

Project Name: Desing, Financing, Building, Operation and Maintenance of the "AMBATO-BAÑOS-PUYO" road

# AMBATO-BAÑOS-PUYO

## Overview

This road corridor plays a crucial role in national development, being part of the E30 axis, which is a very fluid road in the State Road Network. Its importance is based on the high number of users that use it, coming from all the provinces of Ecuador and being considered as a road network that connects tourist cities such as Pelileo, Baños, Puyo, it is intended to intervene through a sustainable management model for its development.

The project seeks to improve the service conditions of the selected road corridor in order to comply with efficiency and quality standards for the benefit of road users. This corridor starts at the Terremoto traffic circle in Ambato (0+000), continues through the Pelileo sector (km 13+960), Baños (km 34+360) to the Puyo traffic circle (km 90+000). It is approximately 90 kilometers long and connects the cities of Ambato, Baños and Puyo.

## Project Type

Brownfield

## Fundamental Criteria

Priority project of the Delegating Entity and duly aligned with the objective, policy and goal of the National Development Plan and strategic planning at the sector level.

## Compensation Model

Payment by Users

## Potential Demand- Based on 2017 Studies

### Projections of AADT Pelileo -Riobamba:

- \* Year 2023: 12,442 vehicles that have circulated approx.
- \* Year 2030: 17,272 vehicles to be circulated approx.
- \* Year 2039: 24,926 vehicles to circulate approx.

### Projections of AADT Riobamba-Baños:

- \* Year 2023: 13,202 vehicles that have circulated approx.
- \* Year 2030: 18,301 vehicles circulating approx.
- \* Year 2039: 24,926 vehicles to be circulated approx.

### Projections of AADT Riobamba-Paso Lateral:

- \* Year 2023: 8,139 vehicles that have circulated approx.
- \* Year 2030: 10,146 vehicles to be circulated approx.
- \* Year 2039: 13,775 vehicles circulating approx.

### Projections of AADT Baños-Puyo:

- \* Year 2023: 10,344 vehicles that have circulated approx.
- \* Year 2030: 13,622 vehicles to be circulated approx.
- \* Year 2039: 20,413 vehicles to be circulated approx.

## Delegation Model

Public-Private Partnership (PPP)

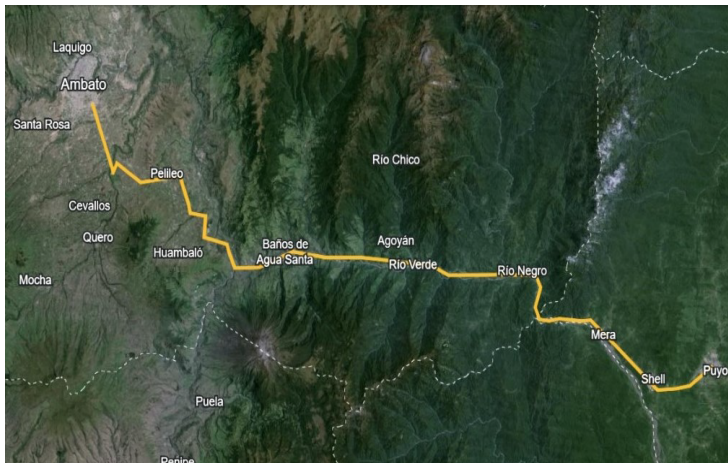
## Location

### Provinces:

Pastaza y Tungurahua

### Cantons:

Ambato, Patate, Baños



## Socioeconomic Information

### Positive Impacts of the Project

- \* Improved road safety
- \* Reduced vehicle maintenance costs
- \* Improved transportation efficiency
- \* Promoting economic development
- \* Access to essential services
- \* Development of local infrastructure
- \* Increased property values
- \* Improved access to emergency services
- \* Reduced congestion
- \* Reduced vehicular wear and tear

### Beneficiaries

Located in the area of affluence:

- \* Direct Beneficiaries: 475,326 inhabitants.
- \* Indirect Beneficiaries: 675,447 inhabitants.
- \* Induced Beneficiaries: 24,837 inhabitants.

### Environmental Benefits of the project

- \* Emissions reduction.
- \* Reduction in the use of non-renewable resources.
- \* Minimization of Impacts on Sensitive Ecosystems.

### Components

#### Alternative 1

- Rehabilitation of the Ambato-Pelileo section from the 0+000 abscissa to the 12+070 abscissa with a length of 12.07 km, 4 lanes.
- Rehabilitation of the Pelileo-Baños-Puyo section, from 12+070 to 90+000, 77.93 km long, 2 lanes.
- Maintenance of the 6 existing tunnels.

#### Alternative 2

- Rehabilitation of the Ambato-Pelileo section, starting at 0+000 to 12+070, 4 lanes.
- Construction of the Pelileo Lateral Pass, 4 lanes.
- Widening of the Pelileo-Puyo section of the road, 4 lanes.
- Maintenance of the 6 existing tunnels.
- Construction of 6 new tunnels parallel to the existing ones.

### Comparative Analysis of Alternatives

#### Alternative 1

**Advantages:** Lower investment cost and less environmental impact.

**Disadvantages:** Longer travel time, poor geometric layout, higher operating costs, greater environmental pollution and high probability of accidents.

#### Alternative 2

**Advantages:** Shorter travel time, greater road safety and lower operating costs.

**Disadvantages:** Higher investment cost, greater earthworks, greater environmental impacts, longer construction time and land expropriation.

### Implementation time in reference years

Alternative 1  
CAPEX: 6 years  
OPEX: 24 years

Alternative 2  
CAPEX: 4 years  
OPEX: 26 years

### Current Status of the Project

Planning and Eligibility.  
Registered in the National Registry of Public-Private Partnerships

### Potential Jobs Generated

7,486 approx.

### Type of Infrastructure

Road infrastructure

### Financial Information

CAPEX (Referential)	\$ 297,48 millions
OPEX (Referential)	\$ 76,80 millions
Total Project Value	\$ 374,28 millions



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