Project Summary

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Ministry of Land, Infrastructure, Transport and Tourism
Kanto Regional Development Bureau
Chiba National Highway Office

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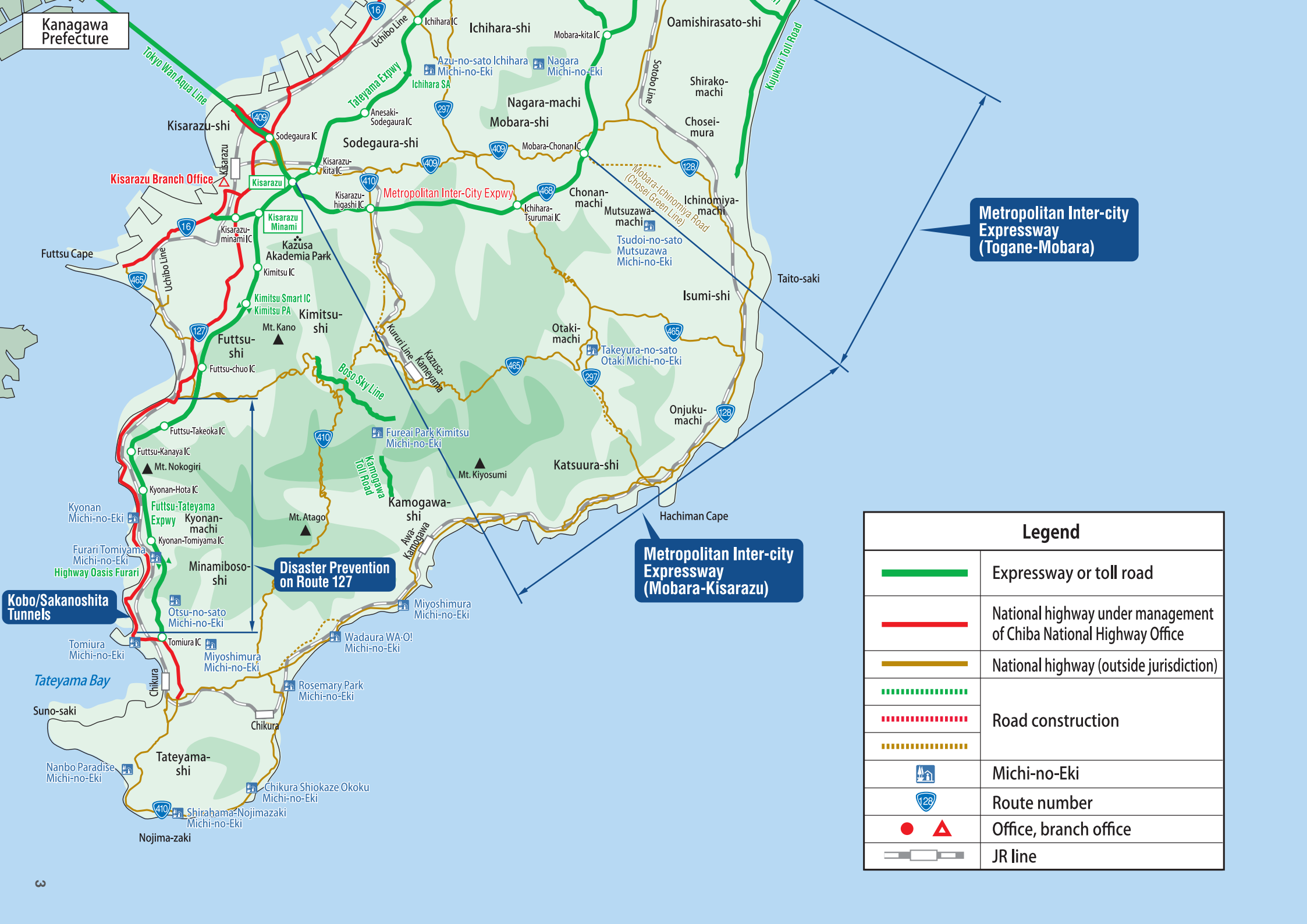
Major Projects of Chiba National Highway Office


Kanagawa Prefecture
Tokyo Wan Aqua Line
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Nojima-zaki
Metropolitan Inter-city Expressway (Togane-Mobara)
Metropolitan Inter-city Expressway (Mobara-Kisarazu)
Legend
Expressway or toll road
National highway under management of Chiba National Highway Office
National highway (outside jurisdiction)
Road construction
Michi-no-Eki
Route number
Office, branch office
JR line

National Route 468

Metropolitan Inter-City Expressway (Ken-O Expwy)

Ken-O Expwy was planned to alleviate heavy traffic and revitalize local economies in the Tokyo metropolitan area. The expressway is located 40 to 60 km from central Tokyo and runs for 300 km, of which approximately 95 km goes through Chiba. In Chiba, a 7.1 km section between Kisarazu-higashi IC and Kisarazu JCT was opened in March 2007. A 42.9 km section between Togane JCT and Kisarazu-higashi IC (two lanes) was opened on April 26, 2008, which includes a 0.7 km section between the prefecture's border to Kozaki IC.

[Overview of Project in Chiba]

Road:	National Highway Route 468				
Section	Prefecture border and Taiei JCT From: Kozaki-machi, Katori-gun To: Kichioka, Narita-shi	Taiei JCT and Matsuo-Yokoshiba IC From: Kichioya, Narita-shi To: Yatsu, Matsuo-machi, Sammu-shi	Matsuo-Yokoshiba IC and Togane JCT From: Yatsu, Matsuo-machi, Sammu-shi To: Tanno, Togane-shi	Togane JCT and Mobara-Chonan IC From: Tanno, Togane-shi To: Ishigami, Mobara-shi	Mobara-Chonan IC and Kisarazu JCT From: Ishigami, Mobara-shi To: Innari, Kisatazu-shi
Distance	10.7 km	18.5 km	15.7 km	21.6 km	28.4 km
Average Width	23.5 m	22.0 m	23.5 m	25.0 m	23.5 m
Road Standard	Type 1 Class 2	Type 1 Class 2	Type 1 Class 2	Type 1 Class 2	Type 1 Class 2
Speed Limit	100 km/h	100 km/h	100 km/h	100 km/h	100 km/h

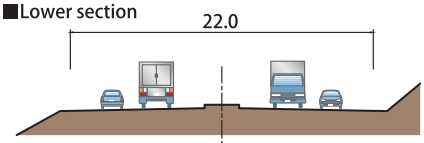
Note: The section between the prefecture border and Taiei JCT is managed by Joso National Highway Office.

Work Progress

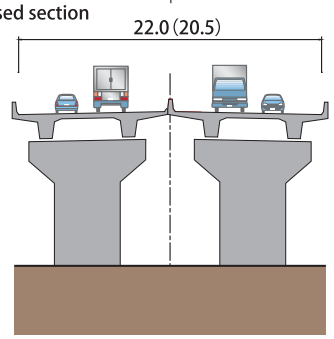
Cross-section Diagram

(Taiei JCT and Matsuo-Yokoshiba IC)

■Lower section

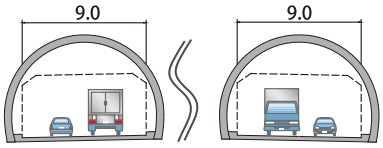


■Raised section



Number in parentheses represents large overpasses

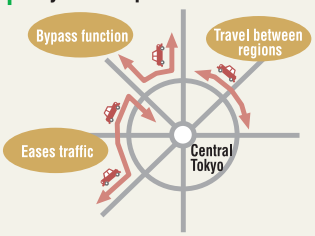
■Tunnel



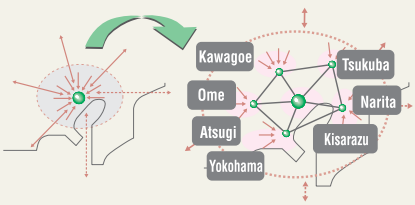
【Unit: m】

Function and Effect of Ken-O Expwy

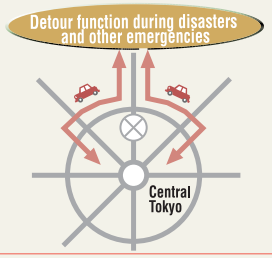
Ensures smoother traffic in the Tokyo metropolitan area



Enhances accessibility between cities and revitalizes local communities



Ensures emergency transportation in disasters



Project Site Map

National Route 464

North Chiba Road

North Chiba Road extends approximately 43 km from Ichikawa (Tokyo Outer Ring Road) to Narita. It was constructed to enhance access to Narita International Airport and to reinforce connectivity between eastern Katsushika (Chiba Newtown) and Narita with surrounding areas.
We will conduct a joint project with Chiba Prefecture for a 13.5 km stretch between Chiba Newtown (Inzai-shi) and Narita-shi. Improving this section will enhance accessibility to Narita International Airport from the northern metropolitan area and western Chiba. Also, smooth traffic will facilitate communication and commerce among communities on the route, and streamline logistics, which contributes to local revitalization.
A 1.8 km road between Kitasuka and Funakata, Narita-shi (two lanes) opened on May 31, 2013.

[Project Outline (section constructed by the national government)]

Road	National Highway Route 464 North Chiba Road
Section	From: Kitasuka, Narita-shi To: Oshihata, Narita-shi
Distance	5.6 km
Road Standard	Type 3 Class 1
Speed Limit	80 km/h

Matsuzaki elevated bridge, near Urban Planning Road 3.3.3

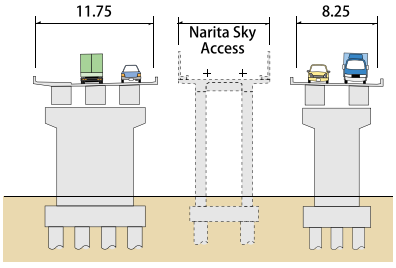
Planned two-lane section

Project Site Map

Cross-section diagram of the plan

〈Elevated bridge/bridge〉

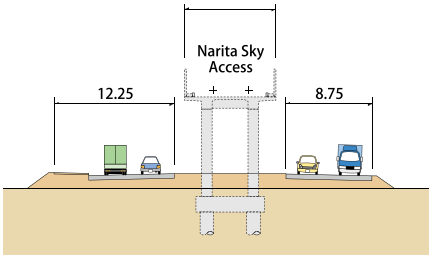
With parallel railway



(Unit: m)

〈Banking〉

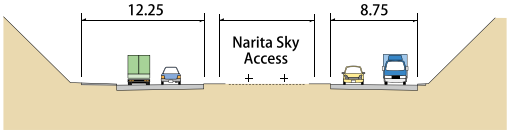
With parallel railway



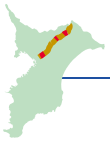
(Unit: m)

〈Cut earth〉

With parallel railway



(Unit: m)

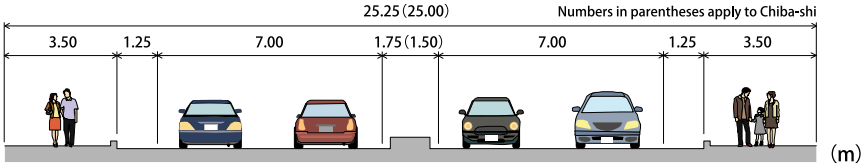


National Route 51

Widening Projects in North Chiba, Narita and Taiei

[North Chiba Widening Project]

North Chiba Widening is a project on an existing road that aims to ease heavy traffic and improve safety on Route 51 in Chiba-shi and Yotsukaido-shi. The bypass section between Kaizuka-cho Wakaba-ku, Chiba-shi and Wakamatsu-cho Wakaba-ku, Chiba-shi (2.7 km) opened in 1995. Another section in Wakamatsu-cho Wakaba-ku, Chibashi (1.1 km) opened March 2010, 3.8 km of which was widened to a four-lane road.



[Project Outline of North Chiba Widening]

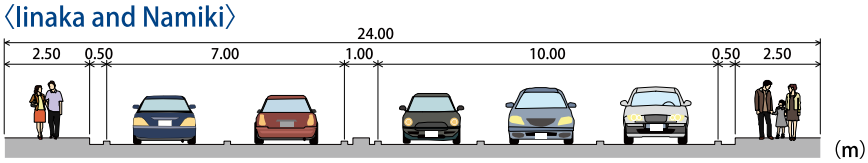
Road	National Highway Route 51
Section	From: Kaizuka-cho, Wakabaku, Chiba-shi To: Mawatashi, Sakura-shi
Distance	7.6 km
Standard Width	25.25 (25.00) m
Road Standard	Type 3 Class 1
Speed Limit	80 km/h

Numbers in parentheses apply to Chiba-shi

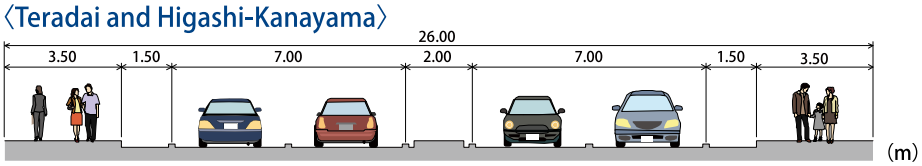
[Narita Widening Project]

Narita Widening is a project on an existing road that aims to ease heavy traffic and improve safety on Route 51 in Narita-shi. The total extension of 4.6 km includes a bypass (Namiki Bypass), which had been widened to four lanes by fiscal 2001.

〈Iinaka and Namiki〉



〈Teradai and Higashi-Kanayama〉

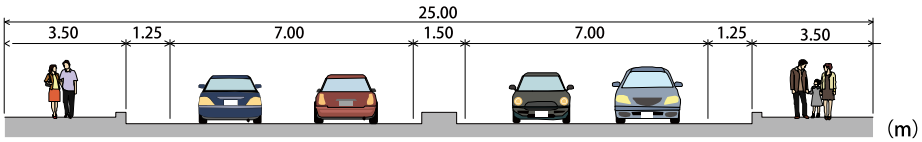


[Overview of Narita Widening Project]

Road	National Highway Route 51
Section	From: Namiki, Narita-shi To: Higashi-Kanayama, Narita-shi
Distance	5.8 km
Standard Width	24.0 ～ 26.0 m
Road Standard	Type 3 Class 1
Speed Limit	80 km/h

[Taiei Widening Project]

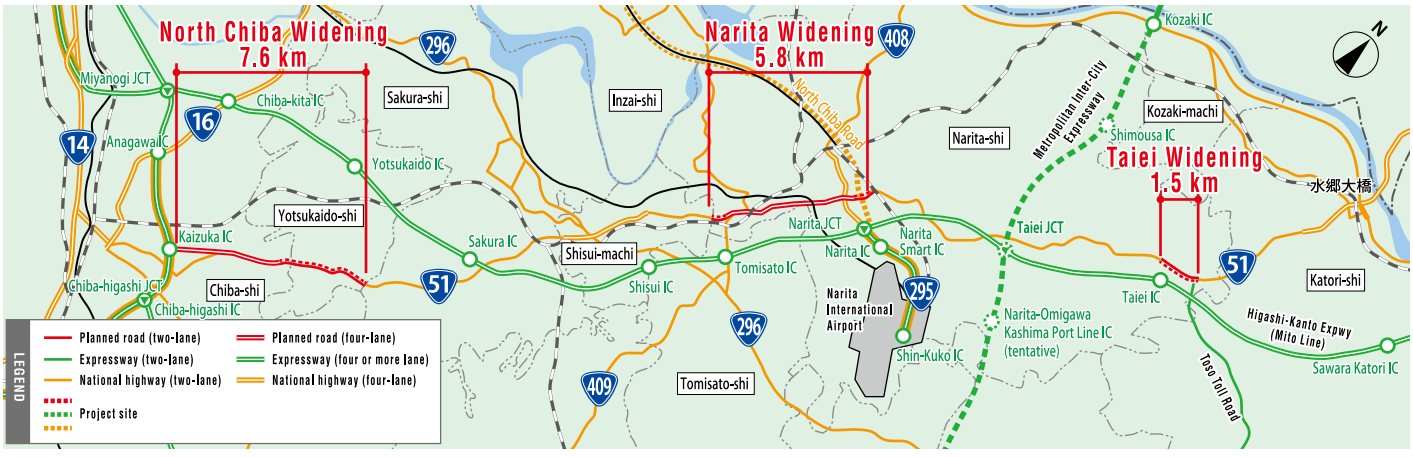
Taiei Widening is a widening project on an existing road that aims to ease heavy traffic and improve safety on Route 51 in Narita-shi.



[Overview of Taiei Widening Project]

Road	National Highway Route 51
Section	From: Sakurada, Narita-shi To: Tokoro, Narita-shi
Distance	1.5 km
Standard Width	25.0 m
Road Standard	Type 3 Class 1
Speed Limit	80 km/h

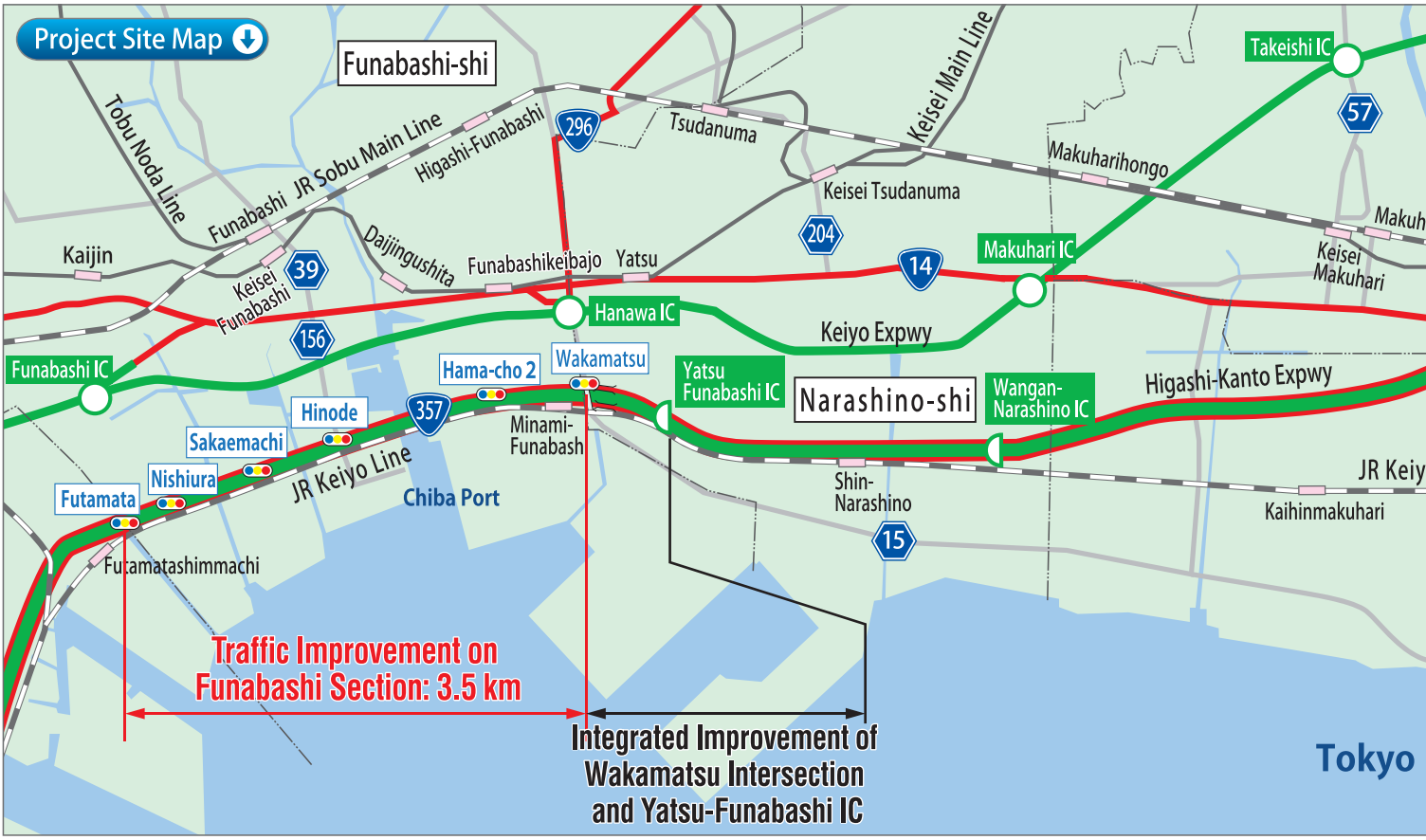
Project Site Map



National Route 357

Tokyo Bayshore Road (Chiba section)

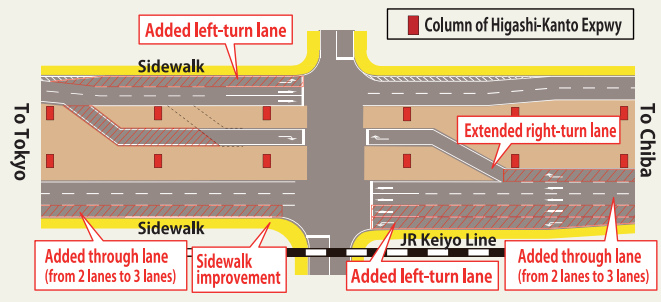
National Route 357 (in Chiba) is an essential artery for both business and daily life, connecting major cities on Tokyo Bay and streamlining logistics to improve access to major ports and large facilities. We are building more lanes or improving intersections on sites where traffic is notably heavy.



Improving Traffic on the Funabashi Section

To facilitate traffic flow to and from Route 657, right-turn and left-turn only lanes and an additional lane on the sea-side (toward Urayasu) will be built to ease congestion on a series of intersections in Funabashi.

Construction Plan Chart



[Project Outline of Chiba-shi]

Road	National Highway Route 357 Tokyo Bayshore Road
Section	From: 1 Nishiura, Funabashi-shi To: 3 Yazu, Narashino-shi
Distance	3.5 km
Road Standard	Type 4 Class 1
Speed Limit	60 km/h

Integrated Improvement of Wakamatsu Intersection and Yatsu-Funabashi IC

Integrated improvements of Wakamatsu intersection and Yatsu Funabashi IC have been ongoing since 2009. Improvement of Wakamatsu intersection was completed in March 2010. The Abiko prefectural road was widened to four lanes in April 2011. The footbridge over Wakamatsu intersection was built in April 2013. The Yatsu Funabashi IC was opened in September of the same year. In fiscal 2014, elevators will be installed on the Wakamatsu footbridge.

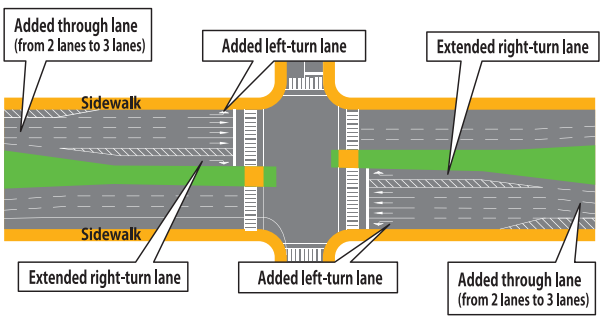
Chiba Bay Area Improvement Project

Heavy traffic jams occur mainly in the mornings and evenings between Chiba-nishi Keisatsusho Iriguchi and Shiyakusho-mae intersections on National Route 357, with frequent accidents. To improve traffic conditions, underground grade separations between Nobuto and Shiyakusho-mae intersections are being constructed, along with other intersection improvements started in fiscal 2011.

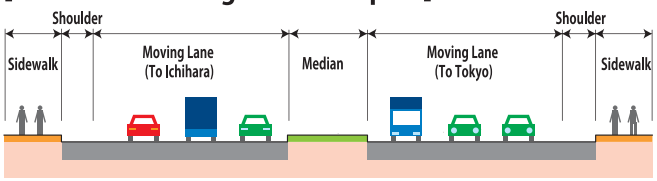
Level Section Improvement

Median area will be utilized to alleviate congestion and enhance road safety.

[Plan Chart]



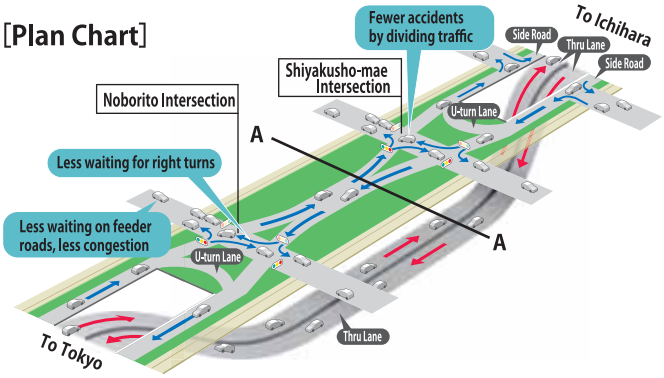
[Cross-section diagram of the plan]



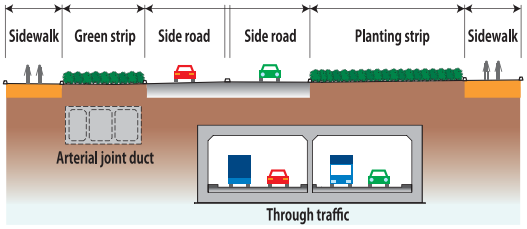
Underground Grade Separation

Dividing right/left turning traffic (roadside users) from through traffic will ease heavy traffic and reduce accidents.

[Plan Chart]



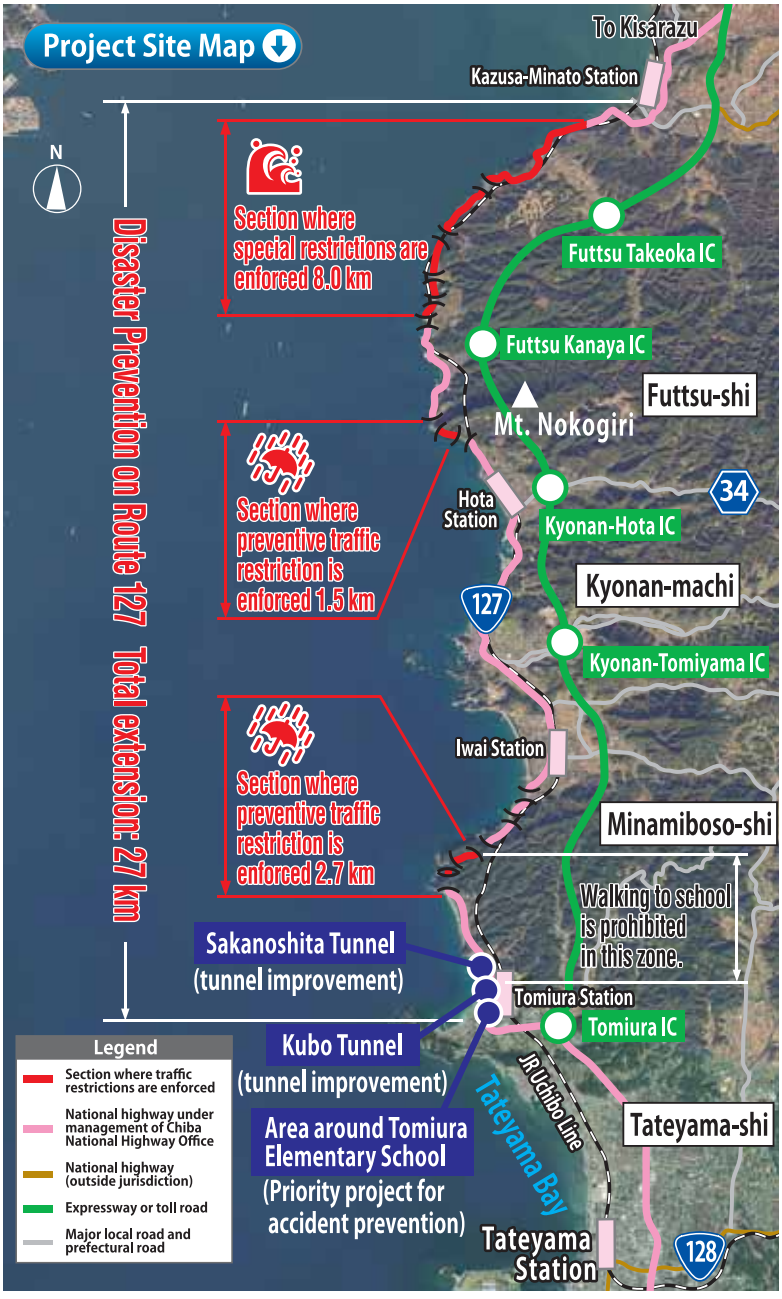
【Cross-section diagram of the plan (A)】



National Route 127

Disaster Prevention on Route 127

National Route 127 is an artery connecting cities and towns in the Uchibo region, which comprises a narrow strip of land along Tokyo Bay, sandwiched between sea and mountains. Because of its location, disaster restrictions are enforced along sections of the route. In addition, there are many old, narrow tunnels, decrepit bridges, sections without sidewalks and high-accident areas. We are planning a series of improvements to solve these regional problems and promote safety on Route 127.



[Preventive traffic restrictions, etc.]

In addition to anti-disaster measures to ensure safety for traffic and residents along Route 127, preventive traffic restrictions are enforced to prevent accidents in case of extreme weather such as typhoons and heavy rainstorms. The road is closed when weather conditions exceed control levels (rainfall limited to a depth of 200 mm). Sixty CCTVs (surveillance cameras) are installed along the route, including the special restriction section, and monitored in our main office and field offices.

[Kubo/Sakanoshita Tunnels]

[Area around Tomiura Elementary School]

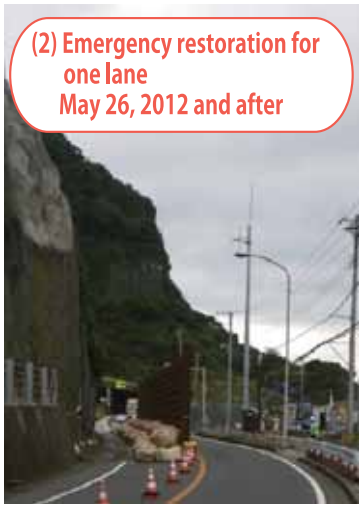
Despite the short distance to school, students take buses because of dangerous conditions due to the absence of sidewalks

Sidewalk improvement as of March 2014 (Haraoka, Tomiura-cho, Minamiboso-shi)

Disaster-defense Construction

Disaster-defense inspection is performed regularly to ensure safe traffic routes. We will implement disaster-defense projects in a structured way to the slopes at risk for landslides, which were detected by inspections.
On May 24, 2012, National Route 127 was closed due to a landslide 25 m high and 15 m wide near Myogane Tunnel in Kanaya, Futtsu-shi.
Chiba National Highway Office conducted emergency restoration on the site to provide one-lane traffic by May 26, and then temporarily opened two lanes on July 20. The restoration work on the slope was completed on October 22, 2013.

(4) Slope restoration work completed
October 22, 2013

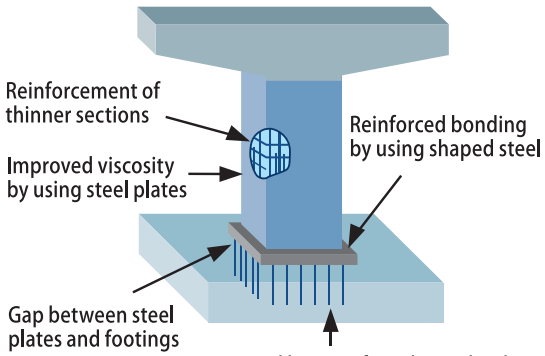


Seismic Retrofitting and Repair of Bridges

Seismic Retrofitting and Repair of Bridges

National highways, such as Route 16 and Route 357, are essential arteries for people and businesses in Chiba. They are also critical as routes between important disaster-prevention bases in the event of a large earthquake striking the metropolitan area.
We perform seismic retrofitting on important disaster-prevention bases, such as those specified by Intensified Measures against Earthquake Disaster. These are defined by the Acts on Special Measures regarding earthquake disasters, and include areas on the emergency transportation roads defined by the Outline of Measures against Earthquakes that Occur Directly under the National Capital and roads connecting the greater Tokyo metropolitan area with the Chiba prefectural government. Such preventive measures will contain damage and enable rapid restoration in the event of a level 2 earthquake (the greatest level anticipated by facility).

Strengthening by winding steel plate around reinforced concrete columns



Example of aseismic reinforcement on bottom structure (bridge columns)

Sakae Bridge on National Route 357
Before aseismic reinforcement

Aseismic reinforcement by winding steel plate around the columns

Example of aseismic reinforcement on upper structure (bridge beams)

Upper structure (beams) and bottom s tructure (columns) are connected with cables

Outer-edge widening brackets to prevent beams from falling off

Other Projects

Traffic Safety/Accident Prevention Measures

In Chiba, 126,000 traffic accidents occurred over five years from 2008, and about 188 people are killed yearly. This averages to about 69 accidents daily. Based on this data, we are focusing on accident prevention for areas with high accident rates in order to improve road safety.
Road safety measures also include improving narrow sidewalks, building footbridges, improving visibility of compartment lines and installing road signs.

Countermeasures Color pavement/Pavement signage

● Color pavement

Partial colored pavement alerts drivers in accident-prone areas such as intersections and intersection entry lanes.

National Highway Route 16 Sakurai, Kisarazu-shi

● Pavement signage

Slowdown signage (dotted lines) and Beware of Rear-End signage alert drivers and help reduce speed to reduce rear-end collisions.

National Highway Route 126 Ono, Togane-shi

Countermeasures National Route 6 Shin-Tsukushino Footbridge (Completed August 30, 2013)

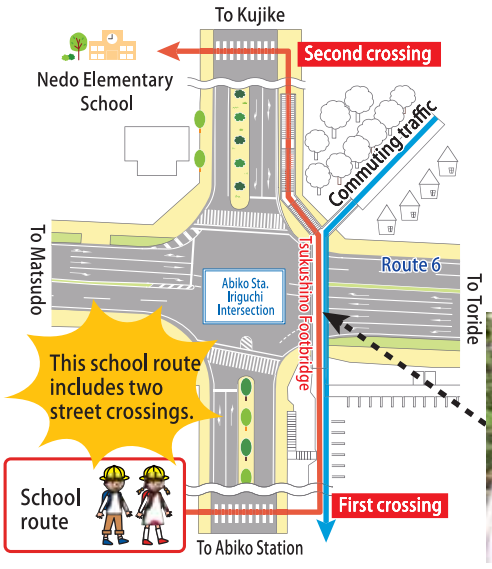
● Footbridge construction

Before construction

- Students in the region needed to cross the city road twice in order to use the footbridge.
- During morning commuting hours, pedestrian traffic was in the opposite direction, which caused congestion on Tuskushino Footbridge with limited room for pedestrians.

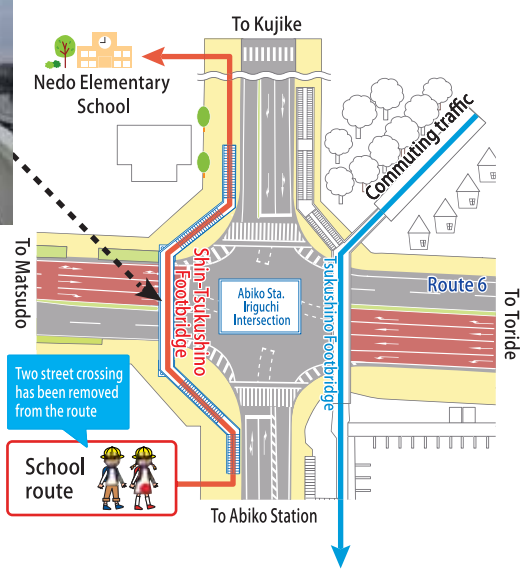
After construction

- Students can walk to school safely without crossing the city road.
- Two footbridges eased congestion during morning commuting hours.



Shin-Tsukushino Footbridge (newly built)

Tsukushino Footbridge (existing)



Other Projects

Smoother Transportation

We identify hindrances to smooth transportation in Chiba using various data, and coordinate efforts among relevant entitles to ensure smoother traffic.

● Traffic jams

Traffic jams are concentrated in urban Chiba such as the bayshore and Tokatsu areas.

● Driver-unfriendly road

Traffic is impaired in areas such as narrow roads where vehicles cannot pass each other easily or on roads without sidewalks.

● Traffic jams on specific days in recreational areas

Some areas leading to recreational venues are very congested.

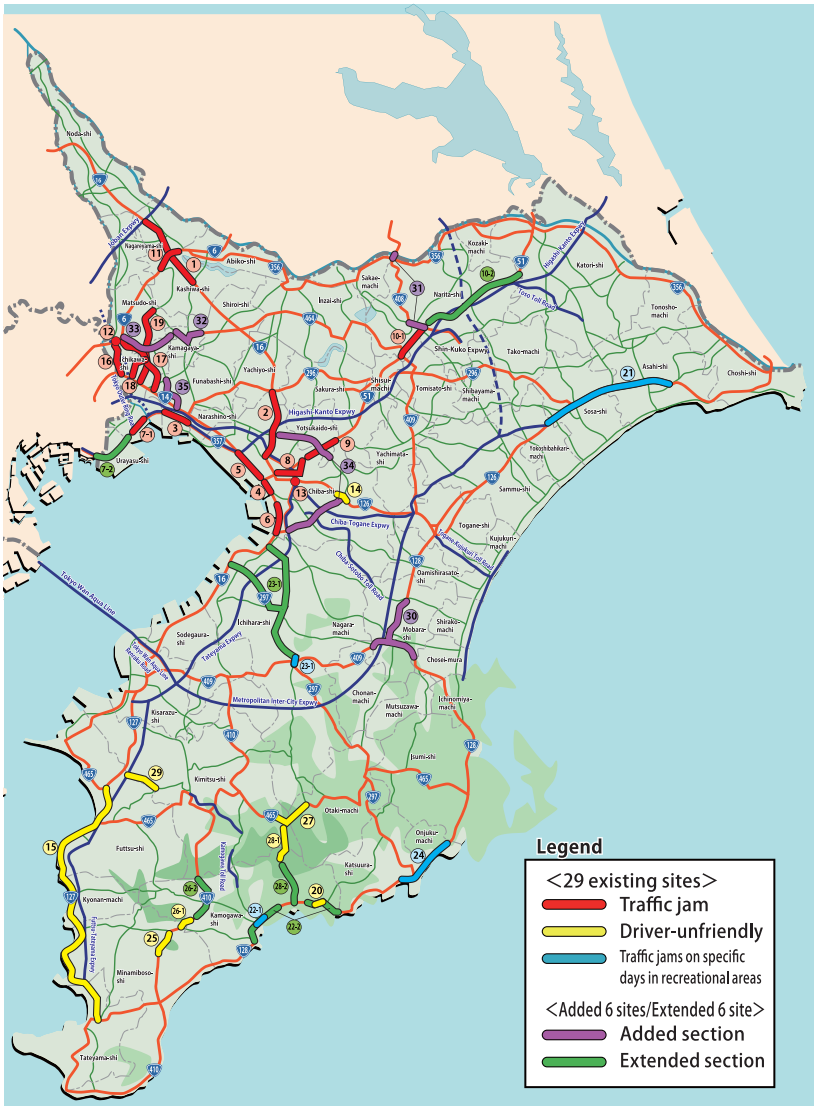
National Route 357, 2-chome Hama-cho, Funabashi-shi

National Route 127, Tomiura, Minamiboso-shi

National Route 127, Kawana, Tateyama-shi

Congested/Driver-unfriendly areas to be improved

Traffic obstruction map



Selected traffic problems

- Traffic jams (lost time, slowdown, traffic jam frequency)
- Driver-unfriendly (bad traffic line, narrow roadway)
- Traffic jams on specific days in recreational areas (holiday)

Sites of Traffic Obstacles

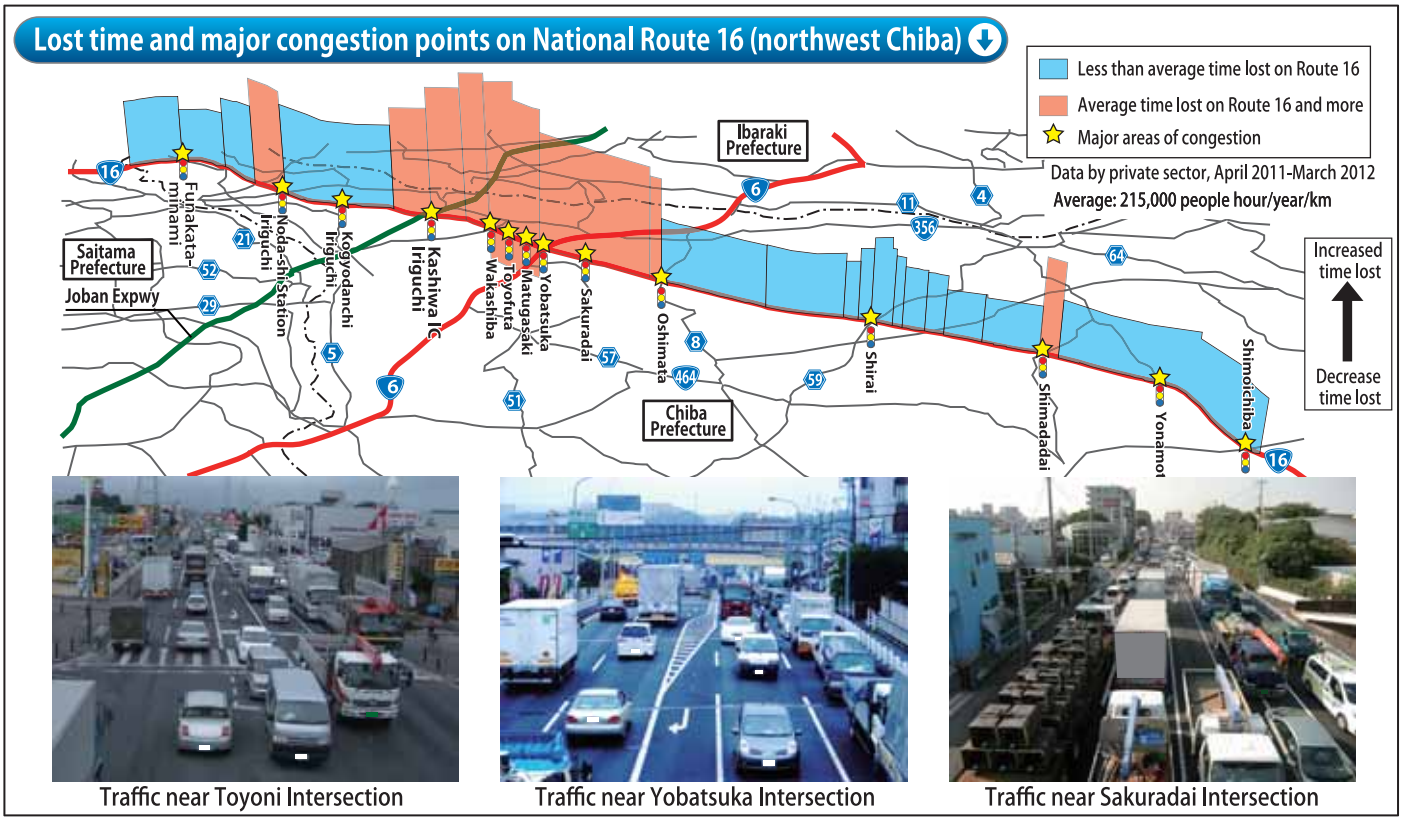
No.	Road/Region	Site	Obstacle
1	Route 16	Kashiwa IC – Oshimata	Traffic jam
2	Route 16, 126	Shimoichiba – Anagawa 3	Traffic jam
3	Route 357	Futamata – Akitsu	Traffic jam
4	Route 357	Nobuto 4 – Samukawa Bridge	Traffic jam
5	Route 357	Chiba-nishi Sho Iriguchi – Nobuto 4	Traffic jam
6	Route 357	Inari-cho 3 – Murata-cho	Traffic jam
7- 1	Route 357	Ichikawa-shi section (seaside)	Traffic jam
7- 2	Route 357	Urayasu-shi section	Extended section
8	Route 51	Sakuragi-cho (old route)	Traffic jam
9	Route 51	Wakamatsu-cho – Sakado	Traffic jam
10- 1	Route 51	Namiki – Teradai	Traffic jam
10- 2	Route 51	Narita-shi section	Extended section
11	Route 6	Asahi-cho – Kitakashiwa Iriguchi	Traffic jam
12	Route 6	Matsudo Tunnel intersection	Traffic jam
13	Route 126	Kasori intersection	Traffic jam
14	Route 126	Miyata intersection	Driver-unfriendly
15	Route 127	Minato, Futtsu-shi – Hojo, Tateyama-shi	Driver-unfriendly
16	Tokatsu/Katsunan areas	Ichikawa-Matsudo Line (Ichikawa – Matsudo)	Traffic jam
17	Tokatsu/Katsunan areas	Matudo-Baraki Line (Ichikawa – Matsudo)	Traffic jam
18	Tokatsu/Katsunan areas	Takatsukashinden-Ichikawa Line (Ichikawa-shi section)	Traffic jam
19	Tokatsu/Katsunan areas	Ichikawa-Kashiwa Line (Ichikawa – Matsudo)	Traffic jam
20	Route 128	near Miiri Tunnel	Driver-unfriendly
21	Route 126	Kujukuri area (Yokoshibahikari IC – Asahi)	Recreational
22- 1	Route 128	Chiba-Kamogawa Line, Kamogawa-Hota Line	Recreational
22- 2	Route 128	Kamogawa-shi section	Extended section
23- 1	Route 297	Yonezawa, Ushiku	Recreational
23- 2	Route 297	Ichihara-shi section	Extended section
24	Route 128	Onjuku – Katsuura (near Tona, Katsuura-shi)	Recreational
25	Route 410	Oi-shita, Minamiboso – Kujiraoka, Minamiboso-shi	Driver-unfriendly
26- 1	Route 410	Hacchoseki, Kamogawa-shi – between Kamogawa-shi and Minamiboso-shi	Driver-unfriendly
26- 2	Route 410	Kamogawa-shi section	Extended section
27	Route 465	Kamo, Kimitsu – Tsutsumori, Okita-machi	Driver-unfriendly
28- 1	Ichihara-Amatsu-kominato Line	Kiwadahata, Kimitsu-shi – Yomogi, Kamogawa-shi	Driver-unfriendly
28- 2	Ichihara-Amatsu-kominato Line	Kamogawa-shi section	Extended section
29	Obitsusanuki-teishajo Line	Tsukuriki, Futtsu-shi – Kanozan, Futtsu-shi	Driver-unfriendly
30	Route 128 (Mobara-shi section)	Mobara-shi section	Added section
31	Route 409 (Narita-shi section)	Narita-shi section	Added section
32	Route 464 (Kamagaya-shi section)	Kamagaya-shi section	Added section
33	Route 464 (Kamagaya-shi section)	Matsudo-shi section	Added section
34	Hamano-Yotsukaido-Naganuma Line	Chiba-shi section	Added section
35	Funabashi-Matsudo Line (Funabashi-shi section)	Funabashi-shi section	Added section

Other Projects

New Road Planning (National Route 16, Chiba-Kashiwa Road)

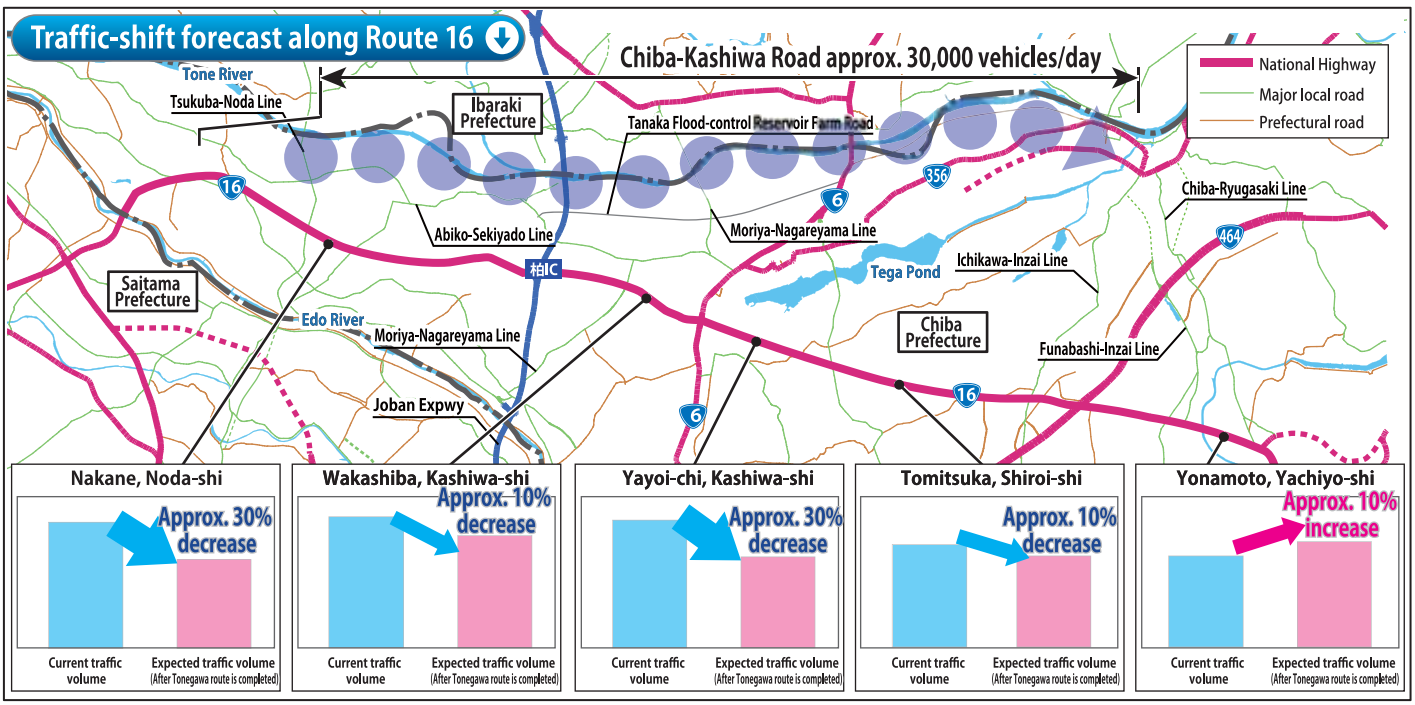
National Route 16 is a vital route, connecting the Higashi-Katsushika region, the city of Chiba and the waterfront areas along Tokyo Bay in Chiba. Along this route, traffic jams are heaviest in northwest Chiba with many major congested sections, including Yobatsuka Intersection. We are reviewing new road plans aimed at alleviating traffic in northwest Chiba.

【Current State】



【Expected outcomes of new road】

The Chiba-Kashiwa Road (Tonegawa route) is expected to reduce traffic on Route 16, which runs parallel to the new road, by 10% to 30%. South of the major local road, Funabashi-Inzai Line, traffic is expected to increase slightly (about 10%). Outcomes of Chiba-Kashiwa Road include a broad traffic shift, congestion relief, improved mobility between communities and dispersed traffic.



Other Projects

Roadside Environment Improvement

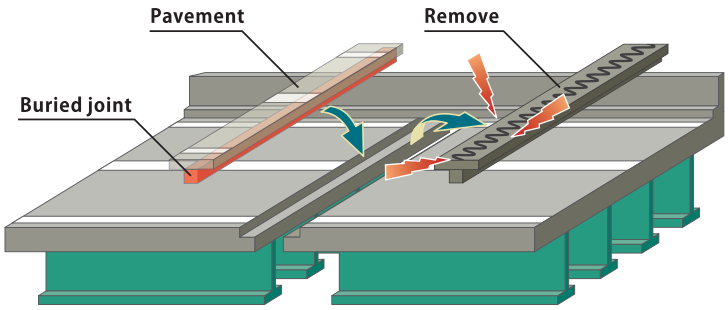
We help improve roadside environments through various projects, including installation of high-functional pavement (which reduces noise) and sound-insulating walls along Routes 6, 16, 51, 126 and 357.

Sound-insulating wall

Traffic noise is reduced by sound-insulating walls.

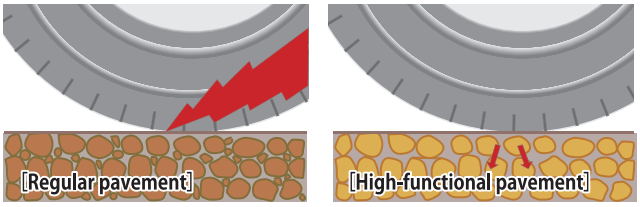
Removing bridge joints

Traffic noise is reduced by replacing joints on bridges.



High functional pavement

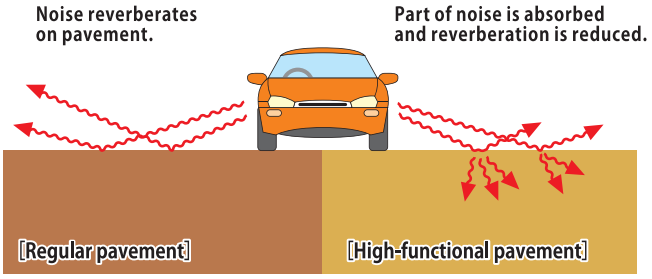
Suppresses tire noise



Air between the tire and the pavement cannot escape, which emits noise when the air is compressed or emitted.。

Air escapes into gaps in the pavement, which reduces noise.

Reduces reverberation of traffic noise on pavement



Installing Underground Power Cable

Underground power cable is being installed on national highways that are under management of Chiba National Highway Office to ensure safe, comfortable traffic and prevent urban disasters.

We have installed more than 120 km of the planned 160 km so far. We are also creating barrier-free pavement, including streets with no poles, to provide pedestrian-friendly sidewalks.

● National Route 6 Kashiwa electric cable joint duct

Routine Road Management

Cost-efficient Maintenance

Chiba National Highway Office manages eight routes (approx. 308 km). We carefully calculate patrols, cleaning and landscaping along routes, assigning the highest priority to ensure a safe environment while working to reduce costs and improve efficiency.

Patrols provide early detection of objects on roads.

Temporary restoration requiring prompt action.

Cleaning to remove dirt and litter on roads and sidewalks.

Pruning street plants.

Weeding on strips and medians.

Snowplowing to distribute anti-freezing agent and remove snow.

Bridge and Tunnel Inspections

We manage 32 tunnels and 360 bridges, which we inspect periodically to maintain safety. We also conduct temporary restoration where immediate repair work is required.

【Tunnel inspections】

Inspectors check for damage or abnormalities on concrete surfaces of tunnels by close visual analysis and hammering.

【Bridge inspections】

5Inspections are conducted every five years to monitor and verify a structure's soundness, which determines whether or not repair work is required.

【Inspection】

National Route 127, Sakanoshita tunnel (Tomioka, Tomiura-cho, Minamiboso-shi)

Applications and Reports

Permission for road occupancy

Permission is required to install advertising and similar collateral along public roads.

An occupancy fee must be paid upon installation. Please help us remove unauthorized collateral such as street displays in order to maintain a clean and tidy environment. Roadwork performed by private contractors, including excavation, should be coordinated with roadwork by road administrators in order to minimize inconveniences.

Damage restoration of installed objects on road

Promptly report to local authorities damages to objects on roads such as guardrails, signage or lampposts. You are liable for any damages that you cause.

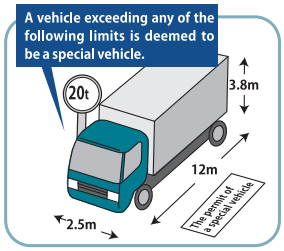
Permission for special vehicles

Special permission is required for vehicles exceeding the specified usage size.

Apply to: Special Vehicle Department, Traffic Section 043-285-0340
Online Application: http://www.tokusya.ktr.mlit.go.jp/PR/

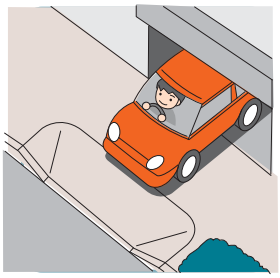
Roads are your assets.

Special permission is required for vehicles exceeding the maximum size or weight (special vehicles) in order to protect roads and ensure safety.



Private roadwork approval

Prior application and approval are required for roadwork on a sidewalk to build a slope to a garage.



Special vehicles

Roads are designed with certain specifications. The Road Act regulates the size and weight of vehicles as shown on the right to preserve roads and prevent hazards. These upper limits are defined as the "general limit." A vehicle exceeding any of the following limits is deemed to be a special vehicle.

(Article 47.1, Road Act/Article 3, Vehicle Size and Weight Restriction)

Vehicle specification	Major general limits (upper limits)
Width	2.5 m with freight loaded
Length	12 m operating (with articulation/load)
Height	3.8 m with freight loaded (4.1 m for designated roads)
Gross weight (Net vehicle weight + occupants + load weight)	20 t with freight loaded (25 t for designated roads depending on vehicle structure)
Axle weight	10 t with freight loaded
Minimum turning radius	12.0 m

Inspection at instruction stations

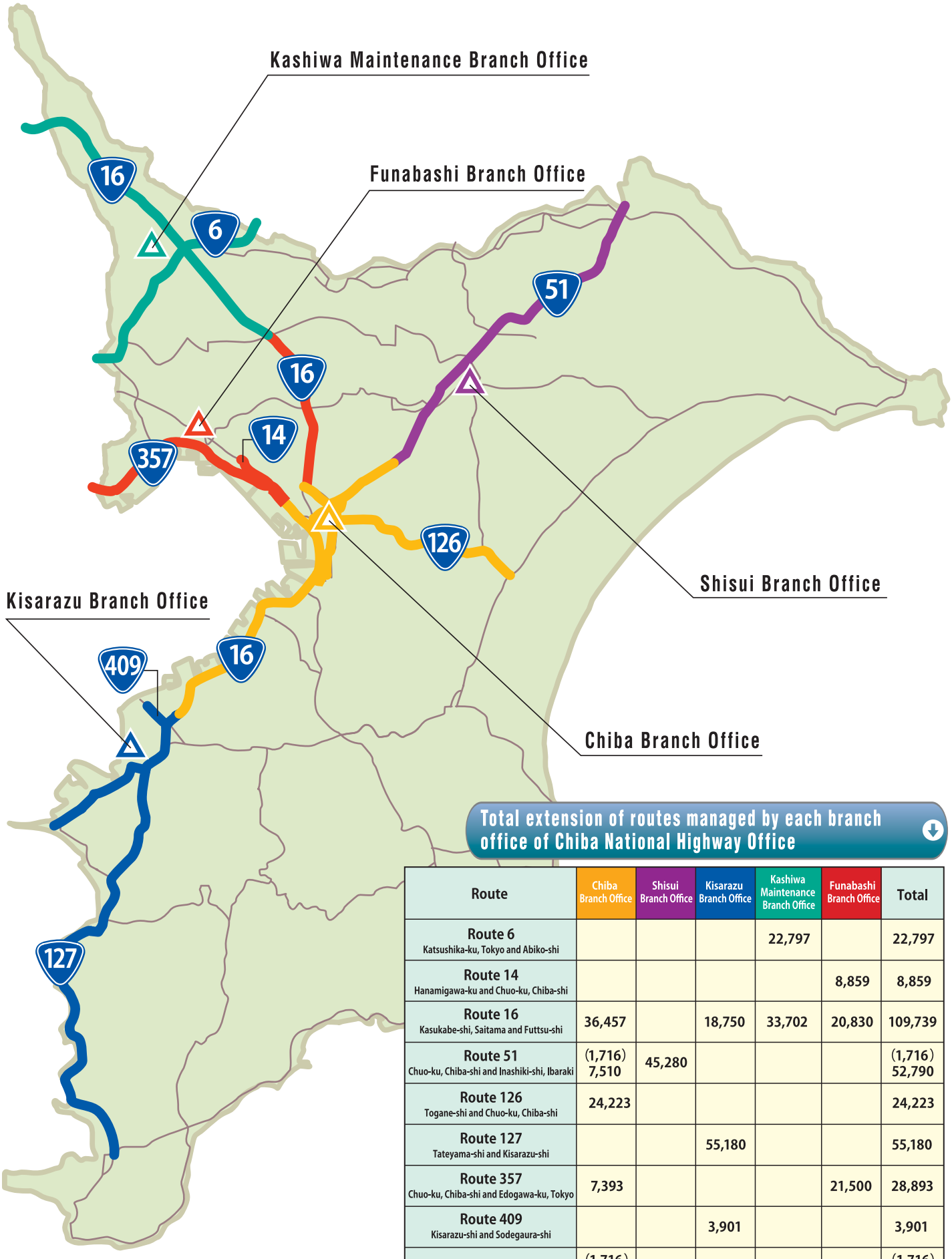
To eliminate illegal vehicles, vehicle weight and size are measured and verified. Written warnings are issued for non-compliant vehicles so that business operators can rectify problems.

【Measuring weight and verifying permit】

【Measuring height】

【Measuring length】

Routes managed by each field office of Chiba National Highway Office



Total extension of routes managed by each branch office of Chiba National Highway Office

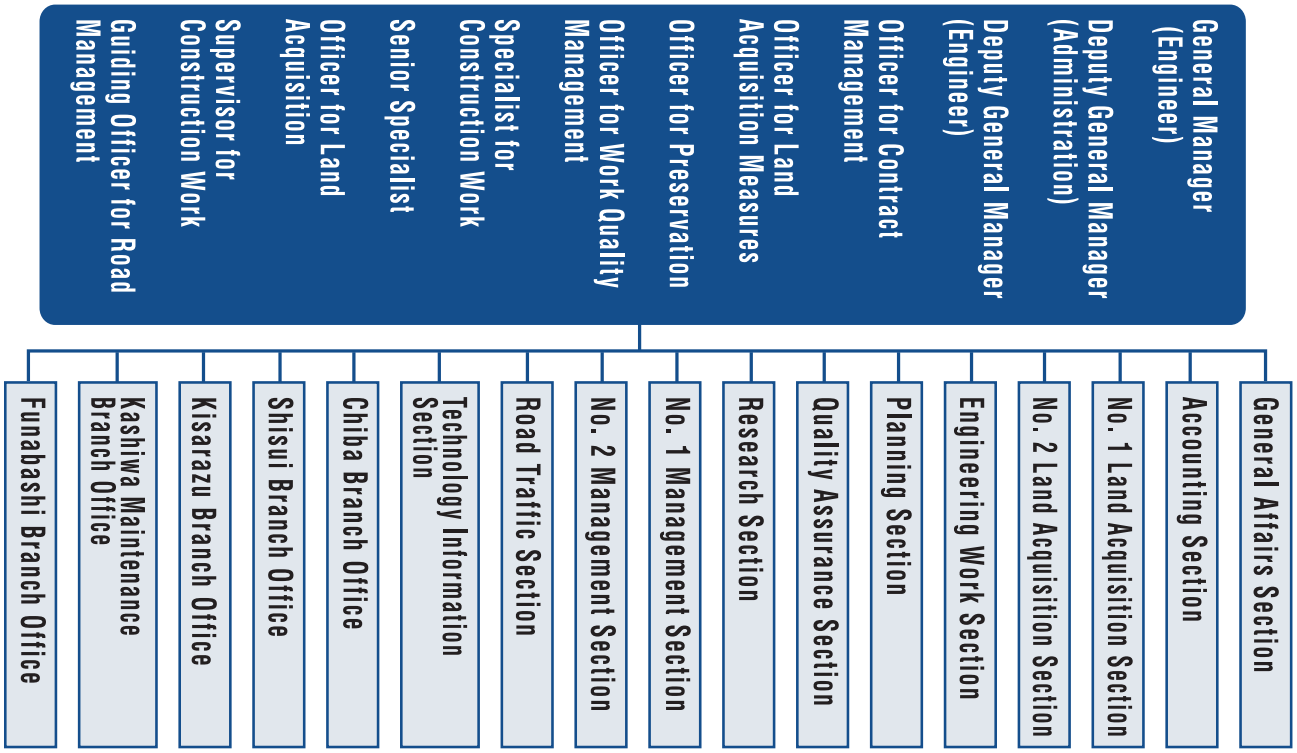
Route	Chiba Branch Office	Shisui Branch Office	Kisarazu Branch Office	Kashiwa Maintenance Branch Office	Funabashi Branch Office	Total
Route 6 Katsushika-ku, Tokyo and Abiko-shi				22,797		22,797
Route 14 Hanamigawa-ku and Chuo-ku, Chiba-shi					8,859	8,859
Route 16 Kasukabe-shi, Saitama and Futtsu-shi	36,457		18,750	33,702	20,830	109,739
Route 51 Chuo-ku, Chiba-shi and Inashiki-shi, Ibaraki	(1,716) 7,510	45,280				(1,716) 52,790
Route 126 Togane-shi and Chuo-ku, Chiba-shi	24,223					24,223
Route 127 Tateyama-shi and Kisarazu-shi			55,180			55,180
Route 357 Chuo-ku, Chiba-shi and Edogawa-ku, Tokyo	7,393				21,500	28,893
Route 409 Kisarazu-shi and Sodegaura-shi			3,901			3,901
Total	(1,716) 75,583	45,280	77,831	56,499	51,189	(1,716) 306,382

* Numbers shown in parentheses indicate overlapping sections.

Office Structure and Outline

Chiba National Highway Office was established April 1, 1963 as Chiba National Highway Construction Office, whose first projects were reconstruction of current National Highway Routes 16 and 51.
The Office took control of National Highway Routes 6 and 14 in 1965, Route 126 in 1966, and Route 127 in 1967. Work volume increased yearly as Chiba Bypass and Narita Widening Projects started in 1970, and Route 357 as a bypass for Route 14 started in 1971. Our workload increased gradually as we marked our 20th and 30th anniversaries. Construction of National Route 409 (Aqua Line Renraku Road) started in 1991, and National Route 468 (Ken-O Expwy) in 2001.

As of April 1, 2014, Chiba National Highway Office is working on construction and maintenance of eight National Routes under its management, and construction of National Route 464 (North Chiba Road) and National Route 468 (Ken-O Expwy). The organization chart below shows our office structure. Respective divisions take charge of planning, assessment/design, site acquisition, construction, maintenance, safety measures and disaster response. We devote ourselves to efficiently constructing safe and smooth roads while maintaining accountability to all community stakeholders.

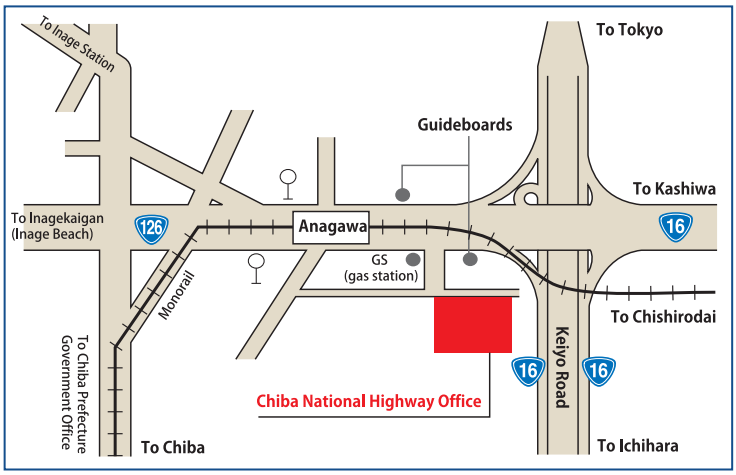


Clerical work regarding reception, general affairs **General Affairs Section** 043-287-0311	Clerical work regarding budget control, contracts / revenue, government-owned properties **Accounting Section** 043-287-0313	Clerical work regarding compensation upon site acquisition, contract documentation **No. 1 Land Acquisition Section** 043-287-0312
Clerical work regarding compensation upon site acquisition, contract documentation **No. 2 Land Acquisition Section** 043-285-0320	Design, quantity survey and construction for reconstruction projects **Engineering Work Section** 043-285-0316	Planning and design of road, countermeasure for congestion, publicity **Planning Section** 043-287-0314
Review and evaluation of technical proposals, construction inspection, investigation and organize quality assurance measures **Quality Assurance Section** 043-285-0319	Assessment and design of Ken-O Expwy, North Chiba Road etc. **Research Section** 043-285-0317	Clerical work regarding road maintenance and occupancy permission, and planning/design of joint ducts **No. 1 Management Section** 043-285-0321
Maintenance and repair of road, management, storage and maintenance of construction machinery **No. 2 Management Section** 043-287-0315	Improvement of intersections and sidewalks, providing traffic information, management of traffic safety facility and traffic permission of special vehicle **Road Traffic Section** 043-285-0339	Telecommunication facility, disaster prevention information system, collecting, organizing and providing disaster related information **Technology Information Section** 043-285-0343

Ministry of Land, Infrastructure, Transport and Tourism

Kanto Regional Development Bureau
Chiba National Highway Office

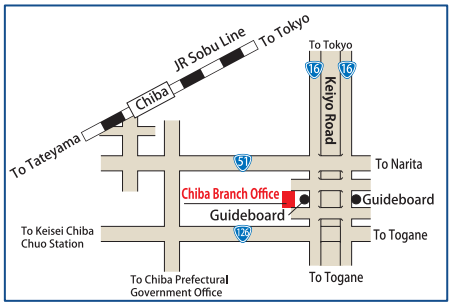
5-27-1 Tendai, Inage-ku, Chiba-shi 263-0016
Tel: 043-287-0311 (Main)
URL: http://www.ktr.mlit.go.jp/chiba/



Access

- Car: 1 min. from Anagawa Interchange, Keiyo Road
- Train: JR Inage Station, East Exit. Take one of the following buses:
  Kusano Shako
  Kotehashi Danchi
  Sannocho
  Chiba Center
  Queen's Garden Inage. 3 min. walk from Anagawa Station.
- Monorail:
  Transfer to Chiba Urban Monorail at JR Chiba Station. 3 min. walk from Anagawa Station.

Access to Branch Offices

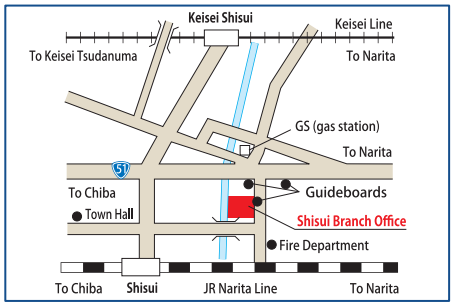


Chiba Branch Office

1252-11 Miyako-cho, Chuo-ku, Chiba-shi 260-0001
Tel: 043-233-0456

Access

- Car: 5 min. from Kaizuka Interchange or 7 min. from Matsugaoka Interchange, Keiyo Road
- Train: JR Chiba Station, East Exit. Take one of the following buses:
  For Hojirodai, Koei Jutaku or Onaridai Shako. 2 min. walk from Tenjinbashi Sakaue.

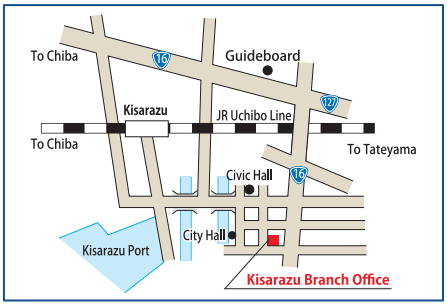


Shisui Branch Office

1155 Kamiiwahashi, Shisui-machi, Imba-gun, Chiba 285-0905
Tel: 043-496-7151

Access

- Car: 20 min. from Sakura Interchange. 25 min. from Tomisato Interchange, Higashi-Kanto Expressway
- Train: 5 min. walk from Shisui Station, JR Narita Line
  7 min. walk from Keisei Shisui Station, Keisei Line

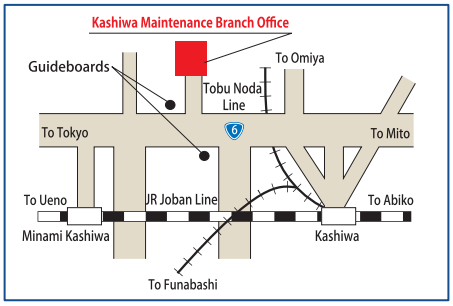


Kisarazu Branch Office

3-17 Shiomi, Kisarazu-shi, Chiba 292-0834
Tel: 0438-22-4543

Access

- Car: 5 min. from Kisarazu Minami Interchange, Tateyama Expressway
- Train: JR Kisarazu Station, West Exit, take the bus for Sony Kisarazu (10 min.). 5 min. walk from Sogofukushi Kaikan.

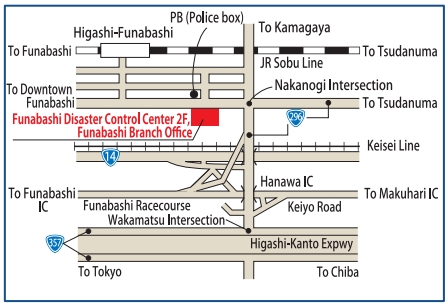


Kashiwa Maintenance Branch Office

3-9 Yoshizawa, Kashiwa-shi, Chiba 277-0853
Tel: 04-7143-4230

Access

- Car: 30 min. from Kashiwa Interchange, Joban Expressway
- Train: 20 min. walk from Kashiwa Station, JR Joban Line. 30 min. walk from Minami Kashiwa Station, JR Joban Line



Funabashi Branch Office

5-2-1, Higashi-Funabashi, Funabashi-shi, Chiba 273-0002
Tel: 047-424-5699

Access

- Car: 5 min. from Hanawa Interchange, Keiyo Road
- Train: 20 min. walk from Higashi-Funabashi Station, JR Sobu Line

Signage BOX
(Suggestion box for road signage)

Signage BOX invites opinions, which we consider when formulating improvement plans. Please help us improve our road signage.
Opinions or requests regarding road signage should be sent by mail or fax to:

Chiba National Highway Office, Signage BOX

FAX: 043-253-9009

5-27-1 Tendai, Inage-ku, Chiba-shi 263-0016

Road problems...

Emergency phone number: #9910 (24 hours/day)

CHIBA KOKUDOU

Project location pictures on pages 6 and 10:
(C) PASCO/Includes material (C) JAXA

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VEGETABLE OIL INK

2014.3