

MATEST ENGINEERING SERVICES



Certificate No. TC-6202

Company Profile

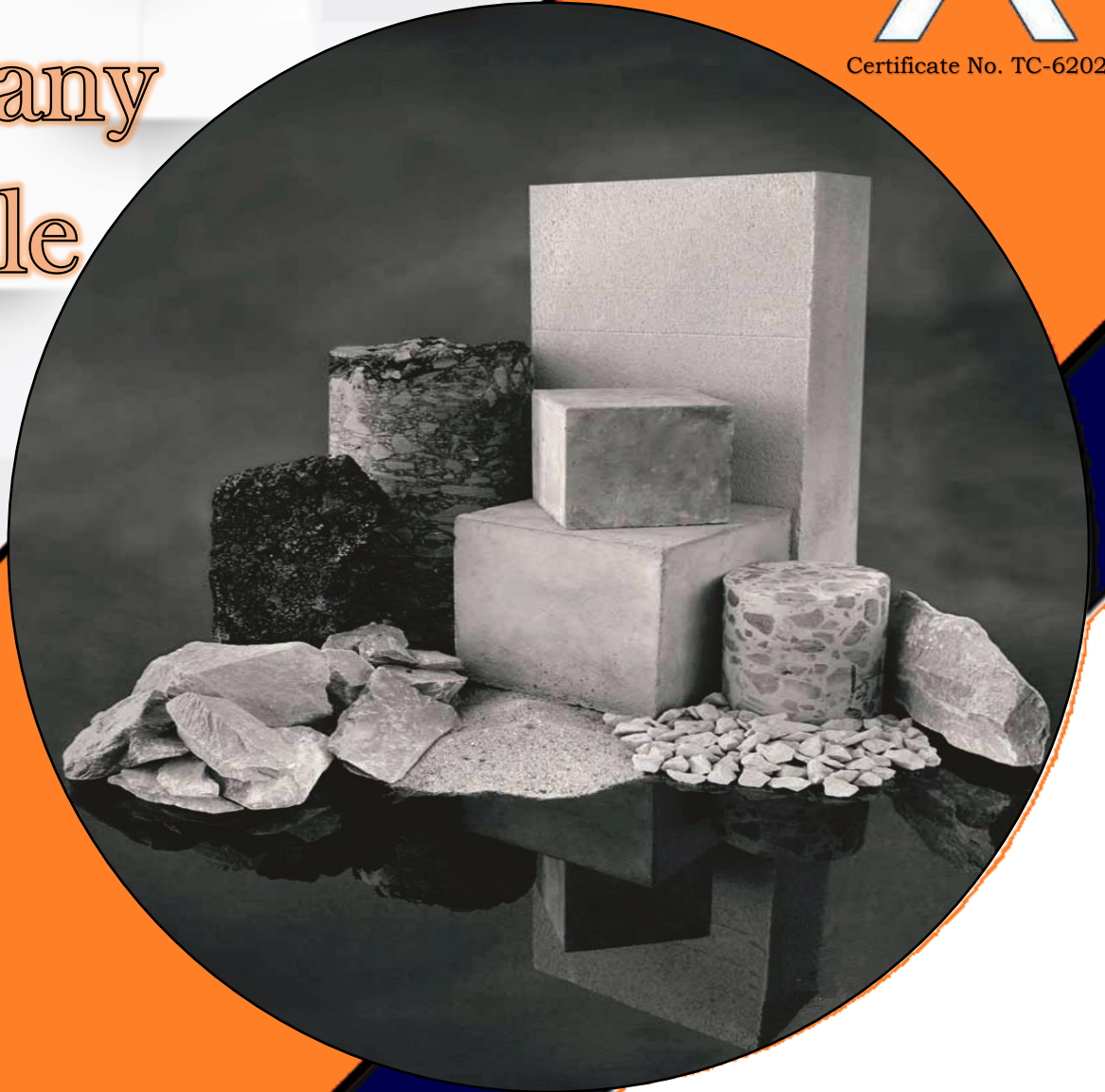


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1. ABOUT US

We have been successfully engaged in several research projects. Our Company is delivering an extensive range of Construction material tests (Soil, Cement, Aggregate, Bitumen, Brick, Concrete, Steel, Emulsion, Thermoplast, Glass Bead, Kerb Stone, Paver Block, AAC Block, Manhole Cover & Frame, Tiles, Sign Board, Cat Eye Road Stud, Natural Stones etc) from the pre-construction phase to till post-construction, Quality checking, Estimating Costing, third party inspection, Road survey, Topography Survey Investigation, Structure & Pavement Design, Geo-Technology, Detail project report preparation, & Project Management Consultancy, works with State Government, privet and other sectors similar CRRI, Airport Authority of India, Surat Municipality Corporation, GIDC, Gujarat police housing board, Irrigation department, etc.



2. INTRODUCTION

"Mattest Engineering Services" Founded by **Mr. Vishal D. Raiyani** was established in 2012 as a Civil Engineering material testing laboratory and has permanent labs based equipped site laboratories in Surat, Gujarat in India.

MES are involving Construction Material testing work and it is accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL), Gujrat government, Airport Authority of India, GIDC, PIU, Gujarat police housing board, Irrigation department etc. Mattest Engineering Services Laboratory for quality-related work. **MES** has adopted quality control systems of **ISO/IEC 17025**.

We have been successful in our endeavour to achieve the growth in stature and are now leading consulting services in the State of Gujarat. The company has been associated with some of the best infrastructures in the Nations. We have also our presence in many States and Union Territories of India and proud to have left our little contribution to the infrastructure growth witnessed in India.

In our aspiration to excel, we will continue to gather experience with every delivery and improvise keeping abreast with the technical advancement. We will continue to provide the best of our services to our clients.

Its key staff is all experienced in all types of materials testing and have been working in this or associated industry.



3. QUALITY POLICY

We at **“MATTEST ENGINEERING SERVICES”** are committed to ensure competent, impartiality, integrity and consistent operations of laboratory as well as to maintain good professional practice and build high level of confidence in our valued customers by:

- Rendering efficient, reliable, and accurate testing services by complying with National and International Standards;
- Providing valuable service to customers in a most professional manner using modern technologies/techniques;
- Implementing a management system for achieving quality objectives and overall expectations of customers about the quality of error-free and technically valid test results;
- Ensuring that all personnel familiarizes themselves with a management system in order to implement the policies and procedures, professionally and effectively in their work at all times.
- Establishing, Implementing & Maintaining Testing Services in accordance with the international standard ISO/IEC 17025:2017 & continually improving the effectiveness of the management system
- Identifying the risk and opportunity in each activity of testing laboratory and taking action to minimize risk.
- By making each employee bound by code & ethics rule which covers impartiality and confidentiality aspect.

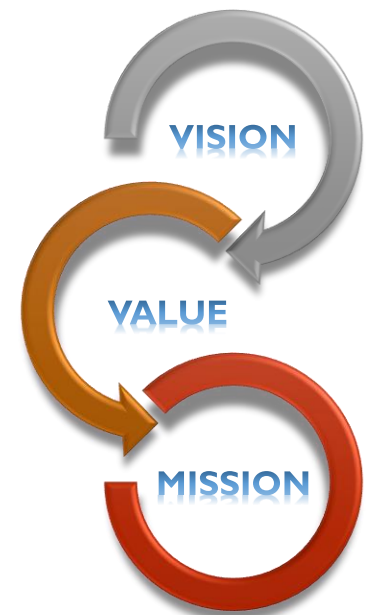


4. LICENSES, REGISTRATIONS & EMPANELMENT

- ✓ **SMC Registration No.SZ/ C/ Udhana /532729**
- ✓ **R & B Surat Sr. NO. 210.**
- ✓ **GST Registration NO. 24AAVFM4506GIZ6**
- ✓ **Udyog Aadhaar Number 728245207219**
- ✓ **P.F. License No. SZCUDHNA532729**
- ✓ **E.S.I.C Code No. 39000547350000999**
- ✓ **NABL certificate ISI/IEC 17025:2017 for construction material testing.**
- ✓ **R & B Ahmadabad, Government of Gujarat.**
- ✓ **GIDC Registration No. GIDC/ENGIE (VM)/607.**
- ✓ **Gujarat Energy Transmission Corporation Limited (GETCO)**
- ✓ **ONGC Registration No. ONGCIHZRIES/ETP/HDOL site /L/054.**
- ✓ **GSPHC, Government of Gujarat.**
- ✓ **AMC - Empanelment of PMC consultants for the construction**
- ✓ **AAI- Empanelment of Material Testing laboratory.**
- ✓ **Surat (R&B) Panchayat- Empanelment of Survey and DTP Preparation of Road Work.**
- ✓ **Sardar Sarover Narmada Nigam Ltd.**
- ✓ **Vyara Nagar Palika- Empanelment of TPI For Various Project**
- ✓ **Vyara Nagar Palika- Empanelment of Consultancy work For Various Project.**

5. VISION

Our Company evolves itself as a workplace of efficient individuals dedicated to serving the nation & Indian industry with constant improvement driven by innovation, integrity & inspiration. To be a global leader and modernizer by providing excellent technical services through the application of innovative technological solutions in Material Testing Engineering Services.



6. VALUE

Our axiom is "**Quality Care is Only Fair**" and provides quality services to all its customer. Hence, we are known for reliability, quality and timely completion of the projects. We also provide the Highest Quality Services with value and innovation to help our clients realize their goals. This is the reason why most of our clients are repetitive and are highly satisfied.

7. MISSION

We work hard to render the best services and solutions to our customers and live up to customers' expectations to establish a long-term relationship of mutual benefit and hence the mission of Our Company is we believe in creating value through customer satisfaction. Business partnering and long-term association with customers is our strength.



8. COMPANY PROFILE

MES is one of the most technically advanced civil engineering materials testing laboratories in the country.

MES as a professional Construction Materials Testing Laboratory commits itself to the highest standards of ethical and professional conduct. **MES** is synonymous with Quality and Integrity and shall display the same in all its activities.

As a staff member, every employee of **MES** shall maintain professional conduct in the workplace and shall not allow personal feelings or beliefs to cause one to treat people - customers, competitors or other stakeholders - unfairly or unprofessionally.

Our technical staff possesses certain expertise, experiences, and resources with regarding the testing of civil engineering related construction materials.

Our premises are ideally situated at A-39, 40, 41, City Industrial Estate, Udhana-Navsari Road, Udhana, Surat-394210. It is from these premises that we provide the civil engineering and related industries with the most comprehensive selection of integrated advisory and technical services.

Our services are specially tailored to meet the individual needs of all its clients. They include field-testing, and technical supervision on construction sites. **MES**'s wide range of laboratory and technical services are further complemented by the specialized testing facilities of its member firms throughout the Republic of India

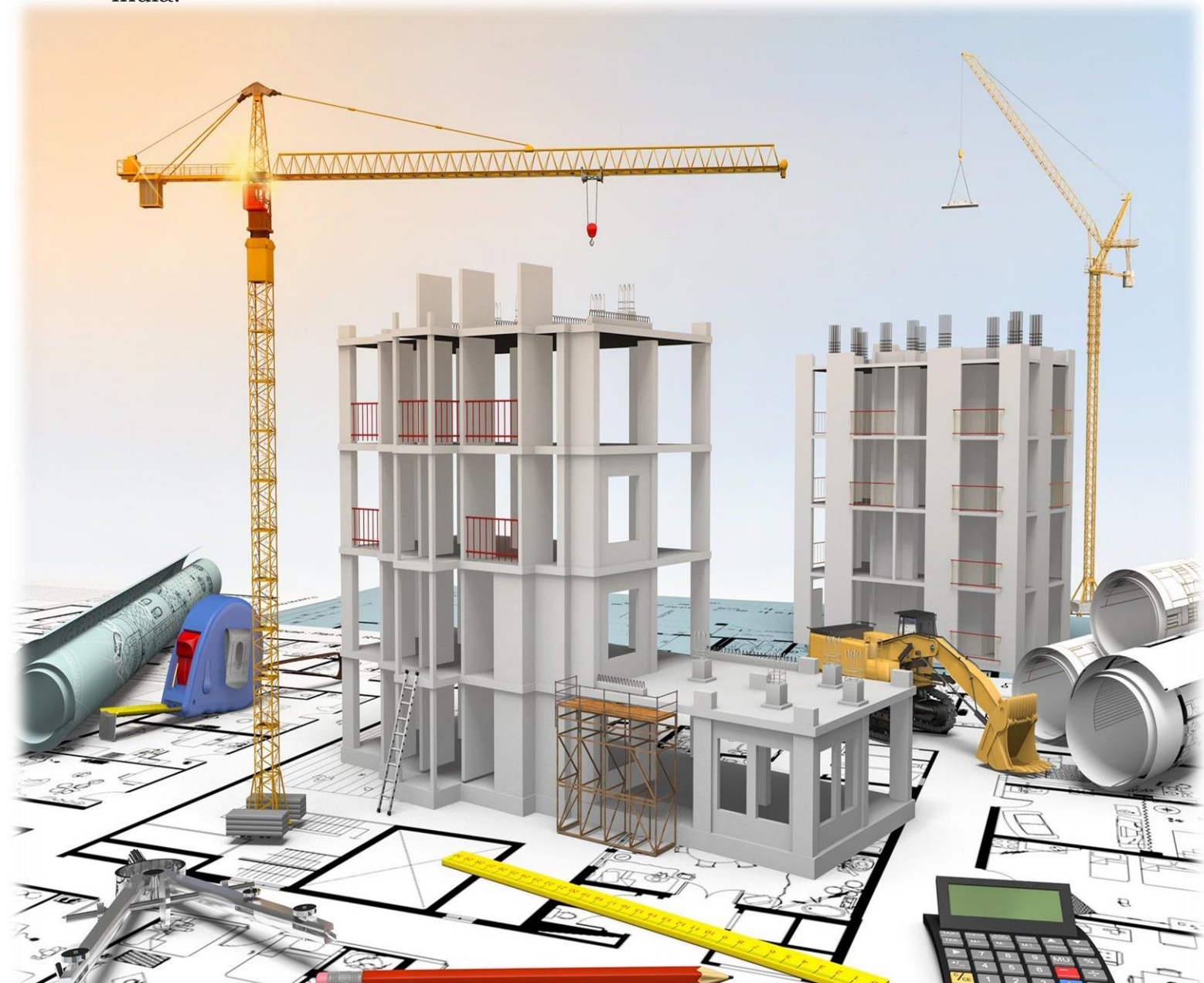


To achieve this strategy focuses on the following key growth activities:

- Qualified and experienced human resources.
- A wide range of Sophisticated Instrumentation.
- Precise, Accurate and Prompt results.

MES offers its customers a professional, efficient and reliable construction materials testing service, which includes the prompt and accurate reporting of test results. Our experienced engineers and technicians can execute a range of services, specializing in material testing, to all relevant National and International Standards, with specific tests designed to suit materials and site environments.

MES has modern, fully equipped, accredited laboratories in Surat and can provide fully accredited on-site materials testing facilities for major projects throughout India.



9. MANAGEMENT

Our management team consists of extremely well-experienced professionals. Our resources are highly qualified and experienced. We provide Testing, TPI and Multi-disciplined engineering services to all over Gujarat.



Mr. Vishal Raiyani, (Founded (CEO)) of MATTEST in 2012. Mr. Vishal is a Civil Engineer from the Institute of Bhavnagar University in 2009. He pursued a M. Tech in TE & P from SVNIT, Surat in 2012. Now he is doing research in Geotechnology. He commences MES integration journey from testing laboratory to TPI, Surveying to PMC, DPR to Consultancy and etc. He is a lifetime member of Indian Road Congress (IRC) and institute of engineers. He is elected as president of the Gujarat Engineering Testing Laboratory Association (GETLA) and he is also selected treasurer of Indian Building Congress Surat chapter (IBC).



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Mr. Rakesh Gevariya, (Co-founder) of MATTEST in 2012. Mr. Rakesh is a Civil Engineer from the Institute of Veer Narmada University in 2009. He pursued a M. Tech in TE & P from SVNIT, Surat in 2012. He is a lifetime member of Indian Road Congress (IRC), Indian Building Congress (IBC), institute of engineers, and Central Road Research Institute (CRRI). He gains his expertise in many Civil Engineering fields like Design of Flexible and Rigid Pavements, Transportation Engineering, Civil Engineering Material Testing, etc.



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Mrs Vruti Raiyani, (Quality Manager) of MATTEST since in 2015. Mrs. Vruti is a Civil Engineering from the institute of Gujrat University in 2009. She pursued a M. Tech in TE&P from SVNIT, Surat in 2012. She has a one-year experience of lecturer in engineering college and she was an assistant engineer of GWSSB from 2012 to 2015. She gains her expertise in many Civil Engineering fields like Transportation Engineering, Civil Engineering Material Testing, Traffic Engineering, signal design, etc. She also participated 15 days short term coarse on Road Safety Audit



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Mr. Naynesh Patanvadiya, (Relationship Manger cum Technical Manager) of MATTEST since in 2012. Mr. Naynesh is a Diploma Civil Engineer from Gujrat Technical University in 2012. He has been Relationship Manager of MES since 2012. He is a lifetime member of institute of engineers. He gains his expertise in many Civil Engineering fields like Civil Construction, Traffic Engineering, Transportation Engineering, Civil Engineering Material Testing & Road Topography Survey Estimate, DPR Preparation, etc.



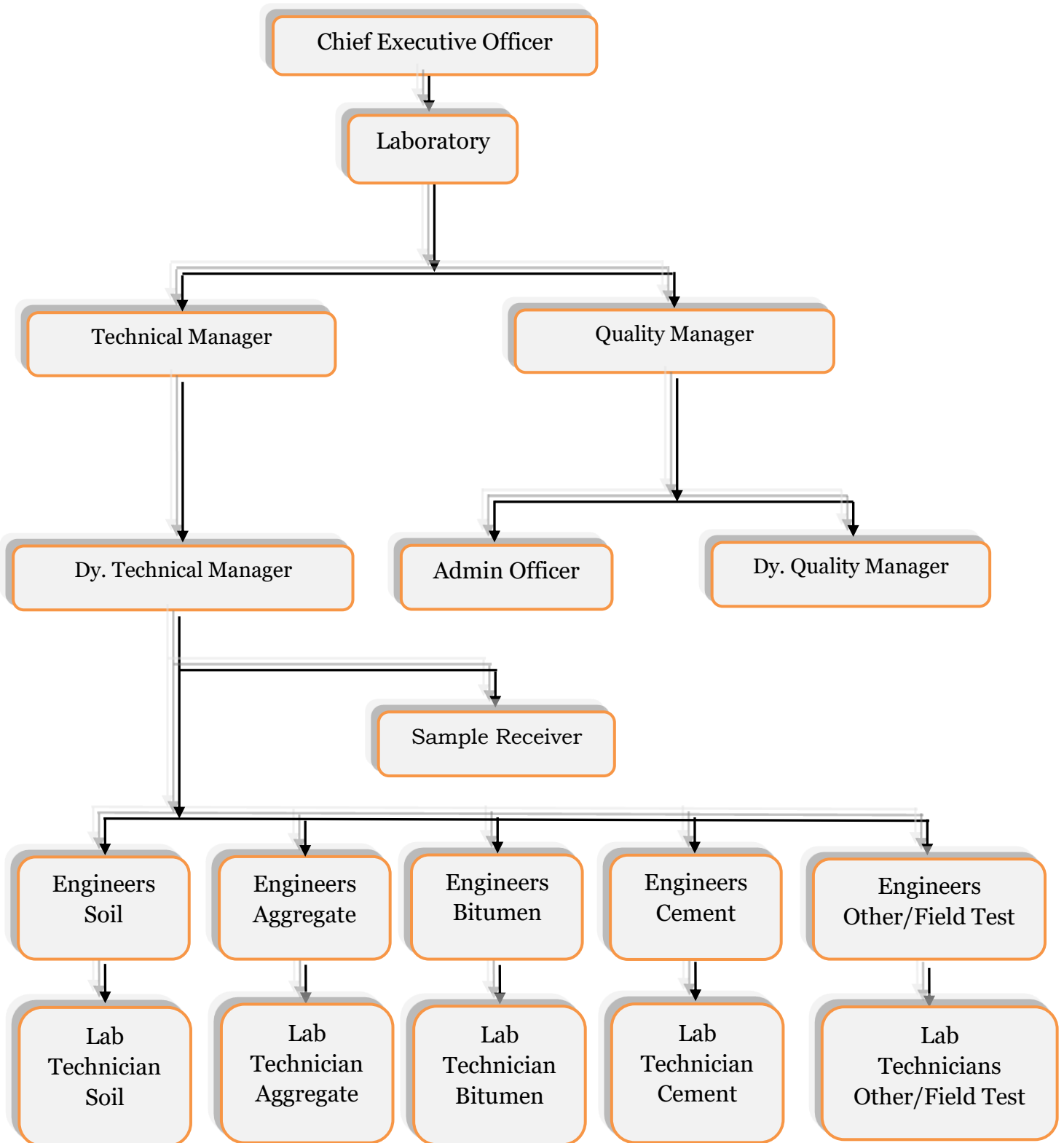
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10. ORGANIZATIONAL STRUCTURE

Organizational structure of “**MATTEST ENGINEERING SERVICES**” Laboratory’s for NABL Accreditation is as follows.



11. SERVICES

We offer the art of the precise, accurate and reliable testing service of Mechanical Test of Construction Material as per National/ International Standards. We facilitate to perform following tests on construction materials.

11.01 Laboratory Test Carried Out

(A) Cement Test

- Consistency
- Initial Setting Time
- Final Setting Time
- Compressive Strength
- Fineness by Specific Surface by Blain air permeability
- Specific Gravity
- Soundness by Le-Chatelier



(B) Hardened Concrete Test

- Compressive Strength
- Flexural Strength
- Split Tensile Strength
- Slump Test



• Brick Clay/ Fly-Ash Test

- Compressive Strength
- Water Absorption
- Efflorescence
- Dimension

(C) Coarse Aggregate Test

- Sieve Analysis
- Bulk Density
- Flakiness Index
- Elongation Index
- Impact value
- Loss Angles Abrasion Value
- Crushing Value
- Water Absorption
- Soundness Test
- Ten Percent Fines Value
- Alkali Aggregate Reactivity



(D) Fine Aggregate Test

- Sieve Analysis
- Bulk Density
- Specific Gravity
- Water Absorption
- Finer than 75 microns
- Soundness by Sodium Sulphate



(E) Bitumen Department

- Specific Gravity
- Ductility
- Penetration
- Softening Point
- Absolute Viscosity
- Kinematic Viscosity



(F) Bitumen-Mix Test

- Marshall Stability
- Binder Content
- Flow Test
- Density Test

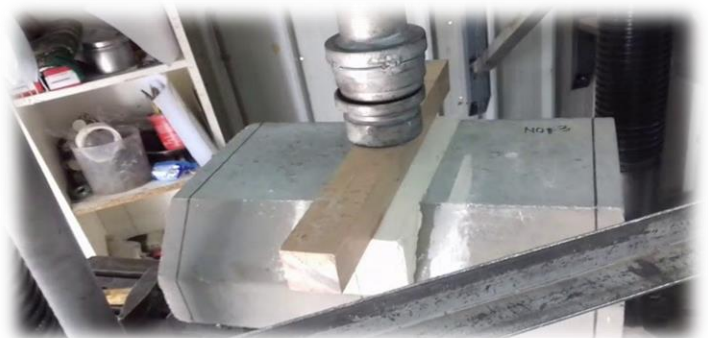


(H) Kerb Stone & Glass Bead Test

- Compressive Strength
- Water Absorption
- Gradation

(G) Emulsion & Thermoplast Test

- Residue by Evaporation
- Say bolt Viscosity
- Stability of mixing with Cement
- Residue on 600 micron is sieve,



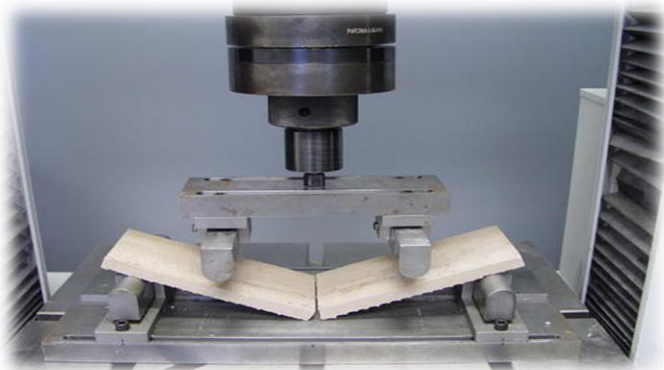
(I) High Strength Deformed Steel Bars

- Mass Per Meter
- Yield Strength
- Tensile Strength
- Elongation Test
- Bend Test
- Re-bend Test



(J) Tiles Test

- Abrasion Resistance
- Acid Resistance
- Breaking Strength
- Dimension Test
- Flexural Strength
- Water Absorption



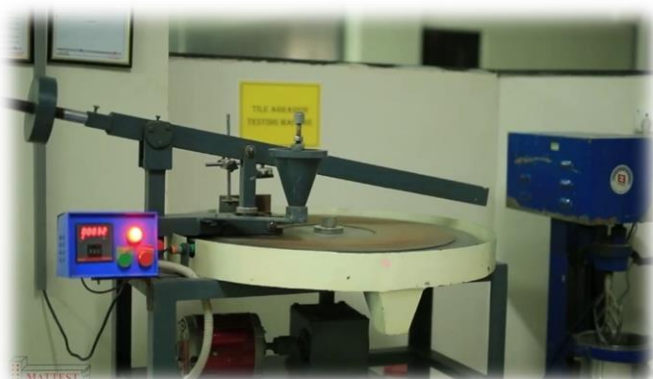
(K) Soil Test

- Hydrometer analysis
- Grain Size Analysis (Wet & Dry analysis)
- California Bearing Ratio
- Light Compaction
- Heavy Compaction
- Direct Shear Test (DUU)
- Consolidation Test
- Free Swell Index
- Specific Gravity
- Shrinkage Limit
- Liquid limit
- Plastic Limit
- Unconfined Compression Strength
- Swelling Pressure
- Relative Density
- Triaxial (UU) cohesion friction angle



(L) Paver-block Test

- Compressive Strength
- Water Absorption



11.02 At Site Testing Carried Out



11.03 GEO TECHNICAL INVESTIGATION

Soil investigation is to carry out physical testing on site to understand the ground conditions for geotechnical design (foundations, retaining walls & soil improvement). Usually, laboratory testing on soil samples extracted from site works will be carried out to determine the engineering properties of soil.



(A) Plate Load Test

A Plate Load Test is a field test to determine the ultimate bearing capacity of the soil and the probable settlement under a given loading. The test essentially consists of loading a rigid plate at the foundation level and determining the settlement corresponding to each load increment. The ultimate bearing capacity then takes as the load at which the plate starts sinking at a rapid rate.



(B) Field CBR Test

The California Bearing Ratio (CBR) field test measures the relative strength of in-situ soils and some base course materials for use in pavement design. The field test procedure uses a loading jack to force a piston into the soil at the test site and comparing the piston load to depth of penetration.



11.04 SUBSTANTIAL TESTING INSTRUMENTS ON LABORATORY

Sr No	Name of Equipment
1	Axeal Weighing Pad Machine
2	Retroreflectometer For Sign Board Testing
3	Retroreflectometer for Road Marking Line
4	Falling Weight Deflectometer Machine
5	Benkelman Beam Deflection Machine
6	Total Station
7	Auto Level
8	DGPS
9	Metal Detector
10	Compressive Testing Machine
11	Flexural Testing Machine
12	Man Hole Cover Machine
13	Universal Testing Machine
14	Digital Humidity & Temp. Controller
15	Digital Constant Temperature Water Bath
16	Digital Swelling Pressure
17	Digital Direct Shear
18	Consolidation Machine
19	Digital CBR Machine
20	Relative Density Machine
21	Digital Triaxial Machine
22	Loss Angeles Abrasion
23	Digital Viscosity Bath
24	Digital Muffle Furness
25	RTD Senser Thin Film Oven
26	Digital Marshall Test Equipment
27	Digital Vibrating Machine
28	Rebound Hammer
29	UPV (Ultrasonic Pulse Velocity)
30	Plate Load Testing
31	Standard Penetration Test Kit (SPT)

11.05 DESIGN

- Design of CNS soil
- Design of Soil Bearing Capacity
- Effect of various chemicals, plasticizers, additives used in concrete.
- Mix design of Bituminous
- Mix design of Concrete
- Sub-grade & Sub-base layer - Mix Design

11.06 HIGHWAY ENGINEERING

Our Company are adept in providing Highway engineering services from the early planning stages of a project to development of design plans and through final implementation in the field. Our Company provides comprehensive road transport consultancy services covering all aspects of conceptual planning, DPR, Pre-Tender engineering, Detailed Engineering Design of rural roads and highways under EPC, BOT, Annuity, HAM or any other model.

(A) DETAILED PROJECT REPORT

- Pre-Tender Engineering Studies
- Detailed Engineering Design
- Pavement & Geotechnical Engineering
- Topographic Survey
- Highway Geometric Designs



- Rate Analysis, Value Engineering/Project Cost Estimate and Contract Packaging & Implementation Schedule
- Bid/Tender Packages Documentation and Pre-Bid Assistance (Approval Dossiers)
- Road Safety Audit

(B) HIGHWAY GEOMETRIC DESIGN

- Road Inventory and Alignment reconnaissance survey
- Highway Cross Sections
- Horizontal and Vertical alignment Design on Techno-Economic considerations
- Embankment Design
- Identification of Type and Intersection/Interchange Design
- Drainage Design
- Planning and Design of Bus bays & Passenger Shelter, Truck Lay bye & Rest Areas etc.
- Road Safety Audit and Design of Road furniture and safety features
- Traffic management and safety during construction

(C) TOPOGRAPHIC SURVEY

- Contemporary Detail Topography DGPS or Drone Survey,
- Conventional Topography Surveys
- Fixing of TBM Stone
- Fixing of DGPS control Points (Pillar) in pair
- Horizontal Control grid fixation using DGPS
- Detailed Topographical Surveys by Electronic Total Station (ETS)
- Demarcation/Set out of proposed Centre Line.



- Cross-Sections and Level work using Auto Level/Digital Level
- Fixing of ROW
- Preparation of Digital Survey Maps and drawing, Contour
- Maps, Digital terrain models and Survey database

(D) PAVEMENT ENGINEERING

- Pavement Condition Surveys by visual means and by advanced NSV
- Assessment of Pavement Structural Strength by FWD, KGPBACK & ELMOD and IITPAVE.
- Estimation of residual life and overlay design
- Subgrade Investigations - Trial Pits
- In site tests - Sand Replacement & Dynamic Cone Penetrometer Test
- Flexible & Rigid Pavement Design
- Alternative Pavement Designs with Advanced Materials
- Material Investigations & Embankment Design
- Analysis of Pavement Deterioration and Pavement Performance/Structural and Functional Assessment

(E) DETAILED ENGINEERING DESIGN

- Design Basis Report
- Detailed Topographic Surveys
- Traffic & Axle Load Surveys
- Road and Junction Inventory and Pavement Condition Surveys
- Pavement and Material Investigation surveys & Lab Testing



- Inventory & Condition surveys for bridges, Cross-drainage structures & Hydraulic Data Collection
- Geotechnical Investigations and Sub Soil Exploration
- Traffic/Pavement Design Report & Drawings
- Highway, Bypass & Service Road Geometric Design
(Alignment Plan & Profile, Cross-sections, Horizontal and Vertical design)
- Road Embankment & Cut Section, Drainage design, Truck Lay-byes, Bus-bays/ Bus shelters; etc.)
- Junction Improvement & Road Furniture Plans and Drawings
- Drawings for Miscellaneous Items
(Toll Plaza and Rest Area Drawings, During Construction Traffic Diversion Drawings etc.)
- Approvals from Proof and Authority Engineer
- Rate analysis, Project Bill of Quantities and Value engineering

(F) FEASIBILITY STUDIES/DETAILED PROJECT REPORT (DPR)

- ATCC Video based Traffic Surveys, Analysis and Demand forecast with different traffic risk scenarios
- Road Inventory Surveys and Road Safety Audit
- Pavement Condition Survey
- Roughness Survey using Bump Integrator, ROMDAS, NSV
- GPR & FWD Surveys
- Test Pits and Laboratory Tastings
- Material Investigations and Tastings
- Geo-technical Investigations and Sub-Soil Exploration
- Inventory & condition surveys for bridges & cross-drainage structures
- Hydraulic and Hydrological Investigations
- Bridge/CD Structures Design and Structure Rate Analysis & BOQ
- Pavement Design & Embankment Design
- Road Geometric Design (Cross-sections, Horizontal and Vertical design) Intersection & Drainage design,
- Toll Plaza Rest Area etc.
- Drawings with all Road Furniture Items (Road, Embankment & Drainage, Traffic Safety Features, Road Furniture and Road Markings, Arboriculture and Landscaping)

- BOQ, Rate analysis & Project Cost Estimation and Technical Specifications
- Strip plan and utility/tree cutting report with estimates Land Acquisition, Collection of maps &
- Revenue Record Data Collection
- Preparation of Technical Schedules & Tender Documents

(G) PRE-TENDER ENGINEERING STUDIES

- Appraisal of Authority Documents - RFP, Schedules, DCA & Project reports etc.
- Method Statement/Project Quality Plan (PQP)
- Preliminary Project Assessment
- Topography Level Surveys
- ATCC Video-based Traffic Surveys, Analysis and Demand forecast with different traffic risk scenarios
- Axle Load & Road Inventory Surveys
- Pavement and Material Investigation surveys
- Residual Life Estimation/Overlay Design by FWD deflection data, KGPBACK & IITPAVE
- Bridge & CD Structure Inventory & Condition Surveys
- Improvement Proposals and Preliminary Designs
- Design Drawings
- Bill of Quantity & Rate analysis, Project Cost Estimation and Value engineering



11.07 BRIDGE ENGINEERING

We have delivered structural engineering consulting services for the planning, design and construction management of all structures related to transportation projects including highway and railway bridges, river crossings, movable bridges, elevated transit guideways, tunnels, pedestrian bridges and transit stations. We also provide structural engineering services for the restoration and rehabilitation of historic and heritage structures including masonry buildings and concrete & steel bridges.

- Inventory & Condition surveys for bridges and other cross-drainage structures
- Techno-economic feasibility studies and conceptual/preliminary detailed design
- Geo-technical investigation including deep drilling and in-situ lab tests
- Detailed hydraulic analysis including estimation of: flood discharge, fixing of bridge length and ascertaining span arrangement
- Analysis and design of all types of superstructures including RCC Slab, RCC T-Beam, PSC, Composite etc. (specialization in composite integral bridges)
- Analysis and design of all types of substructures and foundation (open/pile/well).
- Detailed structural design and drawings (GAD & Construction Drawings) Value Engineering,
- Inspection, strength assessment and rehabilitation studies for old bridges



11.08 TRAFFIC ENGINEERING

Our Company provides a comprehensive range of professional services across the entire spectrum of traffic engineering consulting. Our range of technical staff has extensive experience in traffic engineering, traffic operations and traffic system design. Various traffic studies are successfully completed with traffic projection and infrastructure planning. Traffic studies include traffic volume count survey either manually or by using video recording, Origin-Destination surveys, turning movement surveys, Pedestrian crossing survey, Households survey, Stated preference survey etc. Traffic control and management remain a particular challenge in densely populated cities and towns. More efficient use of existing roadway capacities, harmonized traffic flows, emission-related traffic control, prioritization of public transport means and the focus on pedestrian safety are some of our approaches to better manage urban mobility. We have proven that our solutions in constant traffic monitoring and adaptive traffic control help reduce travel times.

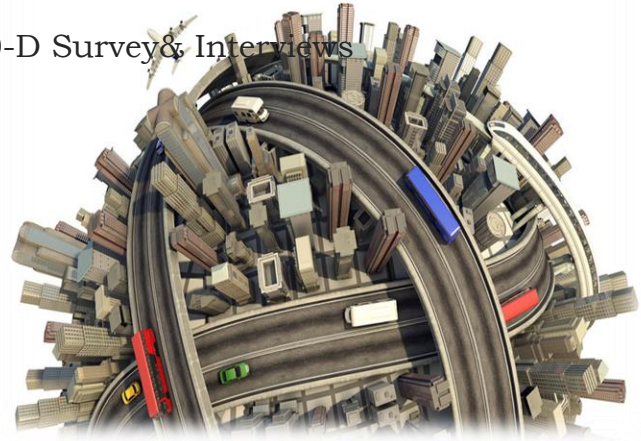
⇒ **TRAFFIC ENGINEERING SURVEYS**

- Classified Volume Count Survey/
- Mid-Block Count Survey
- Weekly Traffic Counts and Traffic
- Sampling services to Concessioners/
- Govt. Organizations
- Local Registration Survey as per new toll policy
- Turning Movement Count Survey
- O/D and Willingness to Pay survey
- Truck Parking Survey



⇒ **TRAFFIC PLANNING SURVEYS**

- Household Interview Surveys (Travel Planning Surveys)
- Parking Demand and Supply Survey
- Transport Terminal Surveys
- Public Transport Survey
- Rail/Bus/Ferry: Passenger Counts, O-D Survey & Interviews
- Bus Stop surveys
- Transportation Planning Surveys
- Bus loading Survey
- IPT survey
- Work Centre survey
- Slow Modes Surveys-Pedestrian/Cycle



(A) AUTOMATIC TRAFFIC DATA COLLECTION

- Axle Load Surveys is required to know the existing loading characteristics of the different types of goods vehicles for pavement design. We have provided Axle load data collection service with sophisticated Axle Pads (2 Nos.)
- Automatic Traffic Counter & Classifier (ATCC) Surveys
- We have provided service to carry out Counting and classification of vehicles with the help of Portable
- AVCC/ATCC system (intrusive -Tube, Piezo Technology etc.) for Traffic Sampling/Toll Audit requirement of Govt. Authorities. Two sets of ATCC systems, one each for upstream and downstream traffic for 4 lane divided road.

11.09 TRANSPORTATION ENGINEERING

Transportation inhabits a high place in modern life and its large extent influence in all spheres of life. So, for the betterment we try to include a wide range of disciplines and covers everything necessary to tackle modern transport problems and to plan and effectively manage transport systems. Our transport planning capabilities vary from Transportation Master Plans, Public



Transport Planning, Transportation Terminal Design, Pedestrian Mobility and Infrastructure Planning, transportation economics etc we provide a broad array of Transportation Planning related services to both the public and private sector including.

- Transportation Master Plan
- Comprehensive Mobility Plan (CMP)
- Comprehensive Traffic and Transport Studies (CTTS) including Mass Transport options (Metro, Light Rail, Monorail & BRTS)
- Multimodal Transport Studies
- Public Transport Planning
- Development of Transportation Operational Models, Schedule Planning, Tariff and Ticketing Systems service and time tables Integrations
- Regional Transportation Planning
- Transit Planning and Design Studies
- Traffic Network Modelling/Transport Demand Modelling and Transit Ridership studies
- Development of Comprehensive Travel Demand Models, including four stage models (for trip generation, trip distribution, mode split and traffic assignment)
- Event Traffic and Transport Planning
- Pedestrian and Cyclist Studies
- Parking Demand assessment & layout design and Traffic Circulation Studies.
- Economic Feasibility studies, cost benefit analysis and road user cost studies



(A) AXEL WEIGHING PAD TEST

Axle Weighing Load Pad providing a variety and ease of vehicle load monitoring solutions and survey. These scales have a large weighing surface, making them very easy-to-use method of determining or measurement of axle load. Axle Weighing Load Pad providing a variety and ease of vehicle load monitoring solutions and survey. These scales have a large weighing surface, making them very easy-to-use method of determining or measurement of axle load.



11.10 BENKELMAN BEAM DEFLECTION

(A) KEY BENIFITS

- The Benkelman Beam developed at the Western Association of State Highway Organizations (WASHO) Road Test. It is a simple device that operates on the lever arm principle. The Benkelman Beam is used with a loaded truck – typically 80 kN (18,000 lb) on a single axle with dual tires inflated to 480 to 550 kPa (70 to 80 psi).
- Measurement is made by placing the tip of the beam between the dual tires and measuring the pavement surface rebound as the truck is moved away. Surface deflection is measured as a pavement surface's vertical deflected distance as a result of an applied (either static or dynamic) load.
- The more advanced measurement devices record this vertical deflection in multiple locations, which provides a more complete characterization of pavement deflection.



11.11 FALLING WEIGHT DEFLECTOMETER (FWD)

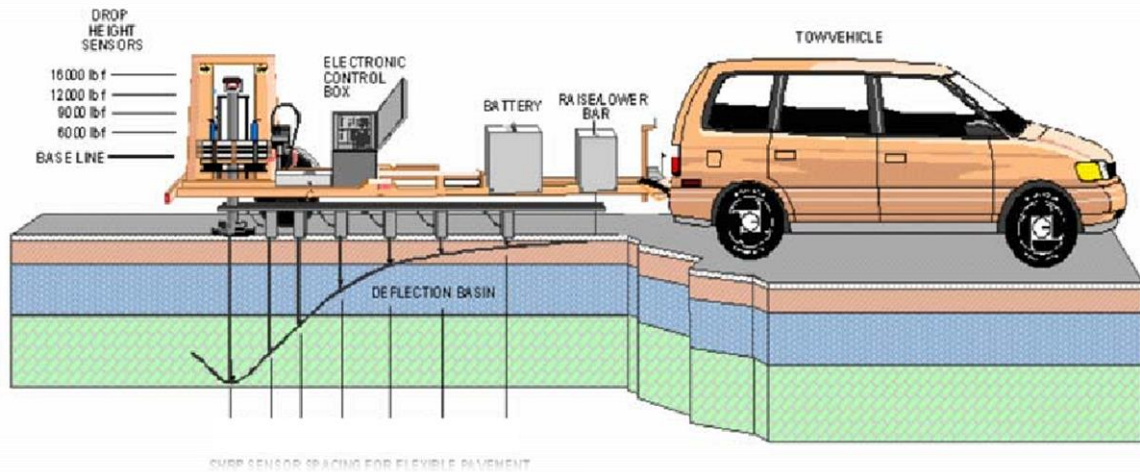
- A falling weight deflectometer (FWD) is a testing device used by civil engineers to evaluate the physical properties of pavement. FWD data is primarily used to estimate pavement structural capacity for 1) overlay design and 2) to determine if a pavement is being overloaded. Use includes (but is not limited to) highways, local roads, airport pavements, harbor areas and railway tracks.
- The machine is usually contained within a trailer that can be towed to a location by another vehicle. It can also be built on a pickup truck or inside a minivan. There are also comprehensive units where a FWD device is mounted on a heavy truck together with a GPR cart and a TMA protection to have a complete road survey vehicle.



(A) ECONOMIC BENEFITS

- Dynamic loading enables mechanistic-empirical analysis of the pavement layers and the determination of optimum rehabilitation strategies
- Automated and rapid structural pavement testing
- Determines the layer of failure, rather than determining simply the bearing capacity





(B) KEY ENGINEERING BENEFITS OF FWD

- Our FWD provides accurate, reproducible and repeatable data
- The automated load and deflection sensing ensure consistent data
- Automated and real-time monitoring of load cell, geophones and data variations ensures high quality of collected data
- Uses mechanistic analysis allowing testing of most pavement structures
Four segmented loading plate with swivel to accommodate uneven or rutted pavement surfaces
- Air/Pavement Temperature Sensors
- Distance Measuring Instrument (DMI)
- Video Monitor & Colour Camera
- The FWD is used worldwide from the hottest and driest deserts to the humid tropics and the cooler polar regions.



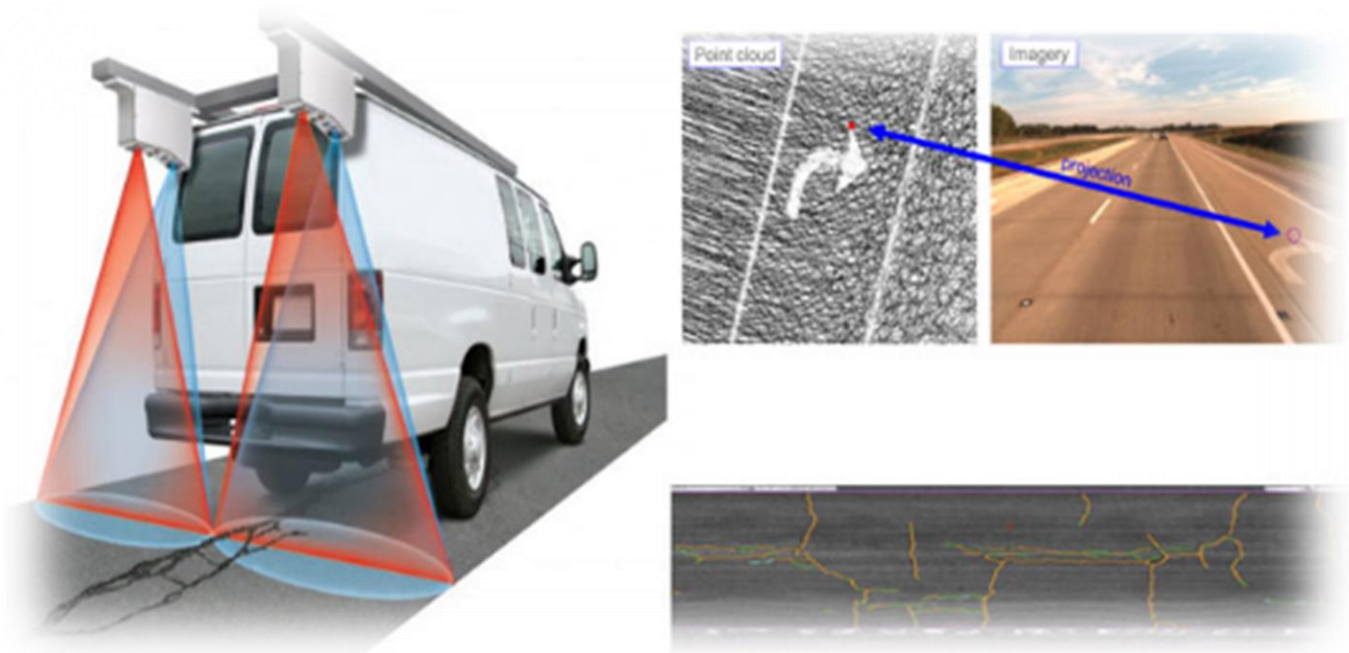
11.12 NETWORK SURVEY VEHICLE (NSV)

Network Survey Vehicle (NSV) mounted with equipment such as laser based automatic crack detection, high resolution digital cameras for surface pavement defects, high accuracy DGPS receiver and in vehicle data processing software to accuracy measure pavement surface properties such as cracking, potholes, ravelling, rutting and roughness.



(A) Technology used in NSV System

- Laser Based automatic crack detection.
- High resolution digital camera for 360-degree imagery
- Record images at user-defined intervals
- DGPS receiver
- Survey at high speed
- Vehicle data processing software.



11.13 ROAD SAFETY & ROAD SAFETY AUDIT

MES puts traffic safety to the foremost level. Its safety specialists, lead by **Mr. Vishal D. Raiyani**. We provide the specialized services in the road safety primarily in the field of Road Safety Audit and Accident 'Blackspot' Investigation and Countermeasures. We analyse police records and other data and conducts field investigations to pinpoint causes and contributing factors to safety problems. We also tailors' sensible corrective measures, ranging from better signage and road markings to improved traffic regulations and enforcement of traffic laws. We are working for both public road agencies and private toll road operators as independent road safety advisors/auditors.

We consider road safety to be a fundamental ingredient of the overall traffic system, whether it is a planning or design issue. The experience gained in carrying out Road Safety Audit has enabled its designers to come out with roads that are efficient, safe and comfortable that caters to the needs of the vulnerable road users such as motorcyclist, pedestrians and bicyclists. We offer a select team of road safety engineers, road safety auditors, traffic engineers, and indeed specialists of road safety engineering. We have experience in undertaking all five stages of road safety audits:

- Stage 1: Feasibility and Planning Stage
- Stage 2: Preliminary Design Stage
- Stage 3: Detailed Design Stage

MES was one of the pioneers of this process in Surat and has contributed to the advancement of **Road Safety Audit** in more than Projects in the past years. MES has now undertaken several Numbers of audits.



**SAFETY
FIRST**



11.14 ROAD SAFETY MATERIAL TESTING

(A) RETROREFLECTOMETER

- Retroreflective materials have to fulfill performance limits to the coefficient of retroreflection R_A of traffic signs and the coefficient of retroreflection R' of safety garments and contour safety markings which are defined within international standards.
- It is designed to measure the retroreflection (RA) of road signs and other Materials. Measures all types of retroreflective materials with a single measurement.
- Reliable and field-proven, it delivers a simple, economical solution for Improving and maintaining roadway safety by providing a zero-error means of assessing reflectivity data and inventory management control.
- For road authorities, road laboratories, expert witnesses as well as manufacturers of traffic signs, license plates, contour safety markings, safety garments and their customers.
- Determination of the coefficient of retroreflection R_A of traffic signs as well as the coefficient of retroreflection R' of safety garments; for all types and colors of retroreflective material.



(B) RETROREFLECTOMETER FOR ROAD MARKING LINE

- Retro reflectometer for measuring night visibility (R_L) of pavement markings at traffic speed, is a new generation of mobile systems – and has already achieved a significant market penetration. The system solution outperforms other similar systems by offering better and more sophisticated solutions to mobile retroreflective measurements, including night visibility R_L , daylight contrast, marking width, road stud (RRPMs) presence, etc.
- The LTL-XL retroreflector meter a portable field instrument intended for measuring the retroreflection and reflection properties of road markings. It measures the (R_L) value (coefficient of retroreflected luminance at night) and the Q_i value (day light visibility). (R_L) is a measure of the lightness of the road marking as seen by drivers of motorized vehicles in car headlight illumination.

11.15 ROAD MARKING TESTING

- High levels of retro reflectivity, luminance and skid resistance rate all necessary performance characteristics for a good quality road marking. We provide attesting services for road marking.
- Tests carried out include measuring the retro reflectivity, luminance and skid resistance of a road marking.



11.16 RETRO-REFLECTIVITY

- Retro-reflectivity is the ability of a road marking to reflect light from a vehicle's headlights back to the driving position of a vehicle. The continuing performance of the line is determined by the amount and quality of glass beads included in the body of the road marking. Retro-reflectivity is measured using a piece of equipment known as a Reflectometer. For reflection in daylight or under road lighting the luminance coefficient in diffuse illumination Q_d is used and is expressed in $\text{mcd}/\text{m}^2/\text{lux}$. Retro-reflectivity is measured using a Reflectometer



(A) LUMINANCE

Luminance is the property of the marking which describes the brightness of its color. Luminance poses difficulties of compliance where the Texture Depth of the road surface is above 2mm. Where the surface is very coarse; eg. Newly surface dressed roads with a texture depth of 4.5 mm it may prove extremely difficult to achieve a luminance value, hence Class B0 may have to be specified. Luminance is measure using a Luminance meter.

(B) SKID RESISTANCE

Skid resistance measurement on road markings is carried out using the standard British pendulum apparatus. The units of measurement quoted in IS EN 1436 are followed by the abbreviation SRT. IS EN 1436 has a range of Skid Resistance Classes ranging from S0 to S5. The Skid Resistance Class specified for white and yellow



road markings on public roads in Ireland should be Class S2 SRT > 50. The skid resistance of freshly applied road markings tends to increase in value due to the effects of trafficking and weathering. For items such as transverse yellow bar markings at roundabouts, hatching and chevron areas, a higher Class of skid resistance is generally specified.

Sr. No.	Equipment Name	Application
1.	Retro-reflective Sheeting for Signages	<ul style="list-style-type: none"> • Co-efficient of Retroreflection
2.	Roads Studs / Cat-eye	<ul style="list-style-type: none"> • Compressive Strength • Flexural Strength • Lens Impact Strength • Co-efficient of luminous intensity
3.	Hot applied Thermoplastic Road Marking	<ul style="list-style-type: none"> • Retro Reflectivity • The proportion of Constituents of Marking Pain • Skid Resistance

(C) MEASURES PLANNING & DESIGN

- Road Signs
- Road Marking
- Road Delineators
- Road/Street Lightings
- Road Studs & Attenuator
- Crash barriers (Road Side and Median Barriers)
RBS, KS and HS
- Pedestrian Railings/Guard Rails/Footpaths etc.

11.17 BUMP INTEGRATOR TEST (BI)

- Bump Integrator also known as Rough meter or Automatic Road Unevenness Recorder gives quantitative integrated evaluation of surface irregularities on a digital counter I LCD screen. It comprises of a single wheeled trailer, with a pneumatic tyre mounted on a chassis, on which an integrating device is fitted.



11.18 SURVEYING

We have a strong team of consultants, engineers and surveyors. The team is extremely reliable and capable of efficiently accomplishing the projects under a given deadline. We ensure our team undergoes through training programs at regular intervals to keep them updated about recent technological advancements

(A) WE OFFERING SURVEY AS UNDER,

- Contour Survey
- G.P.S. Survey
- Levelling Survey
- Alignment Survey
- G.P.R. Survey
- Control Survey
- Irrigation Survey
- City mapping Survey



11.19 PROJECT MANAGEMENT CONSULTANCY (PMC)

Project Management Consultancy is the key to successful construction which aims for developing control over Time, Cost and Quality. Management of Time, Cost and Quality is known as Iron Triangle and Project Management Triangle. The company offers comprehensive construction project management consultancy services encompassing all aspects from concept to completion including project initiation, design development, procurement, construction management, documentation, testing, commissioning & handover for



The Prime responsibility of Project Managers is Communication, which consumes more than 90% of the time. Projects Managers should be capable to speak Engineering with Architects, Contractor, Project Consultants and Customers whether you are an owner, contractor or investor, you need to deal with a range of requirements during every phase of your construction project. Our project management services provide you with comprehensive supervision, inspection.

11.20 THIRD-PARTY INSPECTION

We provide Third Party Inspection Services in the field of Civil Engineering and we specialize in road construction works. Our experts check all the quality parameters associated to this inspection service and render the service in the best possible manner. We provide this inspection service as per the needs of our clients. Besides, the offered service is highly acclaimed by our clients for its cost-effectiveness and promptness features.

11.21 THIRD-PARTY QUALITY AUDIT

Provide quality facility (Quality testing laboratory or/ and mobile testing laboratory as appropriate to different sites) for testing of construction material as required during various stages of construction. Conduct technical audits at different construction sites in different stages to ascertain and certify the standard of implementation and adhere to guidelines and disaster-resistant features. Provide audit reports and assist the project in achieving its objectives.



11.22 NON DESTRUCTIVE TESTING (NDT)

NDT is the field of Civil Engineering where structure constructed evaluated without damaging it. Quality of civil engineering structure depends on good construction practices & further continuous repair and maintenance preserve the construction quality. Our experts to evaluated civil structure on-site conducted the various NDT tests and few tests were conducted at our laboratory.



11.23 PILE LOAD TEST

Pile load testing is one of the most common methods for testing the actual capacity of pile. The test programme involves the direct measurement of pile head displacement in response to a physical applied load. Piles can be tested for compression, tension & lateral Loads.

(A) Static Load test: -

This test can be done to evaluate the bearing capacity of the pile. The test load will be applied by Hydraulic jacking against Kent load or concrete block with the load bearing measured by calibrated & certified pressure gauge on the selected pile.

(B) Dynamic Load Test: -

This ultimate strength of each pile must fulfill the structural & geotechnical limits for a safe foundation to reliable way to evaluate the bearing capacity of the pile.

(C) Pile Integrity Test: -

It is an essential part of quality control in either cast in place or pre-cast concrete. This is because of the possible structural defects from pile installation such as cracks, changes in cross-section & like can be detected by the use of this method. It is a Non distracted test method that can evaluate the continuity. It is also low strain method.

(D) Anchor Pile Load Test

The test procedure involves applying an axial load to the top of the test pile with one or more hydraulic jacks. The reaction force is transferred to the anchor piles that go into tension in the case of a static load test in compression; or into compression in the case of a static load test in tension.

(E) Pull out Tests on Piles: -

A suitable set up shall be designed to provide an uplift force to the piles. The load increments and the consequent displacements shall be as per the case of a vertical load test.



11.24 Major Instruments for NDT Test

Sr. No.	Equipment Name	Application
1.	Light Weight Deflect Meter	For testing on-site for compaction control.
2.	IRI Meter	For automatic measuring System and Roughness Index.
3.	Non-Nuclear Asphalt Density Gauge	Check density measurement and Homogeneity control of 25 to 100 mm asphalt concrete pavements.
4.	Rebound Strength	For testing on-site Concrete Strength.
5.	Ultrasonic Flaw Detector	For onsite Concrete homogeneity, internal flaw and concrete quality.
6.	Rebar Locator cum Cover Meter	To measure the concrete cover thickness on reinforcement and find the location of Reinforcement in concrete and diameter of Rebar
7.	Concrete Resistivity & Corrosion Tester	To measure resistivity in concrete and Corrosion in Rebar in concrete.
8.	Concrete Core Cutter	To cut cores from the road, slab and structure etc. for testing core strength on compression testing machine or different layer thickness by visual inspection.
9.	FWD (Falling Weight Defect Meter)	Pavement overlay Design, Bearing Capacity, Elastic Modulus, Surface life, Pavement deflection, Crust Modulus
10.	GPR Test	The wireless GPR collects data from a hundred thousand of pulse reflection each second to help researchers identify objects below ground.

11.23 LOAD & DEFLECTION FEATURES

➤ **Load pulse:**

All mass configurations produce a transient load pulse approximately half sine wave formed and 25 to 30 m/sec in duration, with a rise time of 10 to 15 m/sec for any falling height (for all loads). This arrangement best simulates the on-field creation of load pulse and hence the deflection bowl.

➤ **Deflection bowl:**

With as many as 13 geophones we can sense the deflection till 2.1 meters or smoother bowl for a deflection basin with 1.8-meter radius. The equipment allows up to 15 deflection sensors (geophones) to be used simultaneously.

➤ **Load pulse rise time reproducibility:**

Our instrument's load pulse has a more reproducible rise time and it has been globally proven.

➤ **Load pulse/peak load reproducibility:**

Our instrument's load pulse has a more reproducible peak value which offers the possibility to compare measured and expected peak load from a certain drop height and ensure the correctness of the load measurement.

➤ **Load plate:**

Our instrument's load plate has four sectors; each sector can also be tilted. There is significantly thick ribbed rubber to evenly distribute the pressure within each sector.

➤ **Time histories:**

Time histories are collected for the load signal and all 15 deflection channels in a time window ranging from 40 to 200 msec. The system is capable of storing histories for up to 400 m/sec when the data is required for special research needs and for undertaking dynamic analysis. Sampling circuit can scan each of the channels in 0.05 m/sec intervals independent of the number of channels in use.



PROJECT EXPERIENCE:

MES has wide experience in road safety audit. MES was one of the pioneers of this process in Surat and has contributed to the advancement of **Road Safety Audit** in more than 40 projects in the past 1 years. But recently we have accomplished a good one inside it. MES has now undertaken several Numbers of audits – at planning, design and post-opening stages.

Sr No.	Year	Major Project was Undertaken till Now
01	2022-23	Empanelment of Consultancy Services for Third Party Inspection & Quality Assurance for projects under Project Implementation Unit for Health Care Facilities at Dist.Surat.
02	2022-23	Providing Project Management Consultancy Services for Certification of Road Reinstatement activity As Per Sop at Various Location Of Ahmedabad.
03	2022-23	Consultancy services for Third party inspection Quality Assurance and Technical Audit (QATA) for Widening & Strengthening of Porbandar - Adityana - Ranavav road between Km. 0/0 to 17/30 (From 7 Mt. to 10 Mt.) (SH-95)
04	2022-23	Widening and Strengthening of Lashkariya Junction to Khapatiya Junction. (1) Section-1 Lashkariya Junction to Gondalvihir Ch. 6/000 to 7/000. (2) Section-2 Gondalvihir to Subir Ch. 7/000 to 29/000. (3) Section-3 Subir to Khapatiya Junction Ch. 29/000 to 37/000. & Subir Circle to Shabridham Road Km. 0/0 to 2/250.
05	2022-23	Widening and Strengthening of Borda to Khapatiya. (1) Section-1 Borda - Satkashi - Sherulla Ch. 0/0 to 29/500. (2) Section-2 Sherulla - Ukai - Songadh Ch. 2/800 to 18/500. (3) Section-3 Tokarva - Chimanakuva - Medha - Chimer - Khapatiya Ch. 8/400 to 40/500.
06	2022-23	Estimate and Draft Tender Paper for Depository shifting work of URBMC Escape Gate Structure & Temporary Excavation of the escape channel in new alignment offtaking @ ch.47550 mt from URBMC.
07	2022-23	Engagement of TPQA Agency For the Work of Supplying & Laying Precast Storm Water Drain in Chanod Housing-2 at NA, GIDC, Vapl.
08	2022-23	Consultancy Services for Detailed Road Safety Drawing, Technical and Topography Drawing and its Engineering solution of Vulnerable Junction on various roads of Surat Urban Development Authority in state of Gujarat.
09	2022-23	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting inexecution of site work, quality assurance of work as per tender clause, timely completion of the day records and data, documentation as and when required, maintenance of registers as per work tender conditions, etc. and to ensure that the work is been executed as per tender specification on site and technical audit for the works of Improvement of existing irrigation infrastructure work on 3L and its 3L/A, Sub Minor Ex. Surat Branch and 2L, 2L/A. 2L/B, 2L/C, 3R, 4L Sub Minor Ex. Chalthan Branch in the jurisdiction of Moti falod, khoj, Ruva Bharampoe P.S. Mandali.

10	2021-22	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works Resurfacing of Asphalt Services Road on KLBMC RD 0/0 to 145 & Construction of new road between RD 145/00 to 153/0 (S.R. Side), Dist. Surat.
11	2021-22	Engaging Service Provider for Road Safety Audit of Various Roads in Ankleshwar Taluka. 1. Ankleshwar Andada Samor Mandava Road (0/0 to 9/8)
12	2021-22	Appointment of Road Safety Consultants for Various Road under R & B Sub Division, Dhrangadhra & R & B Sub Dn. No. 1, Surendranagar in Surendranagar District, State of Gujarat.
13	2021-22	Providing Project Management Consultancy Services for certification of road Reinstatement activity as per providing Project Management Consultancy Services for certification of Road reinstatement activity as per Sop at various location of Ahmedabad.
14	2021-22	Hiring of consultancy service for Providing Project Management Consultancy Services for various Drainage works of Ankleshwar Taluka in jurisdiction of Ankleshwar Canal Sub Division of U.R.B.C. Inv Dn, Ankleshwar (Total 12 Agreement works).
15	2020-21	Carrying out Detailed Topographical level work using DGPS and preparation of site plan and taking cross section and longitudinal section for various Roads. (Total 71.26 KM)
16	2020-21	Preparation of detailed plan & Estimate of Resurfacing/Strengthening work for various Roads. (Total 123.46 KM)
17	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Widening and Strengthening Four laning of Unai Buhari Bajipura Madhi Mandvi Road, in Tapi District at Missing link of Discarded N.H. km 50/780 to 52/930. (Road Work of 2 lanes to 4 lane Road).
18	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Widening and Strengthening Four laning of Unai Buhari Bajipura Madhi Mandvi Road, Km. 102/200 to 128/000 in Tapi District. (Road Work of 2 lanes to 4 lane Road)
19	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Construction of Minor Bridge at Chainage between 15/6 to 15/8 on Dharampur Makadban Dhamni Tokarpada Road (MDR) km. 0/0 to 17/5, ta. Dharampur, Dist- Valsad.

20	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Strengthening of Dharampur-Makadban Dhamni Tokarpada Road (Section Dhamni-mendha to Tokarpada Road) Km. 0/0 to 24/10, Ta. Dharampur, Dist. Valsad.
21	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Widening and Strengthening Four laning of Unai Buhari Bajipura Madhi Mandvi Road, Km. 102/200 to 128/0 in Tapi District. (Missing link of Discarded N.H. km 50/780 to 52/930) (Concert Work of 2 lane to 4 lane Road)
22	2020-21	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of (1) Consurction of Minor Bridge at Chainage between 13/0 to 13/2 on Dharampur-Makadban Dhamni Tokarpada Road [MDR] Km. 0/0 to 17/5, Ta. Dharampur, Dist. Valsad (2) Consurction of Minor Bridge at Chainage between 1/4 to 1/6 on Motapondha Faliya Road [ODR] Km. 0/0 to 3/0, Ta. Kaprada, Dist. Valsad
23	2019-20	Carrying out Detailed Topographical level work using DGPS and preparation of site plan and taking cross section and longitudinal section for various Roads. (Total 71.26 KM) Preparation of detailed plan & Estimate of Resurfacing/Strengthening work for various Roads. (Total 123.46 KM)
24	2019-20	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in the collection of samples, conducting tests etc. for quality assurance and technical audit for the Road work of SR to Resurfacing of Surat Dandi Road Km 2/0 to 21/0 (Section chainage 10/0 to 21/0) Ta: Olpad , Dist : Surat.
25	2019-20	Engagement of TPQA Agency for the work of (1) Construction of New Road behind Pumping Station no. 4 Nr. GIDC office, Indian bank & Recarpeting Work at various places at NA, GIDC, Vapi. (2) Development of Green Space with RCC SWD Opposite Sardar Chowk Fire Station (unit-2) at NA, GIDC, Vapi. (3) Development of Green Space with RCC SWD From Sardar Chowk to Vinanti Naka at NA, GIDC, Vapi.
26	2019-20	Engaging Service Provider for Providing Consultancy and Contracting Service for hiring quality control field staff for assisting in collection of samples, conducting tests etc. for quality assurance and technical audit for the works of Widening and Strengthening Four laning of Unai Buhari Bajipura Madhi Mandvi Road, Km. 115/200 to 128/0 in Tapi District. (Missing link of Discarded N.H. km 50/780 to 52/930) (Road Work of 2 lane to 4 lane Road).

12. WHY CHOOSE US

When there are choices of choosing Many Material Testing Laboratory & Consultancy Services around the market, why to choose Us? The answer is quite simple. In India there are many projects are going on. Most of these projects the personal attention, Quality delivery and value addition is the main issue and many firms put these things in second place many times. The founders of the company have well understood these issues.

Our clients tell us time and again that the quality of our testing and consultancy services is what makes us stand out from the crowd. So, you can trust the accuracy of the test results, personal attention and the quality of the service that we deliver. We also try to provide excellence in testing services and to offer innovative and exceptional analytical process.

We, strive to continuously improve the quality of our services to our clients and exceed their expectations in most timely and cost-effective ways. Procedures and designs are assured to be carried out and conform to the specified standards and specifications.

Where we stand different from others is the way we approach and deliver the project. We ensure that our designs are practical, buildable, and cost-effective and adapt to changing technologies.

It has been provided services for many projects in Gujarat. We have a long list of satisfied clients ranging from pvt. Companies, State Govt. to Central Govt. organizations and at last but not the least we think that we are as your trusted partner. You can put your trust in the quality of our data, our materials expertise, our problem-solving capabilities, our experienced staff and our desire to apply our knowledge to your business. Because we know that, for your business, time is often of the essence. That's why we provide a quick and responsive turnaround service on all the testing that we offer.





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MATTEST ENGINEERING SERVICES

Quality care is only fair....