

| MATRIZ DE CARENCIAS DE ESTACIONES ADIF-RENFE |   |           | CORREDOR IRUN-BRINKOLA  |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
|--|---|-----------|---|--------|-----------|-----------|---------|--------|-----------|-----------|-----------|-------|--------|---------------|-------|---------------------|----------------|---------|--------|---------------|--------|-----------|--------|----------------|------|------------|---------|---------|-------------|-------------|------|----|
|  |   |           | BRINKOLA  | LEGARZ | ZAMARRAGA | ORMAIZTEG | BEASAIN | ORIOZA | ITSASONDO | LEGORRETA | KAZTEGETA | ALEGA | TOLOSA | TOLOSA CENTRO | ANETA | VILLARONA - ZIZABOL | ANSOAIN CENTRO | ANCOAIN | URNETA | HERNAN CENTRO | HERNAN | MARTUTENE | LOKOLA | DONOSTIA NORTE | GROS | ATEGORRETA | HEREDIA | PASAJES | LEZO-ARTEBA | VENTAS IRUN | IRUN |    |
| TIPOLOGIA                                    | ASPECTOS DE ACCESIBILIDAD   | CRITERIOS | PUNTOS DE INACCESIBILIDAD DE LA RED   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| ACCESOS                                      | 1. Itinerario peatonal exterior<br>acera, rebaltes, carretera, tráfico    | S         | 0   | 1      | 2         | 0         | 0       | 0      | 1         | 1         | 2         | 0     | 0      | 0             | 1     | 1                   | 1              | 0       | 1      | 1             | 0      | 2         | 2      | 0              | 0    | 1          | 1       | 1       | 0           | 2           | 0    |    |
|  | 2. Acceso al equipamiento<br>puertas, rampas, escaleras,...               | F         | 1   | 2      | 1         | 2         | 0       | 0      | 0         | 2         | 1         | 2     | 1      | 0             | 0     | 1                   | 2              | 1       | 2      | 1             | 2      | 0         | 2      | 2              | 0    | 0          | 1       | 1       | 1           | 0           | 2    | 0  |
|  | 3. Acceso al andén<br>puertas, rampas, escaleras,...                      | S         | 0   | 1      | 1         | 1         | 0       | 0      | 0         | 0         | 1         | 1     | 0      | 1             | 1     | 0                   | 0              | 1       | 1      | 0             | 0      | 1         | 0      | 0              | 0    | 0          | 0       | 0       | 0           | 1           | 2    | 0  |
|  | 4. Desplazamiento interior<br>puertas, obstáculos, pavimento, señal, Guía | F         | 2   | 2      | 2         | 2         | 0       | 0      | 0         | 2         | 1         | 2     | 2      | 0             | 2     | 2                   | 1              | 2       | 1      | 2             | 0      | 2         | 1      | 0              | 0    | 0          | 0       | 2       | 1           | 2           | 2    | 0  |
| EN EL EQUIPAMIENTO                           | 5. mostradores, taquillas adaptados                                       | S         | 0   | 0      | 1         | 0         | 1       | 0      | 0         | 0         | 0         | 0     | 0      | 0             | 1     | 0                   | 0              | 0       | 0      | 0             | 0      | 0         | 0      | 0              | 0    | 0          | 0       | 0       | 1           | 0           | 0    |    |
|  | 6. Mobiliario adaptado<br>asientos, máquinas autoventa,...                | F         | 0   | 0      | 0         | 0         | 0       | 0      | 0         | 0         | 0         | 0     | 0      | 0             | 0     | 0                   | 0              | 0       | 0      | 0             | 0      | 0         | 0      | 0              | 0    | 0          | 0       | 0       | 0           | 0           | 0    |    |
|  | 7. Aseos adaptados  | S         | 0   | 0      | 0         | 0         | 0       | 0      | 0         | 0         | 0         | 0     | 0      | 0             | 0     | 0                   | 0              | 0       | 0      | 0             | 0      | 0         | 0      | 0              | 0    | 0          | 0       | 0       | 0           | 0           | 0    |    |
|  | 8. Sistemas de info-comunicación<br>telencendadores, paneles, megafonia   | F         | 2   | 2      | 1         | 2         | 1       | 2      | 2         | 2         | 2         | 2     | 1      | 2             | 2     | 2                   | 2              | 2       | 2      | 2             | 2      | 2         | 2      | 2              | 2    | 2          | 2       | 2       | 2           | 2           | 2    | 0  |
| EN EL ANDÉN                                  | 9. Pavimento exterior<br>compacto, duro, antideslizante                   | S         | 1   | 0      | 0         | 0         | 0       | 1      | 0         | 0         | 0         | 1     | 0      | 0             | 0     | 1                   | 0              | 1       | 1      | 1             | 1      | 0         | 0      | 0              | 1    | 0          | 0       | 0       | 1           | 1           | 0    | 0  |
|  | 10. Señalización de seguridad<br>bandas cromáticas, botoneras             | F         | 2   | 2      | 1         | 2         | 2       | 1      | 1         | 1         | 1         | 1     | 1      | 1             | 1     | 2                   | 1              | 1       | 2      | 2             | 1      | 1         | 1      | 1              | 1    | 1          | 1       | 1       | 2           | 0           | 1    | 1  |
|  | 11. Desplazamiento entre andenes<br>rampas, ascensores,...                | S         | 2   | 2      | 2         | 2         | 2       | 2      | 2         | 2         | 2         | 2     | 0      | 2             | 2     | 2                   | 2              | 2       | 2      | 2             | 2      | 2         | 2      | 0              | 0    | 0          | 0       | 0       | 2           | 2           | 2    | 0  |
|  | 12. Accesibilidad andén-vehículo-andén<br>separación horizontal-vertical  | F         | 2   | 2      | 2         | 2         | 2       | 2      | 2         | 2         | 2         | 2     | 2      | 2             | 2     | 2                   | 2              | 2       | 2      | 2             | 2      | 2         | 2      | 1              | 0    | 0          | 2       | 2       | 2           | 2           | 2    | 0  |
| TODOS LOS ASPECTOS                           |   |           | TOTAL 1   | 21     | 21        | 23        | 20      | 20     | 20        | 19        | 17        | 21    | 20     | 14            | 18    | 18                  | 26             | 21      | 19     | 23            | 20     | 14        | 21     | 16             | 12   | 12         | 17      | 18      | 25          | 26          | 22   | 11 |
| VALORACIÓN                                   |   |           | Nº  | 8      | 8         | 12        | 8       | 12     | 11        | 8         | 8         | 8     | 8      | 12            | 10    | 8                   | 11             | 9       | 8      | 8             | 9      | 8         | 8      | 8              | 12   | 11         | 8       | 9       | 11          | 12          | 8    | 12 |
| SOLO ASPECTOS PRIMARIOS                      |   |           | TOTAL 2   | 19     | 19        | 19        | 18      | 15     | 17        | 17        | 15        | 19    | 18     | 11            | 13    | 16                  | 23             | 18      | 17     | 21            | 17     | 12        | 19     | 14             | 9    | 9          | 15      | 15      | 22          | 20          | 20   | 8  |
| VALORACIÓN                                   |   |           | Nº  | 7      | 7         | 9         | 7       | 9      | 7         | 7         | 7         | 7     | 9      | 7             | 7     | 9                   | 7              | 7       | 7      | 7             | 7      | 7         | 7      | 7              | 9    | 9          | 7       | 7       | 9           | 9           | 7    | 9  |
| CATEGORIZACIÓN ESTACIONES POR DEMANDA        |   |           | TOTAL 3   | 29     | 22        | 11        | 27      | 8      | 7         | 28        | 25        | 26    | 24     | 4             | 6     | 17                  | 9              | 12      | 14     | 13            | 10     | 19        | 20     | 23             | 1    | 2          | 16      | 15      | 18          | 5           | 21   | 3  |
| ASPECTOS DE ACCESIBILIDAD                    |   |           | <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>interior en<br/>cobras</p> <p>interior en<br/>cobras</p> <p>interior en<br/>cobras</p> </div> <div style="width: 30%;"> <p>SOLO CERCANAS o REGIONALES</p> <p>CERCANAS y REGIONALES</p> <p>Estaciones accesibles (s1)</p> <p>Estaciones críticas (s2)</p> </div> <div style="width: 30%;"> <p>sin<br/>cobras</p> <p>sin<br/>cobras</p> <p>sin<br/>cobras</p> </div> </div> |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| TODOS LOS ASPECTOS                           |   |           |   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| SOLO LOS PRIMARIOS                           |   |           |   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| VALORACIÓN                                   |   |           |   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| MUY NEGATIVO                                 |   |           | 2   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| NEGATIVO                                     |   |           | 1   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| IDONEO                                       |   |           | 0   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |
| ELEMENTO NO PRESENTE /NO CONSIDERADO         |   |           |   |        |           |           |         |        |           |           |           |       |        |               |       |                     |                |         |        |               |        |           |        |                |      |            |         |         |             |             |      |    |