road Marking Inventory, Ver. 8.0	3/99	TOSSRMI	295	(Included)		W95/WIN	7
Street Furniture Inventory System, Ver. 8.0	3/99	TOSSSFI	295	(Included)		W95/WIN	7
Complaint Logging System, Ver. 8.0	3/99	TOSSCL	295	(Included)		W95/WIN	7
Traffic Collision Diagram Library	9/93	ACCDWG	100	(On Disk)			6
Traffic Control Plan Library	9/93	TCPDWG	100	(On Disk)			6
Traffic Engineering letter Library	9/99	TELL	50	(Included)			6
Traffic Engineer's Toolbox	6/97	TET	250	(On Disk)		W95	6
Traffic Information Program Series (TIPS) with Binder				TIPS	\$10		
Traffic Noise Model Ver. 1.0b	9/99	TNM	695	TIPS.B	15	WIN	1
Traffic Signal Design Library	9/93	TSDDWG	100	(Included)			6
TUTOR/TEAPAC, Ver. 3.03	8/98	TPCTUT.1	95 ¹	(On Disk)			7
Demo		TPCTUT.0	5	(On Disk)			6
Traffic Engineering Safety & Accident Records							
Accident Records Summary and Diagrams	1/92	ACCI	95	(On Disk)			6
KARS, Ver. 2.1	5/92	KARS	65	(Included)			3
Demo		KARS.DEM	15	(On Disk)			3
ROADSIDE, Ver. 5.0	1/96	ROADSIDE	50	(On Disk)			3
SCCOLD, Ver. 3.31	11/88	SCCOLD	75 ¹	(On Disk)			1
Traffic Engineering Signal Timing & Warrants							
Advanced Traffic Analysis	3/95	TRAFFIC.CD	FREE				5
Arterial Analysis Package Executive, Release 4.2	2/94	AAPEX	200 ¹	AAPEX.D	35	(MOST.V2)	1
Demo		AAP.DEM	5				5
ATMS Conference Proceedings	10/93			ATMS93.D	20		
Left-Turn Signal/Phase Warrant Program	6/96	LTPHASE	50			IB	6
LTAP, Ver.2.1	12/87	LTAP	50	(On Disk)			3
METS (Spanish Version of WEST)	12/96	METS	200	(Included)			6
M O S T Volume 1, Reference Manual				MOST.V1	40		
M O S T Volume 2, AAP Users Guide				MOST.V2	35		
M O S T Volume 3, PASSER II-90 Users Guide				MOST.V3	15		
M O S T Volume 4, TRANSYT-7F Users Guide				MOST.V4	40		
M O S T Volume 5, WHICH Users Guide				MOST.V5	20		
M O S T Binders				MOST.B	5		
NOSTOP/TEAPAC (12 Intersections), Ver. 4.32	1/00	TPCNST.1	395 ¹	(Included)			7
NOSTOP/TEAPAC (25 Intersections), Ver. 4.32	1/00	TPCNST.2	495 ¹	(Included)			7
Demo		TPCNST.0	5	(On Disk)			6
NOSTOP/TEAPAC (12 Intersections), Windows 3.1, Ver. 4.32	1/00	TPCNST.1.WIN	395 ¹	(Included)		WIN	7
NOSTOP/TEAPAC (25 Intersections), Windows 3.1, Ver. 4.32	1/00	TPCNST.2.WIN	495 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCNST.0.WIN	5	(On Disk)		WIN	6
NOSTOP/TEAPAC (12 Intersections), Windows 95, Ver. 4.32	1/00	TPCNST.1.W95	395 ¹	(Included)		W95	7
NOSTOP/TEAPAC (25 Intersections), Windows 95, Ver. 4.32	1/00	TPCNST.2.W95	495 ¹	(Included)		W95	7
Demo, Windows 95		TPCNST.0.W95	5	(On Disk)		W95	6
P2BAT	11/91	P2BAT	5	(On Disk)			4
PASSER II-90, Ver. 2	12/90	P290	150	P290.D	15		1
M O S T Volume 3				MOST.V3	15		
PASSER III-98	6/99	P398	300	(On CD)			1
Upgrade from PASSER III-90		P398.UPG	170				1
PASSER IV-96, Ver.2.1	6/97	P496	250	P496.D	15		1
PREPASSR/TEAPAC (12 Intersections), Ver. 1.54	1/00	TPCPPS.1	395 ¹	(Included)			7
PREPASSR/TEAPAC (100 Intersections), Ver. 1.54	1/00	TPCPPS.2	595 ¹	(Included)			7
Demo		TPCPPS.0	5	(On Disk)			6
PREPASSR/TEAPAC (12 Intersections), Windows 3.1, Ver. 1.54	1/00	TPCPPS.1.WIN	395 ¹	(Included)		WIN	7
PREPASSR/TEAPAC (100 Intersections), Windows 3.1, Ver. 1.54	1/00	TPCPPS.2.WIN	595 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCPPS.0.WIN	5	(On Disk)		WIN	6
PREPASSR/TEAPAC (12 Intersections), Windows 95, Ver. 1.54	1/00	TPCPPS.1.W95	395 ¹	(Included)		W95	7
PREPASSR/TEAPAC (100 Intersections), Windows 95, Ver. 1.54	1/00	TPCPPS.2.W95	595 ¹	(Included)		W95	7
Demo, Windows 95		TPCPPS.0.W95	5	(On Disk)		W95	6
PRETRANSYT/TEAPAC (12 Intersections), Ver. 2.64	1/00	TPCPTR.1	495 ¹	(Included)			7
PRETRANSYT/TEAPAC (100 Intersections), Ver. 2.64	1/00	TPCPTR.2	695 ¹	(Included)			7
Demo		TPCPTR.0	5	(On Disk)			6

Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
PRETRANSYT/TEAPAC (12 Intersections), Windows 3.1, Ver. 2.64	1/00	TPCPTR.1.WIN	\$495 ¹	(Included)		WIN	7
PRETRANSYT/TEAPAC (100 Intersections), Windows 3.1, Ver. 2.64	1/00	TPCPTR.2.WIN	695 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCPTR.0.WIN	5	(On Disk)		WIN	6
PRETRANSYT/TEAPAC (12 Intersections), Windows 95, Ver. 2.64	1/00	TPCPTR.1.W95	495 ¹	(Included)		W95	7
PRETRANSYT/TEAPAC (100 Intersections), Windows 95, Ver. 2.64	1/00	TPCPTR.2.W95	695 ¹	(Included)		W95	7
Demo, Windows 95		TPCPTR.0.W95	5	(On Disk)		W95	6
Progression Graphics and Optimization	9/91	PROGO	250	(Included)			6
Demo (Includes SNAG)	9/91	PROGO.DEM	5				6
Tutorial (Includes SNAG)	9/91	PROGO.SNAG	5				6
Progression Through a Series of Intersections with Actuated Controllers	10/88			PROG.D	\$10		
QUICK-7F, Ver. 7.2	2/94	QUICK7F	250	QUICK7F.D	20		1
Upgrade to Supported		QUICK7F.UPG	200				
SIG/CINEMA, Ver. 2.1	9/99	SIGCIN	805	(Included)		W95/98/NT	7
SIGNAL85/TEAPAC Capacity Plus Optimization, Ver. 2.62	2/95	TPCS85.2	595 ¹	(Included)			7
Demo		TPCS85.0	5	(On Disk)			6
SIGNAL94/TEAPAC Capacity Plus Optimization, Ver. 1.23	8/98	TPCS94.2	595 ¹	(Included)			7
Demo		TPCS94.0	5	(On Disk)			6
SIGNAL94/TEAPAC Capacity Plus Optimization, Windows 3.1, Ver. 1.23	8/98	TPCS94.2.WIN	595 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCS94.0.WIN	5	(On Disk)		WIN	6
SIGNAL94/TEAPAC Capacity Plus Optimization, Windows 95, Ver. 1.23	8/98	TPCS94.2.W95	595 ¹	(Included)		W95	7
Demo, Windows 95		TPCS94.0.W95	5	(On Disk)		W95	6
SIGNAL97/TEAPAC Capacity plus Optimization, Windows 95, Ver. 1.02	1/00	TPCS97.2.W95	595 ¹	(Included)		W95	7
Demo, Windows 95		TPCS97.0.W95	5	(On Disk)		W95	6
SIGNAL97/TEAPAC Capacity plus Optimization, Windows 3.1, Ver. 1.02	1/00	TPCS97.2.WIN	595 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCS97.0.WIN	5	(On Disk)		WIN	6
SIGNAL97/TEAPAC Capacity plus Optimization, Ver. 1.02	1/00	TPCS97.2	595 ¹	(Included)			7
Demo		TPCS97.0	5	(On Disk)			6
Signal Network Animated Graphics	9/91	SNAG	250	(Included)			6
Demo (Includes PROGO)	9/91	SNAG.DEM	5				6
Tutorial (Includes PROGO)	9/91	PROGO.SNAG	5				6
Signal Timing Database	6/99	ATCSTDB	395	(Included)		Access	6
SOAP84, Ver. 84.04	12/88	SOAP	50 ¹	SOAP.D	30		1
TEAPAC Signal Timing Analysis Package	1/00	TPC*. *.2	2495 ¹	(Included)		W95/WIN	7
TIMACS, Ver. 1.2	7/89	TIMACS	50	TIMACS.D	5		3
Traffic Models Handbook	12/95			TMOH.D	20		
TRANNET, Release 7.1	3/95	TRANNET	40	(Included)			3
TRANSYT-7F, Release 8.1	3/98	MCT7F8	500 ¹	MOST.V48	40		1
Upgrade from Release 6		MCT7F8.UPG	250				1
TRANSYT-7F Self Study Guide	7/89	T7FSSG	95	(Included)			3
TS/PP-DRAFT, Ver. 2.0	9/94	TSDRFT	440	(Included)			7
Demo	6/95	TSPP.DEM	5	(Included)			7
WARRANT, Ver. 1.0	7/91	WARRANT	50	(On Disk)			3
WARRANTS/TEAPAC Warrants Only, Ver. 1.23	1/00	TPCWAR.1	395 ¹	(Included)			7
WARRANTS/TEAPAC Plus Tabulation & Peak Hour, Ver. 1.23	1/00	TPCWAR.2	595 ¹	(Included)			7
Demo		TPCWAR.0	5	(On Disk)			6
WARRANTS/TEAPAC Warrants Only, Windows 3.1, Ver. 1.23	1/00	TPCWAR.1.WIN	395 ¹	(Included)		WIN	7
WARRANTS/TEAPAC Plus Tabulation & Peak Hour, Windows 3.1, Ver. 1.23	1/00	TPCWAR.2.WIN	595 ¹	(Included)		WIN	7
Demo		TPCWAR.0.WIN	5	(On Disk)		WIN	6
WARRANTS/TEAPAC Warrants Only, Windows 95, Ver. 1.23	1/00	TPCWAR.1.W95	395 ¹	(Included)		W95	7
WARRANTS/TEAPAC Plus Tabulation & Peak Hour, Windows 95, Ver. 1.23	1/00	TPCWAR.2.W95	595 ¹	(Included)		W95	7
Demo		TPCWAR.0.W95	5	(On Disk)		W95	6
WEST, Ver. 2.20	2/95	WEST	200	(Included)			6
WHICH	2/94	WHICH	250 ¹	WHICH.D	20		1
				(MOST.V5)			
Traffic Engineering Simulation & Analysis							
CORFLO, Ver. 5.0	3/95	CORFLO	350	TRAF.D	50		1
Demo	8/92	CORFLO.DEM	5				5
CORSIM CBT	9/99	CORCBT	145	(Included)		W95	1
FLEXSYT-II	12/95	FLEXSYT	3000			Win	7
INTEGRATION, Ver. 2.20	3/00	INTEG	395	(Included)			6
ITRAF, Ver. 3.0	12/99	ITRAF30	75	ITRAF27.D	20	W95	2
PRENETSIM/TEAPAC (12 Intersections) Ver.1.24	1/00	TPCPNT.1	495 ¹	(Included)			7
PRENETSIM/TEAPAC (100 Intersections) Ver.1.24	1/00	TPCPNT.2	695 ¹	(Included)			7
Demo		TPCPNT.0	5	(On Disk)			6
PRENETSIM/TEAPAC (12 Intersections), Windows 3.1, Ver.1.24	1/00	TPCPNT.1.WIN	495 ¹	(Included)		WIN	7
PRENETSIM/TEAPAC (100 Intersections) Windows 3.1, Ver.1.24	1/00	TPCPNT.2.WIN	695 ¹	(Included)		WIN	7
Demo, Windows 3.1		TPCPNT.0.WIN	5	(On Disk)		WIN	6
PRENETSIM/TEAPAC (12 Intersections), Windows 95, Ver.1.24	1/00	TPCPNT.1.W95	495 ¹	(Included)		W95	7

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Product Description	Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
PRENETSIM/TEAPAC (100 Intersections), Windows 95, Ver.1.24	1/00	TPCPNT.2.W95	\$695 ¹	(Included)		W95	7
Demo, Windows 95		TPCPNT.0.W95	5	(On Disk)		W95	6
SimTraffic Ver. 4.0	12/99	TRAFSIM	899	(Included)		W95/98/NT	7
StreetSIM, Ver 3.0, Level I (Light version of VISSIM)	6/00	STSIML1	500	(Included)		W95/98/NT	7
StreetSIM, Ver 3.0, Level II (Light version of VISSIM)	6/00	STSIML2	1500	(Included)		W95/98/NT	7
TEXAS, Ver. 3.11	7/92	TEXAS	225	TEXAS.D	\$25		1
Demo		TEXAS.DEM	5	(On Disk)			1
TSIS, Ver.4.32 (Complete Package)	12/99	TSIS.W95	500	TSIS.D	20	W95	1
Upgrade for TRAF-NETSIM and FRESIM	4/98	TSISNFU.W95	250			W95	1
Upgrade for TRAF-NETSIM only	4/98	TSISNU.W95	250			W95	1
Upgrade for FRESIM only	4/98	TSISFU.W95	250			W95	1
VISSIM, Ver. 3.0, Level III	6/00	VISSIML3	12000	(Included)		W95/98/NT	7
VISSIM, Ver. 3.0, Level IV	6/00	VISSIML4	15000	(Included)		W95/98/NT	7
Traffic Engineering Traffic Maintenance							
Berkeley Traffic System III	10/88	BTS3	200	BTS3.D	20	dB3+	1
KAR II, Ver. 7.0	11/93	KAR II	1500	(Included)			6
North Dakota Sign Management System, Ver. 4.0	2/93	NDSMS	50	NDSMS.D	5		3
QUEWZ		QUEWZ	5	QUEWZ.D	5		5
Sign Inventory System	6/92	SIS	50	SIS.D	20		3
Transit Operations							
Automated Transit Ridership Data	8/90	ATRDCS	50	ATRDCS	45		3
Chapel Hill Scheduler Interactive Bus Scheduler	5/85	CHS	50	CHS.D	5		3
Cost Allocation Applications	7/86	COST	50	COST.D	5	L123	3
Days Off Calculator, Ver. 3.0 (DOS), Ver. 2.0 (WIN)	4/98	DAYS	5	(On Disk)		WIN	4
Fixed Guideway Transit	7/92	FGT	50	FGT.D	10		3
Fleetmax	7/94	FMX	995	(Included)			7
Windows Version	7/94	FMX.WIN	995	(Included)			7
Demo		FMX.DEM	5	(Included)			7
GFI Farebox Software Utilities	3/97	FAREBOX	5	(Included)			4
Inventory CTRL	7/92	ICTRL	1195	(Included)			7
Demo	7/92	ICTRL.DEM	5				7
Paratransit Vehicle Maintenance	7/91	PVM	50	PVM.D	20		3
Section 15 Transit Agency Performance Data		SECT15	20	SECT15.D	15	L123	3
Section 15 Data, 1981-1997 (Specify Year)		SST3	50	SST3.D	5	DB3	3
SST3: Small Transit Management Software	12/87	VCTRL	1295	(Included)			7
Vehicle CTRL	2/85	VCTRL.DEM	10				7
Demo	2/85						
Transit Planning							
Bus Transit Garage Space Requirements Model		BBARN	695	(Included)			7
CAM (Cost Allocation Model), Ver. 1.0	11/98	CAM	50	CAM.D	5	L123	3
RPT Spreadsheets	9/95	RPT	50	RPT.D	25		3
Transit Route Planning CAI Course	5/97	CAI	15	(Included)		WIN	5
Transportation Planning Data Processing							
Advanced General Network Editor, Ver. 6.0 for Windows	3/99	GNE.WIN	245	(Included)			7
License Plate Data Analysis Package	6/96	LPLATE	775	(Included)			7
MVMACH, Ver. 5.4	6/99	MVMACH	1500 ²	(Included)		W95/WIN	7
Survey	6/99	SURV	1500 ²	(Included)		W95/WIN	7
Traffic Interpolator & Extrapolater Software		TIES	150	(Included)			6
ZDATA, Ver. 1.3	9/89	ZDATA	50	(Included)			6
Transportation Planning Demand Modeling							
HieLoW-Hierarchical Logit for Windows™ (English)	9/95	HIELOW.EN	4000	(Included)		WIN	7
HieLoW-Hierarchical Logit for Windows™ (French)	9/95	HIELOW.FR	4000	(Included)		WIN	7
Demo	9/95	HIELOW.DEM	10				
The Highway Emulator	7/91	THE	50	THE.D	15		3
TMOVES, Ver. 1.1	12/89	TMOVES	50	TMOVES.D	5		3
TRANS-EXPERT, Ver. 4.0	3/97	TRANEXPT	495	(Included)			6
Travel Demand Management Evaluation	11/93	TDM	250	TDM.D	20		1
Model, Ver. 2.2		TDM.DEM	5				
Demo							
UfosNET Professional A	6/96	UFOSNET	\$9500	(Included)			7
UfosNET Professional B		UFOSNETB	6500	(Included)			7
UfosNET Lite		UFOSLIT	3500	(Included)			7
UfosNET Academic		UFOSACA	995	(Included)			7

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Product Description

Transportation Planning Network Assignment

b-Node Model, Ver.1.0
 MicroTRIMS, Ver. 1.1
 QRS II, Ver. 6.0
 QRS and ADV.GNE (400 Zones)
 QRS and ADV.GNE (800 Zones)
 QRS and ADV.GNE (1600 Zones)
 QRS and ADV.GNE (3600 Zones)
 Demo for QRS II and GNE
 SATURN, Ver. 8.4
 TMODEL2™, Ver. 2.0
 TMODEL2, Education Version
 TMODEL2, Sample Version
 TP/4-in-1
 TrafikPlan™
 Educational
 TRIPS/32 (Basic Highways)
 Call for details on additional modules.

Transportation Planning Project Management

Better Decisions, Release 4
 Highway Design and Maintenance
 Standards Model (HDM III and HDM-PC)
 ITS Deployment Analysis System, Ver. 1.0
 User's Manual (hard copy, black & white, unbound)
 MicroBENCOST, Ver.2.0
 Municipal Equipment Management System
 Program Development and Management System
 Turbo Architecture, Ver. 1.0
 User's Manual (hard copy, black & white, unbound)

Transportation Planning Site Analysis

ASSIGN9
 Demo
 Intersection Analysis Spreadsheets, Version 3.0
 SITE, Ver. 2.0
 Macintosh Version
 SITE/TEAPAC (12 Intersections), Ver. 3.40
 SITE/TEAPAC (25 Intersections), Ver. 3.40
 Demo
 TEAPAC Site Impact Analysis Package
 TRAFFIX Traffic Impact Analysis Software, Ver. 7.1 (Including HCM Module)
 TRAFFIX 1997 HCM Module Separate
 TRANMAP Site Traffic Impact Analysis
 TRIP GENERATION, Ver. 4.0
 WinTASS, Ver.2.0
 Demo

General interest Administration

Equipment Manager, Ver.1.51
 HIGHMANAGE

General interest Miscellaneous

CADmagic, Ver.1.5
 DMPLAS, Ver.1.1
 Engineering Geometry Assistant
 McPrimer, Third Edition
 Educational
 MCPRIMER for WINDOWS
 Sample Size Estimate
 ZTEST

Release Date	Software Product No.	Price	Documentation Product No.	Price	Supporting Software	LOS
6/99	BNODE	\$900	(included)			7
12/88	MCTRIMS	55	MCTRIMS.D	\$5		3
10/93	QRSGNE.400	390	(Included)		W95/WIN	7
	QRSGNE.800	585	(Included)		W95/WIN	7
	QRSGNE.1600	780	(Included)		W95/WIN	7
	QRSGNE.3600	975	(Included)		W95	7
	QRSGNE.DEM	5	(Included)			6
8/93	SATURN	12950				7
	TMODEL2	3800	(Included)			7
	TMODEL2.ED	150	(Included)			7
	TMODEL2.DEM	125	(Included)			7
6/99	TP4IN1	900	(Included)			7
	TRAFIKP	1995	(Included)			6
	TRAFIKP.ED	495	(Included)			6
	TRIPS	8715 ²	(Included)		W95/WIN	7
	BD	95	(Included)			7
	HDM	400	(Included)			1
	(See Highway Engineering/Pavements)					
6/00	IDAS	795	(On CD) IDAS.D	30	W95/98/NT	1
9/99	BENCOST	95	BENCOST.D	35		3
4/93	MEMS	50	MEMS.D	20	IB	3
	PDMS	250	(Included)			7
3/00	TURBO.W95	190	(On CD) TURBO.D	20		8
	ASSIGN9	700	(Included)			7
	ASSIGN9.DEM	20				7
7/90	IAS	50	IAS.D	5	L123	3
7/89	SITE	50	(On Disk)		L123	3
	SITE.MAC	50	(On Disk)		EXC	3
8/98	TPCSIT.1	395 ¹	(Included)			7
8/98	TPCSIT.2	495 ¹	(Included)			7
	TPCSIT.0	5	(On Disk)			6
8/98	TPC*. *.3	2195 ¹	(Included)		W95/WIN	7
12/99	TRAFFIX.W95	2090	TRAFFIX.D	75	W95	7
12/99	TRAFFIX.M	250			W95	7
9/97	TRANMAP	900	Included)			7
3/98	TRIPGEN	400	(Included)			7
3/98	WINTASS	295	(Included)		W95/WIN	7
3/98	WINTASS.DEM	5	(On Disk)		W95/WIN	7
	EQMGR	1495	(Included)			7
3/90	HMNG	1500	(Included)			6
	CADM	100	(Included)			7
11/91	DMPLAS	5	(On Disk)			4
3/99	EGA	350	(Included)		W95/98/NT	7
6/93	MCP	20	(Included)			6
	MCP.ED	15	(Included)			6
6/94	MCPWIN	20				
	SAMSIZE	50	(Included)			7
	ZTEST	65	(Included)			7

Schedule of Selected Multiple & Agency User License Fees

Program ¹	Single License	Multiple License ²	Limited Agency License Maximum Number of Offices				Unlimited Agency License
			10	15	20	25	
AAPEX	\$200	\$180	\$1200	\$1800	\$2400	\$3000	\$4500
BOXCAR	125	110	750	1125	1500	1875	2800
BTS3	200	180	1200	1800	2400	3000	4500
CORFLO	350	315	2100	3150	4200	5250	7875
DILLY	300	270	1800	2700	3600	4500	6750
HCS-3	500	450	3000	4500	6000	7500	11250
HYDRAIN	350	315	2100	3150	4200	5250	7875
PASSER II	150	135	900	1350	1800	2250	3375
PASSER III	300	270	1800	2700	3600	4500	6750
PASSER IV	250	225	1500	2250	3000	3750	5625
PIPECAR	175	155	1050	1575	2100	2625	3925
PL-AID	500	450	3000	4500	6000	7500	11250
QUICK-7F	250	225	1500	2250	3000	3750	5625
QUICKHOV	250	225	1500	2250	3000	3750	5625
SET-SAND	50	45	300	450	600	750	1125
SHAFT	200	180	1200	1800	2400	3000	4500
SHAFTUF	200	180	1200	1800	2400	3000	4500
SCCOLD	75	65	450	675	900	1125	1625
SOAP	50	45	300	450	600	750	1125
TDM	250	225	1500	2250	3000	3750	5625
TEXAS	225	200	1350	2025	2700	3375	5000
TSIS	500	450	3000	4500	6000	7500	11250
TRANSYT-7F	500	450	3000	4500	6000	7500	11250
TURBO	190	170	1140	1750	2280	2850	4275
<u>WHICH</u>	250	225	1500	2250	3000	3750	5625

- 1 See catalog and product list for details.
- 2 Cost per license.
- 3 Limited Agency Licenses allow up to the specified number of copies to be used by the licensed agency.
- 4 Does not include cables, which are available for \$20 each.

Documents:

Single license = full price
 Multiple license = 10 percent discount
 Agency license = one provided, additional copies at 10 percent discount with the original order, or later with a minimum of five documents.

Products List References

1 50 percent discount for universities (must be university P.O. or check).

2 This product has other applications beyond the category in which it is listed. Check the catalog for details.

Note Prices subject to change without notice. All versions are for PC-compatible, except Macintosh, noted as .MAC.

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Information Access

www: <http://mctrans.ce.ufl.edu>
 E-mail: mctrans@ce.ufl.edu
 Fax: (352) 392-3224
 Messages: 1-800-226-1013
 Telephone: (352) 392-0378

Extension	General Responsibilities
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Bill Sampson
Assistant Director
Bill Heitman
Program Manager
Jesse Wolbert
Program Assistant
Debbie Escalera
Order Processing
David Hale
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Trademark Information

Apple Computer, Inc.
Borland/International
Epson America, Inc.
Hercules Computer Technology
International Business Machines Corp.

Lotus Development Corp.
Microsoft Corp.

Texas Transportation Institute
Center for Microcomputers in Transportation
HCS®
University of Florida

Apple®, Macintosh®
 dBASE®, dBASE III®, dBASE III Plus®, dBASE IV®, dBRUN®
 EPSON®
 Hercules™
 IBM®, IBM PC®, IBM PC XT®, IBM PC AT®, PC-DOS®, OS/2®,
 IBM PS/2®
 Lotus 1-2-3®, Symphony®
 Microsoft®, MS-DOS®, Windows95®, Windows98®, WindowsNT®,
 EXCEL®
 PASSER®
 McTrans™

Ordering Tips

Please include your member number (located on the mailing label) with all orders and correspondence. This allows us to process your order without delay and helps to avoid duplications.

It is important to completely fill out the McTrans order form, even when you enclose your company or agency purchase order.

Most orders are shipped via UPS, so it is important to have a street address. UPS will not deliver to a post office box.

When ordering product upgrades, please be sure to include the registration number of the product being upgraded. Upgrades should be ordered by the registered user. This also applies to add-ons for the multiple license discount.

Problems with an order are rare, and most can be solved with a phone call. In the rare event that a product return is required, please obtain authorization before returning an order to McTrans.

Your order can be expedited by faxing a completed McTrans Order Form when you use a credit card or purchase order. Our fax number is (352) 392-3224. Or, contact McTrans for an E-mail order form: mctrans@ce.ufl.edu

If you require rush shipping via FedEx (Federal Express), we will try to ship on the same day, if the order arrives before 12 noon. This is not always possible, but we make every effort to expedite these orders.

McTrans Center
 University of Florida
 512 Weil Hall
 PO Box 116585
 Gainesville, FL 32611-6585
 FEID# 59-6002052

(352) 392-0378
 Messages 1-800-226-1013
 Fax (352) 392-3224
 E-mail: mctrans@ce.ufl.edu
 http://mctrans.ce.ufl.edu

ORDER NO. _____

DATE RECEIVED _____

MEMBER NO. _____

Ship to:



MEMBER NUMBER (IMPORTANT) _____

Bill Purchase Order To:

E-Mail Address

NAME _____ TITLE _____

ORGANIZATION _____ DEPARTMENT _____

ADDRESS (Do Not Use P.O. Box Number) _____

CITY, STATE, ZIP _____

(_____) (_____)
 PHONE FAX

CHECK IF NEW ADDRESS OR NEW MEMBER

FIRM NAME _____

ATTENTION _____

ADDRESS _____

CITY, STATE, ZIP _____

FEID NO. OR SOCIAL SECURITY NO. _____

New Members:

Please specify areas of interest

- Highway design, pavements, bridge design and hydraulics
- Safety and accident records
- Traffic engineering
- Urban transportation planning
- Environmental (air, water and noise analysis)
- Construction management
- Maintenance
- Transit
- Surveying and photogrammetry

Use additional copies if needed.

No.	Product No.	Description (Include Registration No. for Upgrades & Add-ons)	Quantity	Unit Cost	Total Cost
1					
2					
3					
4					
5					
6					
7					
8					
9					

Please indicate method of payment below (U.S. Dollars only):

- Check enclosed. No. _____ payable to University of Florida—**McTrans** Center
 U.S. dollar checks drawn on U.S. banks, or money orders, please.
- VISA/MC No. _____ Expires ___/___/___
 Name as it appears on card _____
- Purchase Order **Enclosed**. No. _____
 (Terms: Due upon receipt, copy of P.O. must accompany order.)
- If you wish us to ship by FedEx (only) include your FedEx No. _____

Subtotal _____

OUTSIDE U.S. & CANADA Estimated Shipping:
 25% (Maximum \$25 per item) _____

FLORIDA CUSTOMERS ONLY: add 6% sales tax
 plus county surtax, or your FL Tax Exempt No. _____

Order Processing Fee \$10.00

Total amount enclosed* _____

*Orders **will not** be accepted without this form (copy is OK) and an approved method of payment for the proper amount, including Order Processing Fee.

We are here to serve you. Thank you for your support.