

- 1.27 緊急輸送路として一部兵庫県湾岸側道を利用した阪神高速5号湾岸線中島一魚崎浜区間ルート確保
An emergency transportation route was secured for the section between Nakajima and Uozakihama on the Hanshin Expressway Wangan Route (#5), partly using the Wangan Sideway (Hyogo prefectural road).
- 1.30 神戸線深江地区(ビルツ区間)の撤去完了
Removal of the Pitz section of the Kobe Route was completed in Fukae.
- 2.2 阪神高速道路の被災状況および復旧計画について記者発表
Press release was issued reporting the situation of damage to the Hanshin Expressway and presenting rehabilitation plans.
- 2.18 技術的な復旧検討を目的として、学識経験者、建設省、同土木研究所などの委員による「阪神高速道路震災復旧対策技術委員会」の設置、第一回委員会開催(委員長・山田善一京大名誉教授)
A technical committee was formed by academic experts, including those from the Ministry of Construction and its Public Works Research Institute, for examining the rehabilitation of the earthquake-damaged structures of the Hanshin Expressway. Its 1st meeting was held, with Yoshikazu Yamada, a professor emeritus at Kyoto University, in the chair.
- 2.22 復旧の計画策定、建設などの推進を目的として、理事長を本部長とする、「阪神高速道路公団復旧本部」の組織設置(2月28日に第1回会議を開催し平成8年10月18日の最終会議まで計20回の復旧本部会議を開催)
The Hanshin Expressway Public Corporation Recovery Operations Center (led by the president of the Hanshin Expressway) was established for planning and conducting rehabilitation and construction projects.
(The recovery operations center held its 1st meeting on February 28 and had 20 meetings in total, including the closing one on October 18, 1996.)



2月2日に復旧見通しなどを記者会見
Presenting rehabilitation plans at the press conference on February 2

1995.4.1~1996.9.30

年月日/Date

- 1995
4.1 3号神戸線の1日も早い復旧を図るために、3つの工事事務所からなる総勢74名の「神戸線復旧建設部」を設置
Kobe Route reconstruction department consisting of 74 members from the three construction work offices was established for restoring the Kobe Route (#3) at the earliest date possible.
- 9.4 神戸線で震災後初めてRC橋脚柱に鋼製梁を架設
Steel beams were erected onto the reinforced concrete pier columns for the first time after the earthquake on the Kobe Route.
- 9.26 神戸線の生田川ランプ付近で耐震補強された橋脚に新設桁が初めて架設
Newly built girders were erected for the first time after the earthquake onto the seismically retrofitted piers in the vicinity of the Kutagawa ramp on the Kobe Route.
- 1996
1.5 3号神戸線の復旧見通しについて、当初予定の平成8年末から2~4ヶ月の工事工程を短縮し、平成8年10月末全線開通と記者発表
Press release was issued announcing that the work period would be shortened by 2 to 4 months and the Kobe Route (#3) would be back to full service at the end of October, 1996, much earlier than the initial plan for the end of the same year.
- 1.12 神戸線の京橋-摩耶間で低騒音舗装や新型道路情報板の設置作業を開始(他の区間についても鋭意復旧工事に努める)
Installation of low-noise pavement and advanced road traffic information boards started in the section between Kyobashi and Maya on the Kobe Route, while rehabilitation efforts were continued also on the other sections.
- 2.19 神戸線の京橋-摩耶間で通行止め解除
Closure was lifted between Kyobashi and Maya on the Kobe Route.
- 5.28 3号神戸線の復旧を一ヶ月早め九月末に全線開通と記者発表
Press release was issued announcing that restoration would be further accelerated one month and the Kobe Route (#3) would be back to full service at the end of September.
- 7.17 神戸線の柳原-京橋間で通行止め解除
Closure was lifted between Yanagihara and Kyobashi on the Kobe Route.
- 9.22 阪神高速道路関連で亡くなった16人を追悼する慰霊碑が芦屋市内に完成し、建立式を開催
A memorial was built and its completion ceremony was held in Ashiya City to remember the 16 victims in the incidents related to the Hanshin Expressway.
- 9.30 神戸線の深江-武庫川間で通行止めを解除 3号神戸線全線開通へ
Closure was lifted between Fukae and Mukogawa on the Kobe Route. The Kobe Route (#3) was back to full service.



全線復旧を一ヶ月早め九月末に全線開通と記者会見
Explaining to the press that the complete restoration plan was further moved up one month to the end of September



復旧した神戸市東灘区深江本町付近
Reconstructed town and the expressway in Fukaehonmachi, Higashinada-ku, Kobe

復旧工事の数量

1. 工事関係者の延べ人員

250万人(神戸市・芦屋市・西宮市の全員=188万人が約1日半働いた人数にあたる)

2. 復旧費用(予算)

2,220億円(尼崎市を含む神戸線兵庫県域の全体額)

3. 復旧に使用した資材

鋼材 93,000トン(東京タワー23個分)
コンクリート 70,000m³(コンクリートミキサー車15,556台分)

4. 廃材量

土 砂 70,400m³(10トン積みダンプ12,350台分)
アスファルト 43,000m³(10トン積みダンプ10,000台分)
コンクリート 120,000m³(10トン積みダンプ29,268台分)
うち、102,200m³については埋戻し材料等に再利用
スクラップ 45,000トン

5. 復旧工事

橋脚	撤去	311基
	再構築	308基
	補修・補強	706基(別途 尼崎地区137基)
橋桁	撤去	183径間
	再構築	182径間
	補修・補強	934径間(別途 尼崎地区151径間)
免承支承		8,923個(別途 尼崎地区1780個)
落石防止装置		2,591ヵ所(別途 尼崎地区85ヵ所)

6. 新設設備

新型情報板	27台
新型非常電話	164台
新型照明柱	1,166基

7. 遮音壁

新型遮音壁	40km(別途 尼崎地区11km)
高遮音壁	2.9km・12ヵ所(別途 尼崎地区0.7km・2ヵ所)

8. 新設非常駐車帯

27ヵ所

9. 舗装

低騒音舗装本線部	450,000m ² (別途 尼崎地区115,000m ²)
密粒度舗装本線部	1,000m ² 出入部 50,000m ²
滑り止舗装本線部	7,000m ²
その他舗装本線部	11,000m ² 出入部 8,000m ²
合計	527,000m ² (別途 尼崎地区115,000m ²)