PROJECT: "DESIGN, FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF THE 'AMBATO-BAÑOS-PUYO' ROAD CORRIDOR.

AMBATO-BANOS-PUYO

Project Overview

This road corridor plays a crucial role in the national development, as it is part of the E30 axis, which is a very fluid road in the State Road Network. The importance of this highway is based on the high number of users that use it, coming from all the provinces of Ecuador. The approximate length of this road is 90 km.

For this reason, we seek to define a road structure that has sufficient capacity to support the current volume, optimize vehicular flow by improving the road layout, reduce vehicular operating costs for road users, as well as adequate signaling in order to reduce traffic accidents, travel times and have a road infrastructure that provides optimal conditions necessary to cope with weather conditions in order to ensure vehicular traffic flow.

Project Type

Brownfield

Fundamental Criteria

Priority project duly aligned with the objective, policy and goal of the National Development Plan and sectoral-level strategic plan.

Delegating Entity: Ministry of Transportation and Public Works.

Delegation and Compensation Model

•Public-Private Partnership (PPP).

User-pays

Beneficiaries

Located in the area of affluence:

•Direct Reneficiaries: 475.326 inhabitants

Indirect Beneficiaries: 675,447 inhabitants.

•Induced Beneficiaries: 24,837 inhabitants.

Environmental Benefits

* Reduction of Emissions.

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

Components

- Alternative 1
- Rehabilitation of the Ambato-Pelileo section, 4 lanes.
- Rehabilitation of the Pelileo-Baños-Puyo stretch, 2 lanes. Maintenance of the 6 existing tunnels.

This proposal contemplates the rehabilitation and maintenance of the road infrastructure along the entire corridor, comprising the following sections:

Section 1: Ambato-Pelileo from abscissa 0+000 to abscissa 12+070 with a length of

Section 2: Pelileo-Puyo from abscissa 12+070 to abscissa 90+000 with a length of 77.93 km.

The width of the road varies according to the sections of intervention, improvement and/or rehabilitation works will be carried out on the asphalt surface, signaling, bridges, tunnels and structural elements of the road.

Alternative 2

Alternative 2. - Rehabilitation of the Ambato-Pelileo section, 4 lanes. - Construction of the Pelileo lateral pass, 4 lanes. - Expansion of the Pelileo-Puyo section, 4 lanes. - Maintenance of the 6 existing tunnels and construction of 6 new tunnels parallel to

the existing ones.

Start: Abscissa 0+000, East (longitude) 766439.00, North (latitude) 9857341.00. End: Abscissa 90+000, East (longitude) 831089.00, North (latitude) 9833766.00.

Current project status

Phase: Structuring. Registration in Source: 04 - 06 - 2024

Project Information

Potential jobs generated

12.418 aprox.

Potential Demand - Studies 2017 Average Daily

AADT Pelileo - Riobamba projections:

•Year 2023: 12.442 vehicles that have circulated approx. •Year 2030: 17.272 vehicles that will circulate approx. •Year 2039: 24.926 vehicles that will circulate approx.

AADT Riobamba - Baños projections:

•Year 2023: 13.202 vehicles that have circulated approx. •Year 2030: 18.301 vehicles that will circulate approx. •Year 2039: 24.926 vehicles that will circulate approx.

AADT Riobamba - Paso Lateral projections:

•Year 2023: 8.139 vehicles that have circulated approx. •Year 2030: 10.146 vehicles that will circulate approx. •Year 2039: 13.775 vehicles that will circulate approx.

AADT Baños - Puyo projections:

•Year 2023: 10.344 vehicles that have circulated approx. •Year 2030: 13.622 vehicles that will circulate approx. •Year 2039: 20.413 vehicles that will circulate approx.

Comparative analysis of alternatives

Detail	Alternative 1	Alternative 2	
Advantages	Lower investment cost and less environmental impact.	Reduced travel time and operating costs, as well as improved road safety.	
Disadvantages	Increased travel time, pollution, high costs, frequent accidents and poor routes.	Higher investment, more earthworks, greater environmental impacts, prolonged construction and expropriations.	
Preliminary Decision Justification	This alternative requires less state resources if necessary.	Alternative 2, based on an AADT greater than 8,000 vehicles, guarantees road safety and travel time for users. In this alternative, the share of State contributions is likely to be higher than that foreseen in Alternative 1.	

• Suggestion: The Delegated Entity concludes that Alternative No. 2 is the alternative that best meets the project objectives and selection criteria

Financial information

Alternative 1		Alternative 2	
CAPEX (Reference)	\$ 34'281.961,18 millons.	CAPEX (Reference)	\$ 560'675.843,79 millons.
OPEX (Reference)	\$ 93'362.020,25 millons.	OPEX (Reference)	\$ 60'238.529,35 millons.
Project Value	\$ 127′643.981,43 millons.	Project Value	\$ 620′914.373,14 millons.

• NOTE: It is important to point out that the investment amounts shown in the different alternatives are referential, since they come from the initial screening report. These amounts will be updated as the phases of the PPP cycle progress, i.e., prefeasibility and feasibility, respectively.

Implementation time in years (reference)

Alternative 1	Alternative 2	
CAPEX: 6 years	CAPEX: 4 years	
OPEX: 24 years	OPEX: 26 years	

Location

Provinces:

Infrastructure Type

Road.

Socioeconomic Information

Positive Impacts of the Project:

- * Improved road safety.
- * Reduced vehicle maintenance costs.
- * Improved transportation efficiency.
- * Promoting economic development.
- * Access to essential services.
- * Local infrastructure development.
- * Increased property values.
- * Improved access to emergency services.
- * Reduced congestion.

astaza and Tungurahua. **Cantons:** staza, Ambato and Baños







Secretaría de Inversiones Público - Privadas