Department of Civil Engineering

KIET Group of Institutions, Ghaziabad

Department of Civil Engineering

Summary Report of Summer School

Name of the Program: Introduction to Concrete Technology Including Mix Design

Duration: 25 June to 30 June 2018

Curriculum: (i) Introduction to concrete technology.

(ii) Study of SP23 Handbook on Concrete mixes.

(iii) Concrete Mix Design calculations.

(iv) Preparation and Testing of Concrete Mix in Concrete Laboratory.

Assessment procedures: Feedback and Viva-Voice

Outcome: Students were able to understand the concepts of concrete technology and its usefulness. The students acquired the knowledge of various ingredients of concrete and its importance leading to the design of the required quality of concrete. The students were able to design the concrete mix theoretically as well as practically in the laboratory.

HOD, CE

DEPARTMENT OF CIVIL ENGINEERING, KIET GHAZIABAD

Summer School 2017-18

(2) Introduction to Concrete Technology including Mix Design **Fee : Rs. 400/-**

Attendance Sheet

S.No.	Roll No	Name	Sem	25/06/2018	26/06/2018	27/06/2018	28/06/2018	29/06/2018	30/06/2018
1	1602900015	Ankur Vaiyagra	IV	P	P	P	P	P	P
2	1502900049	Gaurav Kumar Pathak	VI	P	P	P	P	P	P
3	1502900099	Sandeep Verma	VI	P	P	P	P	A	P
4	1602900090	Saurabh Saxena	IV	P	P	P	A	P	P
5	1602900085	Sachin Singh	IV	P	P	P	P	P	P
6	1602900082	Riyanshu Pal	IV	P	P	P	P	P	P
7	1602900024	Arpit Poonia	IV	P	P	P	P	P	P
8	1602900038	Dushyant Kumar Mathur	IV	P	A	P	P	P	P
9	1602900041	Hardik Bansal	IV	P	P	P	P	P	P
10	1602900045	Himanshu Sharma	IV	P	P	P	P	P	P
11	1602900043	Harsh Vardhan Gupta	IV	A	P	P	P	P	P
12	1602900033	Chirag Chaddha	IV	P	P	P	P	A	P
13	1602900109	Uday Pratap Singh	IV	P	P	P	P	P	P
14	1602900040	Gaurav Rajora	IV	A	P	P	P	P	P
15	1502900078	Nitish Kumar	VI	P	P	P	P	P	P
16	1502900066	Mayank Prabhakar	VI	P	P	P	P	P	P
17	1502900061	Kritika Chaudhary	VI	P	P	P	P	P	P
18	1702900905	Aniket Kumar Anand	IV	P	P	P	P	P	P
19	1502900106	Shashank Chandra	VI	P	P	P	P	P	P
20	1602900080	Ritika Verma	IV	P	A	P	P	P	P
21	1502900084	Prasoon Awasthi	VI	P	P	P	P	P	P
22	1502900113	Vaibhav Chaudhary	VI	P	P	P	P	P	P
23	1602900066	Payal	IV	P	P	P	P	P	P

HOD, CE

KIET Group of Institutions, Ghaziabad

Department of Civil Engineering

Summary Report of Summer School

Name of the program: Water and Sanitation Planning & Design for a Mini town ship-A case Study

Duration: 02 July to 07 July 2018

Curriculum: **(i)** Water Demand

(ii) Population Forecasting

(iii) Water Characteristic (Quality Testing)

(iv) Flow Sheet Design

(v) Design of Preliminary and Primary Units

(vi) Secondary Unit Design

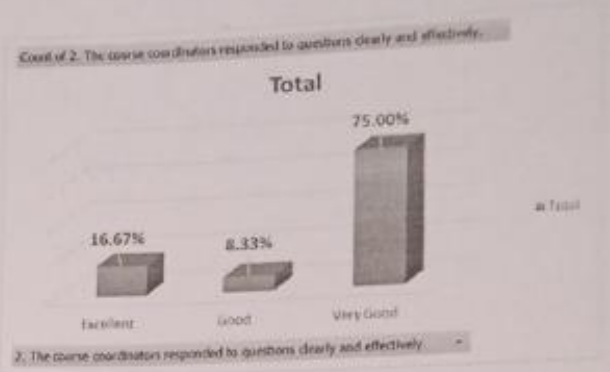
(Vii) Sludge Digestion unit Design

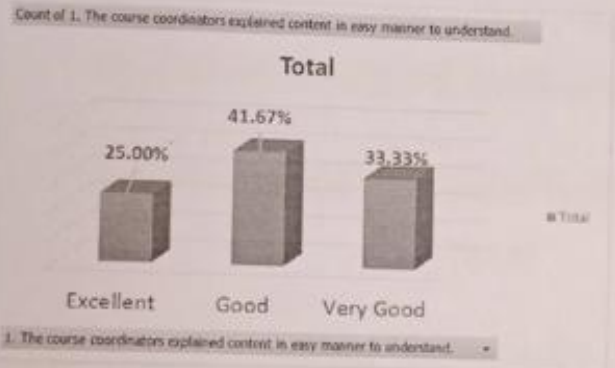
(Viii) Water disposal for Irrigation

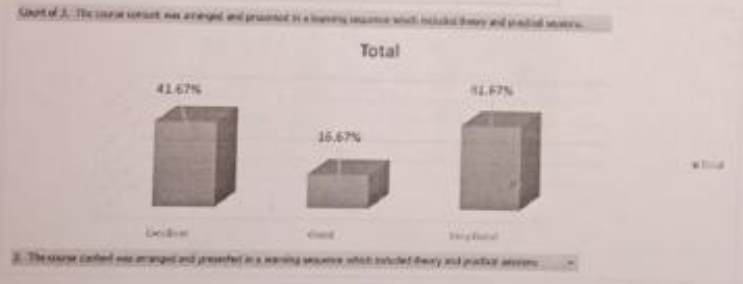
Assessment procedures: Viva-Voice and Impact Analysis

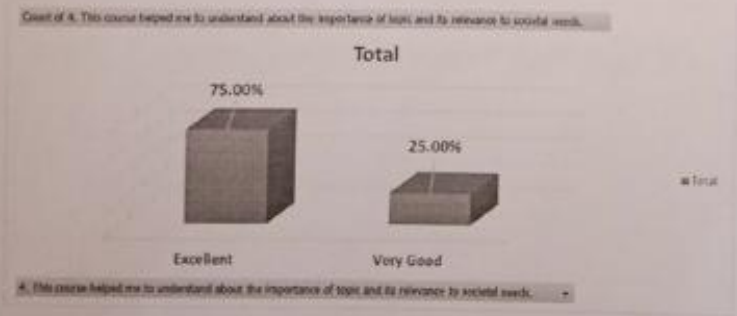
Outcome: By attending the above summer school students were able to understand the practical approach of Designing W.T.P. and S.T.P. . The summer school has taken the case study of Asalat Nagar Village, Muradnagar, Ghaziabad. The Study area is located in rural area with lot of problems of water logging and they are using Well water as main source of water at that time, with very few houses with Piped supply. Designing the treatment unit for such area is always a problem due to staggered houses. The students understand the practical problems which they

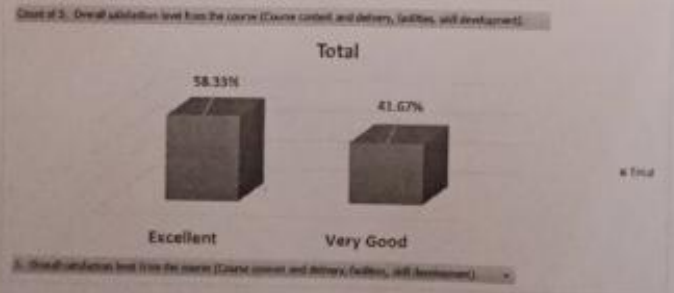
have to face while solving the problems of rural area.

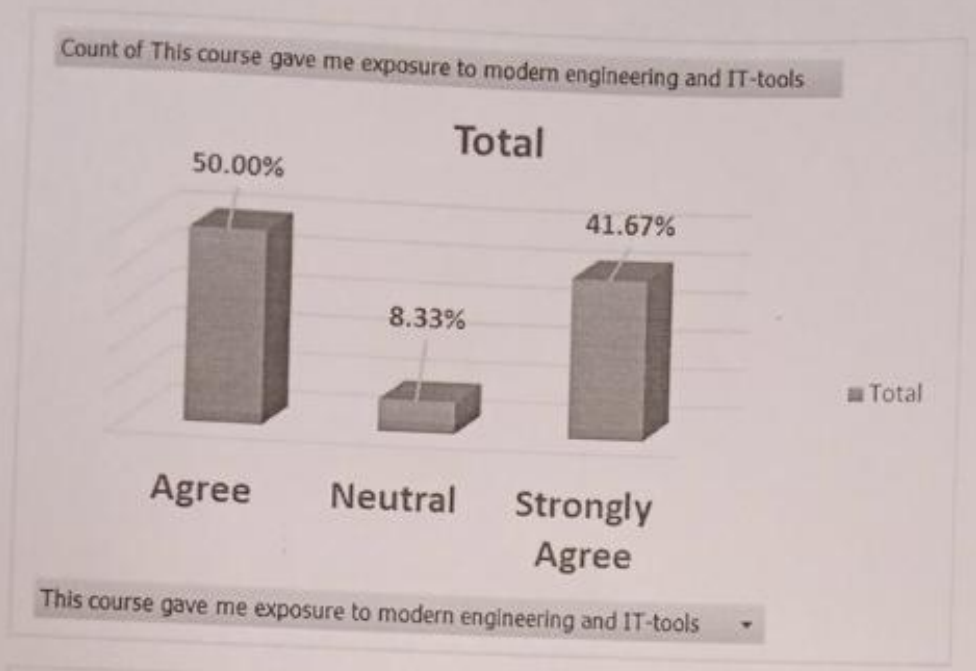


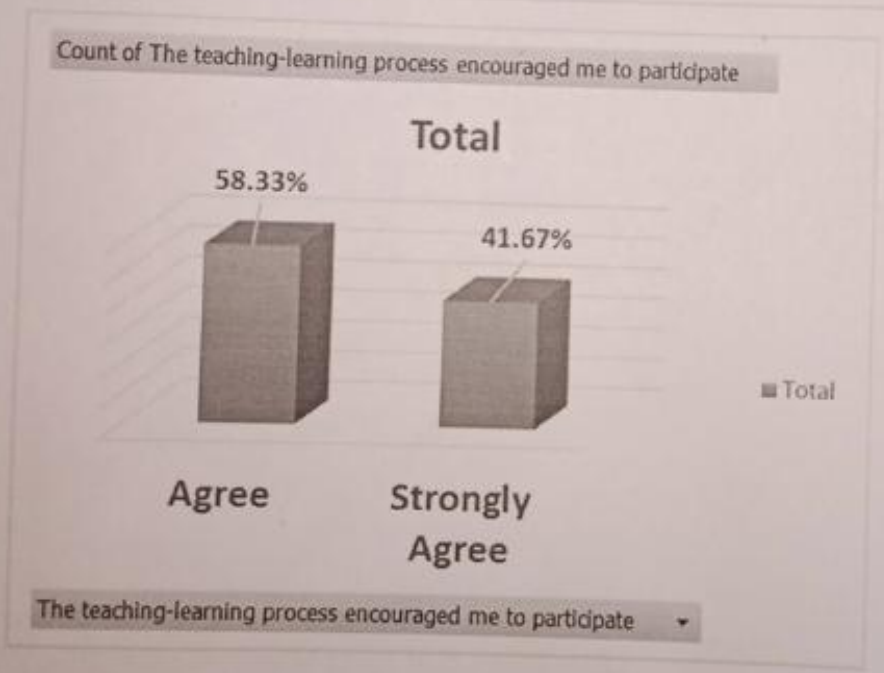


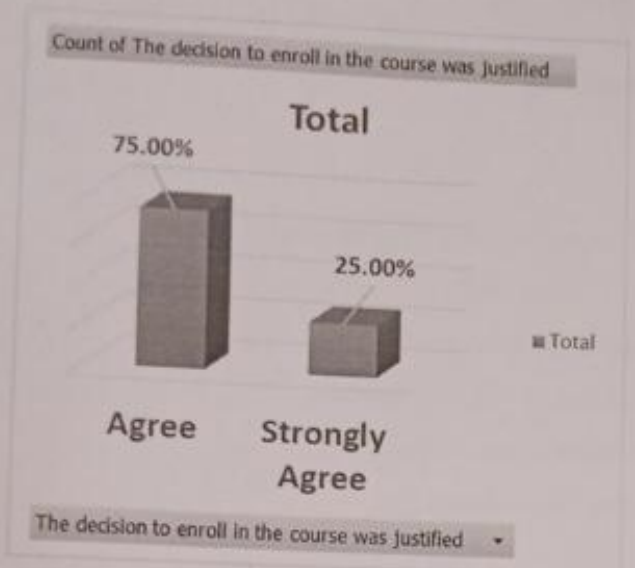


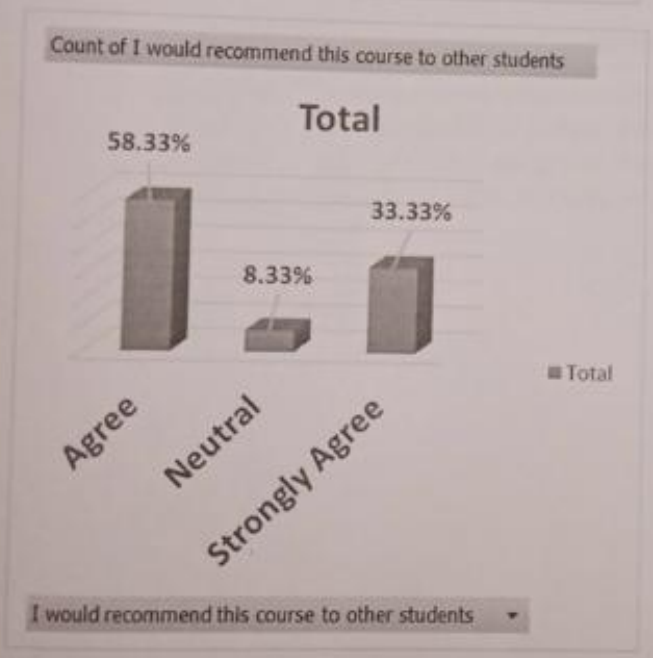





Count of This course gave me exposure to modern engineering and IT-tools
Total
50.00%
8.33%
41.67%
Total
Agree
Neutral
Strongly Agree
This course gave me exposure to modern engineering and IT-tools


Count of The teaching-learning process encouraged me to participate
Total
58.33%
41.67%
Total
Agree
Strongly Agree
The teaching-learning process encouraged me to participate


Count of The decision to enroll in the course was justified
Total
75.00%
25.00%
Total
Agree
Strongly Agree
The decision to enroll in the course was justified


Count of I would recommend this course to other students
Total
58.33%
8.33%
33.33%
Total
Agree
Neutral
Strongly Agree
I would recommend this course to other students

HOD, CE

DEPARTMENT OF CIVIL ENGINEERING, KIET GHAZIABAD

Summer School 2017-18

(3) Water and Sanitation Planning & Design for a Mini town ship-A case Study **Fee : Rs. 300/-**

Attendance Sheet

S.No.	Roll No	Name	Sem	2/7/2018	3/7/2018	4/7/2018	5/7/2018	6/7/2018	7/7/2018
1	1602900015	Ankur Vaiyagra	IV	P	P	P	P	P	P
2	1502900049	Gaurav Kumar Pathak	VI	P	P	P	P	P	P
3	1502900099	Sandeep Verma	VI	P	P	P	P	P	P
4	1602900090	Saurabh Saxena	IV	P	P	P	P	P	P
5	1602900085	Sachin Singh	IV	P	P	P	P	A	P
6	1602900082	Riyanshu Pal	IV	P	P	A	P	P	P
7	1602900024	Arpit Poonia	IV	P	P	P	P	P	P
8	1602900038	Dushyant Kumar Mathur	IV	P	P	P	P	P	P
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13	1602900109	Uday Pratap Singh	IV	P	P	P	P	P	P
14	1602900040	Gaurav Rajora	IV	P	P	A	P	P	P
15	1502900078	Nitish Kumar	VI	P	A	P	P	P	P
16	1502900066	Mayank Prabhakar	VI	P	P	P	P	A	P
17	1502900061	Kritika Chaudhary	VI	P	P	P	P	P	P
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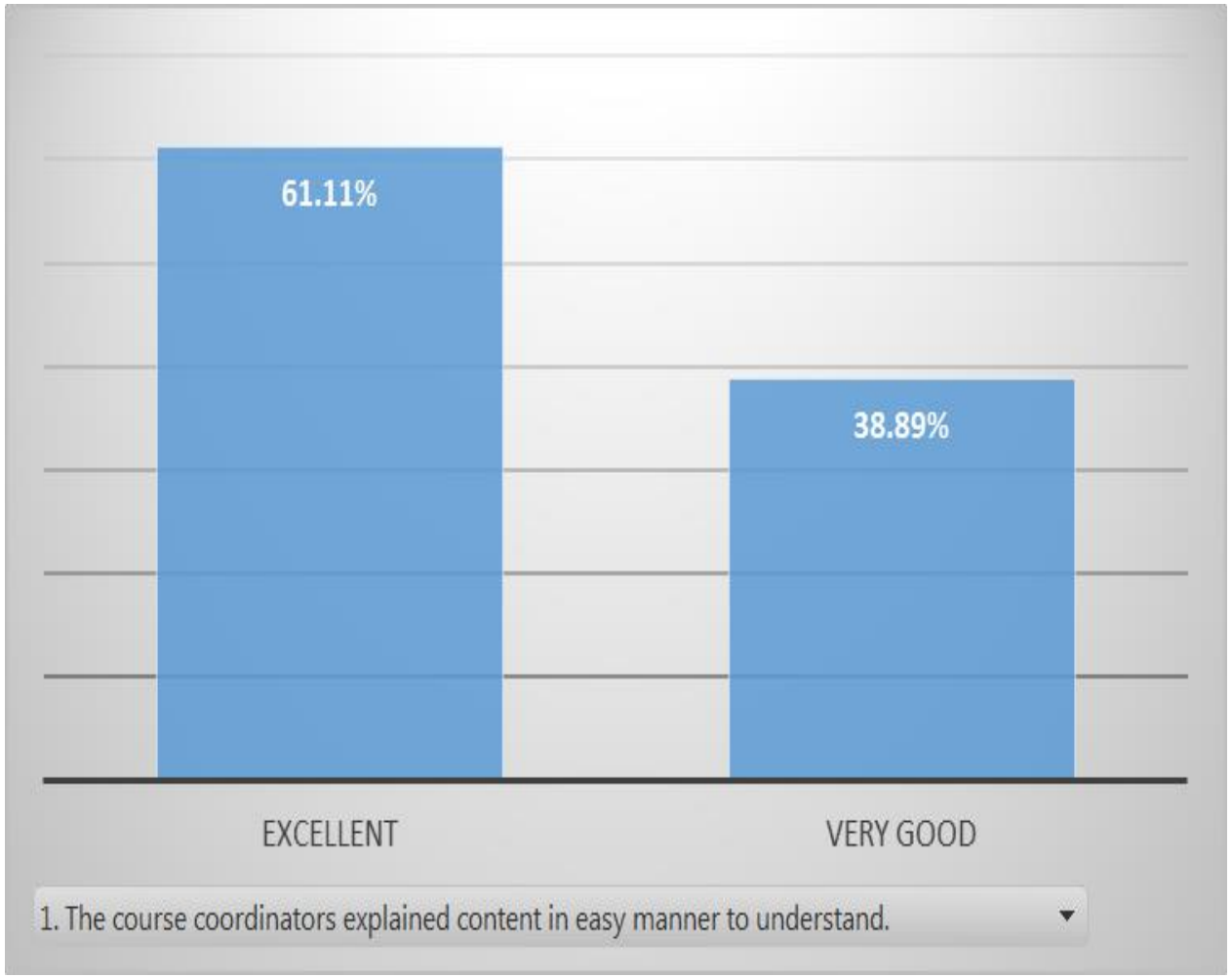
21	1502900084	Prasoon Awasthi	VI	P	P	P	P	P	P
22	1502900113	Vaibhav Chaudhary	VI	P	P	P	P	P	P
23	1602900066	Payal	IV	P	P	P	P	P	P
24	1602900035	Deepak Kumar	IV	P	P	A	P	P	P

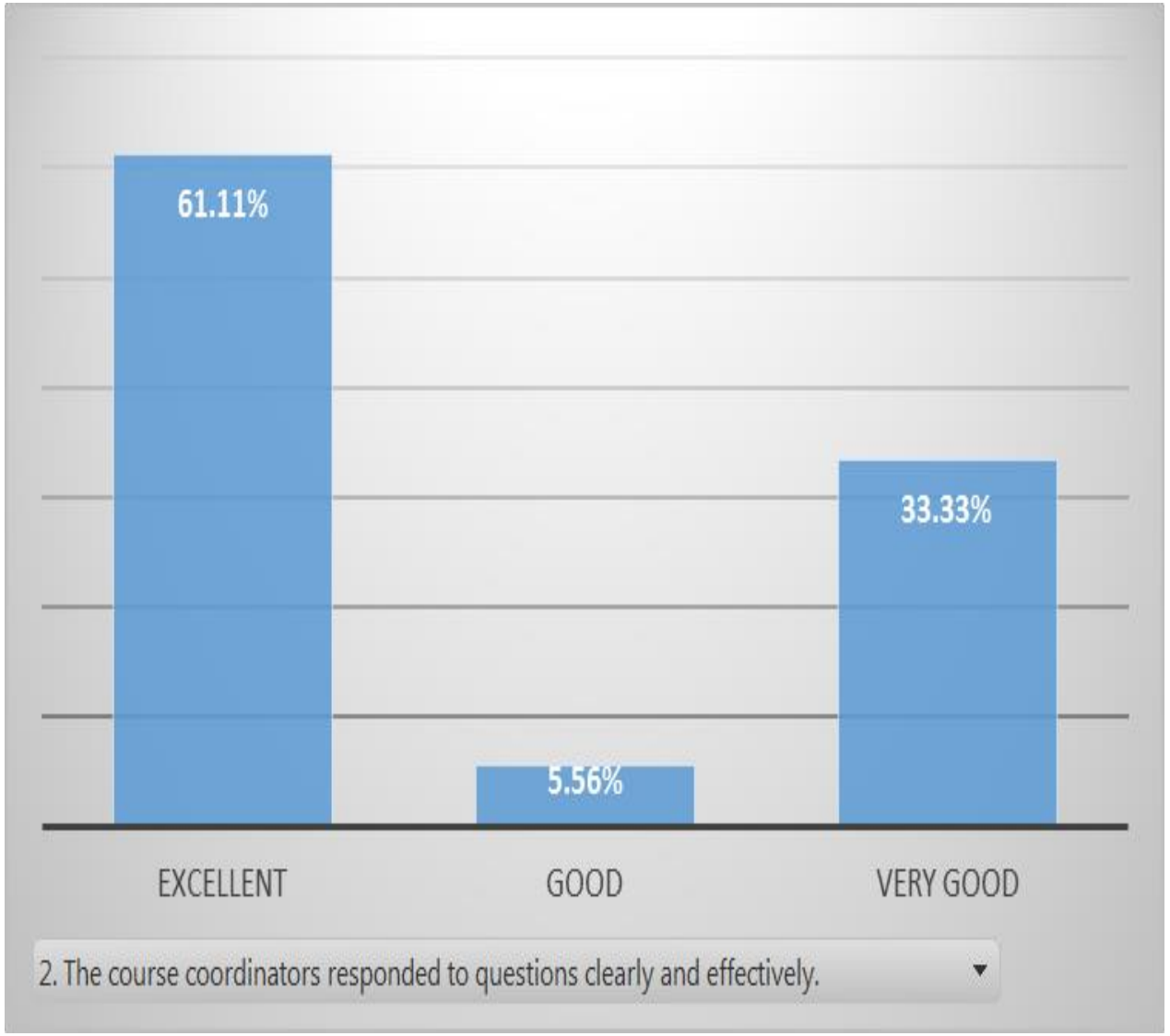
HOD, CE

FEEDBACK OF SUMMER SCHOOL FROM PARTICIPANTS

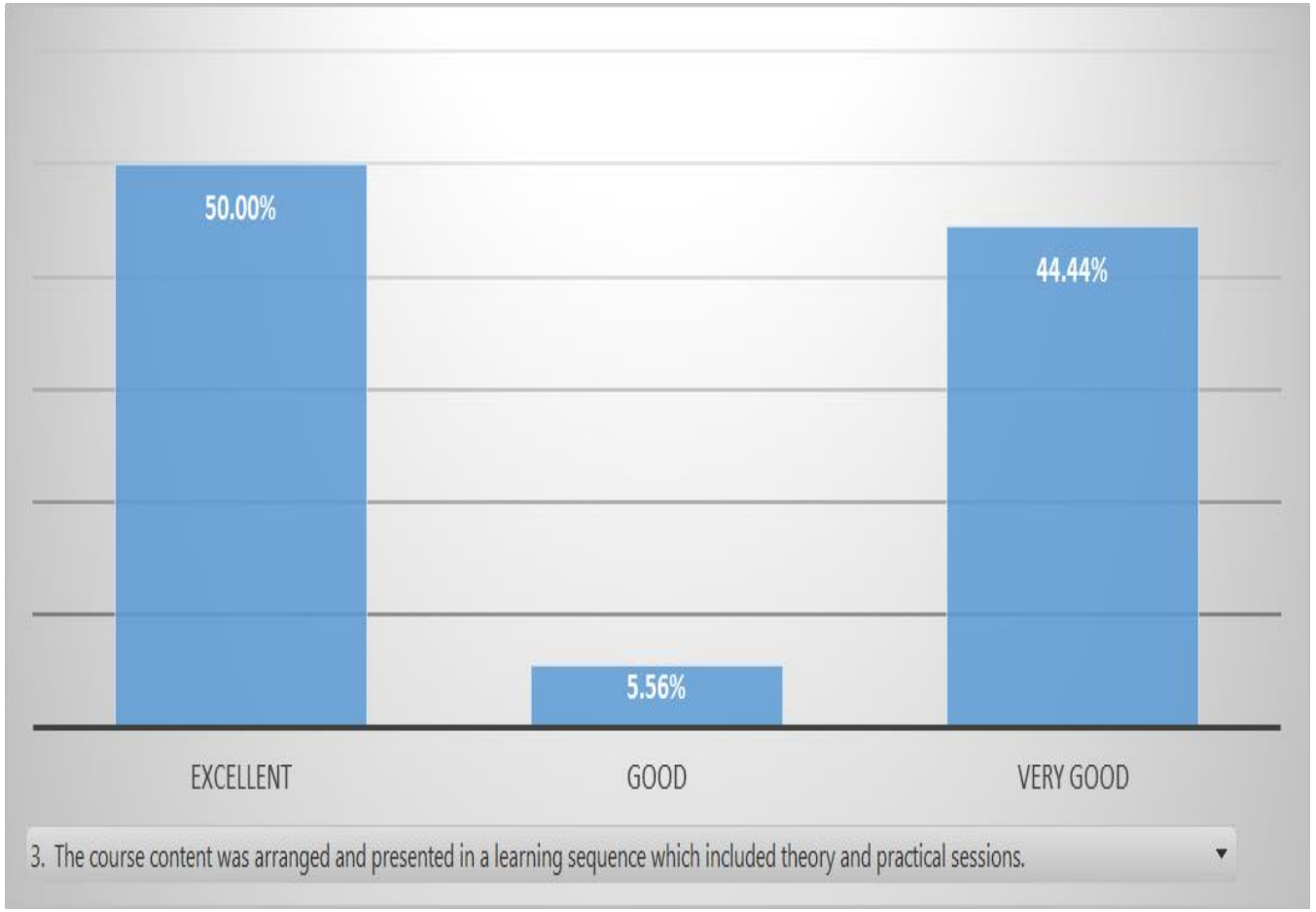
1. THE COURSE COORDINATORS EXPLAINED CONTENT IN EASY MANNER TO UNDERSTAND.



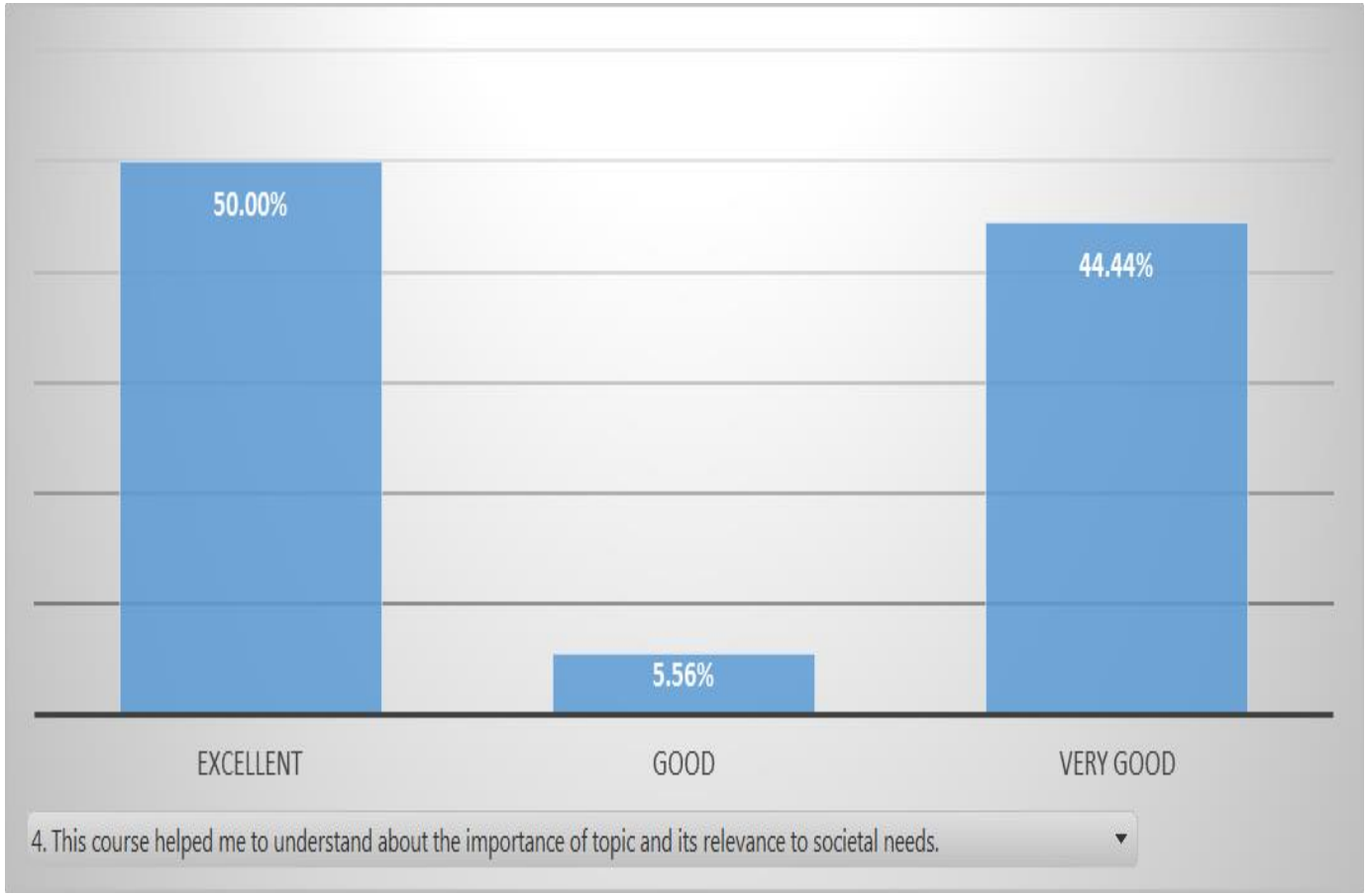
2. THE COURSE COORDINATORS RESPONDED TO QUESTIONS CLEARLY AND EFFECTIVELY.



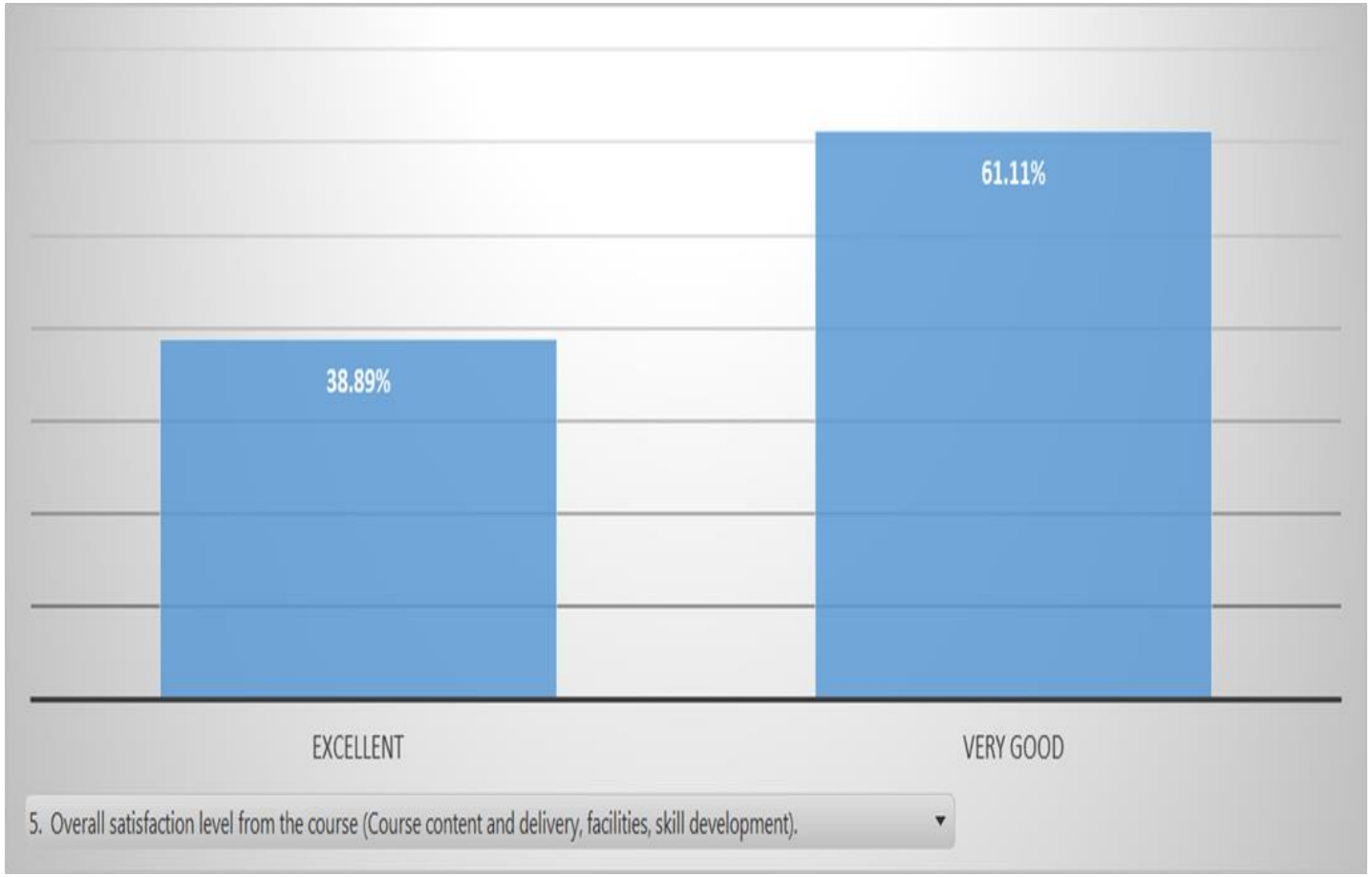
3. THE COURSE CONTENT WAS ARRANGED AND PRESENTED IN A LEARNING SEQUENCE WHICH INCLUDED THEORY AND PRACTICAL SESSIONS.



4. THIS COURSE HELPED ME TO UNDERSTAND ABOUT THE IMPORTANCE OF TOPIC AND ITS RELEVANCE TO SOCIETAL NEEDS.

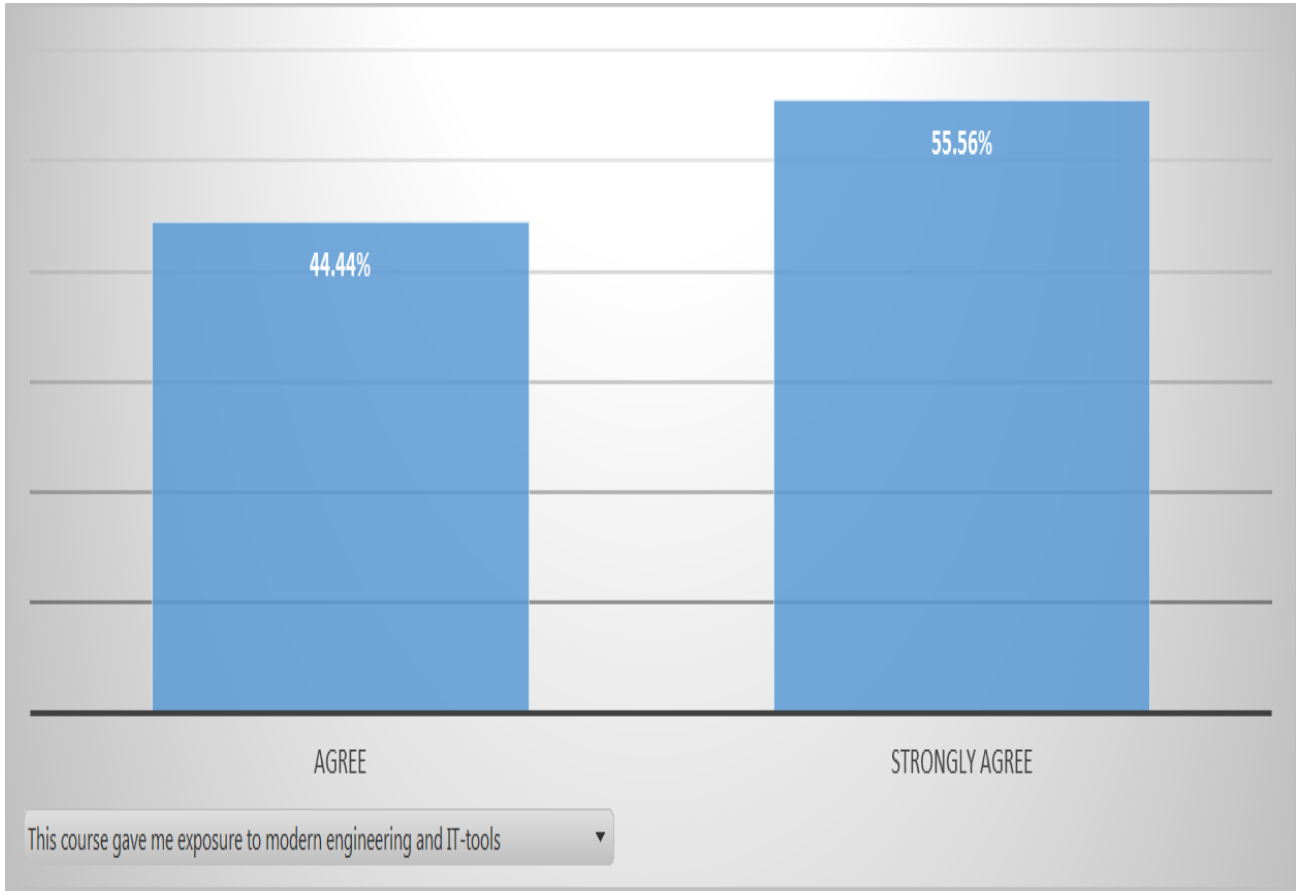


5. OVERALL SATISFACTION LEVEL FROM THE COURSE (COURSE CONTENT AND DELIVERY, FACILITIES, SKILL DEVELOPMENT).

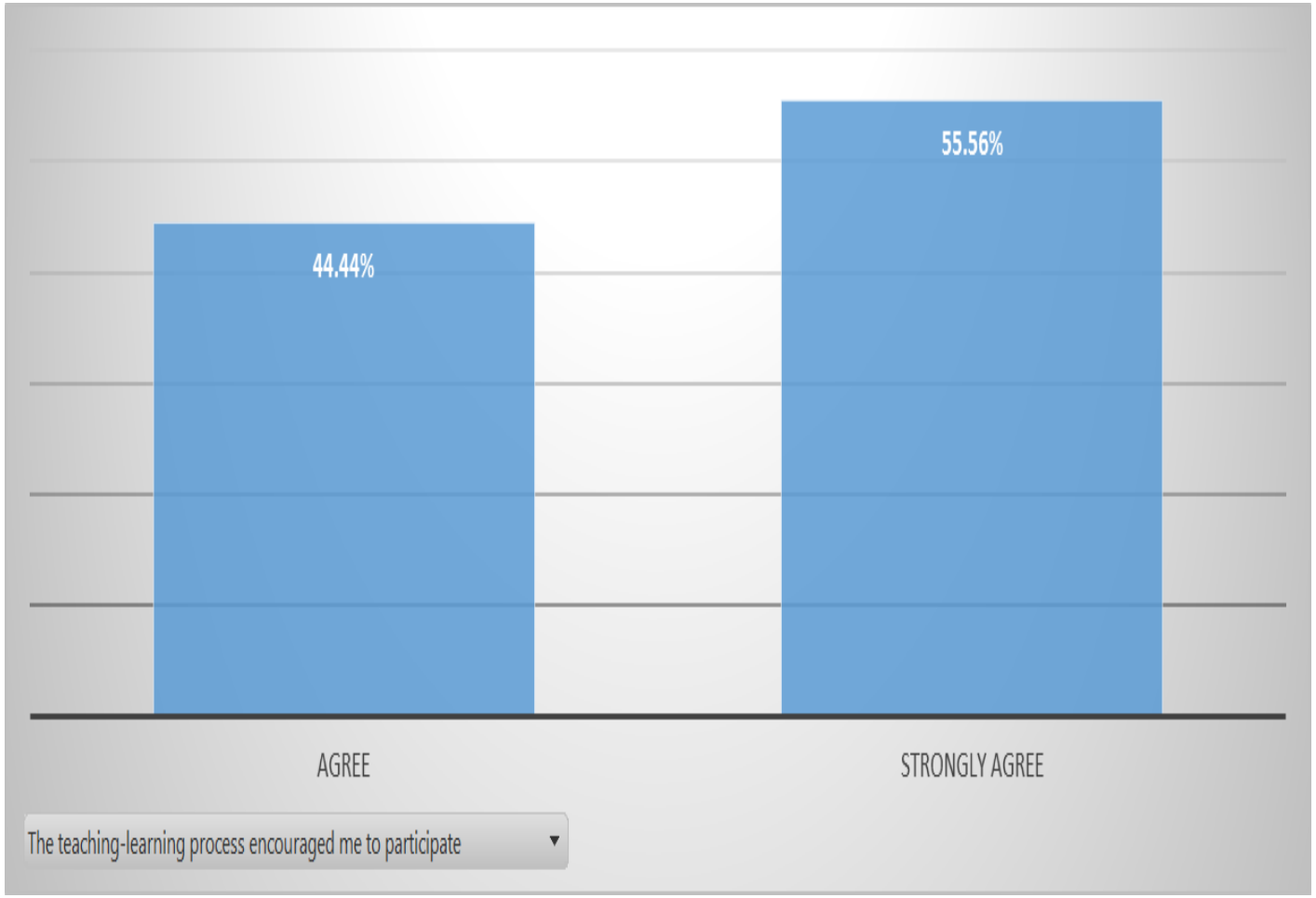


OVERALL EVALUATION OF THE SUMMER SCHOOL COURSE BY PARTICIPANTS

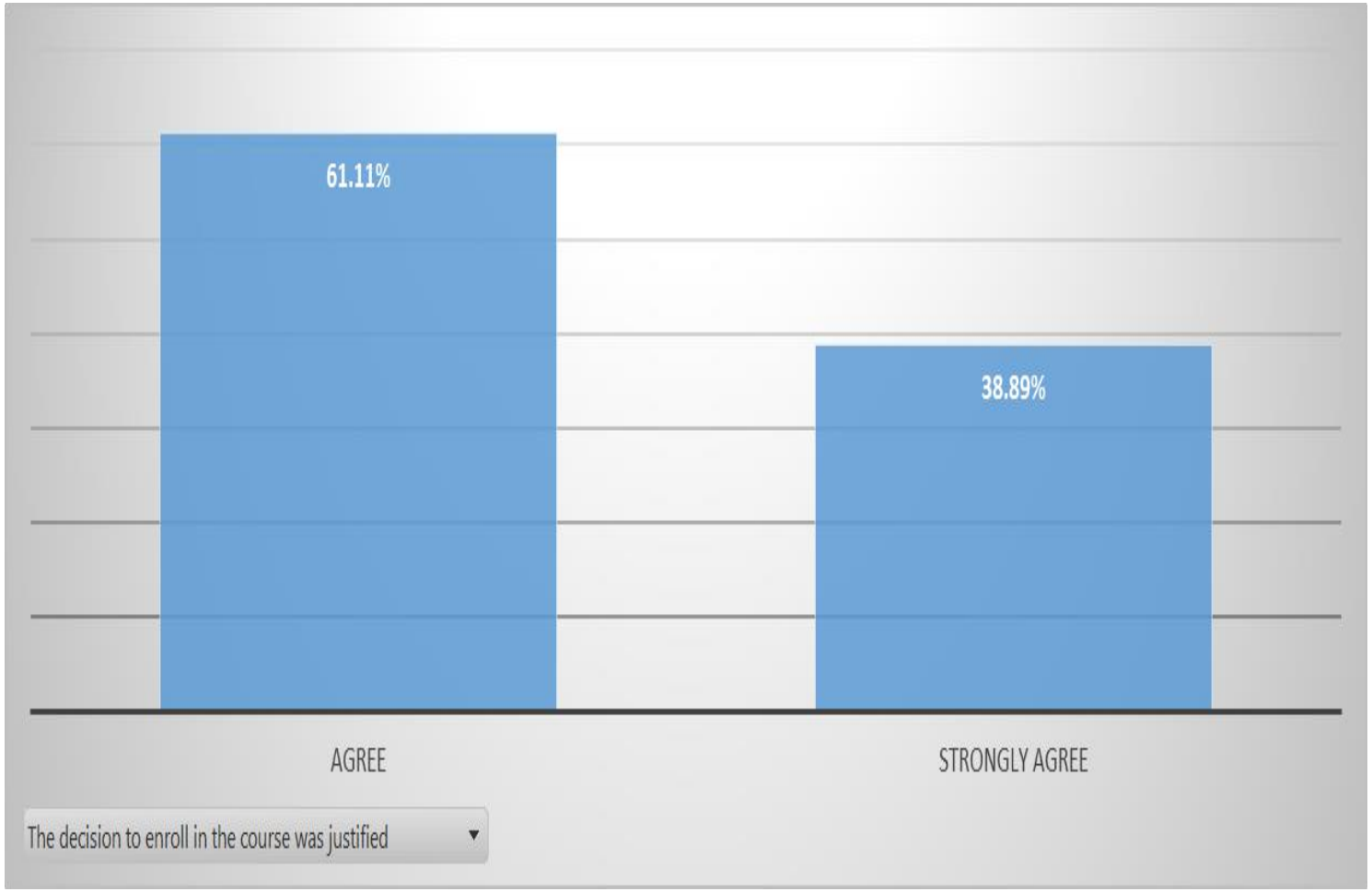
THIS COURSE GAVE ME EXPOSURE TO MODERN ENGINEERING AND IT-TOOLS



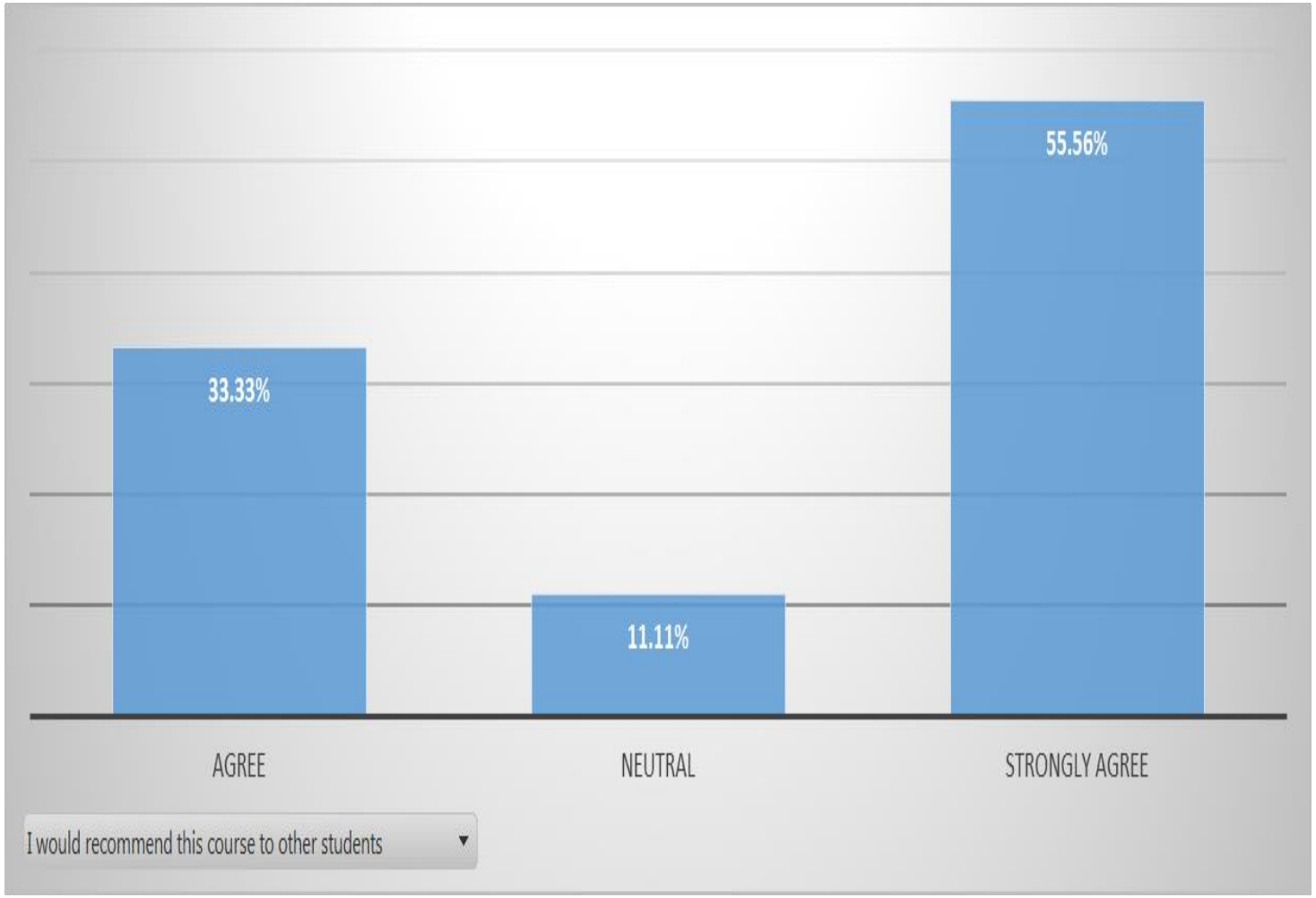
THE TEACHING-LEARNING PROCESS ENCOURAGED ME TO PARTICIPATE

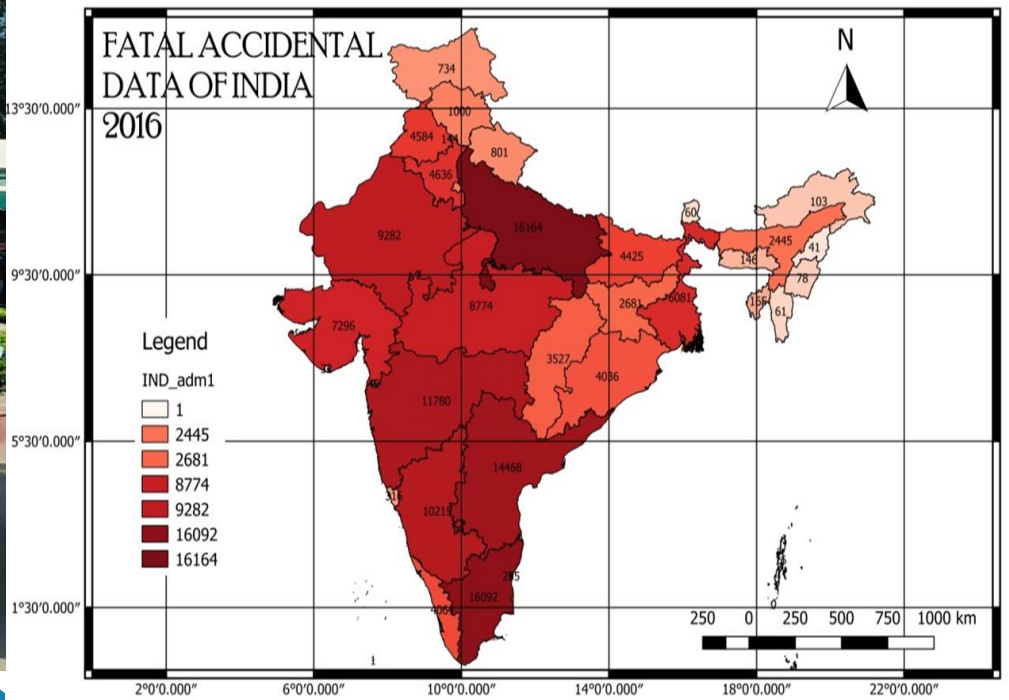


THE DECISION TO ENROLL IN THE COURSE WAS JUSTIFIED



I WOULD RECOMMEND THIS COURSE TO OTHER STUDENTS





HIGHLIGHTS OF SUMMER SCHOOL

ON

IDENTIFICATION OF ACCIDENT PRONE SPOTS USING GIS

(JUNE 18TH- JUNE 23RD, 2018)

COURSE CO-ORDINATORS

1. DR. ATUL KANT PIYOOSH
2. MR. ANURAG THOMBRE

DAY 1: ROAD ACCIDENT PROBLEM, STRATEGIES FOR ROAD SAFETY, ACCIDENT RECORDING FORM, ROAD SAFETY AUDIT PROCESS AND FIELD EXCERCISE

RESOURCE PERSONNEL
MR. ANURAG THOMBRE

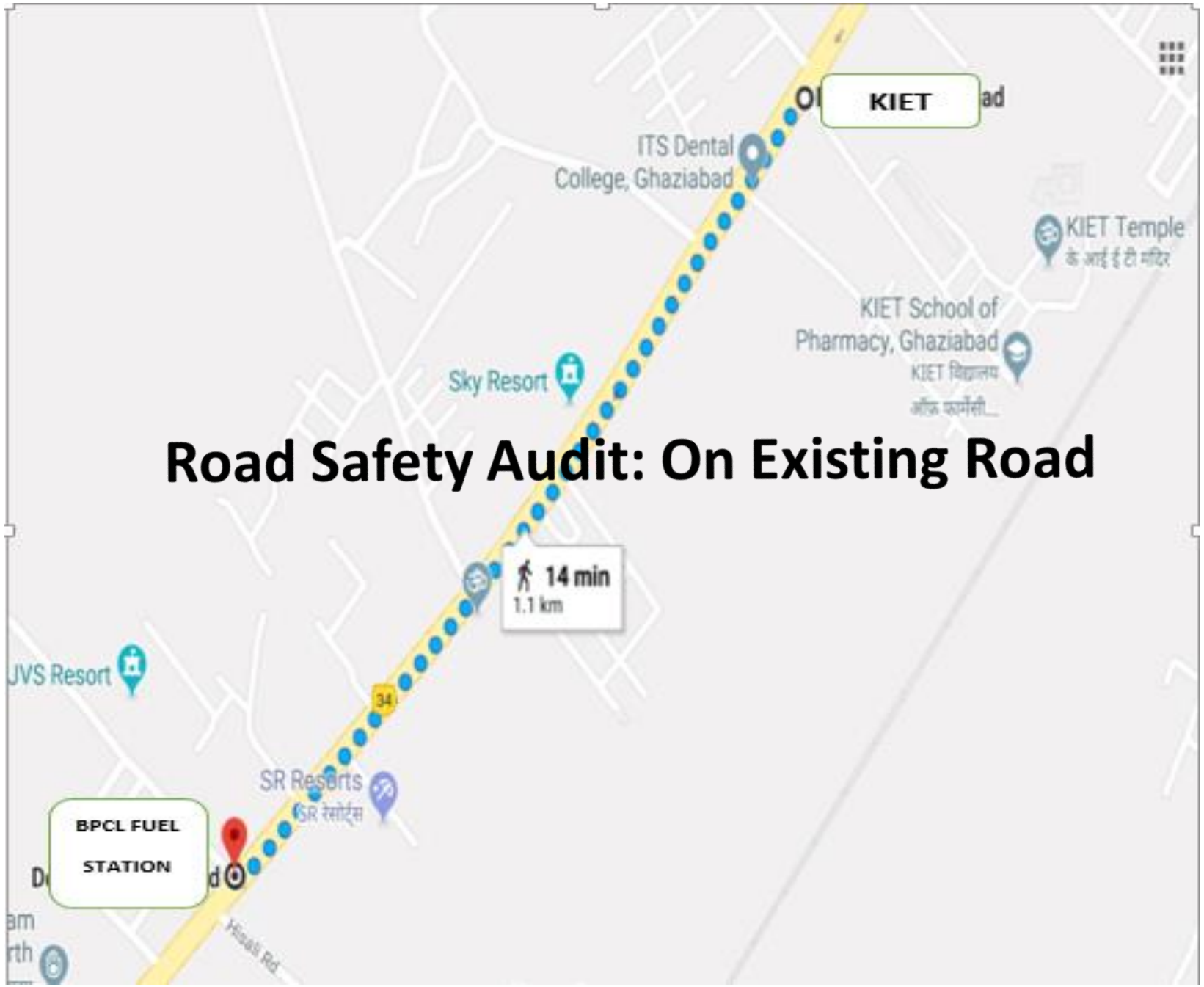

In India a death occurs every 3.5 minutes due to road accidents*
03:25
Impact of road accidents as on today based on last year's data
Accidents:
220297
Total Injured:
222973
Total Deaths:
66891

IRC:SP:88-2010

MANUAL
ON
ROAD SAFETY AUDIT

INDIAN ROADS CONGRESS
2010

Road Safety Audit: On Existing Road



Observation	Recommendation	Snaps
Carriageway broken and pavement surface in distress.	Carriage must be repaired and maintained as per IRC:82-2015 guidelines.	
Edges of carriageway not proper and may lead to accidents.	Reconstruction or maintenance of edges.	

Observation	Recommendation	Snaps
Shoulders are not of proper size and broken and inappropriate for vehicles.	Shoulders need to maintained and proper geometry should be maintained throughout as per IRC:86-1983	
Medians are not of appropriate standards and U-turn signs not installed.	Medians need to be widened and raised as per IRC:86-1983 and crash barriers need to be installed.	

Observation	Recommendation	Snaps
Uneven median height observed. Minimum criteria not maintained.	Medians need to be reconstructed uniformly over the whole stretch.	
Unexpected slopes observed near the shoulder.	Cross-slope needs to be provided properly to avoid accidents.	

Observation	Recommendation	Snaps
Tree found obstructing sight distance.	Part of the tree coming on the road should be cut to ensure minimum stopping sight distance.	
Highway kilometre stone sign found away from road.	Highway kilometre stone must be made close to road for driver’s convenience as per IRC:8-1980	

Observation	Recommendation	Snaps
Trees found on the shoulder , dangerous for vehicles.	Trees on the shoulders must be removed or else retro-reflectives must be pasted on them	
Traffic light found damaged.	Lights should be replaced or maintained for safety purpose.	

Observation	Recommendation	Snaps
Informatory sign damaged. Not as per IRC:67-2012	Need to be maintained or replaced	
No Informatory sign board installed for petrol pump. Access roads also accident prone.	Informatory signs are important and need to be installed.	

Observation	Recommendation	Snaps
Contraflow Vehicles movement observed which is highly dangerous on highways	Traffic law enforcement (traffic police) need to be strictly adhered to.	
Frequent Median opening affects traffic flow leading to queuing delays	Median openings must be curtailed and provided as per IRC:62-1976	

Observation	Recommendation	Snaps
Pedestrian interference(jay walking) is observed.	Pedestrian facilities needs to be provided as per IRC:103-2012, also pedestrian refuge is needed.	
Zebra crossing faded.	Need to be re drawn as soon as possible.	

Observation	Recommendation	Snaps
Electric poles observed very close to road.	Poles must be shifted away from the road.	
Advertisement boards observed close to the road.	Advertisement boards must be shifted away for safety and maintained as per IRC:46	

Observation	Recommendation	Snaps
Temporary shops observed on right of way (ROW)	Encroachments Need to be removed as soon as possible.	
Cattle related activities found near the road.	People must be stopped to use shoulder area and such activities need to be stopped.	

Observation	Recommendation	Snaps
Traffic light near the college not working as well as no informatory sign.	Informatory sign must be installed and traffic light must be maintained.	
Advertisement board poles found near the road , very dangerous during night.	Poles need to be removed immediately.	

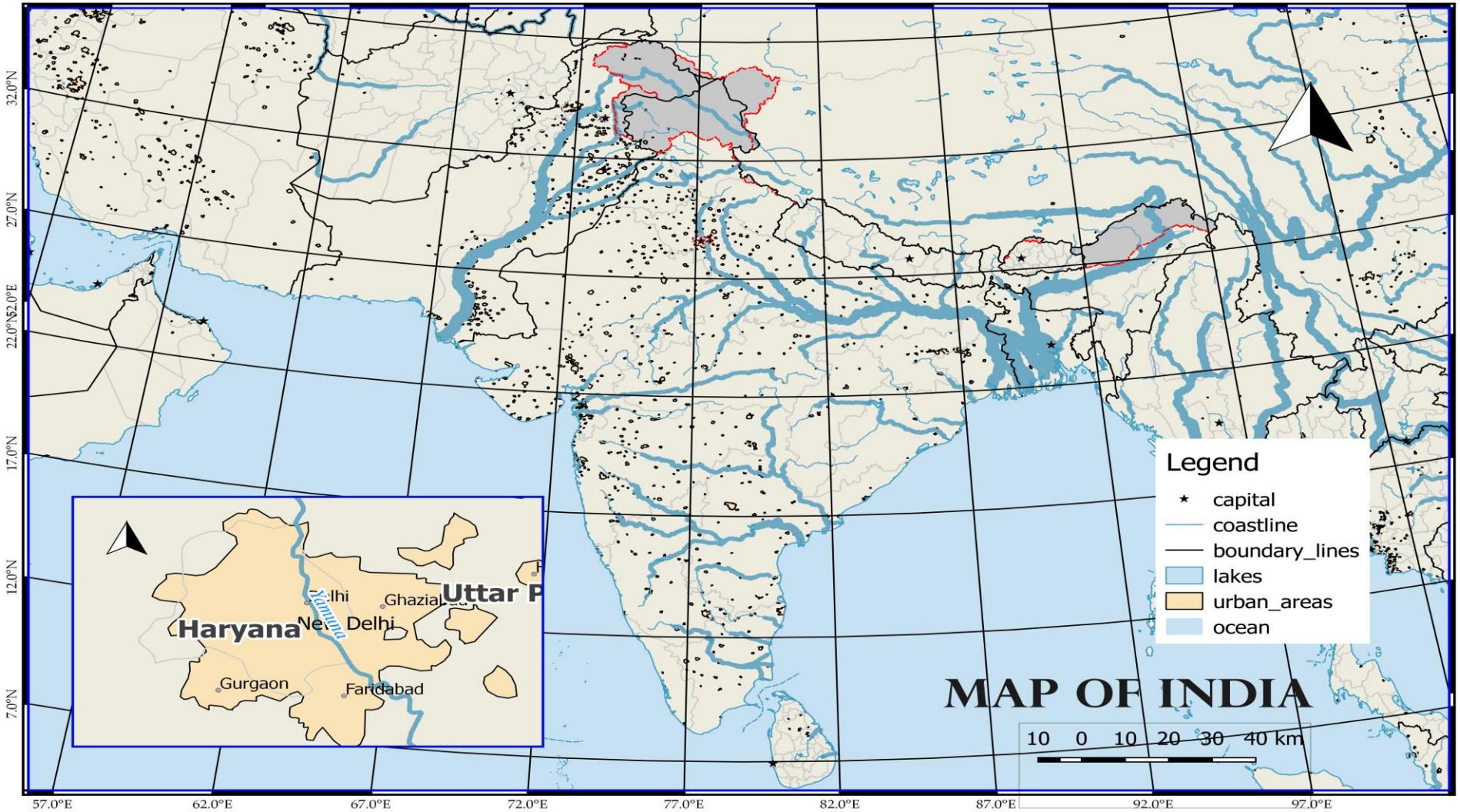
Observation	Recommendation	Snaps
Break in medians found at many places.	Medians openings must be closed as soon as possible to avoid accidents.	
Vehicles parked at shoulders at many places.	Proper parking areas must be provided and parking at shoulder must be banned.	

Observation	Recommendation	Snaps
No bus stops and bus lay	Bus stops are very necessary to avoid traffic delays.	
Gas pipelines installed very close to the road.	The pipelines need to be shifted a bit further away.	

Observation	Recommendation	Snaps
The Median Indicators are damaged.	Indicators need to be maintained as soon as possible.	
No speed limit and other warning signs throughout the stretch.	The warning signs must be installed for complete safety of transportation system.	

DAY 2: INTRODUCTION TO GIS, DIGITIZATION, GEO-REFERENCING, CREATING A MAP

RESOURCE PERSONNEL
DR. ATUL KANT PIYOOSH


Legend
capital
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lakes
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Faridabad
Ghazia
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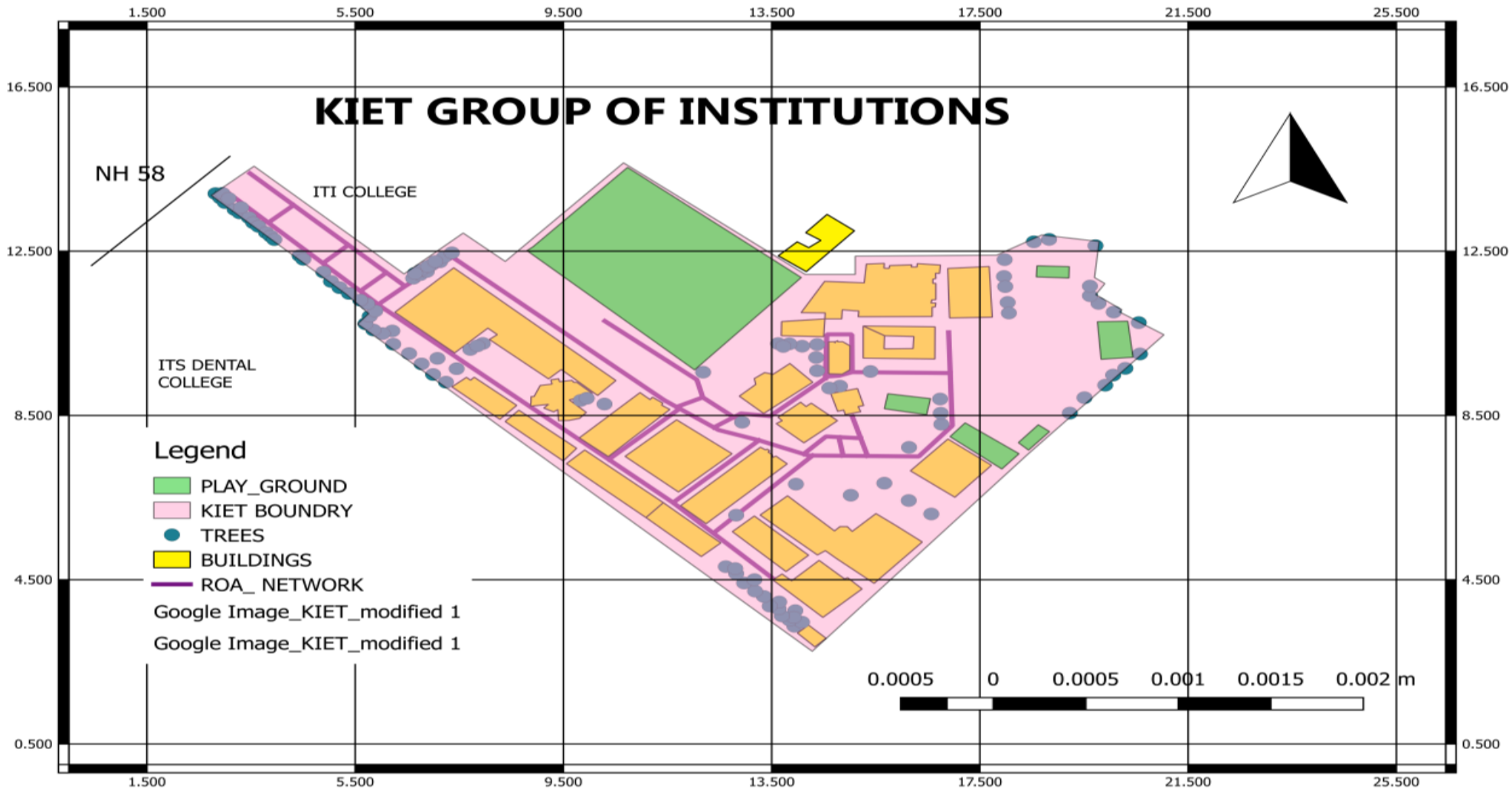
KIET GROUP OF INSTITUTIONS
NH 58
ITI COLLEGE
ITS DENTAL
COLLEGE
Legend
PLAY_GROUND
KIET BOUNDRY
TREES
BUILDINGS
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PT 9
PT 10

DAY 3: BLACK SPOT IDENTIFICATION, INTRODUCTION TO PTV VISUM SAFETY AND ITS CAPABILITIES, GOOGLE EARTH SOFTWARE CAPABILITIES

RESOURCE PERSONNEL
MR. ANURAG THOMBRE

ACCIDENT DATA ANALYSIS

Heat map

Find black spots

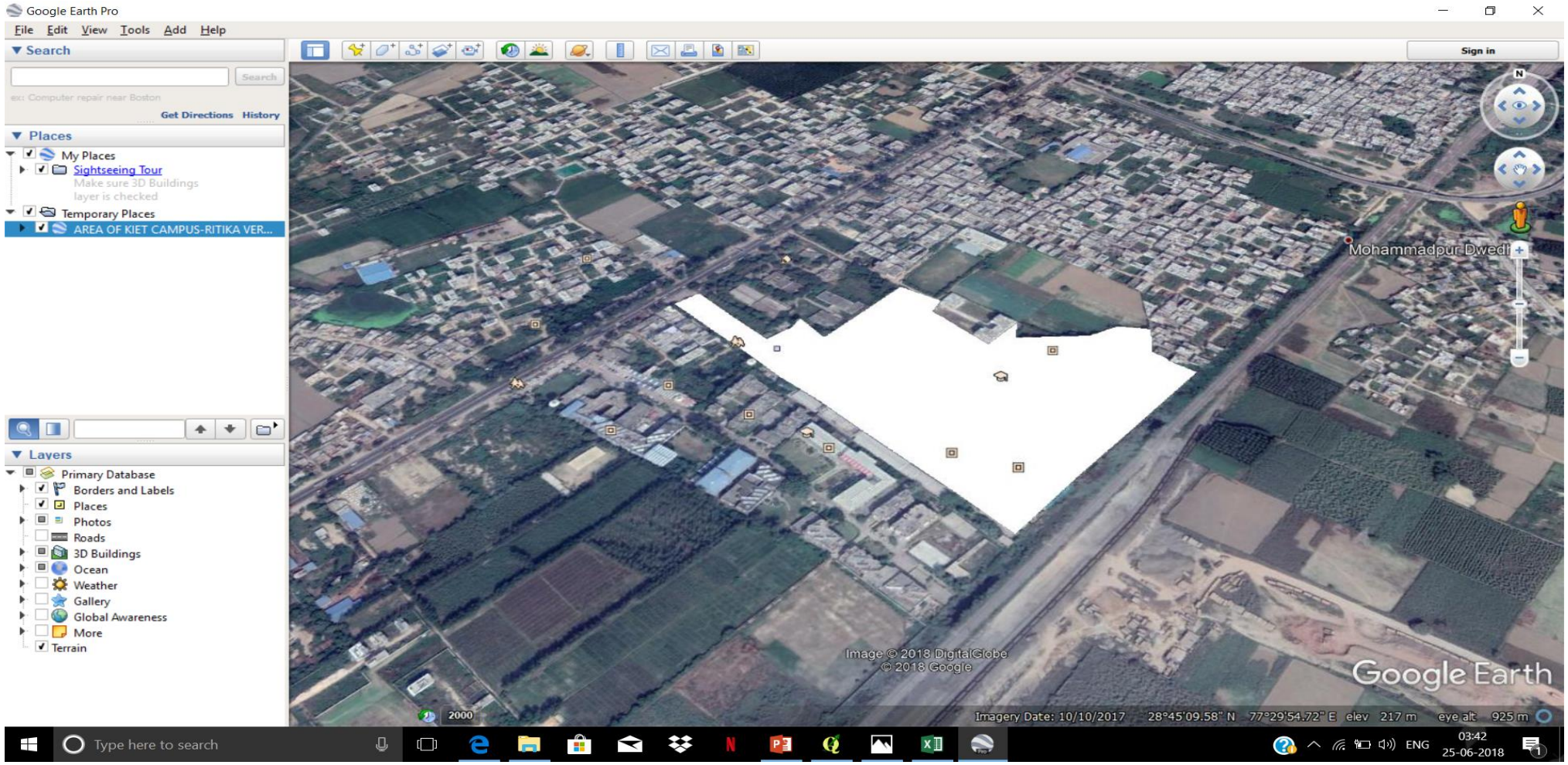
View accident attributes

			9	4	6	2	6	8
4		385	•	•				
3		255						•
3		255	•	•		•		•
3		255			•			•
3		18	•					•
3		18						•
1		17.5	•		•		•	
1		17.5	•		•		•	
6		18					•	
1		17.5	•				•	

Attribute distribution

Accident types

	Count	
1 Driving	289	13%
2 Turning-off	441	20%
3 Turning-into / crossing	676	30%
4 Crossing over	250	11%
6 Longitudinal traffic	590	26%


Google Earth Pro
File Edit View Tools Add Help
Search
Search
ex: Computer repair near Boston
Get Directions History
Places
My Places
Sightseeing Tour
Make sure 3D Buildings layer is checked
Temporary Places
AREA OF KIET CAMPUS-RITIKA VER...
Layers
Primary Database
Borders and Labels
Places
Photos
Roads
3D Buildings
Ocean
Weather
Gallery
Global Awareness
More
Terrain
Sign in
Mohammadpur Dwedi
Image © 2018 DigitalGlobe
© 2018 Google
Google Earth
2000
Imagery Date: 10/10/2017 28°45'09.58" N 77°29'54.72" E elev 217 m eye alt 925 m
Type here to search
ENG
03:42
25-06-2018

DAY 4: REVIEW OF RESEARCH PAPER: TRAFFIC ACCIDENT ANALYSIS OF DEHRADUN USING GIS, HANDS ON PRACTICE ON QGIS

RESOURCE PERSONNEL
MR. ANURAG THOMBRE &
DR. ATUL KANT PIYOOSH

ITPI JOURNAL
1 : 3 (2004) 40-54

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TRAFFIC ACCIDENT ANALYSIS FOR DEHRADUN CITY USING GIS

Dr. S.K.Ghosh

Associate Professor of Civil engineering, Indian Institute of Technology Roorkee, Roorkee

Dr. M.Parida

Associate Professor of Civil engineering, Indian Institute of Technology Roorkee, Roorkee

Jay K.Uraon

M.Tech Student, Department of Civil Engineering, Indian Institute of Technology Roorkee, Roorkee.

ABSTRACT

India's share of road accident in the world is an area of serious concern. With advancement in technology, new and sophisticated models of vehicle are available and their numbers are increasing day by day. A traffic accident has multi-facet characteristics associated with it. For proper traffic accident analysis use of GIS technology has become an inevitable tool. The city of Dehradun, the capital of Uttaranchal in northern part of India has been selected for study. Five years of police records reveal that nearly 72% of accidents lead to fatal and grievous injuries. Cars, jeeps and vans are mostly responsible for accidents and that the occurrence of accidents is mostly concentrated between 2PM to 10PM. The study reveals that a proper traffic management is required for the city to check the growth of traffic accidents.

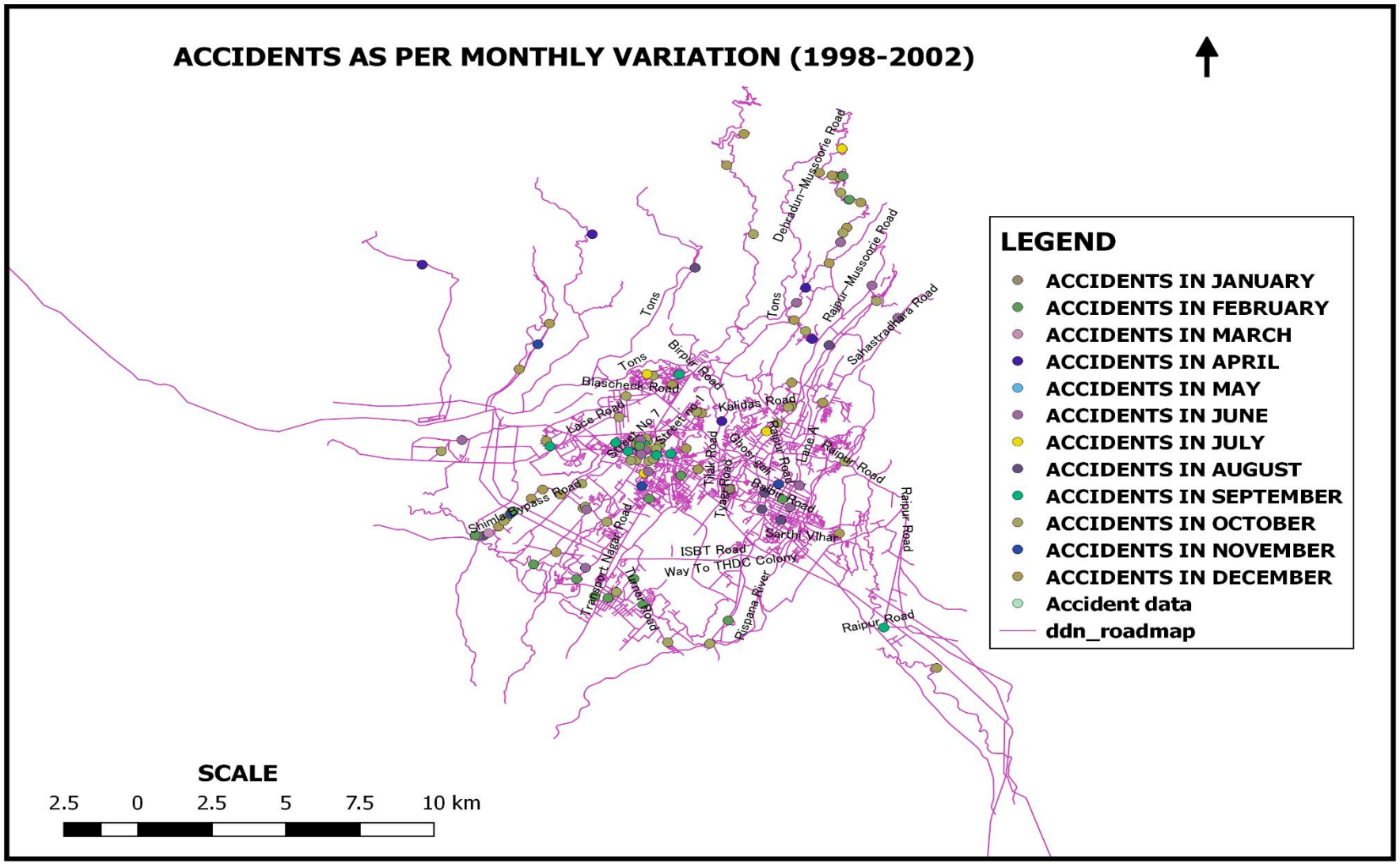
1.0 INTRODUCTION

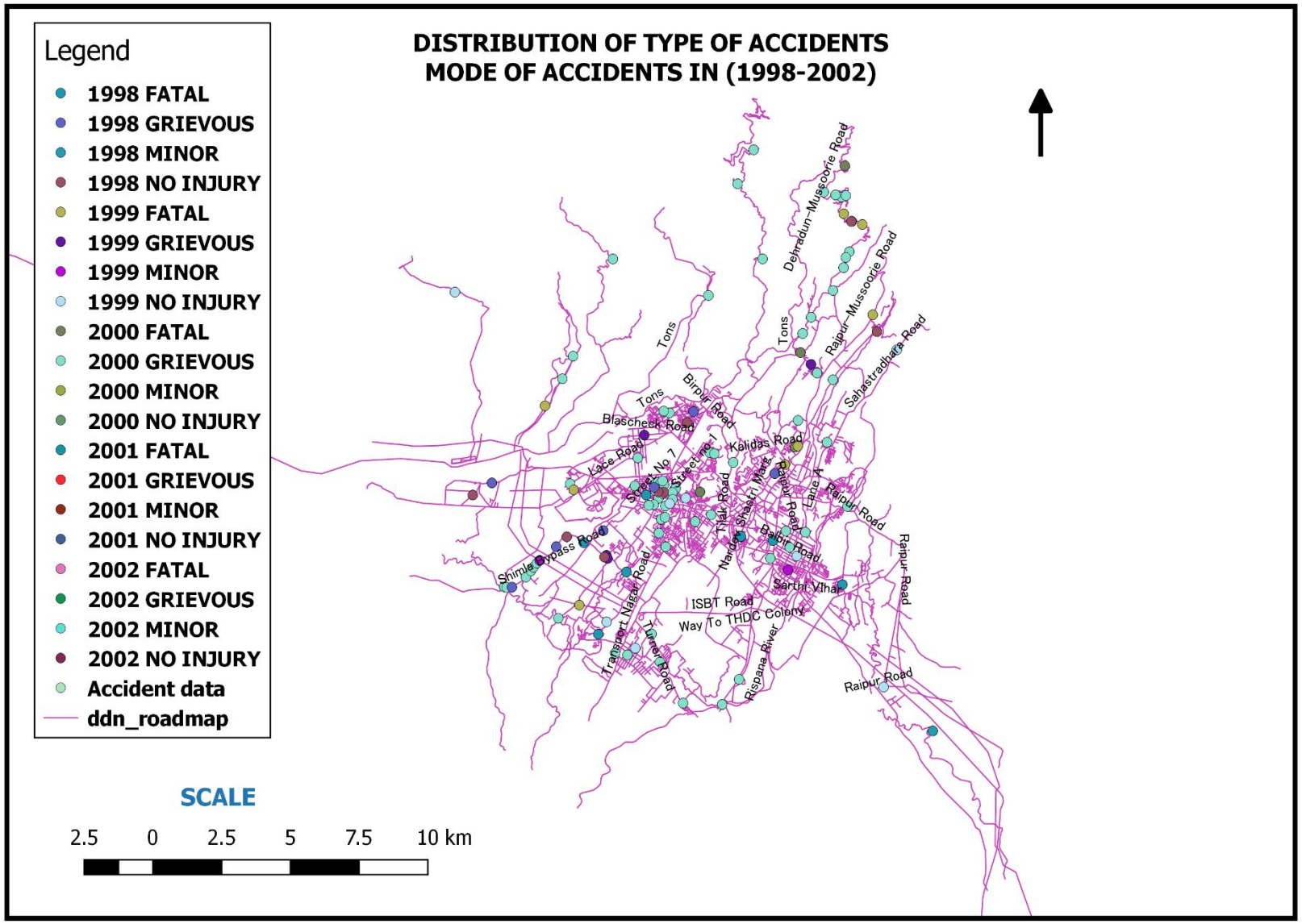
The economic growth of any country depends upon its transportation network, comprising of road, rail and air connectivity. Of these road is the critical one. A good network of road is important as it provides connectivity between rural and urban areas. Alongwith this, road safety is an equally important aspect. It plays a key role towards a sustainable transportation development strategy. The adverse impact of modern road transportation systems is injury and loss of life due to road accidents. While the road accident situation is improving in the high income industrialized countries, most developing countries of accurate and reliable traffic accident data. However, the data required for such an analysis is not always available. Most of the accident information available in police records is incomplete and therefore, may not be utilized to the fullest extent. In addition, records are also needed to provide facts to guide programs including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways (Sarin, 2000).

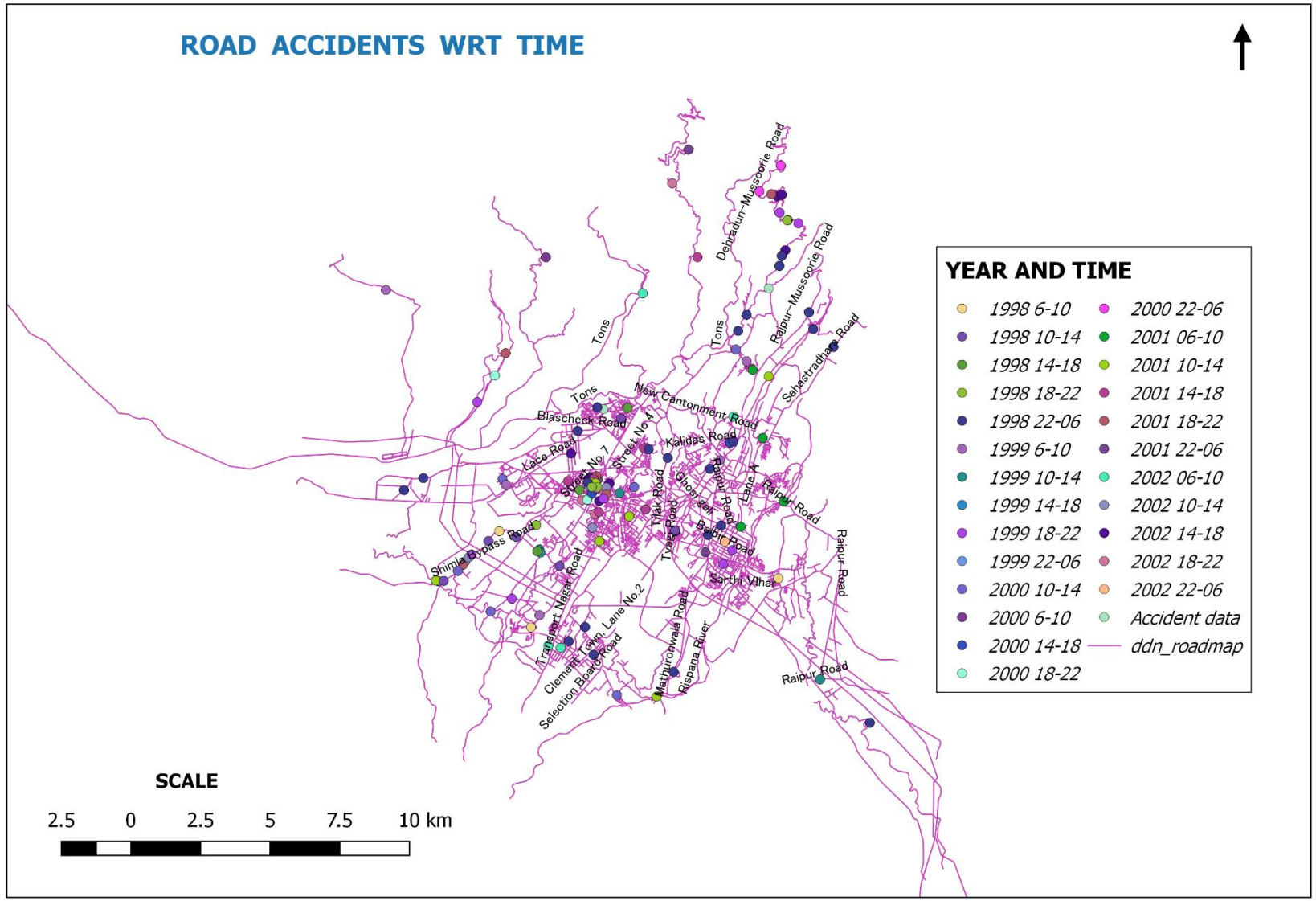
2.0 TRAFFIC ACCIDENTS IN INDIA

In India, every year nearly 85,000 persons are

QGIS OUTPUTS

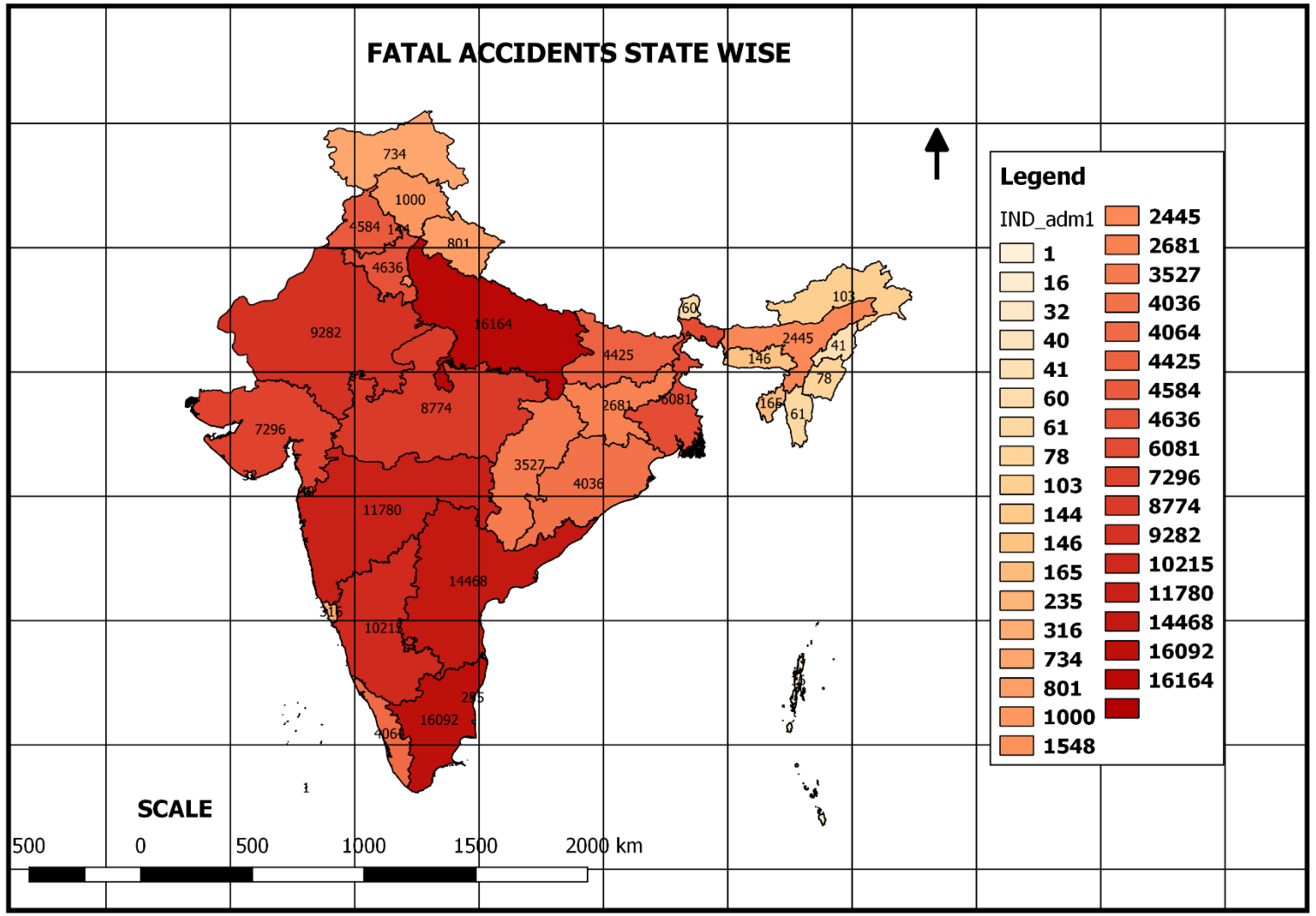


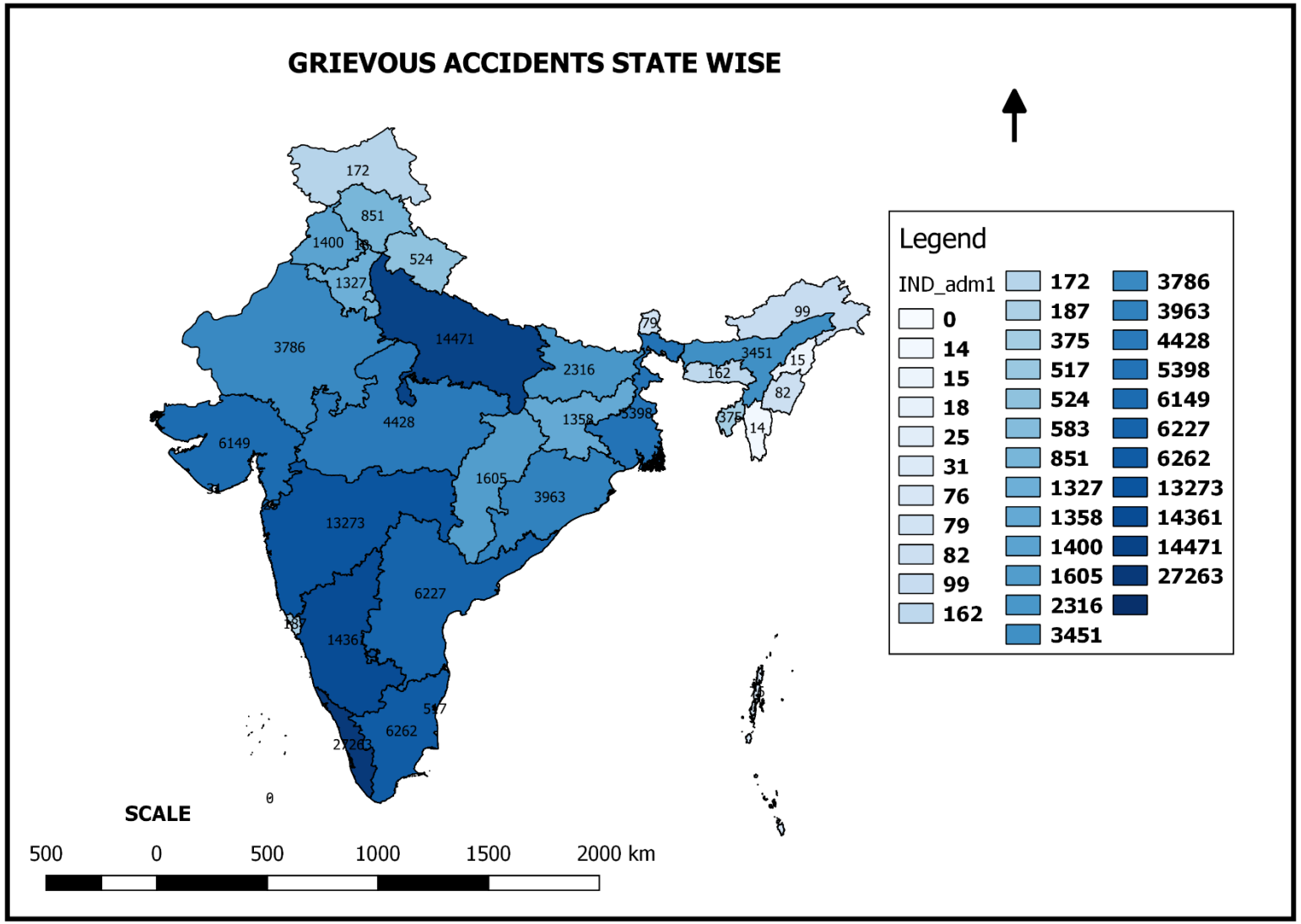

DISTRIBUTION OF TYPE OF ACCIDENTS
MODE OF ACCIDENTS IN (1998-2002)
Legend
1998 FATAL
1998 GRIEVOUS
1998 MINOR
1998 NO INJURY
1999 FATAL
1999 GRIEVOUS
1999 MINOR
1999 NO INJURY
2000 FATAL
2000 GRIEVOUS
2000 MINOR
2000 NO INJURY
2001 FATAL
2001 GRIEVOUS
2001 MINOR
2001 NO INJURY
2002 FATAL
2002 GRIEVOUS
2002 MINOR
2002 NO INJURY
Accident data
ddn_roadmap
SCALE
2.5 0 2.5 5 7.5 10 km
Dehradun-Mussoorie Road
Rajpur-Mussoorie Road
Sahastradhara Road
Tons
Blascheck Road
Lace Road
Kalidas Road
Rajpur Road
Lane A
Nehru Shakti Marg
Vihar
Shimla Bypass Road
Transport Nagar Road
Tunnel Road
Rispana River
ISBT Road
Way To THDC Colony
Sarthi Vihar

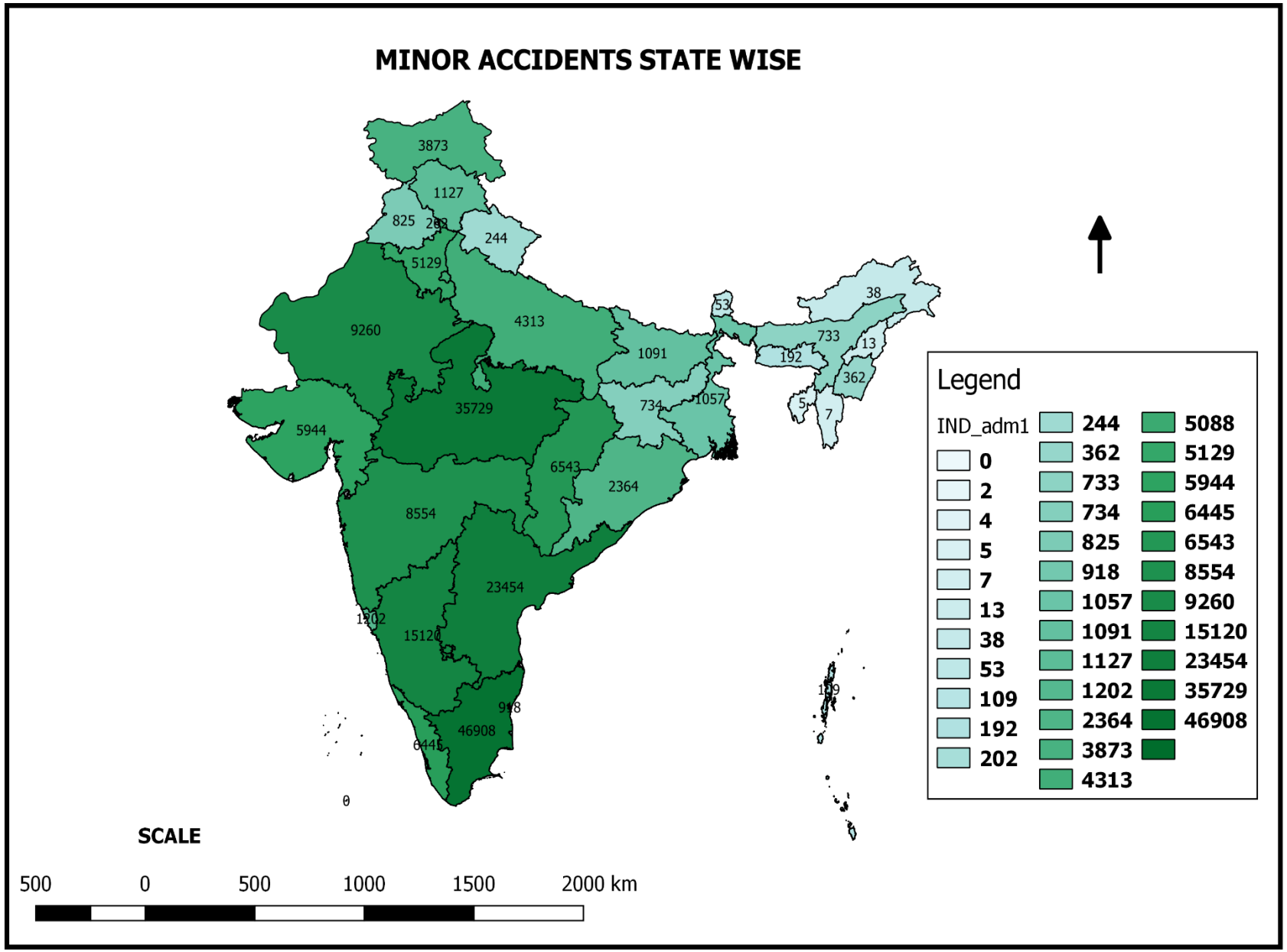

ROAD ACCIDENTS WRT TIME
YEAR AND TIME
1998 6-10
1998 10-14
1998 14-18
1998 18-22
1998 22-06
1999 6-10
1999 10-14
1999 14-18
1999 18-22
1999 22-06
2000 10-14
2000 6-10
2000 14-18
2000 18-22
2000 22-06
2001 06-10
2001 10-14
2001 14-18
2001 18-22
2001 22-06
2002 06-10
2002 10-14
2002 14-18
2002 18-22
2002 22-06
Accident data
ddn_roadmap
SCALE
2.5 0 2.5 5 7.5 10 km
Dehradun-Mussoorie Road
Rajpur-Mussoorie Road
Sahastradhara Road
Tons
New Cantonment Road
Blascheck Road
Lace Road
Street No 4
Street No 7
Kalidas Road
Rajpur Road
Ghosh Lane
Lane 4
Tilak Road
Tyagi Road
Shimla Bypass Road
Transport Nagar Road
Clement Town Lane No.2
Selection Board Road
Mathuronwala Road
Rispana River
Sarthi Vihar
Raipur Road

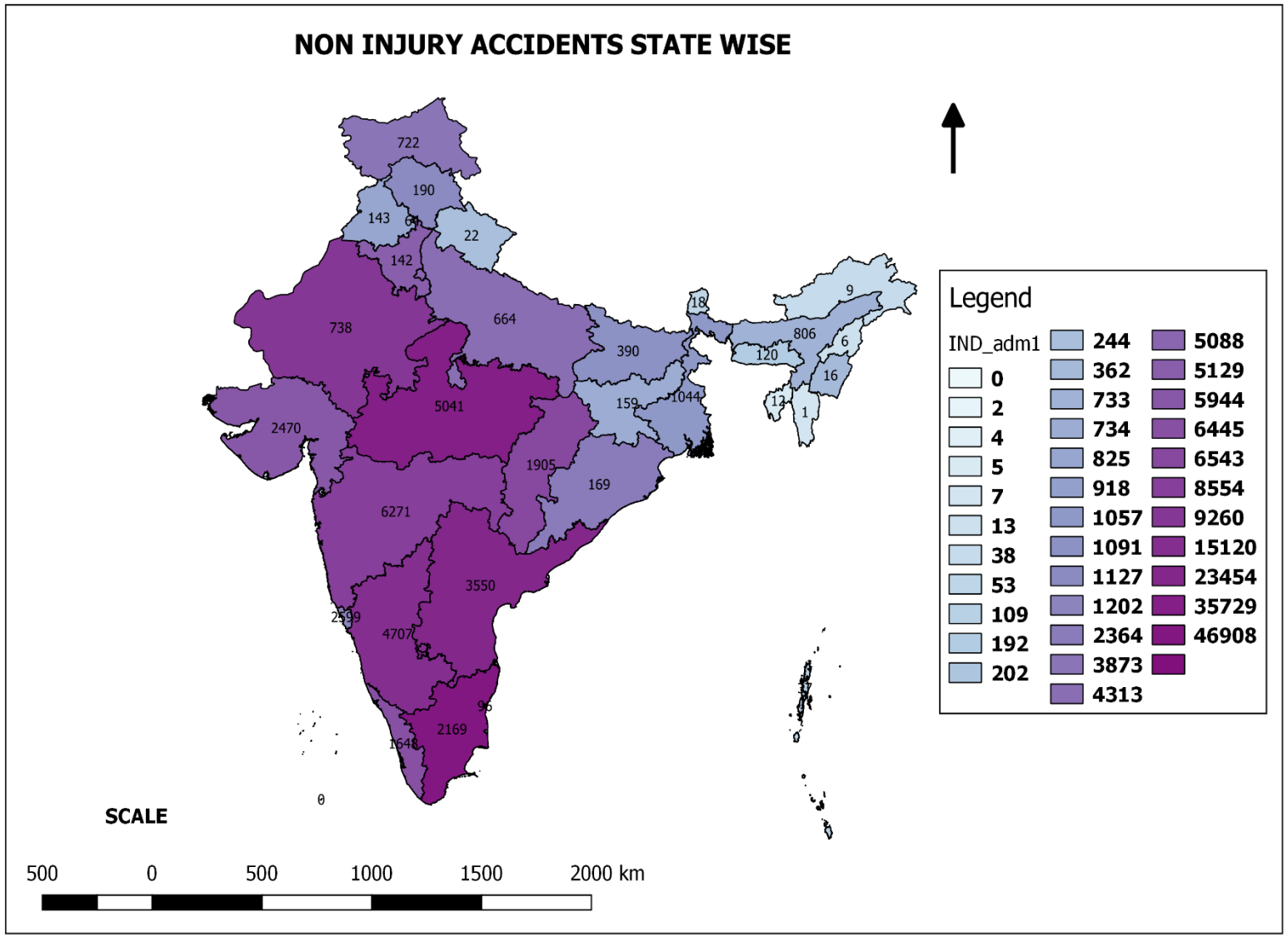
DAY 5: MORTH ROAD ACCIDENT DATA MAPPING AND ANALYSIS USING QGIS; REPORT PREPARATION ON ROAD SAFETY AUDIT AND SPOT-SPEED ANALYSIS

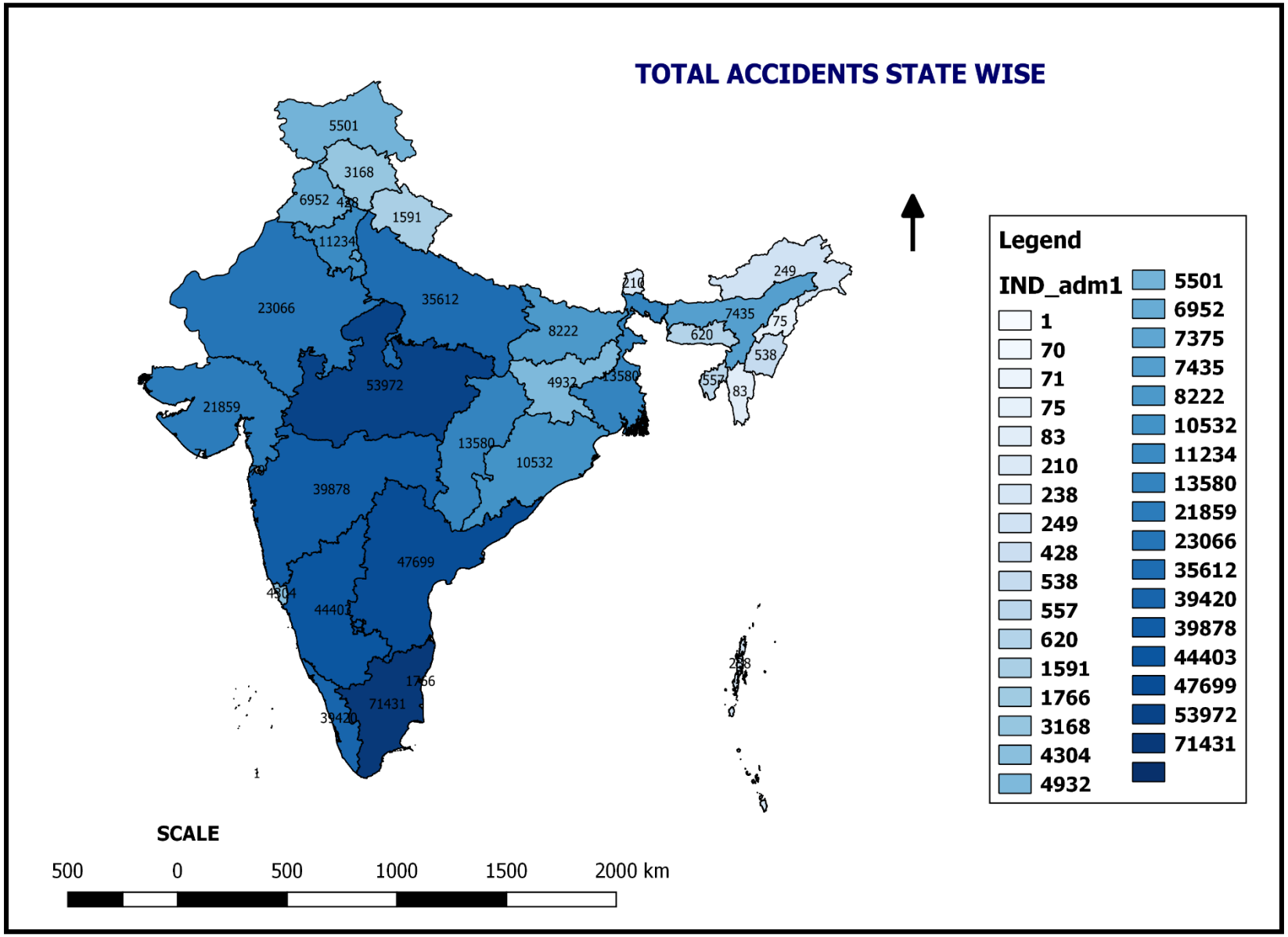
RESOURCE PERSONNEL
DR. ATUL KANT PIYOOSH
& MR. ANURAG THOMBRE


FATAL ACCIDENTS STATE WISE
734
1000
4584
144
801
4636
9282
16164
60
103
2445
41
146
4425
78
8774
2681
6081
165
61
7296
3527
4036
11780
14468
316
10215
255
16092
4064
1
SCALE
500
0
500
1000
1500
2000 km
Legend
IND_adm1
1
16
32
40
41
60
61
78
103
144
146
165
235
316
734
801
1000
1548
2445
2681
3527
4036
4064
4425
4584
4636
6081
7296
8774
9282
10215
11780
14468
16092
16164

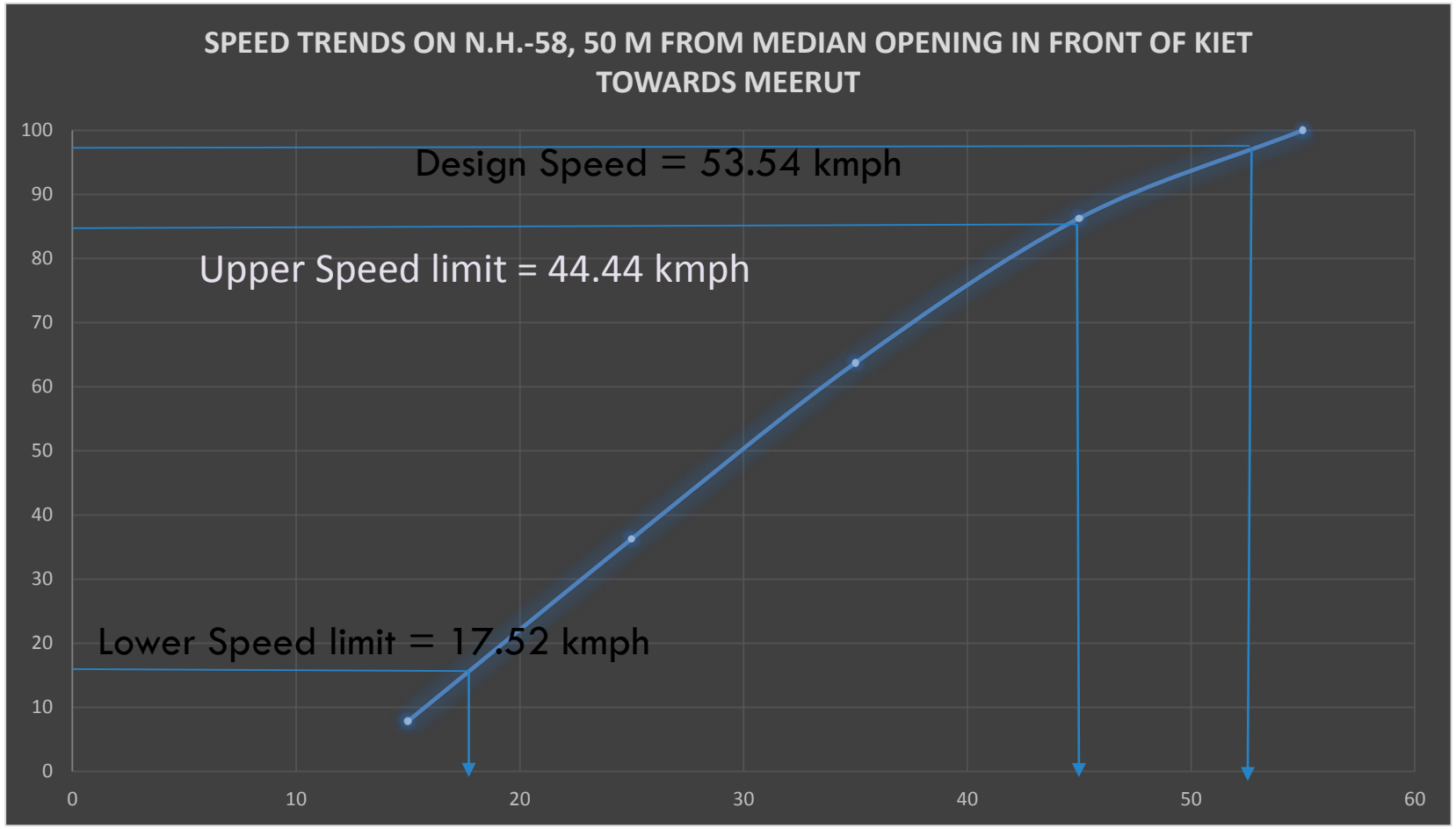

GRIEVOUS ACCIDENTS STATE WISE
172
851
1400
524
1327
14471
3786
2316
79
99
3451
15
162
82
4428
1358
5398
376
14
6149
1605
3963
13273
6227
187
1436
577
6262
27263
0
SCALE
500
0
500
1000
1500
2000 km
Legend
IND_adm1
0
14
15
18
25
31
76
79
82
99
162
172
187
375
517
524
583
851
1327
1358
1400
1605
2316
3451
3786
3963
4428
5398
6149
6227
6262
13273
14361
14471
27263


MINOR ACCIDENTS STATE WISE
3873
1127
825
244
5129
9260
4313
53
38
733
13
192
362
1091
734
1057
5
7
35729
5944
6543
2364
8554
23454
1202
15120
109
918
46908
0445
0
Legend
IND_adm1
0
2
4
5
7
13
38
53
109
192
202
244
362
733
734
825
918
1057
1091
1127
1202
2364
3873
4313
5088
5129
5944
6445
6543
8554
9260
15120
23454
35729
46908
SCALE
500
0
500
1000
1500
2000 km

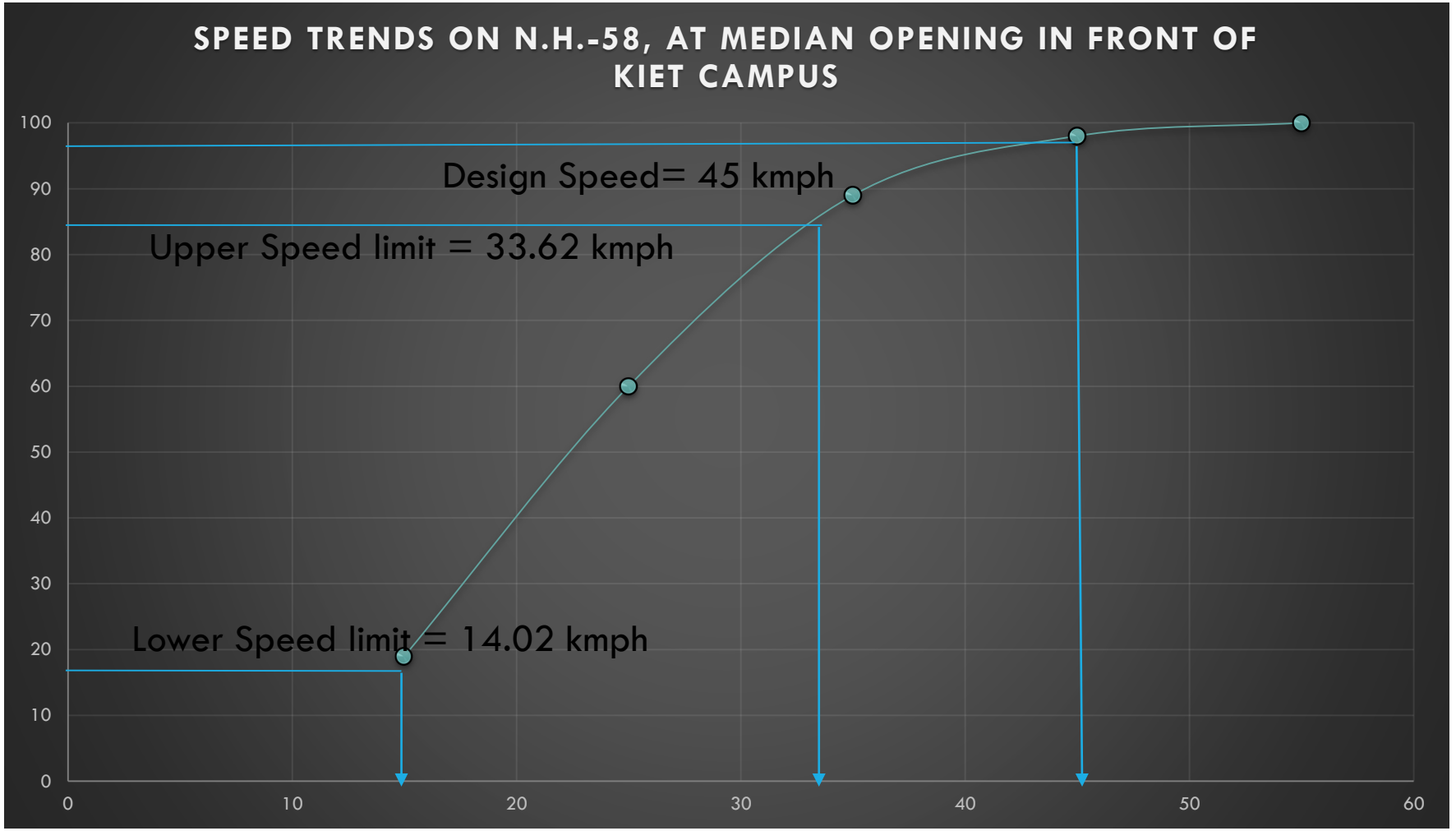

NON INJURY ACCIDENTS STATE WISE
722
190
143
61
22
142
738
664
390
18
9
806
6
120
16
12
1
159
1044
5041
2470
1905
169
6271
3550
2599
4707
96
2169
1648
0
SCALE
500
0
500
1000
1500
2000 km
Legend
IND_adm1
0
2
4
5
7
13
38
53
109
192
202
244
362
733
734
825
918
1057
1091
1127
1202
2364
3873
4313
5088
5129
5944
6445
6543
8554
9260
15120
23454
35729
46908


TOTAL ACCIDENTS STATE WISE
5501
3168
6952
428
1591
11234
23066
35612
210
249
8222
7435
75
620
538
557
83
4932
13580
53972
21859
13580
10532
39878
47699
4304
44403
1766
71431
39420
1
Legend
IND_adm1
1
70
71
75
83
210
238
249
428
538
557
620
1591
1766
3168
4304
4932
5501
6952
7375
7435
8222
10532
11234
13580
21859
23066
35612
39420
39878
44403
47699
53972
71431
SCALE
500
0
500
1000
1500
2000 km

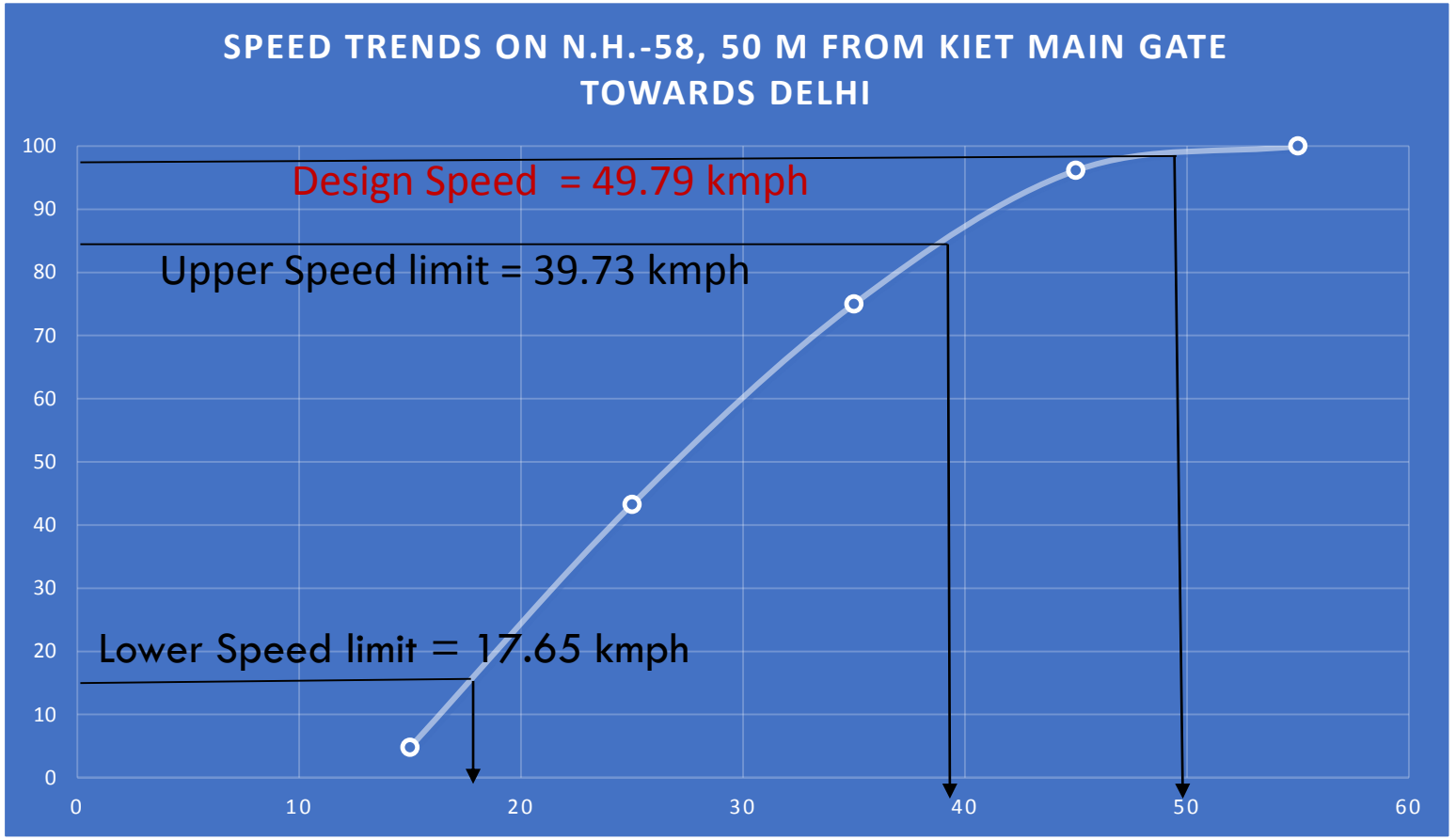
GROUP 2


SPEED TRENDS ON N.H.-58, 50 M FROM MEDIAN OPENING IN FRONT OF KIET TOWARDS MEERUT
Design Speed = 53.54 kmph
Upper Speed limit = 44.44 kmph
Lower Speed limit = 17.52 kmph
100
90
80
70
60
50
40
30
20
10
0
0
10
20
30
40
50
60

GROUP 3

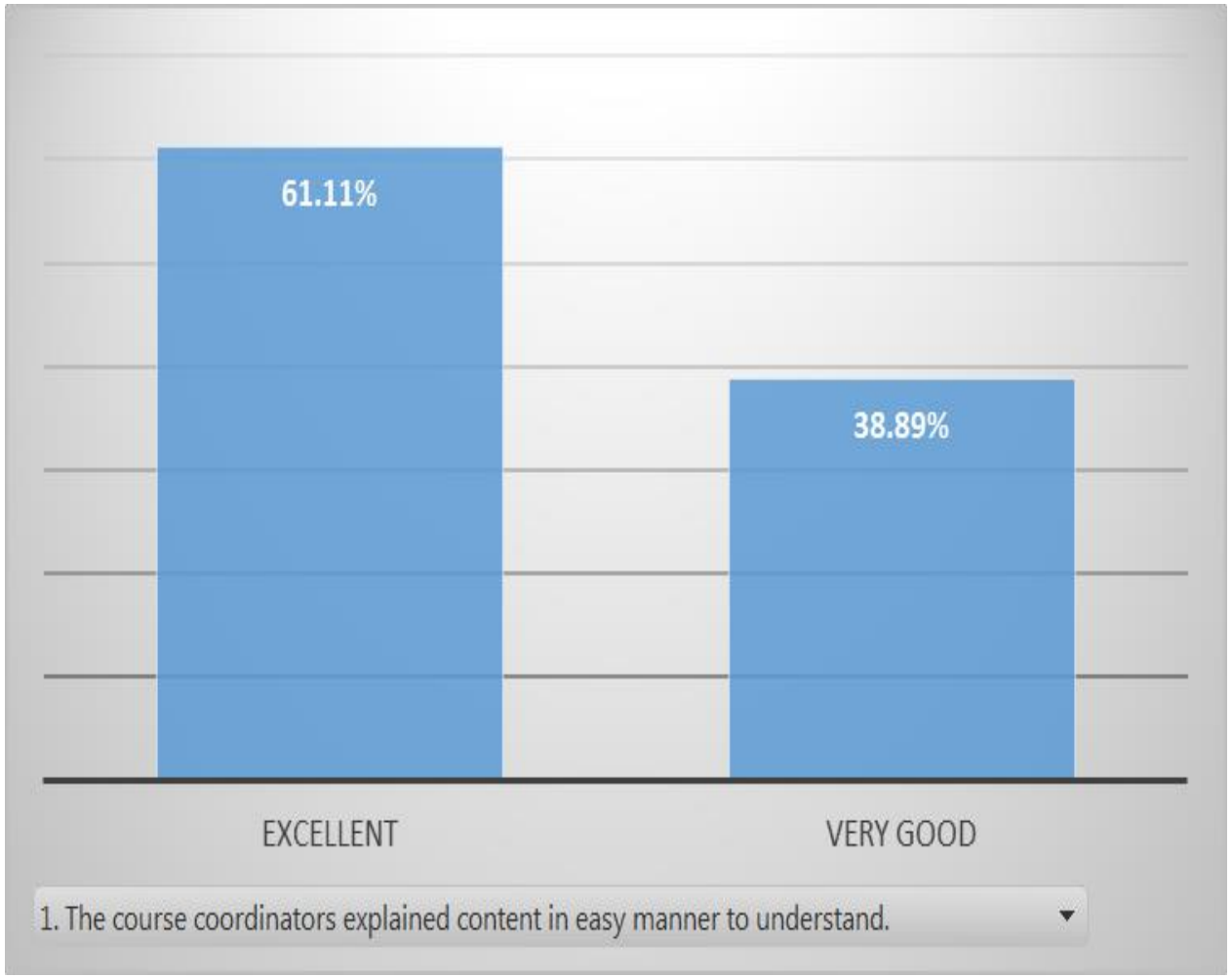

SPEED TRENDS ON N.H.-58, AT MEDIAN OPENING IN FRONT OF KIET CAMPUS
Design Speed= 45 kmph
Upper Speed limit = 33.62 kmph
Lower Speed limit = 14.02 kmph
100
90
80
70
60
50
40
30
20
10
0
0
10
20
30
40
50
60

GROUP 1

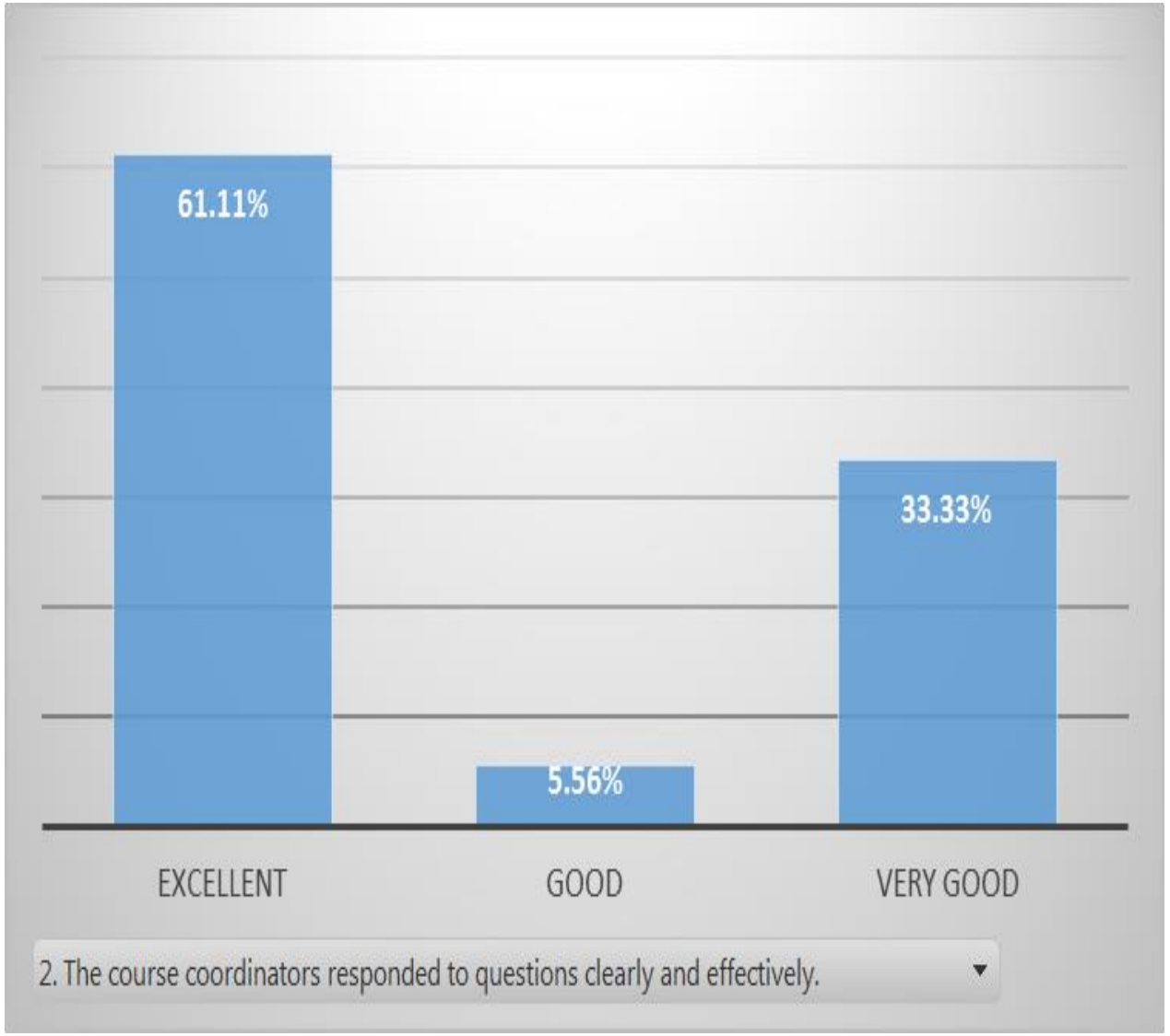

SPEED TRENDS ON N.H.-58, 50 M FROM KIET MAIN GATE TOWARDS DELHI
Design Speed = 49.79 kmph
Upper Speed limit = 39.73 kmph
Lower Speed limit = 17.65 kmph
100
90
80
70
60
50
40
30
20
10
0
0
10
20
30
40
50
60

FEEDBACK OF SUMMER SCHOOL FROM PARTICIPANTS

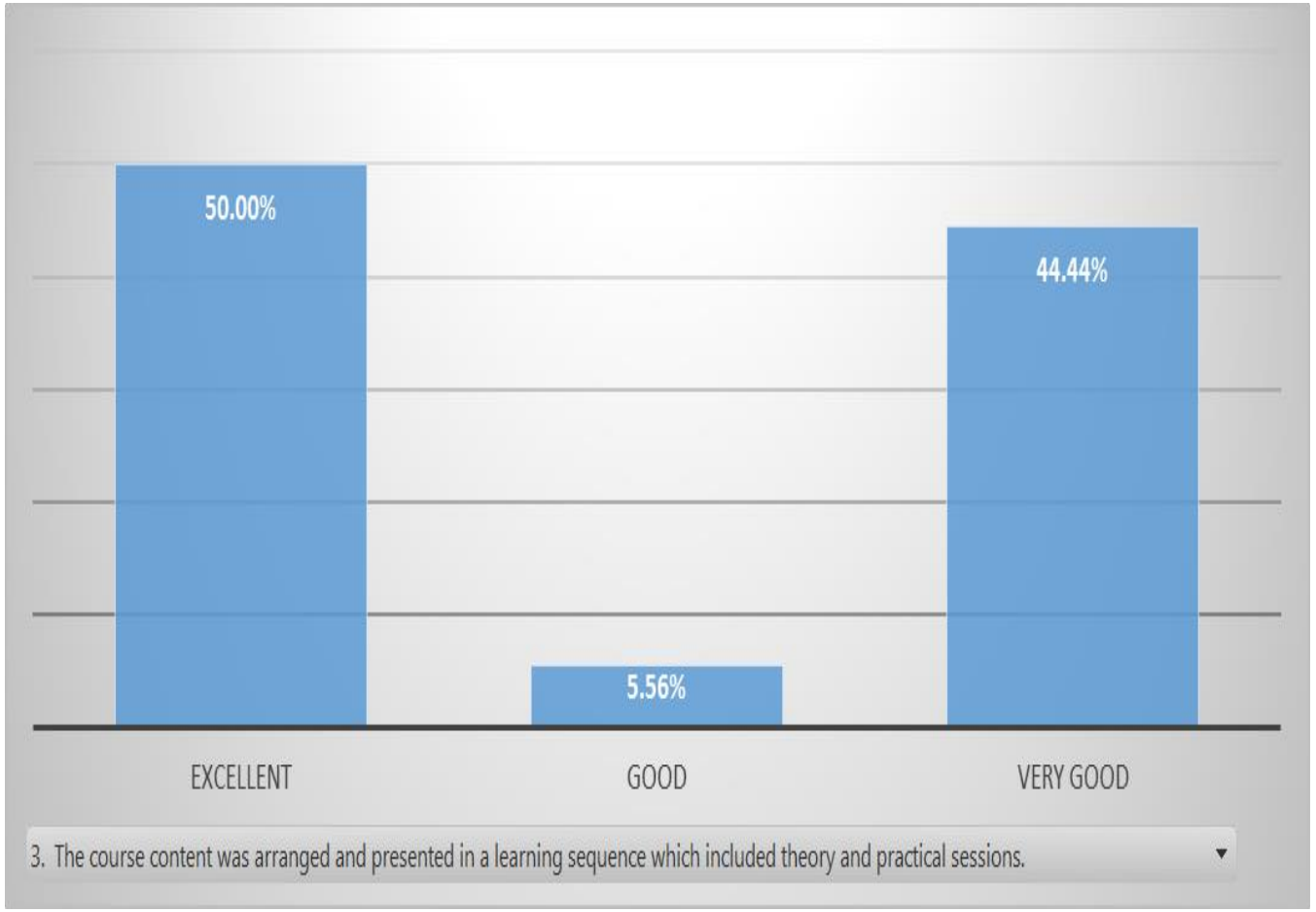
1. THE COURSE COORDINATORS EXPLAINED CONTENT IN EASY MANNER TO UNDERSTAND.



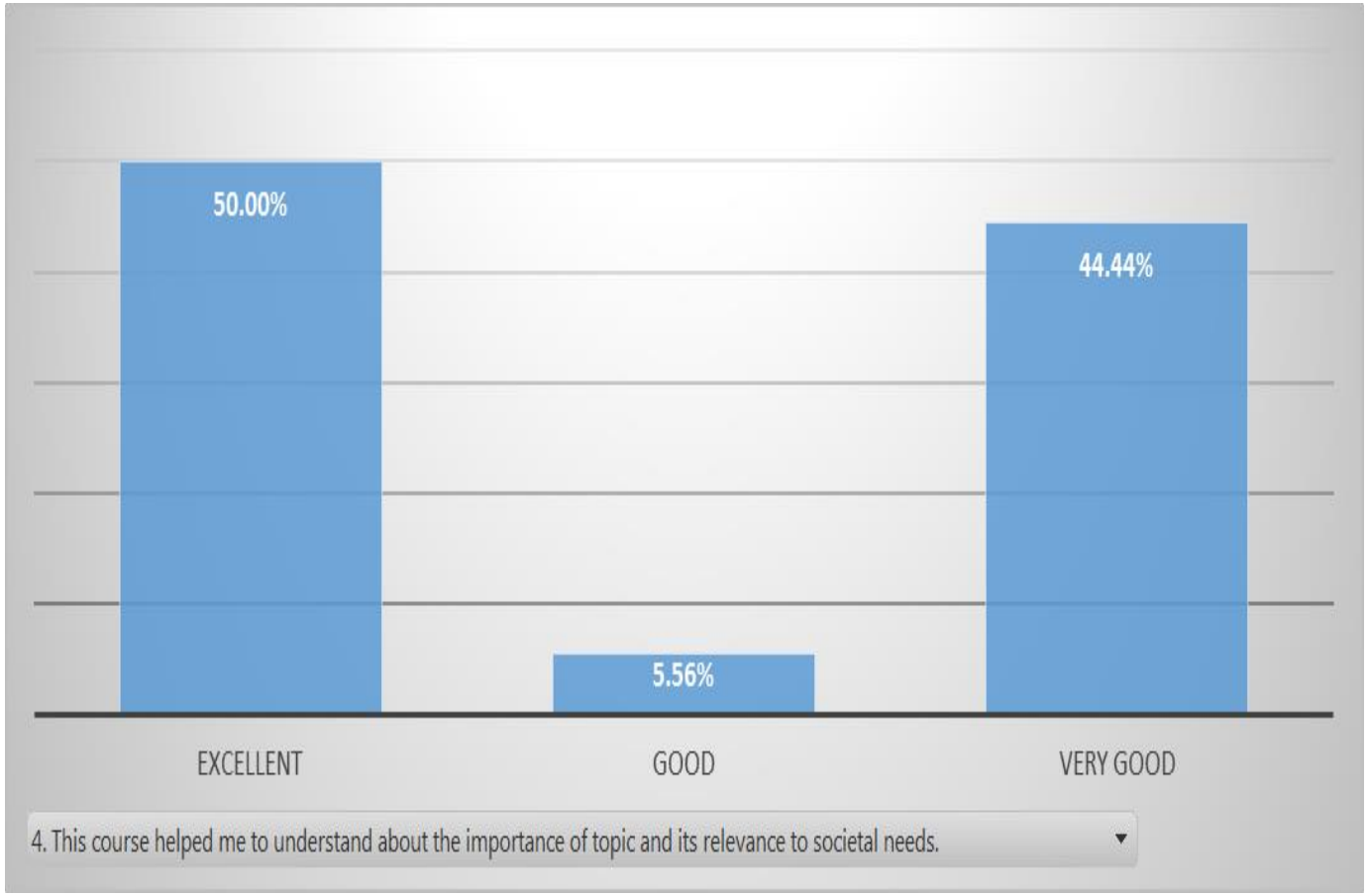
2. THE COURSE COORDINATORS RESPONDED TO QUESTIONS CLEARLY AND EFFECTIVELY.



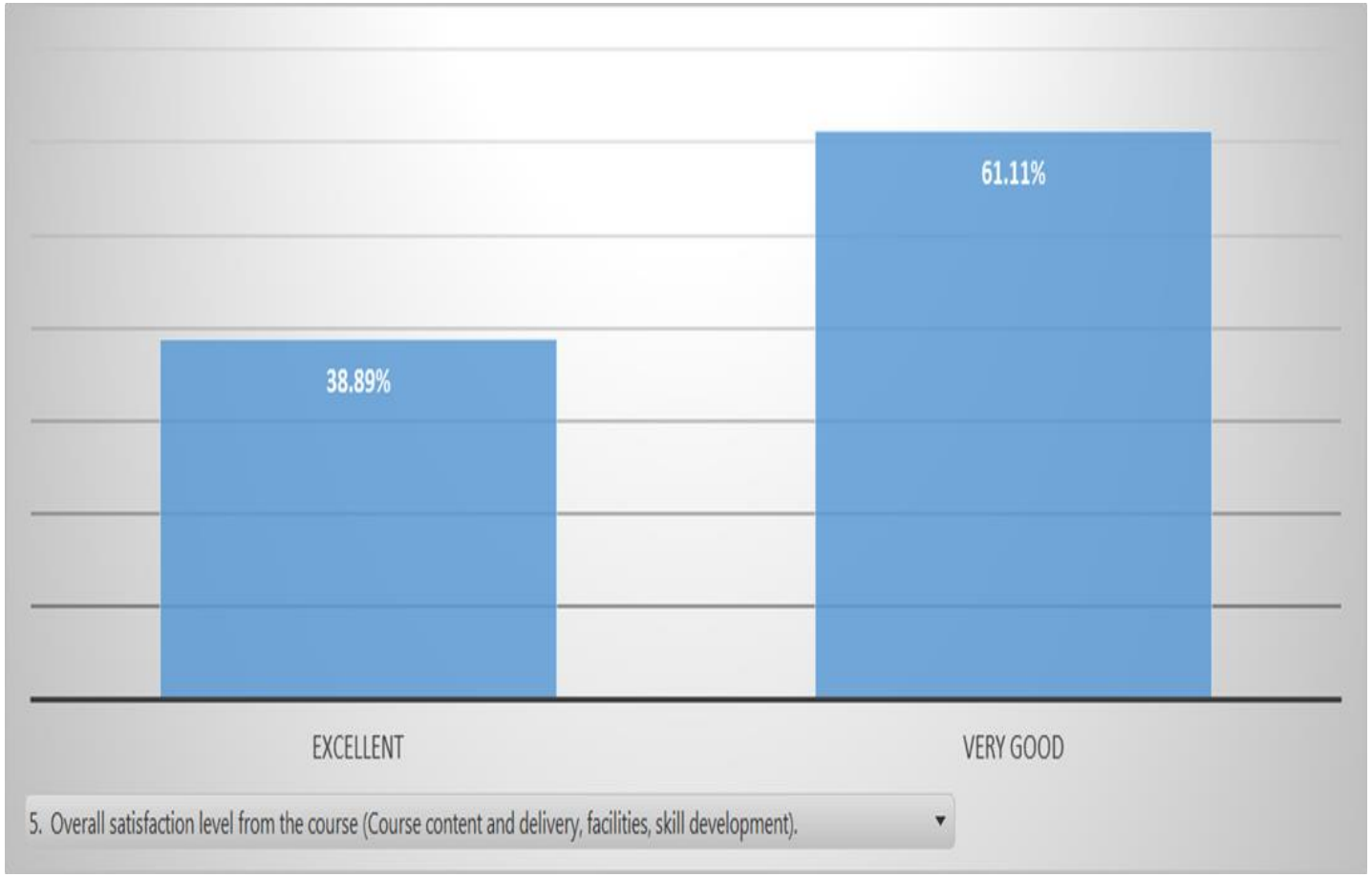
3. THE COURSE CONTENT WAS ARRANGED AND PRESENTED IN A LEARNING SEQUENCE WHICH INCLUDED THEORY AND PRACTICAL SESSIONS.



4. THIS COURSE HELPED ME TO UNDERSTAND ABOUT THE IMPORTANCE OF TOPIC AND ITS RELEVANCE TO SOCIETAL NEEDS.

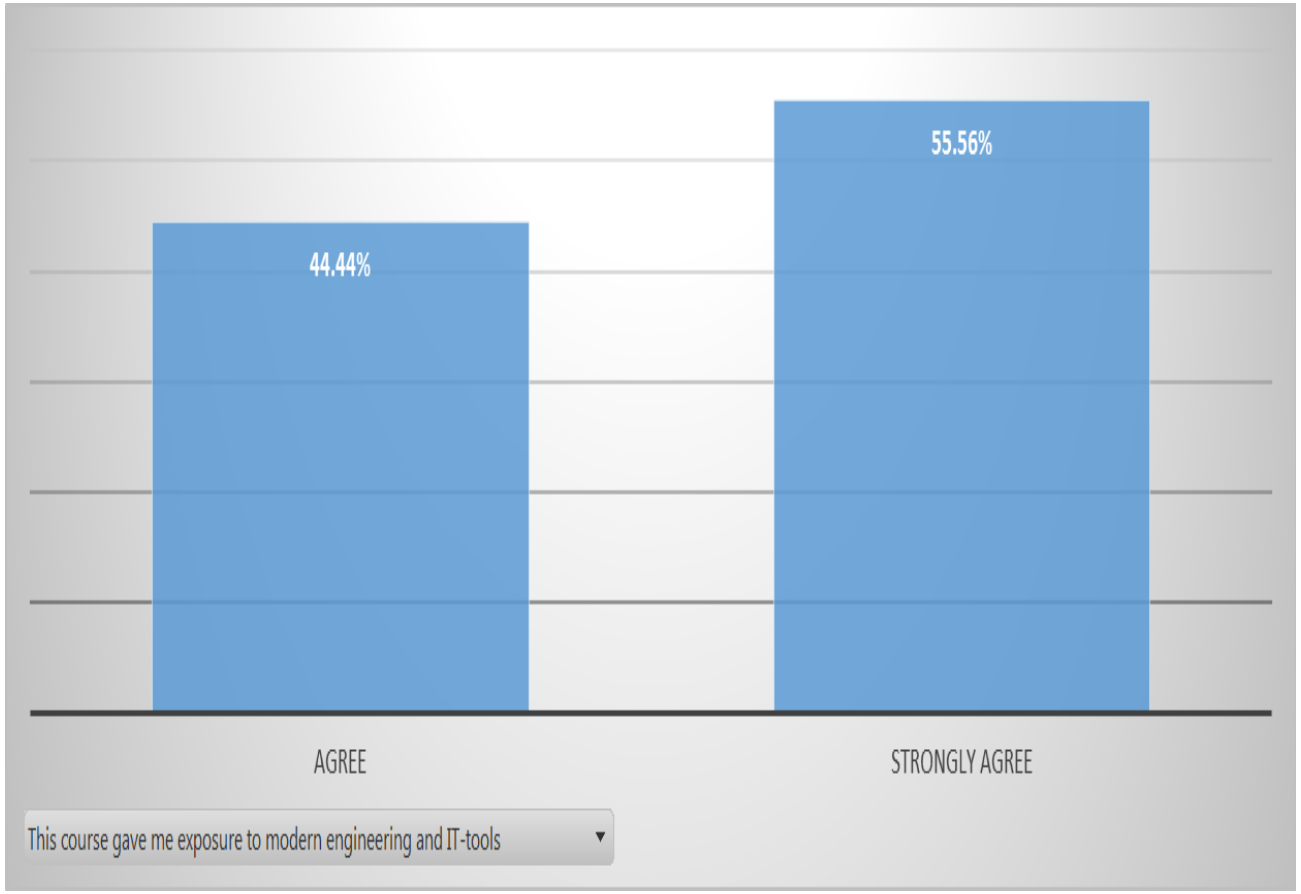


5. OVERALL SATISFACTION LEVEL FROM THE COURSE (COURSE CONTENT AND DELIVERY, FACILITIES, SKILL DEVELOPMENT).

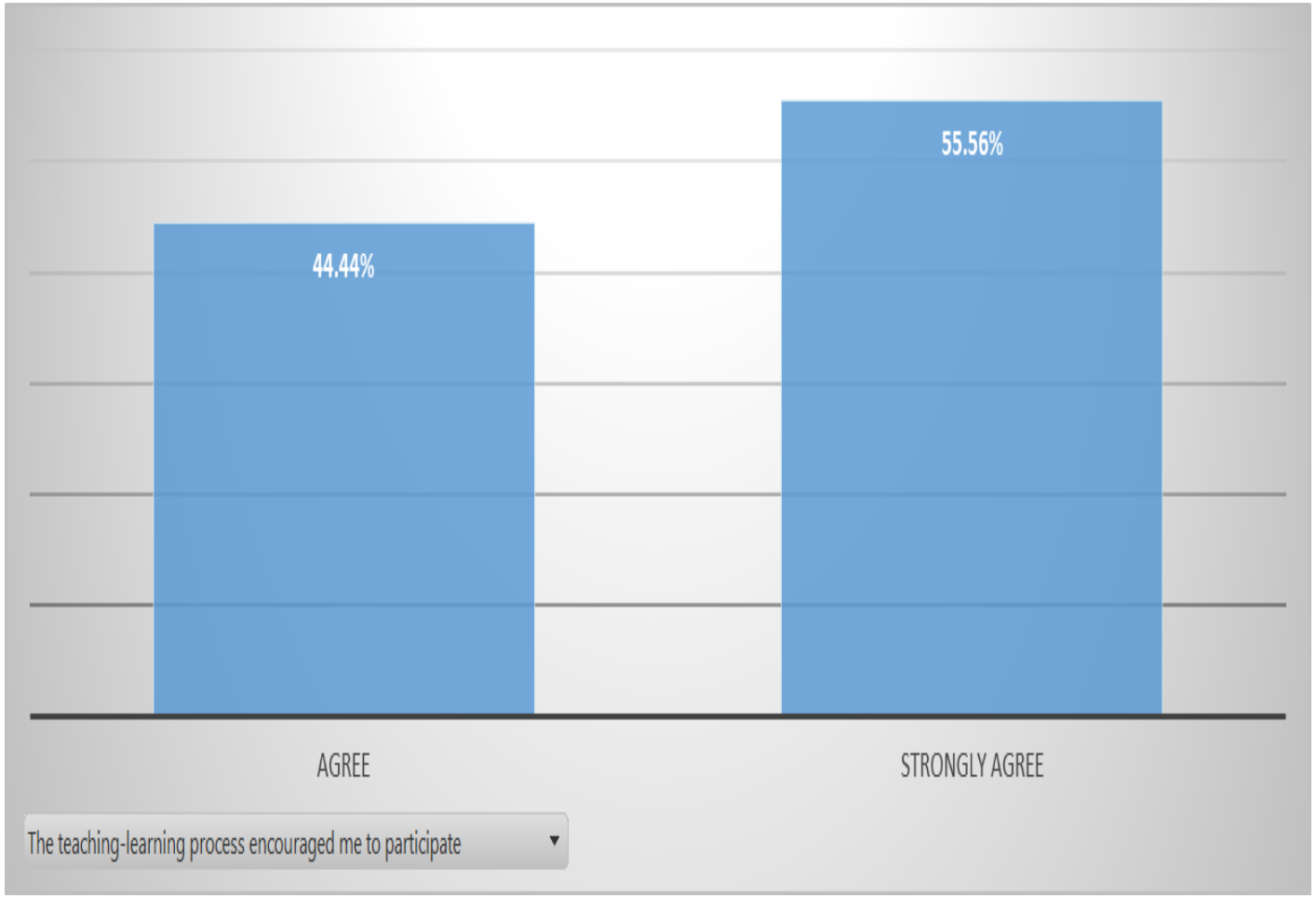


OVERALL EVALUATION OF THE SUMMER SCHOOL COURSE BY PARTICIPANTS

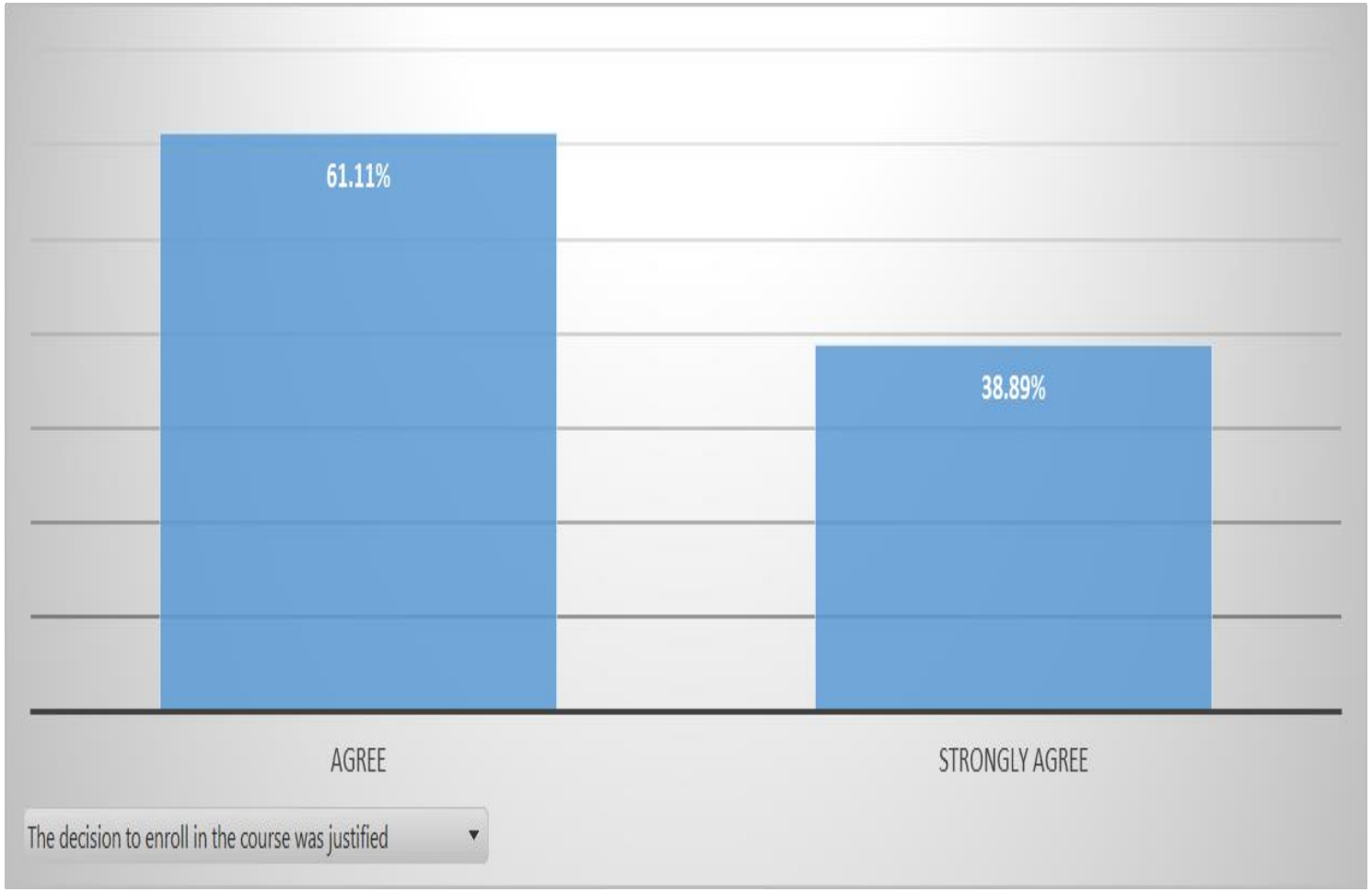
THIS COURSE GAVE ME EXPOSURE TO MODERN ENGINEERING AND IT-TOOLS



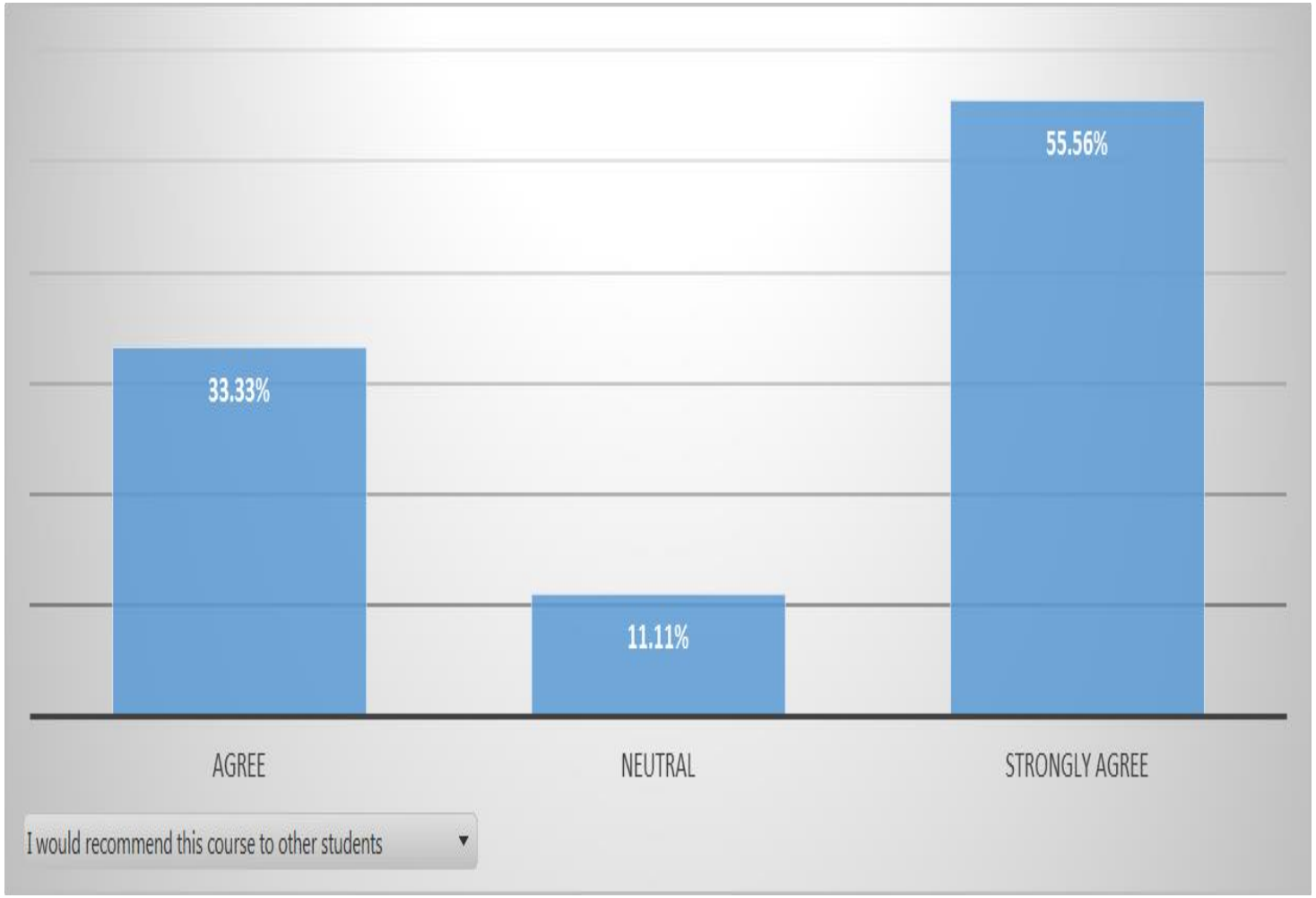
THE TEACHING-LEARNING PROCESS ENCOURAGED ME TO PARTICIPATE



THE DECISION TO ENROLL IN THE COURSE WAS JUSTIFIED



I WOULD RECOMMEND THIS COURSE TO OTHER STUDENTS



THANK YOU!

DEPARTMENT OF CIVIL ENGINEERING, KIET GHAZIABAD

Summer School 2017-18

(1) Identification of accident Prone spots using GIS **Fee : Rs. 300/-**

Attendance Sheet

S.No.	Roll No	Name	Sem	18/06/2018	19/06/2018	20/06/2018	21/06/2018	22/06/2018	23/06/2018
1	1602900015	Ankur Vaiyagra	IV	P	P	P	P	P	P
2	1502900049	Gaurav Kumar Pathak	VI	P	P	P	P	P	P
3	1502900099	Sandeep Verma	VI	P	P	P	P	P	P
4	1602900090	Saurabh Saxena	IV	P	P	P	P	P	P
5	1602900085	Sachin Singh	IV	P	A	P	P	P	P
6	1602900082	Riyanshu Pal	IV	P	P	P	P	P	P
7	1602900024	Arpit Poonia	IV	P	P	P	P	P	P
8	1602900038	Dushyant Kumar Mathur	IV	P	P	P	P	P	P
9	1602900041	Hardik Bansal	IV	P	P	P	A	P	P
10	1602900045	Himanshu Sharma	IV	P	P	P	P	P	P
11	1602900043	Harsh Vardhan Gupta	IV	P	P	P	P	P	P
12	1602900033	Chirag Chaddha	IV	P	P	P	P	P	P
13	1602900109	Uday Pratap Singh	IV	P	P	P	P	A	P
14	1602900040	Gaurav Rajora	IV	P	P	P	P	P	P
15	1502900078	Nitish Kumar	VI	P	P	A	P	P	P
16	1502900066	Mayank Prabhakar	VI	P	P	P	P	P	P
17	1502900061	Kritika Chaudhary	VI	P	P	P	P	P	P
18	1702900905	Aniket Kumar Anand	IV	P	P	P	P	P	P
19	1502900106	Shashank Chandra	VI	P	P	P	P	P	P
20	1602900080	Ritika Verma	IV	P	P	P	P	P	P
21	1502900084	Prasoon Awasthi	VI	P	P	P	P	A	P
22	1502900113	Vaibhav Chaudhary	VI	P	P	P	A	P	P
23	1602900066	Payal	IV	P	P	P	P	P	P

HOD, CE