

Project Name: Design, Building, Financing, Operation and Maintenance of the "MONTECRISTI-LA CADENA" road

# MONTECRISTI - LA CADENA

## Overview

The Montecristi - La Cadena road corridor, which extends for approximately 96.20 kilometers, constitutes a vital artery of the E482 axis in the State Road Network. This route stands out for its high fluidity and continuous growth in traffic volume, attracting numerous users from Ecuador's coastal provinces. With sections varying between two and four lanes, this corridor is essential for connection with the E30 and E483 state road networks.

The planning of this road infrastructure has as its main objectives to design a roadway capable of handling current and future traffic volumes, and to ensure its long-term sustainability. This approach is key to improving connectivity and regional economic development, ensuring efficient and safe transit for all users.

## 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.

## Delegation Model

Public-Private Partnership (PPP)

## Potential Demand- Based on 2018 Studies

				Total
Year 2018	9.022 light	705 buses	2.210 heavy	12.027
Year 2023	10.705 light	903 buses	2.553 heavy	14.161
Year 2038	17.883 light	1.323 buses	3.938 heavy	23.144

## Components

Alternative 1.

- Rehabilitation of the existing roadway (2 and 4 lane sections).

Alternative 2.

- Widening of the entire corridor to 4 lanes.

START: Abscissa: 0+000, East (longitude): 538.516.00, North (latitude): 9.883.936.00.

END: Abscissa: 96+200, East (longitude): 570.806.00, North (latitude): 9.807.772.00.

## Implementation time in reference years (referential)

Alternative 1  
CAPEX: 2 years  
OPEX: 26 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

## Delegation Model

Public-Private Partnership (PPP)

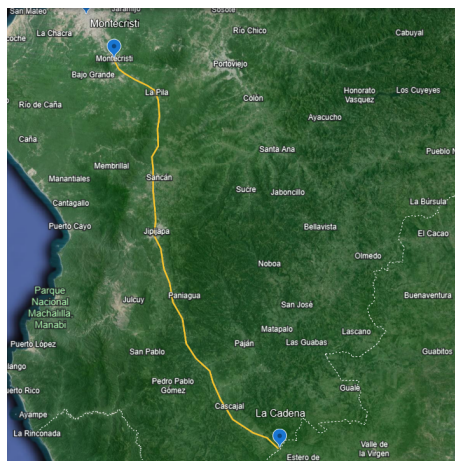
## Location

Provinces:

Manabí and Guayas

Cantons:

Montecristi, Jipijapa and Paján



## 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: 219,933 inhabitants.

\* Indirect Beneficiaries: 5'984.763 inhabitants.

\* Induced Beneficiaries: 8,947 inhabitants.

### Environmental Benefits of the project

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

### Comparative Analysis of Alternatives

#### Alternative 1

**Advantages:** Shorter project execution and commissioning time for users since the road is not widened, lower road maintenance costs since the road maintains its cross section, lower possible state contribution to execute the project, possible lower environmental impact since only rehabilitation activities are considered in the existing corridor.

**Disadvantages:** Longer travel times given that the two-lane section is maintained (one in each direction), possible increase in traffic accidents due to the bottlenecks caused by the change in the width of the roadway, reduced levels of service due to increased congestion.

**Preliminary Decision Justification:** This alternative is the one that would contemplate, if necessary, a lower share of resources from the state. Alternative 1, is proposed in the event that as a result of the pre-feasibility studies it is determined that widening is not necessary.

#### Alternative 2

**Advantages:** Increased road capacity and safety by having two lanes in each direction that will allow safe overtaking, increased capacity and reduced travel times, the alternative foresees the traffic demand for the delegation period.

**Disadvantages:** Possible higher state contribution due to higher CAPEX investment, longer project construction and commissioning time for users, higher road maintenance costs due to the increase in areas, possible greater environmental impact due to road widening activities.

**Preliminary Decision Justification:** Alternative 2 is proposed in the event that as a result of the prefeasibility studies it is determined that traffic meets the requirements to widen the road as required by the Geometric Design Standard for Highways 2003. This alternative, based on the AADT greater than 8,000 vehicles, would guarantee road safety and travel times for users. The proposed CAPEX alternative optimizes project costs by avoiding oversizing in order to avoid making the project more expensive, which will also optimize OPEX costs in order to determine a socially acceptable toll rate. In this alternative, the share of state contributions may be higher than in Alternative 1.

### Potential Jobs Generated

3.412 approx.

### Type of Infrastructure

Road Infrastructure

### Financial Information

CAPEX (Referential)	\$ 91,19 millions
OPEX (Referential)	\$ 79,43 millions
Total Project Value	\$ 170,62 millions



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