



Supporting **people**

About **1 million***¹ vehicles travel a distance equivalent to circling the Earth approx. **530 times***² a day

Supporting **communities**

All lines designated as **emergency transportation roads** in the event of a major disaster

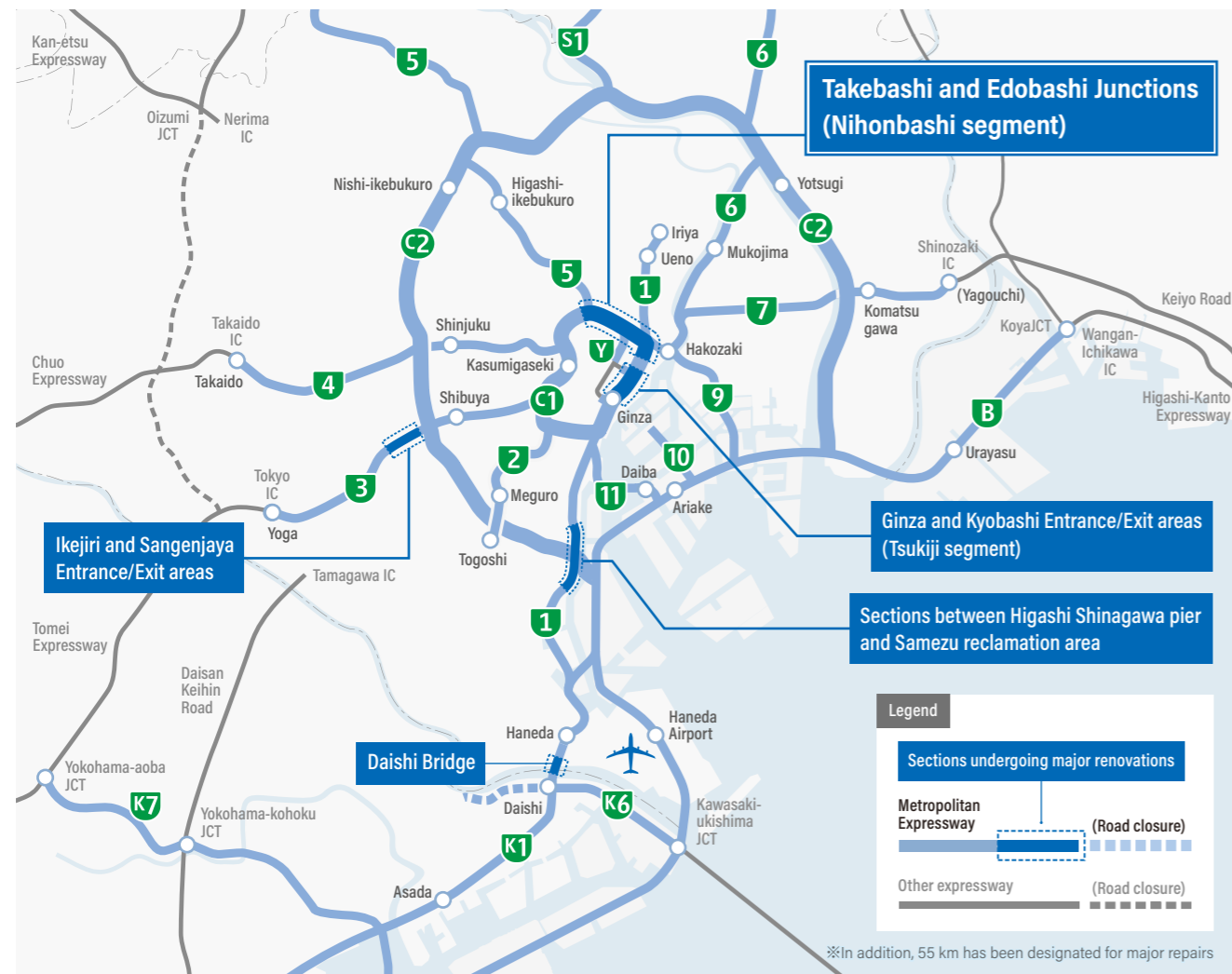
Supporting **daily lives**

Handles one-fourth*³ of the cargo arriving in and departing from Tokyo's 23 wards

*1 Until December 31, 2011, the number of times a vehicle was used per toll zone (Tokyo Line, Kanagawa Line, and Saitama Line) was counted as "one vehicle". From January 1, 2012 on, due to the elimination of toll zones, one use of the Metropolitan Expressway is counted as "one vehicle". *2 Calculated as kilometers driven per day as of March 2022 (average of all days) divided by the circumference of the earth. *3 Estimated based on the results of the 30th Metropolitan Expressway Traffic Origin and Termination Survey (FY 2018) and the results of the FY 2015 National Survey of Road and Street Traffic Conditions.

Renewal "Major Renovations" and "Major Repairs" to Ensure Long Term Safety of the Metropolitan Expressway

We are moving forward with renovation and repair work on the Metropolitan Expressway to ensure that the road structures remain sound over a long period of time, and to continue providing customers with safe and secure roads. At the same time, we also conduct meticulous checks on structural, maintenance management issues and damages.



Contact us:

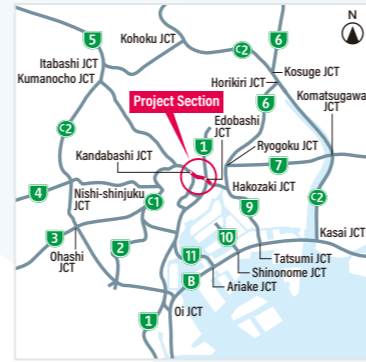
Renewal & Construction Bureau, Metropolitan Expressway Co., Ltd.
2-2-1 Kandanshiki-cho, Chiyoda-ku, Tokyo 101-0054 nihonbashi-chosei@shutoko.jp

*Redevelopment plans are based on current information



Towards a new ROAD that is safe and secure

The Metropolitan Expressway over the Nihonbashi River was constructed before the 1964 Tokyo Olympics to relieve traffic congestion in central Tokyo, and 60 years have passed since its opening in 1963. Due to the heavy use of this section of the road, with approximately 100,000 vehicles per day traveling on it, the road structure is severely damaged and in need of renovation. The Metropolitan Expressway underpins traffic in central Tokyo. In order to make it a safe and secure road for the next generation, we are planning to renovate the road structures along with the undergrounding project.



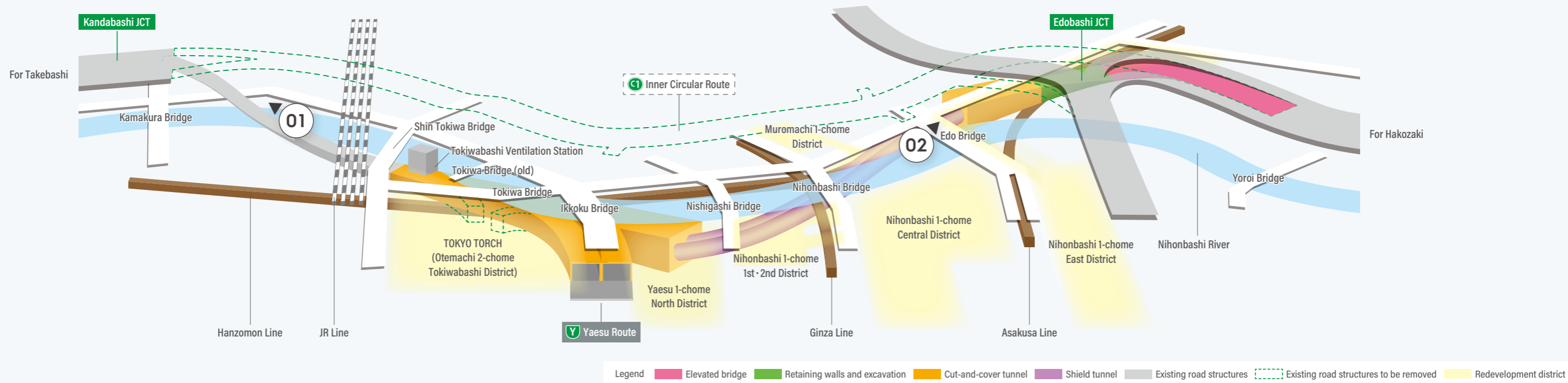
Towards a new Nihonbashi COMMUNITY

The Nihonbashi Riverside area has been designated as an urban renewal area in The National Strategic Special Zones, which aim to enhance economic growth by implementing regulatory reforms, and many redevelopment plans have been launched to create a new community. By utilizing the "multi-level road system"* and constructing tunnels under buildings, Metropolitan Expressway Company Limited will work together with these urban development efforts on the undergrounding project and contribute to further improving the attractiveness of the area. This will improve the landscape and environment around the Nihonbashi River and transform it into a new Nihonbashi COMMUNITY.

*A system that permits the construction of buildings in the space above and below a designated right-of-way.

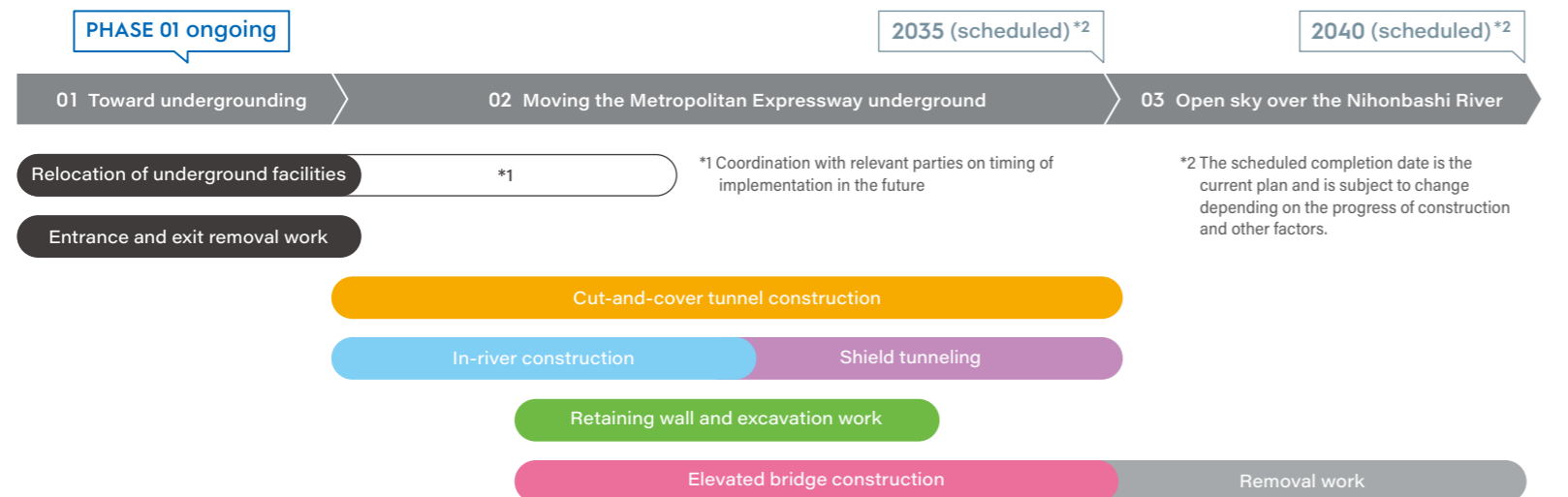
Image of underground route

In this project, an underground route will be constructed for approximately 1.8 km between Kandabashi Junction and Edobashi Junction.



Construction process

The elevated bridge over the Nihonbashi River will be removed after the underground route is completed.



View 01



View 02

