

Hexa is an Iranian, fully independent, Consultancy Company, headquartered in Tehran. Since its foundation in 1965, it has been involved in infrastructure projects in different sectors viz. bridges, roads, interchanges, tunnels, railways & urban railways. It has always been the first and foremost priority in Hexa to provide an assistance on clients to facilitate the timely and effective implementation of projects and advising them on the administration of contracts. Having the know-how to exploit the technology to the fullest, Hexa is capable to deliver a full range of state-of-the-art technologies for new infrastructure facilities and for the management and rehabilitation of existing ones, both above and under the ground.

Name and address

Name of the firm:	Hexa Consulting Engineers
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Date of establishment:	30 - Mar - 1965

Core area of expertise of the firm

Depending on client's requirements and contracts, Hexa provides a wide range of consultancy and engineering services as follows:

- Initial consultations
- Feasibility studies
- Conceptual and basic design
- Detailed design
- Design check services
- Construction supervision and engineering services
- Providing MC "Managing Contractor" services

Main Specialties:

- Roads & Highways
- Railway
- Structural and Bridge Engineering
- Underground Structures and Tunneling
- Urban & Suburban Railway



Annual Revenue of the Company over the Past Years

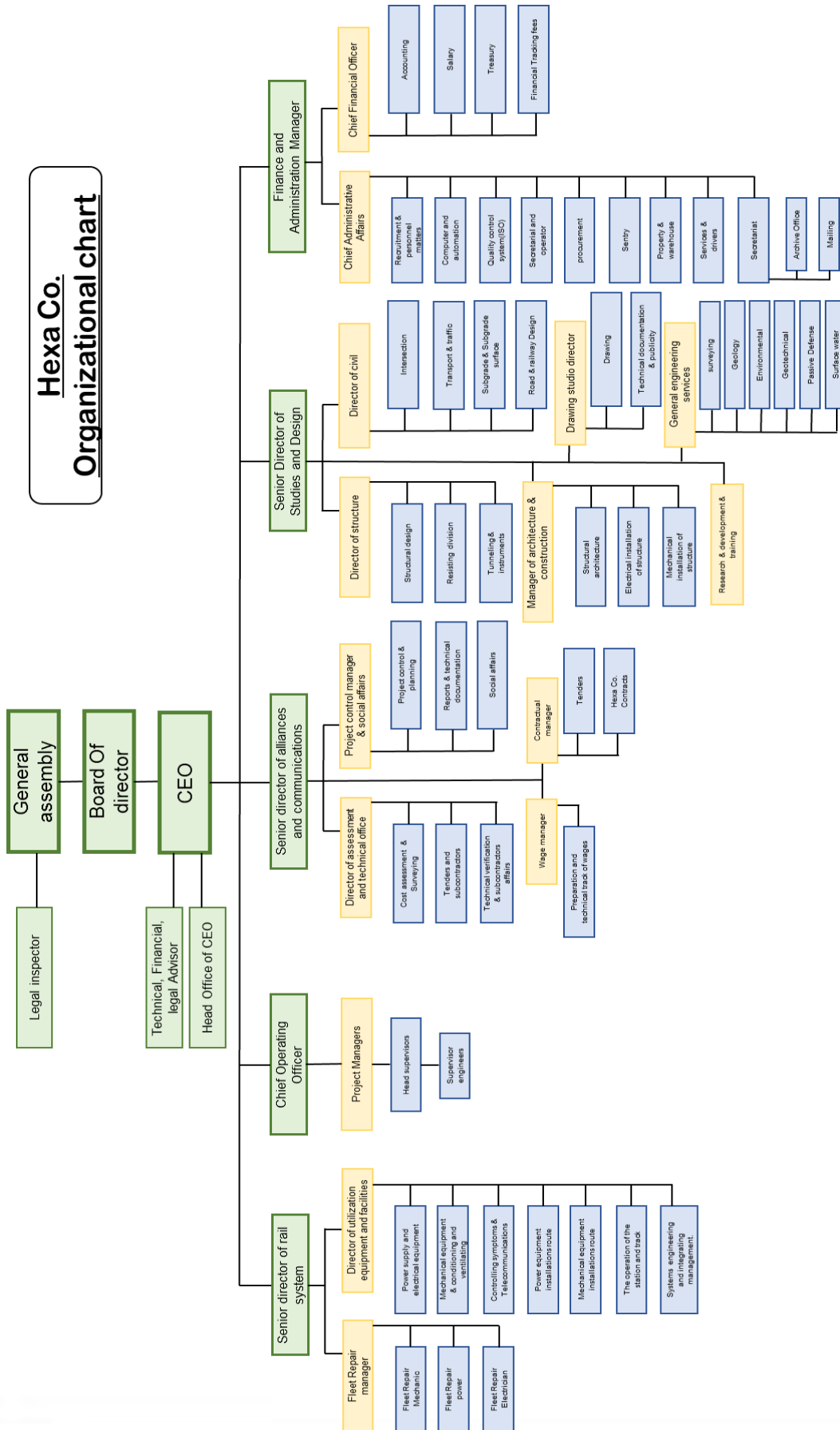
Sr.No.	Fiscal Year	Annual Revenue (USD)
1	2020	10,449,095
2	2019	7,440,144
3	2018	7,491,386
4	2017	8,968,535
5	2016	8,296,265

Annual Turnover of the Company over the Past Years

Sr.No.	Fiscal Year	Annual Teurnover (USD)
1	2020	33,991,466
2	2019	24,806,525
3	2018	27,512,158
4	2017	34,584,254
5	2016	27,465,557

ORGANIZATIONAL CHART

Hexa Co. Organizational chart





Sub Topics:

- ↳ Aftab City Roads and Junctions
- ↳ Ardebil- Astara Mountainous Road
- ↳ Payambar Azam Boulevard
- ↳ Paveh-Nosood New Linking Road
- ↳ Takam- Sari Road
- ↳ Koohsar-Mahdi Highway in Shiraz
- ↳ Tabriz-Spiran-Aghbaba Highway
- ↳ Extension of Hemmat Highway
- ↳ Qazvin-Alamoot-Tonekabon Road
- ↳ Booein Zahra-Rahim Abad Highway
- ↳ Saveh-Hamedan Freeway
- ↳ Lali-Masjed Soleilman New Linking Road



Sub Topics:

- ↳ Bafq-Bandar Abbas Railway, Lot 11
- ↳ Tehran-Qom High Speed Twin Track Railway, Lots 1 to 5
- ↳ Maragheh-Orumieh Railway, Lots 1 to 3
- ↳ Mianeh-Bostanabad-Tabriz Railway, Lots 2 and 3
- ↳ West Railway
- ↳ Kermanshah-Khosravi Railway
- ↳ Mashhad-Sarakhs Railway, Lots 4 and 5
- ↳ Chabahr-Iranshahr Railway, Lots 1 to 4
- ↳ Esfarayen Railway, Lots 1 and 2
- ↳ Dooqaroon Railway, Lot 1
- ↳ Converting level crossings of existing railway network to interchanges
- ↳ Rebuilding & Retrofitting of Ahwaz-Andimeshk railway bridges
- ↳ Retrofitting & Strengthening of Eslamshahr Garqom railway bridges
- ↳ Talezang Bridge & Connecting of the bridge to Talezang station
- ↳ Dredging of black bridge of Karun
- ↳ Haft tape railway interchange
- ↳ Azna entrance railway interchange
- ↳ Dorud station railway
- ↳ Second line of Moshk-Shabnam railway
- ↳ Second line of Arjang-Sasan railway



Sub Topics:

- Khoramshahr Bridge
- 7th Ahwaz Bridge
- 8th Ahwaz Bridge
- Lali Bridge
- Sadr Highway Bridge
- Imam Khomeini Elevated Highway
- Seyed Khandan Bridge
- Chalous Bridge
- Karun IV Bridge (truss arch bridge)
- Karun III Bridge
- Karun IV cable-stayed bridge
- Dare Nargesi Bridge
- Parvin Bridge
- 2nd Shooshtar Bridge
- Bridges of Miyaneh-Tabriz Railway
- Abrisham Bridge in Tehran
- Besat-Fadaeian Bridge
- Mared Bridge
- Nazhvan Bridge
- 9th Ahwaz Bridge
- Roads & Bridges of Imam Khomeini International Airport
- Valiasr-Chamran Bridge
- Ghadir Bridges
- Imam-Zadeh Hassan Bridge
- Noor Bridges
- Shir-Pastorize Bridge
- Gotvand Bridge
- Access Bridge for Karun III Dam
- Pire-Bakran Bridge
- 3rd Khordad Bridge (Darkhoin)
- Karun I Bridge
- 3rd Abadan Bridge
- 2nd Dezful Bridge
- 3th Dezful Bridge
- 4th Dezful Bridge
- 5th Dezful Bridge
- 2nd Minab Bridge
- Tale Zang Bridge
- Ayatollah Kashani Bridge
- Amini Bayat Bridge
- Chamran Overpass Bridges
- Imam Ali Bridge
- Yadegare Imam Bridge
- Shoor Bridge in Bandarabbas
- Shahrood River Bridge
- Shahid Lashgari-Golha Bridges
- Ah River Bridge
- Nezamieh-Miyandasht Railway Bridge
- Ghaziyan Bridge
- 5th Ahwaz Bridge
- 6th Ahwaz Bridge
- Sebalootak Cable-Stayed Bridge
- Besat-Rajae Highway Bridge
- Azadegan Overpass Bridge
- Bagratashen Bridge
- Armenia-Georgia Border Bridge





Sub Topics:

- ↳ Amar Yaser Tunnels and Underground Structures
- ↳ Mashhad Medical Emergency Tunnel
- ↳ Imam Ali Square
- ↳ Zand Underpass
- ↳ Amir Kabir Underpass
- ↳ Mashhad-Sarakhs Railway Tunnels (Lots 4 and 5)
- ↳ Mianeh-Bostanabad-Tabriz Railway Tunnels (Lot 2)
- ↳ Replacement Linking Road Tunnels for the Masjed Soleyman-Lali
- ↳ West Railway Tunnels in IRAN
- ↳ Kermanshah-Khosravi Railway Tunnels



Sub Topics:

- ✓ Tehran Urban Railway
- ✓ Mashhad Urban Railway
- ✓ Isfahan Urban Railway
- ✓ Shiraz Urban Railway
- ✓ Tabriz Urban Railway
- ✓ Karaj Urban Railway
- ✓ Ahwaz Urban Railway
- ✓ Rasht Urban Railway
- ✓ Qom Monorail
- ✓ Kermanshah LRT
- ✓ Isfahan-Phooladshahr-Zarinshahr Suburban Railway / 35 KM
- ✓ Parand Suburban Railway / 20 km / 7 bridges and Parand station
- ✓ Isfahan-Najafabad Suburban Railway / 14 km
- ✓ Tabriz-Sahand Suburban Railway / 20 km



Lali Cable-Stayed Bridge



Lali Cable-Stayed Bridge provides the access road for residents who parted away after the Gotvand Dam over the Karoon River was constructed. The bridge spans over the dam reservoir. The total height of the pylons is around 146m from the ground. In this project, Hexa cooperated with LAP Company from Germany for checking and approving of the design documents.



Project:	Lali Cable-Stayed Bridge
Client:	Ministry of Power- Iran Power and Resources Development Company
Hexa's Responsibilities:	Feasibility & Preliminary & Detailed Design of the Bridge and Supervision of Construction
Bridge Total Length:	466m Length Bridge with 256m Length Main Span
Structure System:	Cable-Stayed Bridge with Steel Girders and Concrete slab
Construction Method:	Erection of the Main Span using Cantilever Method with Derricks
Project's Situation:	Open to Traffic-2016

Ahvaz Bridge the Eighth

Ahvaz Bridge the eighth is located over the Karoon River in western south of Iran in a residential area in Ahvaz city. The bridge connects people living in the both sides of the Karoon River and facilitate transportation of vehicles inside the city.



Project:	Ahvaz Bridge the Eighth
Client:	Ahvaz Municipality
Hexa's Responsibilities:	Feasibility & Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	843m Length with the Main Span Length of 212m
Structure System:	Cable-Stayed Bridge with Composite Steel Box Girder
Construction Method:	Placement of Girders over Temporary Piers Prior Stressing of the Cables
Project's Situation:	Open to Traffic- 2020

Sebalootak Bridge



Sebalootak Bridge provides the access road for residents who parted away after the Third Dam over the Karoon River dammed the river and submerged the existing road. The bridge spans over the dam reservoir. With a main span of 260m, it holds the title of the longest span cable-stayed bridge in Iran till date. The total height of the longer pylon is around 100m from the ground. The water level in the dam lake varies from 800m to 845m.



Project:	Sebalootak Bridge
Client:	Ministry of Power- Iran Power and Resources Development Company
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	416 m Length Bridge with 260 m Length of Main Span
Structure System:	Cable-Stayed Bridge with Steel Girders and Concrete slab
Construction Method:	Erection of the Main Span using Cantilever Method with Derricks
Project's Situation:	Completed- 2020

Karoon Arch Bridge



Karoon Arch Bridge that has been constructed over the reservoir of the forth dam of the Karoon River and is a part of the road that connects Shahrekord to Lordegan, two cities in western Iran. This bridge holds the title of the longest span Arch Bridge in Iran.

As it can be seen below, the bridge was constructed utilizing cantilever method with the use of two derricks at both sides. In order to stabilize the cantilevers, the deck was anchored the ground at the location of abutments with pre-stressed cables during construction.



Project:	Karoon Arch Bridge
Client:	Iran Power and Resources Development Company
Hexa's Responsibilities:	Checking and Approving the Design Documents
Arch Span Length:	300 m
Structure System:	Steel Arch Bridge
Construction Method:	Erection of the Main Span using Cantilever Method with Derricks
Project's Situation:	Open to Traffic- 2012

Arpachay Bridge



Arpachay Bridge is a railway bridge located in a mountainous area in northwestern of Iran and is part of the railway that connects two major cities in that region. The bridge spans over a famous river and has named after it. The feature that has made this balanced-cantilever bridge especial is its height from the river that is nearly 80m which regarding its narrow deck its design was a challenging one. The length of the three main spans is 63m.



Project:	Arpachay Railway Bridge
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Hexa's Responsibilities:	Detailed Design
Bridge Length & Width:	264 m (37.5 m+ 63 m+ 63 m+ 63 m + 37.5 m) Width of the bridge: 5.6 m (Single Track Railway Bridge)
Structure System:	In-Situ Single Cell Pre-stressed Concrete
Construction Method:	Balanced Cantilever
Project's Situation:	Under Construction

Ahvaz Bridge the Ninth

Ahvaz Bridge the Ninth is located over the Karoon River in western south of Iran in a residential area in Ahvaz city. The bridge holds the title of the longest span balanced cantilever bridge in Iran.



Project:	Ahvaz Bridge the Ninth
Client:	Iranian Ministry of Internal Affairs- Khuzestan Province Division
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	310m Length including two 80m side spans and one 150m middle span
Structure System:	In-Situ Pre-stressed Segmental Box with Internal Bonded Tendons
Construction Method:	Balanced Cantilever Method
Project's Situation:	Completed- 2020

Sadr Elevated Expressway Bridge



Sadr Elevated Expressway Bridge was constructed over one of the most populous highways in northern Tehran with maintaining the current of the available traffic during its construction. This project was awarded the most outstanding project prize by the Iranian Concrete Institute in 2015. Construction of nearly 150,000 m² of deck lasted almost two and half year.



Project:	Sadr Elevated Expressway Bridge
Client:	Tehran Municipality
Hexa's Responsibilities:	Preliminary & Detailed Design/ Checking & Approving Design Documents, Supervision of Construction
Bridge Total Length:	nearly 11 Km including 6 Km of main bridge and 5km of approaching bridges
Structure System:	Precast Pre-stressed Segmental Box with External Unbonded Tendons for Main Bridge
Construction Method:	Erection of Segments using Launching Gantries
Project's Situation:	Open to Traffic- 2015

Jenah Intersection Bridges



Jenah Intersection Bridges aim to facilitate transportation of vehicles in the intersection of two major highways in western Tehran. There are six bridges including two main bridges and 4 directional ones. The current of the available traffic did not obstruct during construction. Construction of nearly 25,000 m² of deck lasted a little more than two years.



Project:	Jenah Intersection Bridges
Client:	Tehran Municipality
Hexa's Responsibilities:	Preliminary & Detailed Design of The Intersection and Bridges and Supervision of Construction
Bridge Total Length:	Two Main Bridges of 250m Length each and Four Directional Bridges from 180m to 370m
Structure System:	Precast Pre-stressed Segmental Box with Internal Bonded Tendons
Construction Method:	Balanced Cantilever Method using Mobile Cranes
Project's Situation:	Open to Traffic- 2014

Emam Reza Elevated Expressway Bridge

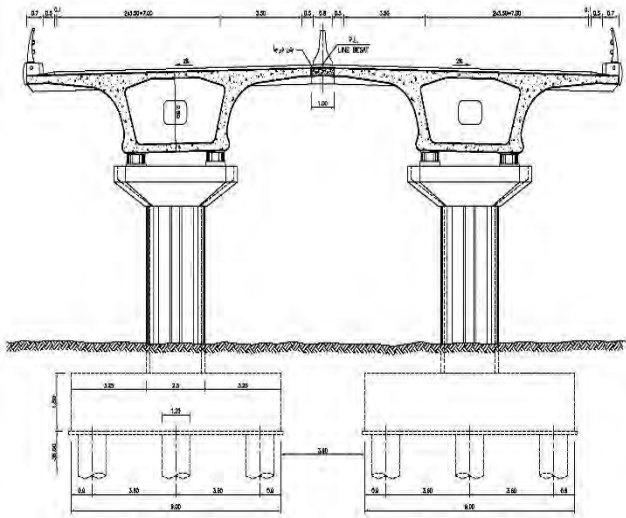


Qazvin City is an industrial city in west of Tehran and accommodates rather large population of people working in different factories and plants the majority of which are located outside of the city. In order to facilitate the urban transportation inside this city and reduce the duration of day-to-day travels for residents as well as visitors, the decision of the construction of an elevated expressway was made.

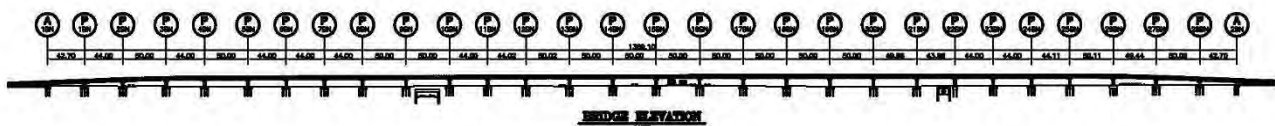
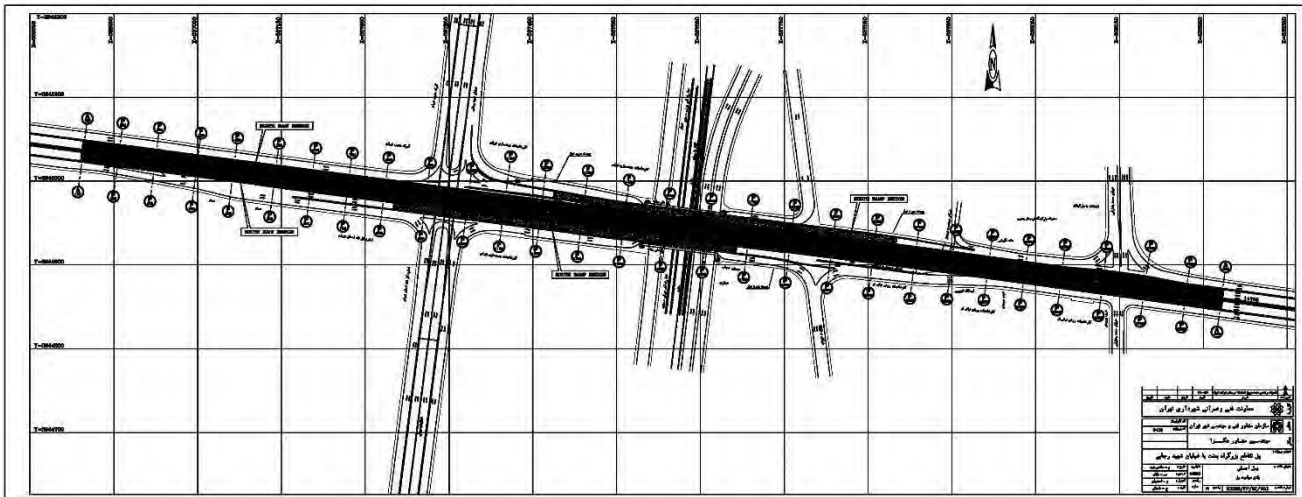


Project:	Emam Reza Elevated Expressway Bridge
Main Client:	Qazvin Municipality
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	3700 m Length Bridge with the maximum Span Length of 48 m
Structure System:	Precast Pre-stressed Single-Cell Box Concrete Girders
Construction Method:	Balanced Cantilever Method
Project's Situation:	Open to Traffic- 2018

Besat- Rajaei Elevated Expressway Bridge



Besat Street is a street on the south of the southern terminal of rural buses traveling between Tehran and other cities in Iran back and forth. It is actually a major hub that attracts a lot of people every day who either leave Tehran or come to Tehran. Also, after the expansion of the city, this place is now a congested residential area and is packed with residents. This has intensified the need for the construction of such elevated Expressway.



Project:	Besat- Rajaei Bridge
Main Client:	Tehran Municipality- Deputy of Technical and Development Affairs
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge
Bridge Total Length:	2172 m Length Bridge with the maximum Span of 50 m
Structure System:	Precast Pre-stressed Single- Cell Box Deck
Construction Method:	Span by Span placement Method using Launching Gantries
Project's Situation:	Completed-2016

Chaloos Bridge

Chaloos Bridge overpasses the Chaloos River in northern Iran, in the seaside of the Caspian Sea. This bridge is part of the belt road of Chaloos City and facilitate the transportation of vehicles travel from east to west in Mazandaran Province and want to avoid the traffic in the city center.



Project:	Chaloos Bridge
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Hexa's Responsibilities:	Preliminary & Detailed Design of the Bridge and Supervision of Construction
Bridge Total Length:	421m Length Bridge/ $(24+9 \times 40 + 37) = 421\text{m}$
Structure System:	Precast Pre-stressed Segmental Box with Internal Bonded Tendons
Construction Method:	Balanced Cantilever Method
Project's Situation:	Open to Traffic-2017

Ah Bridge



Ah Bridge is located in a rural area in the vicinity of the city of Roodehen, which is a city around 25km away from eastern Tehran. The bridge spans over a seasonal river in a mountainous area and is part of highway that facilitate the transportation of travelers from Tehran to the Caspian Sea seaside.



Project:	Ah Bridge
Client:	Iran Ministry of Roads and Urban Development
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Author Supervision of Construction
Bridge Total Length:	154m Length Bridge with 75m Length Main Span
Structure System:	In-Situ Pre-stressed Segmental Box with Internal Bonded Tendons
Construction Method:	Balanced Cantilever Method
Project's Situation:	Open to Traffic-2011

Monorail of Qom

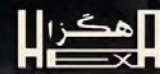


Monorail of Qom city is the only Monorail that has ever been built in Iran. It has the length of 6Km. The structure consists of two pre-stressed precast concrete girders with the span of up to 39m sitting over hammer head piers. There are also 7 elevated stations as hubs for passengers to get in and out. Hexa was responsible for the design and author supervision of the whole structure part of the project.



Qom Monorail

Length of project: 7 km
(Pre-stressed concrete frame)
Span: Up to 39m
Being constructed



Project:	Qom Monorail
Main Client:	Municipality of Qom- Deputy of Technical and Construction Affairs
Hexa's Responsibilities:	Feasibility & Preliminary & Detailed Design and Supervision of the Structure Including The Elevated Bridge & Stations
Bridge Total Length:	6200m Length Bridge with Spans up to 39m
Structure System:	Pre-stressed Precast Concrete
Construction Method:	Placement of Girders using mobile cranes
Project's Situation:	Completion of the Structure Part (2018)

LRT of Kermanshah- Elevated



The elevated part of Kermanshah LRT is one the few elevated metro systems that have been built in Iran so far. It has the length of 4715m. The structure consists of two pre-stressed precast concrete girders with the span of up to 26m composited with a concrete slab with 30cm of thickness. Piers are hammer head ones. There are also 5 elevated stations as hubs for passengers to get in and out. Hexa was responsible for the design and author supervision of the bridge and stations.



Project:	Kermanshah LRT
Main Client:	Municipality of Kermanshah- Urban Subway Organization
Hexa's Responsibilities:	Detailed Design The Elevated Bridge & Stations
Bridge Total Length:	4715m Length Bridge with Spans up to 26m
Structure System:	Pre-stressed Concrete Beam & Reinforced Concrete Slab
Construction Method:	Placement of Girders using mobile cranes
Project's Situation:	Completed- 2015

Najafi Interchange Bridges



Najafi Interchange Bridges are located in the city of Hamadan in Iran. This combination of bridges consists of one main bridge that is stretched in North-South Direction and one directional bridge that facilitate the transportation of vehicles from the west to the north, passing over the main bridge.



Project:	Najafi Intersection Bridges
Client:	Hamadan Municipality
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Author Supervision of Construction
Bridge Total Length:	Main Bridge: L=234m, Max. Span: L=44m & Directional Bridge. L=600m, Max. Span: L=45m
Structure System:	Pre-stressed Voids Slab Deck
Construction Method:	Span by Span Stressing of Cables using Cable Couplers
Project's Situation:	Open to Traffic- 2014

Valiasr Interchange Bridges



Valiasr Interchange Bridges are located in the city of Qom in Iran. Qom City accommodates a holy shrine which attracts hundreds of thousands pilgrims who travel to this city each year out of their religious beliefs. This city is also thought of first and foremost with respect to religious studies in Iran. That is why creating efficient network of highways and interchanges is of paramount concern.



Project:	Valiasr Interchange Bridges
Client:	Qom Municipality/ Deputy of Technical and Construction Affairs
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Alignment/ Supervision of Construction
Bridge Total Length:	<ul style="list-style-type: none"> - Two Bridges with the length of 350 m and Total Width of 26m Consisted of 12 Spans with Length Ranging from 18m to 42m of In-Situ Reinforced and Prestressed Voided Slab Deck - One Bridge with the length of 500 m and Width of 10.8m Consisted of 15 Spans with Length Ranging from 20m to 50m of In-Situ Reinforced and Prestressed Voided Slab Deck - Deep Foundation Consisted of Drilled Shafts and Concrete PileCap
Structure System:	Pre-stressed Voided Slab Deck
Construction Method:	Span by Span Stressing of Cables using Cable Couplers
Project's Situation:	Open to Traffic- 2020

25th Aban Bridge

25th Aban Bridge is located in an urban area inside the city of Isfahan at the intersection of two often crowded roads to facilitate the transportation of vehicles in order to creating some benefits such as reducing fuel consumption and emission of polluted gases in one the most populous cities in central Iran. This bridge, holds the title of the longest span Pre-stressed Voided Slab Bridge in Iran with the maximum span length of 64m. The depth of the section in the longest span varies from 3m over piers to 1.5m at the mid span.



Project:	25 th Aban Bridge
Client:	Isfahan Municipality
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	310 m Length with the Maximum Span Length of 64 m
Structure System:	Pre-stressed Voided Slab Deck
Construction Method:	Concreting the Deck over Scaffold
Project's Situation:	Open to Traffic-2016

Doab River Bridge

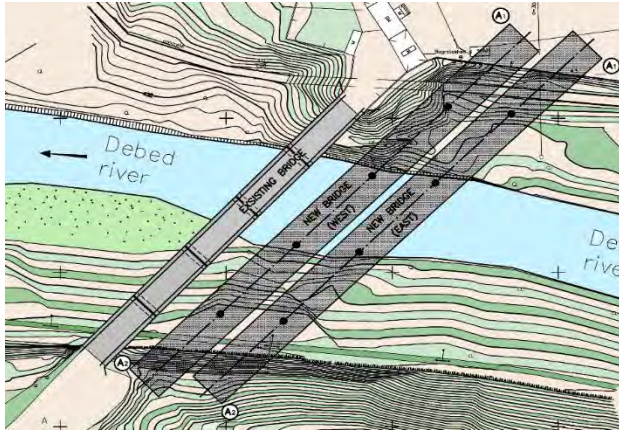


Doab River Bridge is constructed over a dam reservoir in order to recover a submerged bridge that used to provide residents of a couple of villages and small towns with a local access road. The bridge was constructed before watering of the dam, which created the possibility of construction of piers at a distance of 20m and avoiding very long spans over the entire lake width.



Project:	Doab River Bridge
Main Client:	Ministry of Power- Iran Power and Resources Development Company
Hexa's Responsibilities:	Preliminary & Detailed Design of The Bridge and Supervision of Construction
Bridge Total Length:	160m Length Bridge Consisting of 8 Spans of 20m Length Each
Structure System:	Precast Pre-stressed Concrete Girders
Construction Method:	Placement of Girders using mobile cranes
Project's Situation:	Open to Traffic- 2015

Bagratashen Bridge



Bagratashen Bridge is located over the Debed River in the border between Republic of Armenia and Georgia. This bridge is part of Northern Corridor Modernization Project and is financed by European Bank of Reconstruction and Development (EBRD). In this project, Hexa has signed a contract with the contractor as the engineering section of the project.



Project:	Bagratashen Bridge
Main Client:	The Ministry of Transport, Communication and Information Technologies of the Republic of Armenia- Ministry of Regional Development and Infrastructure of Georgia
Hexa's Responsibilities:	Detailed Design of the Bridge
Bridge Total Length:	300m Length Bridge
Structure System:	Precast Pre-stressed Concrete Girders with 32m Length
Construction Method:	Placement of Girders using mobile cranes
Project's Situation:	Under Construction

Repair of Mashalak Bridge



Mashalak Bridge is located in a belt road in north of Iran and was damaged during a massive torrent. The damage was done mainly because of the manipulation of the river and partly because of the pile's lack of strength. The bridge was a 2-span prestressed balanced cantilever bridge whose deck ruptured at near the mid-span. Hexa was responsible for the preparation of the design and undertaking the supervision of the construction.

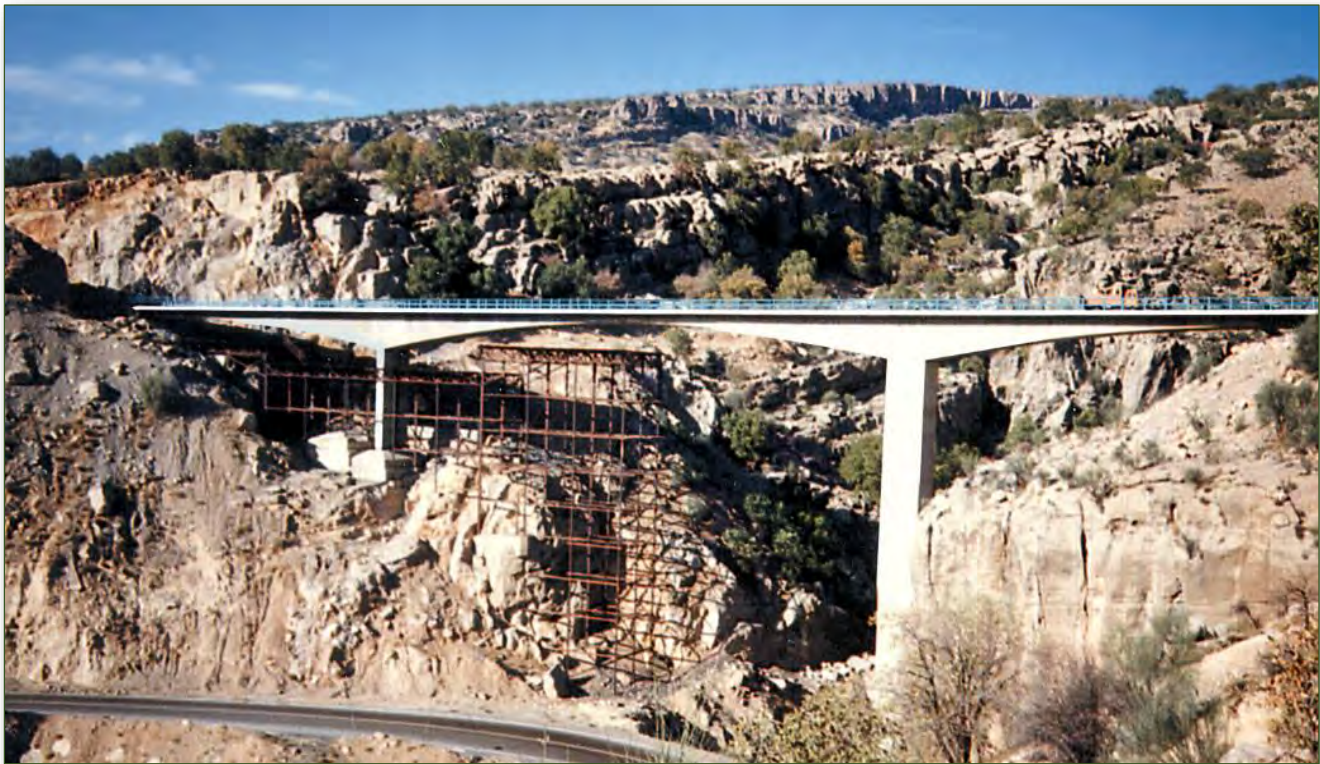


Project:	Mashalak Bridge
Main Client:	Iran Ministry of Roads and Urban Development- Division of Mazandaran Province
Hexa's Responsibilities:	Repair Design and Supervision of Construction
Bridge Total Length:	60m Length Bridge Consisting of Two Spans of 32m Length Each
Structure System:	Precast Pre-stressed Concrete Box Girders
Construction Method:	Repair of a Damaged Bridge
Project's Situation:	Open to Traffic-2019

Repair of Nargesi Valley Bridge



Nargesi Valley Bridge is located in a mountainous area in Fars Province in Iran. This bridge is a 3-span balanced cantilever bridge which lost one of its cantilevers because of a poor maintenance conditions and corrosion of a crucial tensile element which was located over abutments. After the collapse, HEXA was responsible for the preparation of the reconstruction design by making use of the remaining cantilever.

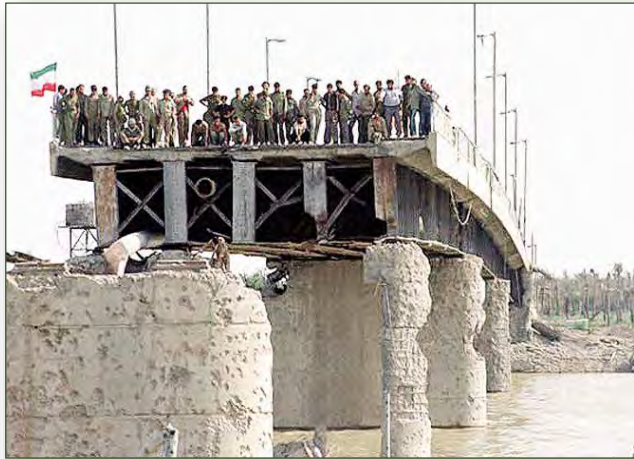


Project:	Nargesi Valley Bridge
Main Client:	Iran Ministry of Roads and Urban Development
Hexa's Responsibilities:	Repair Design and Supervision of Construction
Bridge Total Length:	150m Length Bridge Consisting of Three Spans of 40+70+40m Length
Structure System:	Balanced Cantilever Pre-stressed Concrete Bridge
Construction Method:	Repair of a Damaged Bridge
Project's Situation:	Open to Traffic-1992

Repair of Khorramshahr Bridge



Khorramshahr Bridge is located over the Karoon River in Khorramshahr City. It consists of 5 spans with the length of 50m each. The deck is made up of 5 steel I-Shaped Girders. This bridge was damaged during the war. Hexa was responsible for the preparation of the design and undertaking the supervision of the construction.

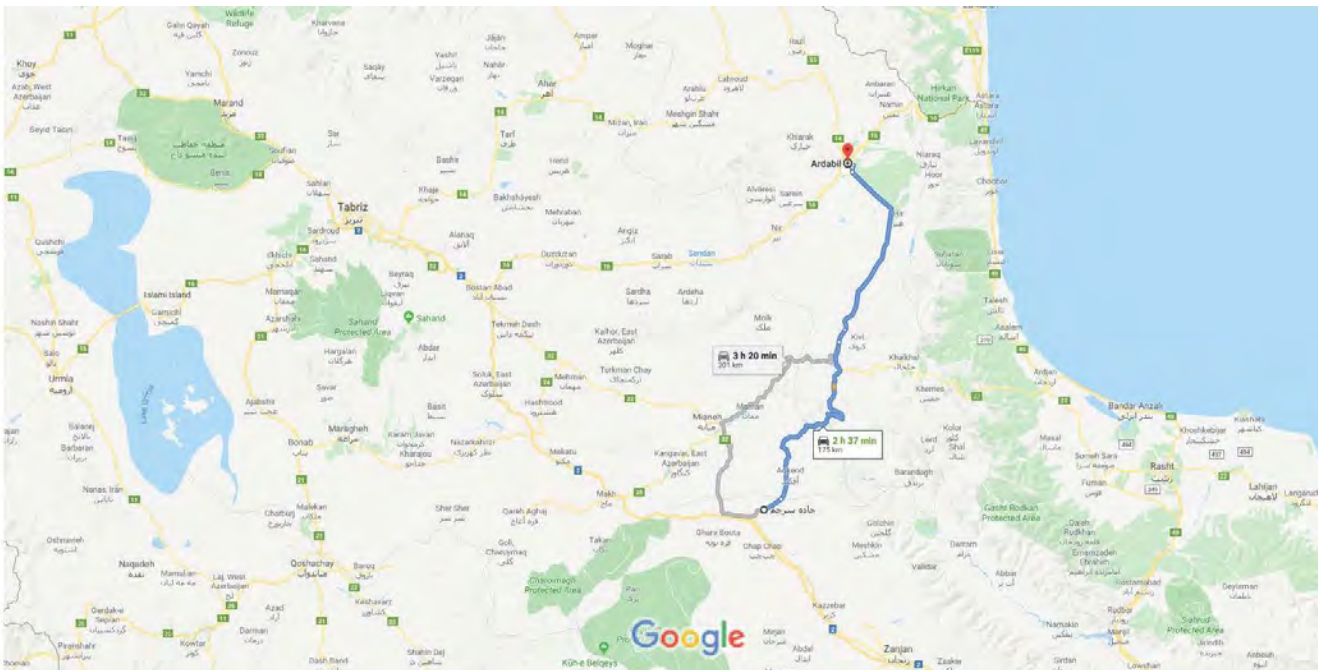


Project:	Khorramshahr Bridge
Main Client:	Iran Ministry of Roads and Urban Development
Hexa's Responsibilities:	Repair Design and Supervision of Construction
Bridge Total Length:	250m Length Bridge Consisting of Five Spans of 50m Length Each
Structure System:	I-Shaped Steel Girders
Construction Method:	Repair of a Damaged Bridge
Project's Situation:	Open to Traffic-1992

Sarcham-Ardebil Road Dualization



Current connection between Ardebil and Sarcham is a two-lane road passing among the Alborz Mountain Ranges in northern Iran. The road is extremely scenic and a tourism attraction. There are plans to upgrade the road to a four-lane one in order to facilitate transportation of passengers and goods in the region. The total length of the road is 180Km. Hexa is responsible for carrying out the preliminary and detailed design.



Project Name & Location:	Sarcham-Ardebil Road/ Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa :	Preliminary and Detailed Design
Total Length & Type of Road:	180 Km (Classification of Road: Highway- 4 Lanes, Width of 3.65 m)
Project's Situation:	Design Consultancy Services Ongoing

Ardebil- Astara Road Dualization



Current connection between Ardebil and Astara is a two-lane road passing among the Alborz Mountain Ranges in northern Iran. The road is extremely scenic and a tourism attraction. There are plans to upgrade the road to a four-lane one in order to facilitate transportation of passengers and goods in the region. This project has been accomplished along half of the road and the other half is under study by Hexa.



Project Name & Location:	Ardebil-Astara Road/ Iran
Name of the Client:	Ministry of Roads and Urban Development/ Ardabil Province Administration
Role of Hexa :	Preliminary and Detailed Design
Total Length & Type of Road:	30 Km (Classification of Road: Highway- 4 Lanes, Width of 3.65 m)
Bridge Specifications:	2 River Bridges with the Length of 50 m each, Consist of 25m-Length Concrete Girders
Tunnel Specifications:	1 tunnel with length of 650 m
Tunnel Construction Method:	NATM Method with Initial Support and Concrete Lining
Project's Situation:	Design Consultancy Services Ongoing

Takam- Sari Road Upgrading



Current road between Sari and Takam is a two-lane road. Sari is a big city near the sea shore of the Caspian Sea and Takam is a rather small city up to Alborz mountain ranges which is a perfect place to unwind. There are plans to upgrade the existing road from two lanes to four lanes in an attempt to lower the road casualties. In this project, Hexa is responsible to check and approved the documents pertaining to the detail design of the road and the bridge over river.



Project Name & Location:	Takam- Sari Road/ Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa :	Design Review of the Road and the River Bridge
Total Length & Type of Road:	2Km Highway with 4 lanes
Main Structures:	One Nonstandard Bridge over the Tajan River
Project's Situation:	Design Consultancy Services Ongoing

Aftab City Roads & Intersections



Aftab city is a city under construction and aims to be a major recreational and leisure center in the vicinity of IKA International Airport southern Tehran. Hexa has been assigned to prepare all the relevant documents pertaining to feasibility study, conceptual design, and detail design for the roads and intersections inside the city and their intersections with the surrounding roads.



Project Name & Location:	Aftab City Roads and Intersections/ Tehran- Iran
Name of the Client:	Tehran Municipality
Role of Hexa :	Detailed Design and Supervision of Construction of Roads, Intersections, and Bridges
Total Length & Type of Road:	35Km Freeway with 6 Lanes
Project's Situation:	Partly Open to Traffic

Koohsar-Mahdi Highway



Koohsar-Mahdi Highway is being under construction on the foothills of Shiraz northern mountains, a major city in Iran. Construction of this highway entails construction of several bridges to cross rivers and valleys and stabilizing unstable and problematic geological conditions in high trenches. Hexa is the responsible for design and supervision of the road and infrastructures.



Project Name & Location:	Koohsar-Mahdi Highway/ Shiraz- Iran
Name of the Client:	Shiraz Municipality
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Type of Road:	Highway with 6 Lanes
Number of Bridges:	2
Bridges Length and Spanning:	3*34+2*61.7+34=259.4 m and 25+2*39+25+30+2*25+30+2*25+30+2*25+30+2*25+30+2*25+30+25=663 m
Bridges Specifications:	Single Cell Prestressed Box Girder Using Balanced Cantilever Method
Project's Situation:	Open to Traffic- 2018

Qazvin-Alamoot Main Road



Qazvin-Alamoot Main road is a circuitous mountain road aims to establish another connection between the two sides of the Alborz Mountain ranges. It starts from Qazvin, a city somehow in the vicinity of Tehran at one end and goes to Tonekabon, a city at the Caspian seaside at the other end. Hexa is involved in this project by designing of some viaducts and checking and approving of the road design form other parties.



Project Name & Location:	Qazvin-Alamoot Main Road/ Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Detailed Design of Three Viaducts and Design Review of the Road & Tunnels
Total Length & Type of Road:	100Km Highway with 2 Lanes
Main Structures:	11 Tunnels and 3 Viaducts
Duration of the Project:	Design Services Ongoing

Tabriz-Espiran-Aghbaba Highway

TABRIZ-SPIRAN-AGHBABA is a highway which is supposed to connect Tabriz, one of the industrial poles of Iran to Armenia via Nordooz customs and act as the extension of North-South Road Corridor inside Armenia. It is about 60 Km mountainous highway with long span bridges and Tunnels. It starts from Tabriz at one end and goes to Aghbaba, a city near the border of Armenia.

Hexa's responsibilities in this project includes construction supervision of the road between Tabriz and Espiran and preparing of detailed design for the road between Espiran and Aghbaba



Project Name & Location:	Tabriz-Espiran-Aghbaba Highway/ Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Construction Supervision of the Road from Tabriz to Espiran & Detailed Design of the Road and infrastructure from Espiran to Aghbaba
Total Length & Type of Road:	30 KM Highway with 4 Lanes
Bridge Specifications:	2 River Bridges : (16m+4x20m+16m=112m & 9x20m=180m) With Reinforced Concrete Girders
Tunnel Specifications:	One Tunnel with the Length of 1400m
Tunnel Construction Method:	NATM Method with Initial Support and Concrete Lining
Project's Situation:	Design Consultancy Services Ongoing

Hemmat-Karaj Highway



Hemmat-Karaj Highway is the extension of Hemmat Highway in Tehran and aims to establish another connection between Tehran and Karaj Cities in order to ease the transportation between them especially during the rush hours. In this project Hexa is responsible to check and approve the design documents presented by contractors and implement author supervision of the construction.



Project Name & Location:	Hemmat-Karaj Highway/ Tehran- Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Feasibility, Preliminary and Detailed Design and Supervision of the Construction
Total Length & Type of Road:	14 Km (Classification of Road: Freeway (Expressway)- 6 Lanes, Width of 3.65 m)
Bridge Specifications:	- 6 River Bridges: 2x26m=52m & 2x21m=42m & 3x40m=120m & 2x26m=52m & 2x21m=42m & 1x30m=30m & 1x41m=41m/ Reinforced Concrete Girders - 2 Interchange Bridges: 4x25m=100m & 2x25m=50m / Reinforced Concrete Girders
Tunnel Specifications:	One twin Tunnel with Length of 520m/ NATM Construction Method
Project's Situation:	Open to traffic- 2020

East & West Ring Road of Kermanshah



کنارگذر غربی کرمانشاه (قطعه ۱۱ میاندوآب - کرمانشاه)

East and West segments of the ring road of Kermanshah City are being constructed as part of the global western corridor in Iran and aim to facilitate transportation for those who wanted to travel from western north to western south. This part of the highway includes big intersection and river bridges. Hexa's responsibility is to prepare design documents pertaining to the preliminary and detail design of the road and bridges as well as construction supervision.



Project Name & Location:	East & West Ring Road of Kermanshah/ Iran
Name of the Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of the Construction
Total Length & Type of Road:	Highway- West Ring Road: 26Km, East Ring Road: 32Km
Bridge Specifications:	Three Interchange Bridges and Three River Bridge with total Length of 142m and 180m respectively
Tunnel Specifications:	2 Tunnels With total Length of 1800m=(1000+800)m
Tunnel Construction Method:	NATM Method with Initial Support and Concrete Lining
Project's Situation:	Open to Traffic- 2020

Boeen Zahra- Rahimabad Road



The purpose of this project is to eliminate a hazardous connection road in central Iran by its upgrading and transferring from two-lane road to four-lane one. The project includes two different segments one with the length of 20km and the other one with the length of 7km. Hexa is responsible for supervision on construction in this project.



Project Name & Location:	Boeen Zahra-Rahimabad Road/ Iran
Name of the Client:	Ministry of Roads and Urban Development/ Qazvin Province Administration
Role of Hexa:	Supervision of the Construction
Total Length & Type of Road:	27Km Highway with 2 Lanes
Project's Situation:	Under Construction

Paveh-Nosoud New Road was constructed to establish a connection between Nosoud and Paveh, two rather small cities in western Iran near the border of Iraq. The existing road was submerged upon watering of a dam over the passing river which entails the construction of a new road. The project also includes two big bridges. Hexa was responsible to conduct preliminary and detail design.



Project Name & Location:	Paveh-Nosoud New Road/ Iran
Name of the Client:	National Fund through Ministry of Energy
Role of Hexa:	Preliminary and Detail Design of the Road and Bridges and Supervision of Construction
Total Length & Type of Road:	1.5km Replacement Road (Classification of Road: Highway with 2 Lanes of 3.65m Width Each
Bridge Specifications:	Precast Reinforced Concrete Beams- 8@20 = 160m with the Width of 12.1m (2 Lanes)
Project's Situation:	Open to Traffic- 2015

Payambar Azam Highway



This highway with the length of around 7km is being constructed in the inner city of Qom, one of the most important religious cities in Iran. The highway aims to connect two holy shrines to facilitate the transportation of pilgrims. The road includes 9 intersection bridges as well. In this project, Hexa is responsible for detail design of the road, bridges, drainage utilities and supervision of construction.



Project Name & Location:	Payambar Azam Highway/Qom- Iran
Name of the Client:	Qom City Development and Construction Organization
Role of Hexa:	Feasibility and Preliminary and Detailed Design & Supervision of Construction
Total Length & Type of Road:	- 7 Km (Classification of Road: Expressway (Maximum Design Speed: 120 KM/Hour)- 10 Lanes, Width of 3.50 m) - 30 Km Connection Ramps of 9 Interchanges with 1 or 2 Lanes of 3.5m Width
Bridge Specifications:	9 Underpass with the Length of 75+55+80+63+68+50+53+52+54=550m and Maximum Span of 19m of Reinforced Concrete Constructed with Top-Down Method
Project's Situation:	Open to Traffic- 2014

Saveh-Hamedan Freeway



Saveh-Hamedan Freeway plays a pivotal role in facilitating transportation of passengers and goods from Tehran, the capital city, to the west of Iran. All the relevant services including preliminary studies, detail design studies, supervision of construction, construction design, and site assistance were carried out by a consortium of four leading companies one of which was Hexa.



Project:	Saveh-Hamedan Freeway
Client:	Ministry of Roads and Urban Development / Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision
Total Length of Roads:	255 Km (4-Lane Freeway (Expressway) with 3.65m Width for Each Lane)
Bridge Specifications:	Two Bridges with total Length of 102m
Tunnel Specifications:	4 Twin Tunnel With total Length of 4880m=(600+1580+1800+900)m
Tunnel Construction Method:	NATM Method with Initial Support and Concrete Lining
Project's Situation:	Open to Traffic- 2016

Andimeshk-Dezful Ring Road



This 25km road is part of the global network of roads to provide the connection of Tehran to Mahshahr Port in the seaside of the Persian Gulf. The road includes three intersection bridges and one bridge over the Dez River. In this project Hexa was responsible for the detail design of the road and all bridges and supervision of the construction.



Project:	Andimeshk- Dezful Road
Client:	Iranian Ministry of Roads and Urban Development
Hexa's Responsibilities:	Detailed Design of the Road and Bridges and Supervision of Construction
Total Length of Roads:	About 25km Highway with 2 Lanes
Major Structures:	Three Intersection Bridges and One River Bridge
Project's Situation:	Open to Traffic- 2012

Masjed Soleiman-Lali New Road

Lali is a small city in southern Iran whose connection with its nearest neighbor, Masjed Soleiman, was submerged after watering of the Gotvand Dam over the Karoon River. This made the construction of a new 12km length road inevitable. The new connection road comprises one cable-stayed bridge over the dam reservoir as well as two tunnel on both sides of the bridge. Hexa was responsible for preliminary and detail design studies of the road and supervision of construction.



Name of the Project:	Masjed Soleiman- Lali New Road
Name of the Client:	Iran Water and Power Resources Development Co.
Role of Hexa:	Feasibility Study, Preliminary and Detail Design/ Construction Phase Design / Supervision of Construction/ PMO Services
Total Length of Roads:	17.5 Km Highway with 2 Lanes- Total width 5.5m
Bridge Specifications:	Length: 105m+256m+105m=466 m (Excluding Approaches) Width: 13m (Four Lanes)
Bridge Type:	Cable-Stayed Bridge with the Main Span of Length 256m over a Deep Perennial River (Dam Reservoir)
Tunnels Specifications:	4 NATM Tunnels with the Length of: 620+600+300+150= 1670m (Four Lanes)
Project's Situation:	Opened to Traffic- 2016

East Qazvin Bypass



This 5km road aims to complete the outer ring around Qazvin City to facilitate the transportation for goods and services coming to and going from this city. Qazvin City is an industrial city in the west of Tehran and accommodates a number of factories and plants which produce goods or facilities that need to be transported to Tehran as well as other cities all over the country. This highlights the need for effective means of transportation inside and outside this city.



Name of the Project:	East Qazvin Bypass
Name of the Client:	Qazvin Municipality/ Deputy of Technical and Construction Affairs
Role of Hexa:	Preliminary and Detailed Design/ Supervision of Construction
Total Length of Roads:	5Km (Classification of Road: Highway- 4 Lanes, Width of 3.65 m)
Bridge Specifications:	2 River Bridges : 2x25m 1 Interchange Bridge : 50 m
Bridge Type:	Reinforced Concrete Girders
Design Services Situation:	Completed / February 2020
Supervision Services Situation:	Ongoing

Chabahr– Zahedan Railway



Chabahr- Zahedan Railway that is marked red in the adjacent map is one of the most strategic railways under construction in Iran. Chabahr- Zahedan Railway connects the Chabahr Port in the banks of the Oman See in south east of Iran to Zahedan that is a city very close to the border between Iran and Afghanistan. This railway actually is a means that connects Afghanistan to the Ocean. This railway will be further extended to reach CIS countries in north east of Iran.



Project:	Chabahr- Zahedan Railway
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	608 Km/ Single-Track Railway with Flexible Track
Total Length of Bridges:	204 Bridges with the Total Length of 19564 m
Total Length of Tunnels:	36 Tunnels with the Total Length of 17276 m- Maximum Tunnel Length: 2455 m
Tunnels Construction Method:	NATM
Project's Situation:	Under Construction

Mianeh Tabriz Railway



Mianeh-Tabriz Railway that is marked red in the adjacent map aims to shorten the railway that connects Tehran, the capital of Iran, to Tabriz, one of the biggest cities in north western of Iran. Tabriz acts as a hub that connects Iran to Turkey, Armenia, and Azerbaijan and is of great importance in terms of the international trade. The existing railway connects Tabriz to Tehran through Maragheh, a city in the eastern banks of the Orumiyeh Lake. The new alternative will act as a shortcut and shortens the route which leads to huge save in terms of fuel and resources.



Project:	Mianeh- Tabriz Railway (Lot 10)
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	5.5 Km/ Double-Track Railway with Flexible Track
Bridges Specifications:	2 Bridges with the Length of 620 m & 400 m of Composite Steel Box Girders
Bridges Construction Method:	Incremental Launching Method
Tunnels Specifications:	5 Tunnels with the Total Length of 2228 m- (1519 m, 184 m, 119 m, 334 m, 72 m)
Tunnels Construction Method:	NATM
Project's Situation:	Under Construction

Kermanshah –Khosravi Railway



Kermanshah-Khosravi Railway that is marked with red in the adjacent map is aimed to complete the east to west corridor of the state railway and extend it to the border with Iraq, the western neighbor of Iran to facilitate the means of transportation between the two contiguous countries. Considering huge number of pilgrims who travel to between Iran and Iraq back and forth to go to holy cities in both countries, the demand for this railway is very high.



Project:	Kermanshah- Khosravi Railway
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Supervision of Construction
Length of the Railway:	263Km/ Single-Track Railway with Flexible Track
Number & Length of Bridges:	31 Bridges with the total Length of 3075m
Bridge Types:	Pre-stressed Conc./ Reinforced Conc./ Steel I-Shaped Girders/ Balanced Cantilever
Tunnels Specifications:	10 tunnels with total length of 8725 m (1045 m, 380 m, 295 m, 465, 685 m, 1420 m, 475 m, 860 m, 2880m, 220 m)
Tunnels Construction Method:	NATM
Project's Situation:	Under Construction

West Railway



West Railway that is marked with red in the adjacent map is aimed to complete the east to west corridor of the state railway and extend it to the border with Iraq, the western neighbor of Iran to facilitate the means of transportation between the two contiguous countries. This Section along with the Kermanshah-Khosravi Railway are two segments of the western corridor. Considering huge number of pilgrims who travel to between Iran and Iraq back and forth to go to holy cities in both countries, the demand for this railway is very high.



Project:	West Railway
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	112Km/ Single-Track Railway with Flexible Track
Number & Length of Bridges:	7 Bridges with the total Length of 930m
Bridge Types:	Steel I-Shaped Girders
Tunnels Specifications:	5 tunnels with total length of 2985 m (1243 m, 582 m, 500 m, 510, 150 m)
Tunnels Construction Method:	NATM
Project's Situation:	Under Construction

Bafq- Bandar Abbas Railway



Bafq- Bandarabbas Railway that is marked with yellow in the adjacent map is a railway that connects Bndar Abbas, an important port in the northern banks of the Persian Gulf to Bafg, a city in the center of the country and then after to the north of Iran and northern contiguous countries. It facilitates the transportation of good and actually creates an access road for the CIS countries that do not have access to free seas.

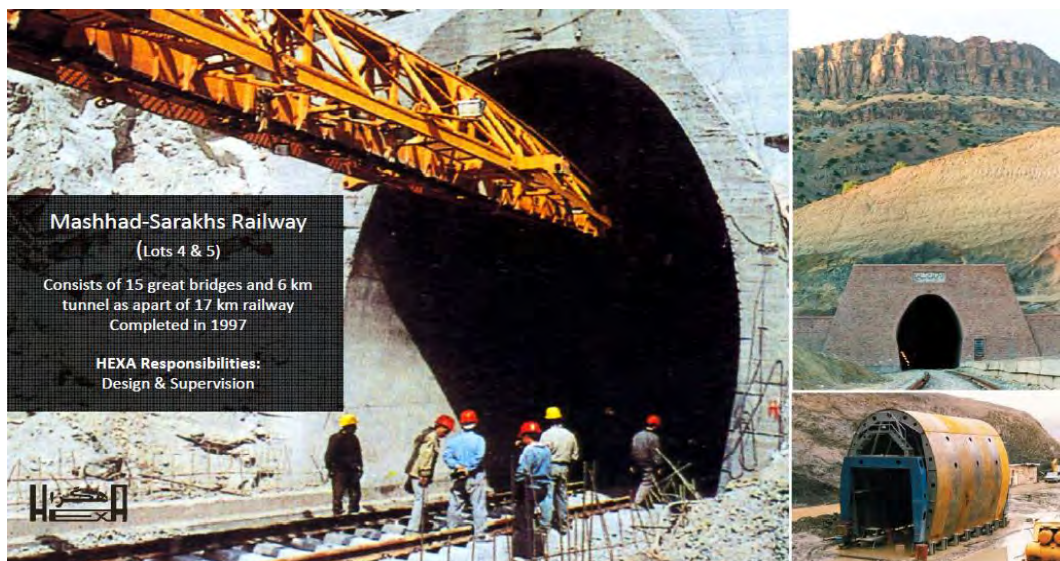


Project:	Bafq- Bandar Abbas Railway (Lot 11)
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	51.5 Km Double Track Railway- Flexible Track
Number & Length of Bridges:	11 Bridges with the total length of 1180m
Bridge Types:	9 Girder Bridge with Spans of the Length of 15m and 25m and 2 Steel Truss Bridges
Truss Bridge Spanning:	60m+3x80m+60m=360m & 60+4x80+60=440m.
Truss Bridge Construction Method:	Cantilever Method from One Abutment Using Overhead Crane
Project's Situation:	Under Circulation- 1994

Mashhad- Sarakhs Railway



Mashhad- Sarakhs Railway that is marked with yellow in the adjacent map is a railway that connects Mashhad, the second populated city in Iran and a sacred city for Muslims, to Sarakhs, a border town near the border between Iran and Afghanistan. Mashhad is already part of the railway network and with the help of this connection Sarakhs also will be connected to the national railway system which facilitate the transportation of goods and passengers to neighboring country, Afghanistan.



Mashhad-Sarakhs Railway
(Lots 4 & 5)

Consists of 15 great bridges and 6 km tunnel as apart of 17 km railway
Completed in 1997

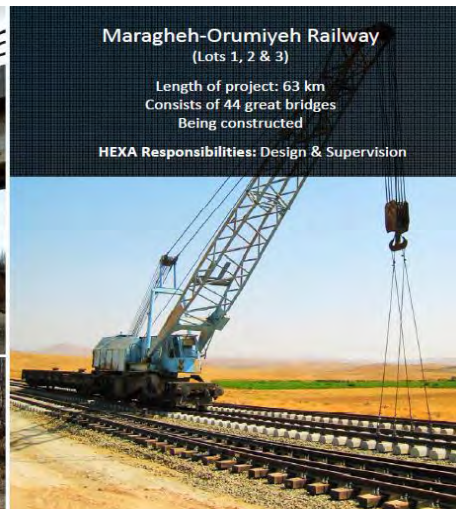
HEXA Responsibilities:
Design & Supervision

Project:	Mashhad- Sarakhs Railway (Lots 4 & 5)
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	17 Km Single-Track Railway with Flexible Track
Number of Bridges:	15 Special Bridges
Bridge Types:	Concrete Girder Bridges
Tunnels Specifications:	3 Tunnels with the Length 1000m,1600m,2600m/ Total=5200m
Tunnels Construction Method:	NATM
Project's Situation:	Open to Traffic- 1997

Maragheh- Orumiyeh Railway



Maragheh- Orumiyeh Railway that is marked with red in the adjacent map is aimed to connect two cities on the opposite banks of the Orumiyeh Lake in northern west of Iran. The city of Maragheh is already connected to Tehran by the means of Tehran- Tabriz Railway and to extend it to Orumiyeh city, a big city in the vicinity of the border between Iran and Turkey, construction of the railway is inevitable. This railway goes through the southern banks of the Lake, regions with spectacular sceneries.



Project:	Maragheh- Orumiyeh Railway (Lots 1, 2 & 3)
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction
Length of the Railway:	63 Km
Number & Length of Bridges:	44 Special Bridges
Project's Situation:	Under Construction

Dogharoun Railway



Dogharoun Railway that is marked with red in the adjacent map is a railway that connects Mashhad, the second populated city in Iran and a sacred city for Muslims, to Dogharoun, a border town near the border between Iran and Afghanistan. Mashhad is already part of the railway network and with the help of this connection Dogharoun also will be connected to the national railway system which facilitate the transportation of goods and passengers to neighboring country, Afghanistan.



Project:	Motahari- Fariman Railway
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Supervision of Construction
Length of the Railway:	44 Km Single- Track Flexible Railway
Number & Length of Bridges:	Four Special Bridges with the Total Length of 153m
Bridge Types:	Reinforced Concrete Girders
Project's Situation:	Under Construction

Esfarayen Railway



Esfarayen Railway that is marked with red in the adjacent map connects Esfarayen, a rather small city to national railway network. Esfarayen is an industrial city in northern east of Iran and contains quite a few numbers of factories and plants which produce different types of goods and products that need to be transported to destinations inside and outside Iran. To this aim, this city is to be connected to the national railway system, a purpose served by the undergoing project.



Project:	Esfarayen- Neghab Railway (Lot 1 & Lot 2)
Client:	Ministry of Roads and Urban Development/ Construction and Development of Transportation Infrastructures Co.
Role of Hexa:	Supervision of Construction
Length of the Railway:	55 Km Single Lane Railway & 3 Km Access Road to Esfarayen Station
Number & Length of Bridges:	Six Special Bridges with the total Length of 347 m
Bridge Types:	Steel Box Girders and Reinforced Concrete Slab
Tunnels Specifications:	Total Length of Tunnels: 600 m
Tunnels Construction Method:	NATM Method with Initial Support and Concrete Lining
Project's Situation:	Lot 1: Completed- 2020 & Lot 2: Under Construction

Mashhad Underground Stations

Line 3 of Mashhad Subway system starts at Amirieh Blvd in western north of Mashhad and ends at Aboozar Residential Complex in eastern south of Mashhad as it is depicted red on the adjacent figure. The length of this line is 28.5 Km and it consists of 24 underground stations four of which are the G3, O3, P3, and T3 Stations. The construction of the tunnel is undergoing with the use of a tunnel boring machine (TBM) with excavation diameter of 9.3m. This line passes just west of the holy shrine of Emam Reza that attracts many pilgrims making high demand for means of transportation from and to this place.



Project:	Mashhad Underground Stations
Client:	Mashhad Municipality- Mashhad Urban Railway Corporation
Role of Hexa:	Preliminary and Detailed Design and Supervision of Construction of Four Stations



Project:	G3 Underground Station
Station Construction Method:	Cut and Cover
Project's Situation:	Under Construction



Project:	O3 Underground Station
Station Construction Method:	Underground Mining using Ribs and Piles (CAPS Method)
Project's Situation:	Under Construction

P3 & T3 Stations



Project:

P3 Underground Station

Station Construction Method:

Underground Mining using Ribs and Piles (CAPS Method)

Project's Situation:

Under Construction



Project:

T3 Underground Station

Station Construction Method:

Underground Mining using Ribs and Piles (CAPS Method)

Project's Situation:

Under Construction

Kharazi Metro Station

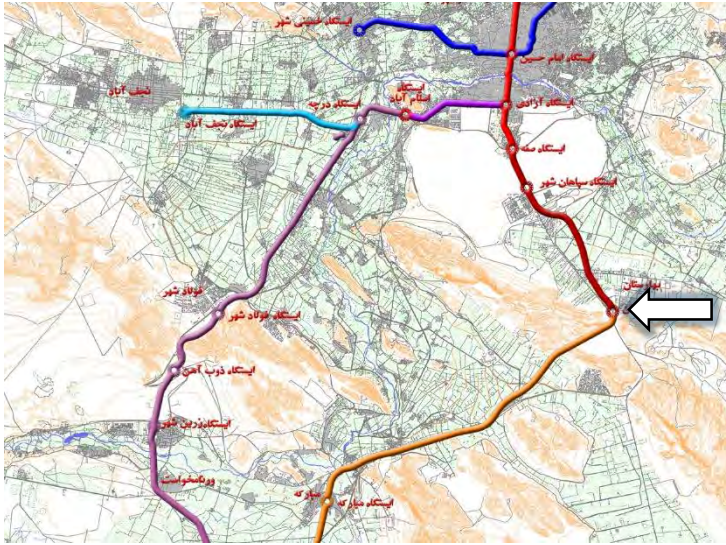


The trajectory of line 2 of Isfahan Subway system is marked blue on the adjacent map. This line extends from west to the north east of Isfahan. Kharazi station is also pointed to on the map. The total length of this line 24.4 Km and it contains 23 underground stations one of which is Kharazi station that has been designed and now is under construction under the supervision of Hexa Company. The tunnel itself consists of twin tunnels with the interior diameter of 6m.



Project:	Kharazi Underground Station
Client:	Isfahan Municipality- Isfahan Urban Railway Organization
Role of Hexa:	Supervision of Construction
Station Construction Method:	Cut and Cover
Project's Situation:	Under Construction

Baharestan New Town Metro Station

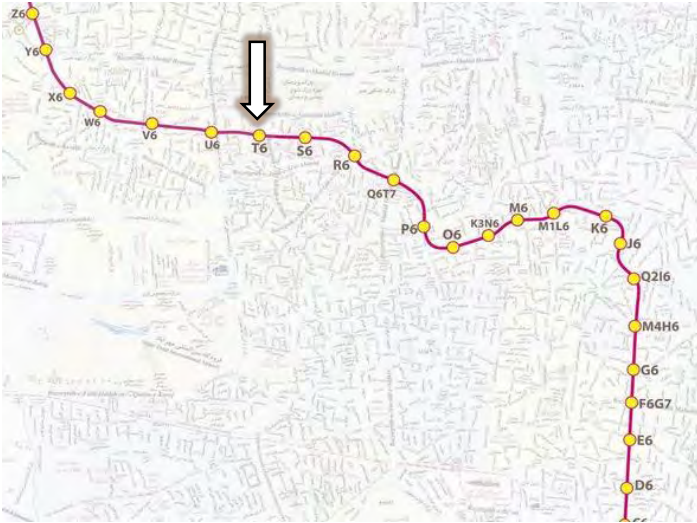


Baharestan is a newly established town on the southern suburbs of Isfahan. The metro line to this town is the extension of line 1 of Isfahan metro. Just like many suburban city, residents of Baharestan mostly work in Isfahan and they have to commute to their workplace every day. This metro line aims to facilitate their daily commute and save huge amounts of fuel and time on a daily basis.

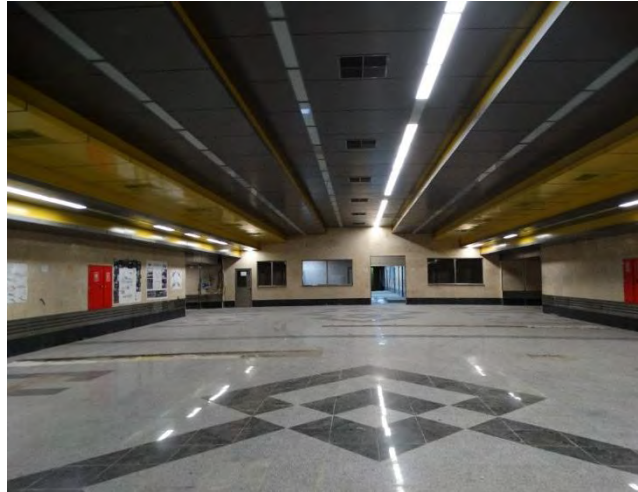


Project:	Baharestan New Town Underground Station
Client:	Ministry of Roads and Urban Development- Baharestan New Town Civil Co.
Role of Hexa:	Preliminary & Detailed Design of the Station
Station Construction Method:	Cut and Cover
Project's Situation:	Completed- 2020

Tehran T6 Metro Station



T6 is one of the metro lines in Tehran, the capital city of Iran which connects North West of the city to the South East. The total length of the line is 38km and it contains of 31 stations one of which is T6 stations. The first southern part of this line has a south to north direction and the second part is mainly from east to west.



Project:	Tehran T6 Underground Station
Client:	Tehran Urban and Suburban Railway Co.
Role of Hexa:	Preliminary & Detailed Design of the Station
Station Construction Method:	Underground Mining using Ribs and Piles (CAPS Method)
Project's Situation:	Completed- 2018