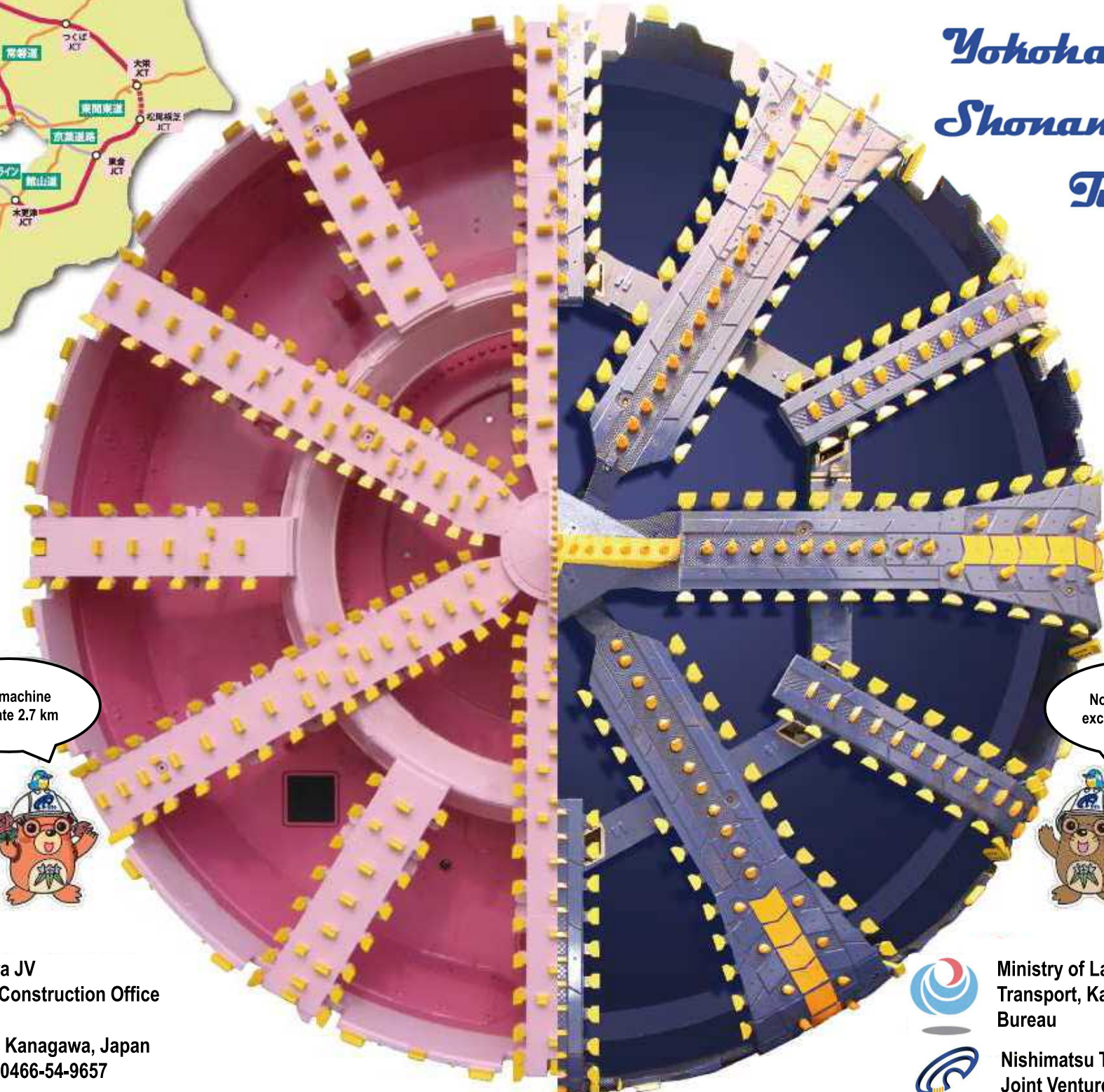




Yokohama Shonan Road Tunnel

横浜湘南道路トンネル工事



No.2 machine excavate 2.7 km



No.1 machine excavate 8.1 km



Nishimatsu Toda Okumura JV
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Ministry of Land, Infrastructure and Transport, Kanto Regional Development Bureau
Nishimatsu Toda Okumura Joint Venture

Project and Construction Overview

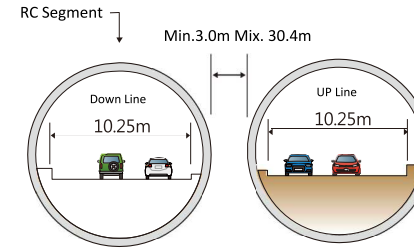


Opening the Yokohama-Shonan Road will connect among high-speed Yokohama Ring South Line, the Sagami Crossing Road, and the completed Shin Shonan Bypass, and improve the connection between the Tomei Expressway and the Tokyo Bay area. It is expected to optimize traffic system due to reducing congestion on the main roads, re-functioning local road network, and reducing traffic accidents. This project have approx. 5.4 km of up and down lines with shield tunnelling method on the 7.5 km section connecting Fujisawa IC ~ Sakae IC and JCT (tentative name).

<Construction>

The Yokohama Shonan Road Tunnel is construction to create an underground expressway with a length of about 5.4 km on each of the up and down lines. The tunnel will be constructed with the most advanced "Shield Tunnel Method" to minimize the impact on the surrounding ground and groundwater, which include traffic at National Route 1 that you are commonly using.

Section



Contract Name	Yokohama Shonan Road Tunnel Construction, (Phase 2), (Phase 3)
Client	Ministry of Land, Infrastructure, Transport and Tourism Kanto Regional Development Bureau Yokohama National Highway Office
Location	Kojakuchō, Totsuka-ku, Yokohama City ~ Jonan 4-chome, Fujisawa City, Kanagawa Prefecture
Construction Period	February 13, 2015~March 29, 2024
Builders	Nishimatsu-Toda-Okumura JV
Main Work	Shield Tunnel (TBM 1) EPB shield method (OD 13.59 m), primary lining : L = 2,740.65m Minimum curve radius 100m, Slope: 0~2.9%, Soil cover : 10~49m
	Shield Tunnel (TBM 2) EPB shield method (OD 13.24 m) (assembly work on site)
	Implementation Design Lining design

