

2022-2023

COMPANY PROFILE

D&G ENGINEERING & CONSULTANT



- **About Us**

WORKING : (ALL STATES)

We work on various road testing machines like BI(Roughness) Test, Benkelman Beam Deflection (BBD), Falling Weight Deflectometer (FWD TEST) , Network Survey Vehicle (NSV TEST) and also doing the various works like Road Safety Audit, Kerb Painting, Road Marking, Traffic Sign Board , Crash Barriers , DPR work, PMC (SQC). The Objective of D&G Engineering & Consultancy is to introduce the latest techniques and to provide professional consultancy in multi disciplinary areas of Highway Engineering , traffic & Transportation, etc. The foundation of D&G Engineering & Consultancy success is built with talent and capability if its professional staff enhanced by experienced project Engineers with specialization in various disciplines. The staffing pattern encompasses engineering, Planner , Designers, Quantity Surveyors and cost estimator, Surveyors, Economists and Project ManagementPlanners in allied engineering fields. The Engineering tasks are supported by the quite component staff in drafting & System Analysis. A D&G Engineering & Consultancy is a up coming company having support of top Engineers of repute ably supports by experts in various disciplines of highest caliber. It works on the basis premise that “change in inevitable and before change can overtake and overwhelms, we must become the instrumentation of change. This organization is set up with the objective of applying modern analytical, quantitative techniques and system methodology of planning and decision making management. While the company will gradually expand its services in several areas, it needs to be appreciated that having each and every specified service in house, in the uncertain consultancy climate prevailing in the country would not be conducive to effective andcomplimentary growth of its activity. The company shall be engaging the services of Associates as and when there is an opportunity to utilize their distilled talent. The company has identified several individual and firms who can give such support at shortnotice and provide and authoritative and dependable control. This is not to presume that the company does not encompass and provide monitoring and direction for some of these functions itself but then it is also the intention not to enlarge infrastructure and direction for some of these functions itself but then it isalso the intention not to enlarge infrastructure to month level and become vulnerable in the context of current uncertain consultancy profession in India. To give a fair idea of our present strength, our Executive and Associates have been responsible for several activities and are continue to remain and expand with the increasing opportunities coming in favor of the company. The strength and experience of our executive and associate is basically experience and strength. A D&G Engineering & Consultancy are professionals whose contribution during their career whether in government or in Private Sectors has been unique and of high excellence. They are in position to provide our esteemed clients the best talent and vintage experience in their respective disciplines. Their experience in Engineering works is expected to greatly increase the operational scope of D&G Engineering & Consultancy activities to client’s satisfaction. It is aimed the D&G Engineering & Consultancy will provide total Quality Management by applying necessary and surveillance through professionals in their respective fieldof activities.

OFFICE INFRASTRUCTURE

CHAIRMAN

Er.Divyansh Saxena (B.E. Civil, MBA)

MANAGING DIRECTOR

Mrs . Mohika Saxena

CEO :

Er.Alok Sarvami

**Team Leader(Highway Engineer) NH & SH Projects
B.E.(CIVIL), M.Tech. (Highway),PGDCCA,MCM**

ROAD SAFETY AUDITOR:

Er. Komal C, Jain

**B.E.(Hons.)Civil FIE,MBIE,MIET,CHATEREDBCIVIL ENGINEER
CHIEF ENGINEER (Retd.) Govt, of Botswana (South America)**

Er.Pranjan MohantyB.E.(CIVIL),M_TECH

TESTING INCHARGE

Er. KC Bagra

**Retd.EE(PWD)U.P., Material Engineer (NH&SH Projects)
B.E.(Civil)**

OFFICE INFRASTRUCTURE

Er.Toseef Choudhary

**Senior Highway Engineer, Testing Incharge, Operator
(NH&SH Projects) B.E.(Civil), Diploma(DCA)**

Er. Prasant Kumar

BBD-Test Operator (NH&SH Projects) B.E.(Civil)

Er.Royal

**Pavement-Design, Traffic Survey, Axle Load Survey
Incharge B.E.(Civil)**

NABL LAB INCHARGE:

Er.Yatharth Saxena

B.E.(Civil), Diploma (Multimedia)

Field & Office Staff :40 Employees

PRODUCT GUIDE



BUMP INDICATOR (ROUGHNESS)
MACHINE



BBD TEST APPARATUS



KERB PAINTING MACHINE



ROAD SAFETY AUDIT

PRODUCT GUIDE



ROAD FURNITURE (BOARDS ,
STUDS , CRASH BARRIERS)



ENVIRONMENT AUDIT (MONITORING)



THERMOPLASTIC ROAD MARKING



FALLING WEIGHT DEFLECTOMETER (FWD TEST)



NETWORK SURVEY VEHICLE (NSV TEST)



TRAFFIC SURVEY

PRODUCT GUIDE



GEOTECHNICAL INVESTIGATION

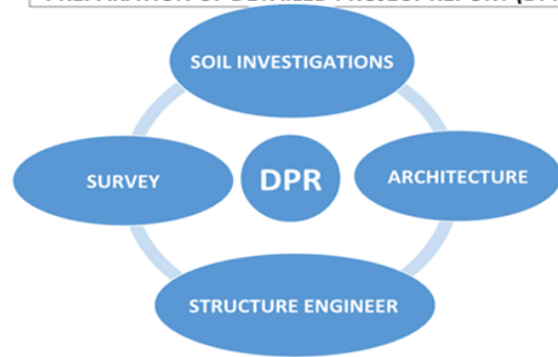


AXLE LOAD SURVEY



PAVEMENT DESIGN

PREPARATION OF DETAILED PROJECT REPORT (DPR)



DPR (DETAILED PROJECT REPORT)



DRONE SURVEY

CLIENTS :

- 1. Agroh Infrastructure Pvt, Ltd.(M.P)**
- 2. Dilip Buildcon Ltd.(M.P)**
- 3. D.P. Jain Infrastructure Pvt. Ltd. .(M.P)**
- 4. P.D. Agrawal Infrastructure Ltd. .(M.P)**
- 5. TCIL Pvt. Ltd (M.P)**
- 6. B.R Goyal Infra. Ltd (M.P)**
- 7. K.G. Gupta Infra. Ltd.(M.P)**
- 8. WBL (NHAI) work(GUJRAT)**
- 9. Elsamex Maintance Service Ltd.(GUJRAT)**
- 10. R.K Construction(M.P)**
- 11. Kalayan Toll Pvt. LTd.(M.P.)**

- 12. Sawarliya Construction(M.P.)**
- 13. DEWAS BHOPAL CORRIDOR LTD.(MP)**
- 14. HIGHWAY CONCESSIONS LTD. (MH)**
- 15. GVR (TELANGANA)**
- 16. SPL INFRA PVT. LTD. (TN)**
- 17. ASHOKA BUILDCON LTD.(MH)**
- 18. National Highways Authority of India**
- 19. PWD B&R - Haryana**
- 20.HSRDC - Haryana**
- 21. PWD (NH) - Rajasthan**
- 22.M/s RITES ltd.**
- 23. Irrigation and Water Resource Department- Haryana**
- 24.M/s Marc Technocrats Pvt. Ltd.**
- 25. M/s Brij Gopal Construction Company (P) ltd.**
- 26.M/s Skylark Infra Engineering Pvt. Ltd.**
- 27. M/s Feedback Infra, Gurugram, Haryana**

- 28. M/s S A Infra, Nodia UP**
- 29. M/s CHAITANYA Projects Consultancy Private Limited , GZB, UP**
- 30. Mayur Construction Company, Barmer,Rajasthan**
- 31. M/s SDS Consultancy, Gurugram, HR**
- 32. Haryana Irrigation and Water Resource Department**
- 33. M/s The E5 Company**
- 34. M/s Gawar Constructions Ltd.**
- 35. M/s Jandu Constructions**
- 36. M/s Yearn Construction Pvt. Ltd.**
- 37. M/s Essel Infra. Projects limited, Indore,Ujjain,Lucknow**
- 38. M/s Bindal Developors, Khategaon**
- 39. M/s Madhya Pradesh Road Development Corporations Ltd, Ujjain**



ASHOKA

Ashoka Buildcon Ltd.



DILIP BUILDCON LIMITED
INFRASTRUCTURE & BEYOND



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India



PD AGRAWAL
GROUP



DEWAS BHOPAL
CORRIDOR PVT. LTD.



PRECAUTIONS TAKING DURING COVID-19

1. Our Company taking all the precautions during COVID- 19.
2. Our Staffs are well trained taking all the safety appropriateprecautions.
3. We are following all rules. Regulations and precautions set forth by Govt. of India for COVID-19.
4. We procure all the necessary documents like medical certificates ,etc.
5. We shall insure that our employees, workmen and labour engaged by us against COVID-19 and other risks at our cost.
6. We have taking all necessary safety precautions of our workmen as per industry standards.
7. We adequate safety precautions that shall be taken for working during night viz., providing lamps with red light reflectors, safety reflectors with red band / strips, torches and red jackets for crew.
8. While enter in the premises they always checked by the thermometer
9. They Covered mouth , Nose and Eyes with Mask ,googles & Glass Sheild
10. We also provide PPE KIT if necessary.
11. We also provide Sanitizer to take precautions while touching handshere and there.

ROAD SAFETY PROOF CONSULTANT

DAY/NIGHT AUDIT/VIDEOGRAPHY AUDIT

Road safety auditor

Er. Komal C. Jain

B.E.(Hons.) Civil FIE,MBIE,MIET

CHARTERED CIVIL ENGINEER

CIVIL INFRASTRUCTURAL CONSULTANT

Chief Engineer (Retd.) Govt, of Botsawana (Southern America)

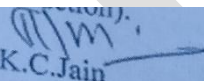
Road Safety Auditor Er. Divyansh

Saxena

B.E. (Civil) , MBA Approved from CRRI

And having a 5 team members also for Road Safety Audit

Undersigned's services as Senior Associate have been as Road/Traffic Safety Expert & also for Roughness Test , BBD Test. A copy of an overview for Road Safety Audit is enclosed for ready reference with is extracted from Road Safety report recently prepared by the undersigned for another important project for Govt. of Andhra Pradesh (Capital City Development for New Capital Amravati under constructions).


Er.K.C.Jain
Road/Traffic Safety Expert
Senior Associate to
M/s D&G Engg. Indore

• Road Safety audit an overview

1. Road safety audit

A road safety audit (RSA) is formal procedure for assessing safety performance of an existing or future road or interaction by an independent audit team.

Road safety audit can use any phase of project development from planning and preliminary engineering, design and construction, RSAs can also be used on any size project from minor rural roads to interstate National highway, RSAs can be viewed as a proactive low cost approach to improve safety.

Safety audit and counter measures should be considered as a necessary cost within the project and not as additional expenses.

The RSA is only a check of road safety aspects and is not concerned with monitoring whether a certain road standard has been followed or checking whether drainage, structural strength, and other elements are appropriate for the road and location.

2. OBJECTIVE

Objectives of the RSA are the access project for potential accident elimination/reduction on the basis of road user's knowledge, attributes and skills, day/night, wet /dry road conditions.

Since our roads are designed and construction by striking a socio- economy and locally available material and skill, RSA may determine the shortfall in safety ,but may not be able to correct the deficiencies in pavement design, drainage , appropriate space standard etc.

The main aim is to ensure that all new highway schemes operate as possible. The basis for road safety audits is the systematic application of safety principals.

Specific aims are;

1. To minimize the risk of accidents accruing on the scheme, and to minimize the severity of accident that do occur;

2. To minimize the risk of accident occurring on adjacent roads as a result of a scheme, i.e. to avoid creating accident elsewhere on the network;
3. To recognize the importance of safety in highway design to meet the needs and perceptions of all types of road users; and to achieve balance needs where they may be expensive or even impossible may be in conflict;
4. To reduce the long term costs of a scheme , bearing in mind that unsafe design may be expensive or even impossible to correct at a later stage; and
5. To improve the awareness of safe design practices by all involved in the planning, design, construction and maintenance of roads.

3. BENEFITS OF RSA

A number of important benefits were identified. AUDITS were found to -

1. Provide safety beyond established standards;
2. Identify additional improvements that can be incorporated into the project;
3. Create consistency among all projects;
4. Encourage personnel to think about safety in the course of their normal activities, throughout all stage of project;
5. Invite interdisciplinary input;
6. Enhance the quality of field reviews
7. Provide learning experiences for the audit team and design team members;
8. Provide feedback to highway designers that they can apply to other projects as appropriate;
9. Provide feedback that helps to affirm actions taken to work through outstanding issues; and
10. Ensure that high quality is maintained throughout a projects life cycle.

4. STAGES OF ROAD SAFETY AUDIT

Safety audit can be applied in (a) new road and (b) existing roads. On new roads, safety audit will lead to avoiding building accident-prone situations and on existing roads, audit will lead or improved roads from the safety point of view. It should be realized that safety audits are a necessary cost, and not an additional expenses. As project is audited it providing further scope to improve enhances safety.

In project where there is a choice of route or standards, or there are known safety problems, the designers should discuss these with auditor at the initial stage. The safety audit shall be carried out on road and traffic

ISO 9001 : 2015

improvement project. Safety audit during construction stage is a new concept and no country has developed any checklist for carrying road safety audit during construction stage.

a) New construction

During feasibility study

During preliminary design

Completions of construction stage

During construction stage

Completions of construction stage (pre-opening)

- Stage 1 Audit

- Stage 2 Audit

- Stage 3 Audit

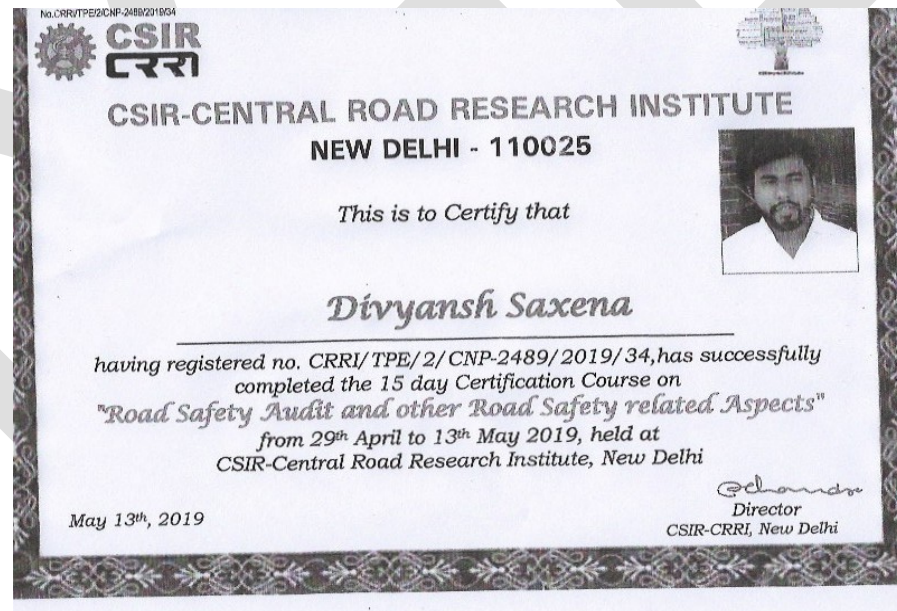
- Stage 4 Audit

- Stage 5 Audit

b) Existing Roads :

on existing Roads (Monitoring)

Monitoring



➤ **CHECKLIST (DURING CONSTRUCTION STAGE)**

1. Have all recommendations from the previous stage been followed? If not, why not?
2. Whether information regarding the construction zone approaching has been provided well advance or not?
3. Whether standard procedure and contact conditions provided for proper management of the construction site and road users are properly and safetyaccommodations?
4. Whether the transitions form the existing road to the site of work safe and clearly bad out?
5. Whether the width of the lanes is satisfactory for the traffic passing through the work area?
6. Whether site and stopping distances adequate at site of work and it intersections?
7. Whether bus stop appropriate located with adequate clearance from the traffic lane for safety and visibility.
8. Whether appropriate street lighting or other delineation provided at the road work to ensure that the safe is safe at night? Checking the night time visibility of traffic control devices.
9. Check for proper education and training programme for site operations and managers, which would assist in creating and maintaining safer environment for construction workers and road users.
10. For clear and sufficient information to be road user, advance warning signs installed or not?
11. Is there any provision of marked lanes for safe and clearly guiding road users?
12. Whether suitable measured provided of marked lanes through constructions zones to control drive behavior?
13. Check for the adequacy of traffic control devices (such as signs, marking, cones , drums, delineators , barricades ,etc.) required for each zone i.e. at advance warning zones, at advance warning zones, at approach transition zone and at workzone? Check for placement and visibility of these control devices.
14. Has permission been taken while changing the standard layouts from safety pintof view?
15. Whether police and other emergency services been consulted.
16. Check the proper care and attention for pedestrian and mom-motorized traffic at construction sites.
17. Check the adequate safety provisions for the elderly and persons with disabilities.
18. Whether construction workers provided with protective clothing etc. reflecting jacket hardhats, gloves, etc.
19. Whether flagmen are available on duty at the appropriate places? Check for propertraffic management practice to avoid inhibiting traffic to pass clear of work siteand necessary attention to road side safety.
1. Whether the temporary diversion is provided at work zones in compliance with thecontract and traffic management plan approved by the Engineer.

ISO 9001 : 2015

2. Whether the Traffic Management Plan at work site prepared and submitted by the Contractor to the Engineer for approval.
3. Is the Supervision Engineer ensuring the required quality of traffic management plan?
4. Whether arrangements of First Aid Box and other emergency care exist for person getting injured.
5. Whether suitable speed reducing measures are provided at work zones.
6. Other Checks made at directions of auditor or Client.

➤ Contractor's Obligations in respect of Road /Traffic Safety

- As started in IRC: Sp-55:2014
 - As started in IRC: Sp-67:2012
 - As started in IRC: Sp-88:2010
 - As started in clause 18.1 of general condition of contract & sub clause 112.1 & 112.4 of MORTH specifications.
 - As directed in LEA's HSE induction Manual.
20. As started in Manual for safety in Road design issued by MORTH.



PROOF CONSULTANT

Er. Rajesh ji.
B.E. Civil Eng.
Senior Highway Engineer

Er. Ajay Kundu
B.E. Civil Eng.
M.TECH (Transportation)

Er. Suresh Patidar
B.E. Civil Eng.

- *Survey & Valuation of Affected Structure any any other value addition to the land (multi Storied Building, Trees, Borewell, other value addition assests etc.) within PROW of NH-352-W in Gurugram & Rewari Distt in the State of Haryana – Client – PIU – Rewari, NHAI*
- *Design and Preparation of Cost Estimate for Minor Bridge on Siri to Assandh road at RD 21000 in Karnal Distt in the State of Haryana – Client – PWD – Haryana.*
- *Design and Preparation of Cost Estimate for Minor Bridge on Jundla to Aungad road at RD 62350 in Karnal Distt in the State of Haryana – Client – PWD – Haryana.*
- *Design and Preparation of Cost Estimate for Minor Bridge on Alawla to Dacher road at RD 99300 in Karnal Distt in the State of Haryana – Client – PWD – Haryana.*
- *Detail Project Report of Village Roads (9 Nos.) under PMGSY Scheme in Jhajjar District in the State of Haryana – Project Length – 41.39 Km - Client – HRRIDA – Haryana.*
- *Detail Project Report of Village Roads (5 Nos.) under PMGSY Scheme in Mewat District in the State of Haryana – Project Length – 41.25 Km - Client – HRRIDA – Haryana*

- *Detail Project Report of Village Roads (6 Nos.) under PMGSY Scheme in Yamunanagar District in the State of Haryana – Project Length – 38.74 Km - Client –HRRIDA – Haryana*
- *Detail Project Report of Village Roads (4 Nos.) under PMGSY Scheme in Fatehabad District in the State of Haryana – Project Length – 72.21 Km - Client – HRRIDA – Haryana*
- *Detail Project Report of Village Roads (8 Nos.) under PMGSY Scheme in Hisar District in the State of Haryana – Project Length – 87.43 Km - Client – HRRIDA – Haryana*
- *Detail Project Report of Village Roads (6 Nos.) under PMGSY Scheme in Sonipat District in the State of Haryana – Project Length – 50.73 Km - Client – HRRIDA – Haryana*
- *Detail Project Report of Village Roads (11 Nos.) under PMGSY Scheme in Panipat District in the State of Haryana – Project Length – 80.70 Km - Client – HRRIDA – Haryana*
- *Detail Project Report of Village Roads (3 Nos.) under PMGSY Scheme in Palwal District in the State of Haryana – Project Length – 23.24 Km - Client – HRRIDA – Haryana*
- *Detail Project Report of Village Roads (2 Nos.) under PMGSY Scheme in Faridabad District in the State of Haryana – Project Length – 11.77 Km - Client –HRRIDA – Haryana*
- *Detail Project Report of Village Roads (3 Nos.) under PMGSY Scheme in Bhiwani District in the State of Haryana – Project Length – 34.41 Km - Client – HRRIDA – Haryana*

II. *Proof Consultant for Construction of VUP with RE Wall Approaches (Design Chainage Km 43+050/ Existing Chainage Km 43+070) and Service Road (Design Chainage Km 42+650 to Km 43+450 BHS) of Bar-Bilara-Jodhpur Road Project of NH-25 (Old NH- 112) on EPC mode in the State of Rajasthan*

Representative List of Clients

40. *National Highways Authority of India*
41. *PWD B&R – Haryana*
42. *HSRDC – Haryana*
43. *PWD (NH) – Rajasthan*
44. *M/s RITES ltd.*
45. *Irrigation and Water Resource Department- Haryana*
46. *M/s Marc Technocrats Pvt. Ltd.*
47. *M/s Brij Gopal Construction Company (P) ltd.*
48. *M/s Sklyark Infra Engineering Pvt. Ltd.*
49. *M/s Feedback Infra, Gurugram, Haryana*
50. *M/s S A Infra, Nodia UP*
51. *M/s CHAITANYA Projects Consultancy Private Limited , GZB, UP*
52. *Mayur Construction Company, Barmer, Rajasthan*
53. *M/s SDS Consultancy, Gurugram, HR*
54. *Haryana Irrigation and Water Resource Department*
55. *M/s The E5 Company*
56. *M/s Gawar Constructions Ltd.*
57. *M/s Jandu Constructions*
58. *M/s Yearn Construction Pvt. Ltd.*

ROUGHNESS (BI TEST MACHINE)

Roughness Test: Vehicle Mounted Bump Integrator

- It is a Vehicle Mounted Bump Integrator System. AS PER IRC: SP: 16-2004 and as per IRC :SP: 16-2019
- CERTIFIED BY CRRI , NEW DELHI
- EQUIPMENT: Car Mounted Integrator No. Steco/CMBI: 25 FITTED IN MAHIDRA BOLERO



- EQUIPMENT: Car Mounted Integrator No. Steco/CMBI: 32 FITTED IN MAHIDRA SCORPIO
- This Vehicle mounted Bump Integrator consists of an integrating unit which is mounted in the dicky on the rear axle of a car/jeep
- Integrating unit, mounted on the dicky integrated the unevenness in com orpulses.
- For the measurement's vehicle is run at a constant speed of 32 kmph
- Bumps in cm or pulses and corresponding road length in meters are recorded on a computer based data acquisition system.

BENKELMAN BEAM DEFLECTION

Benkelman Beam Deflection : IRC : 81-1997

1. **SCOPE** 1.1 This test procedure covers the determination of the rebound deflection off a pavement under a standard wheel load and tyre pressure, with or without temperature measurements.

2. EQUIPMENT

Basic equipment shall consist of:

(a) A Benkelman beam to the Ministry of Works and Development pattern having the dimensions . The beam must be fitted with a satisfactory locking device designed to secure the beam when moving to a new site and a suitable vibrator mounted at the pivot point. In sunny weather the beam may pass from shade into sunshine as the vehicle moves away. Therefore a shield similar to that described in Road Research Unit Newsletter No 49 should be used. TNZ T/1 June 1977 SP/ST1:77XXXX STANDARD TEST PROCEDURE FOR BENKELMAN BEAM DEFLECTION MEASUREMENTS.

(b) A truck or trailer with an axle load of 8.20 ± 0.15 tonnes equally distributed on two dual tyred wheels operating at the inflation pressure necessary to give a tyre contact area of 0.048 ± 0.0002 m² . * The tyres shall preferably be 10.00 x 20, 12 ply with tubes and rib treads.

(c) A tyre pressure gauge graduated in 20 Kpa divisions or smaller.

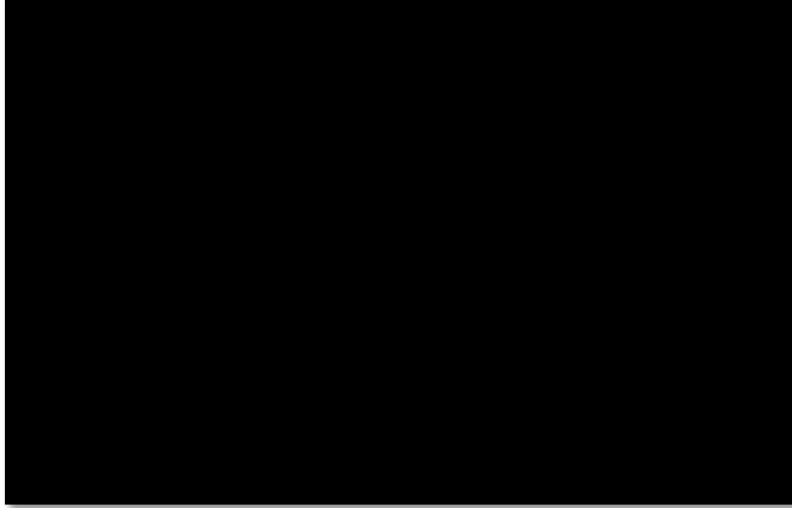
(d) A thermometer with a range of 0-6°C in 1°C divisions.

(e) A mandrel suitable for making a 100mm deep hole in the pavement for inserting the thermometer. The diameter of the hole should be 13mm.

(f) A can containing either glycerol or oil for filling the thermometer hole.



ENVIRONMENT AUDIT



The assessment covers:

- Environmental management system
- Energy and greenhouse gas emissions
- Air emissions
- Water
- Wastewater
- Waste
- Chemicals management
- Land use and biodiversity nuisances

ROAD MARKING

Road Marking :

Road surface marking is any kind of device or material that is used on a [road surface](#) in order to convey official information; they are commonly placed with road marking machines (or road marking equipment, pavement marking equipment). They can also be applied in other facilities used by [vehicles](#) to mark parking spaces or designate areas for other uses.

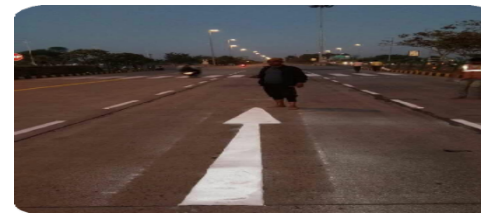
Road surface markings are used on [paved roadways](#) to provide guidance and information to drivers and pedestrians. Uniformity of the markings is an important factor in minimizing confusion and uncertainty about their meaning, and efforts exist to standardize such markings across borders. However, countries and areas categorize and specify roadsurface markings in different ways — white lines are called white lines mechanical, non- mechanical, or temporary. They can be used to delineate [traffic lanes](#), inform [motorists](#) and [pedestrians](#) or serve as noise generators when run across a road, or attempt to wake a sleeping driver when installed in the shoulders of a road. Road surface marking can also indicate regulation for parking and stopping.

There is continuous effort to improve the road marking system, and technological breakthroughs include adding [retroreflectivity](#), increasing longevity, and lowering installation cost.

Today, road markings are used to convey a range of information to the driver spanning navigational, safety and enforcement issues leading to their use in road environment understanding within [advanced driver-assistance systems](#) and consideration for future use in [autonomous road vehicles](#).^[1]

WORK COMPLETED:-We had completed 600 kms work of NHAI @ (LALITPUR-SAGAR-LAKHNADONE ROAD) 4-LANE PROJECT.

We provide a best service in all over the India



FALLING WEIGHT DEFLECTOMETER



A **falling weight deflectometer** (FWD) is a testing device used by [civil engineers](#) to evaluate the physical properties of [pavement](#) in highways, local roads, airport pavements, harbor areas, railway tracks and elsewhere. The data acquired from FWDs is primarily used to estimate pavement structural capacity, to facilitate overlay design or determine if a pavement is being overloaded. Depending on its design, a FWD may be contained within a towable trailer or it may be built into a self-propelled vehicle such as a truck or van. Comprehensive road survey vehicles typically consist of a FWD mounted on a heavy truck together with a [ground-penetrating radar](#) and [impact attenuator](#).

NETWORK SURVEY VEHICLE

We use Network Survey Vehicle (NSV) technology in following services

- Longitudinal profiling (International Roughness Index)
- Transverse profiling (Rut Depth)
- Pavement Condition Survey
- Road Geometry Data (cross slope, gradient, curvature)
- GPS coordinates (X, Y, Z) viz. longitude, latitude & altitude
- Video imaging for Roadside furniture / Road Assets
- Video imaging for Pavement Surface Distresses
- Location Referencing – linear and spatial
- Road Inventory – including pavements, shoulders, and side drains
- Road Condition – including pavements, shoulders, and side drains
- Roughness Survey
- Pavement Structural Assessment



KERB PAINTING MACHINE



Kerb painting is the painting of [road kerbs](#), usually to declare the affiliation of an area. It is most commonly associated with [Northern Ireland](#) where it is used by both [unionists](#) and [nationalists](#) to mark territory. It is an offence to paint kerbs in Northern Ireland, though there have been few prosecutions. Highways authorities have trailed the use of plastic paint-resistant kerbs to counter the problem.

TRAFFIC SIGN BOARDS ALL INDIA SUPPLIES

TRAFFIC SIGN BOARD

Traffic Sign Board:

D&G ENGINEERING & CONSULTANCY ALSO PROVIDES A TRAFFIC SIGNBOARDS , CRASH BARRIERS , CAT EYE..ETC

Traffic signs are the silent speakers on the road. Be it the person behind the wheel or a pedestrian, having a sound knowledge about road safety is absolutely necessary for all before hitting the roads.

Traffic signs give information about the road conditions ahead, provide instructions to be followed at the major crossroads or junctions, warn or guide drivers, and ensure proper functioning of road traffic. Being unaware of road signs is akin to throwing caution to the wind. It can lead to loss of life and property. A person is supposed to be familiar (get through a written or oral test) with the traffic signs and symbols before acquiring a driving license in India.



WE CONSIDERE this a very important factor in providing the client with the confidence that their signs will be designed andmanufactured in strict accordance with IRC regulations.

D&G Engineering & Consultancy has taken up very large orderswhich have been completed in time with our most efficient staffand services

WHY TRAFFICJET

Fastest Sign Making Technology" now in India

No Pasting of Letters

No Peeling of overlay after overlay

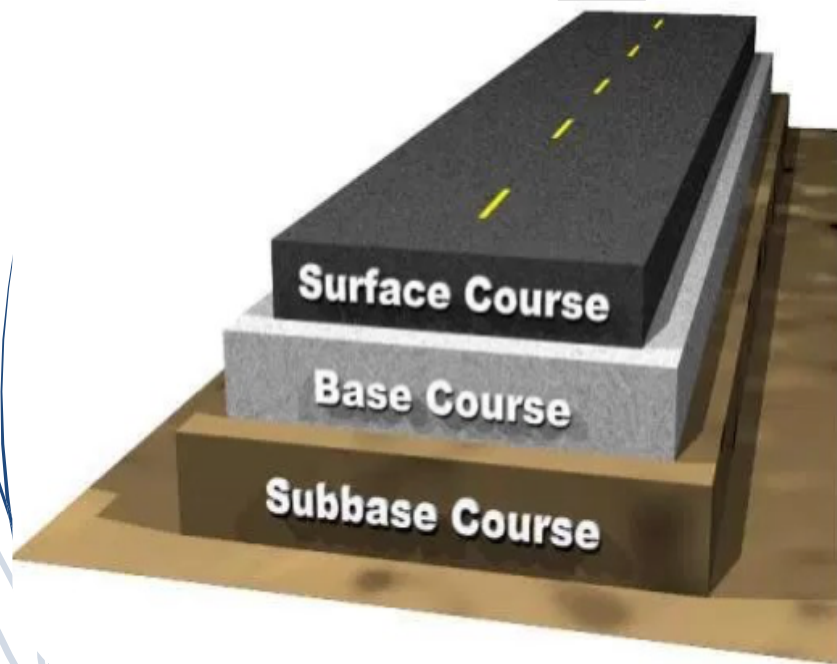
Speed and Accuracy in work

Intricate and multi color logos possible

10 year outdoor warranty



An ideal pavement should meet the following requirements: *Sufficient thickness to distribute the wheel load stresses to a safe value on the sub-grade soil,* Structurally strong to withstand all types of stresses imposed upon it,* Adequate coefficient of friction to prevent skidding of vehicles,* Smooth surface to provide comfort to road users even at high speed,* Produce least noise from moving vehicles,* Dust proof surface so that traffic safety is not impaired by reducing visibility,* Impervious surface, so that sub-grade soil is well protected, and* Long design life with low maintenance cost.



After the planning and the designing part of a project are completed, a [Detailed Project Report](#) is prepared. A detailed project report is a very extensive and collaborative outline of a project, which includes essential information such as the resources and tasks to be carried out in order to make the project turn into a success.

It can also be said that it is the final blueprint of a project after which the implementation and operational process can occur. In this comprehensive project report, the roles and responsibilities are highlighted along with the safety measures if any issue arises while carrying out the plan.

The following points play an essential role in deciding whether a project turns into success:

- Completion of the project within the stipulated period
- Priority to client satisfaction by delivering quality product after the completion of the project
- Completion of the project within the set limits of escalation of cost

PREPARATION OF DETAILED PROJECT REPORT (DPR)



DETAILED PROJECT REPORT

- Detailed project report is a complete document for investment , decision-making, approval, planning.
- Detailed project report is base document for planning the project and implementing the project.



AXLE LOAD SURVEY

INTRODUCTION:-

During the last 20 years, Botswana has made tremendous efforts in developing and improving the road network to enable efficient development of the country infrastructure. At present, the asset value of the paved road net- the country infrastructure. At present, the asset value of the paved road network alone is estimated to be about 4 billion Paula, and which comprises of about 5500 km. In order to secure and preserve such valuable asset timely and appropriate maintenance/rehabilitation interventions must take place.

Further development of the road network is expected to continue and both the maintenance/rehabilitation activities and the design of new roads will require traffic load data as one of the basic inputs.

This information needs to be collected as accurately as possible since the importance of reliable and correct information on axle loads for pavement design can not be over emphasized. Overloaded vehicles causes serious damage to all roads, however, the problem may be even more serious in Botswana as most of the country's first generation roads are reaching the end of their design life. Furthermore, overloaded vehicles also become a traffic c hazard, especially regarding the heavy vehicles braking system and additional braking distance involved.



TRAFFIC SURVEY

INTRODUCTION:-

Traffic surveys aim to capture data that accurately reflects the real-world traffic situation in the area. It may be counting the number of vehicles using a road or collecting journey time information for example, but there are many other types of data that traffic surveys collect.

Traffic surveys aim to capture data that accurately reflects the real-world traffic situation in the area. It may be counting the number of vehicles using a road or collecting journey time information for example, but there are many other types of data that traffic surveys collect.

PROCEDURE:-

We employ diverse survey methodologies like Floating-car method, moving-vehicle method, ANPR, videos and GPS to gather accurate data for Travel Time and Delay surveys.



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DRONE SURVEY

INTRODUCTION:–

An **unmanned aerial vehicle (UAV)**, commonly known as a drone, is an aircraft without any human pilot, crew, or passengers on board.

Drones are becoming a powerful tool within the **mapping and surveying industry**. They can effectively perform work for **3D mapping, land surveys, photogrammetry, and topographic surveying** with increased efficiency by flying above the ground.

Construction drones provide benefits ranging from **on-site safety to remote monitoring**. Determining project costs, tracking construction progress, and providing updates – drones do these tasks by offering videos and imagery.

While multi-rotor drones are easier to fly, those fixed-wing models will shine when you need them to survey a few hundred acres at a time. Fixed-wing drones glide through the air and stay in the air longer than a multi rotor unit.

Survey drones **generate high-resolution orthopaedics and detailed 3D models of areas where low-quality, outdated or even no data, are available**. They thus enable high-accuracy cad astral maps to be produced quickly and easily, even in complex or difficult to access environments.

