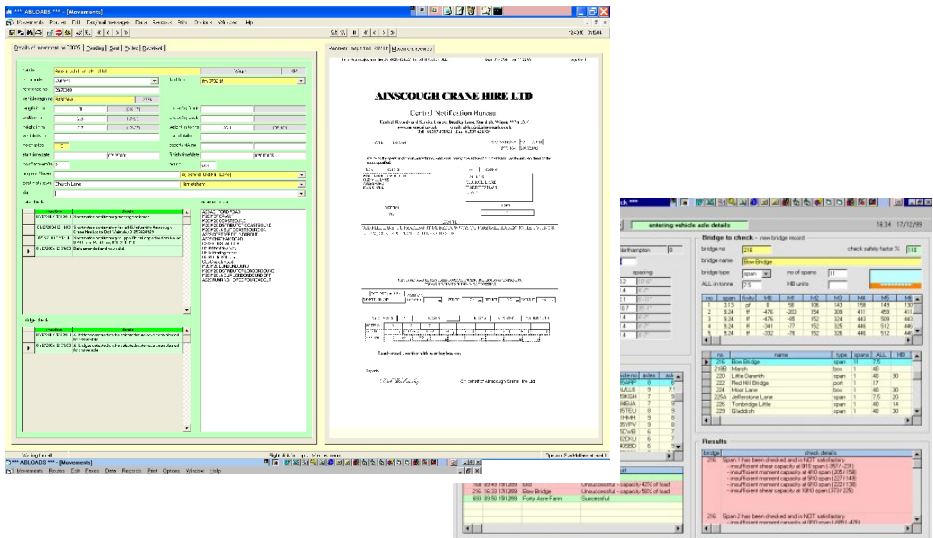


*** ABLOADS ***

*** ABLOADS Management ***

*** ABLOADS QuickCheck***

Which should YOU choose?



1 January 2007

HELPLINE 01483 811202

Cascade Software Limited
 Brixbury House
 Down Lane, Compton
 Guildford, Surrey GU3 1DQ

Which of the *** ABLOADS ***** family of programs is suitable for your authority, what does each one do, what is involved in setting them up, and how much will they cost?**

Which of the *** ABLOADS ***** family of programs is suitable for your authority, what does each one do ...?**

***** ABLOADS ***** is the flagship, fully featured, top of the range program, an established and mature software package providing a comprehensive abnormal loads (AIL) notification management system which checks every bridge on the notified route for the notified vehicle without exception and maintains full records of all data entered and action taken.

***** ABLOADS Management ***** is a subset of ***** ABLOADS *****, providing similarly full notification management facilities but allowing the operator's experience to determine which bridges on the notified route should be checked for the notified vehicle. This approach removes the need for mapping and on-screen route selection by the operator.

***** ABLOADS QuickCheck ***** is a simple container for the bridge checking engine from ***** ABLOADS *****. It allows any problem vehicle to be checked over selected problem bridges on an ad hoc basis, building up a database of hauliers, vehicles and bridge details along the way.

Both ***** ABLOADS ***** and ***** ABLOADS Management ***** provide integrated browser facilities allowing access to the much delayed Highways Agency's **ESDAL** project. Each program is designed to support and supplement the **ESDAL** facility where appropriate.

If your authority has a medium to large bridge stock, receiving more than say 10 valid abnormal load notification faxes daily, then utilising ***** ABLOADS ***** will provide all that you need for a complete, secure and uniform notifications service. If you are a smaller authority handling less than this volume, or have only a small bridge stock, then perhaps you should consider whether ***** ABLOADS Management *****, which relies more on the experience of the operator, or ***** ABLOADS QuickCheck ***** would be best for you.

... what is involved in setting them up ...?

Data

Bridge data

The bridge checking engine common to all three programs requires basic bridge data, no, name, etc, ALL/HA and HB assessment data, and some simple dimensional data. Bridge data already

existing in a structures database can be imported directly into ***** ABLOADS ***** and ***** ABLOADS Management *****. Preparation of this data, sometimes from individual bridge files and old drawings, can take a while, but the task can be spread out over a period of weeks, and the program's default settings for each bridge used in the interim. For ***** ABLOADS QuickCheck ***** data preparation is less of a problem. Data is entered directly on-screen the first time any bridge is required to be checked.

Mapping and topographical data

Mapping data is required to operate ***** ABLOADS *****. This is usually Ordnance Survey MasterMap ITN data, but if your authority has existing GIS data that can also be utilised.

Topographical data showing boundaries, rivers and railways is also required for program operation. Again, this is available from MasterMap or an existing GIS system.

Hardware

You need a newish PC with a fast processor and plenty of RAM. Particularly for ***** ABLOADS ***** and ***** ABLOADS Management *****, you should have a large (say 20/21 inch) good quality monitor, and you also need a reliable modem, a dedicated telephone line and a simple black & white laser printer for hard copy. Back up can use anything from an Iomega Zip drive upwards, although most authorities will have a network backup system/location.

Software

The ***** ABLOADS ***** family is written for the Windows 9x/2000/XP/Vista operating system. For ***** ABLOADS ***** and ***** ABLOADS Management ***** Cascade will carry out the installation and setting up of the program and data on your hardware and ensure that it is operating correctly.

Training

***** ABLOADS ***** and ***** ABLOADS Management ***** are sophisticated packages, involving email and faxing, mapping, data management and bridge checking,. With guidance, however, learning how to use the programs is relatively quick – they are largely intuitive – but they do require a good geographical knowledge of the area involved, and that is acquired with experience. When we set up the system for a client we provide training for your staff on the Kent County Council ***** ABLOADS ***** system which we operate. We also provide on-site training as and when required.

... and how much will they cost?

***** ABLOADS ***** costs £9,000 and ***** ABLOADS Management ***** £6,000. The current annual maintenance charge for either program is £1,160. There will be initial set up costs incurred by you in assembling data and by Cascade in setting up and customising your system and training your staff. We or you may also purchase new hardware for the installation. All this

can mean an initial cost of perhaps £12-£16,000 for ***** ABLOADS ***** and perhaps £9-£10,000 for ***** ABLOADS Management *****. ***** ABLOADS QuickCheck ***** costs just £950 for the first copy with no mandatory annual maintenance charge.

A further option which you may wish to consider is to share in our abnormal loads expertise by allowing us to provide an outsourced service for you, as we do currently for Kent County and Medway Councils. We can accomplish this seamlessly by diverting your abnormal loads telephone lines to dedicated lines in our offices, enabling you to readily take the service back 'in-house' later if you wish. Or we can provide new dedicated lines and circulate hauliers accordingly. For this service you will pay an initial installation charge which will depend on the work involved entering your data and setting up the system, together with a charge for each fully processed notification of between £2.50 and £4, depending on the regular number of notifications handled monthly. For this outlay you will receive the services of a trained operator backed up by a chartered engineer well experienced in bridge assessment. The program will be set up in accordance with your requirements, and under the thresholds facility members of your staff can be copied in on significant movements. Please ask if you would like more details.

Some of the advantages of the *** ABLOADS ***** family of programs?**

By far the prime advantage of ***** ABLOADS ***** itself is that it provides a full, uniform and secure check of every bridge on the notified route for the specific axle load and spacing arrangement of the notified vehicle. Whoever operates the program, ***** ABLOADS ***** provides the same consistent degree of uniformity and security every time.

***** ABLOADS ***** only needs qualified engineer support to be available to support a non-technical operator if a bridge problem arises which the system cannot deal with. ***** ABLOADS Management *****, on the other hand, requires an operator with perhaps a more technical background who can exercise judgement for each notification as to which bridges are likely to present a problem and should be checked. ***** ABLOADS QuickCheck ***** is essentially a tool for engineers.

All the ***** ABLOADS ***** family of programs utilise the same checking engine, based on Cascade bridge analysis software which has been in use by bridge authorities and consulting engineers for many years.

***** ABLOADS ***** and ***** ABLOADS Management ***** maintain complete records of notifications and amendments, and these allow full reporting. This means, for example, that problem structures can be identified and ranked in order of importance. The database builds up to contain full haulier records and deals completely with the management of annual indemnity reminders and records. If you want to carry out traffic management, for example, you can look at the abnormal load use of a particular length of road.