DECLASSIFIED E.O. 12055 SECTION 3-402/NNDG NO. 12013

Expenses of works for Section - 2

Item	Unit	Quantity	Unit Price	Cost	Remarks
2. Bridge					
(1) Name of Bridge		Momiji Bridge		5,660,053.35	Length 28.8m Width 6.0m
	Sum			5,660,053.35	
(2) Total				5,660,053.35	
3. Tunnel					
(1) Name of Tunnel		Ōkubo Tunnel			
Excavation of Heading	m³	1,201.2	1,700.00	2,042,040.00	
Timbering		56.0	1,500.00	84,000.00	
Lining					
Pavement		836.0	41.69	140,078.40	Thickness 0.12m
Sum				2,266,118.40	
(2) Total				3266,118.40	
4. Grand Total				9,090,000.00	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175013

Construction Program of Major Bridge

Name of Road & River :	National Road No.22 The Yoshino River
Location of construction:	O-aza Nishiikawa, Tsuji-cho and O-aza Sutsu, Hashikura-son of Miyoshi-gun.
Name of Bridge & its Length:	Naka-Miyoshi Bashi; 205.50 m. in length.
References:	Survey of Sphere of Influence, Form Nos.1 & 2 Survey of Traffic Conditions, Form No.3 Survey of Present Condition of Existing Bridge, Form No.4 Bridge Construction Program Tabulated, Form No.5 Major Bridge Construction Program Summarized, Form No.6
Annexed maps and plan:	Map showing location Map showing sphere of influence Sketch plan of location Snapshot of location

Form No.1

Survey of Sphere of Influence

Name of community		Population	Area sq.km.	Density of population: per sq.km.	Holding Vehicle			Remarks
Gun	Town, Village				Cattle or horse-drag wagon	Mortored vehicle Truck	Others	
Miyoshi-gun	Tsuji-cho	5,400	13.74	393	22	2	0	
"	Hiruma-cho	6,549	41.75	157	14	3	1	
"	Ikeda-cho	9,434	8.93	1,056	14	30	10	
"	Inouchidani-son	5,242	30.55	171	6	2	0	
"	Ashiro-son	2,932	12.94	227	2	0	0	
"	Kamo-son	5,389	13.27	405	14	0	0	
"	Hashikura-son	3,731	25.09	149	6	0	0	
	Total	38,677	146.25	264	78	37	11	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 1[illegible]

Form No.2

Survey of Sphere of Influence

Name of Community		Principal Production								Number of factory
Gun	Town, Village	Rice, grain ~~koku~~	Vegetable m.t.	Fisheries products, processed m.t.	Fresh Fish m.t.	Lumber (Koku)	Firewood, charcoal	Tobacco (Kan)	Minerals m.t.	
Miyoshi-gun	Tsuji-cho	2,350	440			11,500	70	3,000		15
"	Hiruma-cho	5,670	1120			7,500	800	16,000		2
"	Ikeda-cho	1,600	320			20,100	100	800		20
"	Inouchidani-mura	1,910	1,600			17,500	200	41,600		3
"	Ashiro-son	3,310	520			2,300	100	4,200		2
"	Kamo-son	5,320	480			10,200	30			6
"	Hashikura-son	1,690	640			7,100	400	15,400		4
	Total	21,850	5,120			76,200	1,700	81,000		52

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 1301

Form No.3 Survey of Traffic Conditions

		Volume of Traffic					Volume of Transportation of Products						
		Pedestrian	Bicycle	Cattle or Horse drag-waggon	Mortored vehicle Truck	Others	Rice, grain (Koku)	Vegetable m.t.	Fisheries product processed m.t.	Fresh fish m.t.	Lumber (Koku) Measu'nt	Firewood, Charcoal m.t.	Tobacco (Kan)
Present	Ferry	455	246	-	-	-	-	-			-	-	-
	Detour	576	133	37	178	21	5,000	1,700			20,000	400	15,000
	Total	1,031	379	37	178	21	5,000	1,700			20,000	400	15,000
Future	Estimated traffic volume after construction of bridge	850	750	150	360	100	10,000	3,000			50,000	1,000	50,000
	Increase	395	504	150	360	100	10,000	3,000			50,000	1,000	50,000

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 81013

Form No.4 Survey of Present Condition of Existing Bridge

Name of Bridge	Name of Road	Type of Bridge	Length of Bridge	Effective Width	Age of Bridge			Present condition		Present Road Condition	
					Constructed on	Age	Remaining age estimated	Durability for load	Degree of decay	Effective width	Improvement
Naka-Miyoshi Bashi	National Road No.23	Ferry-boat	-	-	-	-	-	-	-	4.5 m.	Not improved

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 81015

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 1 7 5 0 1 3

Form No.5 Bridge Construction Program Tabulated

File No.: 1 Priority: 1

Name of Bridge: Naka-Miyoshi Bashi

Length, Effective Width: Length: 105.6 m. Effective Width 6.0 m.
Connecting road: Right 247 m.) Total 437 m.
Left 190 m.)
Effective width 6.0 m.

Designed Load: No.1 Load, 12.0 Kg.

Kind & Type of Bridge: Upper part, Warren system steel suspension bridge.
Lower part: Reinforced concrete piers

Number of spans: Length:

10	m.	1 span,
28.8	"	1 "
146.8	"	1 "
20	"	1 "
Total		4 spans

Name of Road & River: National Road No.23, Yoshino River

Location: Between Nishiikawa, Tsuji-cho and Hashikura-son in Miyoshi-gun

Duration of work: Fiscal years 1951 - 1952

Total cost of construction: ¥ 67,000,000

Allocation of expenditure:

Fiscal year:	1951	1952
Kind of work:	Foundation, legs	Steel suspension-bridge, adjoining road
Amount of expenditures:	¥ 30,000,000	¥ 37,000,000

	Structure	Quantity	Materials needed: Steel (m.t.)	Cement (m.t.)	Lumber (Koku) measm't	Cost of work
Upper part:	Plate girder, reinforced concrete floor, length 10 m.	1 span				
	Warren system steel structure, concrete floor, " 146.8 "	1 "				
	" " " 28.8 "	1 "				
	Plate girder " " 20.0 "	1 "	610	160	160	35,400,000
Lower part:	Concrete abutment, 4.5 m high, 8 m. wide	1				
	16.0 " " 8 " "	1	2			
	Reinforced concrete piers 21.0 m. high, 8 m. wide	1	1			
	Reinforced concrete tower 7.5 m. high, 11 m. "	1				
	20.0 " " 11 " "	1	2	80	800	288	30,000,000
Foundation:	Base of abutment: concrete 2 places					
Nature of soil:	Right side: Gneiss: Upper sand surface, lower mixed stone formation					
	Left side: Mixed stone formation					
	Total		690	960	540	¥ 65,400,000

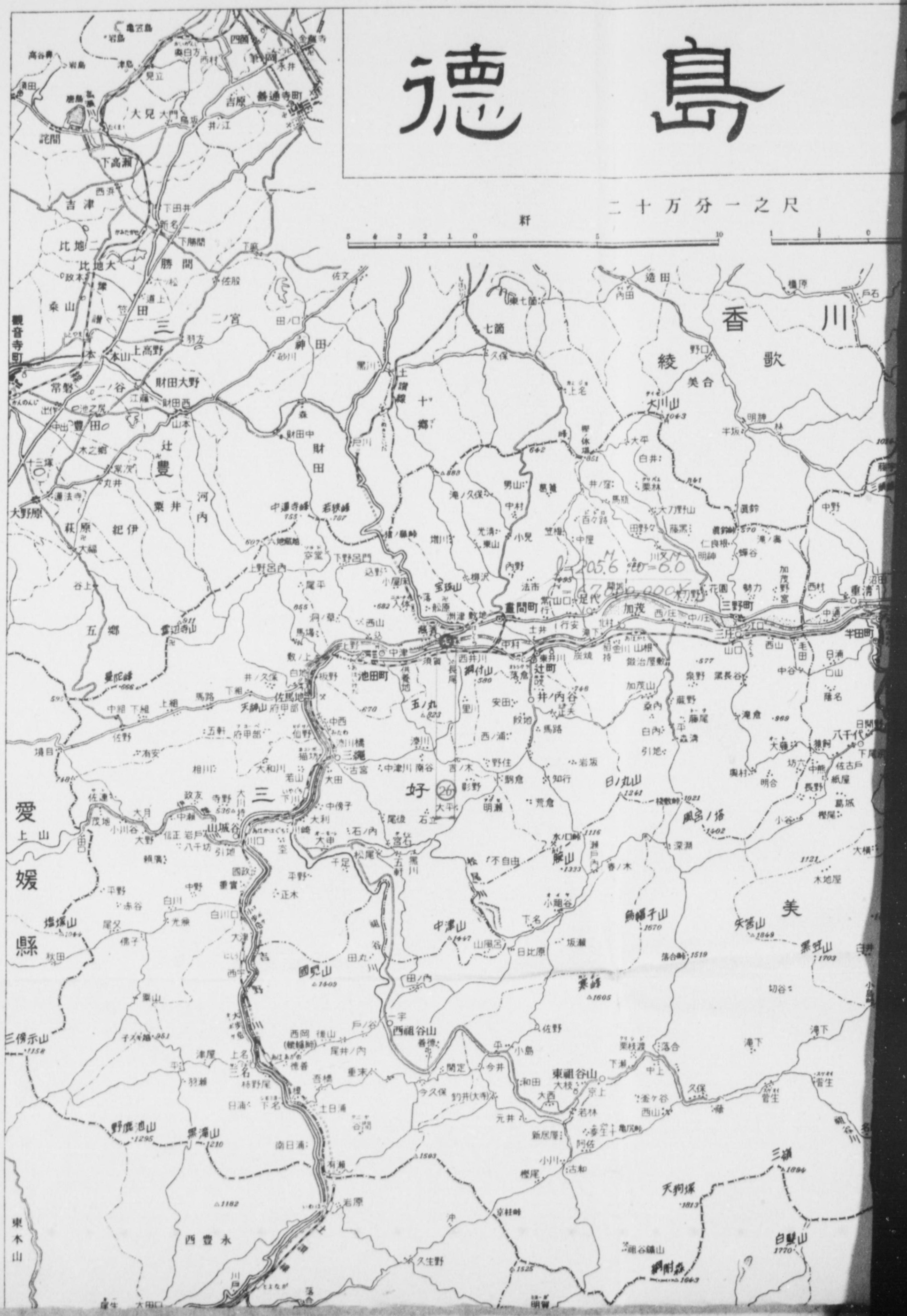
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 81013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 173013

Form No.6 Major Bridge Construction Program Summarized

File No.	Fiscal year for program	Name of Bridge	Name of Road	Estimated Total Cost of work	Appropriation for each year 1951	Appropriation for each year 1952	Material needed for each year		1951	1952
1	1951	Naka-Miyoshi Bridge	National Road No.23	¥67,000,000	30,000,000	37,000,000	Steel	m.t.	80	610
							Cement	"	800	160
							Lumber	(KOKU)	288	252

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 113013



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115015

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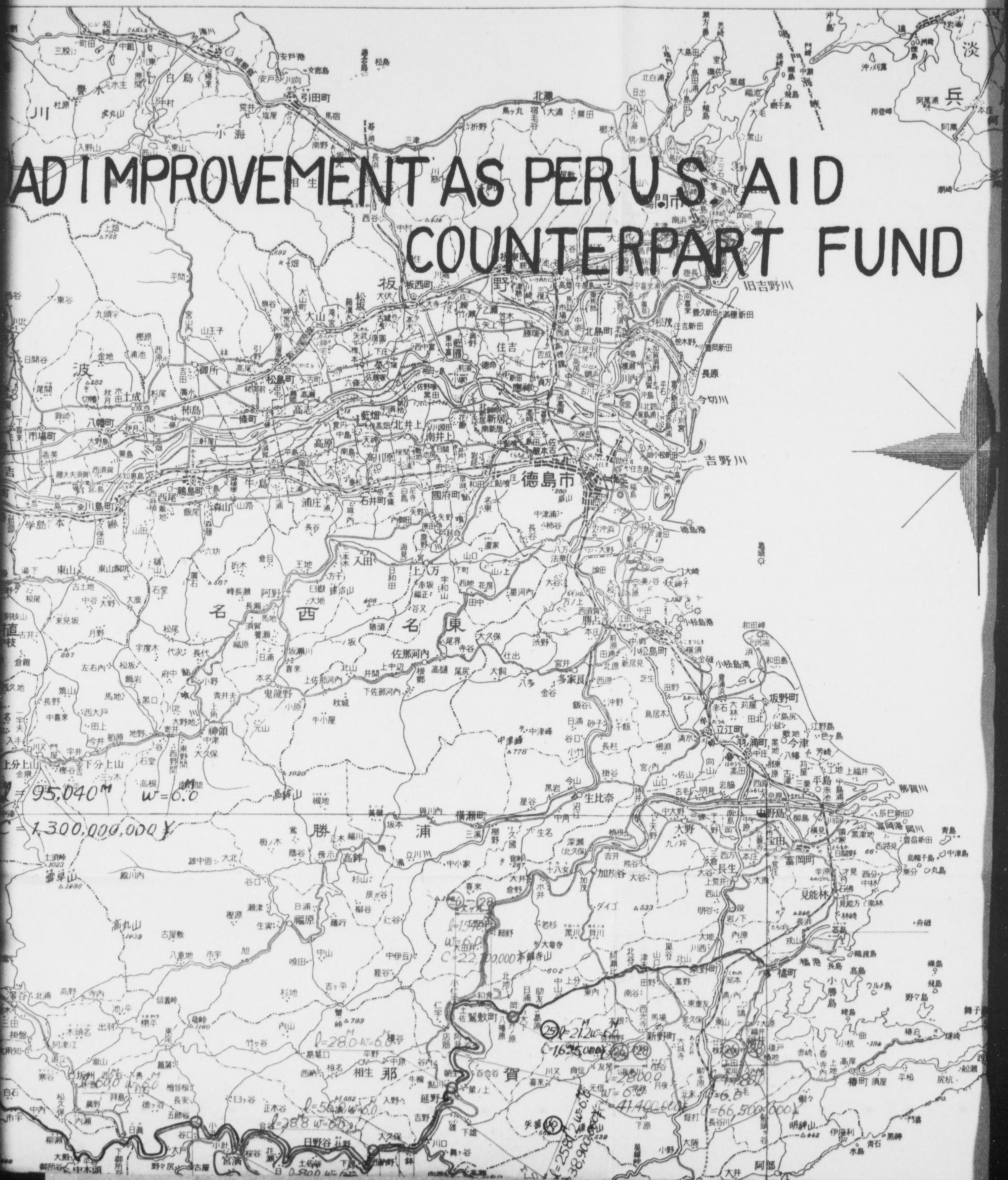
PLAN OF ROAD IMPROVE

L = 95,040m　W = 6.0

C = 1,300,000,000¥

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 17515

AD IMPROVEMENT AS PER U.S. AID COUNTERPART FUND



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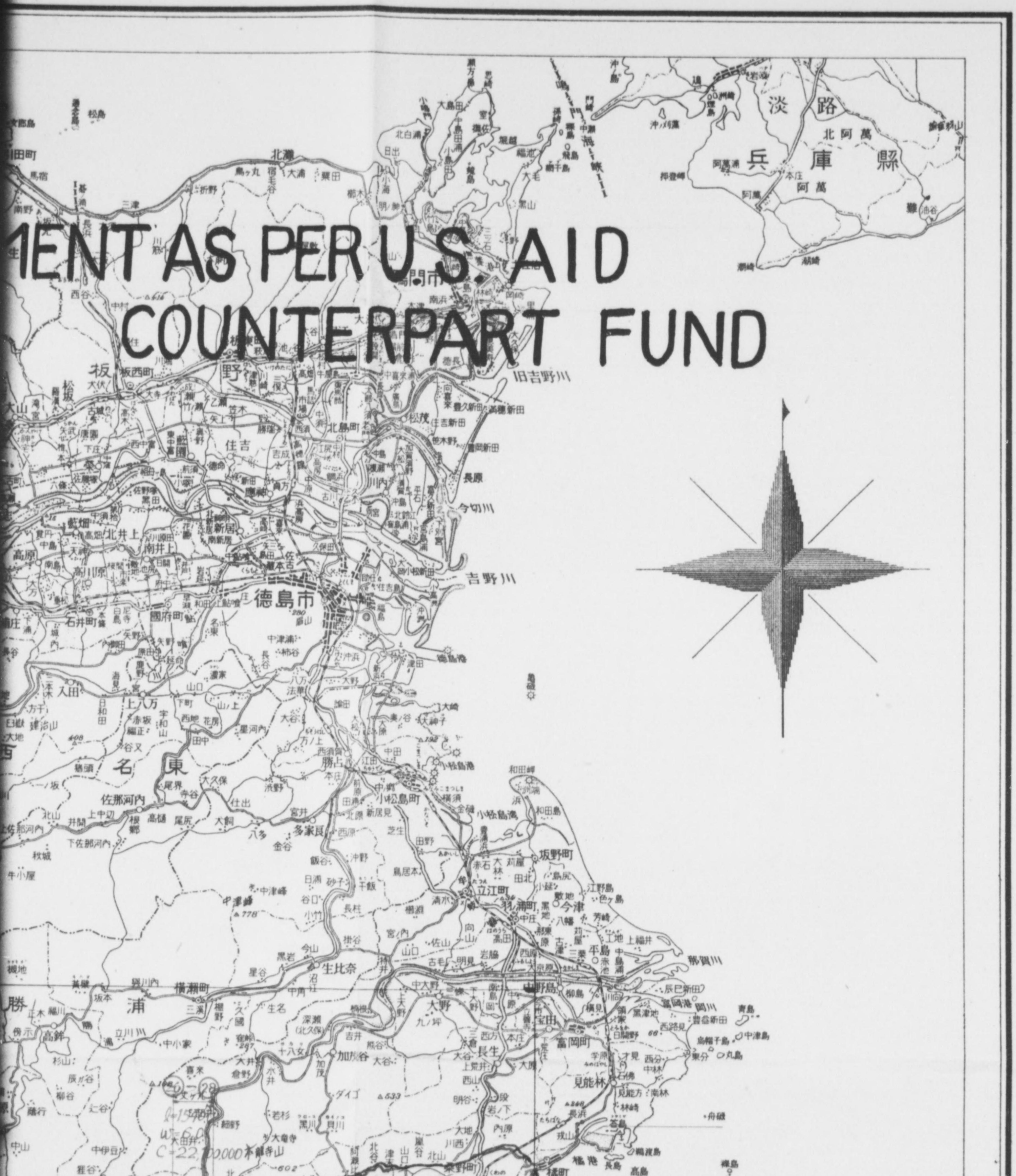

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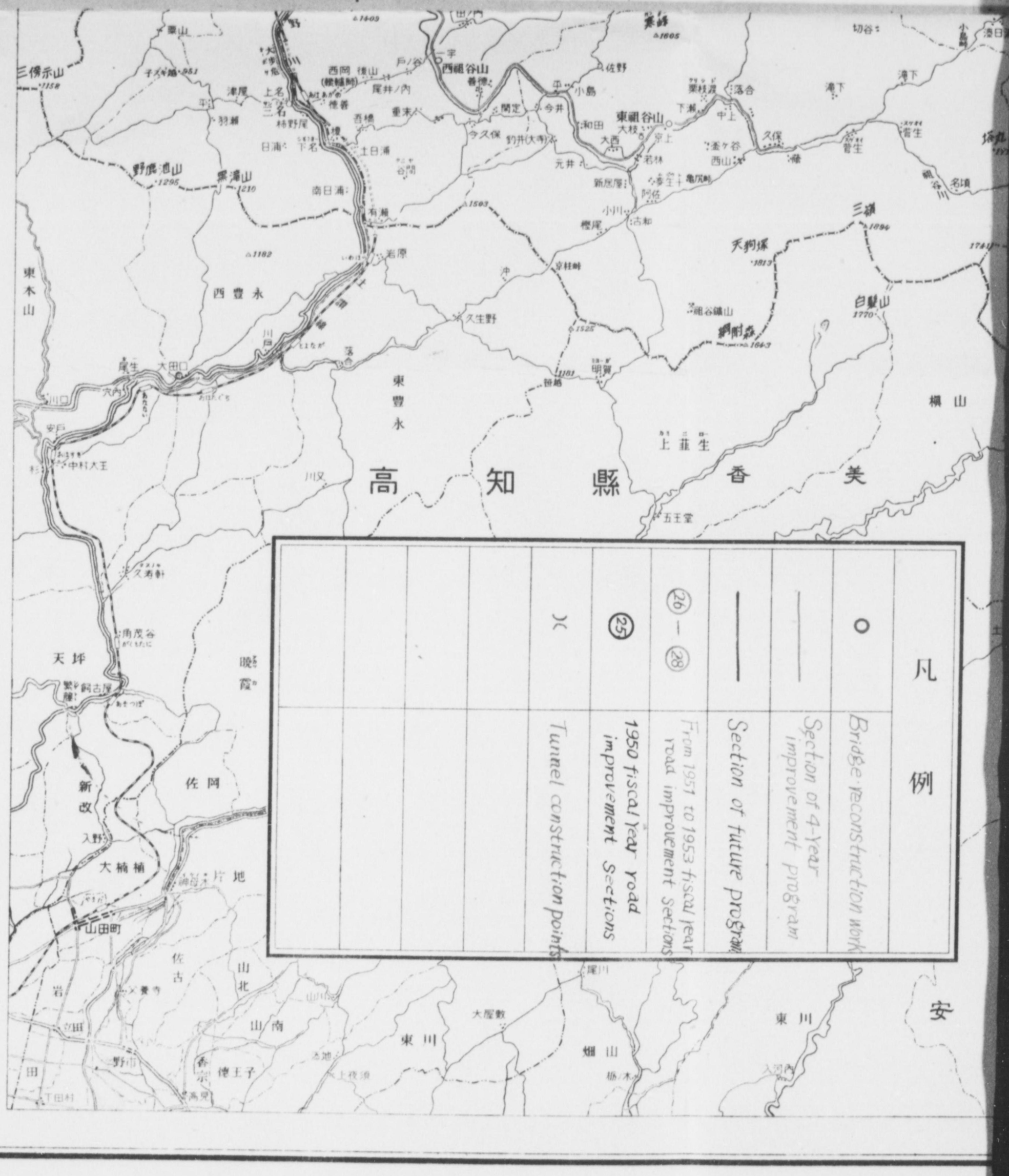

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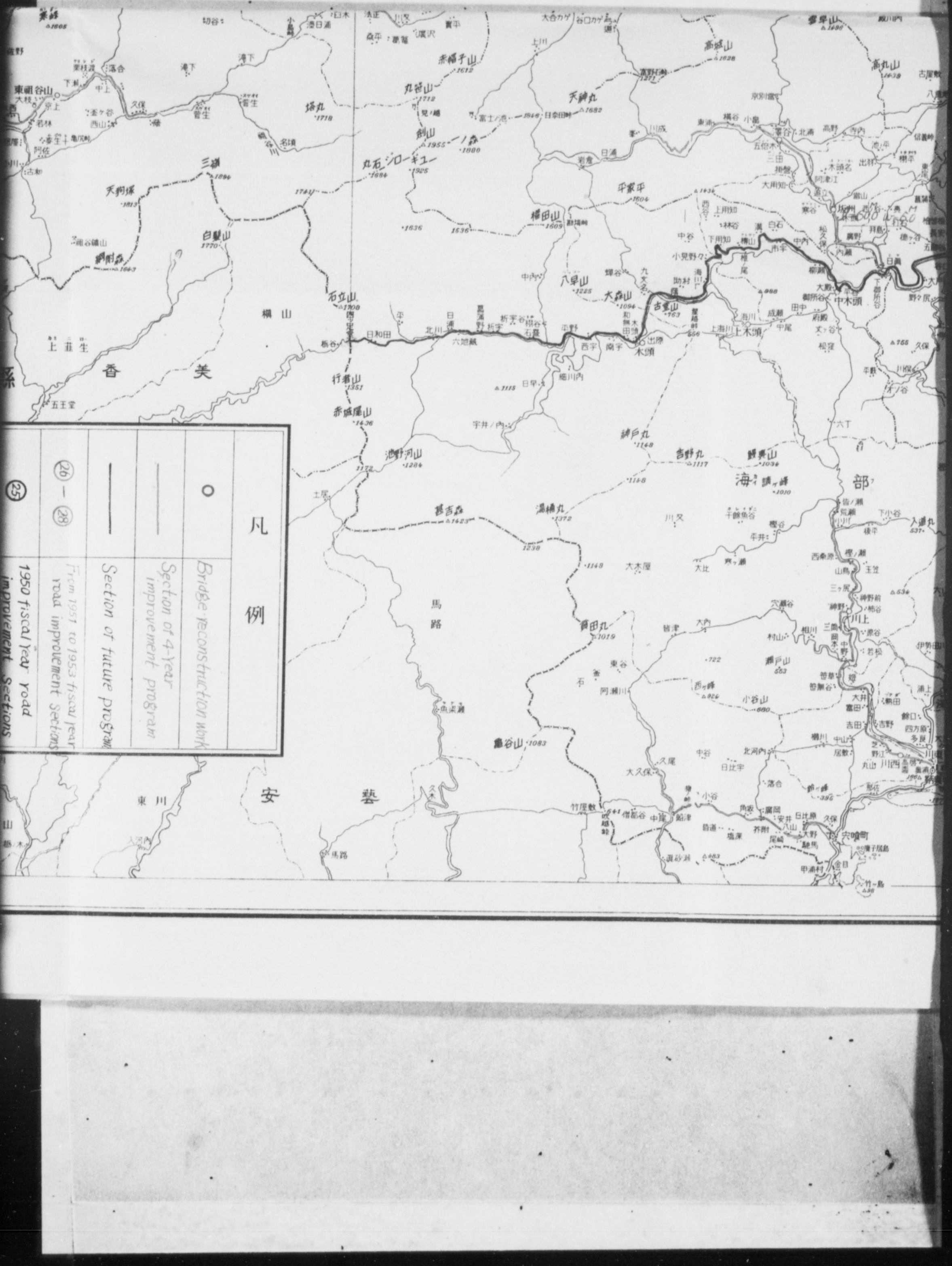

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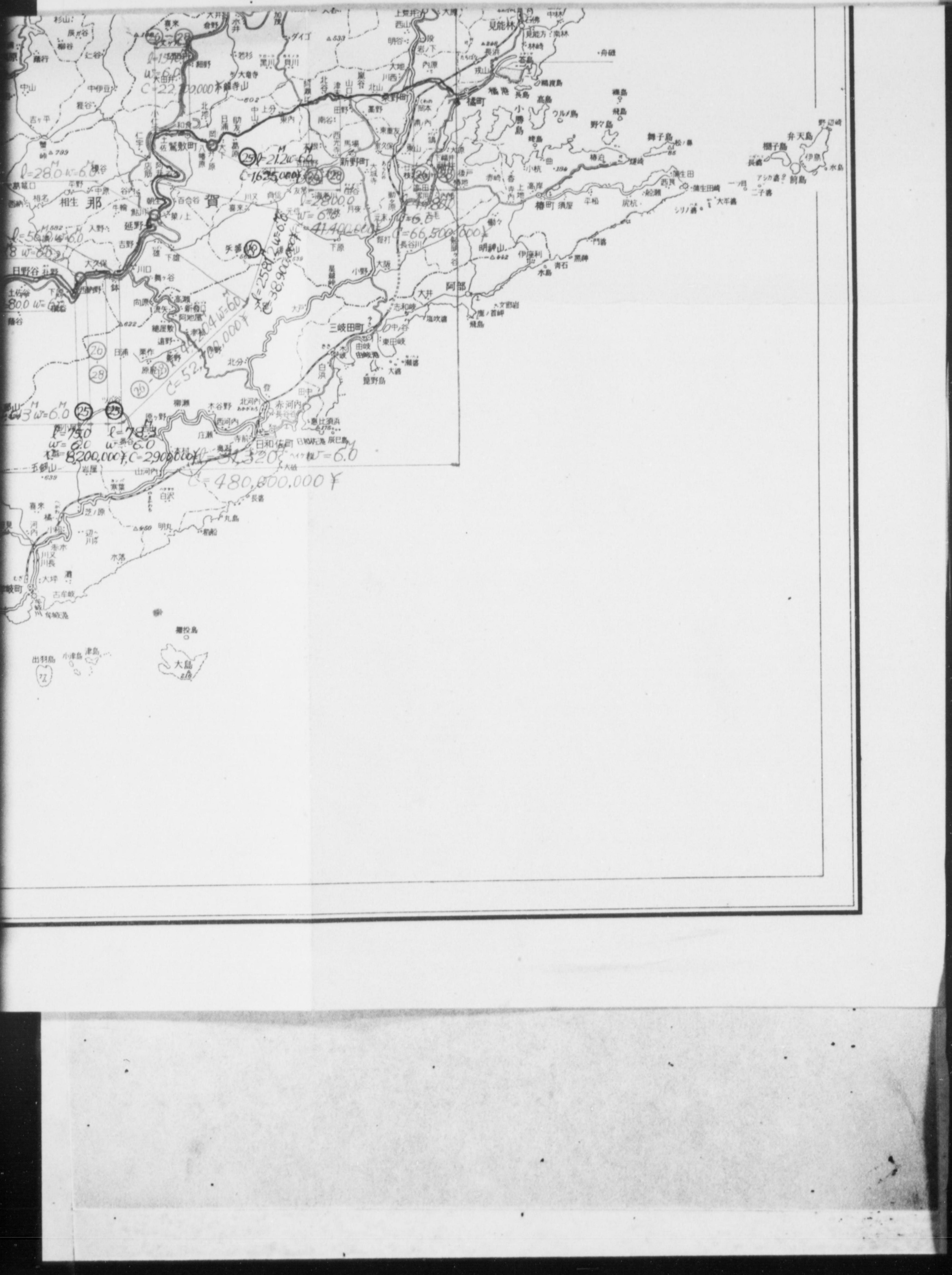

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175013

Re Route connecting Shikoku and Hanshin

Shikoku Island is located within the sphere of Hanshin or Osaka-Kobe area, the very economic center of Japan. It is a well-known fact that from ancient times these two areas have been connected in close intimacy with each other, in commerce, social affairs as well as cultural influence. Needless to say transportation between the two districts is ever becoming congested and intensified.

With the rehabilitation programs in various fields making progress, increasing demands for forestry, farm and fisheries products and daily life necessities make it indispensable to accomodate better transportation, both land and sea, between the two closely related districts. Betterment of transportation is now an ernest cry of the public in general.

The shortest route connecting Shikoku and Osaka-Kobe area is No.21 National Road. Hence its improvement is uttermost importance judging from topographical as well as geographical point of view, and deserves a priority as compared with other means of transport including the National Railways' Kotoku line and coastal vessel services. Also, the value of Naruto Channel along this route for its famous scenic beauty can not be overlooked. The improvement of transportation facilities of this route will bring many benefits to our expectations, saving a great deal of time and money.

The present transportation conditions are deplorably poor that neither the road, the railway nor the vessel can meet the ever-increasing volume of traffi Of various means of transport,the motored vihicle is most qualified to convey the present-day commodities which require speed, safety and freshness above all things. Taking these merits of the motored-overland transportation into consideration, we have drawn up the present program, which extends from Tokushima City to Kobe and Osaka, connecting Naruto and Awaji Island via Naruto Channel, through Awaji Island by way of Fukura and Iwaya, thence spanning Akashi Channel and up to the destinations. At the two points connecting Naruto to Fukura, and Iwaya to Akashi, ferry-boats services will shuttle so that the overland traffic though the Awaji will become available for all motored vehicles without any interruption through the entire route for the purpose of attaining unprecedented efficiency.

With an appropriation of ¥ 300,000 to be paid from the prefectural budget for the 1945 fiscal year more precise survey on the present program is underway.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 113013

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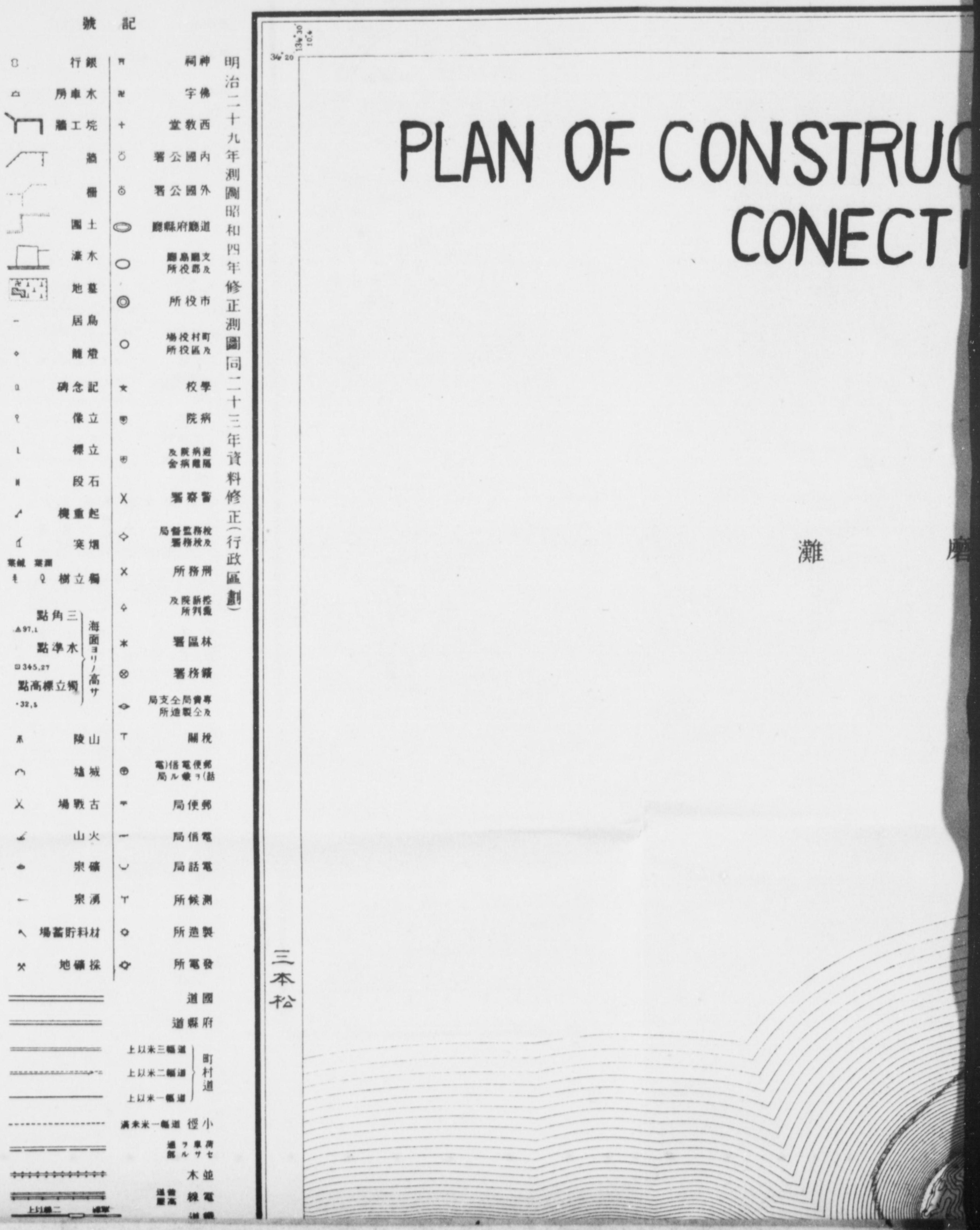

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175013

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175013

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德島縣 阿波國 板野郡 鳴門市

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

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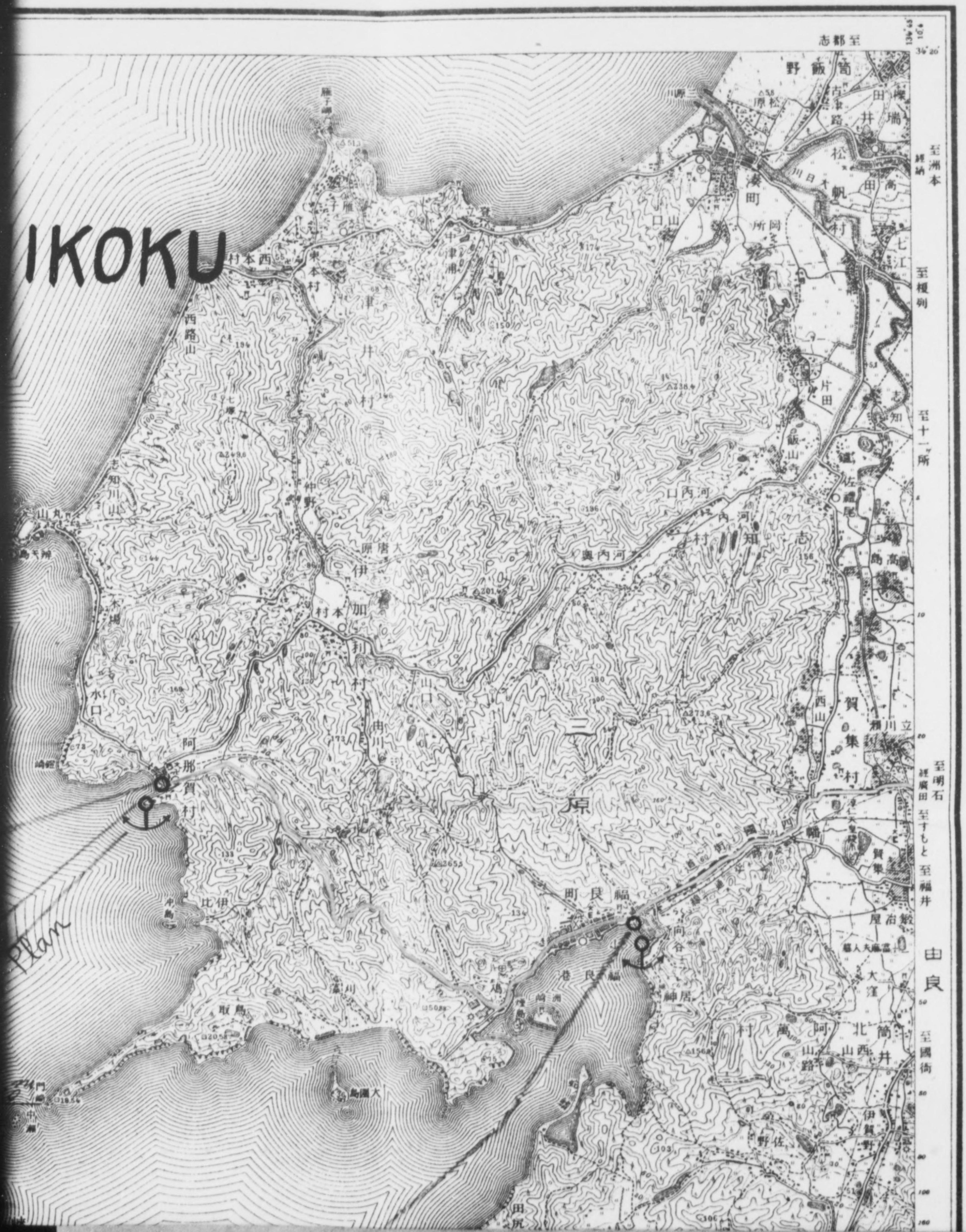
德島縣　阿波國　板野郡　鳴門市



五万分一地形圖德島七號(共十四面)

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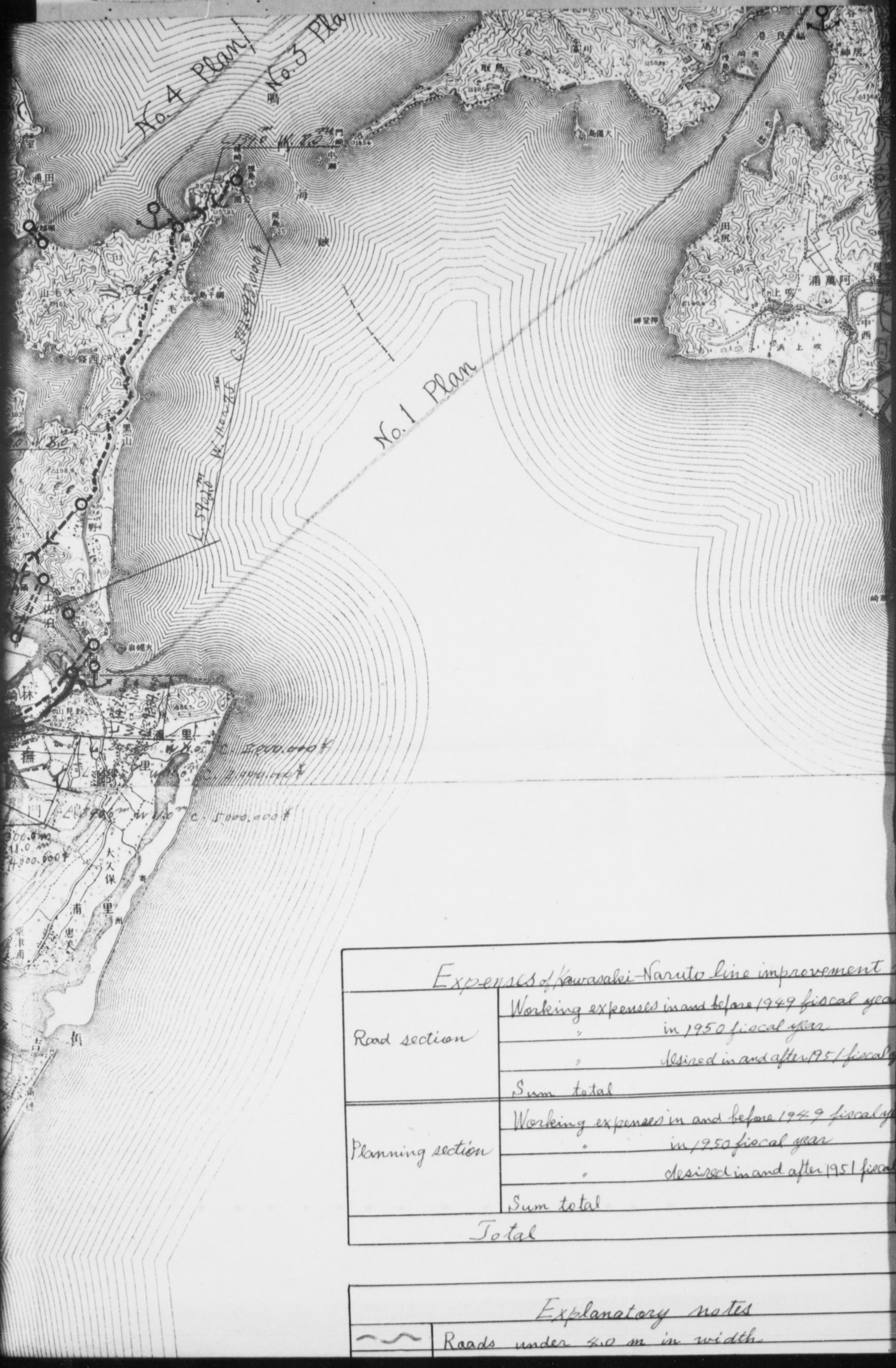
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175613



Expenses of Kawasaki-Naruto line improvement	
Road section	Working expenses in and before 1949 fiscal yea
	" in 1950 fiscal year
	" desired in and after 195/ fiscal y
	Sum total
Planning section	Working expenses in and before 1949 fiscal y
	" in 1950 fiscal year
	" desired in and after 1951 fiscal
	Sum total
Total	

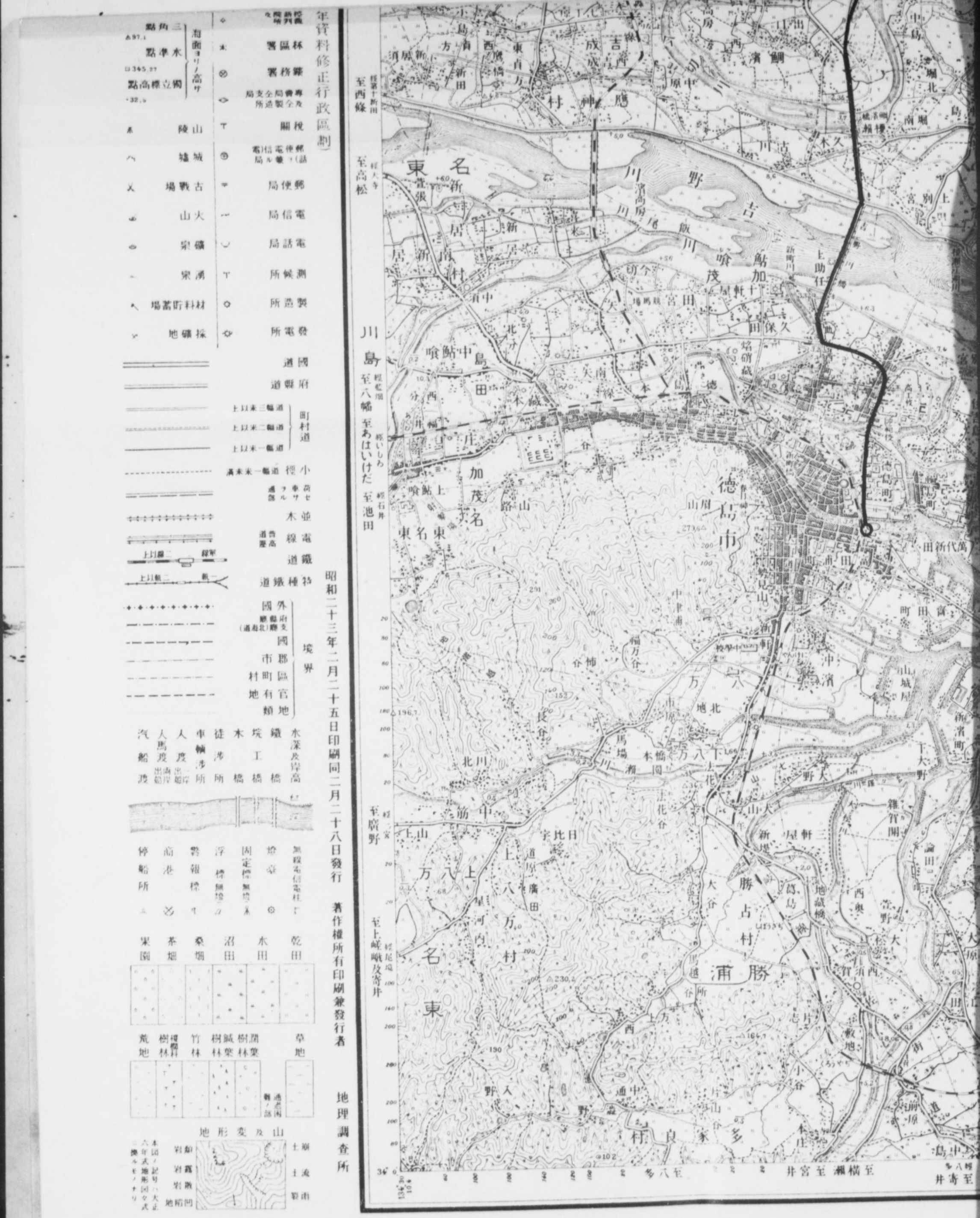
Explanatory notes	
~~	Roads under 5.0 m in width

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175613

Expenses of Kawasaki-Naruto line improvement works		
Road section	Working expenses in and before 1949 fiscal year	yen 4,000,000
	" in 1950 fiscal year	9,100,000
	" desired in and after 1951 fiscal year	93,900,000
	Sum total	107,000,000
Planning section	Working expenses in and before 1949 fiscal year	2,000,000
	" in 1950 fiscal year	2,000,000
	" desired in and after 1951 fiscal year	9,000,000
	Sum total	13,000,000
Total		120,000,000

Explanatory notes	
~~	Roads under 5.0 m in width

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 15013



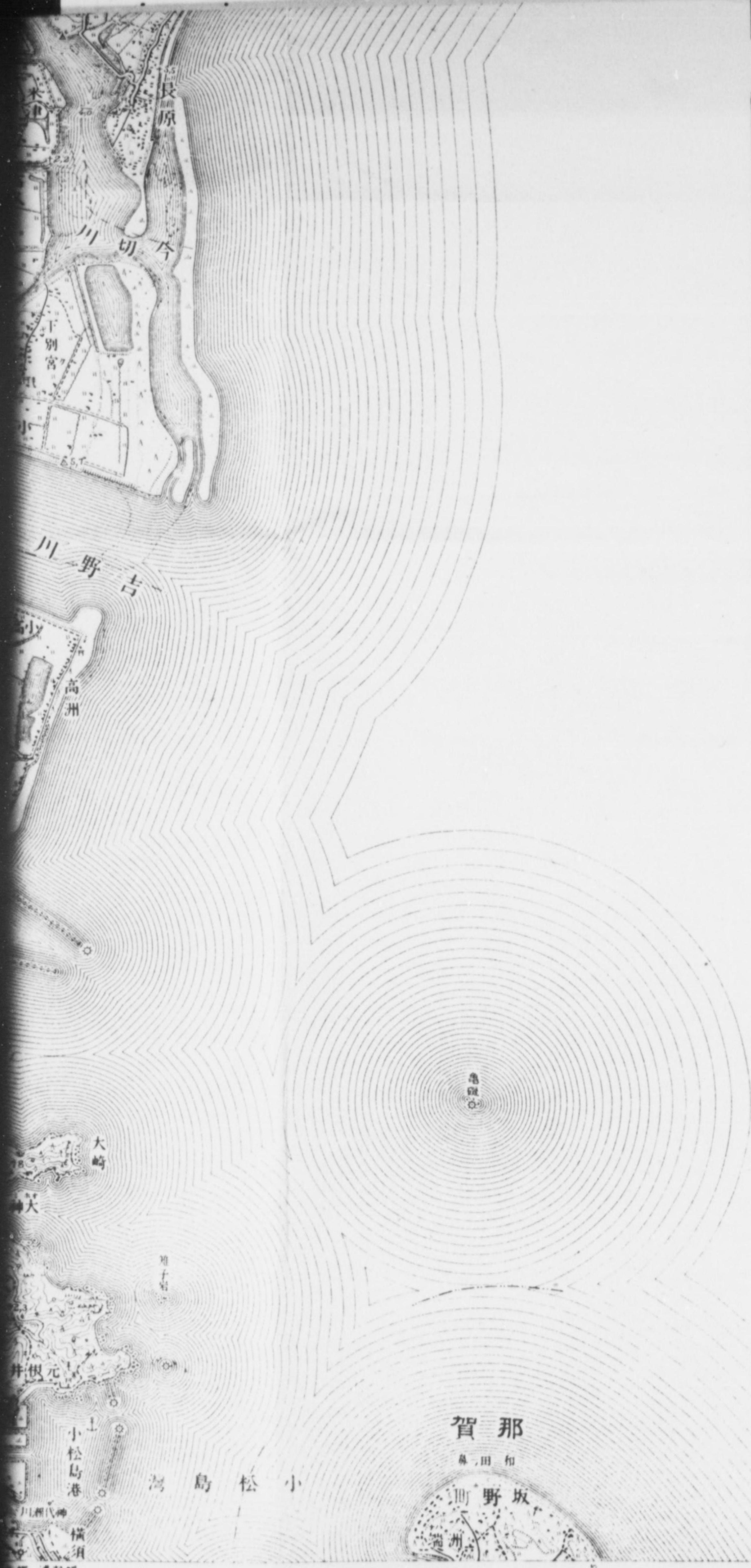
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175613

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 15013

Total

Explanatory notes

- Roads under 5.0 m in width
- Roads width 5.0 ~ 5.5 m. inclu
- Roads of 5.5 m and over in width imp
- 1950 fiscal year road improvem
- 1951 fiscal year road improve
- 1952 fiscal year road impro
- Future road construction sec
- Tunnel construction points
- 1951/1952 years bridge reconstruct
- Future bridge construction
- Points of sea Sounding
- Ferry boat landing place
- Ferry boat line



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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 15013

Total	120,000,000

Explanatory notes	
~~	Roads under 5.0 m in width.
~~	Roads width 5.0 ~ 5.5 m include
~~	Roads of 5.5m and over in width improvement section
~~	1950 fiscal year road improvement section
~~	1951 fiscal year road improvement section
~~	1952 fiscal year road improvement section
~~	Future road construction sections
-→-←-	Tunnel construction points
▬	1951/1952 years bridge reconstruction points
≻==≺	Future bridge construction points
O==O	Points of sea Sounding
⚓	Ferry boat Landing place
~	Ferry boat line

高六東京湾ノ中等潮位ヨリ起算シ米突ヲ以テ示ス

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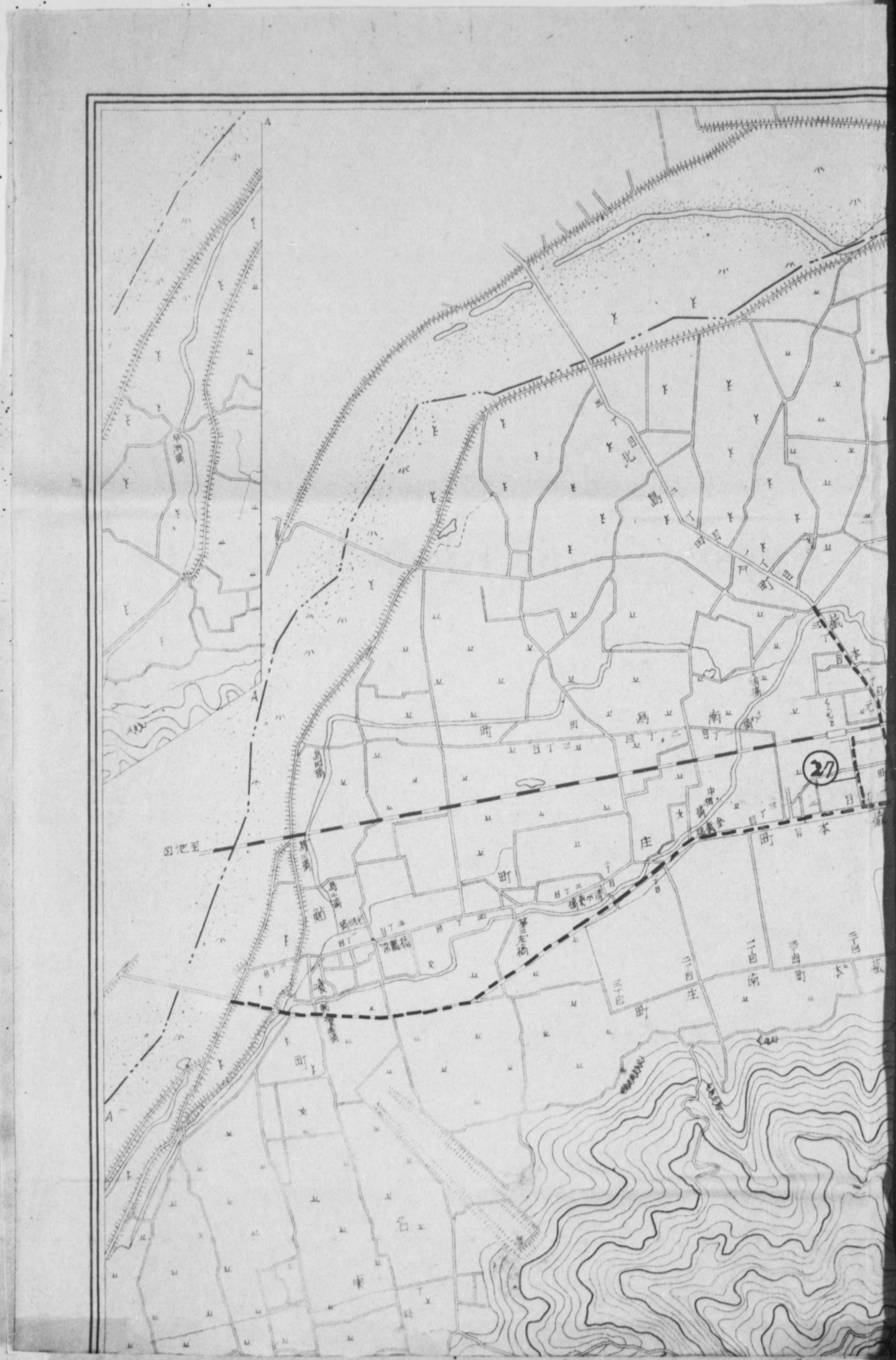

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Plan of 5-y

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

濃島市街圖

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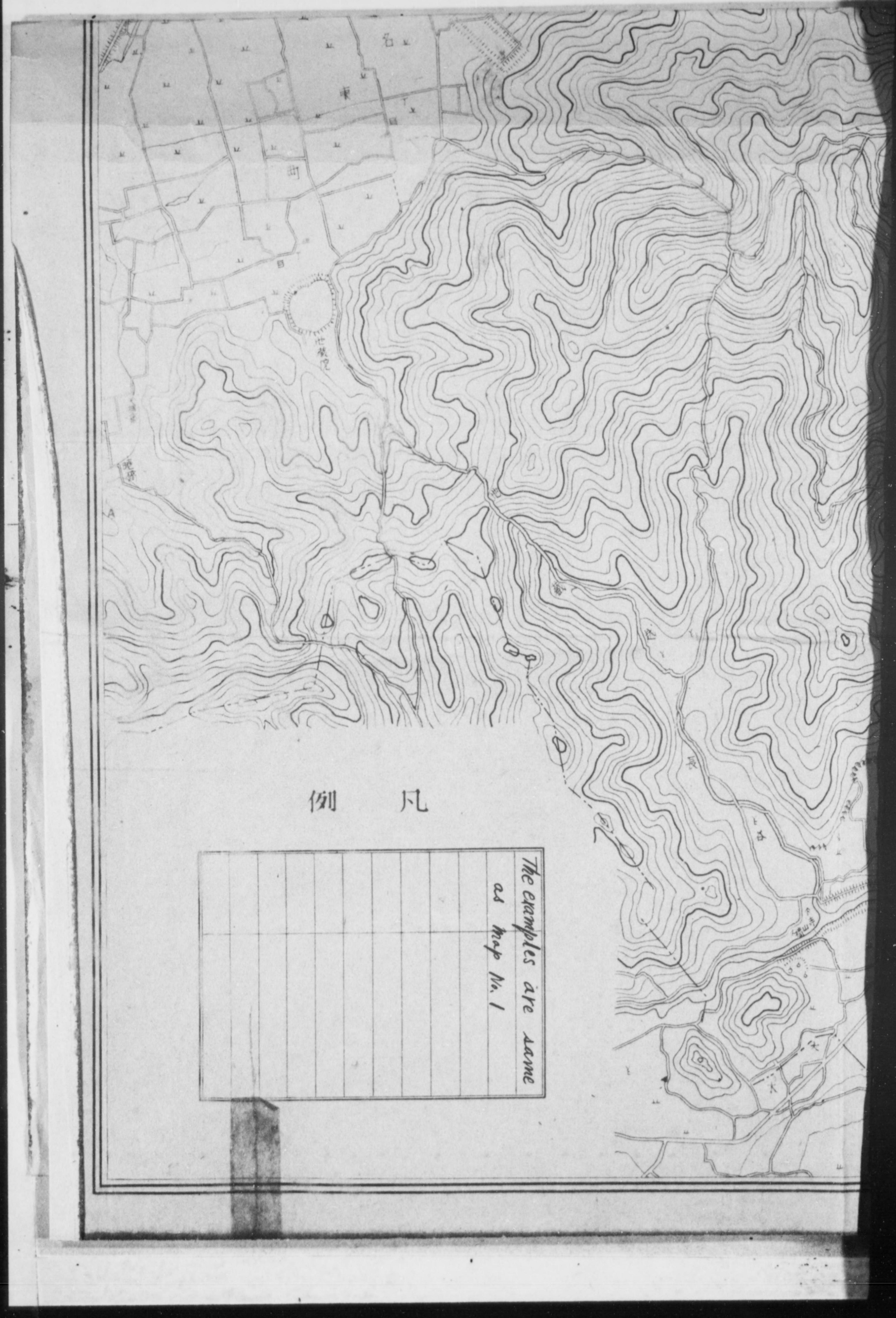
an of 5-year Road Program

No. 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175015



凡例

The examples are same as map No. 1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 11503

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 11503

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115015

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115015

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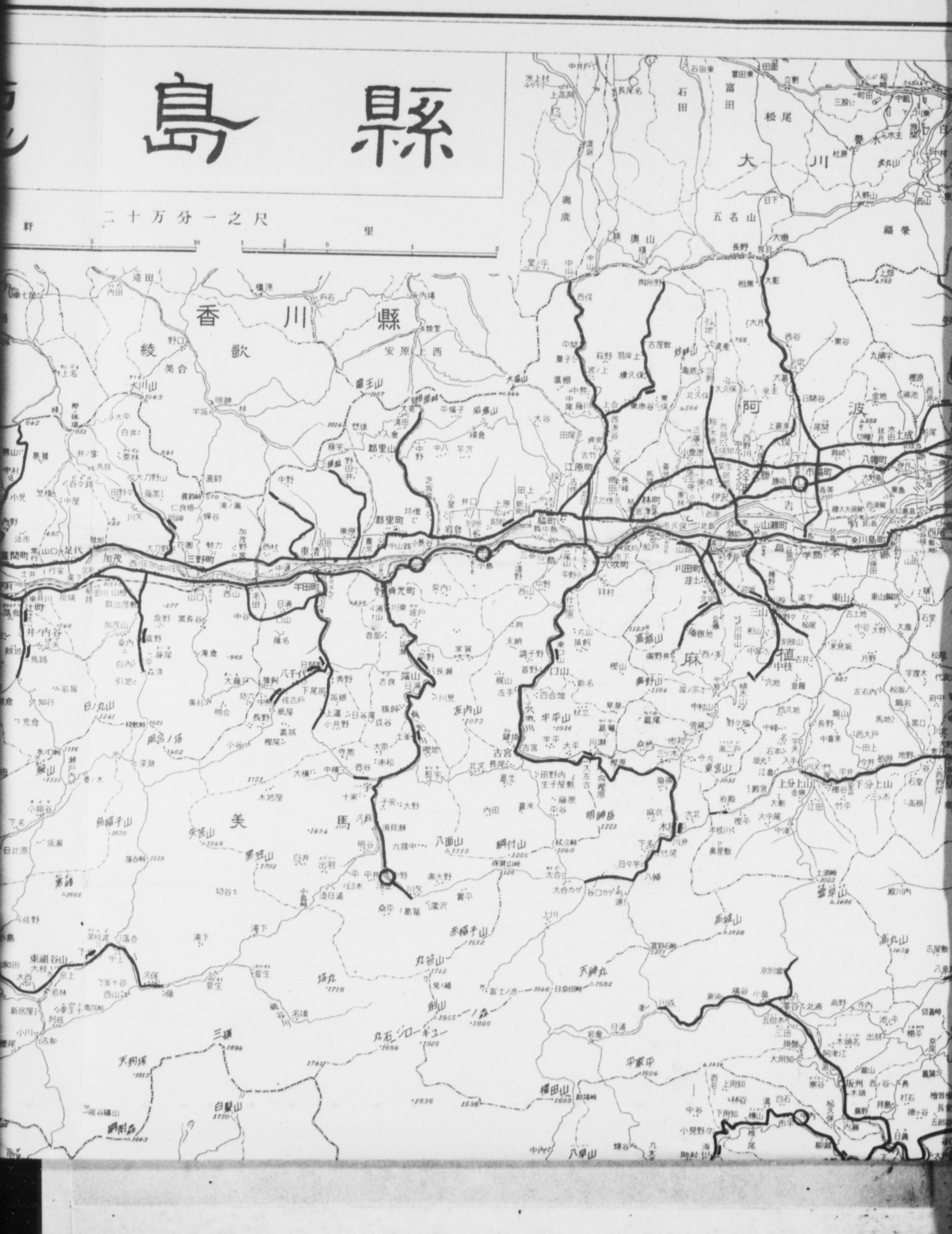

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

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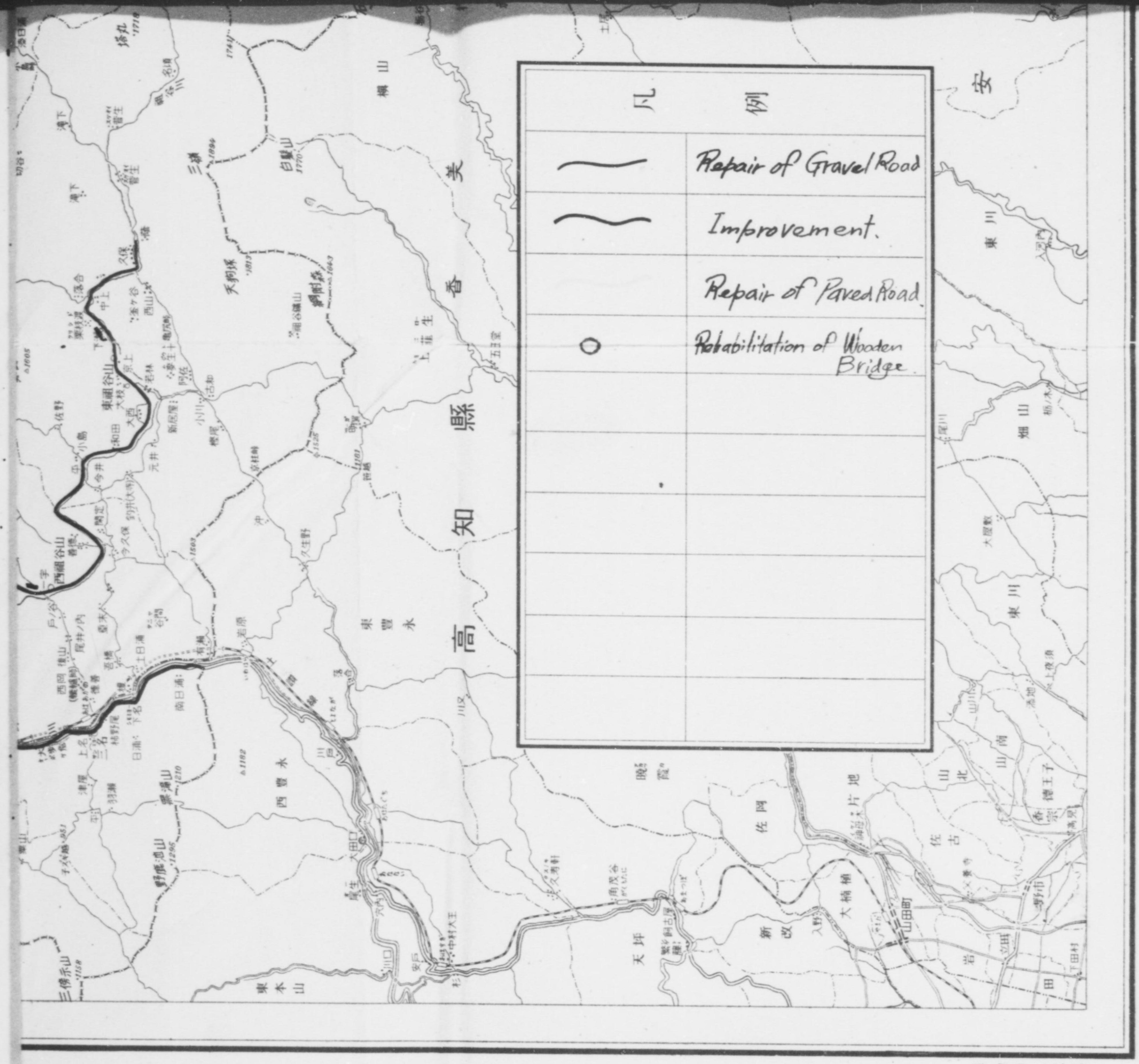

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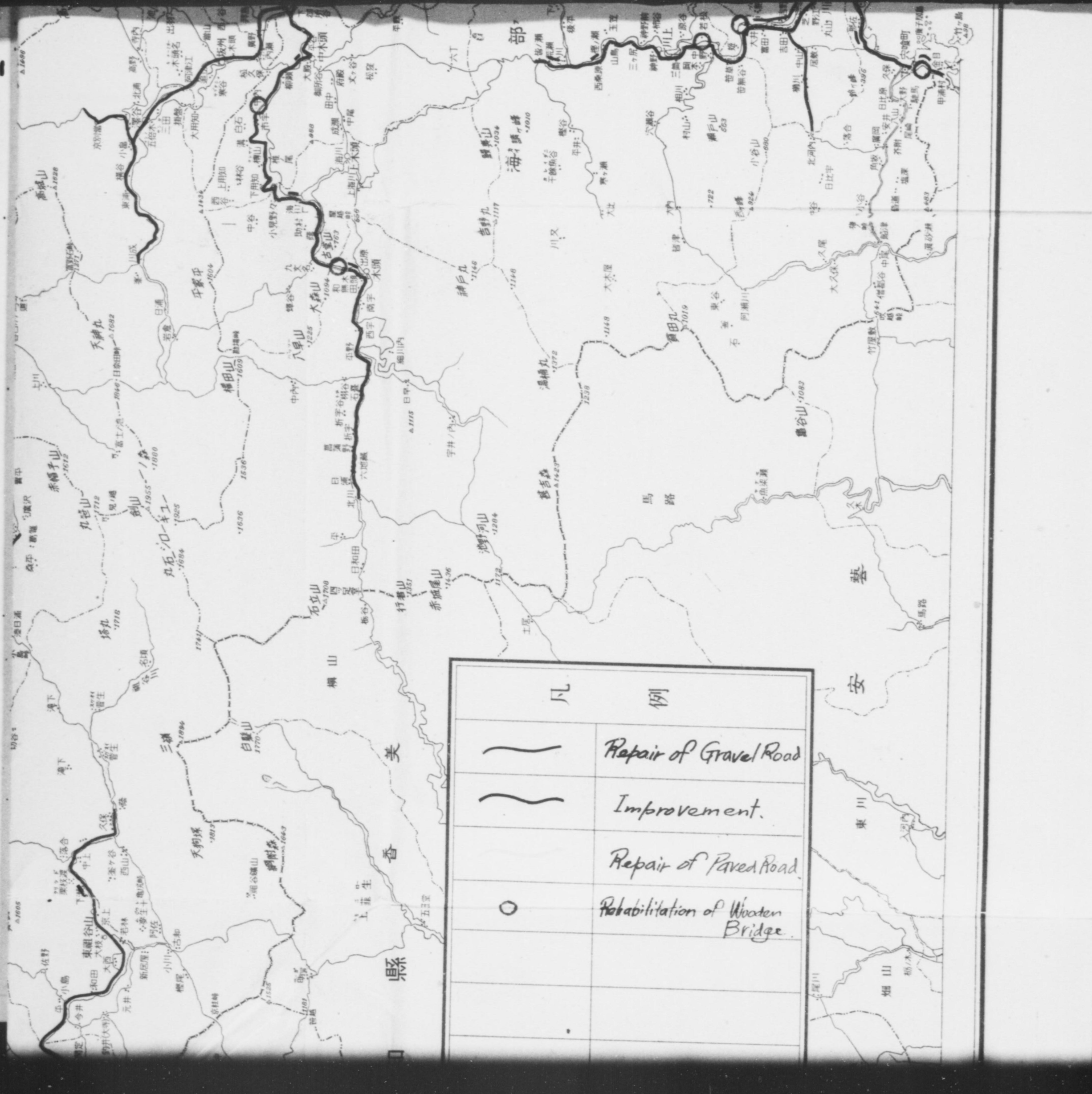

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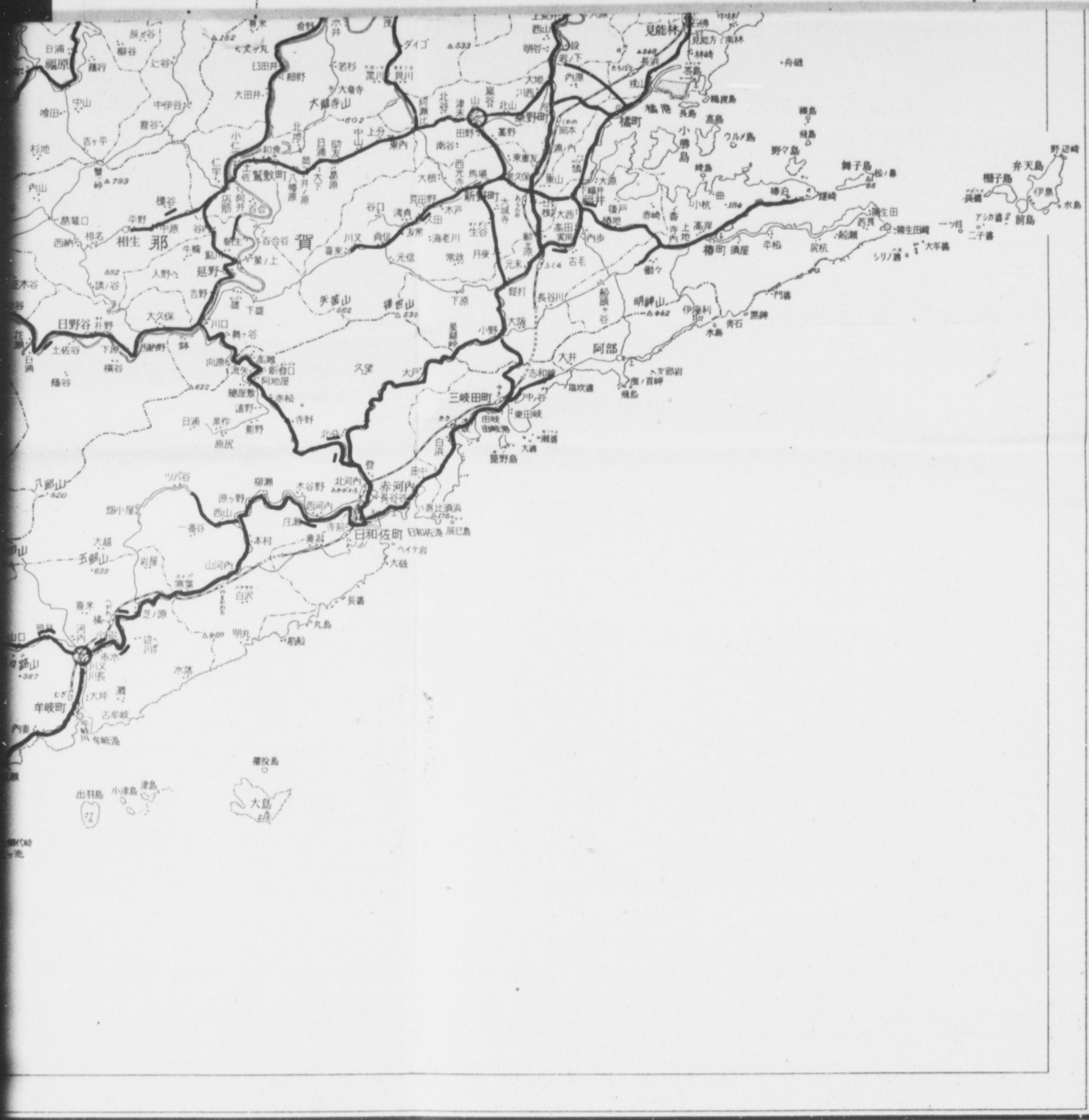

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Jan. 31, 1950

To : Shikoku Civil Affairs Region
Attent Chief, Economic Section.
From : Chief of Public Works Division, Tokushima-ken

Subject: Application for allocation of fuel for trucks working in road improvement work

Out of the 5-year road program as per SCAPIN 1943 of Nov. 27,'48, as the work scheduled for 1950 year (April 1,1950 - March 31, 1951) requires the under-mentioned quantity of fuel, your kind consideration is solicited in the matter of fuel allocation.

Gasoline	yearly requirement	106,601	litres
	monthly "	8,883	"
	Data for computation	as per attached sheets	

Remarks: Regarding this matter, it is informed that the fuel of this kind has hitherto been allocated by your courtesy.

for M. Hasegawa.

Chief of Public Works Division,
Tokushima-ken.

6 Feb.
Mr. Hasegawa
" Taoka

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG No. 11013

1950 year road program

1. Repair of gravel roads

Transportation Materials	Quantity of same	load per truck	Running number of trucks	Mileage of round trip per truck	Total mileage	Gasoline consumption rate per k.m.	Total requirement of gasoline
	cub.m	cub.m		k.m.	k.m.	l	l
Gravel	61,000	2.5	23,400	10	234,000	0.3	70,200
Sand & clay	20,000"	2.5 "	8,000	10 "	80,000 "	0.3"	24,000"
Total							94,200"

Note: Enterprise expense ¥54,000.000, mileage of repair 1,512,720m., number of places to be repaired 207

2. Repair of paved roads

Mixture of asphalt and macadam	cub.m 2,430	cub.m 2.	1,215	k.m. 10	k.m. 12,150	l 0.3	l 3,645
Asphalt	t 1,160	t 3	53	30 "	1,590 "	0.3"	477"
Total							4,122"

Note: Enterprise expense ¥10,020.000, mileage of repair 43,140m, number of places to be repaired 16.

3. Road improvement

Cement	150 t	3 t	50	22k.m.	1,100 k.m.	0.3 l.	330 l.
gravel	4,400 cub.m	2.5 cub.m	1,760	12 "	21,120 "	0.3"	6,336 "
samd	300 "	2.5 "	120	12 "	1,440 "	0.3"	432 "
Timber	880 koku	20 koku	40	15"	660 "	0.3"	198 "
Steel	6 t	3 t	2	15 "	30 "	0.3"	9 "
Total							7,305 "

Note: Enterprise expense ¥45,100.000, mileage of improvement 7,616, number of places to be improved 79

4. Reconstruction of wooden bridges

Cement	22 t	3 t	8	22 k.m.	176 k.m.	0.3 l.	53 l.
gravel	66 cub.m	2.5 cub.m	26	12 "	312 "	0.3 "	94 "
Sand	33 "	2.5 "	13	12 "	156 "	0.3 "	48 "
timber	3,300 koku	20 koku	165	15"	2,475 "	0.3 "	743 "
steel	25 t.	3 t.	8	15 "	120 "	0.3 "	36 "
Total							974 "
Grand total							106,601 " (8883 l. monthly)

Note: Enterprise expense ¥22,000.000, number of bridges to be reconstructed: 20

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