

Ministry of Land, Infrastructure and Transport Nara Prefecture, Nara City, Yamatokoriyama City, Tenri City, Kyoto Prefecture, and Kizu Town

### The Keinawa Expressway

When completed, the Keinawa Expressway will be a 120km-long high-standard trunk road running north and south across the Yamato Plains, connecting Kyoto and Wa-kayama. Along with the existing expressways and national highways in the local district, it will form a part of a widearea traffic network that will shorten the travel time required in the Kinki urban zone. The expressway will also strengthen connections to the urban areas along the Kyoto, Nara, and Wakayama axis.

Furthermore, within the local districts, the expressway will be the backbone highway running north and south, providing support for the "Nara Half-day Traffic Zone and Highway Network Concept." This concept calls for the creation of a safe, smooth-flowing traffic network that will make it possible to reach any local district in Nara Prefecture within 2 hours and complete a round trip within half a day. There are three main pillars required to realize the new concept, the construction of a network of trunk roads, the realization of general countermeasures against congestion in the urban areas, and the construction of a roadside environment appropriate for the atmosphere of Nara.

On completion, the expressway will smooth and increase the speed of the flow of traffic, mitigate congestion on National Highway Route 24, decrease the number of traffic accidents, reduce the amount of time required to reach destinations, assure regularity in traffic flow, and promote tourism across a wide area. Thus, the expressway will play an important role in the vitalization of the local districts.

### The Keinawa Expressway and the Yamato-Kita Road

The Yamato-Kita Road will be a part of the Keinawa Expressway, including the sections of the expressway running from the Kizu Interchange to the Nishi-Meihan Expressway.

# The Expected Results from the Construction of the Yamato-Kita Road

Nara City is the major base in Nara Prefecture for politics and the economy. There are many tourism resources in the vicinity, including a world heritage property, the "Historic Monuments of Ancient Nara." The construction of the Yamato-Kita Road will increase the accessibility of Nara City, and make it easier to reach all of the cities from within the local districts and also from other prefectures. Therefore, the new expressway will vitalize the economy and promote the tourist industry over a wide area.

Furthermore, the new road will mitigate congestion on National Highway Route 24, decrease the number of accidents on other roads, improve medical care services, and function to improve the environment of the local district.



# **Creating a New Culture and Economic Interchange Zone**



There are many cultural properties, including a world heritage property, in the northern part of Nara Prefecture. The planning for the Yamato-Kita Road includes studies and surveys based on the circumstances in each of the local districts.

# The "Historic Monuments of Ancient Nara" are composed of eight separate cultural assets.

Structures considered national treasures or specified as historical properties: Todai-ji Temple, Kofuku-ji Temple, Kasuga-Taisha Shrine, Gango-ji Temple, Yakushi-ji Temple, and Toshodai-ji Temple

Special historical properties or properties specified as special natural monuments: The Nara Palace Site and the Kasugayama Primeval Forest

Establish two different types of sections in the areas near the "Historic Monuments of Ancient Nara"

#### Buffer Zones

The buffer zones were established as a direct measure to conserve the environment of the areas near the cultural properties. Three separate buffer zone regions were specified, the Kasugayama Hill Region, the Nara Palace Site Region, and the Nishi-no-Kyo Region.

#### Harmony Zones

The harmony zones also function to preserve the surrounding environment and also provide harmony with city planning development projects. In order to provide integrated conservation for the eight cultural properties, a harmony zone has been constructed between each of the separate buffer zones.



### Flow Chart for Urban Planning Decisions



### Reaching a Decision on the Urban Planning Project Proposal

In order to achieve an integrated and harmonious result, the creation of the Urban Planning Project Proposal was based on existing laws and ordinances, as well as previous planning projects and the opinions of citizens from the local district.

# Contents of the Decisions Reached for the Urban Planning Project Proposal

### Road route, location and sections

The road route and sections are determined on a map with a reduced scale of 1/2,500.

### Basic road structure

The main items of the road structure are determined, such as the number of lanes, the road width, and the main structural elements (overpasses, tunnels, and surface, etc.).

### Interchange locations

As a limited access roadway designed for the exclusive use of automobiles, entrances and exits (interchanges) are required, and the location and orientation of these structures are determined.

### Public Announcements and Presentations for Inspection

The Urban Planning Project Proposal is made available for inspection by the public for a month-long period at a wide variety of locations, such as the offices of the prefectural and municipal urban planning departments, city halls, and ward offi-ces. The public is informed of the location and time period for the display of the proposal through prefectural and municipal public announcements, etc.

### Submission of Public Opinion Forms

Individuals with an opinion regarding the Urban Planning Project Proposal can submit an opinion form to the Governor's Office during the one-month display period or during the following two-week period.

### Urban Planning Council

The Urban Planning Council provides an independent third-party forum for unbiased and objective discussion of the project. The council will discuss and examine citizen viewpoints heard at hearings, etc., as well as those expressed in the submitted opinion forms.

# **Outline of the Environmental Impact Assessment**

- In the process of the urban planning related to the Yamato-Kita Road, and based on the Environmental Impact Assessment Law, studies will be conducted on the appropriate conservation measures to be initiated for the surrounding living-space and natural environment.
- At present, a sub-committee of the Nara Prefecture Urban Planning Council, the Expert Committee on the Environmental Impact Assessment, an independent council of experts composed of university professors, etc. specializing in issues related to environmental impact assessment, is holding discussions on the drafting of the Draft Environmental Impact Statement\*1. The results of these discussions will be made available to the public along with the Urban Planning Project Proposal.
- As required by the Environmental Impact Assessment Law, an explanatory assembly will be held during the public inspection period, in order to explain the gist of the Draft Environmental Impact Statement.

\*1. The Draft Environmental Impact Statement: After the actual environmental impact assessment is completed, this document is composed and made available to the public in order to gather opinions on the results of the assessment.

### Items evaluated in the Environmental Impact Assessment

### Atmospheric Quality

Quality of the atmosphere (nitrogen dioxide, suspended particle matter (SPM), sulfur dioxide and fine dust particles, etc.) Damage due to strong winds Noise pollution Vibration

### Subsonic sound

### Soil-related and other environment issues

Geographical features and soil quality (important features and soil quality) Obstruction of sunshine

### Fauna

- Important species and habitats requiring attention
- 📕 Flora
- Important species and plant community **Ecosystem**
- The ecosystem specific to the local district Landscape
- Important viewpoints, scenic assets and important scenery

#### Locations for contact with nature Important locations for contact with nature

### Cultural properties

Cultural properties, land known to contain buried relics or cultural properties, and groundwater

### Waste matter, etc.

By-products associated with construction works

### **Standard Cross-section Views**



### **Connections and locations**

Locations	Facilities (Provisional names)	Connections	Directions
Nara City	Nara-Kita Interchange	National Highway Route 24	Kyoto line exit Wakayama line entrance
	Nara Interchange	Urban Planning Road Saikujo-Saho Line Urban Planning Road Owada-Kidera Line Urban Planning Road Omori-Takabatake Line	Kyoto line entrance and exit Wakayama line entrance and exit
Yamatokoriyama City	Yamatokoriyama-Kita Interchange	Urban Planning Road Kujo Line National Highway Route 24	Kyoto line entrance and exit Wakayama line entrance and exit
	Yamatokoriyama Interchange	National Highway Route 24	Kyoto line entrance Wakayama line exit
	Yamatokoriyama Junction	Nishi-Meihan Expressway	To Matsubara and Tenri (Nishi-Meihan Expressway) To Wakayama (Yamato-Gose Road)



# Project Plan Details

Road length	Approx. 12.4 km	Road standard	1st type, 3rd class
Starting point	Utahime-cho, Nara City, Nara Pref.	Design speed	80 km/h
Terminal point	Yokota-cho, Yamatokoriyama City, Nara Pref.	No. of Lanes	4 lanes
		Design traffic volume	29.1 - 43.5 thousand vehicles/day

### Contacts for information in regard to this pamphlet

### In regard to urban planning:

Nara Pref.	Civil Engineering Department, City Planning Division · · · · · · · · Tel: 0742-22-1101
Kyoto Pref.	Department of Public Works & Construction, City Planning Division Tel: 075-451-8111
Nara City	City Planning Department, City Planning Section · · · · · · · · · · · · · · · Tel: 0742-34-1111
Yamatokoriyama City	City Planning Department, City Planning Section Tel: 0743-53-1151
Tenri City	Construction Department, City Planning Division · · · · · · · · · · · Tel: 0743-63-1001
Kizugawa City	Construction Department, City Planning Division · · · · · · · · · · · Tel: 0774-72-0501

### For information on works in progress, contact:

2nd Investigation Section, Nara National Highway Office, Kinki Regional Development Bureau, Ministry of Land, Infrastructure and Transport · · · · Tel: 0742-33-1391