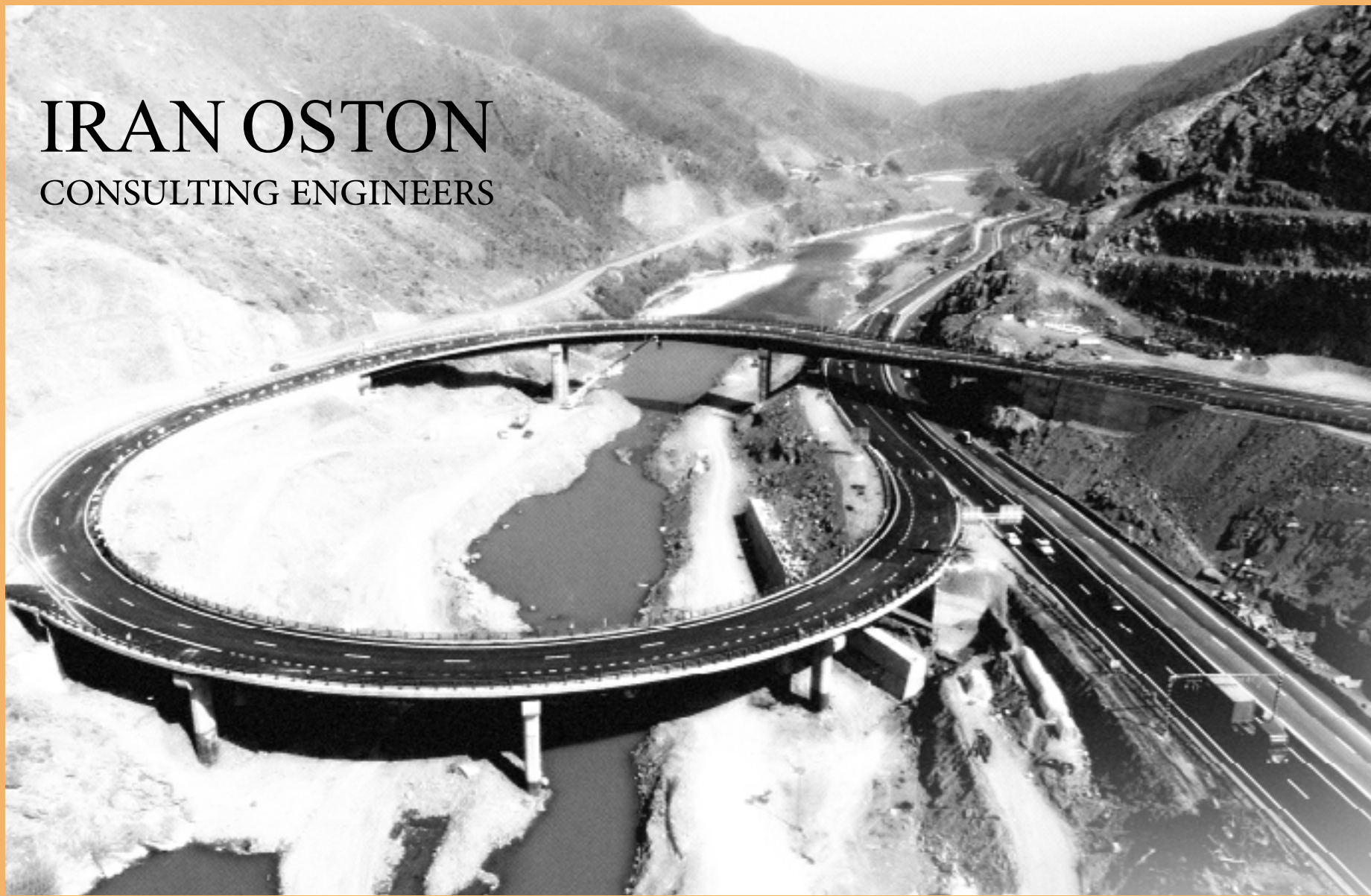


IRAN OSTON CONSULTING ENGINEERS



IRAN OSTON

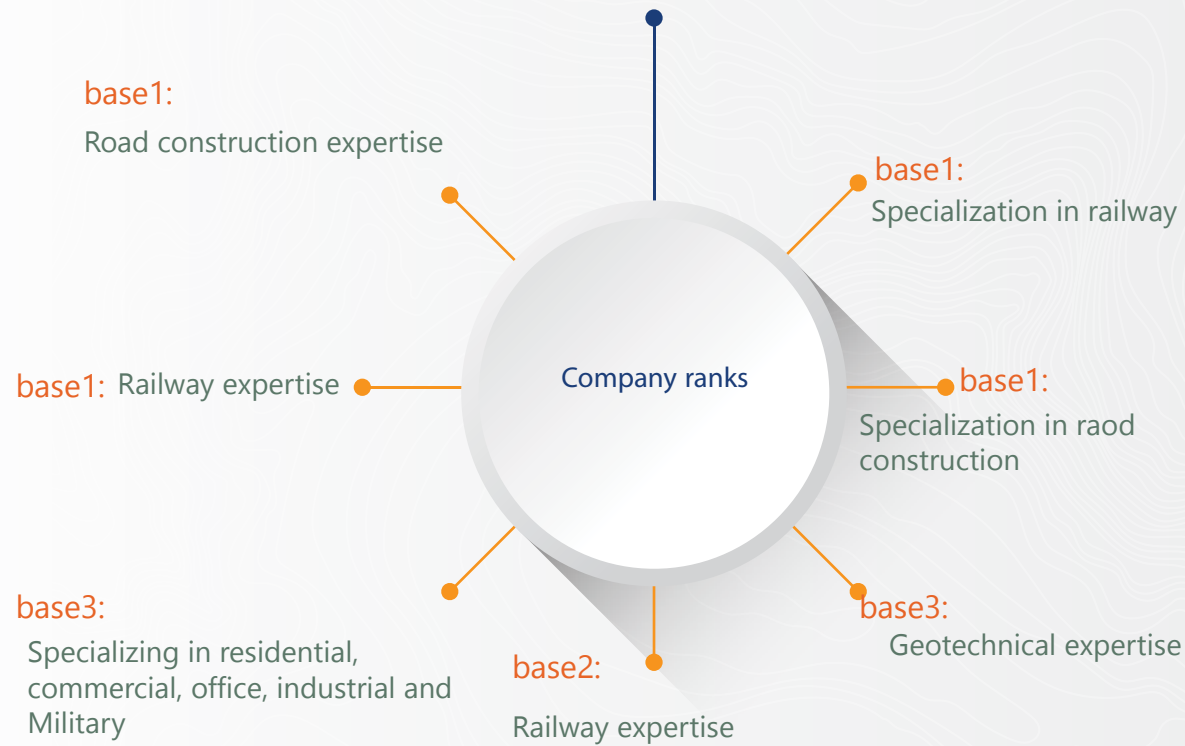
CONSULTING ENGINEERS



IRAN OSTON Consulting Engineers was established in 1981 and has played a significant role in providing services for the country's major infrastructure sectors such as highways, railways ,roads, bridges ,tunnels ,buildings, subway and geotechnics.The main goal of this company is to participate in the construction programs and sustainable development of the country and to improve the quality of engineering services,Therefore, in this regard ,the company has extensive participation and presence.inthe studies and supervision of roads, railway and related technical buildings including, 4421 large bridge with a length of about 32 kilometers and 94 tunnels with a length of approximately 100 kilometers, fifty non-level interesections and three railway stations.This consultant is a pioneer in receving the first certificate of quality assurance management systems in 2010 from SGS Switzerland in the field of road, railway bridge and tunnel design.It has also managed to receive the first ranking of the 1st railway.

CEO and board members	1
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Urban railway and subway design	58

Iran oston Consulting Engineers has started its activity in the field of consulting, design and supervision services since 1360 and is currently in charge of the country's projects with an organization of more than 200 experts using modern technologies.



Memberships

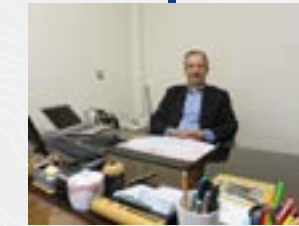
Society of Consulting Engineers of Iran-Concrete Association of Iran-Geotechnical Association of Iran-Association of Pavement Engineering of Iran-Association of Exporters of Technical and Engineering Services of Iran-Association of Technical and Executive Directors - Specialized Association of Research and Development of Industries and Mines-Association of Value Engineering of Iran - Association of Transportation Engineering and Rail transportation Steel Structures Engineering Association and Iran Earthquake Engineering Association.

CEO and board member



Mohammadreza Farkhoo

- Member of the board structural
- Engineer from Karlsruhe Institute of Technology



Ali Shadkhast

- Chairman of the board Civil-structure
- Engineer from Sharif University of Technology



Navid Mahmoodian

- Managing Director and Vice Chairman of the board
- Civil Engineer from K.N.Toosi University of Technology



Nasser Mahmoodian

- Manager of the structure department
- Structural Engineer from Karlsruhe Institute of Technology



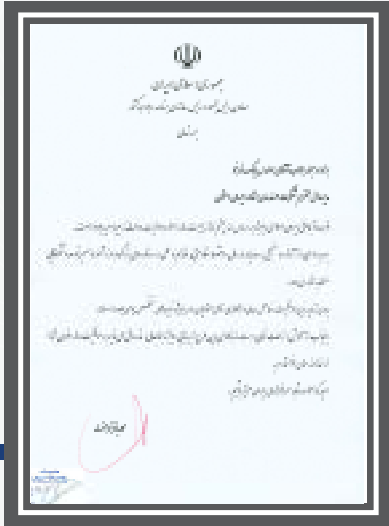
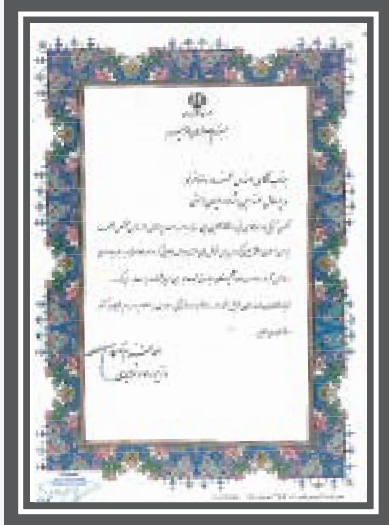
Babak Farkhu

- Project manager and stakeholder
- Structural Engineer from Karlsruhe Institute of Technology



Faramarz Farahi

- Manager of road department and project manager
- Civil Engineer from Iran University of Science and Technology

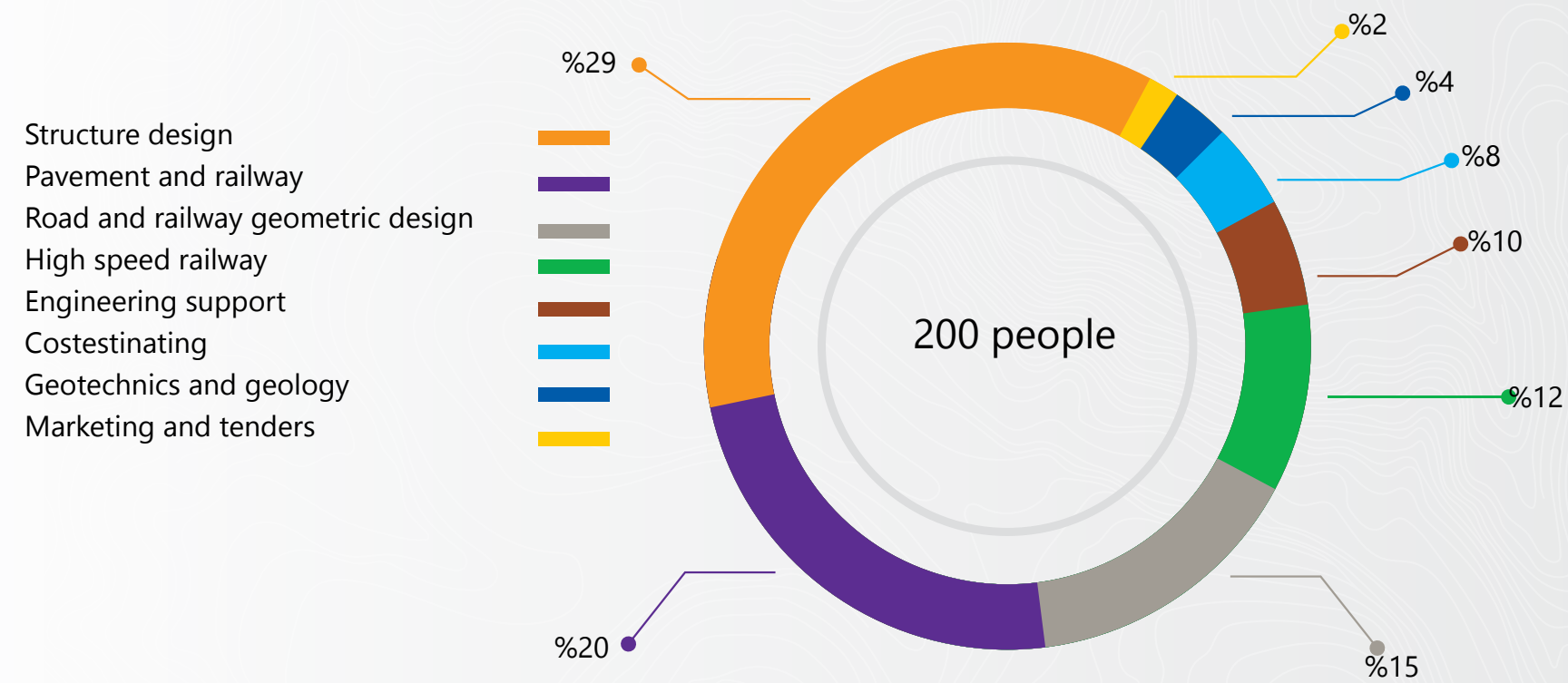


During four decades of activity , Iran Oston consulting successfully won 74 letters of appreciation and letter of encouragement by fulfilling its obligations on time and obtaining satisfaction from most of the client for providing quality engineering services by the companys efficient and skilled experts.

CERTIFICATES

IRAN OSTON

CONSULTING ENGINEERS



A number of head office personnel

Creativity and initiatives of the consultant

Year	Project subject
2014	The implementation of concrete pavement (slab track) in railway project
2014	Wining the best bridge award at 17th concrete and earthquake conference for aci international institute for hosseinich 2bridge on pol-e-zal-Andimeshk freeway
2015	Wining the best counsultant award at the 18th american international concrete confrence, iran aci branch, in february 2014 for tehran pardis freeway
2015	The investment of the chinese company was made with participation of this consulting engineers and italian consultant italfer in the design and implementation of the first high - speed train project in Iran.
2015	Recording the technical experiences of (khorramabad-zal bridge) in the from of a book and obtaining a letter of encouragement in 2018 from the country`s transport infrastructure construction and development company.
2015	Azad construction of Khoramabad-zal bridge with a lenght of 105 km and 2580 meters of tunnel including galleries and 2540 meters of bridge, 5 months earlier than the project deadline.
2020	Design of seismic isolators(Pandoli support)for Manjil-Rudbar freeway bridge for the time

Creativity and initiatives of the consultant

Year	Project subject
1991	For the first time the CSDP program was prepared and used by these consulting engineers to drow the plan longitudinal and transverse profiles and calculate the volumes which is currently used by most of the consulting engineers.
1999	Revising and designing the variant of Imamzadeh Hashem pass in Haraz axis the tunnel planned by the Danish consuling engineers was changed from a single tunnel with a length of8, 83 kilometers to tow tunnels of 3 , 18 and 2, 25kilometers.
2001	For the first time in the relevant ministry , the use of precision instruments in number one of emamzadeh hashem pass variant in haraz axis was proposed and operationalized by this consultant.
2003	From one of the most reliable quality assurance companies(sgs 9000-2000 asthe first consulting engineers of the «railway»group, it succeeded in receiving iso switzerland)
2004	For the first time in the relevant ministry , the use of shotcrete with polymer fibers in the (khamari tunnel) located on the Mashhad-bafq road was proposed and put into operation.
2006	For the first time in iran , bridge construction by pushing method was designed and executed by these consulting engineers in izadkhast bridge(Isfahan-shiraz railway-part3)
2006	The use of viscouse dampers in izadkhast bridge for the first time in the country .

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
2	Providing consulting services in the field of construction of main roads and highways	19- Parchin - Pakdasht highway 20-Langerud bypass 21-Gilavand bypass 22-Rezvanshahr - Anzali axis 23-The main road of Kantartakhteh - Kazeron 24- Improvement of Tehran-Qom highway 25- Talash bypass 26-Sari bypass 27- Lahijan bypass 28- Parsian highway - Asalouye 29-Improvement of Tehran-North axis 30-Chalus bypass - Nowshahr 31-Chabahar Free Zone Boulevard
3	Consulting services in the field of railway construction	1-Bafq - Bandar Abbas railway 2-Railway variant of the thick brid 3-Mashhad - Bafq railway 4-Aparin and Aparin -Malki railway 5-Kerman - Zahedan railway 6-Aparin - Bahram railway 7-Mashhad - Sarkhs railway 9-Middle Railway -Ardabil 10- Qazvin - Rasht - Anzali railway 11- Isfahan - Azna railway 12-Sangan railway - Torbat - e Heydariyeh 13- Shiraz - Bushehr - Asalouye railway 14-Khaf - Herat railway (internal and external border)

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
1	Providing consulting services in the field of freeway construction	1-Saveh-Salafchegan freeway 2-Tehran-Rudehen highway (pardis) 3-Manjil - Rudbar freeway 4-Zanjan - Tabriz freeway 5-Tehran -shomal freeway 6-Khorramabad pol-e-Zal freeway 7- Pol -e-Zal- Andimeshk freeway 8- Qom-Kashan freeway 9- Marand-Bazargan freeway
2	Providing consulting services in the field of construction of main roads and highways	1-The main Yazd-Tabas road 2-Yasuj - Dowrahan - Chenarbarim main road 3-The main road of Golpayegan - Isfahan 4-The second lane of the Meymeh-Salafcheganhighway 5-Yasouj bypass 6-Anzali bypass 7-Mehriz - Anar highway 8-Yazd bypass 9-Langarud - Ramsar highway 10-Variant of Emamzade hashems detile 11-Naeen highway-Ardestan 12-Ardestan - Badroud highway 13-Rudehen-Firuzkuh - Ghaem Shahr highway 14-Kelachay bypass 15-Talesh highway - Rezvanshahr 16-Astara - Talesh highway 17-Foman - Ponell highway 18-Rastaq-Kohgum highway

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
10	Consulting services in the field of Geotechnical	21-Ground geotechnical engineering services in Armaghane Nabash Street, Mehrdad Afrifa 22-Land geotechnical engineering services located on Valiasr St 23-Geotechnical engineering services of Dasht Nasser Firouzkoh 24-Geotechnical engineering services for the preparation of Peshwa 25-Gillard Damavand geotechnical engineering services 26-Geotechnical engineering services for land preparation, Adlabad, Islamshahr 27-Geotechnical engineering services of Ahmadabad Damavand lands 28-Geotechnical engineering services for Lavasanat land preparation 29-Geotechnical engineering services and resistance of Azadegan water park materials 30-Geotechnical engineering services and materials resistance of the educational and research complex of the 31-Geotechnical engineering services and resistance of wildlife museum development materials 32-Geotechnical engineering services, weld inspection project, Faculty of Railway Engineering 33-Geotechnical engineering services of the local laboratory and the resistance of the project materials of the Iran

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
10	Consulting services in the field of Geotechnical	1-Geotechnical engineering services and resistance of Emam Khomeini port materials 2-Performing local laboratory services of Bandar Emam oil terminals 3-Soil and concrete laboratory services for the construction of bitumen storage tanks in Bandar Emam 4-Geotechnical study operation of the Sarab Ali health center project in Shahryar district 5-Geotechnical engineering services and resistance of power building materials 6-Geotechnical engineering services and material resistance (local laboratory), construction project plan and central equipment of the laboratory 7-Geotechnical engineering services and power research center -8 Concrete and soil mixing plan of Iran Electricity Organization 9-Geotechnical engineering services and materials resistance of the construction project and equipping the central laboratory of the high pressure building, generator and area 10-Welding control contract for Pars Home Appliances office building project 11-Geotechnical studies of Khazarabad recreational project 12-Geotechnical studies of the construction site of Isfahan tobacco factory in Baharestan 13-Geotechnical studies and materials resistance of Gendarmerie town of Kermanshah 14-Geotechnical studies and materials resistance of Rizvan, Ardabil 15-Geotechnical studies and resistance of land materials of Karun beach, Ahvaz 16-Geotechnical studies and material resistance of commercial and administrative complex of Pastor Crossroad, Hamedan 17-Geotechnical studies and resistance of Valenjak earth materials 18-Geotechnical studies and materials resistance of Niavaran project in Tehran 19-Geotechnical studies and resistance of the residential complex of Saidiyeh Boulevard, Hamedan 20-Geotechnical engineering services and materials resistance of Fardis-Bomhan project

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
6	Consulting services in the field of subway construction	1-Karaj metro line 5 2-Flying city train 3-Mashhad metro line 3 4-Rasht metro lines 1 and 2 5-Tabriz metro line 3
7	Providing consulting services in the field of construction	1-Qaen - Yazdan 2-Dowrahan - Lorap 3-Si hsakht - tut nade 4-Qain - Sharkht 5-Khoy - Qatur- Razi 6-Aparin station communication way 7-The communication road of Nogh station in kerman
8	Consulting services in the field of asphalt	1-Asphalt coating of Khoy-Ghoshchi axis 2-Asphalt coating of Urmia - Mahabad axis 3-Asphalt coating of Yazd - Shamsch axis 4-Asphalt coating of Meyme - Salafchegan axis 5-Asphalt coating of Saveh-Salafchegan freeway 6-Asphalt coating of Rudehen-Firuzkuh axis 7-Asphalt coating of Karaj-Qazvin freeway 8-Naeen asphalt coating - Ardestan
9	Consulting services in the field of building construction	1-Tezerj railway station (Bafq - Bandarabbas railway) 2-Control and inspection of Yazd-Eqlid railway stations

Executive experience of the consultant

Row	Title	List of projects of consulting engineers of Iran Oston in each department
3	Consulting services in the field of railway construction	15-Anzali free zone rail connection 16-Yazd - Euclid railway 17-Rasht - Astara railway 18-Khorramabad - Andimeshk railway 19-Amol-Larajan railway 20-Birjand - Yunsi railway 21-The second line of the Tehran-Ray-Bahram railway 22-Tehran-Qom-Isfahan high-speed railway
4	Providing consulting services in the field of railway construction (pavement)	1-Khaf - Herat railway 2-Qazvin - Rasht - Anzali railway 3-Arak-Malayer-Kermanshah railway 4-Isfahan - Shiraz railway 5-Middle Railway - Ardabil 6-Yazd - Eqlid railway
5	Consulting services in the field of construction of large and special bridges	1-Tuti bridge located in Sudan 2-Izad Khast bridge (Isfahan-Shiraz railway) 3-Ghazian bridge in Anzali city 4-Bridges of the Tehran-Pardis highway and the southern bypass of Bomehen 5-Hosseiniyeh bridge 2 (Pol -e- Zal freeway - Andimeshk) 6-Tehran - shomal freeway bridge 7-Manjil - Rudbar freeway bridge 8-Sarai bridge (Miyaneh - Ardabil railway) 9-Gill bridge located in Lahijan bypass 10-Sari bypass bridge 11-Bridge Tar and Buzon Dareh in Gilvand bypass 12-Abali bridge in Haraz axis 13-Yagshanlu beidge(bypassing Qatar railway bridge)

FREEWAY-HIGHWAY



Tehran - Shomal (sections C2-B2-AB2)

Khorrarnabad - Zal Bridge Freeway

Zanjan -Tabriz freeway

Pol - e-Zal - Andimeshk Freeway

Manjil - Rudbar Freeway

Tehran - Pardis Freeway

Astara-Talesh-Punel highway

Variant of Eemamzadeh hashems detile

road Langarud bypass highway



Tehran-Shomal Freeway (sections C2-B2-AB2)

Tehran-Shomal Freeway is the most difficult, expensive and heaviest road construction project in Iran and the long-standing desire of smooth, safe and short access from Tehran and other provinces to the coast of the Caspian Sea and its tourism features, which replaces the old Karaj-Chalus road. This freeway, which is built according to today's standards, will provide basic factors of safety, comfort, time and fuel reduction for users in this mountainous and snow-covered road.

Parts AB2, B2, C2 with a length of 8.7 kilometers, more than 95% of which with many bridges, tunnels and special galleries, passing through the most difficult geological areas and difficult and mountainous valleys of Alborz with a beautiful view of the river Chalus valley is under construction.

Technical specifications of the project

project name	The entire length of the route (km)	Total number and length of tunnels (number- meters)	Total number and length of large bridges (number-meter)	Total number and length of galleries (number-meter)	
				L	R
Tehran-shomal Freeway (AB-2B-2Parts C2)	km 7.8	10950 meters-number: 32	2091 meters -number:12	1375meters -number :29	1038 meters-number:32



Tehran-Shomal Freeway

The construction of this freeway has been completed 5 months earlier than the initial period of the contract. Studies and supervision of the construction of this freeway have been carried out by this consulting engineers.

Khorrarnabad-Pol -e-zal Freeway

Technical specifications of the project

project name	The entire length of the road (km)	Total number and length of tunnels (number - meters)	Total number and length of large bridges (number-meter)	Excavation volume (cubic meters)	Volume of concreting (cubic meters)	Volume of asphalt (tons)
Khorrarnabad	104	number:15	2600 meters -number :14	40.000.000	1.000.000	1.000.000

Khorrarnabad - pol-e-zal Freeway

It is a part of Tehran-Bandar emam freeway, which is about 104 km long, which is 65km less than the same length on the existing road. Due to the route passing through the difficult area of the Zagros mountains, fifteen 26km long tunnels with a length of 26 km and fourteen bridges with a length of 2600m have been built on this freeway. It is one of the largest and best freeway projects in the country.

Pol-e-Zal - Andimeshk Freeway

This freeway, which is a part of the communication road between Tehran and Imam Port, is a continuation of the Khorramabad-Zal freeway and is 45 km long. It has 10 bridges, including the Hosseinieh Bridge (span 55+100+55). The construction cost of this freeway is about 3500 billion Rials.

Technical specifications of the project

project name	The entire length of the road (km)	The entire length of the road (km)	Total number and length of large bridges (number-meter)
Pol-e-Zal -Andimeshk Freeway	45 km	-	number with a length 10 of 1610 meters



Zanjan-Tabriz Freeway

Zanjan - Tabriz Freeway

Part 1 and 2 A, 2B and 3 are four parts of the 285 km Zanjan-Tabriz freeway project and it is the most difficult section, passing through Shebli Mountain, the first freeway tunnels with new road construction standards in the country with 2443 and 2522.5 meters long. These parts are also built with more than 23 large bridges, 3 non-level intersections and 10 underpasses and overpasses and location in the coldest climate among the other freeway.

Technical specifications of the project

project name	Route length (km)	Total number and length of tunnels (device - meters)	Total number and length of large bridges (devices - meters)	Number and length of intersection (number)	Number and length of intersection (number)
Zanjan-Tabriz Freeway	576	4955 meters long-number:2	906 meters -number:23	number:3	number:10



Zal-Andimeshk Freeway

The first part of the remaining 11 kilometers with a length of 2.3 kilometers to solve the traffic problem of Manjil area is the first priority to be constructed and has been in use since the beginning of 2016. The remaining 8 km in the Rudbar area of the road is also under construction and completion.

Technical specifications of the project					
project name	The entire length of the route (km)	Total number and length of tunnels (number- meters)	Total number and length of large bridges (number-meter)	Excavation volume (cubic meters)	Volume of concreting (cubic meters)
Manjil - Rudbar Freeway	11	number -13 the total of two runways is 7980meters	3585 meters-number:16	3.000.000	260.000



Manjil-Rudbar Freeway

Manjil-Rudbar Freeway

This freeway is the remaining mountainous and impassable part of the Qazvin-Rasht freeway. The completion of the Emamzadeh hashem Qazvin freeway, as one of the four main corridors of crossing the Alborz mountain range, including the road of Chalus, Haraz, Firouzkoh and Rasht, by entering the fertile and touristic area of Gilan, plays a significant role in facilitating the transportation of goods and passengers. The length of Qazvin-Rasht freeway is about 138km, of which about 127km was built in previous years. However, in the Manjil-Rudbar area, which is about 11 kilometers long, due to the impassability of the area, construction problems, the existence of the Sefidroud River, the cities of Manjil and Rudbar, and social issues, its construction has been delayed. Its studies and supervisions have been done by the consulting engineers of Iran Oston.

Astara-Talesh-Punel Highway



Astara - Talash - Punel Highway

This highway is a part of the Astara-Gorgan highway network, which is about 75 kilometers long and includes the bypasses of Lisar, Khatbe Sera, Talesh-Islam-Dinachal, PereSar and Rezvanshahr as a four-lane highway under completion. Its major parts, especially outside the bypasses, are completed and in operation

Technical specifications of the project

project name	path length (km)	Total number and length of large bridges (number-meter)	embankment volume (cubic meter)	Volume of concreting (cubic meters)	Volume of asphalt (tons)
Astara -Talash - Punel highway	75 km	1000 meters -number of 25	3.500.000	2.700.000	850.000

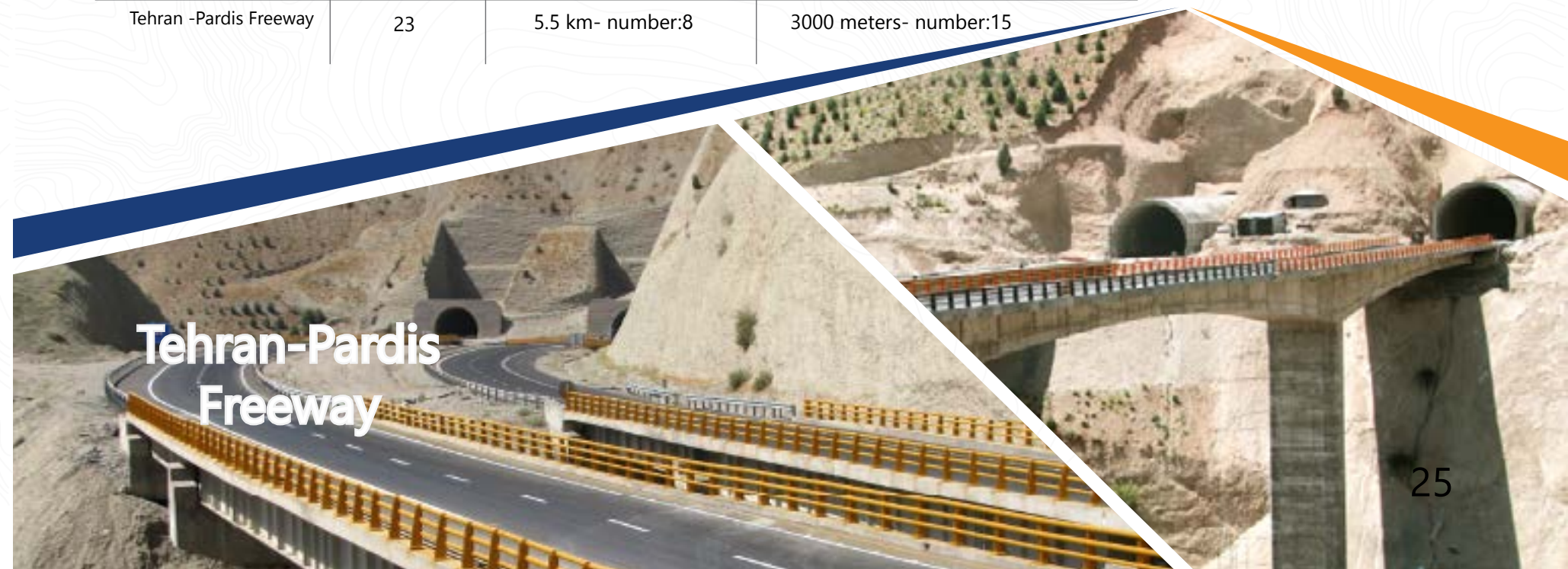
Tehran - Pardis Freeway

This four-lane freeway is about 23 kilometers long in the mountainous area of the Alborz mountains in the east of Tehran, the east of Tehran, between the end of the Babai highway and the west of Bumehen. This project was developed due to the increase in quality and the significant reduction of travel time and traffic transfer and the income from toll collection is one of the most successful freeway projects in Iran. This consulting engineers have been honored to receive the title of top consultant in the 18th national conference of the American International Concrete Institute (ACI) Iran branch in February 2019 for conducting designing and supervisions of this project.

Technical specifications of the project

project name	Route length (km)	Total number and length of tunnels (km)	Total number and length of large bridges (meters)
Tehran -Pardis Freeway	23	5.5 km- number:8	3000 meters- number:15

Tehran-Pardis Freeway



Langarud Bypass Highway



Langarud bypass Highway

Considering the development of the city of Langarud and the traffic passing through the road Northern existing road, which is estimated to be about 24,500 vehicles daily, the widened road in the southern edge of the city of Langarud, which has become an urban boulevard, is not responsible for the passage of traffic, therefore, the construction of a bypass is outside the development plan of the city. It was necessary. The length of this bypass, which is four lanes, is 11.4 kilometers and it starts from the area of Talash neighborhood in the west of Langarud and at the 220th kilometer of the highway and ends before the city of Shalman.

Technical specifications of the project

project name	path length (km)	Total number and length of large bridges number-meter	embankment volume (cubic meter)	Volume of concreting (cubic meters)	Volume of asphalt (tons)	intersection non-coplanar
Langarud bypass	11.4 km	150 meters - number of :4	1.300.000	55.000	120.000	number:2

Variant of Emamzadeh Hashems detile in Haraz Roud

The route of Emamzadeh Hashem pass in Haraz road is one of the most important access routes to the northern provinces of Iran. With the construction of Emamzadeh Hashem pass variant, which includes two tunnels each 3300 meters long, one intersection and three bridges, the length of the route will be reduced from 21km to 12 km. It is necessary to explain that part 1 has been in operation since 2012 and the implementation of part 2 has started in the second half of the same year. This route, as a part of Pardis-Pulor freeway, which is about 24 kilometers long from West Bomehen to Pulor, is under review and turned into a freeway.

Technical specifications of the project

project name	Route length (km)	Total number and length of tunnels (number-meters)	Total number and length of large bridges (number- meters)	Number of non-coplanar intersections(number)
Variant of Emamzadeh Hashems neck in Haraz axis	12	6600 meters - number:2	695 meters - number:3	1

Variant of Emamzadeh Hashem in Haraz road



RAILWAY



Khaf - Herat Railway
Rasht - Astara Railway
Mashhad - Sarakhs Railway
Yazd - Eqlid Railway
Qazvin - Rasht - Anzali Railway
Isfahan - Shiraz Railway
Miyaneh - Ardabil railway
Bafq - Bandar Abbas Railway
Birjand-Yunesi Railway
Western Railway
Shiraz - Bushehr - Asaluyeh Railway
Tehran-Qom-Isfahan high-speed Railway
Kerman - Bam - Zahedan Railway

Miyaneh-Ardabil Railway

The length of the railway from Miyaneh to Ardabil is 175 km, which is being built in order to connect Ardabil province to the national network of the country and then connect to Pars Abad and the Republic of Azerbaijan. The route starts from the middle station and after passing parallel to the Qezal Ozen river, it gradually enters from the mountainous areas into the hills and after traveling along the Ardabil-Mehmandooost road, it enters the Ardabil station at basepoint of 175 km. The part that this consulting engineers are working on is 8 executive sections, 2A and 2B, 2C and 2D, with a length of 20.2km, which is one of the most inaccessible mountainous areas of this project and includes twenty-six tunnels and five large bridges. Also, this company is in charge of supervising the implementation of the entire 217m long.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Miyaneh - Ardabil railway	175 km (km 2.20,2D2+C2+B2+A Parts)	number:5.10840- 26 meters	large bridge machines 51174 meters	-	1

Mianeh-Ardabil Railway



Isfahan-Shiraz Railway



Isfahan - Shiraz Railway

The total length of the Isfahan-Shiraz railway, which is part of the Tehran-Bushehr-Asaluyeh national road, is about 500 km, of which about 130km have been designed and supervised by this consulting engineers and have been in operation since 2008. One of the most important parts of it is located in Koli Kash Pass, where four tunnels have been built. Due to the high importance of the Isfahan-Shiraz railway route, the supervision of the pavement, signaling and communications of this project was entrusted to the consulting engineers of Iran OSton.

Technical specifications of the project

project name	Route length (km)	Total number and length of tunnels (number-km)	Total number and length of large bridge (number-km)	number of intersections (number)	Number of station (number)
Isfahan - Shiraz railway	130 km of pavement 537- km of infrastructure	1.9 km -number :4	545 meters -number:5	4	7



Mashhad-Sarakhs Railway

Mashhad - Sarakhs Railway

Mashhad-Sarakhs Railway was built in order to establish a nationwide connection between the railways of Iran and the countries of Central Asia, Northeast Asia and Persian Gulf countries and Europe. Studies and operational operations of Mashhad-Sarakhs railway started in 1371 and it was opened in 1375. The design and supervision of sections 1, 2 and 3 with a length of 82 km have been entrusted to this consulting engineers.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Mashhad - Sarakhs railway	82	-	773 meters - number:13	-	4



Rasht - Astara Railway

The North-South Corridor, an important part of which is in Iran, is the most important and most suitable transit link between Asia and Europe. The use of the North-South corridor cuts the time of moving goods to Central and Northern Europe by half and reduces its cost by 30%. The consultant of the client of this route is Iran Oston Consulting Engineers.

Technical specifications of the project

project name	Rasht - Astara railway	Total number and length of tunnels (number-meters)	Total number and length of large bridges(number)	Embankment volume (cubic)	Number of stations (number)	Volume of concrete (cubic)
Rasht - Astara railway	152 km	620 meters -number:1	40 km,number :63	7,000,000-number:49	-	1.000.000



Rasht-Astara Railway

Qazvin - Rasht - Anzali Railway

Qazvin-Rasht-Anzali railway has a total length of 235 km, and the design and supervision of the infrastructure of parts 5A, 6, 8,7, the connection to the Caspian port and the main lines of the Caspian port with a length of about 77 km, as well as the paving of the entire route, are assigned to this consulting engineers. The mentioned railway is one of the main project of the north and south corridors of the country and in line with the international corridors, and by connecting it, 10million tons of cargo will pass through it annually with transit priority. The 2670-meter Susar Rogah bridge is one of the largest bridges in this project.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-kilometer)	Total number and length of large bridges	number o intersections (number)	Number of station (number)
Qazvin - Rasht - Anzali railway	77 km	0	large bridge machines 5090-35 meters	38	50 5

Qazvin-Rasht-Anzali Railway

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Yazd-Eqlid Railway

Yazd - Eqlid Railway

The operation of the Yazd-Eqlid railway with a length of 271kilometers has started in 2010. The main goal of the project is to connect Yazd to Fars province and complete the two industrial and mining centers of the country and reduce the distance between Shiraz and Mashhad by 310 kilometers. The capacity of the project is 7 million tons of cargo and 3million passengers in 20 years. The clients consultant for this project is Iran Stan Consulting Engineers.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-kilometer)	Total number and length of large bridges	number o intersections (number)	Number of station (number)
Yazd - Eqlid railway	271 kilometers		number:580-18 meters	13	12

35



Khaf-Herat Railway

Khaf - Herat Railway

The length of the Khaf-Herat railway is 225 km and connects Iran and Afghanistan. Afghanistan has untouched mineral resources, if these mines are activated, they can transfer their loads through this railway, and the plan of this railway is justified. 138 km of substructure and 105km of pavement have been completed by this consulting engineers

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
khaf-herat railway	138 km	-	number:687 - 3 meters	-	

Birjand-Younesi Railway



Birjand - Younesi Railway

With the implementation of the north-south corridor in the east of the country and the possibility of transiting goods from Chah bahar port to the northern and eastern borders, the completion of this project is one of the priorities of the government .

Technical specifications of the project

project-name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridge(number-meter)	Number of station (cube-meters)	excavation volume (cubic-meter)	Embankment volume (cubic-meters)	volume of concrete (cubic-meters)
Birjand -Younsi railway	271m	7600 meters-number:9	2000meters-number:8	11	11.000.000	13.500.000	800.000

Bafq - Bandarabbas Railway

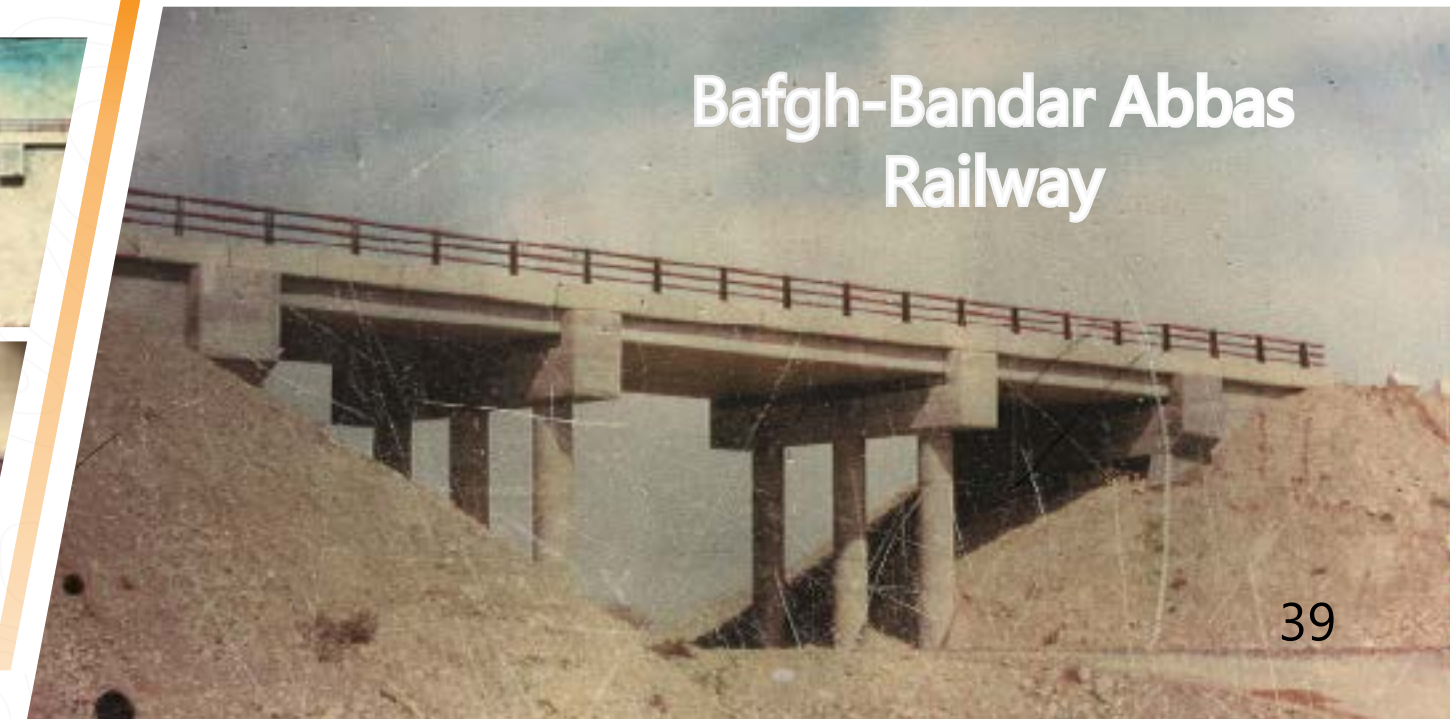
The Bafq-Bandarabbas railway is approximately 600 km long, of which 195 km includes sections 5A, 5B, 12, 13 and 14, as well as the Tazraj formation station with an area of 9700 square meters, which was completed by these consulting engineers in the 60s. This project is one of the most important railway projects in the country due to the construction of the Bafq-Mashhad-Sarakhs railway and connecting the north to the south of the country.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Bafq - Bandar abbas railway	195 kilometers	361 meters ,number:1	1089 meters-number:22	-	1



Bafgh-Bandar Abbas Railway



Shiraz-Bushehr-Asaluyeh Railway



western Railway

The Arak-Malayer-Kermanshah railway project is 267 km long. This project provides the possibility of rail connection between the western provinces of Iran with Tehran and the national railway network, which will lead to the growth of economic, social and cultural development of a large part of the western regions of the country, and will make cargo transportation cheaper and increase the safety and well-being of passengers. Also, with the construction of the railway in the west of the country, it will be possible to establish a rail connection between Iran and Iraq through the Khosravi border. These consulting engineers are responsible for supervising the pavement of the entire project.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Western Railway	216 kilometers	2.989 meters ,number:5	3478 meters-number:4	113	8

Shiraz-Bushehr-Asaluyeh Railway

The presence of south gas resources in the Asaluyeh region doubles the need for easy and safe access to this region. Designing of section 1 starts from km 77+1300 of Isfahan -Shiraz railway after Marvdasht station and continues to km 192.100 km of the route is in progress.

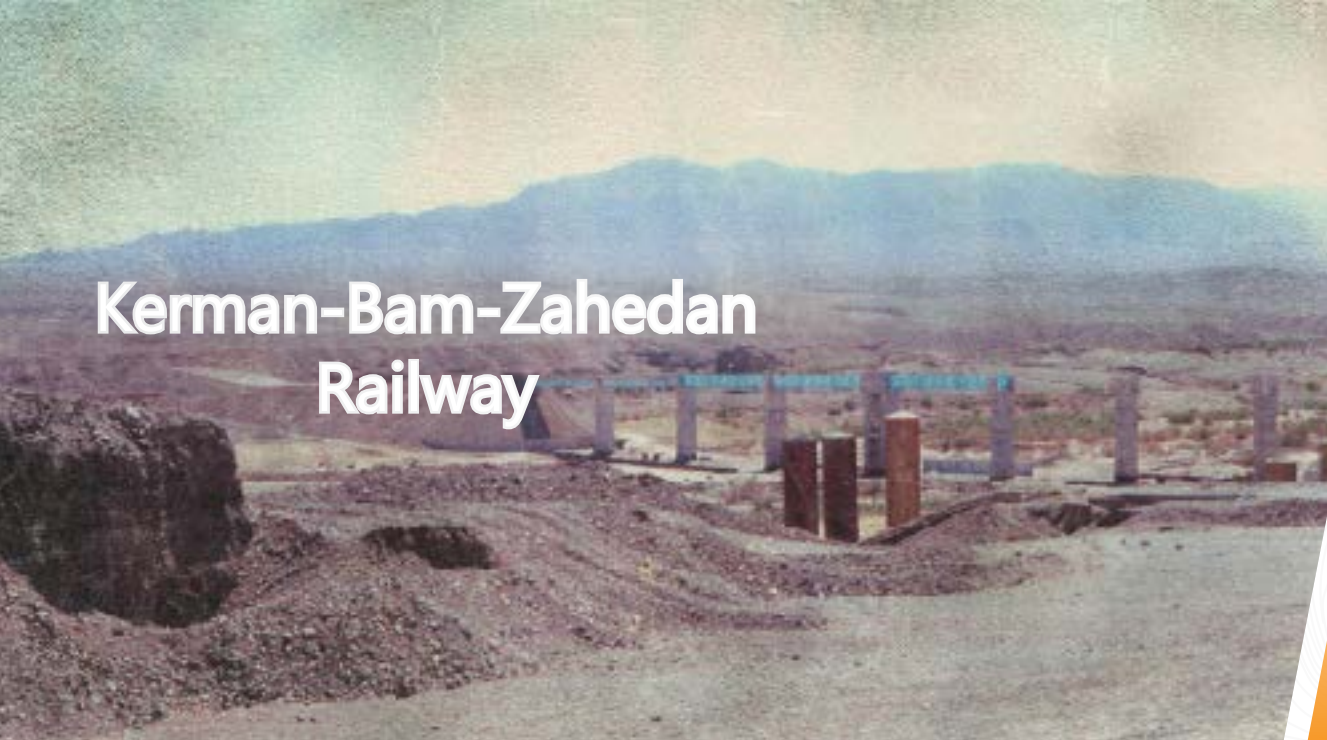
Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Shiraz-Bushehr-Asaluyeh railway	192 kilometers	11015 meters ,number:5	9653 meters-number:676	18	9



Arak-Malayer-Kermanshah Railway

Kerman-Bam-Zahedan Railway



Kerman-Bam-Zahedan Railway

The construction of the Kerman-Zahedan railway, in addition to playing a fundamental role in the economic growth and development of the construction and deprivation of the eastern and southeastern parts of Iran, will establish the rail connection between Europe and southeast Asia, which is interrupted in this part. It is estimated that 2 million tons of cargo and 500 thousand passengers will be moved annually. The length of the route is 225 km and it has 12 stations. 9 parts of the entire 205 km long route are under the responsibility of this consulting engineers.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
Kerman-Bam-Zahedan railway	250 kilometers		422 meters-number:5	4	4

Tehran-Qom-Isfahan high-speed Railway

Tehran-Qom-Isfahan high-speed railway is the first high-speed train project in Iran that is currently being implemented. This railway has reduced the travel time between Tehran and Isfahan and also connects Isfahan and Qom to Imam Khomeini international Airport. The length of the project is 410 km and the design speed is 300 km/h and the operating speed is 250 km/h with a capacity of 16 million passengers per year. The client's consultant for this project is under the responsibility of the participation group of Iran Oston consulting Engineers and the Italian company Itlafer.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	Total number and length of large bridges (number-meter)	number of intersection (number)	Number of station (number)
high-speed railway	410 kilometers	4.565 meters ,number:4	15000 meters-number:36	25	4



Tehran-Qom-Isfahan high-speed Railway

BRIDGES



Saraybridge-(Miyaneh- Ardabil) Railway
Hasanakdar Arch bridge-(Tehran-shomal)Freeway
Rudbar bridge (Manjil-Rudbar Freeway)
(Zeytoon)bridge (Manjil-Rudbar Freeway)
Qazian bridge No.2(Anzali)
Aah bridge(South of Rudehen)
Asiab dargah bridge(Tehran-shomal Freeway)
Yaghshanlou bridge(Qatur Railway)
Tuti bridge(Nile river-Sudan)
Hosseinich No.2bridge

Hasankadar Arch bridge-(Tehran-shomal)

Hasankadar is a village on the side of the Karaj-Chalus road, which is full of unique natural, religious and historical attractions, which is called «Hidden Paradise». Therefore, it has been tried to design two beautiful bridges with special architecture to cross Hasakadar river.

Technical specifications of the project

project name	spar	the length (meter)	wide (meter)	height (meter)	dock system
Hasankadar Arch bridge (Tehran-shomal) freeway	10+80+50+10	100.5 left band	13.60	31	concrete arch
	spar	82.5 right band	13.60	26	



Hasankadar Arch bridge (Tehran-Shomal Freeway)



Saray bridge (Miyaneh-Ardabil Railway)

Saray bridge(Miyaneh-Ardabil)

The Miyaneh-Ardabil railway route is 175 kilometers long and starts from the Sabz-station in the city Miyaneh in East Azarbaijan province and enters the Ardabil station by crossing the edge of the Ghezal Ozan river and passing through the mountainous areas at 175 kilometers. The deck system in the first and third parts consists of pre-stressed concrete boxes using the open truss method. In the second part, the deck system is installed as a pre-tensioned box. The foundations of the bases and bags are of type.

Technical specifications of the project

project name	path length (km)	wide (meter)	the length (meter)	height (meter)	Deck system
Saray bridge-Miyaneh Ardabil railway	(35+60+35)+3*34+(64+2*95+70)	560	556	53	Prestressed concrete box girder by the balanced cantilever method

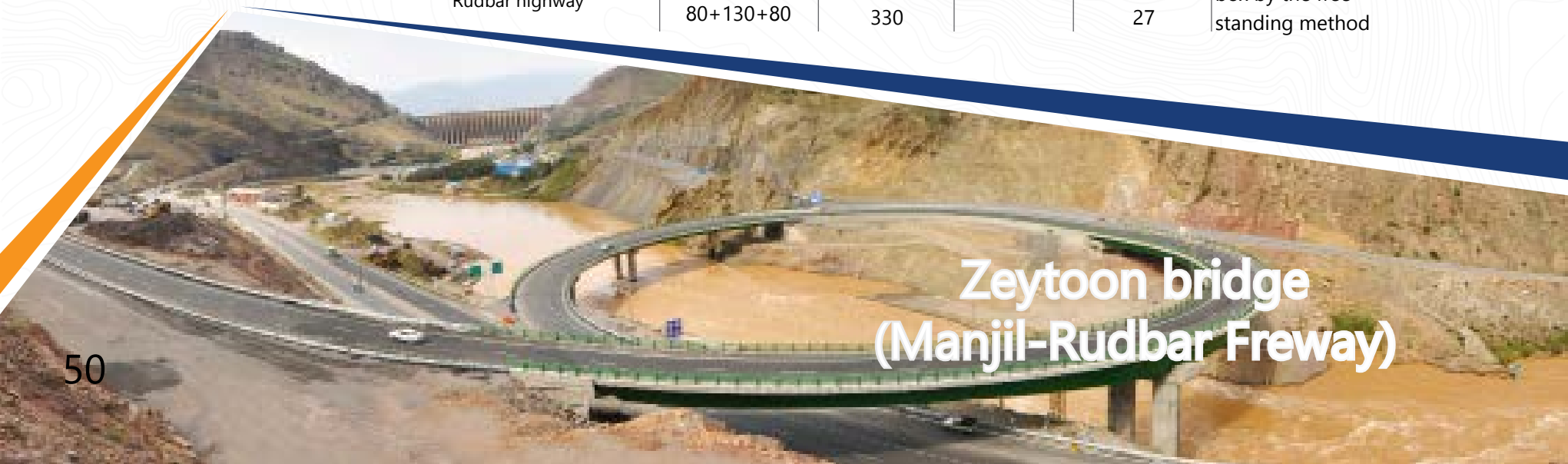
Zeytoon bridge complex(Manjil-Rudbar Freeway)

Due to being close to the city of Rudbar and the special architecture of that bridge, this bridge was named the Zeytoon bridge. First phase: two box girder bridge with lengths of 130 and 179 meters.

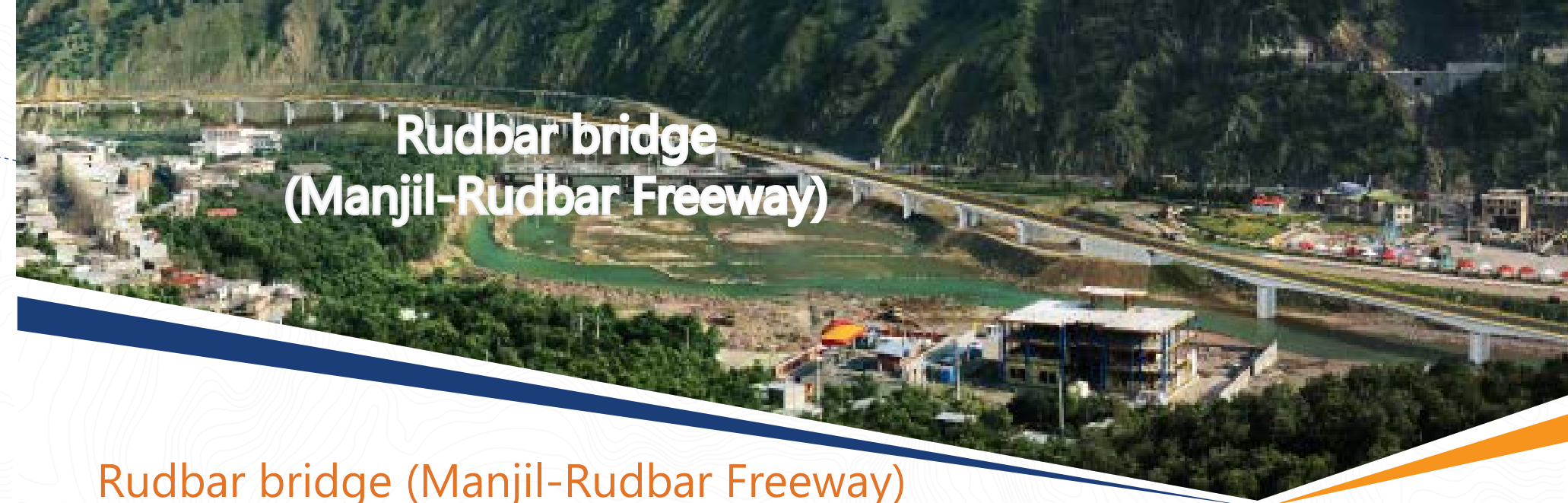
Technical specifications of the project					
project name	span	the length (meter)	width (meter)	height (meter)	deck system
The first section of manjil Rudbar freeway Zeytoon bridge number one-Olive number two bridge	25+2*40+25	130	13.75	20	steel box girder
	55+56+65	130	11.60	25	

The second phase: two prestressed balanced cantilever bridge, with length of 330 and 290 meters. For the first time in Iran, the new pendulum support system has been used in the design of this bridge.

Technical specifications of the project					
project name	span	the length (meter)	width (meter)	height (meter)	deck system
No.6 bridge of Manjil-Rudbar highway	40+80+130+80	290	13.60	28	Prestressed concrete box by the free-standing method
	80+130+80	330		27	



Zeytoon bridge
(Manjil-Rudbar Freeway)



Rudbar bridge
(Manjil-Rudbar Freeway)

Rudbar bridge (Manjil-Rudbar Freeway)

As the largest bridge of the second section of Manjil -Rudbar freeway, Rudbar bridge is located at the entrance of Rudbar city and in the vicinity of Sefidroud river. The total length of this bridge is 165 meters consisting of three structural systems of pile-bent bridge and cast-in-place slab (45 meters in the beginning and 135 meters in the middle parts), 40-meter prestressed concrete beam and cast-in-place slab (10 opening in the initial parts and 4 openings in the middle parts) and two balanced cantilever bridge (one in the middle part to pass over the existing Rudbar bridge with 50+58+50 spans and other balanced cantilever bridge device with 65+110+65 spans at the end of the bridge towards crossing the Sefidroud river). All foundations are placed on deep piles with a diameter of 1.5 meters. Tare Azad bridge, the end part of this bridge, due to its high importance in crossing the Sefidroud river and the lack of alternative options in times of crisis, has been designed and implemented using pendulum-type friction seismic isolators for the first time in Iran.

Technical specifications of the project					
project name	span	the length (meter)	width (meter)	height (meter)	deck system
Rudbar bridge-Manjil-Rudbar freeway	(50)+(40*4)+(65+110+65+45)+(10*40+135+(50+85+	1165	13.60	9 to 20	Pole-Bent and cip slab, 40m posttensioned i Girder-prestressed box girder using balanced cantilever method



AAH bridge Rudehen southern route

AAH bridge- Rudehen southern road

The southern branch of Rudehen is a continuation of the Tehran-Pardis freeway, which is 9 kilometers long and has four lanes, which mainly passes through the mountainous areas and hills. This bridge crosses the Ah river located at 6+056 km.

Technical specifications of the project

project name	span	the length (meter)	width (meter)	height (meter)	deck system
AAH bridge-the southern branch of the river	40+75+40	155	2*12.5	36	Prestressed concrete box balanced cantilever bridge method

Qazian bridge 2 (Velayat bridge)-Anzali

Ghazian bridge 2 (Anzali) was built along the path Takavaran street in Bandar Anzali city and on the kalivet Rogah river and next to the existing bridge. The deck system consists of a prestressed concrete box using balanced cantilever method.

Technical specifications of the project

project name	span	the length (meter)	width (meter)	height (meter)	deck system
Ghazian bridge2 (Velayat bridge)-nzali	41.5+5+78+41.5	161	11.80	15	Prestressed concrete box balanced cantilever bridge method



Ghazian bridge2 (Velayat bridge)-Anzali

Technical specifications of the project

Project name	span	the length (meter)	wide (meter)	height (meter)	Deck system
Asyab dargah bridge-Tehran-Shomal freeway	60+2*102+57	321 left band	13.60	51	Prestressed concrete box girder by balanced cantilever method
	55+2*94+55	298 right band	15.30	49	



Aslab Dargah bridge-(Tehran-Shomal) Freeway

Aslab Dargah bridge-(Tehran-Shomal)Freeway

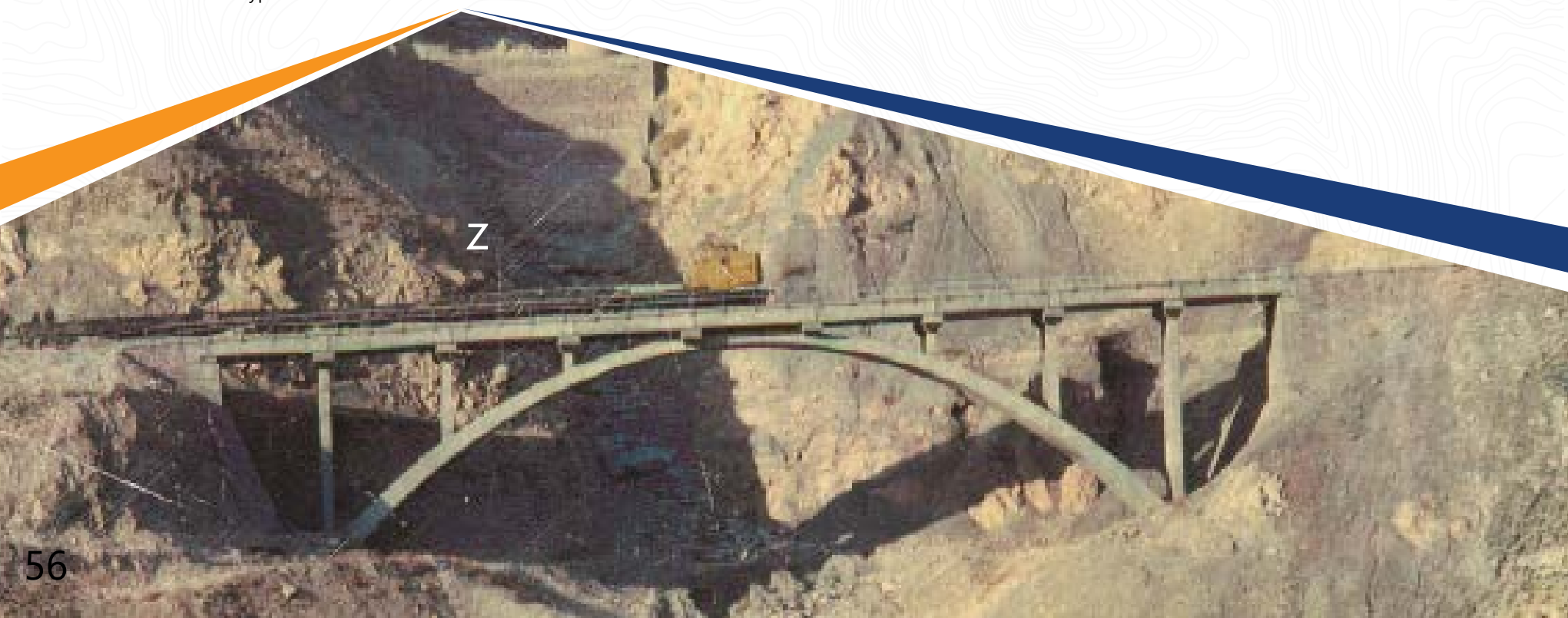
Two bridges are being built to pass through Dargah Mill river valley. Due to the location of the valley and river and the height of the bridge, it has long spans and the prestressed concrete box deck system is balanced cantilever.

Yaghshanlu bridge-Ghatour railway bridge bypass

The Yaghshanlu bridge is located at 126=6 km of katur variant.

Technical specifications of the project

project name	span	the length (meter)	width (meter)	heigh (meter)	deck system
Yaghshanlu bridge-Ghatour railway bridge bypass	7.6+0.3+7.6	68.50	5.60	20	concrete arch



Z



Izad Khast bridge (Isfahan-Shiraz Railway)

Izad Khast bridge(Isfahan-Shiraz Railway)

After entering Fars province, the first city of Izadkhasht is on the way. Passing through Izadkhasht valley is planned with a steel bridge (designed and executed for the first time by pushing method).

Technical specifications of the project

project name	span	the length (meter)	width (meter)	heigh (meter)	deck system
Izad Khast bridge-Isfahan-Shiraz railway	50+5*77+50	5+5*77+50	5.60	45	The steel box is implemented by the pushing method

Hosseinieh bridge 2

Zal-Andimeshk freeway was built to complete the Tehran-Bandar-e Emam freeway network. In order to cross Hosseinieh valley and Rokhaneh, two bridge with prestressed concrete box girder have been built using balanced cantilever. This bridge was chosen as the best bridge of 2013 in the 17th annual concrete and earthquake conference by the international concrete institute (ACI).

Technical specifications of the project					
project name	span	the length (meter)	width (meter)	height (meter)	deck system
Hosseinieh bridge 2	50+90+50	left band 190	12.10	45	concrete slab
	55+100+55	right band 210			



Hosseinieh 2 bridge



Tuti bridge in sudan

Tuti bridge in sudan

This bridge is built on the Nile river in the city of Khartoum between Bahari and Tuti Island. The bridge system is a cable stayed with a middle span of 300 meters.

Technical specifications of the project					
project name	span	the length (meter)	width (meter)	height (meter)	deck system
Tuti bridge in sudan	150+300+150	600	80	14	concrete slab



Tabriz urban railway-Line3
Karaj urban railway-Line 5
Mashhad urban railway -Line3
Line 1 and 2 of the Rasht urban railway
Parand urban railway



SUBWAY

Karaj urban Railway

The approved route of line 5 of the city train starts from the intersection with line 3 located at the intersection of Shahid Mozen boulevard and Azadi street. The total length of Karaj urban railway line 5 is 13 km (2.8 km tunnel and 4.8 km route) and the number of stations is 10. The studies of this urban railway are carried out by the consulting engineers of Iran Oston.

Technical specifications of the project

project name	project length (km)	Total number and length of tunnels (number-meter)	Total number and length of bridges (number-meter)	The number of intersection (number)	number of station (number)
urban railway -line 5	12.6 km	8200 meters-number:1	4800 meters-number :1	number:3	number:10

Mashhad city train line3

This line starts from Elahie and ends at Abuzar Dhar town. Based on the studies and design of the second phase of the infrastructure (geometric design, plan and profile), the line 3 of the Mashhad urban train is 25 km long and has 24 stations. The studies of this line as well as the embankment at the end of the project are the responsibility of the consulting engineers of Iran Oston.

Technical specifications of the project

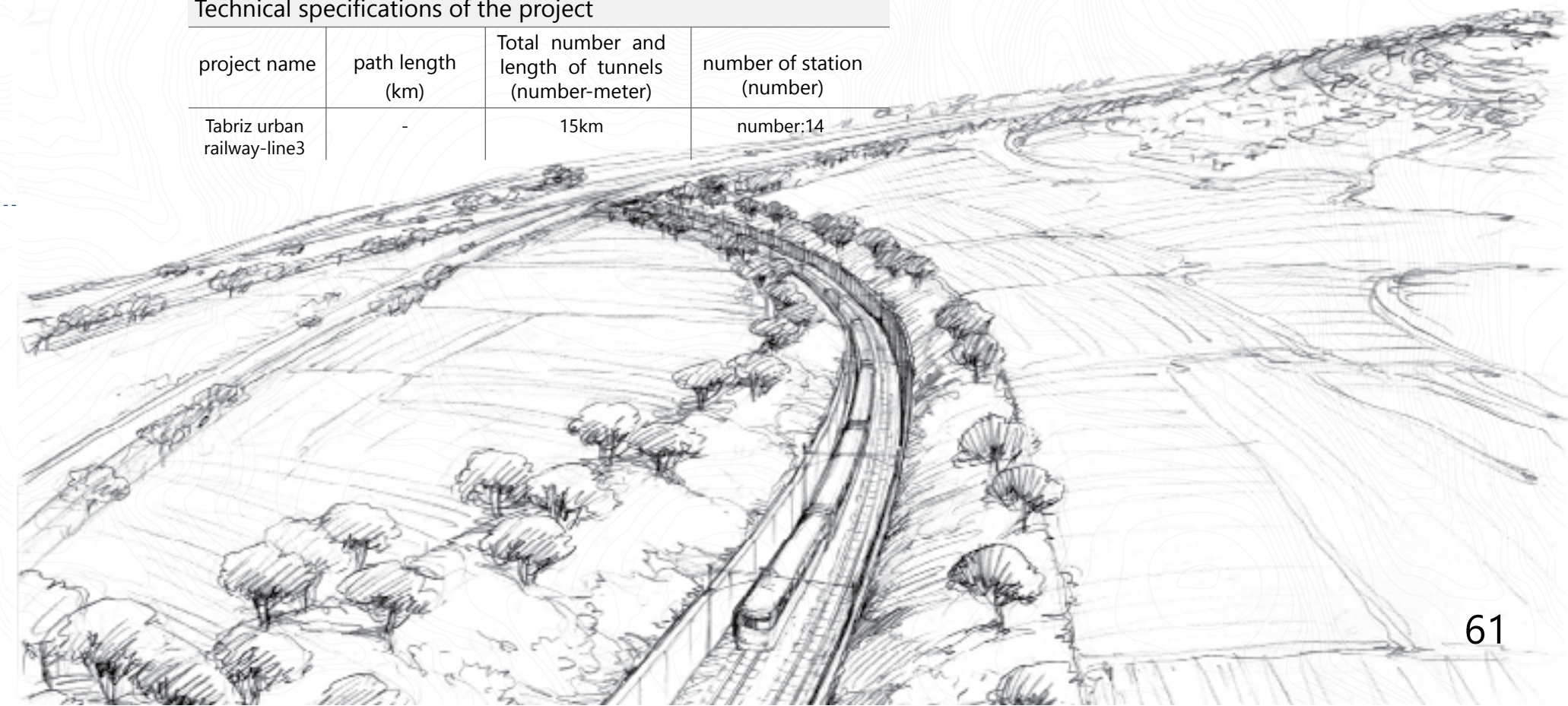
project name	path length (km)	Total number of tunnels (number-km)	number of station (number)
The second stage of substructure of the Mashhad urban railway	24.6 km	24.6km	number:22
The first and second stages of superstructure of the Mashhad urban railway	29 km	29 km	number:24

Tabriz urban Railway line 3

The length of the Tabriz urban railway is about 15 kilometers and includes 14 parts, starting from Tabriz Shahid Madani international airport and passing through Azarbaijan Grand square and Enghelab Islamic street, passing through Danesh sera square and Artesh street to the large Tabriz bus terminal located on Shahid Kesai Highway. It is possible to construct a mechanized excavation using TBM, and part of the project is in the form of cut and cover. This project is connected with an interchange station to lines 1 and 2 of the Tabriz urban railway.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	number of station (number)
Tabriz urban railway-line3	-	15km	number:14

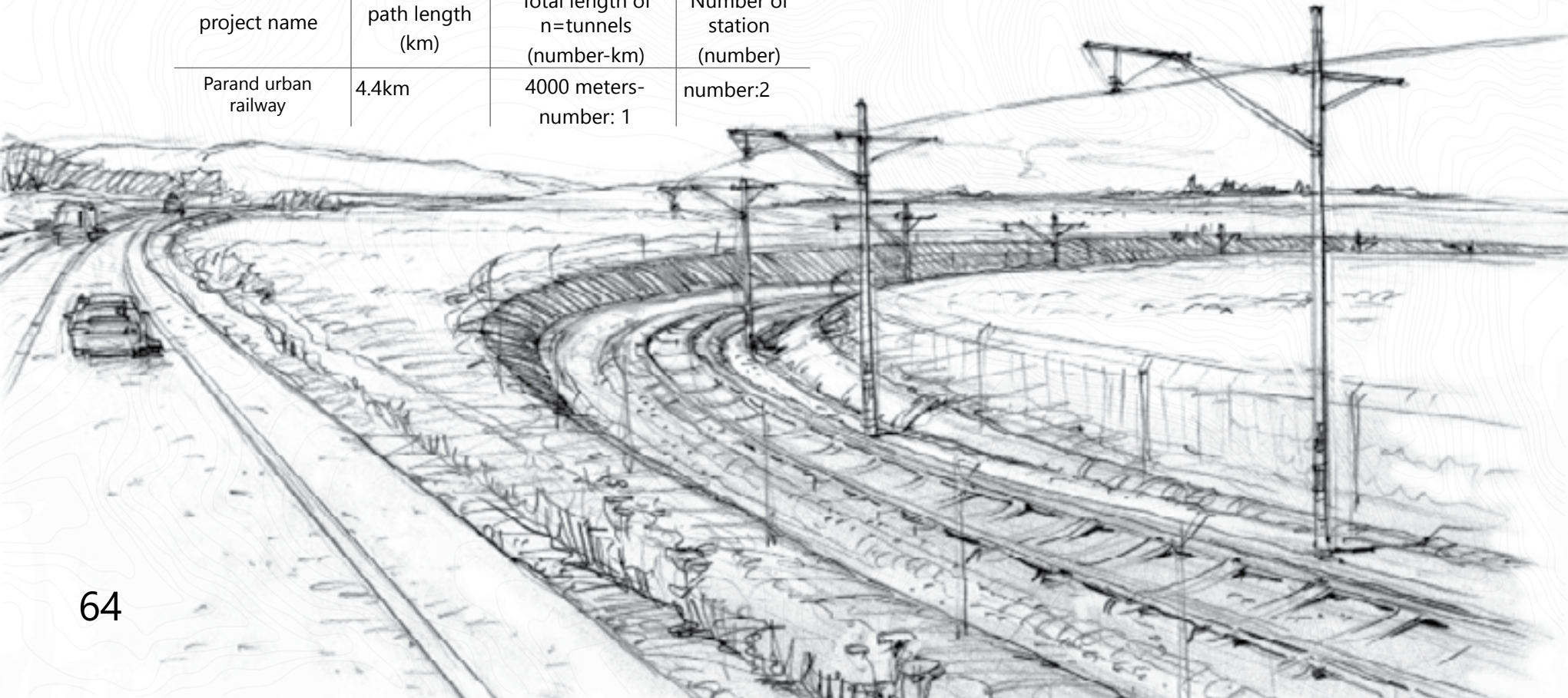


Parand urban Railway

The alignment of the Tehran-Parand urban railway is 50 kilometers long, starting from the shohada station in Tehran, passing through the vicinity of Imam Khomeinis holy shrine, and will reach the Imam airport and along it will reach the city of Parand. The project is divided into 5 parts, the first part of which from km of «400+0 » to «4+800 » has been studied by these consulting engineers.

Technical specifications of the project

project name	path length (km)	Total length of n=tunnels (number-km)	Number of station (number)
Parand urban railway	4.4km	4000 meters- number: 1	number:2



Line N0.1 and Line No.2 - Rasht urban Railway

Line No.1 :East-West route

This line starts from the beginning of Shahada Blvd and after passing through Hafez Abad Blvd it reaches its end station at the beginning of Foman Blvd. The total length of the route is about 12.3 kilometers and it has 13 stations.

Line No.2:North-southeast

The primary station is in the north of Rasht and near the airport of this city. Line No.2 extends from the airport to shahdari square and passing through shahid Ansari Boulevard and saadi street. In the second part of the project, it covers the border between shahdari square and Gil square, crossing Imam Khomeini boulevard. This line is approximately 10.3 km long and has 11 stations.

Technical specifications of the project

project name	path length (km)	Total number and length of tunnels (number-meter)	The number of intersection(device) (number-meter)	The number of intersection(device) (number-meter)
Line 1 of the Rasht city train	12.3 km	12.3 km- number :1	-	number:13
Line 2 of the Rasht city train	10.3 km	10.3 km	-	number:11



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