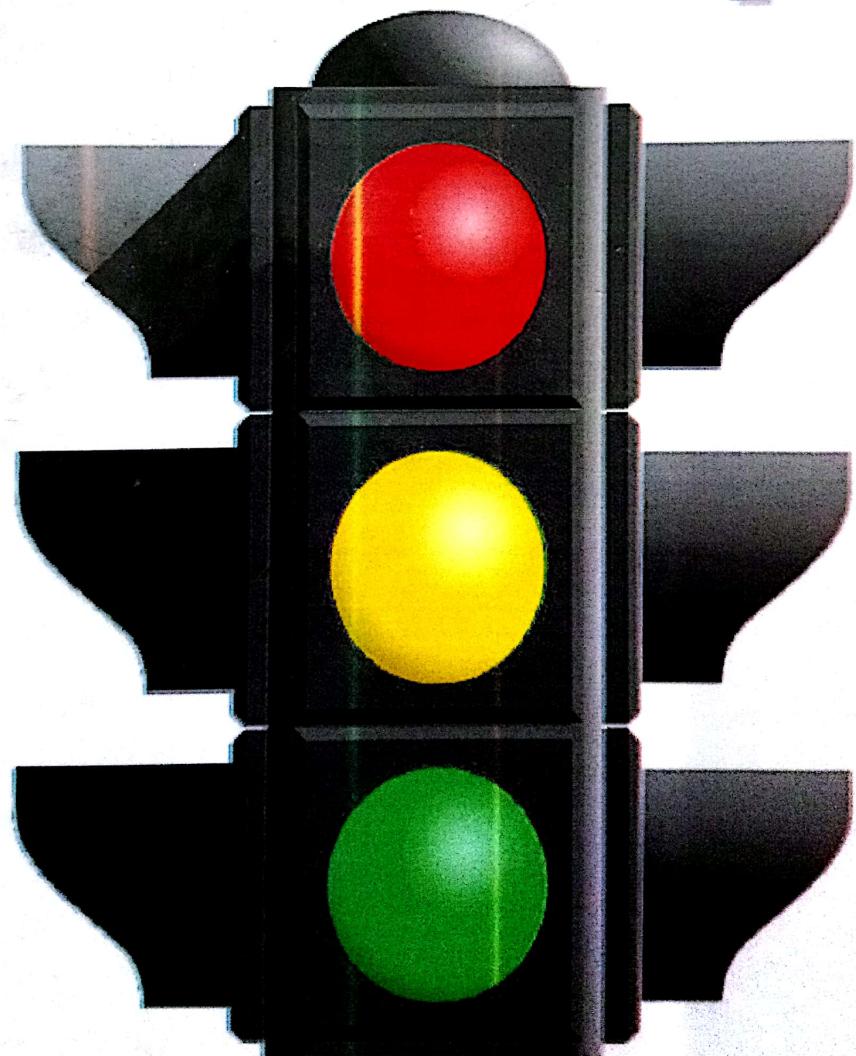




Traffic Sector

Website Development



FCI Students 2012



Traffic Sector



Website Development

Development by:

1-Abdelazeam Esmail Elsadek (CS dept)

2-Ibrahim Mostafa mohamed (CS dept)

3-Basuony Ahmed Ibrahim (CS dept)

4-Salah Mousa Eisa mostufa (IT dept)

5-Amr Mehana Muhammed El sayed (IT dept)

6-Ali Adel Ali Elsayed Salama (IT dept)

Under supervision of:

Dr\ Mona Ghreip.

Eng\ Abdelwahed Khamis.

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Acknowledgement

To every doctor and every assistant who offer us knowledge and help through the past few years.

We dedicate this humble work.

Specific thanks to,

Dr/Mona Ghreip.

Eng\ Abdelwahed Khamis.

And our success can only come from Allah.

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Abstract

Aim of our work

- 1- Design Traffic Website.
- 2- Capture violations of drivers and send it in e-mail.

Project Idea

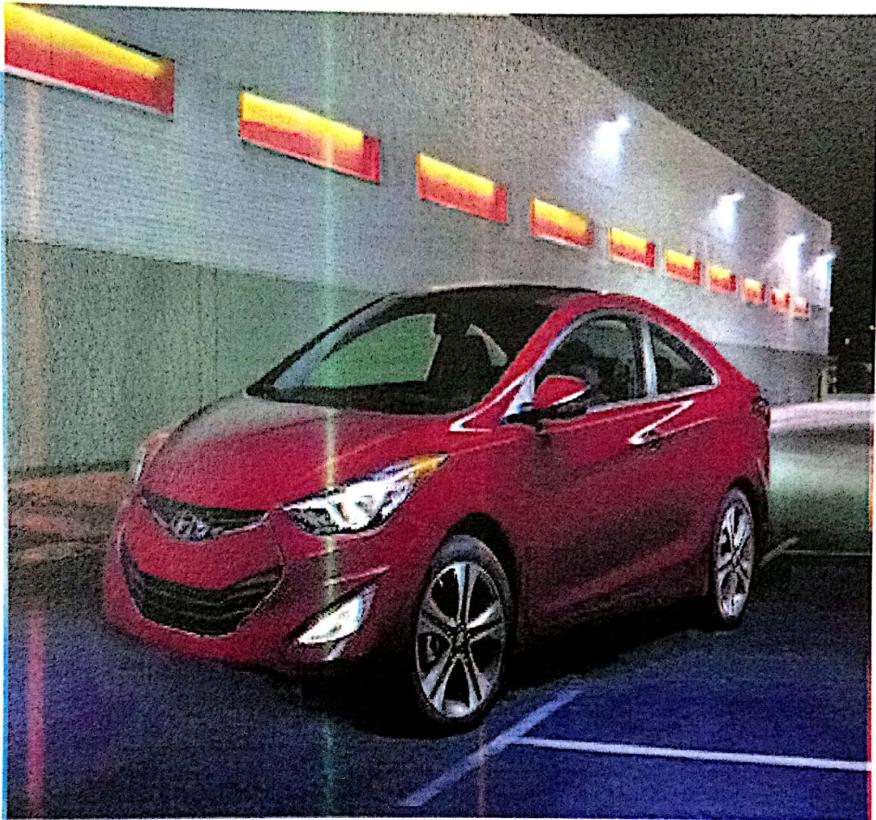
The idea of the project work is:

When the car owner goes to the General Traffic Department to renew his license sometimes find that it had been irregularities often without know when and where so some problems face him we can help.

How to solve the problem:

Because of the inability of car owners to know their offenses while they occur, we have designed a website. Through the user access to the site by registering it, as each user name and password of his own, he can count on the knowledge irregularities by the website also send an e-mail the driver to tell him in violation committed by the time they were committed.

Chapter One



Introduction

1.1 Background.

Traffic and competence of the central:

- guide and coordinate the efforts of the organs of the traffic police in various provinces to regulate the traffic and implementation of laws and instructions issued in this regard.
- policy planning for traffic both in terms of forces or in terms of equipment and adaptation of this policy and developed according to the latest systems.
- examine the adequacy of the means of traffic management in various provincial forces and equipment and services and propose what you see in this area.
- Follow up the implementation of the general plan for traffic, orders and instructions issued by them and study results.
- Examine the adequacy of laws and regulations and traffic regulations to regulate the use of a facility and the promotion of traffic and to propose doesn't mean it in that regard.
- Liaison with relevant bodies annex to the password and cooperation for the advancement of this Annex.
- Filtering of traffic officers in conjunction with the provincial security directorates, professional and evaluation of their efforts.
- Planning and organizing traffic on the main roads of the Department's administrative and technical as well as the implementation of laws and regulations and instructions of the cars and traffic rules in these ways and coordination of

traffic in collaboration with the security directorates, professional and other stakeholders.

- inspection of the sections of regular traffic and engineering and administrative and technical support to ensure the proper functioning of the work and that working out their duties according to the rulers of laws and regulations and instructions.
- Create an integrated database for traffic accidents, which is located on various roads through the center of research and interest in traffic accidents Bnuayatea causes and facts, analysis and conclusion and propose scientific and practical solutions appropriate to them.
- Develop and integrated solutions to traffic units by licensing devices using computers and documents as well as secure all traffic and the development of what is new in the field of work to keep up with the traffic of modern development.

The use of a highway in traffic:

Article 1

Be to use the roads of whatever nature in traffic on the face that does not display the lives or property at risk or lead to a breach of security or disrupts the way or hinder the use by others for him, or worry comfort or harm the environment

Methods and means in the application of the provisions of this law the public highway and roads to be determined by the Minister of the Interior if it was included in the district or residential areas, industrial or tourism or any other gatherings .

Article 2

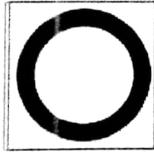
Without prejudice to the provisions of international agreements in force in the country is not permissible without a permit from the competent traffic management section of any vehicle on roads, with the exception of riding bicycles and wheelbarrows No one may, without permission from the Section Command any vehicle on the road Traffic Section is intended to pass the relevant section of the traffic management in the province, there are the residence of the applicant.

1.2 Traffic Signs:



ممنوع الإنتظار حيث أن الإنتظار غير مسموح به في هذا المكان .

ممنوع الانتظار



طريق مغلق في الإتجاهين لمرور كافة أنواع المركبات .

ممنوع المرور في اتجاهين



منع المركبات من الدوران للخلف

ممنوع الدوران للخلف



على جميع المركبات الالتزام بعدم الإتجاه إلى جهة اليسار .

ممنوع الاتجاه لليسار



على جميع المركبات الالتزام بعدم الاتجاه إلى جهة اليمين .

ممنوع الاتجاه لليمين



هذه العلامة تعنى أن الطريق لا يسمح بمرور سيارة يزيد ارتفاعها عن 3,5 متراً .

أقصى ارتفاع 3,5 متراً



هذه العلامة تعنى أن الطريق غير مسموح به مرور الدراجات النارية .

ممنوع مرور الدراجات النارية



هذه العلامة تعنى أن الطريق مغلق للسيارات وسمح بسير باقي المركبات .

ممنوع مرور السيارات



هذه العلامة تعنى أن الطريق غير مسموح لسير الأتوبيسات وسمح لسير باقي المركبات .

ممنوع مرور الأتوبيسات



هذه العلامة تعنى أن الطريق غير مسموح لسير الشاحنات وسمح لسير باقي المركبات .

ممنوع مرور الشاحنات



هذه العلامة تعنى بأن الطريق لا يجوز فيه سير السيارات والدراجات ويجوز السير لباقي المركبات .

ممنوع مرور السيارات
والدراجات النارية



هذه العلامة تعني أنه لا يجوز مرور الحيوانات من هذا الطريق .

ممنوع مرور الحيوانات



هذه العلامة تعني بأن الطريق غير مصرح للسير فيه بالمقطورات ومصرح لباقي المركبات السير عليه .

ممنوع مرور المقطورات



هذه العلامة تعني أن لطبيعة الطريق يجب توخي الحذر وأن تكون المسافة بين السيارات لا تقل عن 50 متر منعاً لوقوع الحوادث .

أقل مسافة بين سيارتين 50 متر



هذه العلامة تعني أنه غير مسموح بمرور الدراجات فقط .

ممنوع مرور الدراجات



هذه العلامة تعني أنه غير مصرح للعربات التي تجر أو تدفع باليد بالمرور من هذا الطريق .

ممنوع مرور العربات
التي تدفع أو تجر باليد



هذه العلامة تعني أنه غير مصرح بعبور المشاه من هذا الطريق ودائماً ما تكون بطريق سريع أو لعدم وجود إشارة لعبور المشاه .

ممنوع مرور المشاه



هذه العلامة تعني بأن هذه المنطقة لا يسمح باستخدام آلة التنبيه بها لوجود سبب ما (مستشفى على الطريق أو منطقة سكنية) .

ممنوع استعمال آلة التنبيه



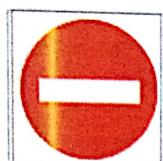
هذه العلامة تعنى أنه يصرح بالإستخدام آلة التنبيه

مسموح باستخدا آلة التنبيه



هذه العلامة تعنى أنه ممنوع الوقوف نهائياً
لجميع المركبات .

ممنوع الوقوف قطعياً



هذه العلامة تعنى ممنوع الدخول قطعياً

ممنوع الدخول



الأولوية للقادم

هذه العلامة تعنى بأن هذا الطريق يعطى
الفضليّة للسيارات القادمة عن السيارات
المواجهة لها .



ممنوع التخطي للسيارات

هذه العلامة تعنى بأن السيارات لا يجوز لها أن
تتخطى السيارات التي أمامها وذلك لطبيعة
الطريق مثل وجود منحدرات ومرتفعات .



نهاية الممنوع من التخطي

هذه العلامة تعنى أنه يسمح لجميع السيارات
بتخطي السيارات الامامية وأن حالة الطريق
تسمح بإجراء عملية التخطي .



ممنوع التخطي للشاحنات

هذه العلامة تعنى بأنه لا يجوز للشاحنات تخطي
السيارات بهذه المنطقة .



هذه العلامة تعنى أنه يجب توخي الدقة والحذر
أثناء السير نظراً لوجود مواد قابلة للاشتعال .

حمولة قابلة للإشتعال



هذه العلامة تعنى أن الطريق غير مجهزة فنياً
لسير مركبات يزيد وزنها عن 10 طن لتأثيرها
سلبياً على الطرق والكباري .

أقصى حمولة 10 طن



هذه العلامة تعنى أن عرض الطريق لا يسمح
بمرور مركبات عرضها أكثر من 2 متر وданما
تكون هذه العلامة قبل الانفاق والكباري العلوية . السيارات 2 متر



هذه العلامة تعنى الوقوف قطعياً ولخطورة
مغزاها ولتنبيه السائقين فقد تم تغيير شكلها من
دائري إلى شكل ثمانى الأضلاع .



أقصى حد للسرعة

هذه العلامة تعنى أنه لا يجوز لجميع المركبات
تجاوز السرعة في هذا الجزء من الطريق
لطبيعتها وظروفها .



نهاية حد السرعة

هذه العلامة تعنى أن يوجد قبلها علامة أخرى
تنهى زيادة السرعة وهذه العلامة تعنى نهاية
المنع .

1.3 Sanctions

Penalty for the following acts:

1. the use of high-bright lights of sight or Flashlights on the face of contrary to the decision regarding the use.
2. And parking the vehicle to the road at night in unlit places without Lights Small red lights front and rear lights or reflector of assessments.
3. Driving the vehicle at night without using headlights assessments and red lights or reflector lights assessed by whether the lights were not actually used or not usable or non-existent.
4. Cabman to allow the presence of passengers on any external part of the vehicle.
5. No commitment to the right side of River Road prepared to go in both directions.
6. Violation of the provisions of Articles 65,67, 68, 69,70 of this Act.
7. Do not follow the driver to traffic signals and signs and traffic men instructions on regulation of traffic.
8. Contravention of transport vehicles with the terms of payload weight or height, view, or length.
9. The use of alarms on the face of contrary to the decision in their use is, as judged in the case provided for in item 9, the confiscation of equipment used in committing the offense.

Penalty:

Any person who commits one of the acts the previous fine of not less than fifty pounds and no more than hundred pounds.

Penalty for the following acts:

1. Command vehicle speeds less than the minimum speed of assessments where they will impede the movement of traffic on the road.
2. Use the driver in the mechanism other than the purpose set out Br_kastha.
3. Not to use the driver of the car or riding next to a seatbelt when traveling on the road, and in accordance with the rules and conditions prescribed by the Regulations of this law.
4. Not to use the driver of the motorcycle hood condom.
5. Manually use the phone while driving.
6. Not to put plates of the vehicle in the place as scheduled.
7. Failure to provide the vehicle with fire safe for use or not to make them accessible to the driver and passengers.
8. piggybacking not slow transport of the board have metal allocated or change the data or the color of the metal plate.

Penalty:

Penalty fine of at least fifty pounds and not more than one hundred pounds each of the acts committed prior

Penalty for the following acts

1. The leadership of motor vehicle speeds exceeding the speed limit assessments.

2. The leadership of motor vehicle is not licensed or the license has expired or revoked its license or license plate.
3. The leadership of motor vehicle without a driver's license or license does not permit or driving license expired or withdrawn or decided to stop the entry into force.
4. Not piggybacking the rapid transfer of metal plates or revert to the us metal plates is not their own.
5. The leadership of motor vehicle free of both types of brake or brakes, all or one unfit for use.
6. Intentionally prove incorrect data in forms or requests provided for in this Law.
7. Deliberately disrupt road traffic or impede.
8. Violation of the provisions of article 70 first paragraph of this law.
9. Data or change the color plates are due to the rapid transport vehicles.
10. Failure to comply with the licensing procedures to create and manage a school to teach driving, in all cases, the penalty is doubled when you commit an act of the same type of crime during the first six months of the commission.

Penalty:

Punishment by imprisonment for not more than three months and a fine of not less than one hundred pounds and not exceeding five hundred pounds, or either both of the acts committed earlier.

1.4 Problems of traffics:

questionnaire about traffic problems (Opinion poll of citizens around the traffic problems in Egypt).

Come the problems of traffic in Egypt at the top of the problems plaguing the Citizens every day and especially in the capital and major cities, where he became Traffic jams are not related to peak hours only, but became throughout the day. And traffic problems are not limited to the problem of congestion Traffic only, but also problems such as non-compliance with the rules Traffic.

Given the importance of this subject, the Centre for Public Opinion Survey conducted , Two opinion about the traffic problems in Egypt, the first in 2008

And the second in 2009 Dave Alta rack on the views of citizens in some Traffic problems, and their assessment of some of the behavior of motorists and pedestrians .

The traffic police and Alta rack on their vision for how these problems In addition to their opinion on the new traffic law and the safety of its application, has the number of responses in the last survey in 1123 in response.

1.5 This Documentation is arranged as follow:

Chapter Two: talks about System Analysis and its' Steps In our Project.

In Chapter Three: We describe System Design phases and it's Steps implemented in Our Project.

In Chapter Four: We describe All Photo were Taken from Our Website and Every Thing will face the user, also implemented the Interface Design.

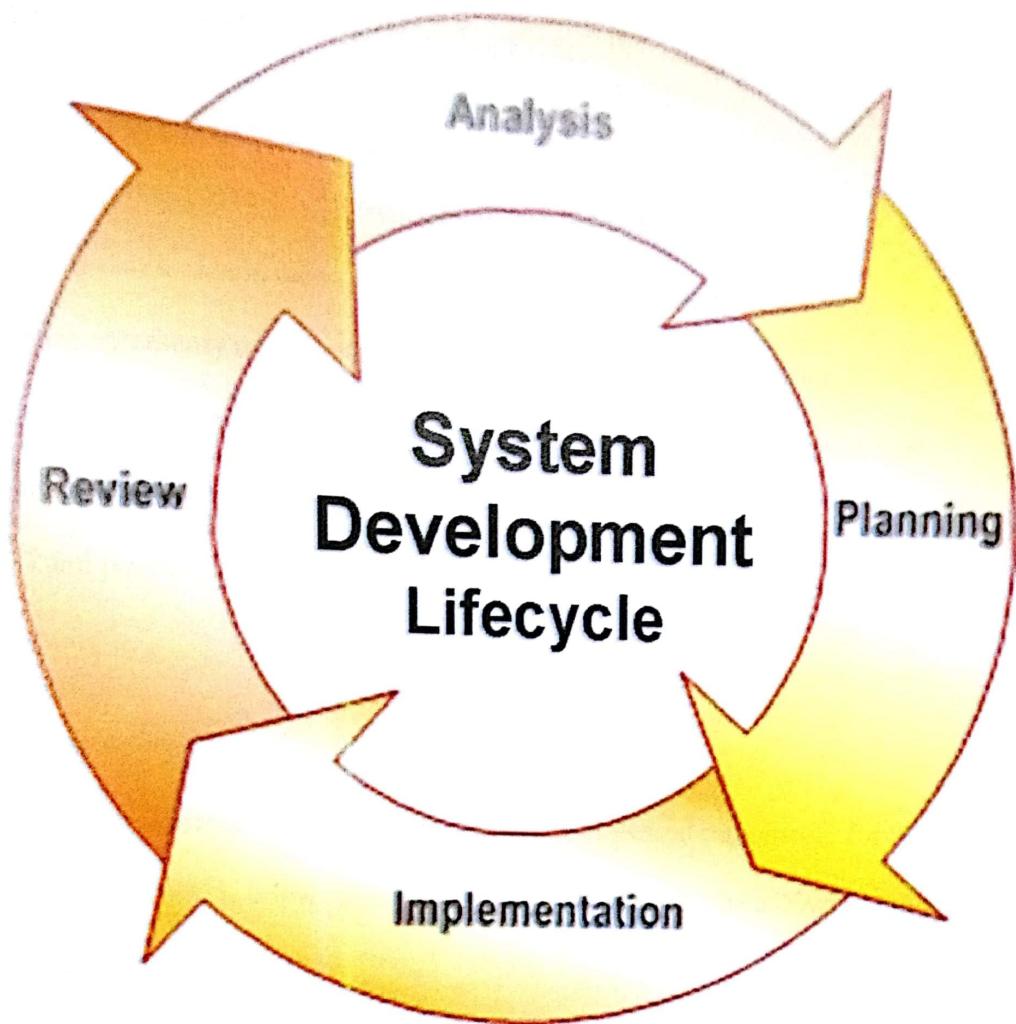
In chapter Five: We have ask our selves

What have been done in our project?

What have not been done in our project?

And what will be done in the Future?

Chapter Two



System Analysis

2.1 Systems Analysis background:

2.1.1 Systems Analysis Definition – (SAD)

The analysis of the role of a proposed system and the identification of the requirements that it should meet. SAD is the starting point for system design. The term is most commonly used in the context of commercial programming, where software developers are often classed as either systems analysts or programmers. The systems analysts are responsible for identifying requirements (i.e. systems analysis) and producing a design. The programmers are then responsible for implementing it.

2.1.2 System Analysis

In this phase, the current system is studied in detail. A person responsible for the analysis of the system is known as analyst. In system analysis, the analyst conducts the following activities.

2.1.3 Needs Analysis

This activity is known as requirements analysis. In this step the analyst sums up the requirements of the system from the user and the managers. The developed system should satisfy these requirements during testing phase.

2.1.4 Data Gathering

In this step, the system analyst collects data about the system to be developed. He uses different tools and methods, depending on situation.

2.1.5 Written Documents

The analyst may collect the information/data from written documents available from manual-files of an organization. This method of data gathering is normally used if you want to computerize the existing manual system or upgrade the existing computer based system. The written documents may be reports, forms, memos, business plans, policy statements, organizational charts and many others. The written documents provide valuable information about the existing system.

2.2 Interviews

Interview is another data gathering technique. The analyst (or project team members) interviews, managers, users/ clients, suppliers, and competitors to collect the information about the system. It must be noted that the questions to be asked from them should be precise, relevant and to the point.

Advantages of using an Interview

- If the respondent lacks reading skills to answer a questionnaire.
- Are useful for untangling complex topics.
- The Interviewer can probe deeper into a response given by an interviewee.
- Interviews produce a higher response rate.

Disadvantages of using an Interview

- the interviewer can affect the data if he/she is not consistent.
- It is very time consuming.
- It is not used for a large number of people.
- The Interviewer may be biased and ask closed questions.

2.2.1 Questionnaires

Questionnaires are the feedback forms used to collect Information. The interview technique to collect information is time-consuming method, so Questionnaires

Are designed to collect information from as many people as we like. It is very convenient and inexpensive method to collect information but sometimes the response may be Confusing or unclear and insufficient.

Advantages of using Questionnaires

Scanning can be the fastest method of data entry for paper questionnaires.

Scanning is more accurate than a person in reading a properly completed questionnaire.

Disadvantages of using Questionnaires

Scanning is best-suited to “check the box” type surveys and bar codes. Scanning programs have various methods to deal with text responses, but all require additional data entry time.

Scanning is less forgiving (accurate) than a person in reading a poorly marked questionnaire.

2.2.2 Observations:

In addition to the above-mentioned three techniques to collect information, the analyst (or his team) may collect Information through observation. In this collect technique, the working, behavior, and other related information of the existing system are observed. It means that working of existing system is watched carefully.

Advantages of Using Observations

- You get to know the child well.
- It enables you to gain an insight into the uniqueness of the child.
- It allows you to obtain a better understanding of the 'norms' of development.
- It enables you to chart development changes over a period of time.
- As the study is over a period of time you may uncover an area of concern, this may enable you to ensure help/guidance is offered earlier than otherwise have been.

Disadvantages of Using Observations

- The child may be absent from the setting for a long period of time or leave the setting. (It is therefore recommended that you start the study with two children.)
- Relationships with parents may become strained due to the continuous observation of the child.
- Objective observations may upset parent/career.
- If a child's behavior or development proves to be atypical (not typical) this may give a distorted view of normal behavior and developmental norms.
- Issues around confidentiality may be raised, as it may be easy for others to identify the child.

2.2.3 Sampling:

If there are large numbers of people or events involved in the system, we can use sampling method to collect information. In this method, only a part of the people or events involved are used to collect information. For example to test the quality of a fruit, we test a piece of the fruit.

Advantages of Using Sampling

- A collection of precise data/when completed data is readily accessible.
- It is quick and easy to use.
- It is more closely focused.
- It can reveal unsuspected patterns of behavior.

Disadvantages of Using Sampling

- Allocating time to complete the task (may need to take place over a long period of time).
- It needs to be carefully prepared.
- Being aware of the passage of time when doing time samples.
- Keeping one child insight at all times remembering to be unobtrusive as possible

2.2.4 Data Analysis:

After completion of Data Gathering• step the collected data about the system is analyzed to ensure that the data is accurate and complete. For this purpose, various tools may be used. The most popular and commonly used tools for data analysis are:

DFDs (Data Flow Diagrams)

System Flowcharts

Connectivity Diagrams

Grid Charts

Decision Tables etc.

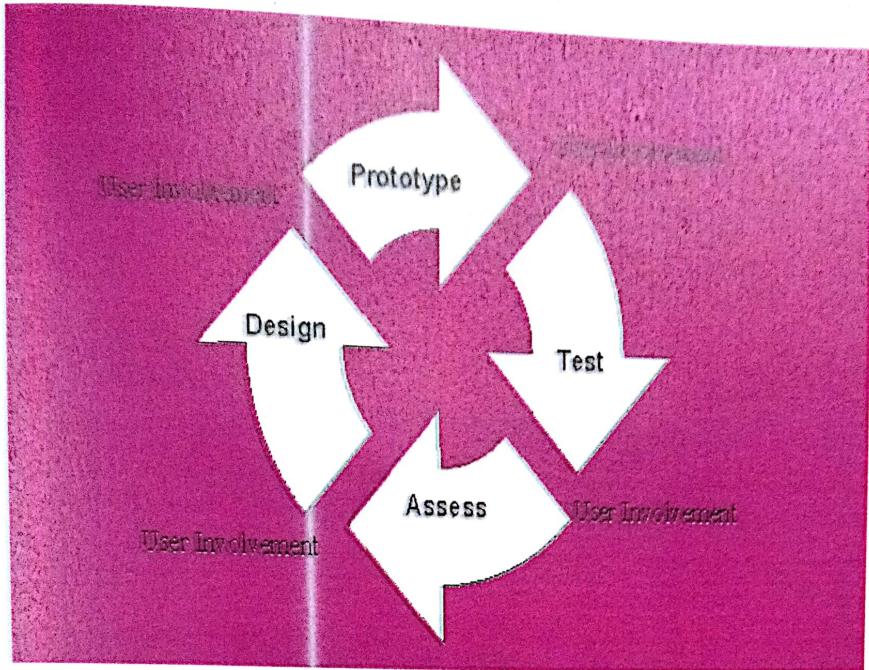
2.2.5 Analysis Report:

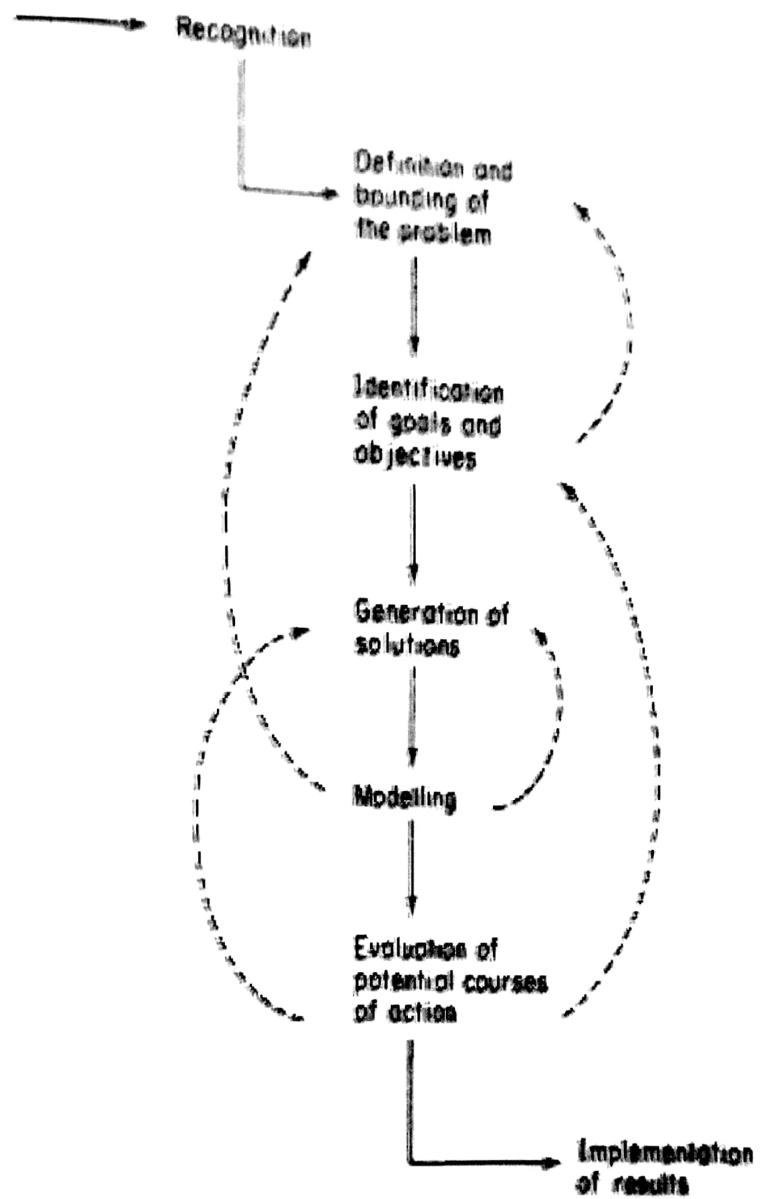
After completing the work of analysis, the requirements collected for the system are documented in a presentable form. It means that the analysis report is prepared. It is done for review and approval of the project from the higher management. This report should have three parts.

First, it should explain how the current system works.

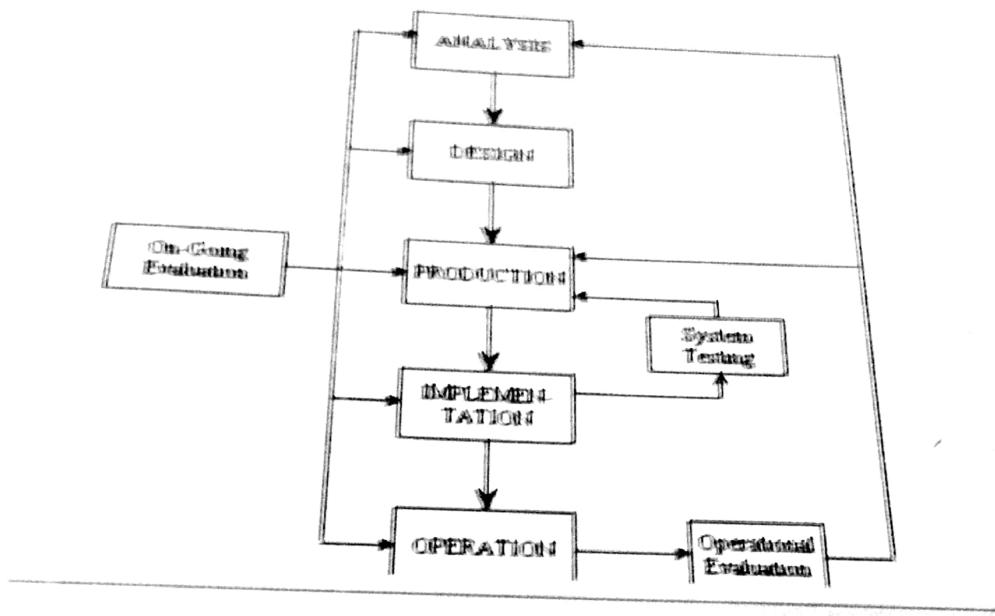
Second, it should explain the problems in the existing system.

Finally, it should describe the requirements for the new system and make recommendations for future.





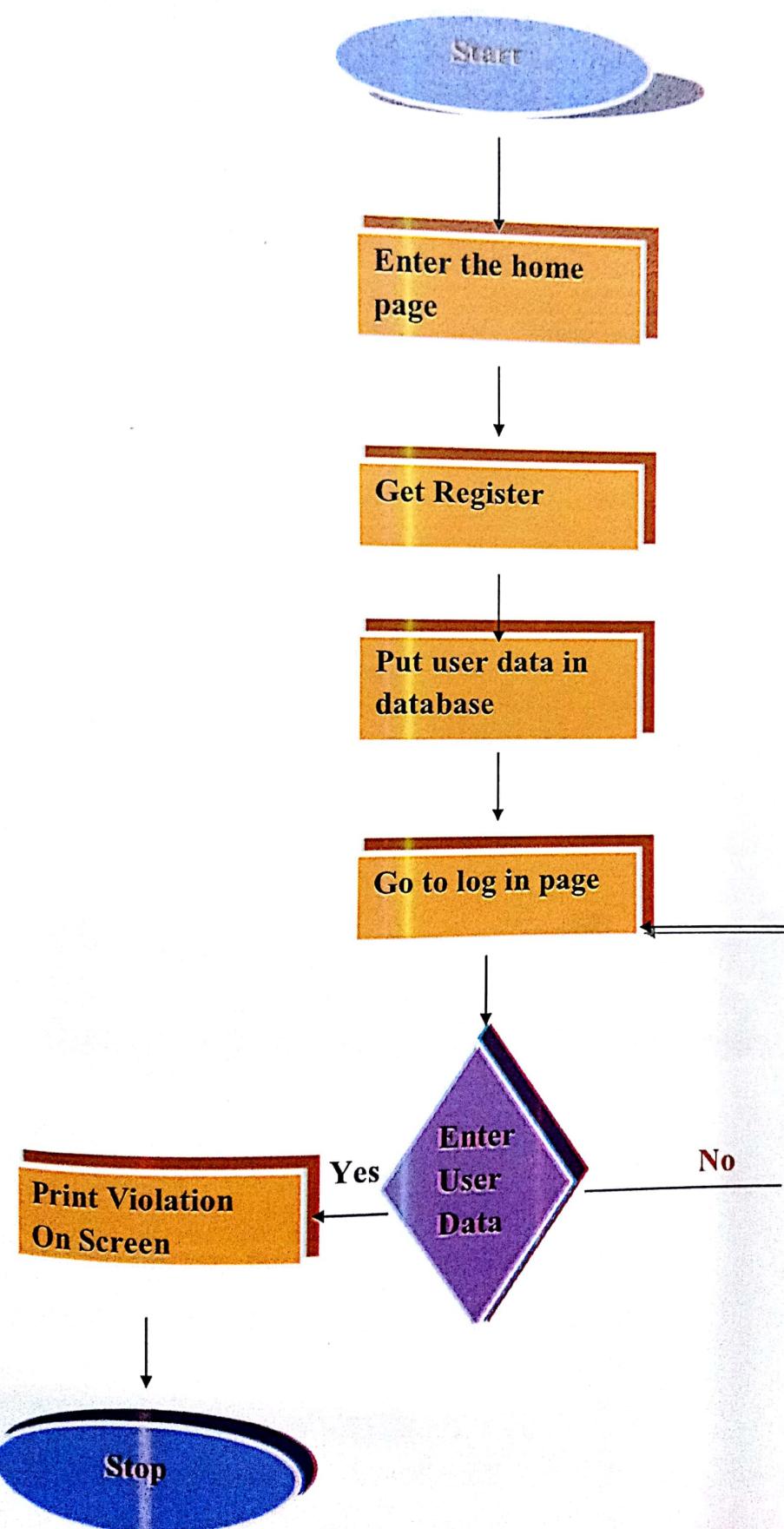
PHASES OF SYSTEM DEVELOPMENT



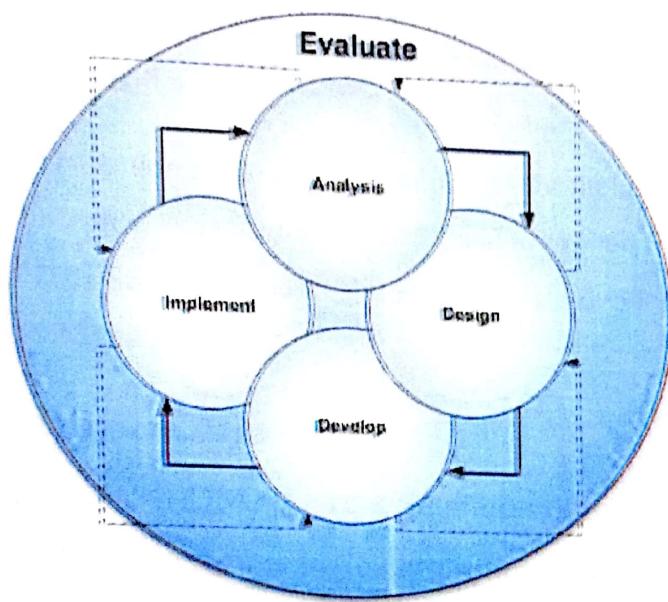
2.3 Steps of project:

- 1-Gathering information.
- 2-Through traffic website.
- 3-Through questionnaire.
- 4-Through interviews.
- 5-Analysis of information.
- 6-Designing traffic database.
- 7-Designing traffic website.
- 8-Designing send mail program.

2.4 Flow Chart Sequence:



Chapter three



System design

3.1 Systems design:

Is the process or art of defining the architecture, components, modules, interfaces, and data for a system to satisfy specified requirements?

Systems Design Techniques:-

- ❖ Logical Data Modeling
- ❖ Entity/Event Modeling
- ❖ Logical Data Modeling

The objectives of this section are to provide definitions for the terms Logical Data Model (LDM) and Logical Data Structure (LDS), and to explain the constituent parts of a Logical Data Structure, and finally to introduce a step by step process for constructing Logical Data Models.

3.1.1 What is a Logical Data Model?

A Logical Data Model (LDM) is a representation of the data used by a system. It shows how the data is logically grouped and the relationships between these groupings as defined by the business requirements of the system.

The LDM comprises:-

A diagram called a Logical Data Structure (LDS). NB LDS is simply the SSADM terminology for a Data Model or Entity-Relationship Model).

Associated documentation of entities and relationships.

3.1.2 What do Logical Data Structures consist of?

Logical Data Structures consist of entity *types* and *relationship types*:-

An entity type is a logical grouping of data which is relevant to the application in question. The entity type must be relevant, e.g. an information system specifically for the Learning Resources Centre (LRC) would not hold information about lecturer's cars, since this is not relevant.

An entity type is an identifiable object, classification, concept, activity, event or thing concerning the application. The thing must be identifiable since if it cannot be identified no information can be recorded about it in a database, e.g. a chair within the library isn't identifiable so wouldn't be an entity, however the classification chair type possibly would be an entity.

An entity is an occurrence of an entity type. The terms entity type and entity are often used interchangeably, the context usually defines what is actually meant. There must be the possibility of an entity type having more than one occurrence. A common mistake is to include one 'super' entity type in the LDS representing the company, the garage the library or the surgery or whatever. For example in a LDS for the University of Glamorgan's LRC, LRC is not an entity type since there is only one occurrence. If however a LDS is being developed for all the college libraries in Wales then LRC is an entity type because there is the possibility of more than one occurrence.

3.2 *Entity types*

Are represented as soft rectangles containing the name of the entity. Naming of entities is critical, especially when groups of people are working together. An agreed definition of what is actually meant by an entity name will avoid a lot of confusion and pointless discussion.

Relationships may be recursive, i.e. an entity can be related to other entities of the same type. Recursive relationships can be 1: M (e.g. a tree structure like an organization chart) or M: M (e.g. a bill of materials structure).

M: M recursive relationships are broken down into two 1: M relationships and a link entity in the same way as non-recursive M: M relationships.

Relationships can be mutually exclusive with other relationships. In other words an occurrence of entity type A may be owned by either an occurrence of entity type B or an occurrence of entity type C. Consider an application in which there is an entity type called Course Type, e.g. SSADM Version 4 and an entity type called

Course Run, e.g. SSADM Version 4 at the Marriot Hotel Cardiff on July 19th 1994. If there are places available on a particular Course Run then a booking may be created owned by that Course Run. If there aren't any places available on any Course Runs, then a booking can be owned by the Course Type indicating that the booking is on a waiting list. When a place becomes available the booking can be disconnected from the Course Type and connected to the appropriate Course Run.

Alternatively an occurrence of entity type A can either own occurrences of entity type B or occurrences of entity type C. Consider an application which needs to trace who has bought particular parts and who as supplied particular parts. An Organization entity could either own many Supplier_Of_Part entities or many Purchaser_Of_Part entities. Mutual exclusion is shown using an arc across the relationship lines.

Each end of each relationship must be optional or mandatory. If a relationship end is optional (shown by using a broken line) the entity at that end of the relationship can exist without taking part in the relationship. If a relationship end is mandatory (shown using a solid line) the entity at that end of the relationship must take part in the relationship.

This gives rise to four types of one to much relationship:-

❖ **Owner Optional - Member Mandatory.**

Consider an application in which a Customer can own many Orders. A Customer entity is allowed to exist without having placed any Orders (e.g. a potential customer), but an order must have been placed by a customer.

❖ **Owner Mandatory - Member Mandatory.**

Consider an application in which an Order consists of many Order Lines. In this case an Order must have at least one Order Line (an order consisting of 0 order lines is nonsensical) and an Order Line must be owned by an Order.

❖ **Owner Optional - Member Optional**

Consider an application in which Employees negotiate Orders with Suppliers, but Orders can be received direct from Customers. In this case an Employee (who isn't a salesperson) can exist without negotiating any Orders and an Order isn't necessarily owned by an Employee.

❖ Owner Mandatory - Member Optional

Consider an application where some Employees are paid extras via a privately negotiated Commission Plan. In this case a Commission Plan would not exist unless there was at least one employee being paid via that Commission Plan. An Employee does not have to be on a Commission Plan.

Relationships are named at both ends, the names chosen should be such that meaningful sentences can be constructed describing the nature of the relationship using the entity names and the relationship names.

3.2.1 The Relationship between Logical Data Structures and Data Flow Diagrams

Since LDSs and DFDs are different views of the same thing you would expect there to be some commonality between them. The obvious area is data stores and entities. Each entity type in the LDS has to be represented in a data store somewhere. This may be a one to one mapping, e.g. the customer entity type will map one to one on to the customer's data store, or a many to one mapping, e.g. the order and order line entity types will be held in one data store called orders.

3.2.2 How is Logical Data Structures Created?

The following steps may be helpful but there really are no hard and fast rules. As the analysis and design exercise proceeds the LDS will evolve and many re-drafts may be necessary as the analysts understanding of the application improves:-

Identify an initial list of entities

Using an Entity/Relationship cross reference identify the initial relationships

Create a first draft LDS

Validate the LDS against the identified requirements

Identify any new entities/relationships required

Rationalize the LDS by combining removing entities/relationships

Re-Draft the LDS

Identify and place the required attributes, ensuring that each entity has the appropriate primary and foreign keys

Ensure that the structure is in third normal

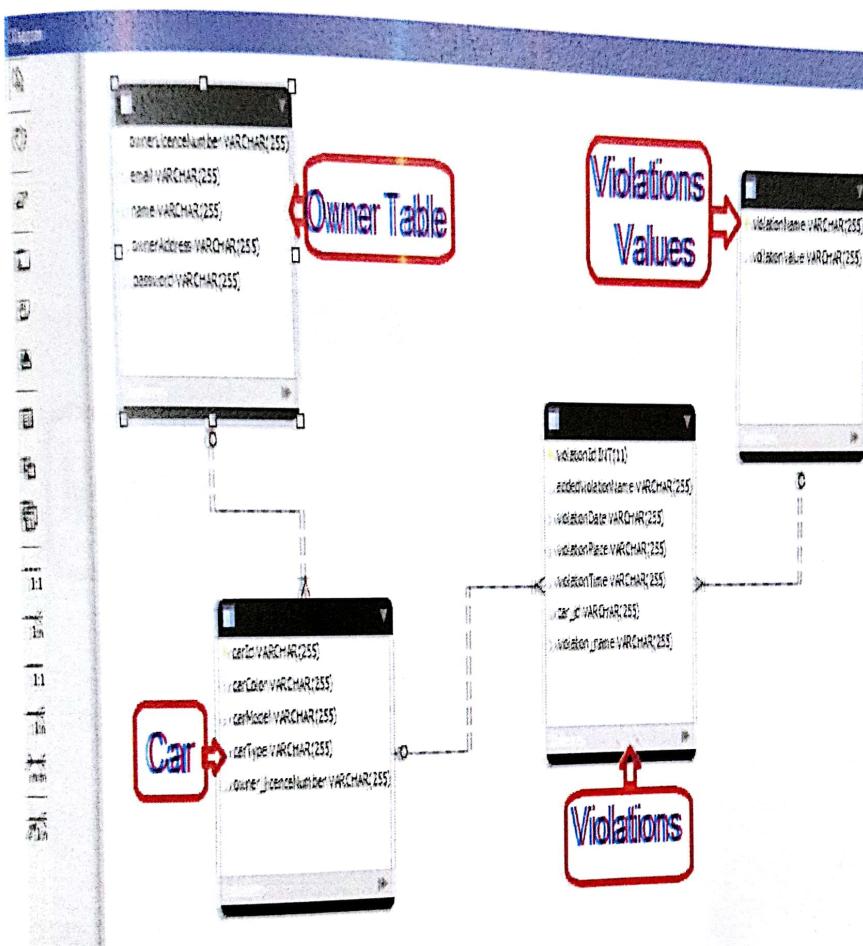
3.2.3 How are Logical Data Structures and Data Flow Diagrams related?

Each entity type in the LDS will have an associated ELH; each event has to be supported by a process or processes in the DFD. Entity/Event modeling in addition to providing a useful system viewpoint in their own right can be used to check the consistency, accuracy and completeness of the LDS and DFDs.

As can be seen analysis is not simply a case of drawing the LDS, drawing the DFDs and then drawing the ELHs, frequently the analyst will have to change tack and move from LDS to DFD to ELH, modifying and re-drafting as understanding improves.

At the end of the analysis and logical design stages the analysis/design team should have three separate but linked models which have been cross validated and which together give a complete picture of the system questions.

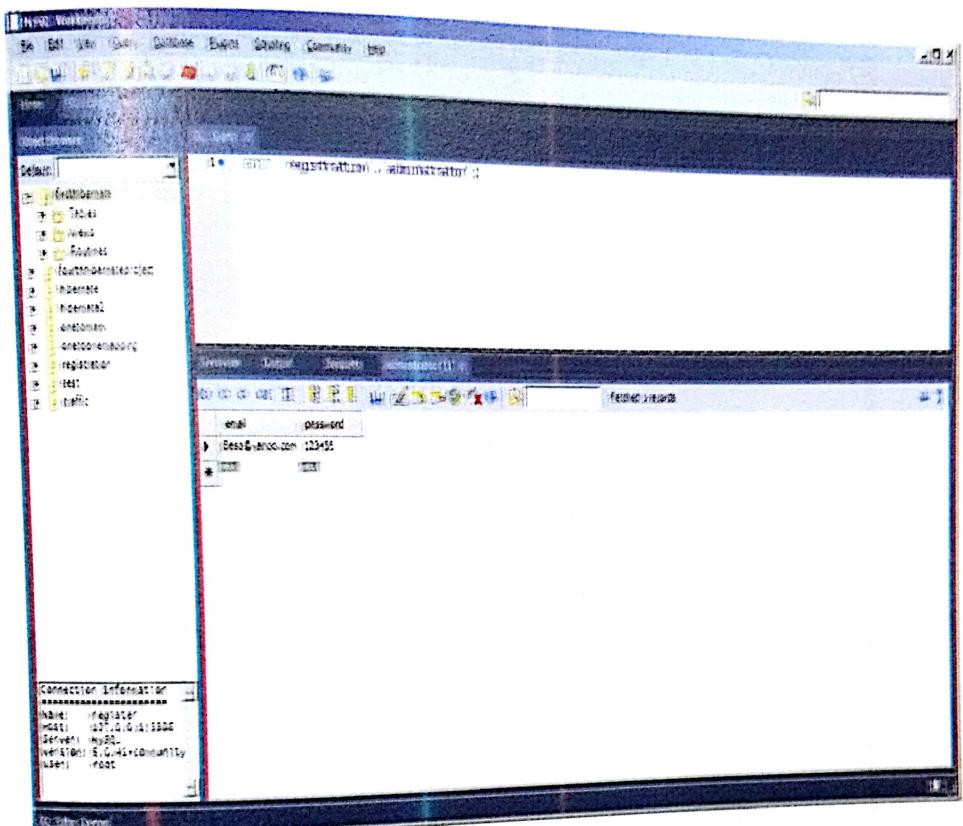
ER diagram for database containing relations between:- Car owner table ,car info table ,violation and violation value table



Relation between master and admin tables



Database table of administrator containing your e-mail and your password.



- Database table of car owner containing his license number, e-mail, name, address, and password.

The screenshot shows the MySQL Workbench interface. On the left, the 'Schemas' tree view is open, showing several databases like 'employees', 'test', 'testdb', 'testdb2', 'testdb3', 'testdb4', 'testdb5', 'testdb6', and 'testdb7'. The 'carowner' table is selected in the 'Employees' schema. The main window displays the 'carowner' table with the following data:

ownerLicenseNumber	email	name	address	password
123	test@gmail.com	Amber	address test	12345
12345	test123@gmail.com	Amber Basem	123	12345
65321	user_john123@yahoo.com	John	123	12345

Below the table, the 'Connector Information' pane shows the connection details:

```

=====
Name: register
Port: 3306
Server: 127.0.0.1:3306
Version: 5.6.27
Protocol: 10.4.11-community
User: root
  
```

The screenshot shows a software application window with a dark blue header bar containing various icons and text. On the left side, there is a vertical tree view labeled "DETAILS" with several categories expanded, such as "Data", "View", "Account", "Customer", "Product", "Supplier", "Category", "Unit", and "Unit".

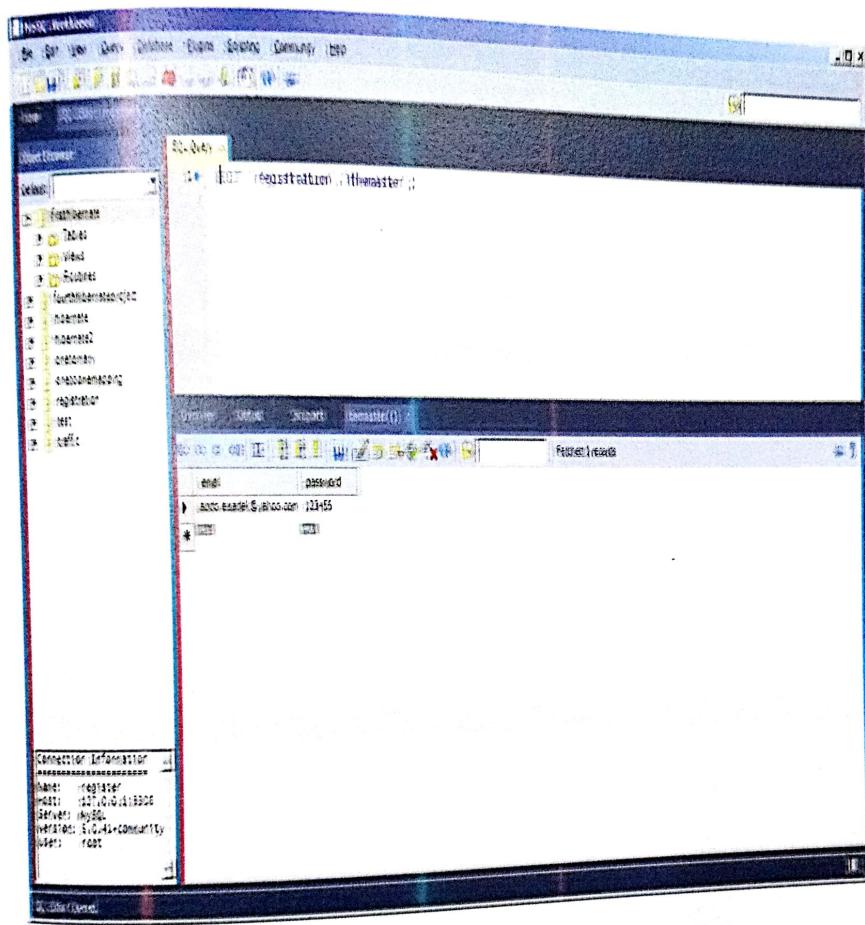
The main area contains a large table with the following columns: ID, AR-CODE, UNITCODE, UNIT, and UNITNAME. There are four rows of data:

ID	AR-CODE	UNITCODE	UNIT	UNITNAME
1111	01	01	001	111111
2222	100	001	001	222222
3333	0000	0000	0000	333333
4444	0000	0000	0000	444444

Below the table, there is a section titled "CLASSIFICATION INFORMATION" with the following details:

- NAME: (empty)
- CODE: (empty)
- LEVEL: (empty)
- DESCRIPTION: (empty)
- UNIT: (empty)

Database table of master containing his e-mail and his password.



Violation type table containing violation name and its value.

The screenshot shows a MySQL Workbench interface. On the left, a tree view displays various databases and tables, including 'ViolationType'. The main area shows a table named 'ViolationType' with three rows:

ViolationType	Description
rev1	Rev1
rev2	Rev2
rev3	Rev3

Below the table, a 'Connector Information' panel shows the following details:

- Name: fci1416
- Host: 127.0.0.1:3306
- Port: 3306
- Protocol: TCP (MySQL)
- User: fci1416

Violation info table containing :- (violation id, date of violation, and place of it, it's time, car id, and violation name)

The screenshot shows a database interface with a tree view on the left and a table editor on the right. The table is named 'Violation' and has the following structure:

ViolationID	ViolationDate	ViolationPlace	ViolationTime	CarID	ViolationName
1	1/1/2012	1/1/2012	1/1/2012	1111	A1
2	1/1/2012	1/1/2012	1/1/2012	1111	A1
3	1/1/2012	1/1/2012	1/1/2012	1111	A1
4	1/1/2012	1/1/2012	1/1/2012	1111	A1
5	1/1/2012	1/1/2012	1/1/2012	1111	A1
6	1/1/2012	1/1/2012	1/1/2012	1111	A1
7	1/1/2012	1/1/2012	1/1/2012	1111	A1
8	1/1/2012	1/1/2012	1/1/2012	1111	A1
9	1/1/2012	1/1/2012	1/1/2012	1111	A1
10	1/1/2012	1/1/2012	1/1/2012	1111	A1
11	1/1/2012	1/1/2012	1/1/2012	1111	A1
12	1/1/2012	1/1/2012	1/1/2012	1111	A1
13	1/1/2012	1/1/2012	1/1/2012	1111	A1
14	1/1/2012	1/1/2012	1/1/2012	1111	A1

Chapter four



Interface design

4.1 Interface Problems:

Interface problem defined by many who interested in this field. One of those professional designer and researcher is Galatz .Galatz said these problems result in confusion, panic, frustration, boredom, misuse, abandonment, and other undesirable consequences like:-

- Excessive use of computer jargon and acronyms
- No obvious or less-than-intuitive design
- Inability to distinguish between alternative actions ("what do I do next?")
- Inconsistent problem-solving approaches
- Design inconsistency

4.1.1 Commandments of User Interface Design:

- Understand your users and their tasks.
- Involve the user in interface design.
- Test the system on actual users.
- Practice iterative design

4.1.2 Human Engineering Guidelines:

- The system user should always be aware of what to do next.
- Tell the user what the system expects right now.
- Tell the user that data has been entered correctly.
- Tell the user that data has not been entered correctly.
- Explain to the user the reason for a delay in processing.
- Tell the user that a task was completed or was not completed .
- The screen should be formatted so that the various types of information, instructions, and messages always appear in the same general display area.

- Messages, instructions, or information should be displayed long enough to allow the system user to read them.
- Use display attributes sparingly.
- Default values for fields and answers to be entered by the user should be specified
- Anticipate the errors users might make.
- With respect to errors, a user should not be allowed to proceed without correcting an error.
- If the user does something that could be catastrophic, the keyboard should be locked to prevent any further input, and an instruction to call the analyst or technical support should be displayed.

4.1.3 Guidelines for dialogue Tone and Terminology

Tone:

- Use simple, grammatically correct sentences.
- Don't be funny or cute جذاب!
- Don't be condescending متنازل.

Terminology:

- Don't use computer jargon.
- Avoid most abbreviations.
- Use simple terms.
- Be consistent in your use of terminology.
- Carefully phrase instructions use appropriate action verbs.

4.2 Common Approaches to Showing the Display

Area:

- **Paging**:-displays a complete screen of characters at a time. The complete display area is known as a page (or screen). The page is replaced on demand by the next or previous page, much like turning the pages of a book.
- **Scrolling**: - moves the displayed information up or down on the screen, one line at a time. This is similar to the way movie and television credits scroll up the screen at the end of a movie.

4.3 Styles or Strategies Used For Designing

Graphical User Interfaces:

- 1-Windows and Frames.
- 2-Menu-Driven interfaces.
- 3-Instruction-Driven Interfaces.
- 4-Question-Answer Dialogue.

Home page

(the first page at the website) >>



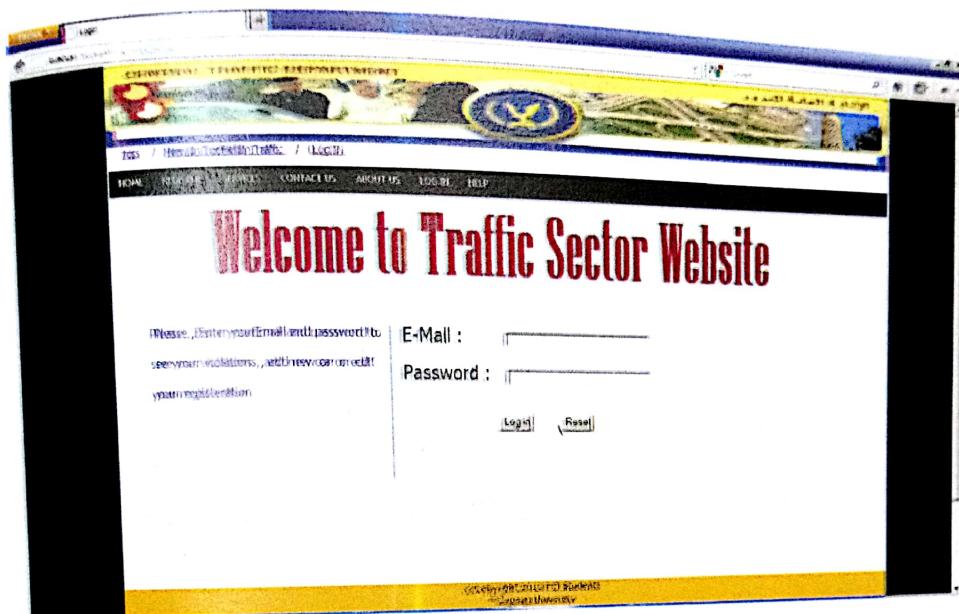
Registration page

(while you can create your account at website)

A screenshot of the same website showing the "Registration" form. The form is titled "Registration" and includes a note: "Please, fill this form to register in the site that help you avoid from any trouble and makes satisfy from our service to you. We designed this website to help you to get any information you need such as (Violation), information about Driving, license,)" The form itself has several input fields: "First Name", "Last Name", "E-mail", "Confirm E-mail", "Password", "Confirm Password", "Licence Number", and "Address". There are also "submit" and "reset" buttons at the bottom of the form.

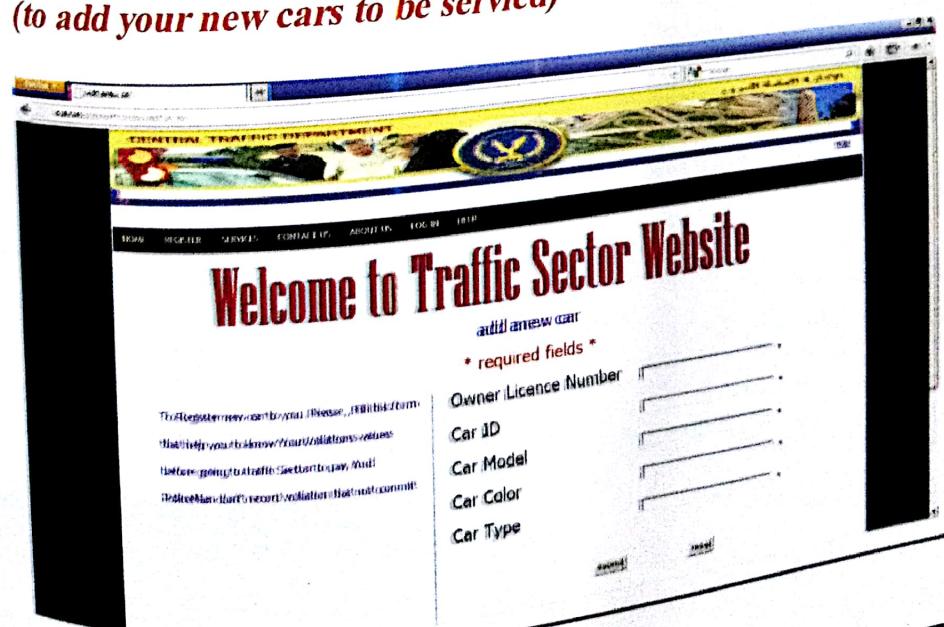
Log in page

(if you have already register)



Add a new car page

(to add your new cars to be servied)



Not found user page

(if you didn't have account)

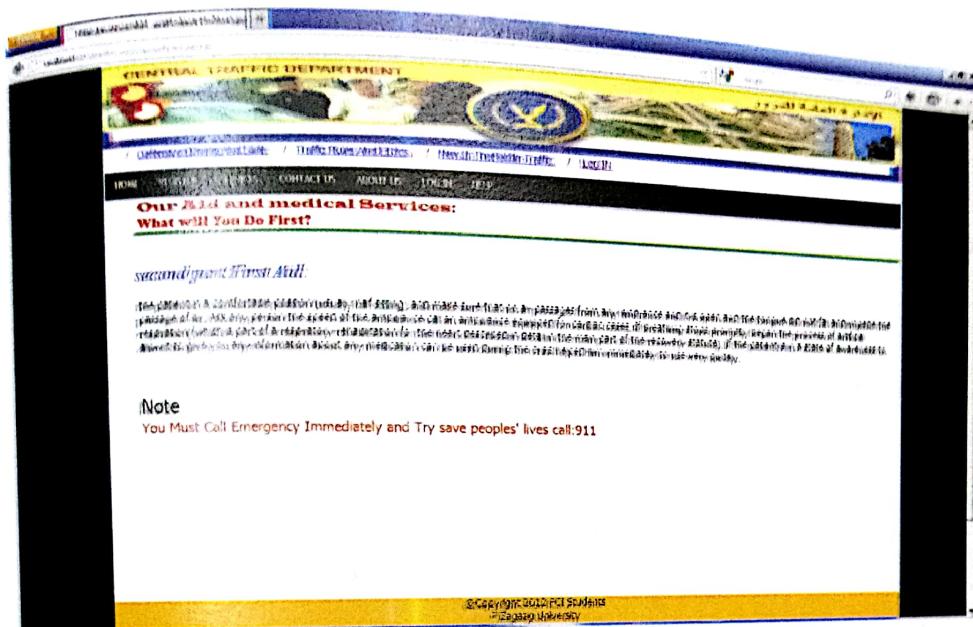


See violations page

(see your violations)

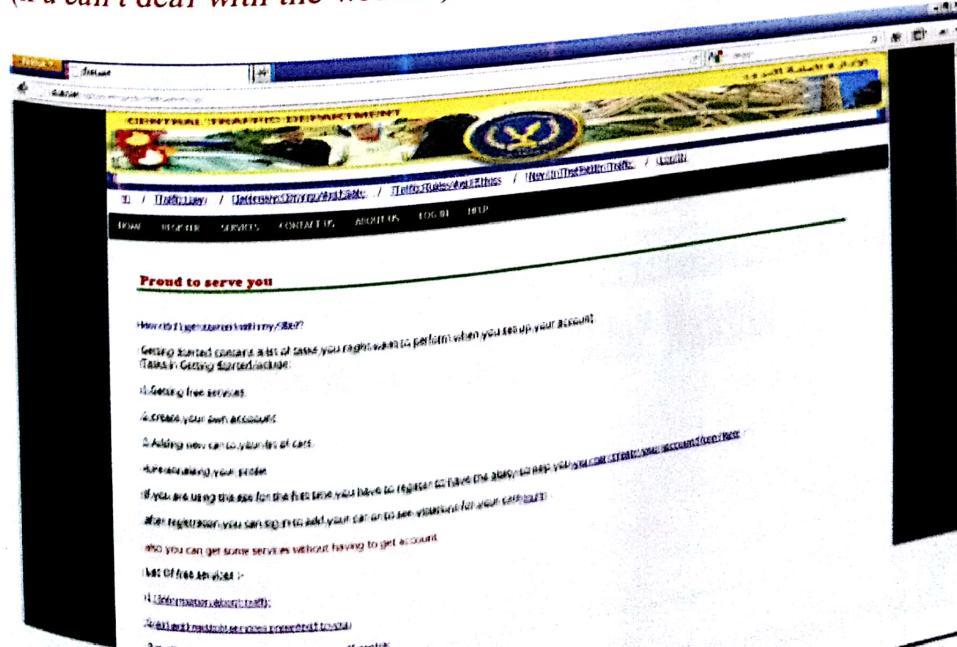


Services



Help page

(if you can't deal with the website)



Admin pages

Add violation

(this page for admine to add new violation)

The screenshot shows a web browser window with the title 'CENTRAL TRAFFIC DEPARTMENT'. The main content area is titled '* Add New Violation *'. It contains several input fields for administrative data:

- Admin E-mail
- Admin Password
- Car ID
- Car Color
- Violation Name
- Violation Place
- Violation Date
- Violation Time

Below the form fields are two buttons: 'Add New Violation' and 'Reset'.

Master pages



Add admin

(this page for master to add New Admin)

The screenshot shows a web page titled "Add New Admin". It includes a note for the master to enter their email and password. The form fields are as follows:

- Master E-mail :
- Master Password:
- New admin E-mail :
- New admin Password:

At the bottom are "Add an admin" and "Reset" buttons.

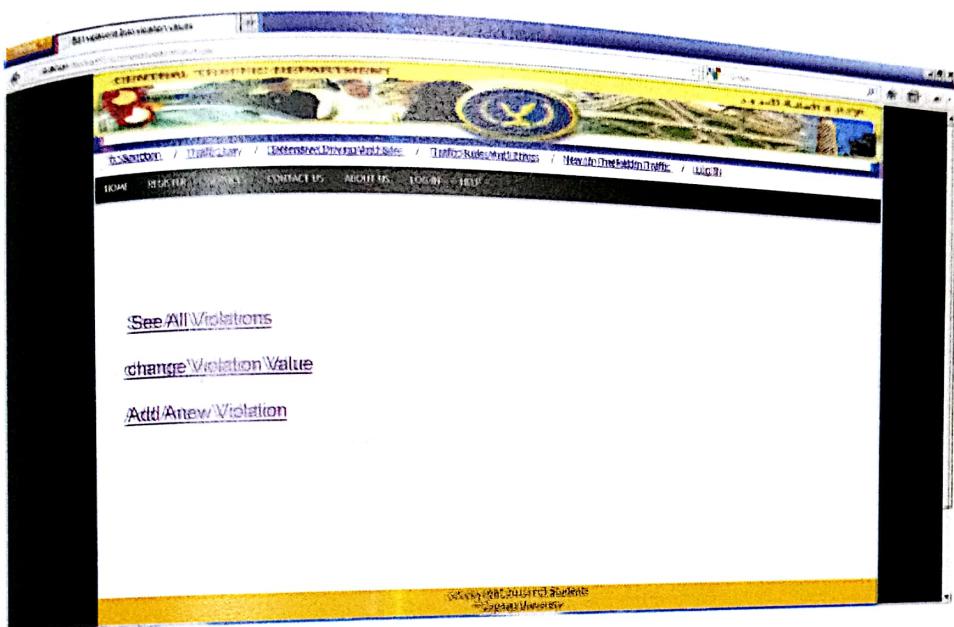
Add violation value

Please, Enter your Email and Password to make sure
that Master who is responsible for adding new
Violation to an owner and change violation value

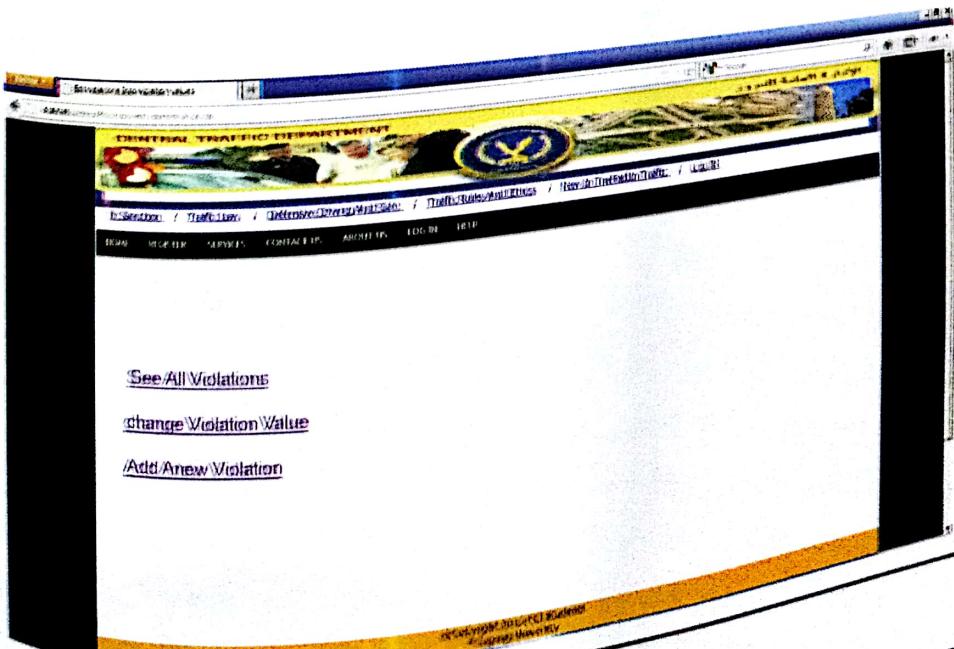
Master E-mail :
Master Password:
Violation Name :
Violation Value :

Apply changes Reset

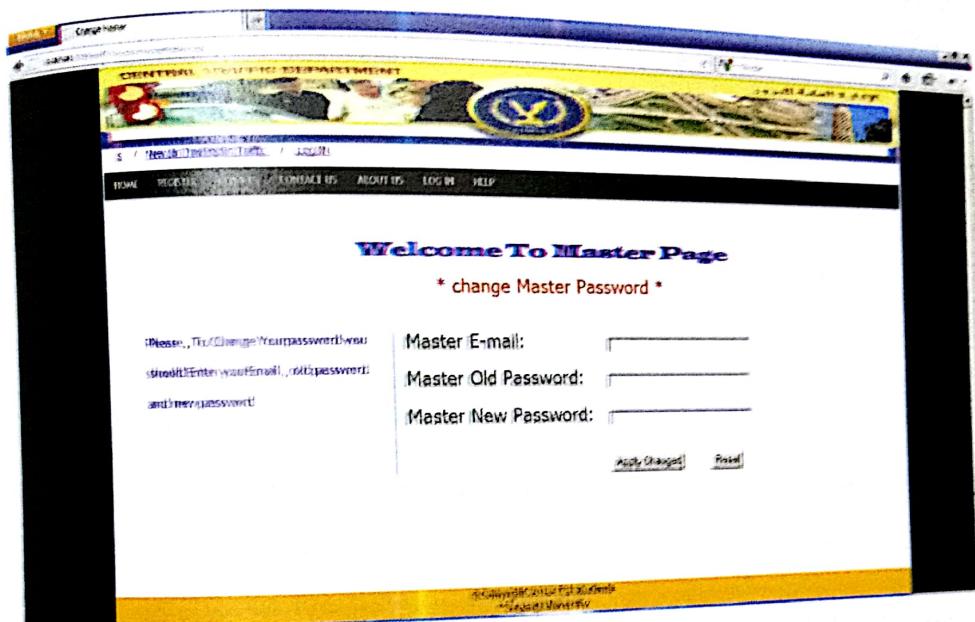
Edit violations



Change violation values



Change master



Change admin

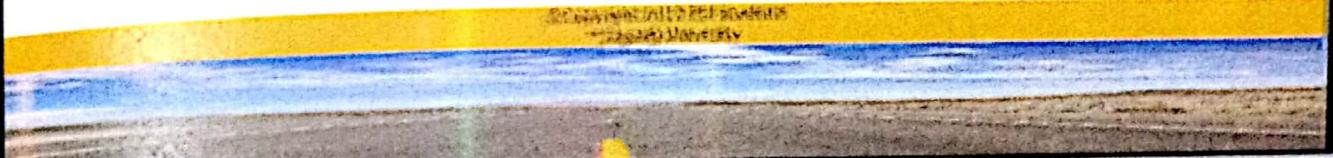
*** change Admin Password ***

Please... To Change Your Password You
Should Enter Your Email & Old Password
And New Password

Admin E-mail :

Admin Old Password:

Admin New Password:



remove admin

CENTRAL TRAFFIC DEPARTMENT

Please... Enter your Email & Admin Password to make sure
that this Master Admin Enter Email & Admin that is want to
Delete or remove

Master E-mail :

Master Password:

admin E-mail :

Chapter five



Conclusion & future work

5.1 Conclusion:

We first gather information from a lot of sources such as websites and books, then we analysis it, then we sorted it accurately and create database for traffic Sector, then we start to design the traffic with the help of System Design Website and send Mail Program.

The Traffic Website contain 120 web pages such as home page , login page, register and some pages which help the User to get any information about The Traffic Sector Needed such as get first aid, or the custom release, or any Article in any Rule from year 1973 to the day we Live now.

5.2 Steps of the work

1-Website interface

- **HTML**:- used in designing the graphical user interface for the website.
- **Java script**: used to validate data only in client side.
- **JSP**:- used to validate data only on server side.

2-Database

- **MY SQL**: -we created tables we wanted to use in our Database using my SQL.
- **Oracle**.

3-Connecting data base with website

- **Hibernate**:- we used Hibernate to make connection between our website and Database
- **JDBC**

4-Updating database when registration and Irregularities.

5-Sending irregularities to E-mail.

6-Capturing car id using image processing tools.

7-Sending notification to car owner e-mail to report him about his violation.

5.3 Future work

What we hope to do in the future how capture the photo of the car using radar and analyze the picture to specify car id to save comfort for traffic men.

What we hope to do also how to send message to car owner's mobile to inform about his violation.

5.4 References:

- 1- Ministry of interior website.
- 2- Professional **css** for web design book.
- 3- Java core SE.
- 4- Core Java 2 Volume I - Fundamentals, Seventh Edition.
- 5- Wikipedia website.
- 6- Google Books.

ما الذى دفعنا للتفكير فى عمل الموقع؟

تعرض مصر فى الاونه الاخيرة لازمة مروريه خانقة نتيجة لزيادة عدد السكان وقلة الطرق وضعف كفافتها مما يرهق رجال المرور فى التصدى للمخالفات المتكررة للسائقين ونظرا لحرصنا ايضا على راحة المواطنين عزمنا جاهدين عن توفير وسيلة آمنة ومرحية للتعرف على المخالفات التي ارتكبها أولاً بآول فبمجرد ان يكون صاحب السيارة عضو على الموقع فهو بذلك يكون قادر على التواصل مع كل التطورات فى عالم السيارات وتصله ايضا المخالفات التي ارتكبها عبر بريده الالكتروني وقيمتها.