

Financial Consulting for Sirjan - Bandar Abbas Intercity Freeway Project

The core of the project is value engineering and to appraise the benefits of the project. Our plan for coming up with the best solution is divided into three parts:

Studies on the Field

- Field investigation; reviewing other national and local projects
- Studies in order to realize local capabilities and possibilities to enhance the profits of the project
- Presenting the optimal solution considering the area's potentials
- Feasibility study for constructing optional facilities

Establishing the framework (Value engineering)

- Collecting the existing information
- Analyzing the data and statistics
- Value engineering
- Presenting solutions
- Analyzing the value of the solutions of the project and presenting the results
- Value engineering report

Business plan

- Collecting data and presenting them. Also presenting time schedules, describing the project, inflations and total fix costs
- Analyzing data and presenting the results consisted of evaluation, money circulation, final confirmed price and etc.
- Incorporating the client's comments and presenting the business plan



Date: 2017/2017

Location: Tehran – Qaem Shahr

Client: Kerman Jahad-e-Nasr Co.

Reviewing the available studies and Optimizing the existing studies of the detailed design phase of Qaem Shahr-Sari Intercity Freeway

The primary detailed design of 45-km long Qaem Shahr-Sari Freeway consisting of 6 lanes in two directions which is including 10 bridges, 2 tunnels, 3 main junctions, and 16 underpasses, was reviewed and optimized by RAHYAB BEHINEH. This company was looking for a new variant to reduce the length of the tunnels. also because of the existing problems such as the absence of cut and fill resources near the project, some solutions were introduced such as application of stabilized materials, various types of superstructure and etc. in order to optimize construction cost.

Section One: Project Identification

- Scope of work, project outcomes, and priorities
- Research methodology and choosing the right method and tools
- Collecting and checking the available documents
- Data analyzes and concluding the basis of the project

Section Two: Reviewing the Geometric design of the route

- Examining the route's corridor, plan, longitudinal profile and cross sections of the project's grade lines

Section Three: Reviewing the Special Structure

- Multi span Tajan river bridge
- Bridge design modifications based on the latest standards
- Deducting a total length of 2000 meters from Mahdasht tunnel in order to reduce the cost by changing the route's corridor
- Supplementary design for pavements

Section Four: Procurement methods and materials for the project

- Studying the geotechnical aspects
- Required materials and resources
- Field researches and locating the resources in the proximity to the project



Date: 2016/2017

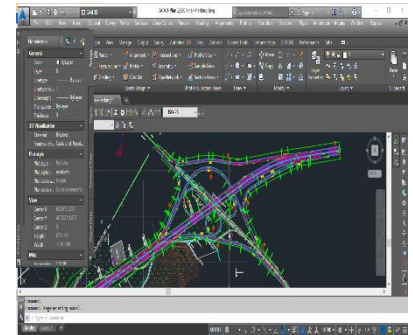
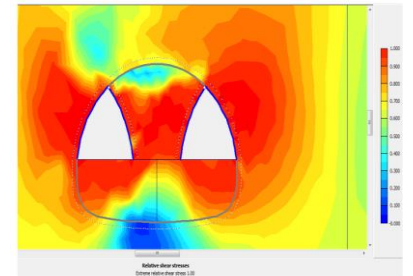
Location: Ghaemshahr

Client: Construction and
Development of
Transportation Infrastructures
Company

Provision of Consulting services to the client for Finance and Construction of the Qaem Shahr-Sari cities Freeway project

Qaem Shahr – Sari freeway is located in the northern part of Iran. the aim of this project is to increase the potential tourism and business capacity of this part of Iran. The main goals are:

- Construction of a part of the Mazandaran-Golestan freeway
- Facilitating the traffic of Qaem Shahr – Mazandaran(east) road
- Reducing the fuel consumption
- Redirecting part of the city traffic to side roads
- To reduce trip duration
- To decrease accidents



Date: 2018/Ongoing
Location: Tehran – Qaem Shahr
Client: Construction and Development of Transportation Infrastructures Company

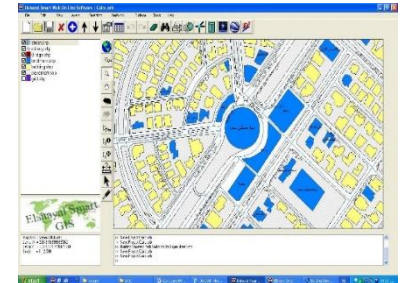
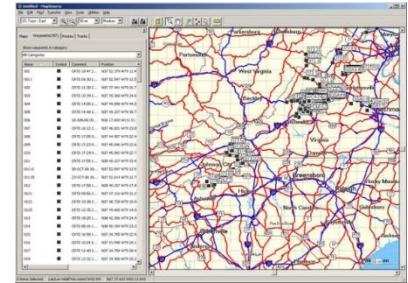


Rahyab Behineh
Consulting Engineering

Road

Provision of field measurement services to determine the total length of existing highways in the country and converting those data into data layers based on GIS format

- Designing the standard sheet form for gathering unified data
- Field measuring and data acquisition
- Data controlling and supplementary measuring
- Data layer generating, Running the GIS system
- Finalizing the GIS maps based on required standards by the Ministry of roads and urban development, UTM coordination being able to be utilized by third party companies



Date: 2014/2014

Location: Iran national road network

Client: Iran Ministry of Roads & Urban Development