

# anuario estadístico de accidentes en las carreteras del estado

2016



GOBIERNO  
DE ESPAÑA

MINISTERIO  
DE FOMENTO

SECRETARÍA GENERAL  
DE INFRAESTRUCTURAS

DIRECCIÓN GENERAL  
DE CARRETERAS

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DIRECCIÓN GENERAL DE CARRETERAS

SUBDIRECCIÓN GENERAL DE EXPLOTACIÓN

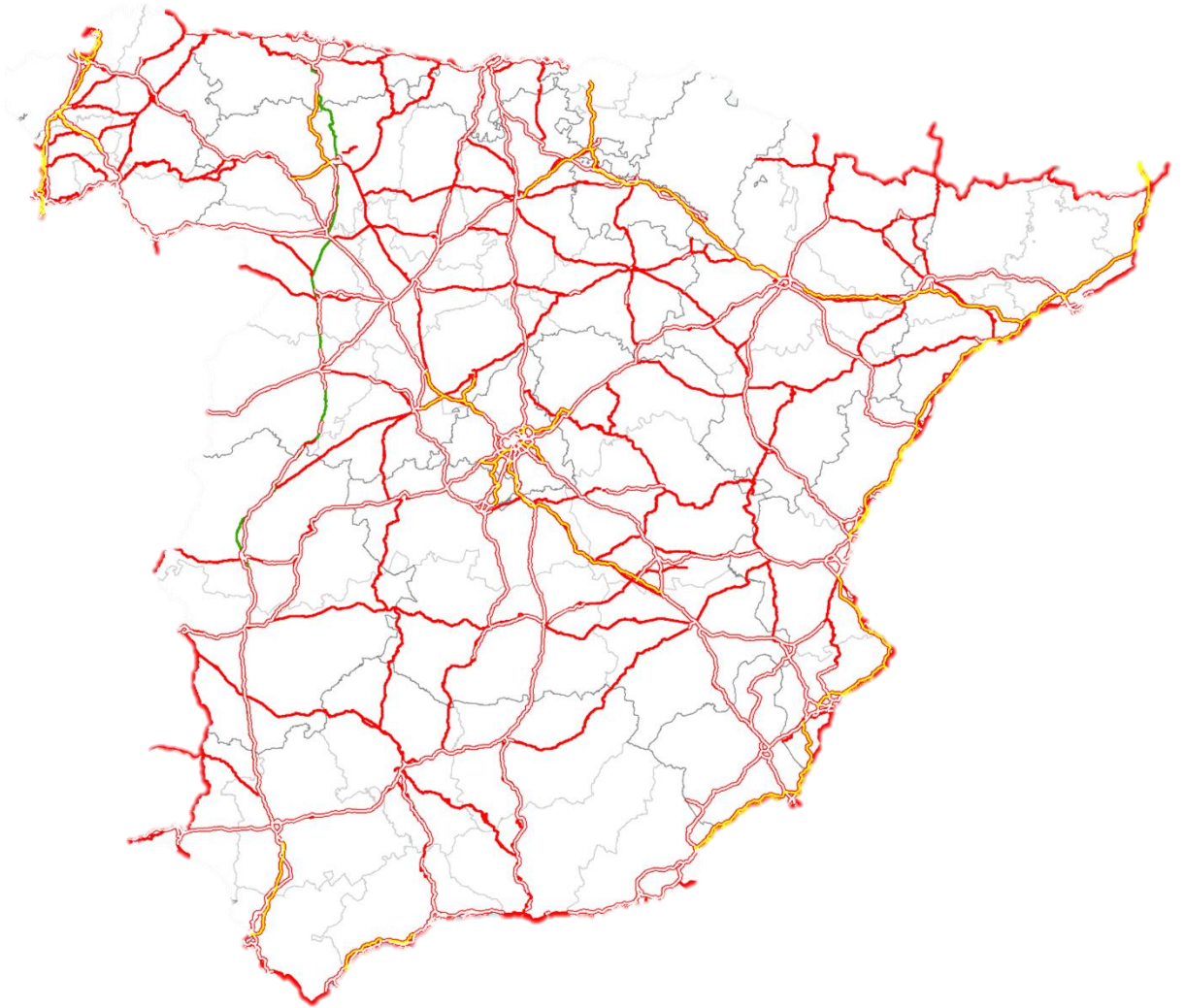
# ANUARIO ESTADÍSTICO DE ACCIDENTES EN LA RED DE CARRETERAS DEL ESTADO

## 2016

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## 1- ANTECEDENTES

# 2016





## 1. ANTECEDENTES

La Subdirección General de Explotación de la Dirección General de Carreteras del Ministerio de Fomento estudia anualmente los accidentes producidos en las carreteras de la Red del Estado.

Las diferentes relaciones y gráficos que se presentan tienen como base de partida el Banco de Datos creado en el Área de Seguridad Vial de la Dirección General de Carreteras y actualizado periódicamente con los datos recogidos de los cuestionarios o partes de accidentes que confeccionan los cuerpos de tráfico y demás agentes policiales de las Comunidades Autónomas, y que son descargados del programa ARENA.

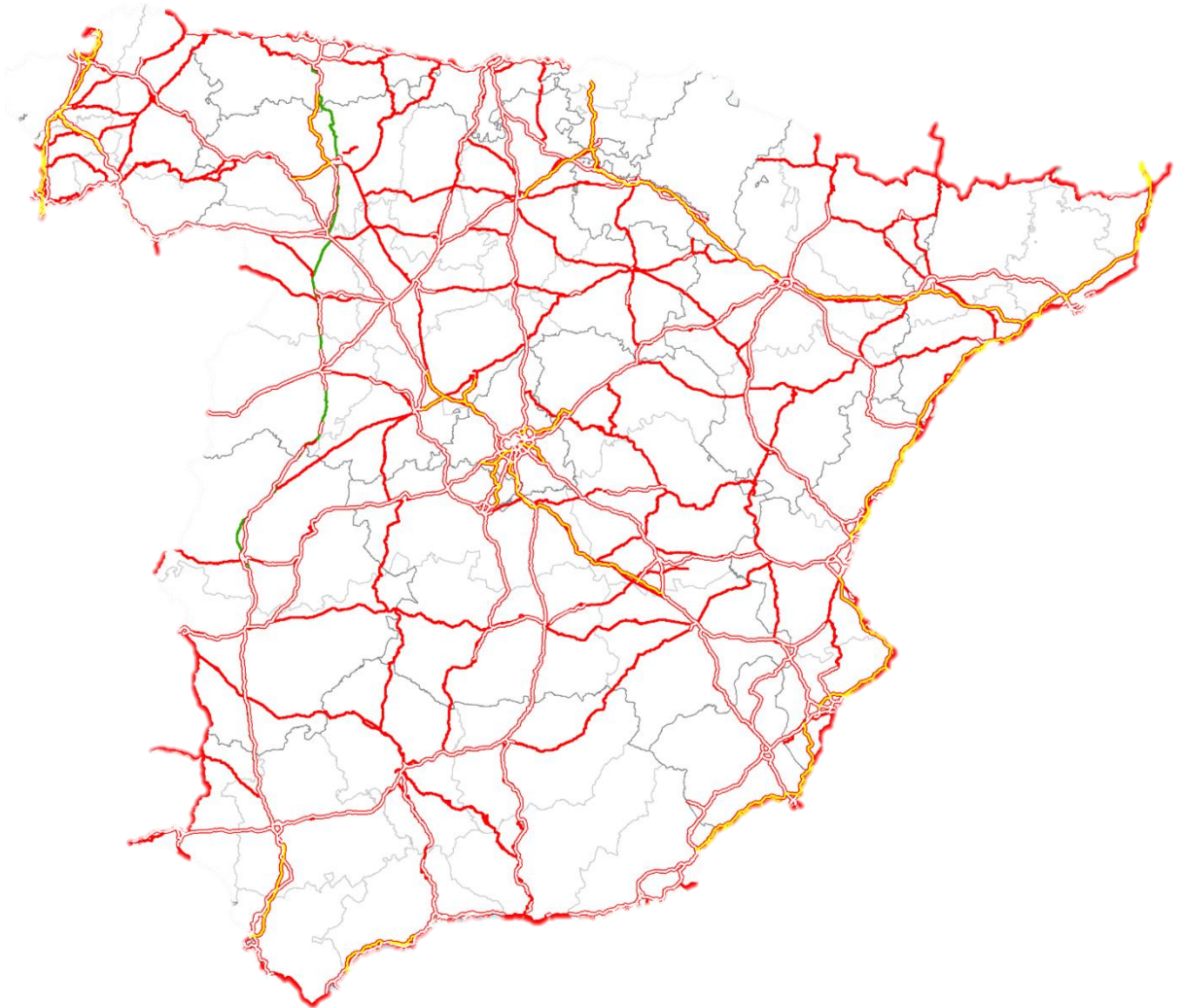
La evolución de los índices de peligrosidad y mortalidad en los últimos años ha sido la siguiente:

| RCE SIN AUTOPISTA DE PEAJE |      |     |
|----------------------------|------|-----|
| Año                        | IP   | IM  |
| 00                         | 19,0 | 1,9 |
| 01                         | 18,0 | 1,6 |
| 02                         | 17,0 | 1,6 |
| 03                         | 17,0 | 1,4 |
| 04                         | 15,0 | 1,3 |
| 05                         | 14,0 | 1,2 |
| 06                         | 13,0 | 1,0 |
| 07                         | 14,0 | 0,9 |
| 08                         | 14,0 | 0,7 |
| 09                         | 12,0 | 0,6 |
| 10                         | 11,0 | 0,6 |
| 11                         | 10,0 | 0,5 |
| 12                         | 10,0 | 0,5 |
| 13                         | 10,0 | 0,4 |
| 14                         | 9,6  | 0,4 |
| 15                         | 9,6  | 0,4 |
| 16                         | 9,8  | 0,4 |

| RCE AUTOPISTA DE PEAJE |      |     |
|------------------------|------|-----|
| Año                    | IP   | IM  |
| 00                     | 11,0 | 1,2 |
| 01                     | 10,0 | 1,2 |
| 02                     | 10,0 | 1,2 |
| 03                     | 10,0 | 1,4 |
| 04                     | 9,0  | 0,9 |
| 05                     | 10,0 | 0,7 |
| 06                     | 8,5  | 0,5 |
| 07                     | 8,3  | 0,4 |
| 08                     | 8,2  | 0,4 |
| 09                     | 8,0  | 0,4 |
| 10                     | 7,8  | 0,4 |
| 11                     | 7,0  | 0,2 |
| 12                     | 7,7  | 0,3 |
| 13                     | 8,2  | 0,3 |
| 14                     | 6,3  | 0,3 |
| 15                     | 5,6  | 0,2 |
| 16                     | 5,1  | 0,2 |

## **2- RELACIÓN DE CARRETERAS DEL ESTADO**

# 2016



## 2.1. Relación de carreteras del Estado (Sin Autopistas de Peaje)

| CTRA | ITIN.   | TRAMO                                                            | PROVINCIAS            |
|------|---------|------------------------------------------------------------------|-----------------------|
| A-1  | 1       | Madrid - Burgos                                                  | M-SG-BU               |
| A-2  | 2       | Madrid - Zaragoza y Fraga - Barcelona                            | M-GU-SO-Z-HU-L-B      |
| A-3  | 3       | Madrid - Valencia                                                | M-CU-V                |
| A-4  | 4       | Madrid - Sevilla - Dos Hermanas y Jerez - Puerto Real            | M-TO-CR-J-CO-SE-CA    |
| A-5  | 5       | Madrid - Badajoz                                                 | M-TO-CC-BA            |
| A-6  | 6       | Madrid - Villalba y Adanero - Arteixo (Coruña)                   | M-SG-AV-VA-ZA-LE-LU-C |
| A-7  | 7 y 75  | Vilaseca - Tarragona; Nules –Puzol-Valencia-Alicante-Murcia      | T-V-A-MU              |
| A-7  | 7 y 75  | Murcia-Almería-Motril-Málaga-Algeciras                           | CA-MA-GR-AL-MU-A-V    |
| A-8  | 8       | Límite BI-S - Solares y Torrelavega - Avilés - Enlace A-6        | S-O-LU                |
| A-11 | 12      | Circunvalación Soria y Variante de Burgo de Osma                 | SO                    |
| A-11 | 12      | Tudela de Duero - Valladolid y Tordesillas - Zamora              | VA-ZA                 |
| A-12 | 10      | Logroño - Navarrete – Santo Domingo de la Calzada                | LO                    |
| A-13 | 72      | Logroño - Límite LO-NA                                           | LO                    |
| A-15 | 13      | Medinaceli - Agreda                                              | SO                    |
| A-21 | 79      | Jaca - Límite Z-NA-Pamplona                                      | HU-Z                  |
| A-22 | 20      | Lleida – Huesca                                                  | L-HU                  |
| A-23 | 14 y 18 | Sagunto - Teruel - Zaragoza - Huesca – Nueno – Sabiñanigo - Jaca | V-CS-TE-Z-HU          |
| A-26 | 79      | Sant Jaume - Olot                                                | GI                    |
| A-27 | 20      | Tarragona - El Murell                                            | T                     |
| A-30 | 21      | Albacete - Cartagena                                             | AB-MU                 |
| A-31 | 43      | Atalaya - Albacete - Alicante                                    | CU-AB-A               |
| A-32 | 53      | Bailén - Linares y Variante de Albacete                          | J-AB                  |
| A-33 | 80      | Blanca (A-7) - Casas del Puerto                                  | MU                    |
| A-35 | 77      | Almansa - Alcudia de Crespín                                     | AB-V                  |
| A-38 | 7       | Sollana – Cullera – Gandía                                       | V                     |
| A-40 | 27      | Maqueda - Cuenca                                                 | TO-CU                 |
| A-41 | 30      | Ciudad Real - Puertollano                                        | CR                    |
| A-42 | 28      | Madrid - Toledo                                                  | M-TO                  |
| A-43 | 89      | Ciudad Real - Daimiel - Tomelloso - Enlace A-3 y A-31            | CR-AB-CU              |
| A-44 | 23      | Bailén - Jaén - Granada - Motril                                 | J-GR                  |
| A-45 | 32      | Enlace A-4 - Lucena - Antequera - Málaga                         | CO-MA                 |
| A-48 | 7       | Tres Caminos - Vejer                                             | CA                    |
| A-49 | 36      | Sevilla - Ayamonte                                               | SE-H                  |
| A-50 | 26      | Ávila - Salamanca                                                | AV-SA                 |
| A-51 | 58      | Ronda de Avila                                                   | AV                    |
| A-52 | 41      | Benavente - Orense - Porriño                                     | ZA-OR-PO              |
| A-54 | 34      | Lavacolla - Santiago                                             | C                     |
| A-55 | 9       | Vigo - Tuy                                                       | PO                    |
| A-58 | 33      | Trujillo - Cáceres                                               | CC                    |
| A-60 | 29      | Valladolid – León                                                | VA-LE                 |
| A-62 | 11      | Burgos - Valladolid - Salamanca – Fuentes de Oñoro               | BU-P-VA-ZA-SA         |
| A-63 | 38      | Oviedo - Trubia                                                  | O                     |
| A-64 | 38      | Villaviciosa - Oviedo                                            | O                     |
| A-65 | 54      | Palencia - Banavente                                             | P-VA-ZA               |
| A-66 | 31      | Gijón - Campomanes y León - Sevilla                              | O-LE-ZA-SA-CC-BA-H-SE |
| A-67 | 56      | Enlace A-62 - Palencia - Aguilar de Campoo - Santander           | P-S                   |
| A-68 | 68 Y 17 | Burgo de Ebro - Zaragoza y Zaragoza - Figueruelas                | Z                     |
| A-70 | 7       | Campello - Altabix                                               | A                     |
| A-73 | 19      | Burgos-Ubierna                                                   | BU                    |

| CTRA  | ITIN.   | TRAMO                                                            | PROVINCIAS |
|-------|---------|------------------------------------------------------------------|------------|
| A-75  | 54      | Enlace A-52 (Verin) – Frontera Portuguesa (Puente Internacional) | OR         |
| A-77  | 75      | Alicante - San Vicente Raspeig (enlace AP-7)                     | A          |
| A-79  | 7       | Alicante – Torrellano                                            | A          |
| A-81  | 8       | Acceso a Aeropuerto                                              | O          |
| A-91  | 24      | Puerto Lumbreras - Límite MU-AL                                  | MU         |
| A-92  | 7       | Enlace Tabernas – Viator                                         | AL         |
| AC-10 | 6       | Acceso a Puerto Coruña                                           | C          |
| AC-11 | 9       | Coruña - Enlace AC-12                                            | C          |
| AC-12 | 6       | Coruña - San Pedro de Nos                                        | C          |
| AC-14 | 6       | Coruña – Enlace A-G                                              | C          |
| AI-81 | 8       | Acceso a Avilés                                                  | O          |
| AL-14 | 7       | Castell de Rey - Puerto Almería                                  | AL         |
| B-10  | 2       | Ronda Litoral de Barcelona                                       | B          |
| B-20  | 96      | San Boi - Hospitalet y Barcelona - Mongat                        | B          |
| B-22  | 2       | Acceso Aeropuerto                                                | B          |
| B-23  | 2       | Barcelona - Molins de Rey                                        | B          |
| B-24  | 7       | Molins de Rey - Vallirana                                        | B          |
| B-30  | 97      | Calzadas laterales de la AP-7                                    | B          |
| B-40  | 49      | Autovía Orbital de Barcelona                                     | B          |
| BA-20 | 5       | Travesía de Badajoz                                              | BA         |
| BU-11 | 11      | Acceso a Burgos desde A-1                                        | BU         |
| BU-12 | 10      | Acceso a Aeropuerto                                              | BU         |
| BU-15 | 1       | Acceso Polígono de Bayas                                         | BU         |
| BU-30 | 11      | Ronda de Burgos                                                  | BU         |
| CA-31 | 4       | Acceso a Puerto Santa María (Norte)                              | CA         |
| CA-32 | 4       | Acceso a Puerto Santa María (Sur)                                | CA         |
| CA-33 | 4       | San Fernando - Cádiz                                             | CA         |
| CA-34 | 7       | Acceso a San Roque                                               | CA         |
| CA-35 | 4       | Puerto Real - Cádiz                                              | CA         |
| CA-36 | 4       | Cádiz – Enlace A-35                                              | CA         |
| CO-31 | 61      | Enlace N-432 - Enlace A-4                                        | CO         |
| CO-32 | 4       | Circunvalación Oeste de Córdoba                                  | CO         |
| CS-22 | 7       | Acceso a Puerto de Castellón                                     | CS         |
| CT-32 | 81      | Enlace A-30 (Cartagena) - Los Beatos                             | MU         |
| CT-33 | 81      | Acceso a Puerto de Cartagena                                     | MU         |
| CT-34 | 81      | Casa Manzanares - Escombreras                                    | MU         |
| EL-20 | 7       | Acceso a Elche                                                   | A          |
| FE-11 | 60      | Ferrol – Xubia                                                   | C          |
| FE-12 | 60      | Freixeiro - Lagoas                                               | C          |
| FE-13 | 60      | Ferrol - Catabois                                                | C          |
| FE-14 | 60      | Ferrol - Fene                                                    | C          |
| GR-14 | 23      | Acceso a Motril                                                  | GR         |
| GR-16 | 7       | Acceso este al puerto de Motril                                  | GR         |
| GJ-81 | 31      | Acceso a Gijón                                                   | O          |
| H-30  | 39      | Enlace A-49 - Huelva - La Rábida                                 | H          |
| H-31  | 36      | Enlace A-49 - Huelva                                             | H          |
| LE-11 | 31      | León (LE-30) a Vitoria (A-231)                                   | LE         |
| LE-20 | 31      | Ronda este de León (antigua N-630)                               | LE         |
| LE-30 | 31      | Ronda Sur de León                                                | LE         |
| L-11  | 2       | Enlace A-2 - Lleida                                              | I          |
| L-12  | 2       | Enlace AP-2 - Lleida                                             | L          |
| LO-20 | 17      | Variante de Logroño                                              | LO         |
| LU-11 | 6       | Acceso a Lugo (antigua N-6)                                      | LU         |
| M-11  | 98      | Enlace A-1 - Aeropuerto                                          | M          |
| M-12  | 2 Y 902 | Enlace M-40 - Enlace A-1                                         | M          |

| CTRA   | ITIN. | TRAMO                                                 | PROVINCIAS            |
|--------|-------|-------------------------------------------------------|-----------------------|
| M-13   | 2     | Enlace M-12 - Aeropuerto                              | M                     |
| M-14   | 2     | Acceso a Aeropuerto de Barajas                        | M                     |
| M-21   | 2     | Madrid - Coslada                                      | M                     |
| M-22   | 2     | Enlace M-21 – Vía Servicio A-2                        | M                     |
| M-23   | 3     | Madrid (O=Donnell) - Enlace M-40 y R-3                | M                     |
| M-31   | 98    | Conexión M-40 y M-50                                  | M                     |
| M-40   | 98    | Ronda de Madrid                                       | M                     |
| M-41   | 5     | Conexión M-40 y A-5                                   | M                     |
| M-50   | 94    | Ronda exterior de Madrid                              | M                     |
| MA-20  | 7     | Torremolinos (AP-7) – Málaga (A-7)                    | MA                    |
| MA-21  | 7     | Málaga - La Colina                                    | MA                    |
| MA-22  | 7     | Málaga - Puerto Málaga                                | MA                    |
| MA-23  | 7     | Acceso a Aeropuerto                                   | MA                    |
| MA-24  | 7     | Enlace A-7 - Málaga                                   | MA                    |
| ML-300 | 46    | Melilla                                               | ML                    |
| MU-30  | 21    | Enlace A-7 - Enlace A-30                              | MU                    |
| MU-31  | 21    | Enlace MU-30 – Enlace A-30                            | MU                    |
| O-11   | 31    | Acceso a Oviedo (centro)                              | O                     |
| O-12   | 31    | Acceso a Oviedo (sur)                                 | O                     |
| P-11   | 56    | Acceso a Palencia                                     | P                     |
| P-12   | 56    | Palencia - Enlace A-67                                | P                     |
| PO-10  | 50    | Enlace N-550 (El Pino) - Enlace AP-9                  | PO                    |
| PO-11  | 50    | Enlace AP-9 - Marín                                   | PO                    |
| PO-12  | 50    | Enlace PO-11 - Pontevedra                             | PO                    |
| PU-10  | 30    | Acceso a Puerto Llano                                 | CR                    |
| S-10   | 64    | Santander - El Salvador (Enlace A-8)                  | S                     |
| S-20   | 56    | Bezana - Santander                                    | S                     |
| S-30   | 64    | Santander (S-20) – El Salvador (S-10)                 | S                     |
| SA-11  | 31    | Acceso a Salamanca (Norte)                            | SA                    |
| SA-20  | 26    | Ronda Sur de Salamanca                                | SA                    |
| SC-11  | 54    | Enlace AP-9 - Santiago                                | C                     |
| SC-20  | 9     | Variante de Santiago (Tambre - Milladoiro)            | C                     |
| SG-20  | 58    | Ronda de Segovia                                      | SG                    |
| SE-20  | 4     | Ronda exterior de Sevilla                             | SE                    |
| SE-30  | 4     | Ronda urbana de Sevilla                               | SE                    |
| SO-20  | 12    | Ronda de Soria                                        | SO                    |
| T-11   | 16    | Reus - Tarragona                                      | T                     |
| V-11   | 3     | Acceso a Aeropuerto                                   | V                     |
| V-21   | 7     | Puzol - Valencia                                      | V                     |
| V-23   | 7     | Acceso al Puerto de Sagunto                           | V                     |
| V-30   | 3     | Ronda Sur de Valencia                                 | V                     |
| V-31   | 7     | Silla - Valencia                                      | V                     |
| VA-11  | 12    | Polígono San Cristobal - Valladolid                   | VA                    |
| VA-20  | 95    | Ronda de Valladolid                                   | VA                    |
| VA-30  | 92    | Ronda exterior Sur de Valladolid                      | VA                    |
| VG-20  | 9     | Vigo - Enlace Rebullón (AP-9)                         | PO                    |
| Z-30   | 2     | Vía Hispanidad (Zaragoza)                             | Z                     |
| Z-40   | 93    | Ronda de Zaragoza                                     | Z                     |
| ZA-12  | 12    | Acceso a Zamora                                       | ZA                    |
| N-I    | 1     | Madrid- Burgos - Miranda de Ebro                      | M-SG-BU               |
| N-II   | 2     | Madrid-Guadalajara-Zaragoza-Lleida-Girona-La Junquera | M-GU-SO-Z-HU-L-B-GI   |
| N-III  | 3     | Madrid - Valencia                                     | M-CU-V                |
| N-IV   | 4     | Madrid - Córdoba - Sevilla - Cádiz                    | M-TO-CR-J-CO-SE-CA    |
| N-V    | 5     | Madrid - Badajoz                                      | M-TO-CC-BA            |
| N-VI   | 6     | Madrid - Lugo - Coruña                                | M-SG-AV-VA-ZA-LE-LU-C |

| CTRA   | ITIN.     | TRAMO                                                                                    | PROVINCIAS                |
|--------|-----------|------------------------------------------------------------------------------------------|---------------------------|
| N-110  | 58        | Soria - Segovia - Avila - Plasencia                                                      | SO-SG-AV-CC               |
| N-111  | 72        | Medinaceli - Logroño                                                                     | SO-LO                     |
| N-113  | 73        | Agreda - Límite LO-NA                                                                    | SO-LO-Z-LO                |
| N-120  | 10        | Logroño-Burgos-León-Astorga y Ponferrada-Orense-Porriño                                  | LO-BU-P-LE-LU-OR-PO       |
| N-120A | 10        | Penalba – Orense                                                                         | OR                        |
| N-121  | 12        | Tarazona - Límite Z-NA                                                                   | Z                         |
| N-122  | 12        | Zaragoza-Soria-Valladolid-Zamora-Frontera portuguesa                                     | Z-SO-BU-VA-ZA             |
| N-123  | 78        | Barbastro - Benabarre                                                                    | HU                        |
| N-124  | 17        | Gimileo - Límite LO-VI                                                                   | LO                        |
| N-125  | 2         | Acceso a Aeropuerto de Zaragoza                                                          | Z                         |
| N-126  | 17        | Casalarreina - Haro                                                                      | LO                        |
| N-141  | 70        | Bossost - Frontera francesa                                                              | L                         |
| N-145  | 9         | Seo Urgel - Andorra                                                                      | L                         |
| N-152  | 79        | Ripoll- Puigcerdá                                                                        | GI                        |
| N-154  | 79        | Puigcerdá - Llívia                                                                       | GI                        |
| N-156  | 2         | Acceso a Aeropuerto de Girona                                                            | GI                        |
| N-204  | 88        | Sacedón - Almadrones                                                                     | GU                        |
| N-211  | 16 y 87   | Alcolea del Pinar - Fraga                                                                | GU-TE-Z-HU                |
| N-220  | 3         | Aeropuerto Valencia (V-11) - Paterna                                                     | V                         |
| N-223  | 18        | Acceso sur de Teruel                                                                     | TE                        |
| N-225  | 84        | Algar - Moncofar (Enlace AP-7)                                                           | V-CS                      |
| N-230  | 70        | Lleida - Frontera francesa                                                               | L-HU                      |
| N-232  | 68,16 y 7 | Vinaroz - Zaragoza - Lím Z-NA y Lím NA-LO- Las Cabañas                                   | CS-TE-Z-LO-BU             |
| N-234  | 18 y 71   | Sagunto - Teruel - Soria - Burgos                                                        | V-CS-TE-Z-SO-BU           |
| N-235  | 7         | Conexión A-7 y N-340 (L=Aldea)                                                           | T                         |
| N-238  | 7         | Vinaroz - Enlace A-7                                                                     | CS                        |
| N-240  | 20 y 79   | Tarragona - Lleida - Huesca y Jaca - Límite Z-NA                                         | T-L-HU-Z                  |
| N-241  | 7         | Polígono Industrial - Puerto de Tarragona                                                | T                         |
| N-260  | 79        | Portbou - Ripoll y Puigcerdá - Sabiñánigo                                                | GI-HU                     |
| N-301  | 21        | Ocaña - Albacete - Murcia - Cartagena                                                    | TO-CU-AB-MU               |
| N-310  | 89        | Manzanares - Villanueva de la Jara                                                       | CR-AB-CU                  |
| N-320  | 74        | La Gineta - Cuenca - Guadalajara - Venturada                                             | AB-CU-GU-M                |
| N-322  | 53        | Bailén - Albacete - Requena                                                              | J-AB-V                    |
| N-323  | 23        | Bailén - Jaén - Granada - Motril                                                         | J-GR                      |
| N-325  | 85        | Novelda - Crevillente                                                                    | A                         |
| N-330  | 66,18 y 4 | Almansa-Teruel-Zaragoza-Huesca-Frontera francesa                                         | AB-V-CU-TE-Z-HU           |
| N-331  | 32        | Córdoba - Antequera                                                                      | CO-MA                     |
| N-332  | 81 y 7    | Cartagena - Alicante - Valencia                                                          | MU-A-V                    |
| N-334  | 7         | Conexión N-332 y A-7 (Alicante N.)                                                       | A                         |
| N-337  | 7         | Gandia - Grao de Gandia                                                                  | V                         |
| N-338  | 81        | Acceso a Aeropuerto de Alicante                                                          | A                         |
| N-339  | 4         | Acceso a Aeropuerto de Sevilla                                                           | SE                        |
| N-340  | 7 y 75    | Chiclana-Algeciras-Málaga-Almería-Murcia-Alicante-Valencia-Castellón-Tarragona-Barcelona | CA-MA-GR-AL-MU-A-V-CS-T-B |
| N-341  | 82        | Venta del Pobre - Carboneras                                                             | AL                        |
| N-342  | 24        | Puerto Lumbreras - Límite MU-AL                                                          | MU                        |
| N-344  | 21-80     | Alcantarilla - Fuente la Higuera                                                         | MU-AB-V                   |
| N-345  | 81        | Alumbres - Portman                                                                       | MU                        |
| N-346  | 4         | Jerez de la Frontera - Aeropuerto                                                        | CA                        |
| N-347  | 7         | Acceso (nuevo) a Aeropuerto de Almería                                                   | AL                        |
| N-349  | 4         | Conexión N-4 y A-4                                                                       | CA                        |
| N-350  | 7         | Algeciras - Getares                                                                      | CA                        |
| N-351  | 7         | San Roque - La Línea                                                                     | CA                        |
| N-354  | 48        | Ceuta                                                                                    | CE                        |
| N-353  | 7         | Acceso al Puerto de Motril                                                               | GR                        |

| CTRA  | ITIN.    | TRAMO                                                              | PROVINCIAS            |
|-------|----------|--------------------------------------------------------------------|-----------------------|
| N-357 | 7        | Acceso al Puerto de Algeciras                                      | CA                    |
| N-400 | 27       | Toledo - Cuenca                                                    | TO-CU                 |
| N-401 | 28       | Toledo - Ciudad Real                                               | TO-CR                 |
| N-403 | 59       | Toledo - Avila - Adanero                                           | TO-M-AV               |
| N-420 | 30-66-16 | Montoro - Teruel - Alcañiz - Reus                                  | CO-CR-CU-V-TE-T       |
| N-430 | 76 y 22  | Badajoz - Ciudad Real - Albacete                                   | BA-CR-AB              |
| N-431 | 36       | Huelva - Ayamonte                                                  | H                     |
| N-432 | 61       | Badajoz - Córdoba - Granada                                        | BA-CO-J-GR            |
| N-433 | 67       | Sevilla - Frontera portuguesa (Rosal)                              | SE-H                  |
| N-435 | 62       | Badajoz - Huelva                                                   | BA-H                  |
| N-437 | 4        | Córdoba - Aeropuerto                                               | CO                    |
| N-442 | 39       | Huelva - Mazagón                                                   | H                     |
| N-444 | 36       | Enlace A-49 - Lepe Oeste                                           | H                     |
| N-445 | 36       | Enlace A-49 - Lepe Este                                            | H                     |
| N-446 | 36       | Enlace A-49 - N-431 (Isla Cristina)                                | H                     |
| N-447 | 36       | Enlace A-49 - Ayamonte                                             | H                     |
| N-501 | 26       | Avila - Salamanca                                                  | AV-SA                 |
| N-502 | 63       | Avila - Córdoba (Espiel)                                           | AV-TO-CC-BA-CR-CO     |
| N-521 | 33       | Trujillo - Cáceres - Frontera portuguesa                           | CC                    |
| N-525 | 54       | Benavente - Orense - Santiago                                      | ZA-OR-PO-C            |
| N-532 | 54       | Verin - Frontera portuguesa                                        | OR                    |
| N-536 | 90       | Ponferrada - La Rua                                                | LE-OR                 |
| N-540 | 55 y 83  | Lugo - Orense                                                      | LU-OR                 |
| N-541 | 50       | Orense - Pontevedra                                                | OR-PO                 |
| N-542 | 54       | Orense - Orense                                                    | OR                    |
| N-544 | 10       | Conexión N-120 con N-525                                           | OR                    |
| N-547 | 40       | Lugo - Santiago                                                    | LU-C                  |
| N-550 | 9        | Coruña - Pontevedra - Tuy                                          | C-PO                  |
| N-551 | 9        | Tuy - Frontera portuguesa                                          | PO                    |
| N-552 | 9        | Redondela - Vigo                                                   | PO                    |
| N-554 | 9        | Vilaboa - Enlace AP-9                                              | PO                    |
| N-555 | 9        | Redondela - Aeropuerto de Vigo                                     | PO                    |
| N-559 | 10       | Peraños - Enlace A-52                                              | PO                    |
| N-601 | 29       | Adanero - Valladolid - León                                        | AV-SG-VA-LE           |
| N-603 | 47       | San Rafael - Segovia                                               | SG                    |
| N-610 | 54       | Palencia - Zamora (Castrogonzalo)                                  | P-VA-ZA               |
| N-611 | 56       | Palencia - Santander                                               | P-S                   |
| N-620 | 11       | Burgos- Valladolid - Salamanca - Frontera portuguesa (F. de Oñoro) | BU-P-VA-ZA-.SA        |
| N-621 | 52       | León - Unquera                                                     | LE-O-S                |
| N-622 | 15       | Lerma - Quintana del Puente                                        | BU-P                  |
| N-623 | 35       | Burgos - Santander                                                 | BU-S                  |
| N-625 | 52 y 57  | Mansilla - Arriendas                                               | LE-O                  |
| N-627 | 19       | Burgos - Aguilar de Campoo                                         | BU-P                  |
| N-629 | 86       | Oña - Colindres                                                    | BU-S                  |
| N-630 | 31       | Oviedo-León-Zamora-Salamanca-Cáceres-Sevilla                       | O-LE-ZA-SA-CC-BA-H-SE |
| N-631 | 54       | Montamarta - Mombuey                                               | ZA                    |
| N-632 | 37       | Llovio - Gijón y Avilés - Luarca                                   | O                     |
| N-633 | 37       | Acceso a puerto de Avilés                                          | O                     |
| N-634 | 8 y 34   | Límite BI-S - Oviedo - Santiago                                    | S-O-LU-C              |
| N-636 | 64       | Acceso a Aeropuerto de Santander                                   | S                     |
| N-640 | 55       | Barres - Lugo - Villagarcía de Arosa                               | O-LU-PO               |
| N-641 | 37       | Gijón - Puerto de Musel                                            | O                     |
| N-642 | 51       | Vegadeo - Puerto de San Ciprián                                    | LU                    |
| N-643 | 37       | Acceso a Aeropuerto de Oviedo                                      | O                     |
| N-651 | 60       | Betanzos - Fene                                                    | C                     |



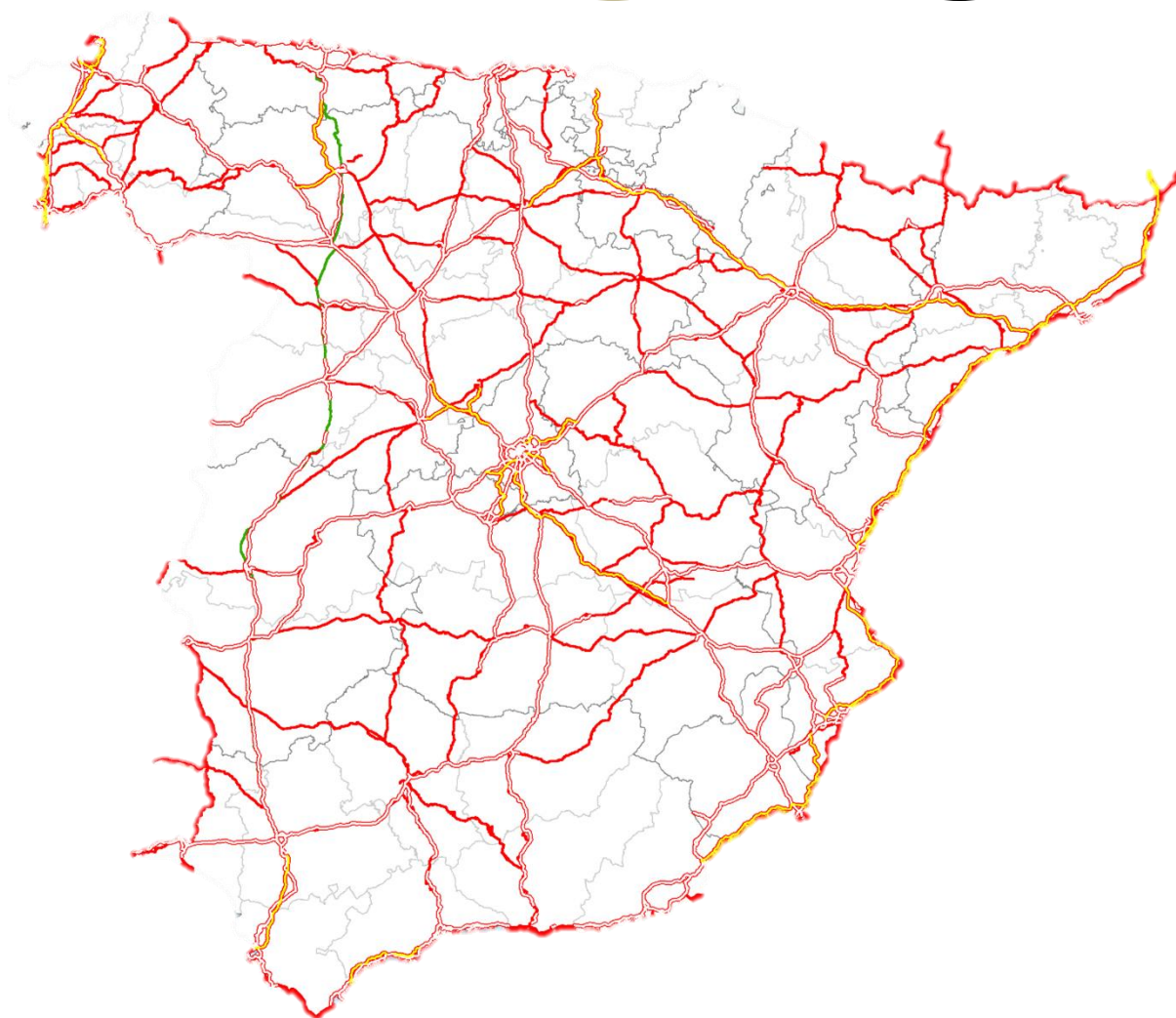
| CTRA  | ITIN. | TRAMO                                | PROVINCIAS |
|-------|-------|--------------------------------------|------------|
| N-655 | 65    | Acceso a Puerto nuevo de Ferrol      | C          |
| SC-21 | 34    | Enlace A-54 – Aeropuerto de Santiago | C          |
| SE-40 | 4     | Circunvalación de Sevilla            | SE-40      |
| TO-21 | 59    | Conexión A-40 – Conexión CM-40       | TO         |

## 2.2. Relación de Autopistas de Peaje Estatales

| AUTOPISTA | ITIN. | TRAMO                                      | PROVINCIAS       |
|-----------|-------|--------------------------------------------|------------------|
| AP-1      | 901   | Burgos – Armiñón                           | BU               |
| AP-2      | 902   | Molins de Rey - Papiol                     | B                |
| AP-2      | 902   | Zaragoza - El Vendrell                     | Z-HU-L-T         |
| AP-4      | 904   | Dos Hermanas - Puerto Real                 | SE-CA            |
| AP-6      | 906   | Villalba - Adanero                         | M-SG-AV          |
| AP-7      | 907   | La Junquera-Puzol y Silla - Alicante       | GI-B-T-CS-V-A    |
| AP-7      | 907   | Catral (A-7) - Cartagena - Vera            | A-MU-AL          |
| AP-7      | 917   | Guadiaro - Torremolinos                    | CA-MA            |
| AP-9      | 909   | Ferrol y Coruña - Vigo y Tuy               | C-PO             |
| AP-36     | 936   | Ocaña (Enlace R-4) - La Roda (Enlace A-31) | TO-CU-AB         |
| AP-41     | 941   | Madrid - Toledo                            | M-TO             |
| AP-46     | 946   | Enlace A-45 – Enlace A-7                   | MA               |
| AP-51     | 951   | Villacastín - Ávila                        | SG-AV            |
| AP-53     | 953   | Santiago - Dozón                           | C-PO             |
| AP-61     | 961   | San Rafael - Segovia                       | SG               |
| AP-66     | 966   | Campomanes - León                          | O-LE             |
| AP-68     | 968   | Bilbao - Zaragoza                          | BI-VI-BU-LO-NA-Z |
| AP-71     | 971   | León - Astorga                             | LE               |
| M-12      | 902   | Enlace M-13 - Enlace R-2                   | M                |
| R-2       | 902   | Madrid - Guadalajara                       | M-GU             |
| R-3       | 903   | Madrid - Arganda                           | M                |
| R-4       | 904   | Madrid - Ocaña                             | M-TO             |
| R-5       | 905   | Madrid - Navalcarnero                      | M                |

### 3- RELACIÓN DE ITINERARIOS

# 2016



### 3.1 Relación de itinerarios (Sin Autopistas de Peaje)

| ITIN. | CARRETERA | TRAMO                                                | PROVINCIA             |
|-------|-----------|------------------------------------------------------|-----------------------|
| 1     | A-1       | Madrid - Burgos                                      | M-SG-BU               |
|       | N-I       | Madrid - Limite BU-VI                                | M-SG-BU               |
| 2     | A-2       | Madrid - Zaragoza y Fraga - Barcelona                | M-GU-SO-Z-HU-L-B      |
|       | N-II      | Madrid - La Junquera                                 | B                     |
|       | N-125     | Acceso a Aeropuerto Zaragoza                         | Z                     |
|       | N-156     | Acceso a Aeropuerto Girona                           | GI                    |
|       | B-10      | Barcelona - Nudo Llobregat (Ronda Litoral)           | B                     |
|       | B-22      | Acceso a Aeropuerto Barcelona                        | B                     |
|       | B-23      | Barcelona - Molins de Rei                            | B                     |
|       | L-11      | Acceso a Lleida                                      | L                     |
|       | L-12      | Acceso a Lleida                                      | L                     |
|       | M-12      | Enlace M-40 - Enlace A-1                             | M                     |
|       | M-13      | Enlace M-12 - Aeropuerto Barajas                     | M                     |
|       | M-14      | Acceso a Aeropuerto Barajas                          | M                     |
|       | M-21      | Madrid - Coslada                                     | M                     |
|       | M-22      | Enlace M-21 – Vía Servicio A-2                       | M                     |
| 3     | Z-30      | Vía Hispanidad (Zaragoza)                            | Z                     |
|       | A-3       | Madrid - Valencia                                    | M-CU-V                |
|       | M-23      | Madrid (O'Donnell) - Enlace M-40 y R-3               | M                     |
|       | N-III     | Madrid - Valencia                                    | M-CU-V                |
|       | N-220     | Enlace V-11 - Enlace V-30                            | V                     |
|       | V-11      | Acceso a Aeropuerto Valencia                         | V                     |
| 4     | V-30      | Puerto de Valencia - Enlace A-7                      | V                     |
|       | A-4       | Madrid-Sevilla-Dos Hermanas y Jerez-Puerto Real      | M-TO-CR-J-CO-SE-CA    |
|       | N-IV      | Madrid - Cádiz                                       | M-TO-CR-J-CO-SE-CA    |
|       | N-339     | Acceso a Aeropuerto de Sevilla                       | SE                    |
|       | N-346     | Acceso a Aeropuerto de Jerez                         | CA                    |
|       | N-349     | Conexión A-4 y AP-4                                  | CA                    |
|       | N-352     | Acceso a San Fernando                                | CA                    |
|       | N-437     | Acceso a Aeropuerto de Córdoba                       | CO                    |
|       | CA-31     | Acceso a Puerto Santa María (Norte)                  | CA                    |
|       | CA-32     | Acceso a Puerto Santa María (Sur)                    | CA                    |
|       | CA-33     | San Fernando - Cádiz                                 | CA                    |
|       | CA-35     | Puerto Real - Cádiz                                  | CA                    |
|       | CA-36     | Cádiz – Enlace A-35                                  | CA                    |
|       | CO-32     | Circunvalación Oeste de Córdoba                      | CO                    |
|       | SE-20     | Ronda exterior de Sevilla                            | SE                    |
|       | SE-30     | Ronda urbana de Sevilla                              | SE                    |
|       | SE-40     | Circunvalación de Sevilla                            | SE                    |
| 5     | A-5       | Madrid - Badajoz                                     | M-TO-CC-BA            |
|       | BA-20     | Travesía Badajoz (Antigua N-V)                       | BA                    |
|       | M-41      | Conexión M-40 y A-5                                  | M                     |
|       | N-V       | Madrid - Badajoz                                     | M-TO-CC-BA            |
| 6     | A-6       | Madrid - Villalba y Adanero - Arteixo (Coruña)       | M-AV-VA-ZA-LE-LU-C    |
|       | N-VI      | Villalba - A Coruña                                  | M-SG-AV-VA-ZA-LE-LU-C |
|       | LU-11     | Acceso a Lugo                                        | LU                    |
|       | AC-10     | Acceso a Puerto de A Coruña                          | C                     |
|       | AC-12     | A Coruña - San Pedro de Nos                          | C                     |
|       | AC-14     | A Coruña – Enlace A-6                                | C                     |
| 7     | A-7       | Algeciras-Nerja; Adra-Enlace Catral y Nules-Almenara | CA-MA-AL-MU-A-CS      |
|       | A-38      | Sueca - Cullera                                      | V                     |
|       | A-48      | San Fernando - Chiclana                              | CA                    |
|       | A-70      | Travesía Alicante (antigua A-7)                      | A                     |
|       | A-79      | Alicante – Torrellano                                | A                     |
|       | A-92      | Enlace Tabernas - Viator                             | AL                    |
|       | AL-14     | Castell de Rey - Puerto de Almería                   | AL                    |
|       | B-24      | Enlace Vallirana - enlace A-2                        | B                     |
|       | CA-34     | Acceso a La Línea                                    | CA                    |
|       | CS-22     | Acceso a Grao de Castellón                           | CS                    |

| ITIN. | CARRETERA | TRAMO                                                         | PROVINCIA                 |
|-------|-----------|---------------------------------------------------------------|---------------------------|
|       | EL-20     | Acceso a Elche                                                | A                         |
|       | GR-16     | Acceso al puerto de Motril                                    | GR                        |
|       | N-235     | Amposta - Enlace AP-7                                         | T                         |
|       | N-238     | Vinaroz - Enlace AP-7                                         | CS                        |
|       | N-241     | Eje Puerto                                                    | T                         |
|       | N-332     | Alicante - Enlace AP-7 (Sollana)                              | A-V                       |
|       | N-334     | Conexión Alicante - AP-7                                      | A                         |
|       | N-337     | Gandia - El Grao                                              | V                         |
|       | N-340     | Chiclana-Algeciras; Málaga-Alicante-Játiva; Puzol - Barcelona | CA-MA-GR-AL-MU-A-V-CS-T-B |
|       | N-347     | Acceso nuevo a Aeropuerto Almería                             | AL                        |
|       | N-350     | Algeciras - Getares                                           | CA                        |
|       | N-351     | San Roque - La Línea                                          | CA                        |
|       | N-353     | Acceso a Puerto de Motril                                     | GR                        |
|       | N-357     | Acceso a Puerto de Algeciras                                  | CA                        |
|       | MA-20     | Torremolinos - Málaga                                         | MA                        |
|       | MA-21     | Málaga - La Colina                                            | MA                        |
|       | MA-22     | Acceso al Puerto de Málaga                                    | MA                        |
|       | MA-23     | Acceso a Aeropuerto de Málaga                                 | MA                        |
|       | MA-24     | Enlace A-7 - Málaga                                           | MA                        |
|       | V-21      | Puzol - Valencia                                              | V                         |
|       | V-23      | Acceso a Puerto de Sagunto                                    | V                         |
|       | V-31      | Silla - Valencia                                              | V                         |
| 8     | A-8       | Limite BI-S - Avilés - Enlace A-6                             | S-O-LU                    |
|       | A-81      | Acceso a Aeropuerto                                           | O                         |
|       | N-634     | Limite BI-S - Enlace A-6 (Baamonde)                           | S-O-LU                    |
|       | AI-81     | Acceso a Avilés                                               | O                         |
| 9     | A-55      | Vigo - Tuy                                                    | PO                        |
|       | N-550     | A Coruña - Tuy                                                | C-PO                      |
|       | N-551     | Tuy - Frontera portuguesa                                     | PO                        |
|       | N-552     | Redondela - Vigo                                              | PO                        |
|       | N-554     | Vilaboa - Enlace AP-9                                         | PO                        |
|       | N-555     | Redondela - Aeropuerto de Vigo                                | PO                        |
|       | AC-11     | A Coruña - Enlace AC-12                                       | C                         |
|       | SC-20     | Variante de Santiago (Tambre - Milladoiro)                    | C                         |
| 10    | VG-20     | Vigo - Enlace Rebullón (AP-9)                                 | PO                        |
|       | A-12      | Logroño - Navarrete - Ventosa                                 | LO                        |
|       | BU-12     | Acceso a Aeropuerto de Burgos                                 | BU                        |
|       | N-120     | Logroño - Porriño                                             | LO-BU-P-LE-LU-OR-PO       |
|       | N-544     | Conexión N-120 y N-525                                        | OR                        |
| 11    | N-559     | Peraños - Enlace A-52                                         | PO                        |
|       | A-62      | Burgos - Salamanca - Martín de Yeltes                         | BU-P-VA-ZA-SA             |
|       | N-620     | Burgos - Frontera portuguesa                                  | BU-P-VA-ZA-SA             |
|       | BU-11     | Acceso a Burgos                                               | BU                        |
| 12    | BU-30     | Circunvalación de Burgos                                      | BU                        |
|       | A-11      | Circunvalación Soria- Vte. Burgo de Osma                      | SO                        |
|       | A-11      | Tudela de Duero- Valladolid y Tordesilla - Zamora             | VA-ZA                     |
|       | N-121     | Tarazona - Limite Z-NA                                        | Z                         |
|       | N-122     | Gallur (N-232) - Frontera portuguesa                          | Z-SO-BU-VA-ZA             |
|       | SO-20     | Circunvalación de Soria                                       | SO                        |
|       | VA-11     | Acceso a Valladolid                                           | VA                        |
| 13    | ZA-12     | Acceso a Zamora                                               | ZA                        |
|       | A-15      | Medinaceli - Agreda                                           | SO                        |
| 14    | A-23      | Zaragoza - Nueno                                              | Z-HU                      |
|       | N-330     | Zaragoza-Frontera francesa (Túnel Somport)                    | Z-HU                      |
| 15    | N-622     | Enlace A-1 (Lerma)-Enlace A-62 (Quintana del Puente)          | BU-P                      |
| 16    | N-211     | Enlace A-2 (Alcolea del Pinar) - Alcañiz                      | GU-TE                     |
|       | N-232     | Alcañiz - Ventas de Valdealgofa                               | TE                        |
|       | N-420     | Ventas de Valdealgofa - Reus                                  | TE-T                      |
|       | T-11      | Reus - Tarragona                                              | T                         |
| 17    | A-68      | Zaragoza - Figueruelas                                        | Z                         |
|       | N-124     | Gimileo - Límite LO-VI                                        | LO                        |
|       | N-126     | Casalarreina - Enlace AP-68 (Haro)                            | LO                        |
|       | N-232     | Zaragoza - Cruce N-623                                        | Z-LO-BU                   |
|       | LO-20     | Variante de Logroño                                           | LO                        |
| 18    | A-23      | Sagunto - Teruel - Zaragoza - Nueno                           | V-CS-TE-HU                |
|       | N-223     | Acceso a Teruel                                               | TE                        |
|       | N-234     | Segorbe - Daroca                                              | CS-TE-Z                   |

| ITIN. | CARRETERA | TRAMO                                        | PROVINCIA             |
|-------|-----------|----------------------------------------------|-----------------------|
|       | N-330     | Daroca - Zaragoza                            | Z                     |
| 19    | A-73      | Burgos-Ubierna                               | BU                    |
|       | A-22      | Lleida - Huesca                              | L-HU                  |
| 20    | A-27      | Tarragona – El Morrel                        | T                     |
|       | N-240     | Tarragona - Huesca                           | T-L-HU                |
|       | A-30      | Enlace A-31 (Albacete) - Cartagena           | AB-MU                 |
| 21    | N-301     | Ocaña A-4 (Ocaña) - Cartagena                | TO-CU-AB-MU           |
|       | N-344     | Alcantarilla - Molina de Segura              | MU                    |
|       | MU-30     | Ronda de Murcia                              | MU                    |
|       | MU-31     | Enlace MU-30 – Enlace A-30                   | MU                    |
| 22    | N-430     | Albacete - Almansa                           | AB                    |
|       | A-44      | Enlace A-4 (Bailén) - Motril                 | J-GR                  |
| 23    | GR-14     | Acceso a Motril                              | GR                    |
|       | N-323     | Bailén - Motril                              | J-GR                  |
| 24    | A-91      | Enlace A-7 (Puerto Lumbreras)-Límite MU-AL   | MU                    |
|       | N-342     | Puerto Lumbreras - Límite MU-AL              | MU                    |
|       | A-50      | Avila - Salamanca                            | AV-SA                 |
| 26    | N-501     | Avila - Salamanca                            | AV-SA                 |
|       | SA-20     | Ronda Sur de Salamanca                       | SA                    |
|       | A-40      | Carrascosa - Cuenca                          | CU                    |
| 27    | N-400     | Toledo - Cuenca                              | TO-M-CU               |
|       | A-42      | Madrid - Toledo                              | M-TO                  |
| 28    | N-401     | Toledo - Ciudad Real                         | TO-CR                 |
|       | A-60      | Valladolid – León                            | VA-LE                 |
| 29    | N-601     | Adanero - León                               | AV-SG-VA-LE           |
|       | A-41      | Ciudad Real(Enlace A-42)-Enlace Argamasilla  | CR                    |
| 30    | N-420     | Montoro (A-4) - Ademuz (N-330)               | CO-CR-CU-V            |
|       | PU-10     | Acceso a Puertollano                         | CR                    |
|       | A-66      | Gijón - Campomanes y León - Sevilla          | O-LE-ZA-SA-CC-BA-SE-H |
|       | GJ-81     | Acceso a Gijón                               | O                     |
|       | N-630     | Gijón - Sevilla                              | O-LE-ZA-SA-CC-BA-SE-H |
| 31    | LE-11     | De LE-30 a A-231                             | LE                    |
|       | LE-20     | Ronda este de León                           | LE                    |
|       | LE-30     | Ronda Sur de León                            | LE                    |
|       | O-11      | Acceso a Oviedo Centro                       | O                     |
|       | O-12      | Acceso a Oviedo Sur                          | O                     |
|       | SA-11     | Acceso a Salamanca                           | SA                    |
|       | A-45      | Enlace A-4 - Lucena - Antequera - Málaga     | CO-MA                 |
| 32    | N-331     | Enlace A-4 (Cuesta del Espino) - Málaga      | CO-MA                 |
|       | A-58      | Trujillo - Cáceres                           | CC                    |
| 33    | N-521     | Trujillo - Frontera portuguesa               | CC                    |
|       | A-54      | Santiago - Aeropuerto                        | C                     |
| 34    | N-634     | Portobello (N-VI) - Santiago                 | C                     |
|       | SC-21     | Enlace A-54 – Aeropuerto de Santiago         | C                     |
| 35    | N-623     | Burgos - Santander                           | BU-S                  |
|       | A-49      | Sevilla - Frontera portuguesa                | SE-H                  |
|       | N-431     | Enlace H-31 - Ayamonte                       | H                     |
|       | N-444     | Acceso a Lepe Oeste                          | H                     |
| 36    | N-445     | Acceso a Lepe Este                           | H                     |
|       | N-446     | Acceso a Isla Cristina                       | H                     |
|       | N-447     | Acceso a Ayamonte                            | H                     |
|       | H-31      | Acceso a Huelva                              | H                     |
|       | N-632     | Llovio - Gijón y Avilés - Luarca             | O                     |
| 37    | N-633     | Avilés - Puerto Avilés                       | O                     |
|       | N-641     | Gijón - Puerto Musel                         | O                     |
|       | N-643     | Acceso a Aeropuerto                          | O                     |
|       | A-63      | Oviedo - Trubia                              | O                     |
| 38    | A-64      | Villaviciosa - Oviedo                        | O                     |
|       | H-30      | Enlace A-49 - Huelva - La Rábida             | H                     |
| 39    | N-442     | Huelva - Mazagón                             | H                     |
| 40    | N-547     | Guntín (N-540) - Lavacolla (N-634)           | LU-C                  |
| 41    | A-52      | Enlace A-6 (Benavente)-Enlace A-55 (Porriño) | ZA-OR-PO              |
| 43    | A-31      | Enlace A-3 (Atalaya) - Alicante              | CU-AB-A               |
| 46    | ML-300    | Melilla                                      | ML                    |

| ITIN. | CARRETERA | TRAMO                                                    | PROVINCIA         |
|-------|-----------|----------------------------------------------------------|-------------------|
| 47    | N-603     | San Rafael (N-VI) - Segovia                              | SG                |
| 48    | N-354     | Ceuta                                                    | CE                |
| 49    | B-40      | Autovía Orbital de Barcelona                             | B                 |
| 50    | N-541     | Barbantes (N-120) - Pontevedra                           | OR-PO             |
|       | PO-10     | Enlace AP-9 - Enlace N-550 (O=Pino)                      | PO                |
|       | PO-11     | Enlace AP-9 - Marín                                      | PO                |
|       | PO-12     | Enlace PO-11 - Pontevedra                                | PO                |
| 51    | N-642     | Porto de Abajo - Ribadeo y Barreiros - San Ciprian       | LU                |
| 52    | N-621     | León - Devesa y Cistierna - Unquera                      | LE-S-O            |
|       | N-625     | Mansilla (N-601) - Cistierna                             | LE                |
| 53    | A-32      | Bailén - Linares y Circunvalación este de Albacete       | J-AB              |
|       | N-322     | Bailén (N-IV) - Requena                                  | J-AB-V            |
| 54    | A-65      | Palencia - Enlace P-12                                   | P                 |
|       | A-75      | Enlace A-52 – Frontera Portuguesa (Puente Internacional) | OR                |
|       | N-525     | Benavente (N-VI) - Enlace AP-9 (Santiago)                | ZA-OR-PO-C        |
|       | N-532     | Verín (N-525) - Frontera portuguesa                      | OR                |
|       | N-542     | Orense (N-525) - Orense (N-120)                          | OR                |
|       | N-610     | Palencia - Benavente                                     | P-VA-ZA           |
|       | N-631     | Montamarta (N-630) - Mombuey (N-525)                     | ZA                |
|       | SC-11     | Santiago - Enlace AP-9                                   | PO                |
| 55    | N-540     | Lugo - Ventas de Narón                                   | LU                |
|       | N-640     | Barres (N-634) - Lugo y Ventas de Narón - Villagarcía    | O-LU-PO           |
| 56    | A-67      | Enlace A-62 - Palencia - Santander                       | P-S               |
|       | N-611     | Palencia - Santander                                     | P-S               |
|       | P-11      | Acceso a Palencia                                        | P                 |
|       | P-12      | Palencia - Enlace A-67                                   | P                 |
|       | S-20      | Bezana - Santander                                       | S                 |
| 57    | N-625     | Riaño (N-621) - Arriendas (N-634)                        | LE-O              |
| 58    | A-51      | Circunvalación de Avila                                  | AV                |
|       | N-110     | San Esteban de Gormaz (N-122) - Plasencia                | SO-SG-AV-CC       |
|       | SG-20     | Ronda de Segovia                                         | SG                |
| 59    | N-403     | Toledo - Avila - Adanero (N-601)                         | TO-M-AV           |
|       | TO-21     | Conexión A-40 – Conexión CM-40                           | TO                |
| 60    | N-651     | Betanzos (N-VI) - El Ferrol                              | C                 |
|       | FE-11     | Ferrol - O=Couto                                         | C                 |
|       | FE-12     | Freixeiro - Lagoas                                       | C                 |
|       | FE-13     | Ferrol - Catabois                                        | C                 |
|       | FE-14     | Ferrol - Fene                                            | C                 |
| 61    | N-432     | Badajoz - Granada                                        | BA-CO-J-GR        |
|       | CO-31     | Córdoba - Enlace A-4                                     | CO                |
| 62    | N-435     | La Albuera (N-432) - Huelva (Enlace A-49)                | BA-H              |
| 63    | N-502     | Avila - Espiel (N-432)                                   | AV-TO-CC-BA-CR-CO |
| 64    | N-636     | Acceso a Aeropuerto de Santander                         | S                 |
|       | S-30      | Santander – El Salvador                                  | S                 |
|       | S-10      | Santander - Enlace A-8 (San Salvador)                    | S                 |
| 65    | N-655     | Acceso a Puerto nuevo de Ferrol                          | C                 |
| 66    | N-330     | Almansa -Teruel                                          | AB-V-CU-TE        |
|       | N-420     | Teruel - Utrillas (N-211)                                | TE                |
| 67    | N-433     | El Garrobo (N-630) - Rosal de la Frontera                | SE-H              |
| 68    | A-68      | El Burgo de Ebro - Zaragoza                              | Z                 |
|       | N-232     | Vinaroz-Vta de Valdealgofra y Alcañiz-Zaragoza           | CS-TE-Z           |
| 70    | N-141     | Bossost (N-230) - Frontera francesa                      | L                 |
|       | N-230     | Lleida - Frontera francesa                               | L-HU              |
| 71    | N-234     | Daroca - Enlace A-1 (Burgos)                             | Z-SO-BU           |
| 72    | A-13      | Logroño - Límite LO-NA                                   | LO                |
|       | N-111     | Enlace A-2 (Medinaceli) - Logroño                        | SO-LO             |
| 73    | N-113     | Agreda (N-122) - Límite LO-NA                            | SO-Z-LO           |
| 74    | N-320     | Enlace A-31 (La Gineta) - Enlace A-1 (Venturada)         | AB-CU-GU-M        |
| 75    | A-7       | S. Vicente Respeig - Alcoy y Alcudia Crespín - Valencia  | A-V               |
|       | A-77      | Alicante - S. Vicente Raspeig                            | A                 |
|       | N-340     | Alicante (N-332) - Silla (N-332)                         | A-V               |
| 76    | N-430     | Badajoz - Albacete                                       | BA-CR-AB          |
| 77    | A-35      | Enlace A-31 (Almansa) - Enlace A-7 (Alcudia Crespín)     | AB-V              |
| 78    | N-123     | Barbastro (N-240) - Benabarre (N-230)                    | HU                |

| ITIN. | CARRETERA | TRAMO                                              | PROVINCIA        |
|-------|-----------|----------------------------------------------------|------------------|
| 79    | A-21      | Jaca – Límite Z-NA                                 | HU-Z             |
|       | A-26      | San Jaume - Olot                                   | GI               |
|       | N-145     | Seo de Urgell - Andorra                            | L                |
|       | N-152     | Ripoll - Puigcerdá                                 | GI               |
|       | N-154     | Puigcerdá - Llívia                                 | GI               |
|       | N-240     | Jaca - Límite Z-NA                                 | HU-Z             |
|       | N-260     | Portbou - Ripoll y Puigcerdá - Sabiñánigo          | GI-L-HU          |
| 80    | A-33      | A-30 – Casas del Puerto                            | MU               |
|       | N-344     | Enlace A-30 - Enlace A-35 (Fuente la Higuera)      | MU-AB-A-V        |
| 81    | N-332     | Cartagena - Alicante                               | MU-A             |
|       | N-338     | Acceso a Aeropuerto de Alicante                    | A                |
|       | N-345     | La Unión - Portman                                 | MU               |
|       | CT-32     | Enlace A-30 (Cartagena) - Enlace AP-7 (Los Beatos) | MU               |
|       | CT-33     | Enlace A-30 (Cartagena) - Puerto de Cartagena      | MU               |
|       | CT-34     | Enlace A-30 - Escombreras                          | MU               |
| 82    | N-341     | Venta del Pobre - Carboneras                       | AL               |
| 83    | N-540     | Ventas de Narón - Orense (N-525)                   | LU-OR            |
| 84    | N-225     | Enlace A-23 (Algar) -Moncofar                      | V-CS             |
| 85    | N-325     | Enlace A-31 (Novelda) - Enlace A-7 (Crevillente)   | A                |
| 86    | N-629     | Oña (N-232) - Colindres (N-634)                    | BU-S             |
| 87    | N-211     | Alcañiz (N-232)- Fraga (N-II)                      | TE-Z-HU          |
| 88    | N-204     | Sacedón (N-320) - Enlace A-2 (Almadrones)          | GU               |
| 89    | A-43      | Ciudad Real - Daimiel - Enlace A-3 y A-31          | CR-AB-CU         |
|       | N-310     | Manzanares - Villanueva de la Jara (N-320)         | CR-AB-CU         |
| 90    | N-536     | Ponferrada (N-VI) - La Rúa (N-120)                 | LE-OR            |
| 92    | VA-30     | Ronda exterior Sur de Valladolid                   | VA               |
| 93    | Z-40      | Ronda de Zaragoza                                  | Z                |
| 94    | M-50      | Circunvalación exterior de Madrid                  | M                |
| 95    | VA-20     | Ronda de Valladolid                                | VA               |
| 96    | B-20      | San Boi - Hospitalet y Barcelona - Mongat          | B                |
| 97    | B-30      | Calzada laterales de A-7                           | B                |
| 98    | M-11      | Enlace A-1 (Manoteras) - Aeropuerto Barajas        | M                |
|       | M-31      | Conexión M-30 y M-40                               | M                |
|       | M-40      | Ronda de Madrid                                    | M                |
| 901   | AP-1      | Burgos - Armiñón                                   | BU               |
| 902   | AP-2      | Molins de Rei - Papiol                             | B                |
|       | M-12      | Enlace M-12 - enlace R-2                           | M                |
|       | R-2       | Madrid - Guadalajara                               | M-GU             |
| 903   | R-3       | Madrid - Arganda                                   | M                |
| 904   | AP-4      | Dos Hermanas - Puerto Real                         | SE-CA            |
|       | R-4       | Madrid - Ocaña                                     | M-TO             |
| 905   | R-5       | Madrid - Navalcalnero                              | M                |
| 906   | AP-6      | Villalba - Adanero                                 | M-SG-AV          |
| 907   | AP-7      | La Junquera-Puzol y Silla - Alicante               | GI-B-T-CS-V-A    |
|       | AP-7      | Catral (A-7) - Cartagena - Vera                    | A-MU-AL          |
| 909   | AP-9      | Ferrol y Coruña - Vigo y Tuy                       | C-PO             |
| 917   | AP-7      | Guadiaro - Torremolinos                            | CA-MA            |
| 936   | AP-36     | Ocaña - La Roda                                    | TO-CU-AB         |
| 941   | AP-41     | Madrid - Toledo                                    | M-TO             |
| 946   | AP-46     | Enlace A-45 – Enlace A-7                           | MA               |
| 951   | AP-51     | Villacastín - Ávila                                | SE-AV            |
| 953   | AP-53     | Santiago - Dozón                                   | C-PO             |
| 961   | AP-61     | San Rafael - Segovia                               | SG               |
| 966   | AP-66     | Campomanes - León                                  | O-LE             |
| 968   | AP-68     | Bilbao - Zaragoza                                  | BI-VI-BU-LO-NA-Z |
| 971   | AP-71     | León - Astorga                                     | LE               |

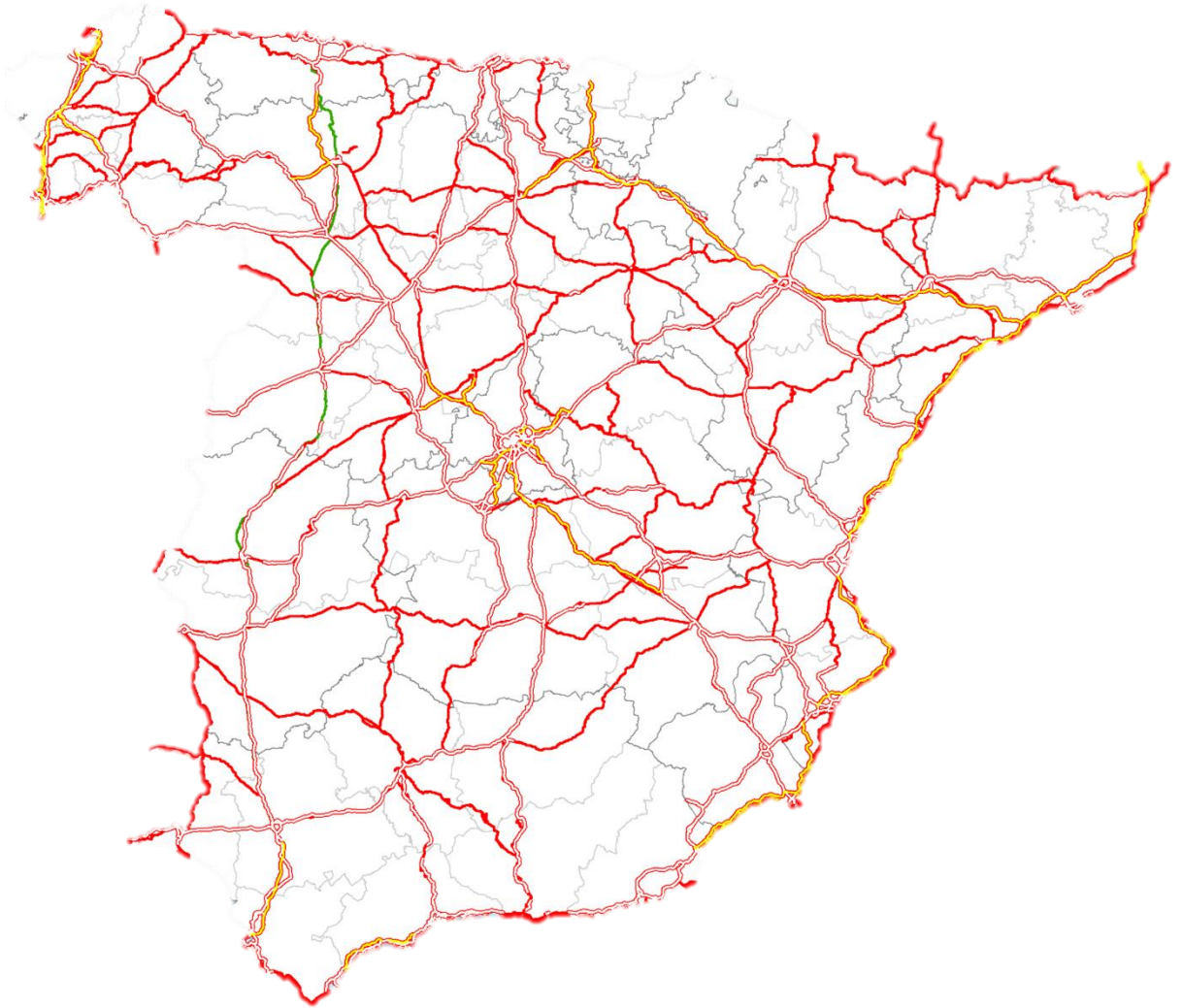


### 3.2 Relación de itinerarios de Autopistas de Peaje

| ITIN. | CARRETERA | TRAMO                                | PROVINCIA        |
|-------|-----------|--------------------------------------|------------------|
| 901   | AP-1      | Burgos - Armiñon                     | BU               |
|       | AP-2      | Molins de Rei - Papiol               | B                |
| 902   | M-12      | Enlace M-12 - enlace R-2             | M                |
|       | R-2       | Madrid - Guadalajara                 | M-GU             |
| 903   | R-3       | Madrid - Arganda                     | M                |
| 904   | AP-4      | Dos Hermanas - Puerto Real           | SE-CA            |
|       | R-4       | Madrid - Ocaña                       | M-TO             |
| 905   | R-5       | Madrid - Navalcalnero                | M                |
| 906   | AP-6      | Villalba - Adanero                   | M-SG-AV          |
| 907   | AP-7      | La Junquera-Puzol y Silla - Alicante | GI-B-T-CS-V-A    |
|       | AP-7      | Catral (A-7) - Cartagena - Vera      | A-MU-AL          |
| 909   | AP-9      | Ferrol y Coruña - Vigo y Tuy         | C-PO             |
| 917   | AP-7      | Guadiaro - Torremolinos              | CA-MA            |
| 936   | AP-36     | Ocaña - La Roda                      | TO-CU-AB         |
| 941   | AP-41     | Madrid - Toledo                      | M-TO             |
| 946   | AP-46     | Enlace A-45 – Enlace A-7             | MA               |
| 951   | AP-51     | Villacastín - Ávila                  | SE-AV            |
| 953   | AP-53     | Santiago - Dozón                     | C-PO             |
| 961   | AP-61     | San Rafael - Segovia                 | SG               |
| 966   | AP-66     | Campomanes - León                    | O-LE             |
| 968   | AP-68     | Bilbao - Zaragoza                    | BI-VI-BU-LO-NA-Z |
| 971   | AP-71     | León - Astorga                       | LE               |

## 4- RESUMEN GENERAL EN RCE

# 2016



## RESUMEN GENERAL ANUAL DE LA R.C.E.

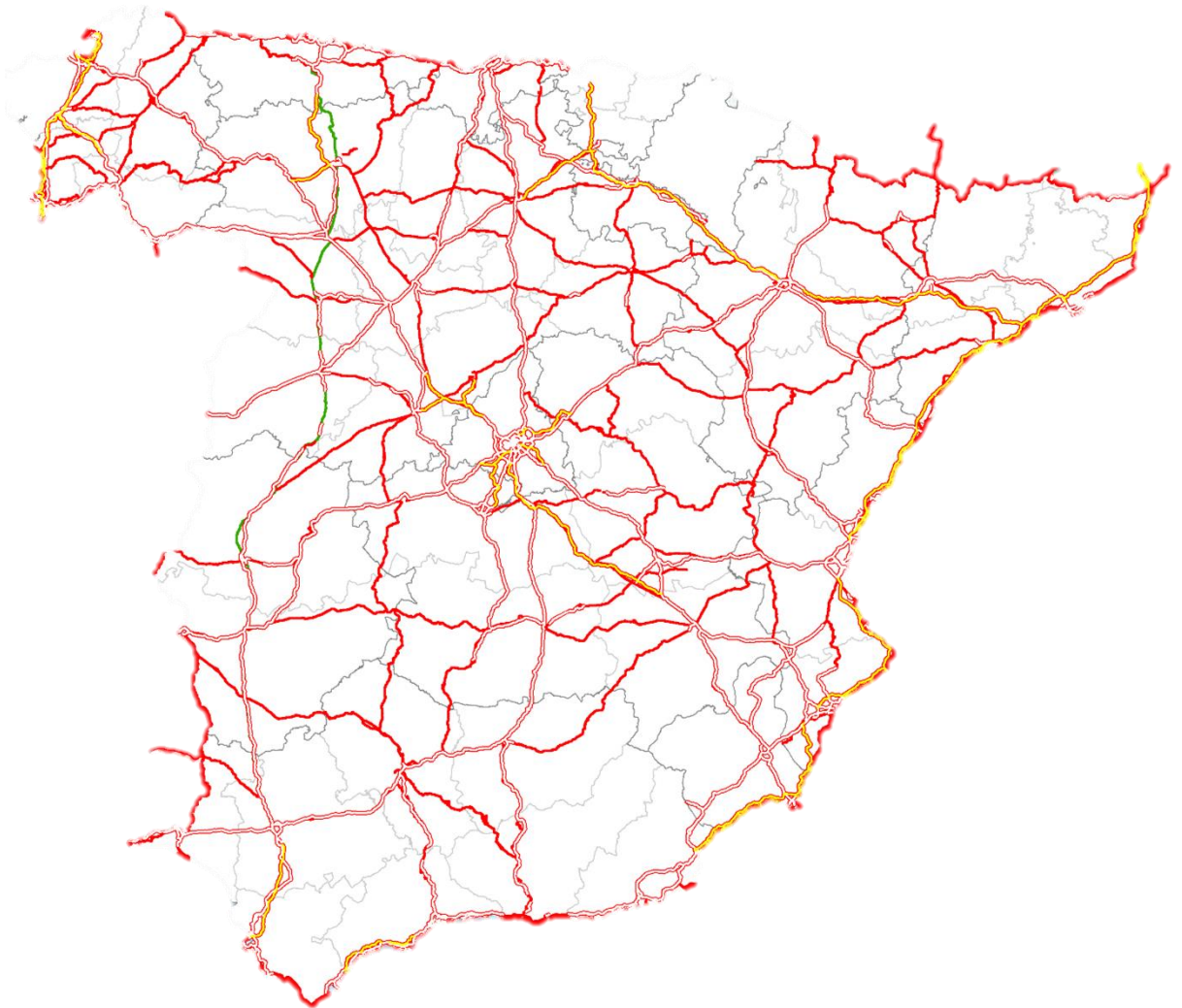
| Año 2016              | IP         | IM         |
|-----------------------|------------|------------|
| Convencionales        | 15,4       | 1,0        |
| Carretera multicarril | 13,6       | 0,4        |
| Autovías              | 7,7        | 0,2        |
| Autopistas Libres     | 11,1       | 0,1        |
| Total RCE sin A.Peaje | 9,8        | 0,4        |
| Autopistas de Peaje   | 5,1        | 0,2        |
| <b>Total R.C.E</b>    | <b>9,2</b> | <b>0,3</b> |

| Año 2016              | ACCIDENTES    |            | VÍCTIMAS   |              |               |
|-----------------------|---------------|------------|------------|--------------|---------------|
|                       | ACV           | AM         | VM         | HG           | HL            |
| Convencionales        | 3.412         | 188        | 218        | 717          | 4.863         |
| Carretera multicarril | 593           | 15         | 16         | 52           | 790           |
| Autovías              | 5.397         | 129        | 148        | 594          | 8.473         |
| Autopistas Libres     | 1.085         | 7          | 8          | 52           | 1.591         |
| Total RCE sin A.Peaje | 10.487        | 339        | 390        | 1.415        | 15.717        |
| Autopistas de Peaje   | 867           | 27         | 42         | 130          | 1.321         |
| <b>Total R.C.E</b>    | <b>11.354</b> | <b>366</b> | <b>432</b> | <b>1.545</b> | <b>17.038</b> |

| Año 2016              | ACCIDENTES/km |             | VÍCTIMAS/km |             |             |
|-----------------------|---------------|-------------|-------------|-------------|-------------|
|                       | ACV           | AM          | VM          | HG          | HL          |
| Convencionales        | 0,23          | 0,01        | 0,01        | 0,05        | 0,33        |
| Carretera multicarril | 1,08          | 0,03        | 0,03        | 0,09        | 1,44        |
| Autovías              | 0,64          | 0,02        | 0,02        | 0,07        | 1,01        |
| Autopistas Libres     | 2,18          | 0,01        | 0,02        | 0,10        | 3,19        |
| Total RCE sin A.Peaje | 0,44          | 0,01        | 0,02        | 0,06        | 0,65        |
| Autopistas de Peaje   | 0,34          | 0,01        | 0,02        | 0,05        | 0,52        |
| <b>Total R.C.E</b>    | <b>0,43</b>   | <b>0,01</b> | <b>0,02</b> | <b>0,06</b> | <b>0,64</b> |

## 5- ACV e ÍNDICES DE PELIGROSIDAD POR PROVINCIAS

# 2016



Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

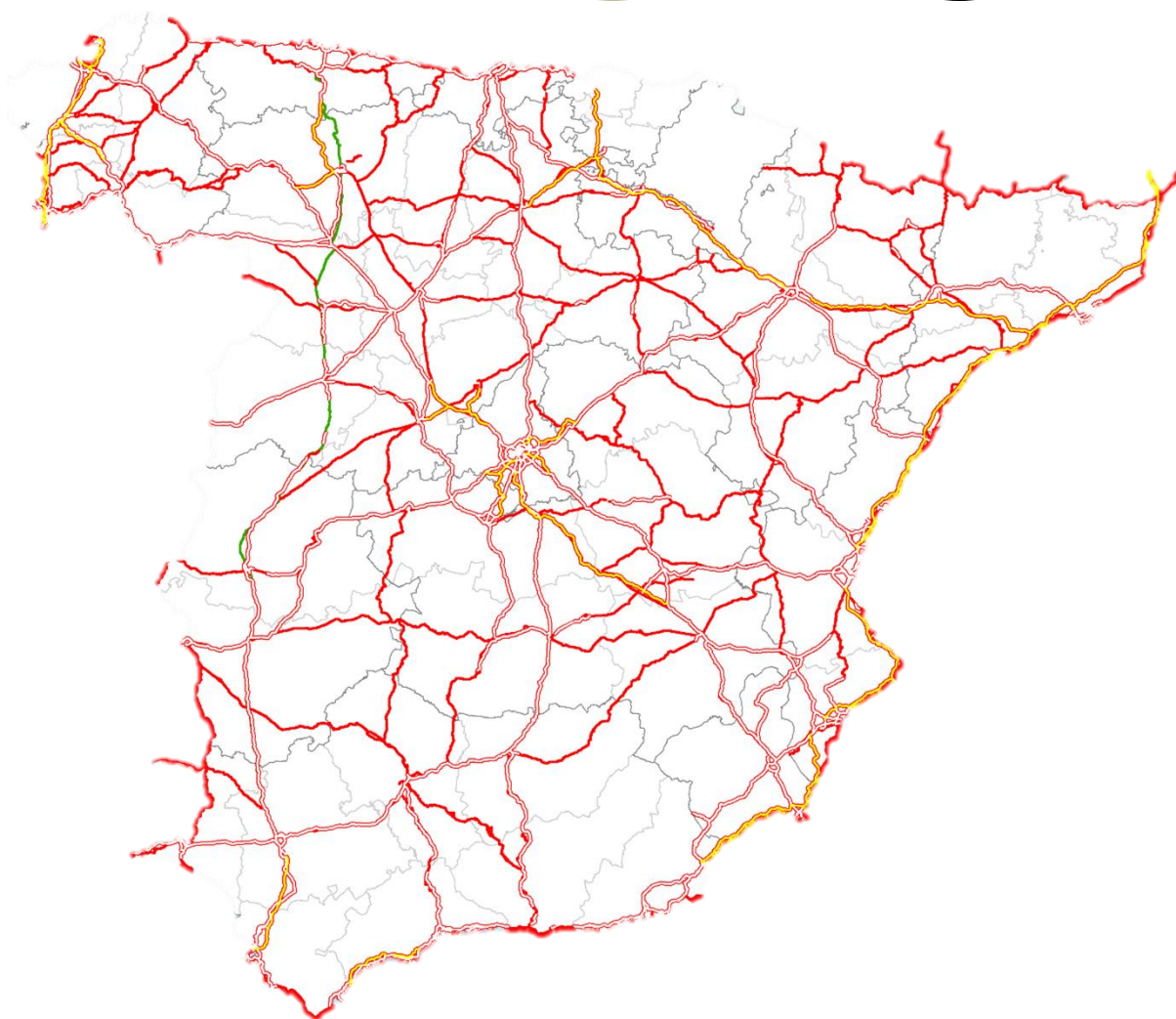
| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |       |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|-------|
| A CORUÑA           | 41                 | 0                  | 27       | 66                       | 169                       | 303       | 47                                    | 28                                       | 228                                 | 187                                     |       |
| ALBACETE           | 0                  | 0                  | 41       | 0                        | 22                        | 63        | 0                                     | 0                                        | 63                                  | 63                                      |       |
| ALICANTE           | 22                 | 0                  | 201      | 111                      | 201                       | 535       | 5                                     | 7                                        | 523                                 | 501                                     |       |
| ALMERÍA            | 0                  | 0                  | 131      | 3                        | 22                        | 156       | 1                                     | 2                                        | 153                                 | 153                                     |       |
| ARABA/ÁLAVA        | 32                 | 0                  | 0        | 0                        | 0                         | 32        | 0                                     | 0                                        | 32                                  | 0                                       |       |
| ASTURIAS           | 2                  | 0                  | 162      | 0                        | 154                       | 318       | 29                                    | 0                                        | 289                                 | 287                                     |       |
| ÁVILA              | 3                  | 9                  | 9        | 0                        | 64                        | 85        | 5                                     | 0                                        | 80                                  | 77                                      |       |
| BADAJOS            | 0                  | 0                  | 53       | 3                        | 44                        | 100       | 2                                     | 2                                        | 96                                  | 96                                      |       |
| BALEARS, ILLES     | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |       |
| BARCELONA          | 278                | 187                | 473      | 111                      | 70                        | 1.119     | 9                                     | 31                                       | 1.079                               | 801                                     |       |
| BIZKAIA            | 15                 | 0                  | 0        | 0                        | 0                         | 15        | 0                                     | 0                                        | 15                                  | 0                                       |       |
| BURGOS             | 32                 | 0                  | 54       | 0                        | 100                       | 186       | 17                                    | 0                                        | 169                                 | 137                                     |       |
| CÁCERES            | 0                  | 0                  | 38       | 2                        | 40                        | 80        | 2                                     | 1                                        | 77                                  | 77                                      |       |
| CÁDIZ              | 9                  | 0                  | 136      | 43                       | 41                        | 229       | 1                                     | 31                                       | 197                                 | 188                                     |       |
| CANTABRIA          | 0                  | 46                 | 176      | 0                        | 94                        | 316       | 46                                    | 4                                        | 266                                 | 266                                     |       |
| CASTELLÓN          | 32                 | 0                  | 34       | 4                        | 109                       | 179       | 4                                     | 0                                        | 175                                 | 143                                     |       |
| CIUDAD REAL        | 0                  | 0                  | 77       | 1                        | 34                        | 112       | 2                                     | 1                                        | 109                                 | 109                                     |       |
| CÓRDOBA            | 0                  | 0                  | 86       | 1                        | 59                        | 146       | 1                                     | 0                                        | 145                                 | 145                                     |       |
| CUENCA             | 2                  | 0                  | 55       | 0                        | 49                        | 106       | 2                                     | 0                                        | 104                                 | 102                                     |       |
| GIPUZKOA           | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |       |
| GIRONA             | 69                 | 0                  | 5        | 6                        | 215                       | 295       | 12                                    | 3                                        | 280                                 | 211                                     |       |
| GRANADA            | 0                  | 0                  | 205      | 0                        | 92                        | 297       | 4                                     | 0                                        | 293                                 | 293                                     |       |
| GUADALAJARA        | 1                  | 0                  | 57       | 0                        | 50                        | 108       | 3                                     | 0                                        | 105                                 | 104                                     |       |
| HUELVA             | 0                  | 37                 | 8        | 14                       | 88                        | 147       | 3                                     | 0                                        | 144                                 | 144                                     |       |
| HUESCA             | 6                  | 0                  | 30       | 0                        | 105                       | 141       | 4                                     | 0                                        | 137                                 | 131                                     |       |
| JAÉN               | 0                  | 0                  | 77       | 0                        | 32                        | 109       | 1                                     | 0                                        | 108                                 | 108                                     |       |
| LA RIOJA           | 15                 | 0                  | 35       | 10                       | 86                        | 146       | 5                                     | 27                                       | 114                                 | 99                                      |       |
| LAS PALMAS         | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |       |
| LEÓN               | 12                 | 0                  | 48       | 10                       | 117                       | 187       | 17                                    | 2                                        | 168                                 | 156                                     |       |
| LLEIDA             | 4                  | 0                  | 97       | 10                       | 132                       | 243       | 16                                    | 0                                        | 227                                 | 223                                     |       |
| LUGO               | 0                  | 0                  | 29       | 4                        | 89                        | 122       | 11                                    | 0                                        | 111                                 | 111                                     |       |
| MADRID             | 38                 | 728                | 894      | 0                        | 33                        | 1.693     | 0                                     | 28                                       | 1.665                               | 1.627                                   |       |
| MÁLAGA             | 34                 | 0                  | 271      | 40                       | 6                         | 351       | 1                                     | 42                                       | 308                                 | 274                                     |       |
| MURCIA             | 9                  | 0                  | 67       | 0                        | 11                        | 87        | 3                                     | 0                                        | 84                                  | 75                                      |       |
| NAVARRA            | 5                  | 0                  | 0        | 0                        | 0                         | 5         | 0                                     | 0                                        | 5                                   | 0                                       |       |
| OURENSE            | 0                  | 0                  | 23       | 8                        | 55                        | 86        | 15                                    | 7                                        | 64                                  | 64                                      |       |
| PALENCIA           | 0                  | 0                  | 24       | 0                        | 8                         | 32        | 0                                     | 0                                        | 32                                  | 32                                      |       |
| PONTEVEDRA         | 54                 | 0                  | 169      | 3                        | 184                       | 410       | 41                                    | 0                                        | 365                                 | 311                                     |       |
| SALAMANCA          | 0                  | 8                  | 62       | 17                       | 45                        | 132       | 2                                     | 1                                        | 129                                 | 129                                     |       |
| SEGOVIA            | 13                 | 0                  | 15       | 1                        | 35                        | 64        | 5                                     | 0                                        | 59                                  | 46                                      |       |
| SEVILLA            | 6                  | 70                 | 236      | 22                       | 31                        | 365       | 0                                     | 7                                        | 358                                 | 352                                     |       |
| SORIA              | 0                  | 0                  | 22       | 1                        | 41                        | 64        | 7                                     | 0                                        | 57                                  | 57                                      |       |
| STA.CRUIZ TENERIFE | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |       |
| TARRAGONA          | 86                 | 0                  | 145      | 20                       | 248                       | 499       | 12                                    | 35                                       | 452                                 | 366                                     |       |
| TERUEL             | 0                  | 0                  | 15       | 1                        | 56                        | 72        | 9                                     | 0                                        | 63                                  | 63                                      |       |
| TOLEDO             | 4                  | 0                  | 253      | 18                       | 44                        | 319       | 0                                     | 12                                       | 307                                 | 303                                     |       |
| VALENCIA           | 28                 | 0                  | 527      | 7                        | 139                       | 701       | 19                                    | 0                                        | 682                                 | 654                                     |       |
| VALLADOLID         | 0                  | 0                  | 107      | 19                       | 36                        | 162       | 10                                    | 1                                        | 151                                 | 151                                     |       |
| ZAMORA             | 0                  | 0                  | 42       | 0                        | 21                        | 63        | 1                                     | 0                                        | 62                                  | 62                                      |       |
| ZARAGOZA           | 15                 | 0                  | 181      | 37                       | 101                       | 334       | 7                                     | 0                                        | 327                                 | 312                                     |       |
| CEUTA              | 0                  | 0                  | 0        | 0                        | 40                        | 40        | 11                                    | 0                                        | 29                                  | 29                                      |       |
| MELILLA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |       |
| TOTAL              | 867                | 1.085              | 5.397    | 593                      | 24                        | 3.412     | 11.354                                | 392                                      | 272                                 | 10.686                                  | 9.819 |

Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 3,9                | 0,0                | 4,9      | 11,5                     | 21,1                      | 10,1      | 26,7                                  | 12,0                                     | 8,8                                 | 12,3                                    |
| ALBACETE           | 0,0                | 0,0                | 2,6      | 0,0                      | 5,8                       | 3,2       | 0,0                                   | 0,0                                      | 3,3                                 | 3,3                                     |
| ALICANTE           | 2,6                | 0,0                | 6,9      | 21,4                     | 17,2                      | 9,8       | 9,5                                   | 8,6                                      | 9,8                                 | 11,2                                    |
| ALMERÍA            | 0,0                | 0,0                | 8,1      | 11,4                     | 9,6                       | 8,2       | 7,8                                   | 9,6                                      | 8,2                                 | 8,3                                     |
| ARABA/ÁLAVA        | 10,1               | 0,0                | 0,0      | 0,0                      | 0,0                       | 10,1      | 0,0                                   | 0,0                                      | 10,1                                | 0,0                                     |
| ASTURIAS           | 3,2                | 0,0                | 5,9      | 0,0                      | 24,6                      | 9,2       | 31,5                                  | 0,0                                      | 8,8                                 | 8,9                                     |
| ÁVILA              | 2,0                | 5,0                | 5,6      | 0,0                      | 18,1                      | 10,0      | 32,5                                  | 0,0                                      | 9,6                                 | 11,3                                    |
| BADAJOS            | 0,0                | 0,0                | 4,0      | 2,3                      | 6,7                       | 4,8       | 7,9                                   | 2,2                                      | 4,8                                 | 4,8                                     |
| BALEARS, ILLES     | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| BARCELONA          | 8,4                | 21,1               | 19,6     | 21,0                     | 17,5                      | 14,9      | 14,9                                  | 11,7                                     | 15,0                                | 20,6                                    |
| BIZKAIA            | 6,9                | 0,0                | 0,0      | 0,0                      | 0,0                       | 6,8       | 0,0                                   | 0,0                                      | 6,8                                 | 0,0                                     |
| BURGOS             | 5,9                | 0,0                | 4,2      | 0,0                      | 12,2                      | 7,0       | 24,6                                  | 0,0                                      | 6,5                                 | 6,7                                     |
| CÁCERES            | 0,0                | 0,0                | 3,0      | 1,8                      | 9,9                       | 4,5       | 10,8                                  | 1,9                                      | 4,6                                 | 4,6                                     |
| CÁDIZ              | 2,7                | 0,0                | 8,6      | 19,4                     | 12,9                      | 9,3       | 10,0                                  | 55,5                                     | 8,3                                 | 9,2                                     |
| CANTABRIA          | 0,0                | 10,6               | 7,8      | 0,0                      | 16,3                      | 9,7       | 20,7                                  | 13,9                                     | 8,9                                 | 8,9                                     |
| CASTELLÓN          | 4,9                | 0,0                | 5,5      | 13,6                     | 13,2                      | 8,4       | 8,0                                   | 0,0                                      | 8,4                                 | 10,1                                    |
| CIUDAD REAL        | 0,0                | 0,0                | 5,4      | 1,7                      | 8,5                       | 6,0       | 4,2                                   | 2,0                                      | 6,1                                 | 6,1                                     |
| CÓRDOBA            | 0,0                | 0,0                | 6,7      | 4,9                      | 10,3                      | 7,8       | 15,8                                  | 0,0                                      | 7,8                                 | 7,8                                     |
| CUENCA             | 1,8                | 0,0                | 3,1      | 0,0                      | 13,8                      | 4,7       | 17,4                                  | 0,0                                      | 4,7                                 | 4,8                                     |
| GIPUZKOA           | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| GIRONA             | 5,5                | 0,0                | 2,4      | 24,4                     | 24,9                      | 12,6      | 18,6                                  | 20,7                                     | 12,3                                | 20,8                                    |
| GRANADA            | 0,0                | 0,0                | 12,2     | 0,0                      | 24,4                      | 14,4      | 15,5                                  | 0,0                                      | 14,4                                | 14,4                                    |
| GUADALAJARA        | 3,7                | 0,0                | 5,2      | 0,0                      | 14,9                      | 7,3       | 31,2                                  | 0,0                                      | 7,2                                 | 7,3                                     |
| HUELVA             | 0,0                | 4,5                | 4,4      | 10,4                     | 21,4                      | 9,5       | 14,7                                  | 0,0                                      | 9,4                                 | 9,4                                     |
| HUESCA             | 2,5                | 0,0                | 4,9      | 0,0                      | 15,4                      | 9,2       | 20,4                                  | 0,0                                      | 9,1                                 | 10,3                                    |
| JAÉN               | 0,0                | 0,0                | 5,4      | 0,0                      | 9,1                       | 6,1       | 3,9                                   | 0,0                                      | 6,2                                 | 6,2                                     |
| LA RIOJA           | 3,8                | 0,0                | 8,4      | 40,9                     | 13,3                      | 9,9       | 23,0                                  | 18,0                                     | 8,7                                 | 10,8                                    |
| LAS PALMAS         | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| LEÓN               | 5,3                | 0,0                | 5,8      | 6,9                      | 17,5                      | 10,1      | 22,2                                  | 20,8                                     | 9,5                                 | 10,1                                    |
| LLEIDA             | 2,0                | 0,0                | 9,2      | 17,0                     | 24,9                      | 13,2      | 30,3                                  | 0,0                                      | 12,7                                | 14,0                                    |
| LUGO               | 0,0                | 0,0                | 3,3      | 18,8                     | 12,2                      | 7,5       | 22,9                                  | 0,0                                      | 7,0                                 | 7,0                                     |
| MADRID             | 5,0                | 10,9               | 12,3     | 0,0                      | 18,1                      | 11,4      | 0,0                                   | 7,4                                      | 11,5                                | 11,9                                    |
| MÁLAGA             | 3,1                | 0,0                | 7,9      | 10,4                     | 14,7                      | 7,1       | 16,7                                  | 13,0                                     | 6,7                                 | 7,8                                     |
| MURCIA             | 2,4                | 0,0                | 2,0      | 0,0                      | 6,4                       | 2,2       | 17,5                                  | 0,0                                      | 2,2                                 | 2,1                                     |
| NAVARRA            | 3,5                | 0,0                | 0,0      | 0,0                      | 0,0                       | 3,5       | 0,0                                   | 0,0                                      | 3,5                                 | 0,0                                     |
| OURENSE            | 0,0                | 0,0                | 2,8      | 12,3                     | 9,9                       | 6,0       | 18,3                                  | 13,3                                     | 4,9                                 | 4,9                                     |
| PALENCIA           | 0,0                | 0,0                | 3,2      | 0,0                      | 5,3                       | 3,5       | 0,0                                   | 0,0                                      | 3,5                                 | 3,5                                     |
| PONTEVEDRA         | 6,0                | 0,0                | 18,1     | 4,7                      | 23,3                      | 15,3      | 32,3                                  | 0,0                                      | 14,7                                | 19,3                                    |
| SALAMANCA          | 0,0                | 4,9                | 6,4      | 29,6                     | 21,3                      | 9,4       | 4,6                                   | 4,1                                      | 9,7                                 | 9,7                                     |
| SEGOVIA            | 3,2                | 0,0                | 4,8      | 5,9                      | 8,6                       | 5,6       | 14,7                                  | 0,0                                      | 5,3                                 | 6,5                                     |
| SEVILLA            | 1,5                | 10,8               | 9,1      | 9,9                      | 9,4                       | 8,7       | 0,0                                   | 11,5                                     | 8,7                                 | 9,5                                     |
| SORIA              | 0,0                | 0,0                | 5,3      | 13,0                     | 8,4                       | 7,0       | 23,5                                  | 0,0                                      | 6,5                                 | 6,5                                     |
| STA.CRUIZ TENERIFE | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TARRAGONA          | 5,9                | 0,0                | 15,4     | 29,4                     | 21,5                      | 13,8      | 16,7                                  | 42,4                                     | 13,1                                | 18,2                                    |
| TERUEL             | 0,0                | 0,0                | 3,1      | 21,3                     | 14,2                      | 8,1       | 33,3                                  | 0,0                                      | 7,3                                 | 7,3                                     |
| TOLEDO             | 2,9                | 0,0                | 7,6      | 37,2                     | 10,4                      | 8,1       | 0,0                                   | 29,1                                     | 7,9                                 | 8,1                                     |
| VALENCIA           | 3,4                | 0,0                | 8,9      | 10,9                     | 16,9                      | 9,2       | 12,9                                  | 0,0                                      | 9,2                                 | 9,9                                     |
| VALLADOLID         | 0,0                | 0,0                | 5,6      | 8,2                      | 9,4                       | 6,4       | 35,8                                  | 3,1                                      | 6,1                                 | 6,1                                     |
| ZAMORA             | 0,0                | 0,0                | 3,7      | 0,0                      | 7,0                       | 4,3       | 2,3                                   | 0,0                                      | 4,4                                 | 4,4                                     |
| ZARAGOZA           | 2,7                | 0,0                | 6,2      | 11,8                     | 13,3                      | 7,3       | 18,9                                  | 0,0                                      | 7,3                                 | 8,0                                     |
| CEUTA              | 0,0                | 0,0                | 0,0      | 0,0                      | 32,1                      | 32,1      | 34,1                                  | 0,0                                      | 31,4                                | 31,4                                    |
| MELILLA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TOTAL              | 5,1                | 11,1               | 7,7      | 13,6                     | 15,4                      | 9,2       | 19,1                                  | 11,5                                     | 9,0                                 | 9,6                                     |

## 6- VM e ÍNDICES DE MORTALIDAD POR PROVINCIAS

# 2016





Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 1                  | 0                  | 1        | 1                        | 7                         | 10        | 0                                     | 0                                        | 10                                  | 9                                       |
| ALBACETE           | 0                  | 0                  | 5        | 0                        | 3                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| ALICANTE           | 0                  | 0                  | 10       | 2                        | 9                         | 21        | 1                                     | 0                                        | 20                                  | 20                                      |
| ALMERÍA            | 0                  | 0                  | 3        | 0                        | 0                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| ARABA/ÁLAVA        | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| ASTURIAS           | 0                  | 0                  | 5        | 0                        | 6                         | 11        | 0                                     | 0                                        | 11                                  | 11                                      |
| ÁVILA              | 0                  | 0                  | 2        | 0                        | 4                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| BADAJOS            | 0                  | 0                  | 2        | 0                        | 6                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| BALEARS, ILLES     | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| BARCELONA          | 1                  | 0                  | 2        | 2                        | 2                         | 7         | 0                                     | 0                                        | 7                                   | 6                                       |
| BIZKAIA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| BURGOS             | 3                  | 0                  | 3        | 0                        | 15                        | 21        | 2                                     | 0                                        | 19                                  | 16                                      |
| CÁCERES            | 0                  | 0                  | 3        | 0                        | 5                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| CÁDIZ              | 0                  | 0                  | 2        | 2                        | 2                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| CANTABRIA          | 0                  | 1                  | 0        | 0                        | 2                         | 3         | 1                                     | 0                                        | 2                                   | 2                                       |
| CASTELLÓN          | 8                  | 0                  | 3        | 1                        | 9                         | 21        | 1                                     | 0                                        | 20                                  | 12                                      |
| CIUDAD REAL        | 0                  | 0                  | 7        | 0                        | 6                         | 13        | 0                                     | 0                                        | 13                                  | 13                                      |
| CÓRDOBA            | 0                  | 0                  | 4        | 0                        | 3                         | 7         | 0                                     | 0                                        | 7                                   | 7                                       |
| CUENCA             | 0                  | 0                  | 2        | 0                        | 7                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |
| GIPUZKOA           | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| GIRONA             | 4                  | 0                  | 1        | 0                        | 9                         | 14        | 1                                     | 0                                        | 13                                  | 9                                       |
| GRANADA            | 0                  | 0                  | 1        | 0                        | 2                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| GUADALAJARA        | 0                  | 0                  | 1        | 0                        | 1                         | 2         | 0                                     | 0                                        | 2                                   | 2                                       |
| HUELVA             | 0                  | 1                  | 0        | 1                        | 4                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| HUESCA             | 0                  | 0                  | 1        | 0                        | 4                         | 5         | 0                                     | 0                                        | 5                                   | 5                                       |
| JAÉN               | 0                  | 0                  | 3        | 0                        | 6                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |
| LA RIOJA           | 0                  | 0                  | 0        | 0                        | 14                        | 14        | 0                                     | 0                                        | 14                                  | 14                                      |
| LAS PALMAS         | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| LEÓN               | 0                  | 0                  | 0        | 2                        | 5                         | 7         | 1                                     | 0                                        | 6                                   | 6                                       |
| LLEIDA             | 0                  | 0                  | 4        | 1                        | 3                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| LUGO               | 0                  | 0                  | 4        | 0                        | 5                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |
| MADRID             | 2                  | 6                  | 11       | 0                        | 0                         | 19        | 0                                     | 0                                        | 19                                  | 17                                      |
| MÁLAGA             | 0                  | 0                  | 8        | 1                        | 0                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |
| MURCIA             | 0                  | 0                  | 7        | 0                        | 3                         | 10        | 1                                     | 0                                        | 9                                   | 9                                       |
| NAVARRA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| OURENSE            | 0                  | 0                  | 2        | 0                        | 3                         | 5         | 0                                     | 0                                        | 5                                   | 5                                       |
| PALENCIA           | 0                  | 0                  | 2        | 0                        | 0                         | 2         | 0                                     | 0                                        | 2                                   | 2                                       |
| PONTEVEDRA         | 0                  | 0                  | 1        | 1                        | 8                         | 10        | 1                                     | 0                                        | 9                                   | 9                                       |
| SALAMANCA          | 0                  | 0                  | 1        | 0                        | 2                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| SEGOVIA            | 2                  | 0                  | 2        | 0                        | 4                         | 8         | 0                                     | 0                                        | 8                                   | 6                                       |
| SEVILLA            | 0                  | 0                  | 6        | 1                        | 5                         | 12        | 0                                     | 0                                        | 12                                  | 12                                      |
| SORIA              | 0                  | 0                  | 3        | 0                        | 13                        | 16        | 0                                     | 0                                        | 16                                  | 16                                      |
| STA.CRUIZ TENERIFE | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TARRAGONA          | 16                 | 0                  | 1        | 0                        | 11                        | 28        | 1                                     | 0                                        | 27                                  | 11                                      |
| TERUEL             | 0                  | 0                  | 0        | 0                        | 1                         | 1         | 0                                     | 0                                        | 1                                   | 1                                       |
| TOLEDO             | 2                  | 0                  | 8        | 0                        | 4                         | 14        | 0                                     | 0                                        | 14                                  | 12                                      |
| VALENCIA           | 3                  | 0                  | 11       | 0                        | 6                         | 20        | 0                                     | 0                                        | 20                                  | 17                                      |
| VALLADOLID         | 0                  | 0                  | 6        | 0                        | 3                         | 9         | 1                                     | 0                                        | 8                                   | 8                                       |
| ZAMORA             | 0                  | 0                  | 4        | 0                        | 3                         | 7         | 0                                     | 0                                        | 7                                   | 7                                       |
| ZARAGOZA           | 0                  | 0                  | 6        | 1                        | 13                        | 20        | 0                                     | 0                                        | 20                                  | 20                                      |
| CEUTA              | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| MELILLA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TOTAL              | 42                 | 8                  | 148      | 16                       | 218                       | 432       | 11                                    | 0                                        | 421                                 | 379                                     |

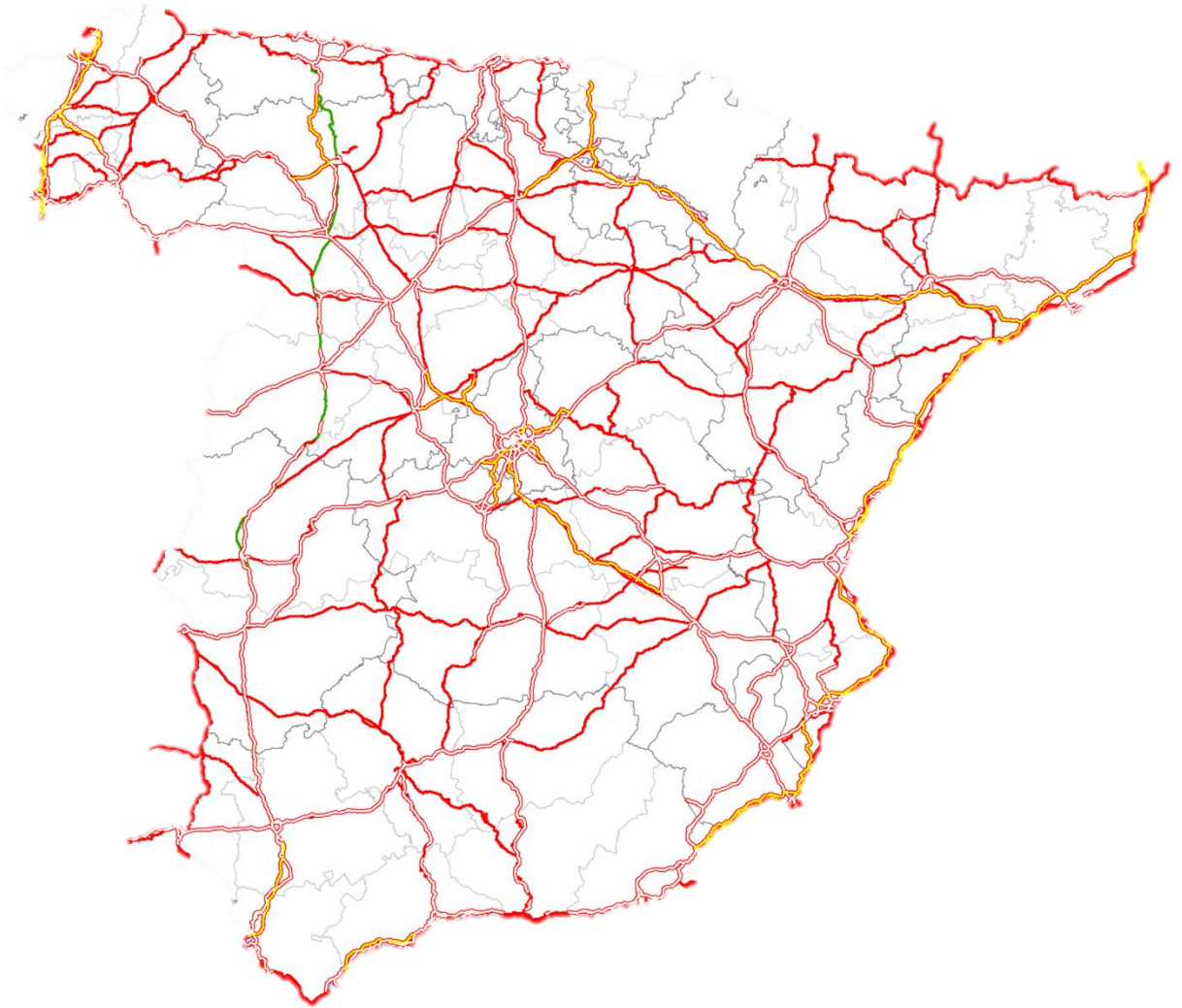


Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 0,1                | 0,0                | 0,2      | 0,2                      | 0,9                       | 0,3       | 0,0                                   | 0,0                                      | 0,4                                 | 0,6                                     |
| ALBACETE           | 0,0                | 0,0                | 0,3      | 0,0                      | 0,8                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| ALICANTE           | 0,0                | 0,0                | 0,3      | 0,4                      | 0,8                       | 0,4       | 1,9                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| ALMERÍA            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,0                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| ARABA/ÁLAVA        | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| ASTURIAS           | 0,0                | 0,0                | 0,2      | 0,0                      | 1,0                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| ÁVILA              | 0,0                | 0,0                | 1,2      | 0,0                      | 1,1                       | 0,7       | 0,0                                   | 0,0                                      | 0,7                                 | 0,9                                     |
| BADAJOS            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,9                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| BALEARS, ILLES     | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| BARCELONA          | 0,0                | 0,0                | 0,1      | 0,4                      | 0,5                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,2                                     |
| BIZKAIA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| BURGOS             | 0,6                | 0,0                | 0,2      | 0,0                      | 1,8                       | 0,8       | 2,9                                   | 0,0                                      | 0,7                                 | 0,8                                     |
| CÁCERES            | 0,0                | 0,0                | 0,2      | 0,0                      | 1,2                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| CÁDIZ              | 0,0                | 0,0                | 0,1      | 0,9                      | 0,6                       | 0,2       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| CANTABRIA          | 0,0                | 0,2                | 0,0      | 0,0                      | 0,3                       | 0,1       | 0,4                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| CASTELLÓN          | 1,2                | 0,0                | 0,5      | 3,4                      | 1,1                       | 1,0       | 2,0                                   | 0,0                                      | 1,0                                 | 0,8                                     |
| CIUDAD REAL        | 0,0                | 0,0                | 0,5      | 0,0                      | 1,5                       | 0,7       | 0,0                                   | 0,0                                      | 0,7                                 | 0,7                                     |
| CÓRDOBA            | 0,0                | 0,0                | 0,3      | 0,0                      | 0,5                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| CUENCA             | 0,0                | 0,0                | 0,1      | 0,0                      | 2,0                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| GIPUZKOA           | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| GIRONA             | 0,3                | 0,0                | 0,5      | 0,0                      | 1,0                       | 0,6       | 1,6                                   | 0,0                                      | 0,6                                 | 0,9                                     |
| GRANADA            | 0,0                | 0,0                | 0,1      | 0,0                      | 0,5                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| GUADALAJARA        | 0,0                | 0,0                | 0,1      | 0,0                      | 0,3                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| HUELVA             | 0,0                | 0,1                | 0,0      | 0,7                      | 1,0                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| HUESCA             | 0,0                | 0,0                | 0,2      | 0,0                      | 0,6                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,4                                     |
| JAÉN               | 0,0                | 0,0                | 0,2      | 0,0                      | 1,7                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| LA RIOJA           | 0,0                | 0,0                | 0,0      | 0,0                      | 2,2                       | 0,9       | 0,0                                   | 0,0                                      | 1,1                                 | 1,5                                     |
| LAS PALMAS         | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| LEÓN               | 0,0                | 0,0                | 0,0      | 1,4                      | 0,7                       | 0,4       | 1,3                                   | 0,0                                      | 0,3                                 | 0,4                                     |
| LLEIDA             | 0,0                | 0,0                | 0,4      | 1,7                      | 0,6                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,5                                     |
| LUGO               | 0,0                | 0,0                | 0,5      | 0,0                      | 0,7                       | 0,6       | 0,0                                   | 0,0                                      | 0,6                                 | 0,6                                     |
| MADRID             | 0,3                | 0,1                | 0,2      | 0,0                      | 0,0                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| MÁLAGA             | 0,0                | 0,0                | 0,2      | 0,3                      | 0,0                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,3                                     |
| MURCIA             | 0,0                | 0,0                | 0,2      | 0,0                      | 1,7                       | 0,3       | 5,8                                   | 0,0                                      | 0,2                                 | 0,3                                     |
| NAVARRA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| OURENSE            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,5                       | 0,3       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| PALENCIA           | 0,0                | 0,0                | 0,3      | 0,0                      | 0,0                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| PONTEVEDRA         | 0,0                | 0,0                | 0,1      | 1,6                      | 1,0                       | 0,4       | 0,8                                   | 0,0                                      | 0,4                                 | 0,6                                     |
| SALAMANCA          | 0,0                | 0,0                | 0,1      | 0,0                      | 0,9                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| SEGOVIA            | 0,5                | 0,0                | 0,6      | 0,0                      | 1,0                       | 0,7       | 0,0                                   | 0,0                                      | 0,7                                 | 0,9                                     |
| SEVILLA            | 0,0                | 0,0                | 0,2      | 0,4                      | 1,5                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| SORIA              | 0,0                | 0,0                | 0,7      | 0,0                      | 2,7                       | 1,8       | 0,0                                   | 0,0                                      | 1,8                                 | 1,8                                     |
| STA.CRUIZ TENERIFE | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TARRAGONA          | 1,1                | 0,0                | 0,1      | 0,0                      | 1,0                       | 0,8       | 1,4                                   | 0,0                                      | 0,8                                 | 0,5                                     |
| TERUEL             | 0,0                | 0,0                | 0,0      | 0,0                      | 0,3                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| TOLEDO             | 1,4                | 0,0                | 0,2      | 0,0                      | 0,9                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,3                                     |
| VALENCIA           | 0,4                | 0,0                | 0,2      | 0,0                      | 0,7                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| VALLADOLID         | 0,0                | 0,0                | 0,3      | 0,0                      | 0,8                       | 0,4       | 3,6                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| ZAMORA             | 0,0                | 0,0                | 0,4      | 0,0                      | 1,0                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| ZARAGOZA           | 0,0                | 0,0                | 0,2      | 0,3                      | 1,7                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,5                                     |
| CEUTA              | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| MELILLA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TOTAL              | 0,2                | 0,1                | 0,2      | 0,4                      | 1,0                       | 0,3       | 0,5                                   | 0,0                                      | 0,4                                 | 0,4                                     |

## **7- AM e ÍNDICES DE ACCIDENTALIDAD MORTALIDAD**

# 2016



Periodo: 01/01/16 al 31/12/16

Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

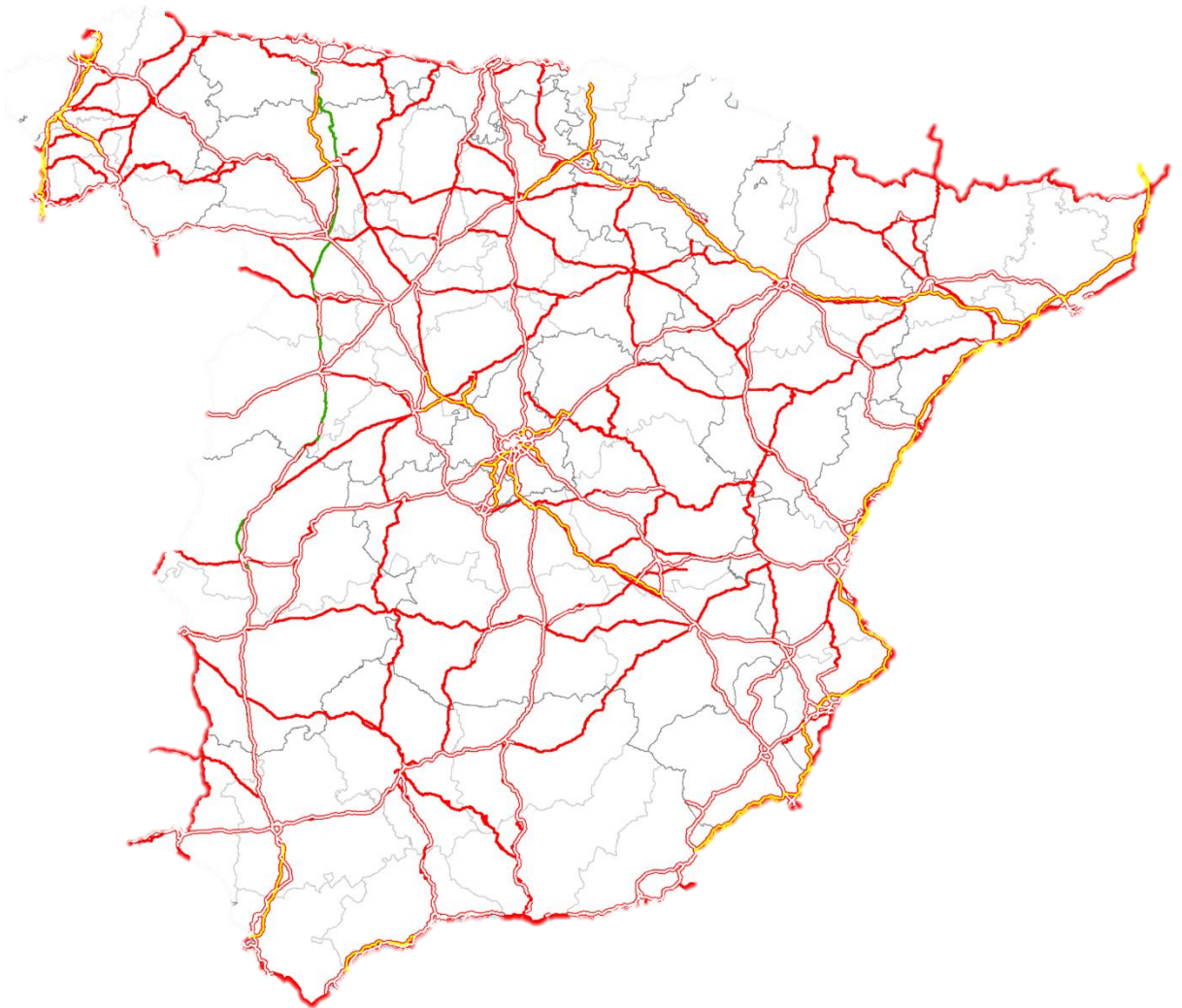
| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 1                  | 0                  | 1        | 1                        | 7                         | 10        | 0                                     | 0                                        | 10                                  | 9                                       |
| ALBACETE           | 0                  | 0                  | 5        | 0                        | 3                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| ALICANTE           | 0                  | 0                  | 6        | 2                        | 8                         | 16        | 1                                     | 0                                        | 15                                  | 15                                      |
| ALMERÍA            | 0                  | 0                  | 3        | 0                        | 0                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| ARABA/ÁLAVA        | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| ASTURIAS           | 0                  | 0                  | 5        | 0                        | 6                         | 11        | 0                                     | 0                                        | 11                                  | 11                                      |
| ÁVILA              | 0                  | 0                  | 2        | 0                        | 2                         | 4         | 0                                     | 0                                        | 4                                   | 4                                       |
| BADAJOS            | 0                  | 0                  | 2        | 0                        | 6                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| BALEARS, ILLES     | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| BARCELONA          | 1                  | 0                  | 2        | 1                        | 1                         | 5         | 0                                     | 0                                        | 5                                   | 4                                       |
| BIZKAIA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| BURGOS             | 2                  | 0                  | 3        | 0                        | 11                        | 16        | 2                                     | 0                                        | 14                                  | 12                                      |
| CÁCERES            | 0                  | 0                  | 3        | 0                        | 5                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| CÁDIZ              | 0                  | 0                  | 2        | 2                        | 2                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| CANTABRIA          | 0                  | 1                  | 0        | 0                        | 2                         | 3         | 1                                     | 0                                        | 2                                   | 2                                       |
| CASTELLÓN          | 8                  | 0                  | 3        | 1                        | 9                         | 21        | 1                                     | 0                                        | 20                                  | 12                                      |
| CIUDAD REAL        | 0                  | 0                  | 5        | 0                        | 6                         | 11        | 0                                     | 0                                        | 11                                  | 11                                      |
| CÓRDOBA            | 0                  | 0                  | 3        | 0                        | 3                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| CUENCA             | 0                  | 0                  | 2        | 0                        | 6                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| GIPUZKOA           | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| GIRONA             | 4                  | 0                  | 1        | 0                        | 3                         | 8         | 1                                     | 0                                        | 7                                   | 3                                       |
| GRANADA            | 0                  | 0                  | 1        | 0                        | 2                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| GUADALAJARA        | 0                  | 0                  | 1        | 0                        | 1                         | 2         | 0                                     | 0                                        | 2                                   | 2                                       |
| HUELVA             | 0                  | 1                  | 0        | 1                        | 4                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| HUESCA             | 0                  | 0                  | 1        | 0                        | 4                         | 5         | 0                                     | 0                                        | 5                                   | 5                                       |
| JAÉN               | 0                  | 0                  | 3        | 0                        | 5                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| LA RIOJA           | 0                  | 0                  | 0        | 0                        | 10                        | 10        | 0                                     | 0                                        | 10                                  | 10                                      |
| LAS PALMAS         | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| LEÓN               | 0                  | 0                  | 0        | 2                        | 5                         | 7         | 1                                     | 0                                        | 6                                   | 6                                       |
| LLEIDA             | 0                  | 0                  | 4        | 1                        | 3                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| LUGO               | 0                  | 0                  | 4        | 0                        | 4                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| MADRID             | 1                  | 5                  | 10       | 0                        | 0                         | 16        | 0                                     | 0                                        | 16                                  | 15                                      |
| MÁLAGA             | 0                  | 0                  | 7        | 1                        | 0                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |
| MURCIA             | 0                  | 0                  | 5        | 0                        | 3                         | 8         | 1                                     | 0                                        | 7                                   | 7                                       |
| NAVARRA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| OURENSE            | 0                  | 0                  | 2        | 0                        | 3                         | 5         | 0                                     | 0                                        | 5                                   | 5                                       |
| PALENCIA           | 0                  | 0                  | 1        | 0                        | 0                         | 1         | 0                                     | 0                                        | 1                                   | 1                                       |
| PONTEVEDRA         | 0                  | 0                  | 1        | 1                        | 7                         | 9         | 1                                     | 0                                        | 8                                   | 8                                       |
| SALAMANCA          | 0                  | 0                  | 1        | 0                        | 2                         | 3         | 0                                     | 0                                        | 3                                   | 3                                       |
| SEGOVIA            | 2                  | 0                  | 2        | 0                        | 3                         | 7         | 0                                     | 0                                        | 7                                   | 5                                       |
| SEVILLA            | 0                  | 0                  | 5        | 1                        | 3                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |
| SORIA              | 0                  | 0                  | 3        | 0                        | 10                        | 13        | 0                                     | 0                                        | 13                                  | 13                                      |
| STA.CRUIZ TENERIFE | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TARRAGONA          | 3                  | 0                  | 1        | 0                        | 10                        | 14        | 1                                     | 0                                        | 13                                  | 10                                      |
| TERUEL             | 0                  | 0                  | 0        | 0                        | 1                         | 1         | 0                                     | 0                                        | 1                                   | 1                                       |
| TOLEDO             | 2                  | 0                  | 6        | 0                        | 4                         | 12        | 0                                     | 0                                        | 12                                  | 10                                      |
| VALENCIA           | 3                  | 0                  | 11       | 0                        | 6                         | 20        | 0                                     | 0                                        | 20                                  | 17                                      |
| VALLADOLID         | 0                  | 0                  | 4        | 0                        | 3                         | 7         | 1                                     | 0                                        | 6                                   | 6                                       |
| ZAMORA             | 0                  | 0                  | 3        | 0                        | 3                         | 6         | 0                                     | 0                                        | 6                                   | 6                                       |
| ZARAGOZA           | 0                  | 0                  | 5        | 1                        | 12                        | 18        | 0                                     | 0                                        | 18                                  | 18                                      |
| CEUTA              | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| MELILLA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TOTAL              | 27                 | 7                  | 129      | 15                       | 188                       | 366       | 11                                    | 0                                        | 355                                 | 328                                     |

Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 0,1                | 0,0                | 0,2      | 0,2                      | 0,9                       | 0,3       | 0,0                                   | 0,0                                      | 0,4                                 | 0,6                                     |
| ALBACETE           | 0,0                | 0,0                | 0,3      | 0,0                      | 0,8                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| ALICANTE           | 0,0                | 0,0                | 0,2      | 0,4                      | 0,7                       | 0,3       | 1,9                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| ALMERÍA            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,0                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| ARABA/ÁLAVA        | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| ASTURIAS           | 0,0                | 0,0                | 0,2      | 0,0                      | 1,0                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| ÁVILA              | 0,0                | 0,0                | 1,2      | 0,0                      | 0,6                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,6                                     |
| BADAJOS            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,9                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| BALEARS, ILLES     | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| BARCELONA          | 0,0                | 0,0                | 0,1      | 0,2                      | 0,3                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| BIZKAIA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| BURGOS             | 0,4                | 0,0                | 0,2      | 0,0                      | 1,3                       | 0,6       | 2,9                                   | 0,0                                      | 0,5                                 | 0,6                                     |
| CÁCERES            | 0,0                | 0,0                | 0,2      | 0,0                      | 1,2                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| CÁDIZ              | 0,0                | 0,0                | 0,1      | 0,9                      | 0,6                       | 0,2       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| CANTABRIA          | 0,0                | 0,2                | 0,0      | 0,0                      | 0,3                       | 0,1       | 0,4                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| CASTELLÓN          | 1,2                | 0,0                | 0,5      | 3,4                      | 1,1                       | 1,0       | 2,0                                   | 0,0                                      | 1,0                                 | 0,8                                     |
| CIUDAD REAL        | 0,0                | 0,0                | 0,4      | 0,0                      | 1,5                       | 0,6       | 0,0                                   | 0,0                                      | 0,6                                 | 0,6                                     |
| CÓRDOBA            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,5                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| CUENCA             | 0,0                | 0,0                | 0,1      | 0,0                      | 1,7                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| GIPUZKOA           | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| GIRONA             | 0,3                | 0,0                | 0,5      | 0,0                      | 0,3                       | 0,3       | 1,6                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| GRANADA            | 0,0                | 0,0                | 0,1      | 0,0                      | 0,5                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| GUADALAJARA        | 0,0                | 0,0                | 0,1      | 0,0                      | 0,3                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| HUELVA             | 0,0                | 0,1                | 0,0      | 0,7                      | 1,0                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| HUESCA             | 0,0                | 0,0                | 0,2      | 0,0                      | 0,6                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,4                                     |
| JAÉN               | 0,0                | 0,0                | 0,2      | 0,0                      | 1,4                       | 0,4       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| LA RIOJA           | 0,0                | 0,0                | 0,0      | 0,0                      | 1,5                       | 0,7       | 0,0                                   | 0,0                                      | 0,8                                 | 1,1                                     |
| LAS PALMAS         | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| LEÓN               | 0,0                | 0,0                | 0,0      | 1,4                      | 0,7                       | 0,4       | 1,3                                   | 0,0                                      | 0,3                                 | 0,4                                     |
| LLEIDA             | 0,0                | 0,0                | 0,4      | 1,7                      | 0,6                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,5                                     |
| LUGO               | 0,0                | 0,0                | 0,5      | 0,0                      | 0,5                       | 0,5       | 0,0                                   | 0,0                                      | 0,5                                 | 0,5                                     |
| MADRID             | 0,1                | 0,1                | 0,1      | 0,0                      | 0,0                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| MÁLAGA             | 0,0                | 0,0                | 0,2      | 0,3                      | 0,0                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| MURCIA             | 0,0                | 0,0                | 0,2      | 0,0                      | 1,7                       | 0,2       | 5,8                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| NAVARRA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| OURENSE            | 0,0                | 0,0                | 0,2      | 0,0                      | 0,5                       | 0,3       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| PALENCIA           | 0,0                | 0,0                | 0,1      | 0,0                      | 0,0                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| PONTEVEDRA         | 0,0                | 0,0                | 0,1      | 1,6                      | 0,9                       | 0,3       | 0,8                                   | 0,0                                      | 0,3                                 | 0,5                                     |
| SALAMANCA          | 0,0                | 0,0                | 0,1      | 0,0                      | 0,9                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| SEGOVIA            | 0,5                | 0,0                | 0,6      | 0,0                      | 0,7                       | 0,6       | 0,0                                   | 0,0                                      | 0,6                                 | 0,7                                     |
| SEVILLA            | 0,0                | 0,0                | 0,2      | 0,4                      | 0,9                       | 0,2       | 0,0                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| SORIA              | 0,0                | 0,0                | 0,7      | 0,0                      | 2,0                       | 1,4       | 0,0                                   | 0,0                                      | 1,5                                 | 1,5                                     |
| STA.CRUIZ TENERIFE | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TARRAGONA          | 0,2                | 0,0                | 0,1      | 0,0                      | 0,9                       | 0,4       | 1,4                                   | 0,0                                      | 0,4                                 | 0,5                                     |
| TERUEL             | 0,0                | 0,0                | 0,0      | 0,0                      | 0,3                       | 0,1       | 0,0                                   | 0,0                                      | 0,1                                 | 0,1                                     |
| TOLEDO             | 1,4                | 0,0                | 0,2      | 0,0                      | 0,9                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| VALENCIA           | 0,4                | 0,0                | 0,2      | 0,0                      | 0,7                       | 0,3       | 0,0                                   | 0,0                                      | 0,3                                 | 0,3                                     |
| VALLADOLID         | 0,0                | 0,0                | 0,2      | 0,0                      | 0,8                       | 0,3       | 3,6                                   | 0,0                                      | 0,2                                 | 0,2                                     |
| ZAMORA             | 0,0                | 0,0                | 0,3      | 0,0                      | 1,0                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,4                                     |
| ZARAGOZA           | 0,0                | 0,0                | 0,2      | 0,3                      | 1,6                       | 0,4       | 0,0                                   | 0,0                                      | 0,4                                 | 0,5                                     |
| CEUTA              | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| MELILLA            | 0,0                | 0,0                | 0,0      | 0,0                      | 0,0                       | 0,0       | 0,0                                   | 0,0                                      | 0,0                                 | 0,0                                     |
| TOTAL              | 0,2                | 0,1                | 0,2      | 0,3                      | 0,8                       | 0,3       | 0,5                                   | 0,0                                      | 0,3                                 | 0,3                                     |

## 8- ACV NO MORTALES CON HG y ACV CON SÓLO HL

# 2016



Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |     |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|-----|
| A CORUÑA           | 5                  | 0                  | 4        | 8                        | 18                        | 35        | 5                                     | 4                                        | 26                                  | 21                                      |     |
| ALBACETE           | 0                  | 0                  | 11       | 0                        | 6                         | 17        | 0                                     | 0                                        | 17                                  | 17                                      |     |
| ALICANTE           | 1                  | 0                  | 15       | 8                        | 18                        | 42        | 1                                     | 0                                        | 41                                  | 40                                      |     |
| ALMERÍA            | 0                  | 0                  | 7        | 1                        | 0                         | 8         | 0                                     | 1                                        | 7                                   | 7                                       |     |
| ARABA/ÁLAVA        | 5                  | 0                  | 0        | 0                        | 0                         | 5         | 0                                     | 0                                        | 5                                   | 0                                       |     |
| ASTURIAS           | 1                  | 0                  | 11       | 0                        | 18                        | 30        | 3                                     | 0                                        | 27                                  | 26                                      |     |
| ÁVILA              | 1                  | 1                  | 0        | 0                        | 6                         | 8         | 0                                     | 0                                        | 8                                   | 7                                       |     |
| BADAJOS            | 0                  | 0                  | 12       | 1                        | 9                         | 22        | 0                                     | 1                                        | 21                                  | 21                                      |     |
| BALEARS, ILLES     | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| BARCELONA          | 14                 | 6                  | 24       | 5                        | 5                         | 54        | 1                                     | 2                                        | 51                                  | 37                                      |     |
| BIZKAIA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| BURGOS             | 7                  | 0                  | 10       | 0                        | 23                        | 40        | 1                                     | 0                                        | 39                                  | 32                                      |     |
| CÁCERES            | 0                  | 0                  | 9        | 0                        | 1                         | 10        | 0                                     | 0                                        | 10                                  | 10                                      |     |
| CÁDIZ              | 2                  | 0                  | 8        | 4                        | 4                         | 18        | 0                                     | 2                                        | 16                                  | 14                                      |     |
| CANTABRIA          | 0                  | 3                  | 11       | 0                        | 10                        | 24        | 5                                     | 1                                        | 18                                  | 18                                      |     |
| CASTELLÓN          | 3                  | 0                  | 3        | 0                        | 16                        | 22        | 0                                     | 0                                        | 22                                  | 19                                      |     |
| CIUDAD REAL        | 0                  | 0                  | 2        | 0                        | 4                         | 6         | 1                                     | 0                                        | 5                                   | 5                                       |     |
| CÓRDOBA            | 0                  | 0                  | 6        | 0                        | 10                        | 16        | 0                                     | 0                                        | 16                                  | 16                                      |     |
| CUENCA             | 0                  | 0                  | 16       | 0                        | 7                         | 23        | 0                                     | 0                                        | 23                                  | 23                                      |     |
| GIPUZKOA           | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| GIRONA             | 4                  | 0                  | 0        | 0                        | 26                        | 30        | 1                                     | 0                                        | 29                                  | 25                                      |     |
| GRANADA            | 0                  | 0                  | 12       | 0                        | 15                        | 27        | 1                                     | 0                                        | 26                                  | 26                                      |     |
| GUADALAJARA        | 0                  | 0                  | 5        | 0                        | 11                        | 16        | 1                                     | 0                                        | 15                                  | 15                                      |     |
| HUELVA             | 0                  | 1                  | 1        | 1                        | 10                        | 13        | 0                                     | 0                                        | 13                                  | 13                                      |     |
| HUESCA             | 2                  | 0                  | 1        | 0                        | 28                        | 31        | 2                                     | 0                                        | 29                                  | 27                                      |     |
| JAÉN               | 0                  | 0                  | 7        | 0                        | 2                         | 9         | 0                                     | 0                                        | 9                                   | 9                                       |     |
| LA RIOJA           | 2                  | 0                  | 0        | 0                        | 3                         | 5         | 0                                     | 0                                        | 5                                   | 3                                       |     |
| LAS PALMAS         | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| LEÓN               | 2                  | 0                  | 6        | 1                        | 25                        | 34        | 3                                     | 0                                        | 31                                  | 29                                      |     |
| LLEIDA             | 0                  | 0                  | 4        | 0                        | 17                        | 21        | 0                                     | 0                                        | 21                                  | 21                                      |     |
| LUGO               | 0                  | 0                  | 4        | 2                        | 22                        | 28        | 3                                     | 0                                        | 25                                  | 25                                      |     |
| MADRID             | 7                  | 31                 | 42       | 0                        | 6                         | 86        | 0                                     | 2                                        | 84                                  | 77                                      |     |
| MÁLAGA             | 4                  | 0                  | 23       | 7                        | 1                         | 35        | 1                                     | 7                                        | 27                                  | 23                                      |     |
| MURCIA             | 1                  | 0                  | 18       | 0                        | 3                         | 22        | 0                                     | 0                                        | 22                                  | 21                                      |     |
| NAVARRA            | 1                  | 0                  | 0        | 0                        | 0                         | 1         | 0                                     | 0                                        | 1                                   | 0                                       |     |
| OURENSE            | 0                  | 0                  | 3        | 2                        | 11                        | 16        | 5                                     | 2                                        | 9                                   | 9                                       |     |
| PALENCIA           | 0                  | 0                  | 5        | 0                        | 3                         | 8         | 0                                     | 0                                        | 8                                   | 8                                       |     |
| PONTEVEDRA         | 3                  | 0                  | 11       | 0                        | 24                        | 38        | 4                                     | 0                                        | 34                                  | 31                                      |     |
| SALAMANCA          | 0                  | 1                  | 7        | 2                        | 5                         | 15        | 0                                     | 0                                        | 15                                  | 15                                      |     |
| SEGOVIA            | 0                  | 0                  | 2        | 0                        | 4                         | 6         | 1                                     | 0                                        | 5                                   | 5                                       |     |
| SEVILLA            | 0                  | 6                  | 21       | 3                        | 5                         | 35        | 0                                     | 3                                        | 32                                  | 32                                      |     |
| SORIA              | 0                  | 0                  | 3        | 0                        | 8                         | 11        | 3                                     | 0                                        | 8                                   | 8                                       |     |
| STA.CRUIZ TENERIFE | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| TARRAGONA          | 7                  | 0                  | 5        | 0                        | 21                        | 33        | 2                                     | 0                                        | 31                                  | 24                                      |     |
| TERUEL             | 0                  | 0                  | 5        | 1                        | 17                        | 23        | 2                                     | 0                                        | 21                                  | 21                                      |     |
| TOLEDO             | 0                  | 0                  | 27       | 0                        | 11                        | 38        | 0                                     | 0                                        | 38                                  | 38                                      |     |
| VALENCIA           | 2                  | 0                  | 46       | 0                        | 32                        | 80        | 5                                     | 0                                        | 75                                  | 73                                      |     |
| VALLADOLID         | 0                  | 0                  | 13       | 0                        | 8                         | 21        | 4                                     | 0                                        | 17                                  | 17                                      |     |
| ZAMORA             | 0                  | 0                  | 12       | 0                        | 5                         | 17        | 0                                     | 0                                        | 17                                  | 17                                      |     |
| ZARAGOZA           | 0                  | 0                  | 18       | 1                        | 12                        | 31        | 1                                     | 0                                        | 30                                  | 30                                      |     |
| CEUTA              | 0                  | 0                  | 0        | 0                        | 4                         | 4         | 2                                     | 0                                        | 2                                   | 2                                       |     |
| MELILLA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |     |
| TOTAL              | 74                 | 49                 | 450      | 47                       | 33                        | 494       | 1.114                                 | 58                                       | 25                                  | 1.031                                   | 957 |

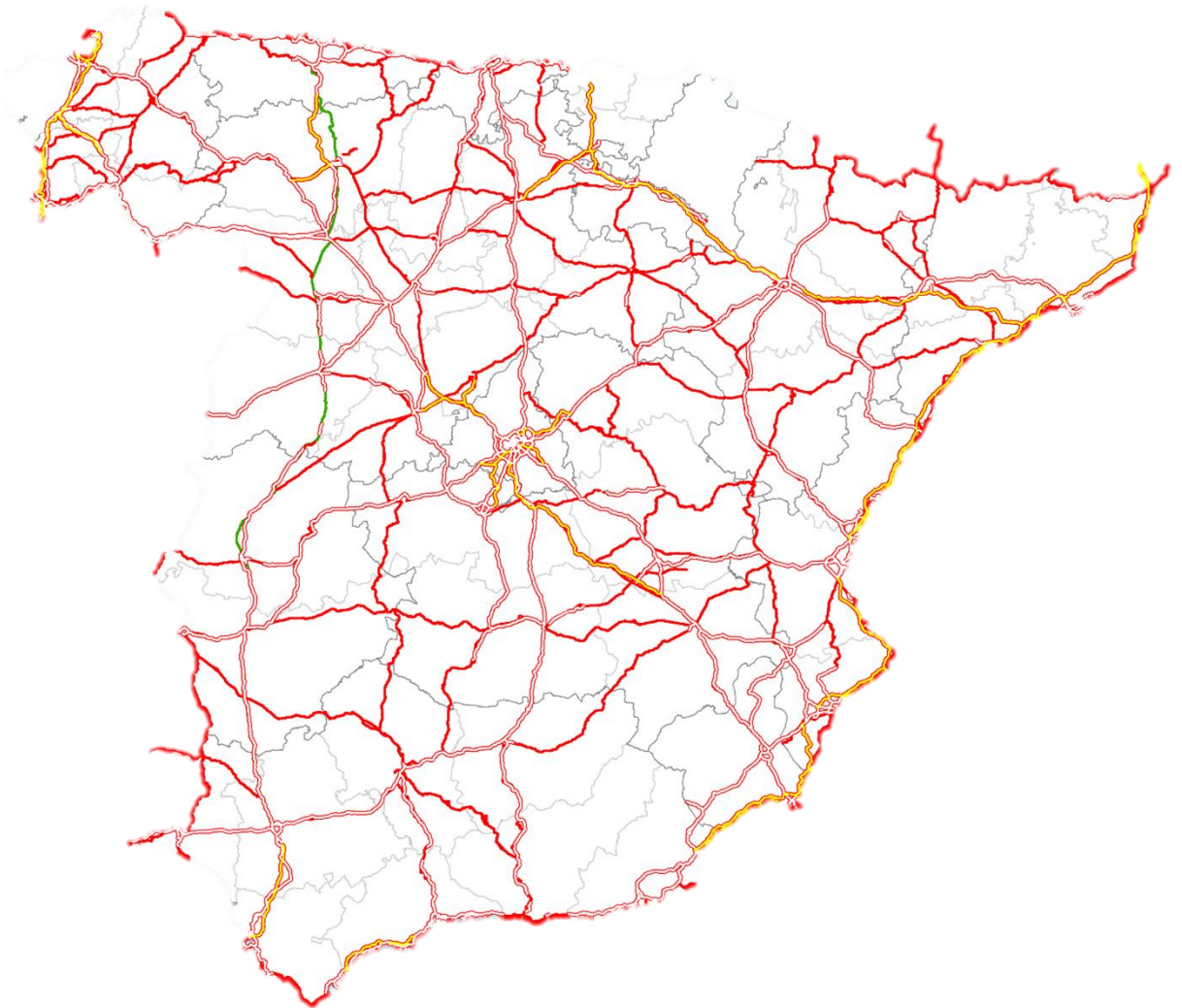
Incluyendo los accidentes producidos en Vías de Servicio y Ramales de Enlace

| Provincia          | Autopista<br>Peaje | Autopista<br>Libre | Autovías | Carretera<br>Multicarril | Carretera<br>Convencional | Total RCE | Travesía<br>Carretera<br>Convencional | Z.Urbana<br>Carretera No<br>Convencional | RCE sin<br>Travesías ni<br>Z.Urbana | RCE sin<br>Travesía Z.U.<br>ni A. Peaje |
|--------------------|--------------------|--------------------|----------|--------------------------|---------------------------|-----------|---------------------------------------|------------------------------------------|-------------------------------------|-----------------------------------------|
| A CORUÑA           | 35                 | 0                  | 22       | 57                       | 144                       | 258       | 40                                    | 24                                       | 194                                 | 159                                     |
| ALBACETE           | 0                  | 0                  | 25       | 0                        | 13                        | 38        | 0                                     | 0                                        | 38                                  | 38                                      |
| ALICANTE           | 21                 | 0                  | 180      | 101                      | 175                       | 477       | 3                                     | 7                                        | 467                                 | 446                                     |
| ALMERÍA            | 0                  | 0                  | 121      | 2                        | 22                        | 145       | 1                                     | 1                                        | 143                                 | 143                                     |
| ARABA/ÁLAVA        | 27                 | 0                  | 0        | 0                        | 0                         | 27        | 0                                     | 0                                        | 27                                  | 0                                       |
| ASTURIAS           | 1                  | 0                  | 146      | 0                        | 130                       | 277       | 26                                    | 0                                        | 251                                 | 250                                     |
| ÁVILA              | 2                  | 8                  | 7        | 0                        | 56                        | 73        | 5                                     | 0                                        | 68                                  | 66                                      |
| BADAJOS            | 0                  | 0                  | 39       | 2                        | 29                        | 70        | 2                                     | 1                                        | 67                                  | 67                                      |
| BALEARS, ILLES     | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| BARCELONA          | 263                | 181                | 447      | 105                      | 64                        | 1.060     | 8                                     | 29                                       | 1.023                               | 760                                     |
| BIZKAIA            | 15                 | 0                  | 0        | 0                        | 0                         | 15        | 0                                     | 0                                        | 15                                  | 0                                       |
| BURGOS             | 23                 | 0                  | 41       | 0                        | 66                        | 130       | 14                                    | 0                                        | 116                                 | 93                                      |
| CÁCERES            | 0                  | 0                  | 26       | 2                        | 34                        | 62        | 2                                     | 1                                        | 59                                  | 59                                      |
| CÁDIZ              | 7                  | 0                  | 126      | 37                       | 35                        | 205       | 1                                     | 29                                       | 175                                 | 168                                     |
| CANTABRIA          | 0                  | 42                 | 165      | 0                        | 82                        | 289       | 39                                    | 2                                        | 248                                 | 248                                     |
| CASTELLÓN          | 21                 | 0                  | 28       | 3                        | 84                        | 136       | 3                                     | 0                                        | 133                                 | 112                                     |
| CIUDAD REAL        | 0                  | 0                  | 70       | 1                        | 24                        | 95        | 1                                     | 1                                        | 93                                  | 93                                      |
| CÓRDOBA            | 0                  | 0                  | 77       | 1                        | 46                        | 124       | 1                                     | 0                                        | 123                                 | 123                                     |
| CUENCA             | 2                  | 0                  | 37       | 0                        | 36                        | 75        | 2                                     | 0                                        | 73                                  | 71                                      |
| GIPUZKOA           | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| GIRONA             | 61                 | 0                  | 4        | 6                        | 186                       | 257       | 10                                    | 3                                        | 244                                 | 183                                     |
| GRANADA            | 0                  | 0                  | 192      | 0                        | 75                        | 267       | 3                                     | 0                                        | 264                                 | 264                                     |
| GUADALAJARA        | 1                  | 0                  | 51       | 0                        | 38                        | 90        | 3                                     | 0                                        | 87                                  | 86                                      |
| HUELVA             | 0                  | 35                 | 7        | 12                       | 74                        | 128       | 4                                     | 0                                        | 124                                 | 124                                     |
| HUESCA             | 4                  | 0                  | 28       | 0                        | 73                        | 105       | 2                                     | 0                                        | 103                                 | 99                                      |
| JAÉN               | 0                  | 0                  | 67       | 0                        | 25                        | 92        | 1                                     | 0                                        | 91                                  | 91                                      |
| LA RIOJA           | 13                 | 0                  | 35       | 10                       | 73                        | 131       | 5                                     | 27                                       | 99                                  | 86                                      |
| LAS PALMAS         | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| LEÓN               | 10                 | 0                  | 42       | 7                        | 87                        | 146       | 13                                    | 2                                        | 131                                 | 121                                     |
| LLEIDA             | 4                  | 0                  | 89       | 9                        | 112                       | 214       | 16                                    | 0                                        | 198                                 | 194                                     |
| LUGO               | 0                  | 0                  | 21       | 2                        | 63                        | 86        | 8                                     | 0                                        | 78                                  | 78                                      |
| MADRID             | 30                 | 692                | 842      | 0                        | 27                        | 1.591     | 0                                     | 27                                       | 1.564                               | 1.534                                   |
| MÁLAGA             | 30                 | 0                  | 241      | 32                       | 5                         | 308       | 0                                     | 35                                       | 273                                 | 243                                     |
| MURCIA             | 8                  | 0                  | 44       | 0                        | 5                         | 57        | 2                                     | 0                                        | 55                                  | 47                                      |
| NAVARRA            | 4                  | 0                  | 0        | 0                        | 0                         | 4         | 0                                     | 0                                        | 4                                   | 0                                       |
| OURENSE            | 0                  | 0                  | 18       | 6                        | 41                        | 65        | 10                                    | 4                                        | 51                                  | 51                                      |
| PALENCIA           | 0                  | 0                  | 18       | 0                        | 5                         | 23        | 0                                     | 0                                        | 23                                  | 23                                      |
| PONTEVEDRA         | 51                 | 0                  | 157      | 2                        | 153                       | 363       | 38                                    | 0                                        | 321                                 | 270                                     |
| SALAMANCA          | 0                  | 7                  | 54       | 15                       | 38                        | 114       | 2                                     | 1                                        | 111                                 | 111                                     |
| SEGOVIA            | 11                 | 0                  | 11       | 1                        | 28                        | 51        | 4                                     | 0                                        | 47                                  | 36                                      |
| SEVILLA            | 6                  | 64                 | 210      | 18                       | 23                        | 321       | 0                                     | 4                                        | 317                                 | 311                                     |
| SORIA              | 0                  | 0                  | 16       | 1                        | 23                        | 40        | 4                                     | 0                                        | 36                                  | 36                                      |
| STA.CRUIZ TENERIFE | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TARRAGONA          | 76                 | 0                  | 139      | 20                       | 217                       | 452       | 9                                     | 35                                       | 408                                 | 332                                     |
| TERUEL             | 0                  | 0                  | 10       | 0                        | 38                        | 48        | 7                                     | 0                                        | 41                                  | 41                                      |
| TOLEDO             | 2                  | 0                  | 220      | 18                       | 29                        | 269       | 0                                     | 12                                       | 257                                 | 255                                     |
| VALENCIA           | 23                 | 0                  | 470      | 7                        | 101                       | 601       | 14                                    | 0                                        | 587                                 | 564                                     |
| VALLADOLID         | 0                  | 0                  | 90       | 19                       | 25                        | 134       | 6                                     | 1                                        | 127                                 | 127                                     |
| ZAMORA             | 0                  | 0                  | 27       | 0                        | 13                        | 40        | 1                                     | 0                                        | 39                                  | 39                                      |
| ZARAGOZA           | 15                 | 0                  | 158      | 35                       | 77                        | 285       | 6                                     | 0                                        | 279                                 | 264                                     |
| CEUTA              | 0                  | 0                  | 0        | 0                        | 36                        | 36        | 14                                    | 0                                        | 22                                  | 22                                      |
| MELILLA            | 0                  | 0                  | 0        | 0                        | 0                         | 0         | 0                                     | 0                                        | 0                                   | 0                                       |
| TOTAL              | 766                | 1.029              | 4.818    | 531                      | 2.730                     | 9.874     | 330                                   | 246                                      | 9.294                               | 8.528                                   |



**9- COMPARATIVA DE ACCIDENTALIDAD MENSUAL  
CON AÑO ANTERIOR y POR CATEGORIA DE RED**

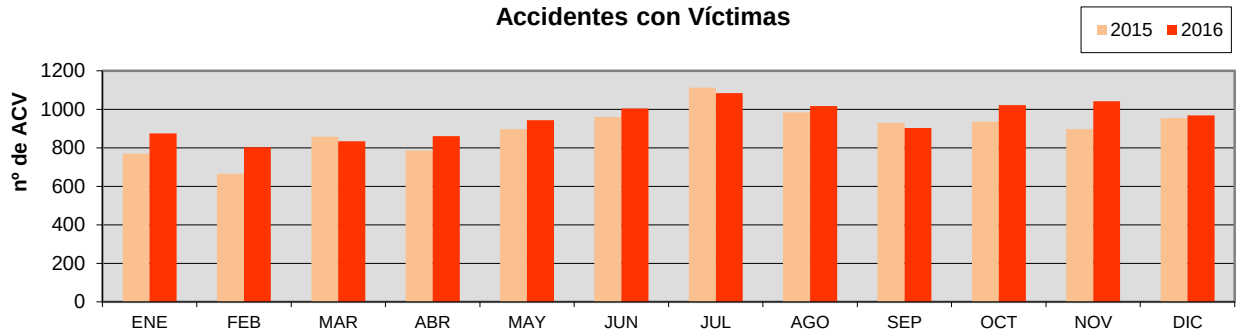
**2016**





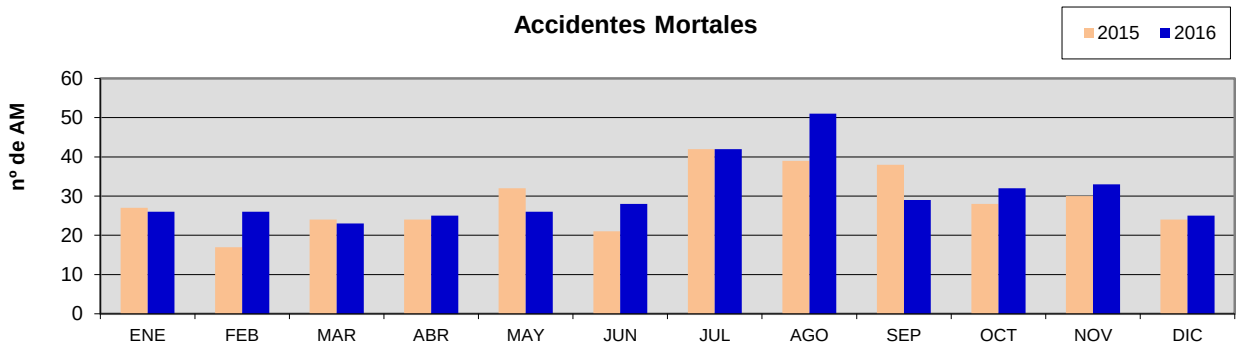
**a- ACV, AM, y VM mensuales**

Accidentes con Víctimas



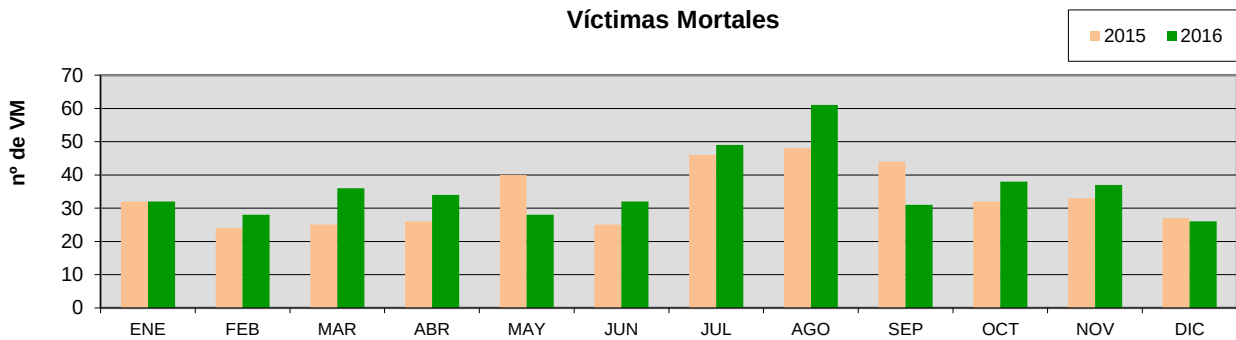
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN  | JUL  | AGO  | SEP | OCT  | NOV  | DIC | TOTAL  |
|------|-----|-----|-----|-----|-----|------|------|------|-----|------|------|-----|--------|
| 2015 | 770 | 666 | 857 | 786 | 897 | 961  | 1112 | 984  | 930 | 935  | 897  | 955 | 10.750 |
| 2016 | 874 | 803 | 834 | 860 | 943 | 1004 | 1084 | 1017 | 903 | 1021 | 1042 | 969 | 11.354 |

Accidentes Mortales



| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 27  | 17  | 24  | 24  | 32  | 21  | 42  | 39  | 38  | 28  | 30  | 24  | 346   |
| 2016 | 26  | 26  | 23  | 25  | 26  | 28  | 42  | 51  | 29  | 32  | 33  | 25  | 366   |

Víctimas Mortales

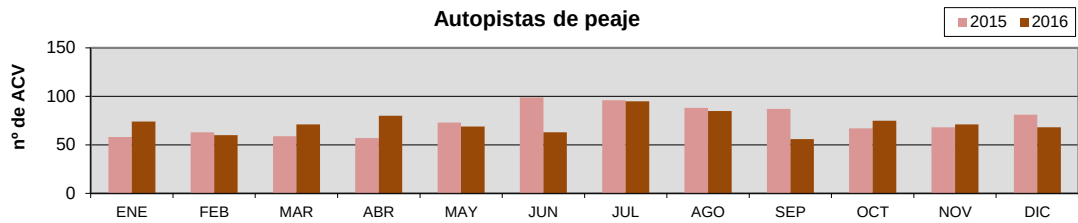


| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 32  | 24  | 25  | 26  | 40  | 25  | 46  | 48  | 44  | 32  | 33  | 27  | 402   |
| 2016 | 32  | 28  | 36  | 34  | 28  | 32  | 49  | 61  | 31  | 38  | 37  | 26  | 432   |

**b- ACV mensuales por categoría de red**

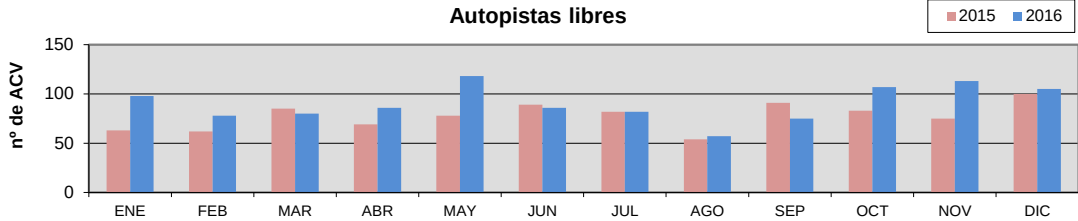
## Accidentes con víctimas mensuales por categoría de red

Autopistas de peaje



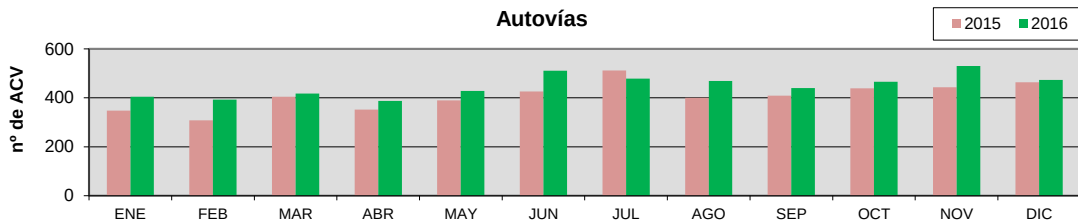
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 58  | 63  | 59  | 57  | 73  | 99  | 96  | 88  | 87  | 67  | 68  | 81  | 896   |
| 2016 | 74  | 60  | 71  | 80  | 69  | 63  | 95  | 85  | 56  | 75  | 71  | 68  | 867   |

Autopistas libres



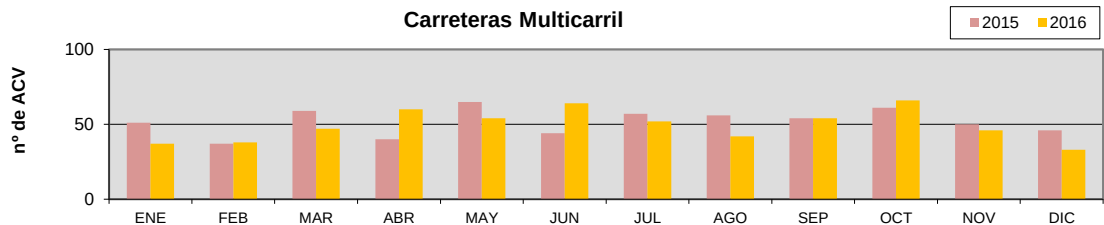
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 63  | 62  | 85  | 69  | 78  | 89  | 82  | 54  | 91  | 83  | 75  | 100 | 931   |
| 2016 | 98  | 78  | 80  | 86  | 118 | 86  | 82  | 57  | 75  | 107 | 113 | 105 | 1.085 |

Autovías



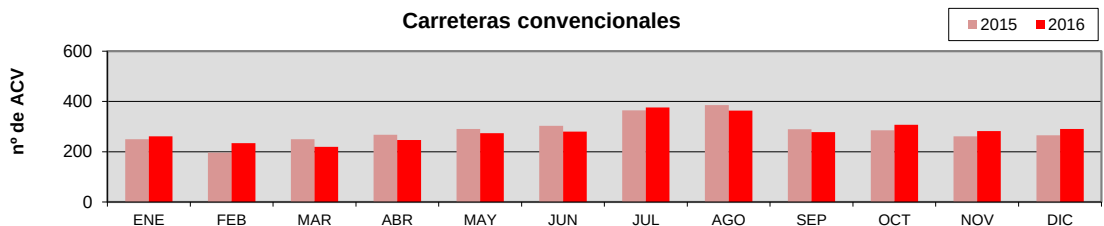
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 348 | 308 | 404 | 352 | 390 | 426 | 512 | 400 | 409 | 439 | 443 | 463 | 4.894 |
| 2016 | 404 | 393 | 417 | 387 | 428 | 511 | 479 | 469 | 440 | 466 | 530 | 473 | 5.397 |

Carreteras Multicarril



| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 51  | 37  | 59  | 40  | 65  | 44  | 57  | 56  | 54  | 61  | 50  | 46  | 620   |
| 2016 | 37  | 38  | 47  | 60  | 54  | 64  | 52  | 42  | 54  | 66  | 46  | 33  | 593   |

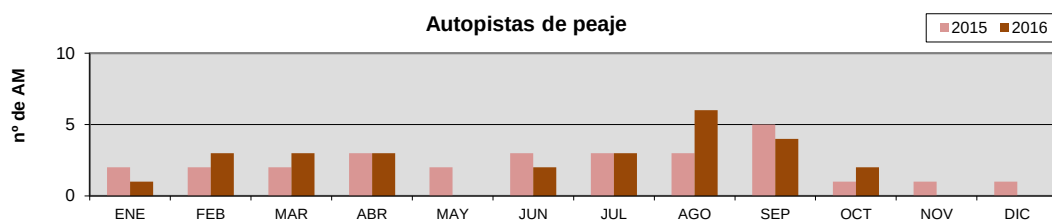
Carreteras convencionales



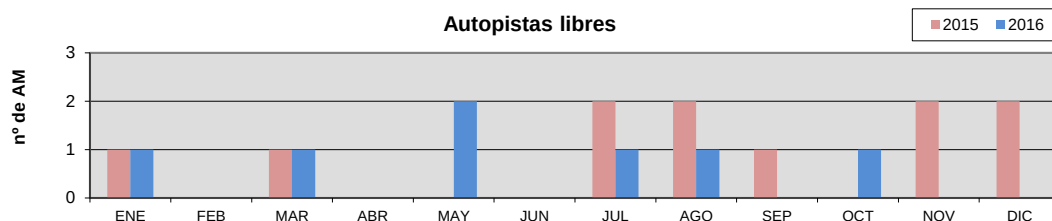
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 250 | 196 | 250 | 268 | 291 | 303 | 365 | 386 | 289 | 285 | 261 | 265 | 3.409 |
| 2016 | 261 | 234 | 219 | 247 | 274 | 280 | 376 | 364 | 278 | 307 | 282 | 290 | 3.412 |

**c- AM mensuales por categoría de red**

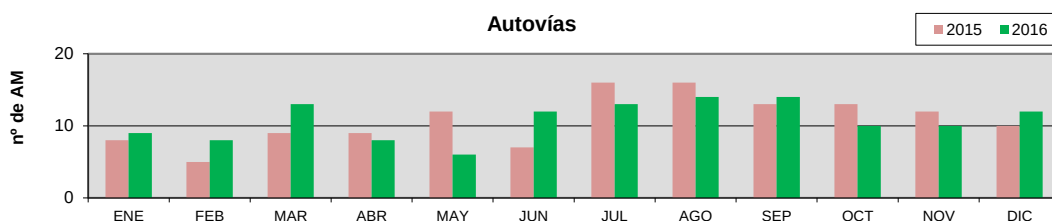
## Accidentes mortales mensuales por categoría de red



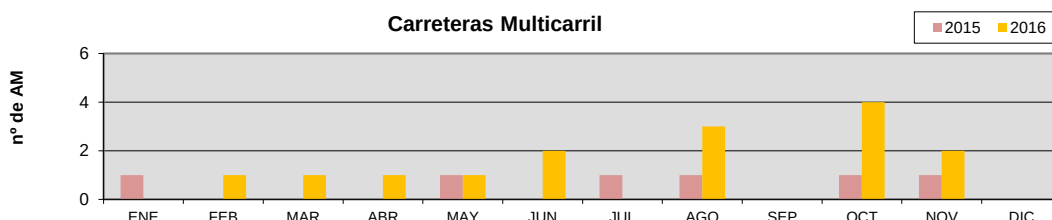
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 2   | 2   | 2   | 3   | 2   | 3   | 3   | 3   | 5   | 1   | 1   | 1   | 28    |
| 2016 | 1   | 3   | 3   | 3   | 0   | 2   | 3   | 6   | 4   | 2   | 0   | 0   | 27    |



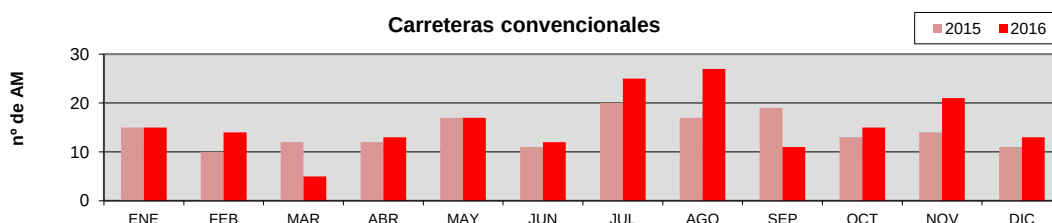
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 1   | 0   | 1   | 0   | 0   | 0   | 2   | 2   | 1   | 0   | 2   | 2   | 11    |
| 2016 | 1   | 0   | 1   | 0   | 2   | 0   | 1   | 1   | 0   | 1   | 0   | 0   | 7     |



| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 8   | 5   | 9   | 9   | 12  | 7   | 16  | 16  | 13  | 13  | 12  | 10  | 130   |
| 2016 | 9   | 8   | 13  | 8   | 6   | 12  | 13  | 14  | 14  | 10  | 10  | 12  | 129   |



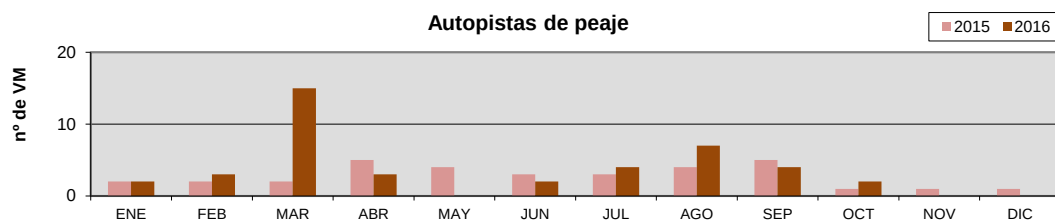
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 1   | 0   | 0   | 0   | 1   | 0   | 1   | 1   | 0   | 1   | 1   | 0   | 6     |
| 2016 | 0   | 1   | 1   | 1   | 1   | 2   | 0   | 3   | 0   | 4   | 2   | 0   | 15    |



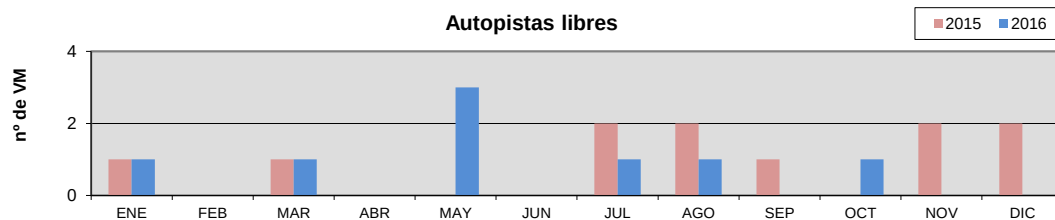
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 15  | 10  | 12  | 12  | 17  | 11  | 20  | 17  | 19  | 13  | 14  | 11  | 171   |
| 2016 | 15  | 14  | 5   | 13  | 17  | 12  | 25  | 27  | 11  | 15  | 21  | 13  | 188   |

**d- VM mensuales por categoría de red**

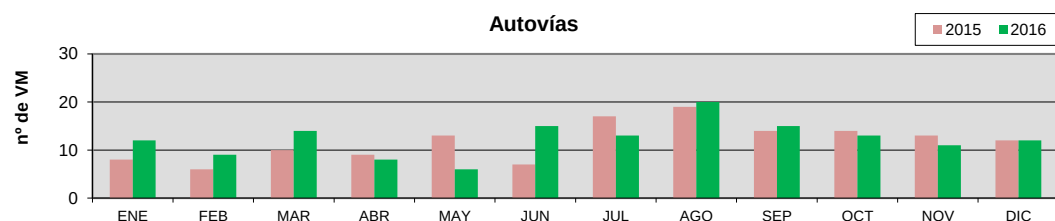
## Víctimas mortales mensuales por categoría de red



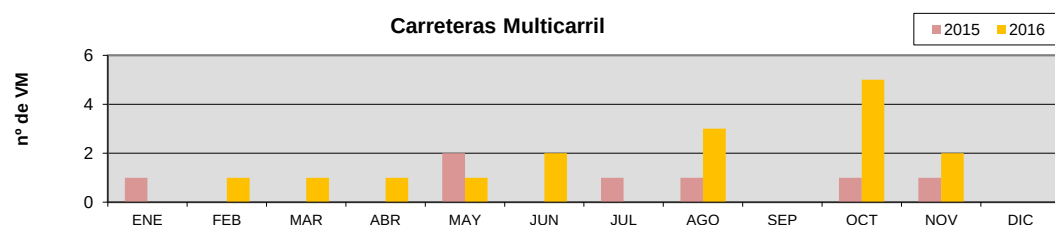
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 2   | 2   | 2   | 5   | 4   | 3   | 3   | 4   | 5   | 1   | 1   | 1   | 33    |
| 2016 | 2   | 3   | 15  | 3   | 0   | 2   | 4   | 7   | 4   | 2   | 0   | 0   | 42    |



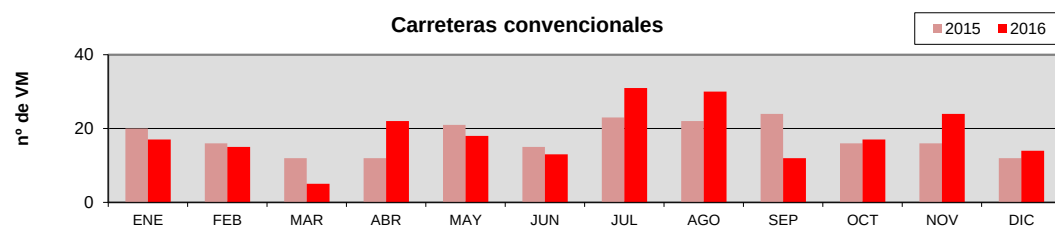
| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 1   | 0   | 1   | 0   | 0   | 0   | 2   | 2   | 1   | 0   | 2   | 2   | 11    |
| 2016 | 1   | 0   | 1   | 0   | 3   | 0   | 1   | 1   | 0   | 1   | 0   | 0   | 8     |



| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 8   | 6   | 10  | 9   | 13  | 7   | 17  | 19  | 14  | 14  | 13  | 12  | 142   |
| 2016 | 12  | 9   | 14  | 8   | 6   | 15  | 13  | 20  | 15  | 13  | 11  | 12  | 148   |



| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 1   | 0   | 0   | 0   | 2   | 0   | 1   | 1   | 0   | 1   | 1   | 0   | 7     |
| 2016 | 0   | 1   | 1   | 1   | 1   | 2   | 0   | 3   | 0   | 5   | 2   | 0   | 16    |

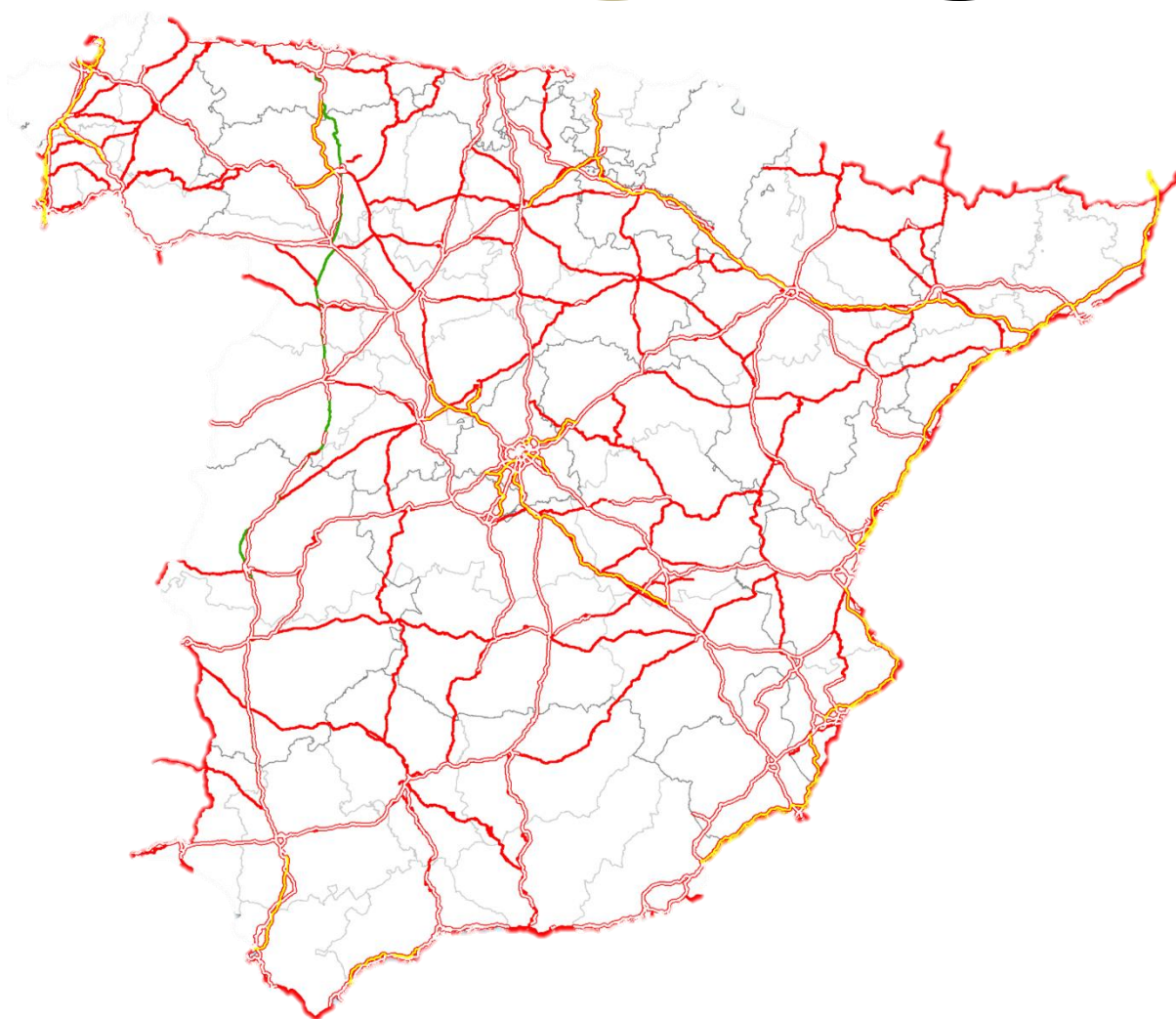


| AÑO  | ENE | FEB | MAR | ABR | MAY | JUN | JUL | AGO | SEP | OCT | NOV | DIC | TOTAL |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2015 | 20  | 16  | 12  | 12  | 21  | 15  | 23  | 22  | 24  | 16  | 16  | 12  | 209   |
| 2016 | 17  | 15  | 5   | 22  | 18  | 13  | 31  | 30  | 12  | 17  | 24  | 14  | 218   |



## **10- TRAMOS DE 1 KM CON >1 ACV (RCE SIN AP)**

# 2016



# 10

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 1      A-1 Madrid - Irún

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-1       | 12 | 28-M  | Autovía       | 141.285 | 6        | 12   | 0  | 0    | 0  | 8  | 3        | 5,8  | 0  | 0  | 0  | 3  | 11       | 21,5 | 0  | 0  | 0  | 13 | 3        | 5,9  | 0  | 0   | 0  | 4  | 5        | 9,7  | 0  | 0  | 0  | 7  | 11            |
| A-1       | 13 | 28-M  | Autovía       | 141.285 | 16       | 31,9 | 0  | 0    | 0  | 24 | 16       | 31   | 0  | 0  | 0  | 19 | 20       | 39,1 | 0  | 0  | 0  | 28 | 21       | 41,1 | 1  | 2   | 1  | 26 | 12       | 23,2 | 0  | 0  | 0  | 17 | 33,2          |
| A-1       | 14 | 28-M  | Autovía       | 141.285 | 10       | 19,9 | 0  | 0    | 0  | 11 | 9        | 17,5 | 0  | 0  | 0  | 12 | 11       | 20,4 | 0  | 0  | 1  | 15 | 18       | 33,9 | 1  | 1,9 | 2  | 26 | 8        | 14,9 | 0  | 0  | 0  | 15 | 21,4          |
| A-1       | 15 | 28-M  | Autovía       | 141.285 | 8        | 15,9 | 0  | 0    | 0  | 11 | 7        | 13,6 | 0  | 0  | 0  | 8  | 8        | 14,8 | 0  | 0  | 1  | 9  | 8        | 15,1 | 0  | 0   | 0  | 9  | 8        | 14,9 | 0  | 0  | 0  | 13 | 14,9          |
| A-1       | 16 | 28-M  | Autovía       | 141.285 | 7        | 13,7 | 0  | 0    | 0  | 9  | 12       | 23,3 | 0  | 0  | 4  | 19 | 15       | 27,7 | 0  | 0  | 1  | 20 | 13       | 24,4 | 0  | 0   | 0  | 19 | 11       | 20,4 | 0  | 0  | 0  | 12 | 22            |
| A-1       | 17 | 28-M  | Autovía       | 142.685 | 15       | 27,9 | 0  | 0    | 0  | 21 | 10       | 19,2 | 0  | 0  | 0  | 16 | 19       | 33,5 | 0  | 0  | 0  | 26 | 19       | 34,4 | 0  | 0   | 0  | 22 | 17       | 30,7 | 0  | 0  | 0  | 22 | 29,3          |
| A-1       | 18 | 28-M  | Autovía       | 155.288 | 4        | 7,3  | 0  | 0    | 0  | 7  | 9        | 15,9 | 0  | 0  | 0  | 15 | 3        | 5,3  | 0  | 0  | 0  | 8  | 4        | 7,2  | 0  | 0   | 0  | 7  | 2        | 3,6  | 0  | 0  | 0  | 2  | 7,9           |
| A-1       | 19 | 28-M  | Autovía       | 155.288 | 10       | 18,1 | 0  | 0    | 0  | 14 | 3        | 5,3  | 0  | 0  | 0  | 3  | 1        | 1,8  | 0  | 0  | 1  | 0  | 4        | 7,2  | 0  | 0   | 0  | 5  | 5        | 9    | 0  | 0  | 1  | 4  | 8,2           |
| A-1       | 20 | 28-M  | Autovía       | 155.288 | 5        | 10,6 | 0  | 0    | 0  | 9  | 4        | 7,1  | 0  | 0  | 0  | 6  | 2        | 4,5  | 0  | 0  | 0  | 2  | 5        | 10,2 | 0  | 0   | 0  | 8  | 2        | 3,6  | 0  | 0  | 0  | 2  | 7,1           |
| A-1       | 21 | 28-M  | Autovía       | 133.899 | 1        | 3,2  | 0  | 0    | 0  | 3  | 3        | 6,1  | 0  | 0  | 0  | 6  | 3        | 7,2  | 0  | 0  | 0  | 7  | 2        | 5    | 0  | 0   | 0  | 5  | 1        | 2,3  | 0  | 0  | 0  | 1  | 4,9           |
| A-1       | 22 | 28-M  | Autovía       | 91.120  | 2        | 6,5  | 0  | 0    | 0  | 7  | 4        | 12   | 0  | 0  | 0  | 7  | 2        | 7,5  | 0  | 0  | 0  | 2  | 5        | 15,3 | 0  | 0   | 1  | 6  | 1        | 3    | 0  | 0  | 0  | 1  | 8,9           |
| A-1       | 23 | 28-M  | Autovía       | 60.214  | 5        | 21   | 0  | 0    | 0  | 6  | 8        | 36,4 | 0  | 0  | 0  | 10 | 3        | 11,2 | 0  | 0  | 0  | 7  | 4        | 15   | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 15,8          |
| A-1       | 24 | 28-M  | Autovía       | 60.214  | 6        | 25,2 | 0  | 0    | 0  | 7  | 2        | 9,1  | 0  | 0  | 0  | 2  | 3        | 11,2 | 0  | 0  | 1  | 4  | 3        | 11,2 | 0  | 0   | 0  | 4  | 1        | 3,7  | 0  | 0  | 0  | 1  | 11,8          |
| A-1       | 26 | 28-M  | Autovía       | 60.214  | 2        | 8,9  | 0  | 0    | 0  | 2  | 3        | 13,6 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 7,5  | 0  | 0   | 0  | 2  | 2        | 7,3  | 0  | 0  | 0  | 2  | 7,2           |
| A-1       | 27 | 28-M  | Autovía       | 60.214  | 4        | 17,7 | 0  | 0    | 2  | 9  | 3        | 13,6 | 0  | 0  | 0  | 5  | 2        | 7,5  | 0  | 0  | 0  | 2  | 4        | 15   | 0  | 0   | 0  | 8  | 2        | 7,3  | 0  | 0  | 0  | 4  | 12            |
| A-1       | 28 | 28-M  | Autovía       | 60.214  | 4        | 17,7 | 0  | 0    | 0  | 8  | 1        | 4,5  | 0  | 0  | 0  | 1  | 4        | 14,9 | 0  | 0  | 0  | 7  | 3        | 11,2 | 0  | 0   | 0  | 6  | 4        | 14,6 | 0  | 0  | 0  | 5  | 12,8          |
| A-1       | 29 | 28-M  | Autovía       | 60.214  | 3        | 13,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 7,3  | 0  | 0  | 1  | 3  | 4,9           |
| A-1       | 30 | 28-M  | Autovía       | 60.214  | 2        | 8,9  | 0  | 0    | 0  | 3  | 1        | 4,5  | 0  | 0  | 0  | 1  | 1        | 4,7  | 0  | 0  | 0  | 1  | 2        | 9,6  | 0  | 0   | 0  | 4  | 1        | 4,7  | 0  | 0  | 0  | 2  | 6,5           |
| A-1       | 32 | 28-M  | Autovía       | 60.214  | 2        | 8,9  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,7  | 0  | 0  | 0  | 3  | 1        | 4,8  | 0  | 0   | 1  | 0  | 2        | 9,4  | 0  | 0  | 0  | 2  | 5,6           |
| A-1       | 33 | 28-M  | Autovía       | 60.214  | 2        | 10,2 | 1  | 5,1  | 0  | 2  | 1        | 4,5  | 0  | 0  | 1  | 1  | 1        | 5,9  | 0  | 0  | 0  | 2  | 1        | 4,8  | 0  | 0   | 0  | 3  | 4        | 18,8 | 0  | 0  | 0  | 8  | 8,9           |
| A-1       | 34 | 28-M  | Autovía       | 38.378  | 5        | 33   | 0  | 0    | 0  | 9  | 2        | 14,3 | 0  | 0  | 1  | 2  | 2        | 11,7 | 0  | 0  | 0  | 2  | 4        | 23,5 | 0  | 0   | 0  | 4  | 5        | 28,7 | 0  | 0  | 0  | 5  | 22,3          |
| A-1       | 36 | 28-M  | Autovía       | 38.378  | 2        | 13,8 | 2  | 13,8 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,7 | 0  | 0  | 1  | 2  | 1        | 5,9  | 0  | 0   | 0  | 2  | 2        | 11,5 | 0  | 0  | 0  | 3  | 8,7           |
| A-1       | 37 | 28-M  | Autovía       | 38.378  | 4        | 27,6 | 0  | 0    | 0  | 7  | 1        | 7,1  | 0  | 0  | 0  | 1  | 3        | 17,6 | 0  | 0  | 0  | 3  | 1        | 5,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 11,2          |
| A-1       | 38 | 28-M  | Autovía       | 38.378  | 4        | 27,6 | 0  | 0    | 0  | 10 | 2        | 14,3 | 0  | 0  | 0  | 3  | 1        | 5,9  | 0  | 0  | 0  | 1  | 2        | 11,7 | 0  | 0   | 0  | 2  | 1        | 5,7  | 0  | 0  | 0  | 4  | 12,5          |
| A-1       | 39 | 28-M  | Autovía       | 38.378  | 2        | 13,8 | 0  | 0    | 0  | 11 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2,5           |
| A-1       | 40 | 28-M  | Autovía       | 38.378  | 1        | 6,9  | 0  | 0    | 0  | 1  | 3        | 21,4 | 0  | 0  | 0  | 6  | 2        | 12,5 | 0  | 0  | 1  | 4  | 1        | 5,9  | 0  | 0   | 0  | 2  | 2        | 14,8 | 0  | 0  | 0  | 2  | 12            |
| A-1       | 42 | 28-M  | Autovía       | 38.378  | 1        | 6,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,7  | 0  | 0   | 0  | 3  | 1        | 8,6  | 0  | 0  | 0  | 1  | 4,7           |
| A-1       | 45 | 28-M  | Autovía       | 38.378  | 1        | 6,9  | 0  | 0    | 0  | 4  | 3        | 21,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 26,1 | 0  | 0   | 0  | 4  | 3        | 25,7 | 0  | 0  | 0  | 4  | 15,8          |
| A-1       | 47 | 28-M  | Autovía       | 31.724  | 3        | 25,4 | 0  | 0    | 0  | 3  | 3        | 25,9 | 0  | 0  | 0  | 5  | 3        | 31,3 | 0  | 0  | 0  | 11 | 3        | 34,2 | 0  | 0   | 0  | 5  | 1        | 11,7 | 0  | 0  | 1  | 0  | 25,8          |
| A-1       | 48 | 28-M  | Autovía       | 29.062  | 2        | 18,6 | 0  | 0    | 0  | 3  | 2        | 18,9 | 0  | 0  | 0  | 2  | 2        | 22,5 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 12,7          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 1      A-1 Madrid - Irún

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL   |               |
| A-1       | 51  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0    | 0  | 0  | 1   | 4,2  |               |
| A-1       | 53  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 23,8 | 0  | 0  | 2  | 7  | 0        | 0    | 0  | 0  | 0   | 8,5  |               |
| A-1       | 54  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 2  | 2        | 18,9 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 6,4 |      |               |
| A-1       | 57  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0    | 0  | 4  | 1        | 11,3 | 0  | 0    | 0  | 1  | 3        | 35,7 | 0  | 0  | 0  | 3  | 1        | 11,7 | 0  | 0  | 0   | 2    | 14,8          |
| A-1       | 60  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0    | 0  | 0  | 2   | 6,4  |               |
| A-1       | 61  | 28-M  | Autovía       | 29.062 | 1        | 9,3  | 0  | 0    | 0  | 10 | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,3 | 0  | 0    | 0  | 1  | 2        | 23,8 | 0  | 0  | 0  | 4  | 1        | 11,7 | 0  | 0  | 0   | 3    | 10,6          |
| A-1       | 63  | 28-M  | Autovía       | 28.604 | 4        | 37,3 | 0  | 0    | 1  | 10 | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0    | 0  | 0  | 3   | 12,8 |               |
| A-1       | 64  | 28-M  | Autovía       | 29.062 | 1        | 9,6  | 0  | 0    | 0  | 4  | 1        | 9,4  | 0  | 0    | 1  | 0  | 1        | 11,3 | 0  | 0    | 0  | 2  | 1        | 11,9 | 0  | 0  | 0  | 5  | 2        | 23,3 | 0  | 0  | 0   | 4    | 12,8          |
| A-1       | 65  | 28-M  | Autovía       | 29.062 | 2        | 19,1 | 0  | 0    | 0  | 2  | 1        | 9,4  | 0  | 0    | 0  | 1  | 1        | 11,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0    | 0  | 0  | 2   | 10,7 |               |
| A-1       | 66  | 28-M  | Autovía       | 27.696 | 2        | 20,5 | 0  | 0    | 0  | 2  | 3        | 29,7 | 0  | 0    | 0  | 7  | 1        | 11,3 | 0  | 0    | 0  | 2  | 2        | 23,8 | 0  | 0  | 0  | 2  | 1        | 11,7 | 0  | 0  | 0   | 2    | 19,7          |
| A-1       | 69  | 28-M  | Autovía       | 21.776 | 1        | 12,2 | 0  | 0    | 0  | 1  | 2        | 25,2 | 0  | 0    | 0  | 3  | 1        | 11,3 | 0  | 0    | 0  | 1  | 4        | 47,5 | 0  | 0  | 0  | 5  | 1        | 11,7 | 0  | 0  | 0   | 1    | 21,4          |
| A-1       | 77  | 28-M  | Autovía       | 21.776 | 1        | 12,2 | 0  | 0    | 0  | 1  | 2        | 25,2 | 0  | 0    | 0  | 2  | 1        | 13,3 | 0  | 0    | 0  | 1  | 1        | 14,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0   | 0    | 13,1          |
| A-1       | 78  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 1  | 1        | 12,7 | 2  | 25,4 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0  | 0  | 3  | 2        | 26,6 | 0  | 0  | 0   | 2    | 13,1          |
| A-1       | 84  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 5,2           |
| A-1       | 86  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0  | 0  | 2  | 2        | 26,6 | 0  | 0  | 0   | 4    | 10,5          |
| A-1       | 89  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2,6  |               |
| A-1       | 90  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 5,3           |
| A-1       | 92  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 1  | 2        | 25,4 | 1  | 12,7 | 0  | 2  | 1        | 13,8 | 0  | 0    | 1  | 0  | 1        | 14,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 13,3          |
| A-1       | 94  | 28-M  | Autovía       | 21.543 | 1        | 12,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0   | 0    | 5,3           |
| A-1       | 96  | 40-SG | Autovía       | 20.672 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 27,3     | 0    | 0  | 0  | 4   | 8,4  |               |
| A-1       | 97  | 40-SG | Autovía       | 22.308 | 1        | 13,2 | 0  | 0    | 0  | 5  | 1        | 12,3 | 0  | 0    | 0  | 4  | 1        | 14,4 | 1  | 14,4 | 0  | 1  | 1        | 15,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 11            |
| A-1       | 99  | 40-SG | Autovía       | 19.094 | 1        | 13,3 | 1  | 13,3 | 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   | 2,8  |               |
| A-1       | 105 | 40-SG | Autovía       | 16.184 | 1        | 14,7 | 1  | 14,7 | 3  | 0  | 1        | 16,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 15,1     | 0    | 0  | 0  | 2   | 9,3  |               |
| A-1       | 106 | 40-SG | Autovía       | 16.184 | 1        | 14,7 | 0  | 0    | 0  | 1  | 1        | 16,9 | 1  | 16,9 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,2  |               |
| A-1       | 116 | 40-SG | Autovía       | 16.879 | 2        | 30   | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,9 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0   | 0    | 9,4           |
| A-1       | 120 | 40-SG | Autovía       | 17.554 | 1        | 17,5 | 0  | 0    | 0  | 2  | 1        | 15,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,4  |               |
| A-1       | 124 | 40-SG | Autovía       | 17.554 | 1        | 17,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,2  |               |
| A-1       | 128 | 40-SG | Autovía       | 17.554 | 1        | 17,5 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,2  |               |
| A-1       | 130 | 40-SG | Autovía       | 16.160 | 1        | 16,7 | 0  | 0    | 0  | 2  | 1        | 17   | 0  | 0    | 0  | 6  | 1        | 16,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 10,1 |               |
| A-1       | 132 | 40-SG | Autovía       | 16.602 | 1        | 15,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 6,6           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 1      A-1 Madrid - Irún

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG  | HL   |               |
| A-1       | 134 | 40-SG | Autovía       | 16.160 | 1        | 15,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 17,4     | 0    | 0  | 0   | 1  | 1  | 18,1     | 0    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0   | 10,3 |               |
| A-1       | 137 | 40-SG | Autovía       | 16.160 | 1        | 15,8 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 3,5 |      |               |
| A-1       | 145 | 9-BU  | Autovía       | 14.825 | 1        | 16,1 | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,8 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 7,3 |      |               |
| A-1       | 146 | 9-BU  | Autovía       | 15.153 | 1        | 16,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 3,7 |      |               |
| A-1       | 152 | 9-BU  | Autovía       | 16.002 | 1        | 17,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 19,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 0   | 7,3  |               |
| A-1       | 153 | 9-BU  | Autovía       | 16.002 | 1        | 17,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 3,7  |               |
| A-1       | 155 | 9-BU  | Autovía       | 16.002 | 1        | 17,3 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 3,7  |               |
| A-1       | 162 | 9-BU  | Autovía       | 12.492 | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 4    |               |
| A-1       | 163 | 9-BU  | Autovía       | 12.991 | 1        | 16,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 20,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0   | 7,8  |               |
| A-1       | 168 | 9-BU  | Autovía       | 17.899 | 1        | 14,4 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,1 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 6,7  |               |
| A-1       | 177 | 9-BU  | Autovía       | 17.899 | 1        | 14,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2  | 36,7     | 0    | 0  | 0  | 3  | 0  | 0        | 0    | 0  | 0   | 0   | 10   |               |
| A-1       | 181 | 9-BU  | Autovía       | 17.899 | 1        | 14,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 3,3  |               |
| A-1       | 190 | 9-BU  | Autovía       | 17.899 | 1        | 14,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 31,8 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,3 | 0  | 0   | 0   | 1    | 12,5          |
| A-1       | 194 | 9-BU  | Autovía       | 17.899 | 1        | 14,4 | 0  | 0  | 0  | 1  | 1        | 15,3 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 17,4     | 0    | 0  | 0   | 2   | 9,4  |               |
| A-1       | 198 | 9-BU  | Autovía       | 18.433 | 2        | 28,5 | 0  | 0  | 0  | 4  | 1        | 14,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,8     | 0    | 0  | 0   | 4   | 12   |               |
| A-1       | 199 | 9-BU  | Autovía       | 18.433 | 1        | 14,3 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,8     | 0    | 0  | 0   | 1   | 6    |               |
| A-1       | 202 | 9-BU  | Autovía       | 19.144 | 1        | 13,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,8     | 0    | 0  | 3   | 0   | 5,9  |               |
| A-1       | 205 | 9-BU  | Autovía       | 19.516 | 3        | 39,3 | 0  | 0  | 0  | 4  | 2        | 28,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 29,2 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0   | 0   | 20   |               |
| A-1       | 210 | 9-BU  | Autovía       | 19.516 | 1        | 13,1 | 0  | 0  | 0  | 1  | 1        | 14   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 14,4     | 0    | 0  | 0   | 1   | 8,4  |               |
| A-1       | 211 | 9-BU  | Autovía       | 19.516 | 1        | 13,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 14,4     | 0    | 0  | 1   | 0   | 5,6  |               |
| A-1       | 218 | 9-BU  | Autovía       | 19.516 | 1        | 13,1 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 14,4     | 0    | 0  | 1   | 0   | 5,6  |               |
| A-1       | 224 | 9-BU  | Autovía       | 19.840 | 1        | 12,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 28,7     | 0    | 0  | 0   | 2   | 8,3  |               |
| A-1       | 234 | 9-BU  | Autovía       | 39.406 | 1        | 7,8  | 0  | 0  | 0  | 1  | 1        | 7    | 0  | 0  | 0  | 1  | 3        | 21,6 | 0  | 0   | 0  | 4  | 5        | 37,3 | 0  | 0  | 0  | 8  | 1        | 7,8  | 0  | 0   | 0   | 3    | 16,3          |
| A-1       | 235 | 9-BU  | Autovía       | 32.970 | 1        | 7,8  | 0  | 0  | 0  | 2  | 2        | 16,6 | 0  | 0  | 1  | 3  | 6        | 43,3 | 1  | 7,2 | 0  | 13 | 1        | 7,5  | 0  | 0  | 0  | 4  | 3        | 23,4 | 0  | 0   | 0   | 5    | 20            |
| A-1       | 236 | 9-BU  | Autovía       | 32.970 | 1        | 8,2  | 0  | 0  | 2  | 1  | 2        | 16,6 | 0  | 0  | 0  | 9  | 1        | 7,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,8  | 0  | 0   | 0   | 1    | 7,8           |
| A-1       | 240 | 9-BU  | Autovía       | 32.970 | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 7,8      | 0    | 0  | 1   | 0   | 3,3  |               |
| A-1       | 241 | 9-BU  | Autovía       | 32.970 | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,7  | 0  | 0   | 0  | 1  | 1        | 8,9  | 0  | 0  | 0  | 2  | 2        | 15,5 | 1  | 7,8 | 0   | 1    | 8,3           |
| A-1       | 245 | 9-BU  | Autovía       | 13.883 | 1        | 16,4 | 0  | 0  | 0  | 1  | 1        | 19,7 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 51,3 | 0  | 0  | 1  | 7  | 0        | 0    | 0  | 0   | 0   | 16,5 |               |
| A-1       | 250 | 9-BU  | Autovía       | 12.352 | 1        | 22,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 4,6  |               |
| A-1       | 251 | 9-BU  | Autovía       | 12.352 | 2        | 44,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 9,1  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 1      A-1 Madrid - Irún

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-1       | 331 | 9-BU  | Autovía       | 37.173 | 1        | 6,7  | 0  | 0    | 0  | 1  | 1        | 7,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 5,9           |
| A-1       | 334 | 9-BU  | Autovía       | 37.173 | 1        | 6,7  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 48,9     | 0    | 0  | 1  | 4  | 5,9  |               |
| A-1a      | 41  | 28-M  | Autovía       | 3.915  | 1        | 64,8 | 0  | 0    | 0  | 2  | 1        | 70   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 28,1 |               |
| A-1a      | 43  | 28-M  | Autovía       | 3.915  | 1        | 64,8 | 0  | 0    | 0  | 1  | 1        | 70   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 28,1 |               |
| N-1       | 158 | 9-BU  | Convencional  | 5.299  | 2        | 99,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 21,8 |               |
| N-1       | 249 | 9-BU  | Convencional  | 9.544  | 1        | 28,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,6  |               |
| N-1       | 252 | 9-BU  | Convencional  | 9.254  | 2        | 60,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 30,6 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 17,7 |               |
| N-1       | 255 | 9-BU  | Convencional  | 9.254  | 1        | 30,4 | 1  | 30,4 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 30,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 27,7 | 0  | 0  | 0  | 3    | 17,7          |
| N-1       | 262 | 9-BU  | Convencional  | 9.254  | 1        | 29,5 | 0  | 0    | 0  | 2  | 1        | 29,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12   |               |
| N-1       | 267 | 9-BU  | Convencional  | 9.397  | 2        | 59   | 0  | 0    | 2  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 64,8 | 0  | 0  | 0  | 2  | 1        | 30,1 | 0  | 0  | 0  | 3  | 2        | 60   | 0  | 0  | 1  | 3    | 42,3          |
| N-1       | 272 | 9-BU  | Convencional  | 9.501  | 1        | 28,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6    |               |
| N-1       | 273 | 9-BU  | Convencional  | 9.501  | 2        | 57,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 29,9     | 0    | 0  | 0  | 2  | 18   |               |
| N-1       | 275 | 9-BU  | Convencional  | 9.501  | 2        | 57,7 | 2  | 57,7 | 2  | 4  | 1        | 28,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 29,8     | 0    | 0  | 0  | 1  | 24,1 |               |
| N-1       | 278 | 9-BU  | Convencional  | 9.501  | 1        | 28,8 | 2  | 57,7 | 0  | 4  | 1        | 28,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,2 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 18,7          |
| N-1       | 284 | 9-BU  | Convencional  | 8.329  | 1        | 28,9 | 0  | 0    | 0  | 1  | 1        | 32,9 | 1  | 32,9 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 33,6 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 19,4          |
| N-1       | 299 | 9-BU  | Convencional  | 9.212  | 1        | 29   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24   | 0  | 0  | 0  | 1  | 3        | 84   | 0  | 0  | 0  | 3    | 26,3          |
| N-1       | 304 | 9-BU  | Convencional  | 12.001 | 1        | 26,8 | 1  | 26,8 | 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  | 4,3  |               |
| N-1       | 305 | 9-BU  | Convencional  | 12.001 | 1        | 26,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 34,5 | 0  | 0  | 0  | 2  | 1        | 18,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 17            |
| N-1       | 313 | 9-BU  | Convencional  | 13.942 | 1        | 19,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,9  |               |
| N-1       | 314 | 9-BU  | Convencional  | 13.942 | 1        | 19,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,3 | 0  | 0  | 0  | 1  | 1        | 19,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 11,8          |
| N-1       | 318 | 9-BU  | Convencional  | 9.804  | 1        | 21,1 | 0  | 0    | 0  | 1  | 1        | 27,9 | 0  | 0    | 0  | 1  | 3        | 63,6 | 0  | 0  | 0  | 5  | 1        | 22,3 | 0  | 0  | 0  | 1  | 2        | 44   | 0  | 0  | 2  | 1    | 36,3          |
| N-1       | 319 | 9-BU  | Convencional  | 11.580 | 2        | 42,3 | 1  | 21,1 | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 42,4 | 0  | 0  | 0  | 10 | 2        | 44,7 | 0  | 0  | 0  | 5  | 3        | 66   | 0  | 0  | 0  | 4    | 39,6          |
| N-1       | 321 | 9-BU  | Convencional  | 9.804  | 1        | 30,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 23,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,4 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |     |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|-----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG  | HL |               |
| A-2       | 5  | 28-M  | Autovía         | 105.269 | 1        | 2,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0,8 |    |               |
| A-2       | 6  | 28-M  | Autovía         | 105.269 | 5        | 11,9 | 0  | 0   | 1  | 5  | 1        | 2,6  | 0  | 0   | 0  | 1  | 2        | 5,2  | 0  | 0   | 0  | 2  | 1        | 2,7  | 0  | 0   | 0  | 2  | 2        | 5,3  | 0  | 0   | 0   | 2  | 5,7           |
| A-2       | 7  | 28-M  | Autovía         | 105.269 | 3        | 7,2  | 0  | 0   | 0  | 3  | 2        | 5,2  | 0  | 0   | 1  | 1  | 4        | 10,5 | 0  | 0   | 0  | 6  | 4        | 10,8 | 0  | 0   | 0  | 5  | 3        | 8    | 0  | 0   | 0   | 4  | 8,3           |
| A-2       | 8  | 28-M  | Autovía         | 105.269 | 5        | 11,9 | 0  | 0   | 0  | 8  | 7        | 18,2 | 0  | 0   | 0  | 9  | 6        | 15,5 | 0  | 0   | 1  | 9  | 3        | 8    | 0  | 0   | 0  | 3  | 1        | 2,5  | 0  | 0   | 0   | 2  | 11,2          |
| A-2       | 9  | 28-M  | Autovía         | 105.269 | 5        | 11,9 | 0  | 0   | 0  | 5  | 6        | 15,6 | 0  | 0   | 0  | 6  | 5        | 12,1 | 0  | 0   | 1  | 6  | 3        | 7,5  | 0  | 0   | 0  | 3  | 4        | 10,2 | 0  | 0   | 0   | 9  | 11,4          |
| A-2       | 10 | 28-M  | Autovía         | 106.533 | 7        | 16,7 | 0  | 0   | 0  | 9  | 9        | 23,1 | 0  | 0   | 0  | 16 | 9        | 21,2 | 0  | 0   | 0  | 16 | 9        | 22   | 0  | 0   | 0  | 16 | 4        | 9,8  | 0  | 0   | 0   | 6  | 18,5          |
| A-2       | 11 | 28-M  | Autovía         | 116.645 | 2        | 4,8  | 0  | 0   | 1  | 2  | 2        | 4,7  | 0  | 0   | 0  | 2  | 6        | 14,2 | 0  | 0   | 1  | 6  | 1        | 2,4  | 0  | 0   | 0  | 1  | 8        | 19,5 | 0  | 0   | 0   | 10 | 9,1           |
| A-2       | 12 | 28-M  | Autovía         | 116.645 | 8        | 19,1 | 0  | 0   | 2  | 7  | 13       | 30,5 | 0  | 0   | 0  | 25 | 13       | 30,7 | 0  | 0   | 0  | 22 | 7        | 17,1 | 0  | 0   | 0  | 14 | 13       | 31,7 | 0  | 0   | 0   | 17 | 25,9          |
| A-2       | 13 | 28-M  | Autovía         | 116.645 | 5        | 11,9 | 1  | 2,4 | 4  | 6  | 4        | 9,4  | 0  | 0   | 0  | 6  | 4        | 9,4  | 0  | 0   | 0  | 7  | 4        | 9,8  | 0  | 0   | 0  | 4  | 3        | 7,3  | 0  | 0   | 0   | 7  | 9,6           |
| A-2       | 14 | 28-M  | Autovía         | 116.645 | 1        | 2,4  | 0  | 0   | 0  | 1  | 2        | 4,7  | 0  | 0   | 0  | 3  | 6        | 13,9 | 0  | 0   | 0  | 7  | 5        | 11,8 | 0  | 0   | 2  | 5  | 5        | 12   | 0  | 0   | 1   | 4  | 9             |
| A-2       | 15 | 28-M  | Autovía         | 116.645 | 13       | 31   | 0  | 0   | 1  | 26 | 9        | 21,1 | 0  | 0   | 0  | 13 | 26       | 57,9 | 1  | 2,2 | 0  | 32 | 25       | 57,3 | 0  | 0   | 0  | 33 | 21       | 49,9 | 1  | 2,4 | 0   | 25 | 43,7          |
| A-2       | 16 | 28-M  | Autovía         | 95.287  | 2        | 4,8  | 0  | 0   | 0  | 3  | 7        | 20,1 | 0  | 0   | 0  | 11 | 3        | 7    | 0  | 0   | 0  | 3  | 5        | 11,8 | 0  | 0   | 0  | 8  | 6        | 14,5 | 0  | 0   | 0   | 6  | 11,3          |
| A-2       | 17 | 28-M  | Autovía         | 95.287  | 12       | 32,9 | 0  | 0   | 0  | 16 | 7        | 20,1 | 0  | 0   | 0  | 7  | 4        | 10,7 | 1  | 2,7 | 0  | 4  | 4        | 11   | 1  | 2,8 | 0  | 5  | 6        | 11,3 | 0  | 0   | 0   | 6  | 16,7          |
| A-2       | 18 | 28-M  | Autopista Libre | 95.287  | 8        | 22,6 | 0  | 0   | 1  | 9  | 4        | 11,5 | 0  | 0   | 0  | 4  | 6        | 16,8 | 0  | 0   | 0  | 8  | 4        | 7,4  | 0  | 0   | 0  | 5  | 2        | 3,6  | 0  | 0   | 0   | 4  | 11,1          |
| A-2       | 19 | 28-M  | Autopista Libre | 95.287  | 10       | 28,2 | 0  | 0   | 0  | 16 | 13       | 37,4 | 0  | 0   | 0  | 21 | 11       | 28,4 | 0  | 0   | 1  | 14 | 5        | 9,5  | 0  | 0   | 0  | 7  | 7        | 12,8 | 0  | 0   | 0   | 9  | 21,3          |
| A-2       | 20 | 28-M  | Autopista Libre | 111.347 | 19       | 53,6 | 0  | 0   | 1  | 30 | 16       | 39,4 | 0  | 0   | 1  | 22 | 13       | 30,6 | 0  | 0   | 0  | 15 | 6        | 11,8 | 0  | 0   | 0  | 7  | 15       | 28,1 | 0  | 0   | 0   | 19 | 30,9          |
| A-2       | 21 | 28-M  | Autopista Libre | 138.447 | 3        | 8,5  | 0  | 0   | 0  | 4  | 7        | 13,9 | 0  | 0   | 0  | 8  | 3        | 7,1  | 0  | 0   | 4  | 2  | 6        | 11,8 | 0  | 0   | 0  | 10 | 5        | 9,4  | 0  | 0   | 0   | 5  | 10,3          |
| A-2       | 22 | 28-M  | Autovía         | 138.447 | 10       | 28,2 | 2  | 5,6 | 0  | 13 | 2        | 4    | 0  | 0   | 0  | 3  | 7        | 16,5 | 0  | 0   | 0  | 11 | 2        | 3,9  | 0  | 0   | 1  | 3  | 2        | 3,7  | 0  | 0   | 0   | 4  | 9,9           |
| A-2       | 23 | 28-M  | Autovía         | 104.262 | 1        | 2,8  | 0  | 0   | 0  | 1  | 8        | 21   | 0  | 0   | 0  | 10 | 2        | 4,9  | 0  | 0   | 0  | 2  | 2        | 5,2  | 0  | 0   | 1  | 1  | 3        | 6,4  | 0  | 0   | 2   | 2  | 8             |
| A-2       | 24 | 28-M  | Autovía         | 93.743  | 2        | 5,7  | 0  | 0   | 1  | 1  | 1        | 2,9  | 0  | 0   | 0  | 1  | 5        | 12,3 | 0  | 0   | 0  | 10 | 4        | 10,4 | 0  | 0   | 0  | 4  | 5        | 12,6 | 0  | 0   | 0   | 6  | 9             |
| A-2       | 25 | 28-M  | Autovía         | 93.743  | 2        | 5,7  | 1  | 2,9 | 0  | 1  | 2        | 5,8  | 0  | 0   | 0  | 3  | 4        | 9,9  | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 5    | 0  | 0   | 0   | 2  | 5,3           |
| A-2       | 26 | 28-M  | Autovía         | 93.743  | 5        | 14,3 | 0  | 0   | 0  | 8  | 5        | 14,6 | 1  | 2,9 | 0  | 6  | 2        | 4,9  | 0  | 0   | 0  | 3  | 4        | 10,4 | 0  | 0   | 0  | 4  | 3        | 7,6  | 0  | 0   | 0   | 3  | 10,1          |
| A-2       | 27 | 28-M  | Autovía         | 93.743  | 3        | 8,6  | 0  | 0   | 0  | 3  | 7        | 20,5 | 0  | 0   | 0  | 10 | 3        | 9,4  | 0  | 0   | 0  | 6  | 4        | 14,1 | 0  | 0   | 1  | 3  | 3        | 10,7 | 0  | 0   | 0   | 3  | 12,7          |
| A-2       | 28 | 28-M  | Autovía         | 93.743  | 5        | 14,3 | 1  | 2,9 | 0  | 6  | 5        | 14,6 | 0  | 0   | 0  | 6  | 5        | 17   | 0  | 0   | 0  | 12 | 4        | 14,8 | 0  | 0   | 0  | 9  | 4        | 14,6 | 0  | 0   | 0   | 6  | 15            |
| A-2       | 29 | 28-M  | Autovía         | 83.672  | 4        | 12,9 | 0  | 0   | 0  | 5  | 4        | 13,1 | 0  | 0   | 0  | 7  | 7        | 25,5 | 0  | 0   | 0  | 10 | 5        | 18,9 | 0  | 0   | 0  | 6  | 7        | 26,7 | 0  | 0   | 1   | 6  | 19,1          |
| A-2       | 30 | 28-M  | Autovía         | 96.963  | 8        | 26,5 | 0  | 0   | 0  | 13 | 5        | 14,1 | 0  | 0   | 0  | 9  | 2        | 6,6  | 0  | 0   | 0  | 4  | 2        | 6,8  | 0  | 0   | 0  | 5  | 2        | 6,9  | 0  | 0   | 0   | 3  | 12,3          |
| A-2       | 31 | 28-M  | Autovía         | 96.963  | 7        | 23,2 | 0  | 0   | 0  | 13 | 4        | 11,3 | 0  | 0   | 0  | 5  | 6        | 19,7 | 0  | 0   | 0  | 14 | 4        | 13,5 | 0  | 0   | 0  | 7  | 2        | 6,9  | 0  | 0   | 0   | 2  | 14,9          |
| A-2       | 32 | 28-M  | Autovía         | 96.963  | 8        | 26,5 | 0  | 0   | 0  | 8  | 4        | 11,3 | 0  | 0   | 0  | 4  | 3        | 9,9  | 0  | 0   | 0  | 10 | 2        | 6,8  | 1  | 3,4 | 0  | 2  | 3        | 10,3 | 0  | 0   | 0   | 4  | 12,9          |
| A-2       | 33 | 28-M  | Autovía         | 96.963  | 2        | 6,6  | 0  | 0   | 1  | 3  | 4        | 11,3 | 0  | 0   | 0  | 4  | 1        | 3,3  | 0  | 0   | 0  | 1  | 1        | 3,4  | 0  | 0   | 0  | 3  | 3        | 10,3 | 0  | 0   | 0   | 9  | 7,1           |
| A-2       | 35 | 28-M  | Autovía         | 87.993  | 2        | 6,6  | 0  | 0   | 0  | 3  | 4        | 12,5 | 0  | 0   | 0  | 7  | 4        | 13,2 | 0  | 0   | 0  | 8  | 1        | 3,1  | 0  | 0   | 0  | 1  | 3        | 9,9  | 0  | 0   | 2   | 2  | 9             |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-2       | 37  | 28-M  | Autovía       | 87.993 | 4        | 13,3 | 0  | 0   | 1  | 5  | 4        | 12,5 | 1  | 3,1 | 0  | 3  | 2        | 6    | 0  | 0   | 1  | 2  | 1        | 3,1  | 0  | 0  | 0  | 2  | 2        | 6,2  | 0  | 0   | 0  | 8  | 8,1           |
| A-2       | 38  | 28-M  | Autovía       | 95.719 | 5        | 16,6 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 9,6  | 0  | 0   | 0  | 3  | 1        | 3,1  | 0  | 0  | 0  | 1  | 4        | 12,9 | 0  | 0   | 0  | 5  | 8,1           |
| A-2       | 39  | 19-GU | Autovía       | 79.023 | 1        | 3,4  | 0  | 0   | 1  | 0  | 2        | 6,9  | 0  | 0   | 0  | 4  | 3        | 11,3 | 0  | 0   | 0  | 3  | 1        | 4    | 0  | 0  | 0  | 2  | 1        | 3,9  | 0  | 0   | 0  | 1  | 5,9           |
| A-2       | 40  | 19-GU | Autovía       | 79.023 | 2        | 6,7  | 0  | 0   | 1  | 2  | 1        | 3,5  | 0  | 0   | 0  | 1  | 3        | 11,3 | 0  | 0   | 0  | 3  | 3        | 11,9 | 0  | 0  | 0  | 5  | 2        | 7,7  | 0  | 0   | 0  | 2  | 8,1           |
| A-2       | 41  | 19-GU | Autovía       | 79.023 | 1        | 3,4  | 0  | 0   | 0  | 1  | 1        | 3,5  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 7,9  | 0  | 0  | 0  | 3  | 4        | 15,4 | 0  | 0   | 0  | 5  | 5,9           |
| A-2       | 44  | 19-GU | Autovía       | 75.927 | 2        | 6,9  | 0  | 0   | 0  | 3  | 1        | 3,6  | 0  | 0   | 0  | 1  | 1        | 4    | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 1        | 4,4  | 0  | 0   | 1  | 0  | 4,7           |
| A-2       | 45  | 19-GU | Autovía       | 66.899 | 1        | 3,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,5  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9,6  | 0  | 0   | 0  | 2  | 4,2           |
| A-2       | 46  | 19-GU | Autovía       | 68.796 | 1        | 3,4  | 0  | 0   | 1  | 0  | 2        | 8    | 0  | 0   | 0  | 5  | 1        | 4,3  | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 2        | 9,6  | 0  | 0   | 0  | 2  | 5,8           |
| A-2       | 47  | 19-GU | Autovía       | 67.881 | 1        | 3,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,8  | 0  | 0   | 0  | 1  | 1        | 4,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2,6           |
| A-2       | 48  | 19-GU | Autovía       | 68.796 | 2        | 6,9  | 0  | 0   | 0  | 3  | 2        | 8    | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9,8  | 0  | 0  | 0  | 2  | 1        | 5    | 0  | 0   | 1  | 0  | 6,1           |
| A-2       | 49  | 19-GU | Autovía       | 68.796 | 1        | 3,4  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5    | 0  | 0   | 0  | 1  | 1,7           |
| A-2       | 50  | 19-GU | Autovía       | 68.796 | 7        | 24,2 | 1  | 3,5 | 1  | 11 | 2        | 8    | 0  | 0   | 0  | 2  | 1        | 4,8  | 1  | 4,8 | 1  | 0  | 1        | 4,9  | 0  | 0  | 0  | 1  | 2        | 10   | 0  | 0   | 0  | 2  | 11,3          |
| A-2       | 51  | 19-GU | Autovía       | 53.537 | 4        | 21,3 | 0  | 0   | 0  | 5  | 1        | 5,1  | 0  | 0   | 0  | 2  | 3        | 16,4 | 1  | 5,5 | 0  | 2  | 2        | 10,9 | 0  | 0  | 0  | 3  | 1        | 5,2  | 0  | 0   | 0  | 1  | 11,7          |
| A-2       | 52  | 19-GU | Autovía       | 53.537 | 3        | 16   | 0  | 0   | 0  | 4  | 2        | 10,2 | 0  | 0   | 0  | 2  | 2        | 11,4 | 0  | 0   | 0  | 2  | 1        | 5,4  | 0  | 0  | 0  | 1  | 2        | 10,9 | 0  | 0   | 0  | 4  | 10,8          |
| A-2       | 53  | 19-GU | Autovía       | 53.537 | 1        | 5,3  | 0  | 0   | 0  | 1  | 3        | 15,4 | 0  | 0   | 0  | 4  | 1        | 6,6  | 0  | 0   | 0  | 1  | 1        | 6,7  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 7,2           |
| A-2       | 54  | 19-GU | Autovía       | 48.905 | 3        | 16   | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 19,9 | 0  | 0   | 0  | 5  | 6        | 40,5 | 0  | 0  | 1  | 11 | 2        | 13   | 1  | 6,5 | 0  | 2  | 17,1          |
| A-2       | 55  | 19-GU | Autovía       | 36.922 | 1        | 7,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1,5           |
| A-2       | 58  | 19-GU | Autovía       | 34.404 | 1        | 9,7  | 0  | 0   | 0  | 1  | 2        | 15,9 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 18,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 8,9           |
| A-2       | 59  | 19-GU | Autovía       | 34.404 | 3        | 29,1 | 0  | 0   | 0  | 4  | 2        | 15,9 | 0  | 0   | 2  | 0  | 2        | 19,1 | 0  | 0   | 0  | 3  | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 14,8          |
| A-2       | 60  | 19-GU | Autovía       | 32.384 | 2        | 19,4 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,8           |
| A-2       | 65  | 19-GU | Autovía       | 26.611 | 1        | 9,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2,1           |
| A-2       | 66  | 19-GU | Autovía       | 26.611 | 2        | 19,4 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4,2           |
| A-2       | 71  | 19-GU | Autovía       | 26.611 | 1        | 9,7  | 0  | 0   | 0  | 1  | 1        | 10,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,3 | 0  | 0   | 0  | 1  | 6,5           |
| A-2       | 73  | 19-GU | Autovía       | 26.611 | 1        | 10,8 | 0  | 0   | 0  | 2  | 1        | 10,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4,6           |
| A-2       | 74  | 19-GU | Autovía       | 22.348 | 1        | 11,6 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,1           |
| A-2       | 82  | 19-GU | Autovía       | 20.436 | 1        | 12,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 5,5           |
| A-2       | 88  | 19-GU | Autovía       | 20.181 | 1        | 12,6 | 0  | 0   | 0  | 1  | 1        | 13,6 | 0  | 0   | 0  | 3  | 2        | 28,2 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14   | 0  | 0   | 0  | 2  | 13,8          |
| A-2       | 90  | 19-GU | Autovía       | 20.436 | 2        | 25,3 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,5           |
| A-2       | 99  | 19-GU | Autovía       | 20.332 | 2        | 25,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,5           |
| A-2       | 112 | 19-GU | Autovía       | 17.410 | 1        | 14,7 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 16   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 6,3           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| A-2       | 115 | 19-GU | Autovía       | 17.410 | 2        | 29,4 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,5  |      |               |
| A-2       | 117 | 19-GU | Autovía       | 17.410 | 1        | 14,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 3,3  |      |               |
| A-2       | 131 | 19-GU | Autovía       | 15.804 | 1        | 14,8 | 0  | 0    | 0  | 1  | 1        | 17,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 18   | 0        | 0    | 0  | 1  | 10,3 |      |               |
| A-2       | 132 | 19-GU | Autovía       | 15.804 | 1        | 15   | 0  | 0    | 0  | 1  | 1        | 17,3 | 0  | 0  | 3  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7    |      |               |
| A-2       | 133 | 19-GU | Autovía       | 15.804 | 1        | 15   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 3,5  |      |               |
| A-2       | 135 | 19-GU | Autovía       | 15.695 | 1        | 15,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7,1  |      |               |
| A-2       | 142 | 42-SO | Autovía       | 15.040 | 1        | 16,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 19,2 | 0        | 0    | 0  | 1  | 7,5  |      |               |
| A-2       | 144 | 42-SO | Autovía       | 15.040 | 1        | 16,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,7 | 0  | 0  | 1  | 1    | 0        | 0    | 0  | 0  | 7,5  |      |               |
| A-2       | 146 | 42-SO | Autovía       | 14.759 | 2        | 34   | 1  | 17   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7,6  |      |               |
| A-2       | 154 | 42-SO | Autovía       | 10.780 | 1        | 23,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,2  |      |               |
| A-2       | 155 | 42-SO | Autovía       | 10.780 | 1        | 23,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,2  |      |               |
| A-2       | 162 | 42-SO | Autovía       | 10.780 | 2        | 47,5 | 1  | 23,7 | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,4 |      |               |
| A-2       | 165 | 42-SO | Autovía       | 10.780 | 1        | 23,7 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,2  |      |               |
| A-2       | 172 | 42-SO | Autovía       | 11.118 | 1        | 23,5 | 0  | 0    | 0  | 2  | 1        | 24,6 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,2 |      |               |
| A-2       | 173 | 42-SO | Autovía       | 11.055 | 1        | 23,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 51,4 | 0  | 0  | 0  | 3  | 2        | 51,2 | 0  | 0  | 0  | 3    | 0        | 0    | 0  | 0  | 25,1 |      |               |
| A-2       | 174 | 42-SO | Autovía       | 11.118 | 1        | 23,4 | 0  | 0    | 1  | 1  | 1        | 24,6 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 25,7     | 0    | 0  | 0  | 1    | 15   |               |
| A-2       | 188 | 50-Z  | Autovía       | 12.519 | 1        | 20,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9    |      |               |
| A-2       | 192 | 50-Z  | Autovía       | 12.508 | 1        | 20,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 22,1     | 0    | 0  | 0  | 1    | 8,8  |               |
| A-2       | 197 | 50-Z  | Autovía       | 12.412 | 1        | 20,3 | 0  | 0    | 0  | 1  | 1        | 22,1 | 0  | 0  | 0  | 1  | 1        | 22,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 13,1 |      |               |
| A-2       | 199 | 50-Z  | Autovía       | 12.412 | 1        | 20,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22   | 0  | 0  | 0  | 1    | 1        | 22,1 | 0  | 0  | 0    | 1    | 13,1          |
| A-2       | 208 | 50-Z  | Autovía       | 13.360 | 1        | 19   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    | 40,3     | 0    | 0  | 0  | 2    | 12,3 |               |
| A-2       | 213 | 50-Z  | Autovía       | 13.360 | 1        | 19   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,1  |      |               |
| A-2       | 219 | 50-Z  | Autovía       | 14.522 | 1        | 19,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4    |      |               |
| A-2       | 227 | 50-Z  | Autovía       | 14.522 | 1        | 18,8 | 0  | 0    | 1  | 0  | 2        | 37,7 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,8 |      |               |
| A-2       | 233 | 50-Z  | Autovía       | 16.280 | 1        | 17,1 | 0  | 0    | 0  | 1  | 1        | 16,8 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7,3  |      |               |
| A-2       | 234 | 50-Z  | Autovía       | 15.699 | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 3,6  |      |               |
| A-2       | 241 | 50-Z  | Autovía       | 17.337 | 2        | 29,4 | 0  | 0    | 0  | 3  | 1        | 15,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 14,2     | 0    | 0  | 0  | 1    | 12,4 |               |
| A-2       | 252 | 50-Z  | Autovía       | 18.467 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 3    |      |               |
| A-2       | 253 | 50-Z  | Autovía       | 18.471 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,2 | 0  | 0  | 0  | 1    | 2        | 29,6 | 0  | 0  | 1    | 3    | 12            |
| A-2       | 262 | 50-Z  | Autovía       | 19.888 | 2        | 26,3 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15   | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 8,5  |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |      | Año 2012 |      |    |     |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|------|----------|------|----|-----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL   | ACV      | IP   | VM | IM  | HG  | HL   |               |
| A-2       | 263 | 50-Z  | Autovía       | 19.888 | 2        | 26,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 15       | 0    | 0  | 0   | 1  | 1    | 14,6     | 0    | 0  | 0   | 3   | 11,3 |               |
| A-2       | 264 | 50-Z  | Autovía       | 19.888 | 1        | 13,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 15       | 0    | 0  | 0   | 3  | 1    | 14,6     | 0    | 0  | 0   | 2   | 8,5  |               |
| A-2       | 265 | 50-Z  | Autovía       | 19.888 | 1        | 13,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 2,8  |               |
| A-2       | 267 | 50-Z  | Autovía       | 19.888 | 1        | 13,2 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 3        | 43,7 | 0  | 0   | 1   | 2    | 14,2          |
| A-2       | 273 | 50-Z  | Autovía       | 20.805 | 1        | 12,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 2,7  |               |
| A-2       | 275 | 50-Z  | Autovía       | 20.838 | 1        | 12,3 | 0  | 0  | 0  | 1  | 1        | 13,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 5,4  |               |
| A-2       | 280 | 50-Z  | Autovía       | 20.838 | 1        | 12,3 | 0  | 0  | 0  | 1  | 1        | 13,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,1 | 0  | 0   | 0  | 8    | 0        | 0    | 0  | 0   | 0   | 10,7 |               |
| A-2       | 281 | 50-Z  | Autovía       | 20.805 | 2        | 24,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 5,4  |               |
| A-2       | 290 | 50-Z  | Autovía       | 22.543 | 1        | 11,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 2,5  |               |
| A-2       | 293 | 50-Z  | Autovía       | 22.543 | 2        | 23,3 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 12,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 1        | 12,8 | 0  | 0   | 0   | 2    | 10            |
| A-2       | 296 | 50-Z  | Autovía       | 22.543 | 1        | 11,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 1  | 10,6 | 0        | 0    | 0  | 1   | 4,8 |      |               |
| A-2       | 299 | 50-Z  | Autovía       | 33.945 | 1        | 7,6  | 0  | 0  | 0  | 1  | 3        | 24,2 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 0  | 0   | 0  | 3    | 0        | 0    | 0  | 0   | 0   | 9,4  |               |
| A-2       | 301 | 50-Z  | Autovía       | 35.427 | 2        | 15,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,6 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 1    | 10,6     | 0    | 0  | 1   | 0   | 7,4  |               |
| A-2       | 302 | 50-Z  | Autovía       | 33.945 | 2        | 15,3 | 0  | 0  | 0  | 5  | 1        | 8,1  | 1  | 8,1 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1    | 10,6     | 0    | 0  | 0   | 1   | 7,5  |               |
| A-2       | 305 | 50-Z  | Autovía       | 33.945 | 1        | 7,6  | 0  | 0  | 0  | 1  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1    | 10,6     | 0    | 0  | 0   | 2   | 5,6  |               |
| A-2       | 308 | 50-Z  | Autovía       | 33.945 | 4        | 30,6 | 0  | 0  | 0  | 11 | 1        | 8,1  | 0  | 0   | 0  | 1  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 10,2 |               |
| A-2       | 311 | 50-Z  | Autovía       | 34.118 | 5        | 38,4 | 0  | 0  | 1  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,4  | 0  | 0  | 0  | 1  | 2        | 13,3 | 0  | 0   | 0  | 2    | 2        | 13,3 | 0  | 0   | 0   | 5    | 14            |
| A-2       | 313 | 50-Z  | Autovía       | 50.302 | 1        | 5,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0  | 0   | 0   | 2,1  |               |
| A-2       | 314 | 50-Z  | Autovía       | 55.105 | 1        | 5,2  | 0  | 0  | 0  | 1  | 2        | 9,9  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 16,5 | 0  | 0   | 1  | 6    | 1        | 5,3  | 0  | 0   | 0   | 2    | 7,3           |
| A-2       | 315 | 50-Z  | Autovía       | 53.858 | 1        | 5,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2    | 10,7     | 0    | 0  | 0   | 3   | 3,1  |               |
| A-2       | 316 | 50-Z  | Autovía       | 57.888 | 2        | 8,9  | 0  | 0  | 0  | 12 | 2        | 9,5  | 0  | 0   | 0  | 3  | 1        | 4,7  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 3    | 16,4     | 0    | 0  | 1   | 4   | 7,7  |               |
| A-2       | 317 | 50-Z  | Autovía       | 65.752 | 1        | 4,5  | 0  | 0  | 0  | 3  | 2        | 8,3  | 0  | 0   | 0  | 2  | 2        | 9,4  | 0  | 0  | 0  | 3  | 1        | 4,9  | 0  | 0   | 0  | 1    | 5        | 27,3 | 0  | 0   | 1   | 6    | 10,4          |
| A-2       | 318 | 50-Z  | Autovía       | 75.273 | 2        | 6,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 11,8 | 0  | 0  | 0  | 4  | 1        | 3,7  | 0  | 0   | 0  | 1    | 1        | 5,6  | 0  | 0   | 0   | 1    | 5,5           |
| A-2       | 319 | 50-Z  | Autovía       | 78.684 | 4        | 13,4 | 0  | 0  | 1  | 6  | 3        | 10,4 | 0  | 0   | 0  | 3  | 2        | 7,1  | 0  | 0  | 0  | 2  | 2        | 7,3  | 0  | 0   | 1  | 2    | 2        | 11,6 | 0  | 0   | 0   | 2    | 9,9           |
| A-2       | 320 | 50-Z  | Autovía       | 78.684 | 6        | 20,1 | 0  | 0  | 0  | 8  | 6        | 20,9 | 0  | 0   | 2  | 5  | 1        | 3,6  | 0  | 0  | 0  | 1  | 6        | 22   | 0  | 0   | 1  | 6    | 3        | 17,4 | 0  | 0   | 0   | 3    | 16,8          |
| A-2       | 321 | 50-Z  | Autovía       | 78.684 | 2        | 6,7  | 0  | 0  | 0  | 9  | 1        | 3,5  | 0  | 0   | 0  | 2  | 3        | 11,6 | 0  | 0  | 0  | 4  | 4        | 16,1 | 0  | 0   | 0  | 6    | 2        | 11,9 | 1  | 5,9 | 0   | 1    | 9,5           |
| A-2       | 322 | 50-Z  | Autovía       | 70.260 | 2        | 7,4  | 0  | 0  | 0  | 2  | 4        | 15,6 | 0  | 0   | 1  | 3  | 3        | 12,6 | 0  | 0  | 0  | 5  | 2        | 8,7  | 0  | 0   | 0  | 4    | 2        | 11,9 | 0  | 0   | 0   | 2    | 11,2          |
| A-2       | 324 | 50-Z  | Autovía       | 63.942 | 2        | 8,4  | 0  | 0  | 0  | 4  | 1        | 4,3  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 15,9 | 0  | 0   | 1  | 6    | 1        | 5,8  | 0  | 0   | 0   | 1    | 6,7           |
| A-2       | 326 | 50-Z  | Autovía       | 58.822 | 4        | 18   | 0  | 0  | 1  | 4  | 3        | 14   | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 3    | 16,8     | 0    | 0  | 0   | 3   | 10,7 |               |
| A-2       | 327 | 50-Z  | Autovía       | 38.761 | 1        | 6,4  | 0  | 0  | 0  | 3  | 2        | 14,1 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 1  | 6,7 | 0  | 0    | 1        | 7,4  | 0  | 0   | 0   | 1    | 6,7           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |      | Año 2012 |      |      |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|------|----------|------|------|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL   | ACV      | IP   | VM   | IM | HG  | HL   |               |
| A-2       | 329 | 50-Z  | Autovía       | 38.761 | 1        | 6,7  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1    | 7,4      | 0    | 0    | 0  | 1   | 2,9  |               |
| A-2       | 331 | 50-Z  | Autovía       | 35.637 | 1        | 6,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 1,6  |               |
| A-2       | 333 | 50-Z  | Autovía       | 25.780 | 1        | 9,9  | 1  | 9,9 | 0  | 0  | 1        | 10,6 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 1  | 7,4  | 0        | 0    | 0    | 1  | 5,4 |      |               |
| A-2       | 334 | 50-Z  | Autovía       | 25.780 | 1        | 9,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 1  | 10,8 | 0        | 0    | 2    | 1  | 6,4 |      |               |
| A-2       | 336 | 50-Z  | Autovía       | 25.780 | 1        | 9,9  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 1  | 10,8 | 0        | 0    | 0    | 1  | 4,3 |      |               |
| A-2       | 338 | 50-Z  | Autovía       | 25.780 | 1        | 9,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 2,1  |               |
| A-2       | 339 | 50-Z  | Autovía       | 25.780 | 2        | 19,8 | 0  | 0   | 0  | 3  | 1        | 10,6 | 0  | 0   | 0  | 1  | 1        | 10,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 8,5  |               |
| A-2       | 440 | 22-HU | Autovía       | 14.158 | 1        | 19   | 0  | 0   | 0  | 1  | 1        | 19,4 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 7,8  |               |
| A-2       | 442 | 22-HU | Autovía       | 14.158 | 2        | 38   | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 19,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 2    | 40,2     | 0    | 0    | 1  | 1   | 19,6 |               |
| A-2       | 443 | 22-HU | Autovía       | 14.158 | 3        | 57   | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 38,7 | 0  | 0  | 0  | 3  | 1        | 20,2 | 0  | 0   | 0  | 1    | 0        | 0    | 0    | 0  | 0   | 23,5 |               |
| A-2       | 444 | 25-L  | Autovía       | 20.061 | 1        | 13,1 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,2  |               |
| A-2       | 445 | 25-L  | Autovía       | 20.061 | 1        | 13,1 | 0  | 0   | 0  | 1  | 1        | 13,7 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 35,9 | 0  | 0   | 0  | 2    | 1        | 18   | 0    | 0  | 0   | 1    | 15,5          |
| A-2       | 447 | 25-L  | Autovía       | 20.061 | 2        | 26,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 48,3 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 2    | 33,2     | 1    | 16,6 | 1  | 2   | 21,1 |               |
| A-2       | 448 | 25-L  | Autovía       | 20.061 | 1        | 13,1 | 0  | 0   | 0  | 1  | 1        | 13,7 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1    | 14,5     | 0    | 0    | 0  | 1   | 8,6  |               |
| A-2       | 451 | 25-L  | Autovía       | 20.061 | 2        | 26,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,7 | 0  | 0   | 0  | 2    | 0        | 0    | 0    | 0  | 0   | 7,5  |               |
| A-2       | 459 | 25-L  | Autovía       | 29.146 | 4        | 38,8 | 0  | 0   | 1  | 9  | 1        | 9,4  | 0  | 0   | 0  | 1  | 1        | 11,4 | 0  | 0  | 0  | 1  | 2        | 23,4 | 0  | 0   | 2  | 1    | 4        | 39,7 | 0    | 0  | 1   | 3    | 24,8          |
| A-2       | 460 | 25-L  | Autovía       | 29.146 | 1        | 9    | 0  | 0   | 0  | 1  | 2        | 18,8 | 0  | 0   | 1  | 3  | 2        | 19   | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0   | 0  | 0    | 3        | 29,1 | 0    | 0  | 0   | 13   | 15,2          |
| A-2       | 461 | 25-L  | Autovía       | 29.146 | 1        | 9    | 0  | 0   | 0  | 1  | 3        | 28,2 | 1  | 9,4 | 1  | 3  | 2        | 18   | 0  | 0  | 0  | 2  | 1        | 9,8  | 0  | 0   | 0  | 1    | 3        | 29,1 | 0    | 0  | 0   | 3    | 18,7          |
| A-2       | 462 | 25-L  | Autovía       | 36.909 | 2        | 15,5 | 0  | 0   | 0  | 6  | 1        | 7,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0   | 0  | 1    | 1        | 10,7 | 0    | 0  | 0   | 3    | 8,5           |
| A-2       | 463 | 25-L  | Autovía       | 36.909 | 3        | 23,3 | 0  | 0   | 2  | 4  | 1        | 7,4  | 0  | 0   | 0  | 3  | 1        | 8,5  | 0  | 0  | 0  | 2  | 2        | 17,8 | 0  | 0   | 0  | 9    | 0        | 0    | 0    | 0  | 0   | 0    | 11,9          |
| A-2       | 464 | 25-L  | Autovía       | 36.909 | 3        | 22,4 | 1  | 7,5 | 0  | 8  | 2        | 14,8 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,3 | 0  | 0   | 0  | 3    | 0        | 0    | 0    | 0  | 0   | 0    | 11,5          |
| A-2       | 465 | 25-L  | Autovía       | 36.909 | 3        | 21,6 | 0  | 0   | 0  | 6  | 3        | 22,3 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,3 | 0  | 0   | 0  | 2    | 0        | 0    | 0    | 0  | 0   | 0    | 13,3          |
| A-2       | 466 | 25-L  | Autovía       | 36.909 | 1        | 7,2  | 0  | 0   | 0  | 1  | 1        | 7,4  | 0  | 0   | 0  | 1  | 1        | 9,3  | 0  | 0  | 0  | 1  | 3        | 29   | 0  | 0   | 0  | 4    | 2        | 21,3 | 0    | 0  | 1   | 2    | 13,8          |
| A-2       | 467 | 25-L  | Autovía       | 36.909 | 2        | 14,4 | 0  | 0   | 0  | 3  | 2        | 14,8 | 0  | 0   | 0  | 2  | 1        | 9,3  | 0  | 0  | 0  | 1  | 1        | 9,7  | 0  | 0   | 0  | 1    | 2        | 21,3 | 0    | 0  | 0   | 2    | 13,8          |
| A-2       | 472 | 25-L  | Autovía       | 24.772 | 1        | 10,6 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 2    |               |
| A-2       | 473 | 25-L  | Autovía       | 24.772 | 2        | 21,3 | 0  | 0   | 0  | 3  | 2        | 22,1 | 0  | 0   | 0  | 4  | 1        | 9,6  | 0  | 0  | 0  | 1  | 2        | 19,8 | 1  | 9,9 | 0  | 2    | 1        | 9,8  | 0    | 0  | 0   | 1    | 16,2          |
| A-2       | 474 | 25-L  | Autovía       | 35.374 | 1        | 7,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 24,5 | 0  | 0  | 0  | 5  | 1        | 8,5  | 0  | 0   | 2  | 0    | 0        | 0    | 0    | 0  | 0   | 8,1  |               |
| A-2       | 477 | 25-L  | Autovía       | 33.228 | 4        | 31,5 | 0  | 0   | 0  | 6  | 1        | 8,2  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,5  | 0  | 0   | 0  | 1    | 0        | 0    | 0    | 0  | 0   | 0    | 9,9           |
| A-2       | 483 | 25-L  | Autovía       | 29.993 | 2        | 17,9 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,5  | 0  | 0  | 0  | 1  | 1        | 8,5  | 0  | 0   | 0  | 2    | 0        | 0    | 0    | 0  | 0   | 0    | 7             |
| A-2       | 484 | 25-L  | Autovía       | 33.228 | 2        | 17,9 | 0  | 0   | 0  | 3  | 2        | 16,5 | 0  | 0   | 2  | 1  | 2        | 17   | 0  | 0  | 0  | 4  | 1        | 8,5  | 0  | 0   | 0  | 1    | 1        | 8,6  | 0    | 0  | 0   | 5    | 13,7          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-2       | 485 | 25-L  | Autovía       | 28.183 | 1        | 8,9  | 0  | 0    | 0  | 1  | 1        | 9,7  | 0  | 0  | 0  | 2  | 2        | 17   | 0  | 0  | 0  | 5  | 1        | 8,5  | 0  | 0  | 1  | 0  | 1        | 8,6  | 0  | 0   | 0  | 1  | 10,6          |
| A-2       | 486 | 25-L  | Autovía       | 29.993 | 2        | 17,9 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,3 | 1  | 8,6 | 1  | 8  | 8,7           |
| A-2       | 487 | 25-L  | Autovía       | 29.683 | 2        | 18   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 4        | 34,6 | 0  | 0   | 0  | 7  | 12,5          |
| A-2       | 489 | 25-L  | Autovía       | 28.183 | 1        | 9,7  | 0  | 0    | 0  | 1  | 2        | 19,4 | 0  | 0  | 0  | 2  | 1        | 9,7  | 0  | 0  | 0  | 1  | 1        | 9,3  | 0  | 0  | 0  | 1  | 1        | 8,8  | 0  | 0   | 0  | 1  | 11,3          |
| A-2       | 493 | 25-L  | Autovía       | 28.183 | 2        | 19,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,7           |
| A-2       | 496 | 25-L  | Autovía       | 28.183 | 2        | 19,3 | 1  | 9,7  | 0  | 1  | 1        | 9,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 7,5           |
| A-2       | 497 | 25-L  | Autovía       | 29.143 | 3        | 27,7 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 7,4           |
| A-2       | 498 | 25-L  | Autovía       | 31.485 | 1        | 9,2  | 0  | 0    | 0  | 1  | 1        | 8,7  | 0  | 0  | 1  | 0  | 2        | 19,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,8  | 0  | 0   | 0  | 2  | 9,1           |
| A-2       | 499 | 25-L  | Autovía       | 31.485 | 2        | 16,6 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18,6 | 0  | 0  | 0  | 2  | 3        | 25,1 | 0  | 0   | 0  | 6  | 12,3          |
| A-2       | 500 | 25-L  | Autovía       | 31.485 | 2        | 16,6 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,2  | 0  | 0  | 0  | 1  | 2        | 16,2 | 0  | 0   | 0  | 2  | 8,7           |
| A-2       | 502 | 25-L  | Autovía       | 31.693 | 2        | 16,6 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,8  | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,4  | 0  | 0   | 0  | 1  | 6,9           |
| A-2       | 504 | 25-L  | Autovía       | 33.450 | 3        | 23,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,7  | 0  | 0  | 0  | 1  | 1        | 8,4  | 0  | 0   | 2  | 1  | 8,3           |
| A-2       | 505 | 25-L  | Autovía       | 33.450 | 2        | 15,7 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,5 | 0  | 0  | 0  | 2  | 1        | 8,7  | 0  | 0   | 0  | 2  | 8,4           |
| A-2       | 506 | 25-L  | Autovía       | 33.450 | 2        | 15,7 | 0  | 0    | 0  | 5  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 6,7           |
| A-2       | 507 | 25-L  | Autovía       | 33.450 | 1        | 7,8  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 26,4 | 0  | 0  | 2  | 3  | 1        | 9    | 1  | 9  | 1  | 0  | 3        | 27,1 | 0  | 0   | 1  | 5  | 13,7          |
| A-2       | 509 | 25-L  | Autovía       | 33.450 | 1        | 8    | 0  | 0    | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 2  | 1        | 8,8  | 0  | 0  | 1  | 1  | 2        | 18   | 0  | 0  | 0  | 2  | 2        | 18   | 0  | 0   | 0  | 2  | 12            |
| A-2       | 511 | 25-L  | Autovía       | 30.514 | 3        | 24,9 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,4           |
| A-2       | 512 | 25-L  | Autovía       | 30.514 | 1        | 8,3  | 0  | 0    | 0  | 1  | 1        | 9    | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 37,4 | 0  | 0   | 0  | 4  | 10,9          |
| A-2       | 513 | 25-L  | Autovía       | 30.514 | 2        | 16,6 | 0  | 0    | 0  | 4  | 1        | 9    | 0  | 0  | 0  | 1  | 2        | 18,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 9,1           |
| A-2       | 514 | 25-L  | Autovía       | 30.514 | 2        | 16,9 | 0  | 0    | 0  | 2  | 1        | 9    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,5           |
| A-2       | 515 | 25-L  | Autovía       | 29.060 | 1        | 8,9  | 0  | 0    | 0  | 4  | 2        | 18,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 7,5           |
| A-2       | 519 | 25-L  | Autovía       | 29.060 | 1        | 9,4  | 0  | 0    | 0  | 3  | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4             |
| A-2       | 521 | 25-L  | Autovía       | 25.900 | 2        | 20,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,8  | 0  | 0   | 0  | 1  | 6,2           |
| A-2       | 525 | 25-L  | Autovía       | 25.900 | 1        | 10,1 | 1  | 10,1 | 0  | 1  | 1        | 10,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 6,2           |
| A-2       | 528 | 25-L  | Autovía       | 25.900 | 2        | 20,1 | 1  | 10,1 | 0  | 1  | 4        | 42,3 | 0  | 0  | 0  | 7  | 1        | 10,3 | 0  | 0  | 0  | 1  | 1        | 10,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 16,5          |
| A-2       | 529 | 25-L  | Autovía       | 25.900 | 2        | 20,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 32,4 | 0  | 0  | 1  | 15 | 2        | 22,5 | 0  | 0  | 2  | 3  | 1        | 10,4 | 0  | 0   | 0  | 2  | 17            |
| A-2       | 534 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 0  | 0    | 0  | 4  | 2        | 20,8 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 29,3 | 0  | 0  | 0  | 4  | 1        | 10,3 | 0  | 0   | 0  | 1  | 16,3          |
| A-2       | 536 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 0  | 0    | 0  | 2  | 2        | 20,8 | 0  | 0  | 0  | 3  | 1        | 10,4 | 0  | 0  | 0  | 1  | 2        | 19   | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 14,2          |
| A-2       | 537 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 1  | 10,1 | 0  | 2  | 1        | 10,4 | 0  | 0  | 0  | 1  | 3        | 31,3 | 0  | 0  | 0  | 3  | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 10,2 | 0  | 0   | 0  | 1  | 16,2          |
| A-2       | 538 | 8-B   | Autovía       | 26.288 | 3        | 30,4 | 0  | 0    | 2  | 1  | 1        | 10,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 8,1           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-2       | 539 | 8-B   | Autovía       | 26.288 | 1        | 10,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 20,8 | 1  | 10,4 | 1  | 1  | 2        | 19   | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 10,1          |
| A-2       | 540 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,5  | 0  | 0   | 0  | 2  | 1        | 10,2 | 0  | 0   | 1  | 0  | 8,1           |
| A-2       | 541 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 0  | 0  | 0  | 3  | 2        | 20,8 | 0  | 0    | 0  | 2  | 2        | 20,8 | 0  | 0    | 2  | 16 | 2        | 19   | 1  | 9,5 | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 16,2          |
| A-2       | 542 | 8-B   | Autovía       | 26.288 | 2        | 20,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,4 | 0  | 0    | 0  | 1  | 1        | 9,5  | 0  | 0   | 0  | 1  | 1        | 10,2 | 0  | 0   | 1  | 0  | 10,1          |
| A-2       | 544 | 8-B   | Autovía       | 26.288 | 1        | 10,1 | 0  | 0  | 0  | 1  | 2        | 20,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 6             |
| A-2       | 545 | 8-B   | Autovía       | 26.288 | 1        | 10   | 0  | 0  | 0  | 3  | 1        | 10,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 17,1 | 0  | 0   | 0  | 4  | 2        | 17,1 | 0  | 0   | 0  | 2  | 11,2          |
| A-2       | 547 | 8-B   | Autovía       | 29.102 | 2        | 19,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,1  | 0  | 0   | 0  | 1  | 1        | 8,5  | 1  | 8,5 | 0  | 0  | 7             |
| A-2       | 549 | 8-B   | Autovía       | 32.751 | 1        | 9,5  | 0  | 0  | 0  | 1  | 3        | 25,1 | 0  | 0    | 0  | 3  | 1        | 8,6  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 17,1 | 0  | 0   | 0  | 2  | 12            |
| A-2       | 551 | 8-B   | Autovía       | 40.050 | 2        | 14,2 | 0  | 0  | 0  | 14 | 1        | 6,8  | 0  | 0    | 0  | 1  | 4        | 34,4 | 0  | 0    | 0  | 9  | 1        | 8,1  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 12,4          |
| A-2       | 553 | 8-B   | Autovía       | 40.050 | 4        | 26,8 | 0  | 0  | 1  | 5  | 1        | 6,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,1  | 0  | 0   | 0  | 2  | 2        | 17,1 | 0  | 0   | 0  | 2  | 12,3          |
| A-2       | 554 | 8-B   | Autovía       | 40.050 | 3        | 20,1 | 0  | 0  | 0  | 4  | 1        | 6,8  | 0  | 0    | 0  | 1  | 1        | 8,6  | 0  | 0    | 0  | 1  | 1        | 8,1  | 0  | 0   | 1  | 0  | 3        | 25,6 | 0  | 0   | 0  | 5  | 13,8          |
| A-2       | 555 | 8-B   | Autovía       | 40.050 | 5        | 33,5 | 0  | 0  | 0  | 11 | 1        | 6,8  | 2  | 13,7 | 3  | 6  | 2        | 17,2 | 0  | 0    | 0  | 2  | 3        | 24,4 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 16,9          |
| A-2       | 556 | 8-B   | Autovía       | 40.050 | 1        | 6,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,5  | 0  | 0   | 0  | 1  | 3             |
| A-2       | 557 | 8-B   | Autovía       | 40.050 | 5        | 33,5 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,3  | 1  | 7,3  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 8,5           |
| A-2       | 558 | 8-B   | Autovía       | 40.627 | 2        | 13,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,2  | 0  | 0    | 0  | 1  | 2        | 14,4 | 0  | 0   | 0  | 2  | 1        | 7,2  | 0  | 0   | 0  | 2  | 8,4           |
| A-2       | 559 | 8-B   | Autovía       | 41.509 | 6        | 39,3 | 0  | 0  | 0  | 9  | 1        | 6,6  | 0  | 0    | 0  | 2  | 3        | 21,6 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 21,7 | 0  | 0   | 0  | 6  | 18,1          |
| A-2       | 560 | 8-B   | Autovía       | 41.509 | 3        | 19,5 | 0  | 0  | 1  | 3  | 3        | 19,8 | 0  | 0    | 0  | 7  | 5        | 36   | 0  | 0    | 0  | 8  | 1        | 7,2  | 1  | 7,2 | 0  | 0  | 3        | 21,7 | 0  | 0   | 1  | 5  | 20,8          |
| A-2       | 561 | 8-B   | Autovía       | 41.509 | 4        | 26   | 0  | 0  | 1  | 3  | 2        | 13,2 | 0  | 0    | 0  | 2  | 7        | 50,4 | 0  | 0    | 0  | 9  | 6        | 43,2 | 0  | 0   | 0  | 8  | 3        | 21,7 | 1  | 7,2 | 0  | 4  | 30,5          |
| A-2       | 562 | 8-B   | Autovía       | 41.509 | 5        | 32,5 | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,2  | 0  | 0    | 0  | 1  | 4        | 28,8 | 1  | 7,2 | 0  | 3  | 4        | 29   | 0  | 0   | 1  | 3  | 19,4          |
| A-2       | 563 | 8-B   | Autovía       | 41.509 | 5        | 32,5 | 0  | 0  | 2  | 7  | 1        | 6,6  | 0  | 0    | 0  | 3  | 1        | 7,2  | 0  | 0    | 0  | 1  | 2        | 14,2 | 0  | 0   | 0  | 2  | 3        | 21,7 | 0  | 0   | 0  | 11 | 16,6          |
| A-2       | 564 | 8-B   | Autovía       | 41.509 | 3        | 19,5 | 0  | 0  | 0  | 4  | 3        | 19,8 | 0  | 0    | 0  | 4  | 2        | 13,9 | 0  | 0    | 0  | 5  | 2        | 13,8 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 13,5          |
| A-2       | 565 | 8-B   | Autovía       | 41.509 | 2        | 13   | 0  | 0  | 0  | 2  | 1        | 6,6  | 0  | 0    | 0  | 1  | 1        | 7    | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 13,7 | 0  | 0   | 0  | 2  | 8,1           |
| A-2       | 566 | 8-B   | Autovía       | 41.509 | 2        | 13   | 0  | 0  | 0  | 2  | 4        | 26,4 | 0  | 0    | 0  | 6  | 1        | 7    | 0  | 0    | 0  | 1  | 4        | 27,5 | 0  | 0   | 0  | 5  | 1        | 6,8  | 0  | 0   | 0  | 1  | 16,2          |
| A-2       | 567 | 8-B   | Autovía       | 41.509 | 2        | 13   | 0  | 0  | 0  | 3  | 3        | 19,8 | 0  | 0    | 0  | 3  | 3        | 20,9 | 0  | 0    | 0  | 3  | 5        | 34,4 | 0  | 0   | 1  | 6  | 2        | 13,7 | 0  | 0   | 0  | 3  | 20,3          |
| A-2       | 568 | 8-B   | Autovía       | 41.509 | 5        | 32,5 | 0  | 0  | 0  | 8  | 2        | 13,2 | 1  | 6,6  | 3  | 6  | 3        | 20,9 | 0  | 0    | 0  | 5  | 1        | 6,9  | 0  | 0   | 0  | 1  | 4        | 27,4 | 0  | 0   | 0  | 7  | 20,3          |
| A-2       | 570 | 8-B   | Autovía       | 41.509 | 2        | 13   | 0  | 0  | 1  | 1  | 2        | 13,2 | 0  | 0    | 1  | 1  | 1        | 7    | 0  | 0    | 0  | 1  | 1        | 6,9  | 0  | 0   | 0  | 1  | 3        | 20,5 | 0  | 0   | 0  | 5  | 12,2          |
| A-2       | 571 | 8-B   | Autovía       | 41.509 | 1        | 6,5  | 0  | 0  | 0  | 1  | 1        | 6,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 4             |
| A-2       | 572 | 8-B   | Autovía       | 44.638 | 4        | 24,5 | 0  | 0  | 0  | 10 | 1        | 6,1  | 0  | 0    | 0  | 1  | 2        | 13,7 | 0  | 0    | 0  | 7  | 1        | 6,8  | 0  | 0   | 0  | 1  | 3        | 14,5 | 0  | 0   | 0  | 3  | 13,3          |
| A-2       | 573 | 8-B   | Autovía       | 44.638 | 3        | 18   | 0  | 0  | 0  | 5  | 2        | 12,3 | 0  | 0    | 0  | 6  | 2        | 7,5  | 0  | 0    | 0  | 7  | 1        | 3,7  | 0  | 0   | 0  | 1  | 1        | 3,6  | 0  | 0   | 0  | 1  | 7,9           |
| A-2       | 574 | 8-B   | Autovía       | 44.638 | 1        | 6    | 0  | 0  | 0  | 1  | 1        | 6,1  | 0  | 0    | 0  | 2  | 9        | 33,8 | 0  | 0    | 0  | 13 | 9        | 33,1 | 0  | 0   | 0  | 12 | 3        | 10,8 | 0  | 0   | 0  | 4  | 20,1          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-2       | 576 | 8-B   | Autovía       | 44.638  | 2        | 12   | 0  | 0   | 0  | 6  | 2        | 12,3 | 0  | 0  | 0  | 4  | 6        | 22,5 | 0  | 0   | 2  | 9  | 2        | 7,4  | 1  | 3,7 | 0  | 1  | 1        | 3,6  | 0  | 0  | 0  | 1  | 11,3          |
| A-2       | 577 | 8-B   | Autovía       | 44.638  | 4        | 24   | 0  | 0   | 0  | 7  | 3        | 18,4 | 0  | 0  | 0  | 4  | 1        | 3,8  | 1  | 3,8 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 10,8 | 0  | 0  | 0  | 5  | 9,6           |
| A-2       | 578 | 8-B   | Autovía       | 44.638  | 2        | 12   | 0  | 0   | 0  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,8  | 0  | 0   | 0  | 20 | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2,6           |
| A-2       | 579 | 8-B   | Autovía       | 44.638  | 4        | 24   | 0  | 0   | 0  | 8  | 2        | 12,3 | 0  | 0  | 0  | 3  | 5        | 18,8 | 0  | 0   | 0  | 7  | 2        | 7,4  | 0  | 0   | 0  | 3  | 1        | 3,6  | 0  | 0  | 0  | 2  | 12,2          |
| A-2       | 580 | 8-B   | Autovía       | 44.638  | 10       | 59,9 | 0  | 0   | 1  | 15 | 6        | 36,8 | 0  | 0  | 0  | 6  | 10       | 37,6 | 0  | 0   | 0  | 20 | 5        | 18,4 | 0  | 0   | 0  | 8  | 4        | 14,4 | 0  | 0  | 0  | 8  | 30,5          |
| A-2       | 581 | 8-B   | Autovía       | 44.638  | 7        | 41,9 | 0  | 0   | 0  | 10 | 6        | 36,8 | 0  | 0  | 3  | 9  | 4        | 15   | 0  | 0   | 1  | 4  | 4        | 14,7 | 0  | 0   | 0  | 11 | 3        | 10,8 | 0  | 0  | 0  | 5  | 20,9          |
| A-2       | 582 | 8-B   | Autovía       | 44.638  | 5        | 29,9 | 0  | 0   | 1  | 5  | 7        | 43   | 0  | 0  | 0  | 10 | 10       | 37,6 | 0  | 0   | 1  | 17 | 6        | 22,1 | 0  | 0   | 0  | 7  | 2        | 7,2  | 0  | 0  | 0  | 2  | 26,2          |
| A-2       | 583 | 8-B   | Autovía       | 44.638  | 5        | 29,9 | 0  | 0   | 0  | 6  | 2        | 12,3 | 0  | 0  | 0  | 2  | 6        | 22,5 | 0  | 0   | 0  | 9  | 5        | 18,4 | 0  | 0   | 0  | 8  | 4        | 14,4 | 0  | 0  | 0  | 7  | 19,2          |
| A-2       | 584 | 8-B   | Autovía       | 44.638  | 5        | 26,1 | 0  | 0   | 0  | 8  | 5        | 30,7 | 0  | 0  | 0  | 7  | 6        | 22,5 | 0  | 0   | 0  | 8  | 4        | 14,7 | 0  | 0   | 1  | 9  | 3        | 10,8 | 0  | 0  | 0  | 4  | 19,6          |
| A-2       | 585 | 8-B   | Autovía       | 44.638  | 7        | 30,9 | 1  | 4,4 | 0  | 7  | 7        | 43   | 0  | 0  | 0  | 12 | 5        | 18,8 | 0  | 0   | 0  | 6  | 1        | 3,7  | 0  | 0   | 0  | 1  | 6        | 21,5 | 0  | 0  | 0  | 7  | 21,6          |
| A-2       | 586 | 8-B   | Autovía       | 109.827 | 8        | 28,9 | 0  | 0   | 0  | 9  | 4        | 10   | 0  | 0  | 0  | 8  | 3        | 11,3 | 0  | 0   | 0  | 9  | 7        | 25,8 | 0  | 0   | 1  | 6  | 5        | 17,9 | 0  | 0  | 2  | 5  | 18,1          |
| A-2       | 587 | 8-B   | Autovía       | 109.827 | 5        | 12,3 | 0  | 0   | 0  | 8  | 4        | 10   | 0  | 0  | 0  | 6  | 6        | 15,5 | 0  | 0   | 0  | 8  | 2        | 5    | 0  | 0   | 0  | 2  | 1        | 2,5  | 0  | 0  | 0  | 4  | 9             |
| A-2       | 588 | 8-B   | Autovía       | 109.827 | 2        | 4,9  | 0  | 0   | 0  | 2  | 2        | 5    | 0  | 0  | 0  | 3  | 1        | 2,6  | 0  | 0   | 0  | 1  | 1        | 2,5  | 0  | 0   | 0  | 1  | 1        | 2,5  | 0  | 0  | 0  | 1  | 3,5           |
| A-2       | 589 | 8-B   | Autovía       | 109.827 | 1        | 2,5  | 0  | 0   | 0  | 4  | 5        | 12,5 | 0  | 0  | 0  | 9  | 7        | 16,9 | 0  | 0   | 1  | 15 | 3        | 7    | 0  | 0   | 0  | 4  | 2        | 4,6  | 0  | 0  | 0  | 2  | 8,6           |
| A-2       | 590 | 8-B   | Autovía       | 126.901 | 3        | 5,9  | 0  | 0   | 0  | 3  | 5        | 10,8 | 0  | 0  | 0  | 5  | 3        | 7,2  | 0  | 0   | 0  | 3  | 2        | 4,7  | 0  | 0   | 0  | 2  | 1        | 2,3  | 0  | 0  | 0  | 3  | 6,2           |
| A-2       | 591 | 8-B   | Autovía       | 131.420 | 7        | 13,6 | 0  | 0   | 0  | 11 | 8        | 16,7 | 0  | 0  | 0  | 15 | 10       | 24,2 | 0  | 0   | 1  | 18 | 7        | 16,4 | 0  | 0   | 1  | 7  | 3        | 6,9  | 0  | 0  | 0  | 3  | 15,4          |
| A-2       | 592 | 8-B   | Autovía       | 131.420 | 6        | 11,6 | 0  | 0   | 0  | 8  | 7        | 14,6 | 0  | 0  | 0  | 10 | 2        | 4,8  | 0  | 0   | 1  | 2  | 3        | 7    | 0  | 0   | 0  | 4  | 2        | 4,6  | 0  | 0  | 0  | 2  | 8,8           |
| A-2       | 593 | 8-B   | Autovía       | 131.420 | 12       | 23,3 | 0  | 0   | 0  | 16 | 7        | 14,6 | 0  | 0  | 1  | 12 | 1        | 2,4  | 0  | 0   | 0  | 2  | 4        | 9,4  | 0  | 0   | 0  | 4  | 3        | 6,9  | 0  | 0  | 0  | 3  | 11,9          |
| A-2       | 594 | 8-B   | Autovía       | 131.420 | 18       | 34,9 | 0  | 0   | 1  | 28 | 14       | 29,2 | 0  | 0  | 1  | 23 | 6        | 14,5 | 0  | 0   | 0  | 6  | 5        | 11,7 | 0  | 0   | 1  | 4  | 8        | 18,5 | 0  | 0  | 0  | 15 | 22,5          |
| A-2       | 595 | 8-B   | Autovía       | 131.420 | 4        | 7,8  | 0  | 0   | 0  | 8  | 3        | 6,3  | 0  | 0  | 0  | 7  | 2        | 4,8  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 4,6  | 0  | 0  | 0  | 2  | 4,8           |
| A-2       | 596 | 8-B   | Autovía       | 131.420 | 6        | 11,6 | 0  | 0   | 0  | 10 | 3        | 6,3  | 0  | 0  | 1  | 4  | 5        | 12,1 | 0  | 0   | 0  | 9  | 3        | 7    | 0  | 0   | 0  | 6  | 4        | 9,2  | 0  | 0  | 1  | 4  | 9,3           |
| A-2       | 597 | 8-B   | Autovía       | 131.420 | 6        | 11,6 | 0  | 0   | 0  | 9  | 2        | 4,2  | 0  | 0  | 0  | 3  | 6        | 14,5 | 0  | 0   | 0  | 12 | 2        | 4,7  | 0  | 0   | 0  | 3  | 6        | 13,9 | 0  | 0  | 5  | 9  | 9,7           |
| A-2       | 598 | 8-B   | Autovía       | 131.420 | 11       | 21,3 | 0  | 0   | 1  | 14 | 11       | 22,9 | 0  | 0  | 0  | 17 | 6        | 14,5 | 0  | 0   | 0  | 6  | 13       | 30,5 | 0  | 0   | 0  | 26 | 5        | 11,6 | 0  | 0  | 5  | 11 | 20,3          |
| A-2       | 599 | 8-B   | Autovía       | 131.420 | 6        | 11,6 | 0  | 0   | 0  | 8  | 8        | 16,7 | 0  | 0  | 1  | 18 | 8        | 19,1 | 0  | 0   | 0  | 8  | 8        | 18,7 | 1  | 2,3 | 2  | 14 | 6        | 13,5 | 0  | 0  | 1  | 7  | 15,8          |
| A-2       | 600 | 8-B   | Autovía       | 131.420 | 6        | 11,6 | 0  | 0   | 1  | 6  | 8        | 16,7 | 0  | 0  | 0  | 14 | 7        | 15,9 | 0  | 0   | 0  | 15 | 9        | 19,7 | 0  | 0   | 1  | 10 | 6        | 13   | 0  | 0  | 0  | 9  | 15,3          |
| A-2       | 601 | 8-B   | Autovía       | 131.420 | 5        | 9,7  | 0  | 0   | 0  | 8  | 4        | 8,3  | 0  | 0  | 0  | 9  | 4        | 9    | 0  | 0   | 0  | 12 | 3        | 6,5  | 0  | 0   | 1  | 2  | 3        | 6,5  | 0  | 0  | 0  | 6  | 8             |
| A-2       | 602 | 8-B   | Autovía       | 132.116 | 23       | 44,9 | 0  | 0   | 2  | 33 | 16       | 33,2 | 0  | 0  | 4  | 16 | 9        | 19,5 | 0  | 0   | 0  | 14 | 15       | 32,3 | 1  | 2,2 | 1  | 25 | 18       | 38,4 | 0  | 0  | 0  | 35 | 33,9          |
| A-2       | 603 | 8-B   | Autovía       | 140.467 | 15       | 28,5 | 0  | 0   | 2  | 18 | 10       | 19,5 | 0  | 0  | 0  | 18 | 8        | 16,6 | 0  | 0   | 2  | 10 | 9        | 19,1 | 1  | 2,1 | 2  | 11 | 9        | 18,9 | 0  | 0  | 1  | 11 | 20,7          |
| A-2       | 604 | 8-B   | Autovía       | 149.079 | 28       | 53,3 | 0  | 0   | 3  | 38 | 8        | 14,7 | 0  | 0  | 0  | 8  | 12       | 24,9 | 0  | 0   | 1  | 15 | 14       | 29,7 | 0  | 0   | 1  | 18 | 18       | 37,7 | 0  | 0  | 0  | 25 | 32            |
| A-2       | 605 | 8-B   | Autovía       | 149.079 | 8        | 14,7 | 0  | 0   | 0  | 10 | 5        | 9,2  | 0  | 0  | 0  | 5  | 16       | 31,9 | 0  | 0   | 2  | 24 | 12       | 24,7 | 0  | 0   | 1  | 16 | 11       | 22,9 | 0  | 0  | 1  | 23 | 20,3          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-2       | 606 | 8-B   | Autovía         | 149.079 | 13       | 23,8 | 0  | 0  | 0  | 15 | 11       | 20,2 | 0  | 0    | 0  | 14 | 14       | 27,9 | 0  | 0   | 2  | 14 | 13       | 26,7 | 0  | 0   | 0  | 20 | 12       | 25   | 0  | 0  | 1  | 15 | 24,6          |
| A-2       | 607 | 8-B   | Autovía         | 149.079 | 16       | 29,3 | 0  | 0  | 1  | 23 | 13       | 23,9 | 0  | 0    | 0  | 16 | 8        | 15,9 | 0  | 0   | 0  | 11 | 11       | 22,6 | 0  | 0   | 3  | 16 | 8        | 16,7 | 0  | 0  | 0  | 11 | 21,9          |
| A-2       | 608 | 8-B   | Autovía         | 149.079 | 6        | 11   | 0  | 0  | 0  | 16 | 18       | 33,1 | 0  | 0    | 1  | 34 | 15       | 29,1 | 0  | 0   | 0  | 20 | 10       | 20,2 | 0  | 0   | 0  | 13 | 8        | 16,6 | 0  | 0  | 0  | 8  | 22,1          |
| A-2       | 609 | 8-B   | Autovía         | 149.079 | 26       | 47,7 | 0  | 0  | 1  | 39 | 19       | 34,9 | 0  | 0    | 0  | 27 | 15       | 28,7 | 0  | 0   | 2  | 17 | 21       | 42   | 0  | 0   | 0  | 35 | 20       | 41,4 | 0  | 0  | 1  | 26 | 38,9          |
| A-2       | 610 | 8-B   | Autovía         | 149.079 | 26       | 47,7 | 0  | 0  | 0  | 37 | 22       | 40,4 | 0  | 0    | 0  | 38 | 19       | 36,4 | 0  | 0   | 1  | 25 | 18       | 36   | 1  | 2   | 1  | 22 | 16       | 33,1 | 0  | 0  | 1  | 18 | 38,9          |
| A-2       | 611 | 8-B   | Autovía         | 149.079 | 3        | 5,3  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 2    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1,5           |
| A-2       | 702 | 17-GI | Autovía         | 32.044  | 1        | 8    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 21,8 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5,6           |
| A-2       | 705 | 17-GI | Autovía         | 32.044  | 1        | 7,6  | 0  | 0  | 0  | 1  | 1        | 8,5  | 0  | 0    | 0  | 1  | 1        | 9,3  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5,2           |
| B-10      | 17  | 8-B   | Multicarril     | 82.061  | 2        | 6,3  | 0  | 0  | 0  | 2  | 5        | 16,7 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 5,2           |
| B-10      | 18  | 8-B   | Multicarril     | 82.061  | 14       | 44   | 0  | 0  | 1  | 14 | 11       | 36,7 | 0  | 0    | 3  | 11 | 7        | 23,2 | 0  | 0   | 1  | 10 | 9        | 30   | 2  | 6,7 | 2  | 8  | 6        | 19,5 | 0  | 0  | 0  | 7  | 30,8          |
| B-10      | 19  | 8-B   | Multicarril     | 82.061  | 9        | 28,3 | 0  | 0  | 1  | 9  | 13       | 43,4 | 0  | 0    | 2  | 16 | 10       | 33,1 | 0  | 0   | 0  | 15 | 14       | 45,6 | 2  | 6,5 | 0  | 22 | 9        | 28,4 | 0  | 0  | 2  | 12 | 35,6          |
| B-10      | 20  | 8-B   | Multicarril     | 82.061  | 6        | 18,9 | 0  | 0  | 0  | 8  | 7        | 23,4 | 0  | 0    | 1  | 8  | 3        | 9,9  | 0  | 0   | 0  | 3  | 7        | 22,6 | 0  | 0   | 0  | 9  | 7        | 21,8 | 0  | 0  | 0  | 10 | 19,3          |
| B-22      | 0   | 8-B   | Autovía         | 23.747  | 5        | 53,8 | 0  | 0  | 0  | 7  | 6        | 69,2 | 0  | 0    | 0  | 8  | 1        | 11,8 | 0  | 0   | 0  | 1  | 4        | 51   | 0  | 0   | 1  | 6  | 2        | 25,3 | 0  | 0  | 2  | 0  | 42,7          |
| B-22      | 1   | 8-B   | Autovía         | 23.747  | 2        | 21,5 | 0  | 0  | 0  | 3  | 1        | 11,5 | 0  | 0    | 1  | 0  | 3        | 35,5 | 0  | 0   | 0  | 3  | 5        | 63,7 | 0  | 0   | 1  | 4  | 3        | 37,9 | 0  | 0  | 0  | 4  | 33,2          |
| B-22      | 2   | 8-B   | Autovía         | 23.747  | 1        | 10,8 | 0  | 0  | 0  | 3  | 2        | 23,1 | 1  | 11,5 | 0  | 1  | 1        | 11,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 9,5           |
| B-22      | 5   | 8-B   | Autovía         | 23.747  | 1        | 5    | 0  | 0  | 0  | 3  | 2        | 23,1 | 0  | 0    | 1  | 3  | 2        | 23,7 | 0  | 0   | 0  | 2  | 2        | 25,5 | 0  | 0   | 0  | 2  | 2        | 25,3 | 0  | 0  | 0  | 3  | 17            |
| B-22      | 6   | 8-B   | Autovía         | 23.747  | 3        | 14,9 | 0  | 0  | 0  | 3  | 4        | 46,1 | 0  | 0    | 0  | 8  | 3        | 35,5 | 0  | 0   | 1  | 3  | 2        | 25,5 | 0  | 0   | 0  | 3  | 3        | 37,9 | 0  | 0  | 0  | 4  | 28,3          |
| B-23      | 0   | 8-B   | Autopista Libre | 109.960 | 12       | 30   | 0  | 0  | 2  | 11 | 23       | 57,3 | 0  | 0    | 0  | 31 | 4        | 10,3 | 0  | 0   | 0  | 4  | 8        | 19,5 | 0  | 0   | 0  | 9  | 5        | 12,1 | 0  | 0  | 1  | 4  | 25,8          |
| B-23      | 1   | 8-B   | Autopista Libre | 109.960 | 29       | 72,5 | 0  | 0  | 0  | 49 | 22       | 54,8 | 0  | 0    | 3  | 29 | 12       | 31   | 0  | 0   | 1  | 16 | 12       | 29,2 | 0  | 0   | 0  | 19 | 8        | 19,4 | 0  | 0  | 0  | 21 | 41,2          |
| B-23      | 2   | 8-B   | Autopista Libre | 109.960 | 8        | 20   | 0  | 0  | 2  | 9  | 4        | 10   | 0  | 0    | 0  | 8  | 4        | 10,3 | 0  | 0   | 0  | 4  | 5        | 12,1 | 0  | 0   | 0  | 6  | 6        | 14,5 | 0  | 0  | 1  | 5  | 13,4          |
| B-23      | 3   | 8-B   | Autopista Libre | 109.960 | 11       | 27,5 | 0  | 0  | 0  | 13 | 7        | 17,4 | 0  | 0    | 1  | 7  | 11       | 27,1 | 0  | 0   | 0  | 18 | 15       | 36   | 0  | 0   | 1  | 31 | 8        | 19,1 | 0  | 0  | 0  | 13 | 25,4          |
| B-23      | 4   | 8-B   | Autopista Libre | 109.960 | 18       | 45   | 0  | 0  | 0  | 29 | 11       | 27,4 | 0  | 0    | 0  | 22 | 11       | 27,1 | 0  | 0   | 1  | 16 | 9        | 21,6 | 0  | 0   | 0  | 15 | 7        | 16,7 | 0  | 0  | 0  | 11 | 27,4          |
| B-23      | 5   | 8-B   | Autopista Libre | 109.960 | 9        | 22,1 | 0  | 0  | 1  | 15 | 8        | 19,9 | 0  | 0    | 0  | 11 | 5        | 12,3 | 0  | 0   | 0  | 9  | 3        | 7,2  | 0  | 0   | 0  | 3  | 5        | 11,9 | 0  | 0  | 0  | 12 | 14,6          |
| B-23      | 6   | 8-B   | Autopista Libre | 112.392 | 6        | 14,5 | 0  | 0  | 0  | 7  | 4        | 9,8  | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 7,2  | 0  | 0   | 0  | 4  | 6        | 14,3 | 0  | 0  | 0  | 8  | 9,2           |
| B-23      | 7   | 8-B   | Autopista Libre | 119.687 | 5        | 12   | 0  | 0  | 0  | 6  | 5        | 11,4 | 0  | 0    | 0  | 6  | 4        | 9,5  | 0  | 0   | 1  | 6  | 2        | 4,8  | 0  | 0   | 0  | 2  | 10       | 23,6 | 0  | 0  | 0  | 16 | 12,3          |
| B-23      | 8   | 8-B   | Autopista Libre | 119.687 | 13       | 30,1 | 0  | 0  | 0  | 15 | 7        | 16   | 0  | 0    | 0  | 7  | 11       | 25,9 | 0  | 0   | 0  | 15 | 12       | 28,5 | 0  | 0   | 1  | 16 | 15       | 35,2 | 0  | 0  | 0  | 19 | 27,1          |
| B-23      | 9   | 8-B   | Autopista Libre | 119.687 | 5        | 11,6 | 0  | 0  | 0  | 7  | 5        | 11,4 | 0  | 0    | 3  | 5  | 3        | 7,1  | 1  | 2,4 | 0  | 6  | 9        | 21,4 | 0  | 0   | 1  | 8  | 4        | 9,4  | 0  | 0  | 0  | 5  | 12,1          |
| B-23      | 10  | 8-B   | Autopista Libre | 119.687 | 8        | 18,5 | 0  | 0  | 1  | 12 | 5        | 11,4 | 0  | 0    | 0  | 9  | 7        | 16,5 | 0  | 0   | 0  | 11 | 2        | 4,7  | 0  | 0   | 0  | 2  | 5        | 11,7 | 0  | 0  | 0  | 8  | 12,6          |
| L-11      | 1   | 25-L  | Multicarril     | 18.905  | 1        | 17   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3             |
| L-11      | 3   | 25-L  | Multicarril     | 18.905  | 2        | 34,1 | 1  | 17 | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6             |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera   | IMD     | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |     |    | I.P.<br>Medio |
|-----------|-----|-------|-----------------|---------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|-----|----|---------------|
|           |     |       |                 |         | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG  | HL |               |
| L-11      | 4   | 25-L  | Multicarril     | 18.905  | 1        | 17    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 3   |    |               |
| L-11      | 5   | 25-L  | Multicarril     | 18.905  | 2        | 34,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 6   |    |               |
| L-11      | 7   | 25-L  | Multicarril     | 18.905  | 3        | 51,1  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 9   |    |               |
| L-12      | 2   | 25-L  | Multicarril     | 8.688   | 1        | 29,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 6,4 |    |               |
| M-14      | 0   | 28-M  | Autopista Libre | 117.758 | 10       | 27    | 0  | 0  | 0  | 13 | 5        | 11,6  | 0  | 0  | 0  | 6  | 11       | 27,3  | 0  | 0    | 1  | 18 | 10       | 25,6  | 0  | 0    | 0  | 11 | 6        | 13,1  | 1  | 2,2  | 3   | 4  | 20,5          |
| M-14      | 1   | 28-M  | Autopista Libre | 93.905  | 9        | 26,5  | 0  | 0  | 3  | 6  | 2        | 5,8   | 0  | 0  | 0  | 7  | 2        | 5,7   | 0  | 0    | 0  | 3  | 1        | 2,9   | 0  | 0    | 0  | 1  | 4        | 9,2   | 0  | 0    | 1   | 4  | 9,9           |
| M-14      | 2   | 28-M  | Autopista Libre | 70.052  | 3        | 11    | 0  | 0  | 1  | 5  | 2        | 7,8   | 0  | 0  | 0  | 2  | 4        | 16,8  | 0  | 0    | 1  | 4  | 3        | 12,3  | 0  | 0    | 0  | 3  | 1        | 4     | 0  | 0    | 0   | 1  | 10,3          |
| M-21      | 0   | 28-M  | Autovía         | 56.243  | 1        | 5,3   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 20,2  | 0  | 0    | 0  | 5  | 1        | 5,3   | 0  | 0    | 0  | 1  | 6        | 32,8  | 0  | 0    | 0   | 10 | 12,5          |
| M-21      | 1   | 28-M  | Autovía         | 56.243  | 3        | 16    | 0  | 0  | 1  | 3  | 2        | 9,7   | 0  | 0  | 0  | 3  | 3        | 15,1  | 0  | 0    | 0  | 4  | 3        | 15,9  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0   | 0  | 11,5          |
| M-21      | 2   | 28-M  | Autovía         | 56.243  | 5        | 26,7  | 0  | 0  | 1  | 5  | 3        | 14,6  | 0  | 0  | 0  | 5  | 1        | 5,1   | 0  | 0    | 0  | 1  | 2        | 11,3  | 1  | 5,6  | 0  | 1  | 5        | 29,3  | 0  | 0    | 0   | 7  | 17,1          |
| M-21      | 3   | 28-M  | Autovía         | 56.243  | 1        | 5,3   | 0  | 0  | 1  | 0  | 1        | 4,9   | 0  | 0  | 0  | 1  | 2        | 10,3  | 0  | 0    | 0  | 2  | 2        | 12    | 0  | 0    | 0  | 2  | 2        | 12,6  | 0  | 0    | 1   | 3  | 8,8           |
| M-21      | 4   | 28-M  | Autovía         | 56.243  | 1        | 5,3   | 0  | 0  | 0  | 4  | 1        | 4,9   | 0  | 0  | 0  | 1  | 2        | 10,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0   | 0  | 4,4           |
| M-21      | 5   | 28-M  | Autovía         | 56.243  | 3        | 16    | 0  | 0  | 0  | 5  | 8        | 39    | 0  | 0  | 0  | 15 | 4        | 20,5  | 0  | 0    | 0  | 5  | 1        | 6     | 1  | 6    | 0  | 0  | 1        | 6,3   | 0  | 0    | 1   | 4  | 18,7          |
| M-21      | 6   | 28-M  | Autovía         | 56.243  | 3        | 16    | 0  | 0  | 0  | 5  | 4        | 19,5  | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 24,1  | 0  | 0    | 1  | 3  | 1        | 6,3   | 0  | 0    | 0   | 1  | 13,2          |
| M-21      | 7   | 28-M  | Autovía         | 56.243  | 4        | 21,4  | 0  | 0  | 0  | 4  | 1        | 4,9   | 0  | 0  | 0  | 1  | 1        | 5,1   | 0  | 0    | 0  | 2  | 1        | 6     | 0  | 0    | 0  | 1  | 1        | 6,3   | 0  | 0    | 0   | 1  | 8,8           |
| M-22      | 0   | 28-M  | Convencional    | 6.851   | 3        | 110,5 | 0  | 0  | 1  | 3  | 1        | 40    | 0  | 0  | 0  | 1  | 1        | 43,2  | 1  | 43,2 | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 42,8  | 0  | 0    | 0   | 1  | 49,4          |
| M-22      | 1   | 28-M  | Convencional    | 6.851   | 1        | 36,8  | 0  | 0  | 0  | 2  | 1        | 40    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 42,8  | 0  | 0    | 0   | 1  | 24,7          |
| N-125     | 3   | 50-Z  | Convencional    | 8.851   | 1        | 29,5  | 0  | 0  | 0  | 2  | 1        | 31    | 0  | 0  | 0  | 1  | 1        | 32,6  | 0  | 0    | 0  | 1  | 1        | 30,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0   | 0  | 23,9          |
| N-125     | 4   | 50-Z  | Convencional    | 8.851   | 3        | 88,6  | 0  | 0  | 0  | 3  | 5        | 154,8 | 0  | 0  | 1  | 4  | 5        | 163,1 | 0  | 0    | 0  | 7  | 5        | 150,4 | 1  | 30,1 | 1  | 6  | 6        | 159,7 | 0  | 0    | 0   | 6  | 143,2         |
| N-125     | 8   | 50-Z  | Convencional    | 8.851   | 1        | 29,5  | 0  | 0  | 0  | 1  | 2        | 61,9  | 0  | 0  | 0  | 3  | 2        | 65,2  | 0  | 0    | 0  | 3  | 1        | 30,1  | 0  | 0    | 0  | 1  | 1        | 26,6  | 0  | 0    | 0   | 2  | 41,8          |
| N-156     | 0   | 17-GI | Multicarril     | 8.026   | 2        | 52,8  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 88,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 36,1  | 0  | 0    | 0   | 3  | 32,7          |
| N-2       | 327 | 50-Z  | Multicarril     | 13.455  | 4        | 66    | 0  | 0  | 0  | 7  | 7        | 142,5 | 0  | 0  | 2  | 6  | 5        | 78,8  | 0  | 0    | 0  | 7  | 1        | 18,4  | 0  | 0    | 0  | 1  | 2        | 35,7  | 0  | 0    | 0   | 2  | 67            |
| N-2       | 329 | 50-Z  | Multicarril     | 10.374  | 1        | 25    | 1  | 25 | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 45,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0   | 0  | 14,4          |
| N-2       | 330 | 50-Z  | Convencional    | 9.591   | 1        | 28,7  | 0  | 0  | 0  | 1  | 2        | 57,1  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 57,8  | 0  | 0    | 0   | 2  | 28,2          |
| N-2       | 333 | 50-Z  | Convencional    | 9.591   | 1        | 28,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0   | 0  | 5,8           |
| N-2       | 334 | 50-Z  | Convencional    | 9.591   | 2        | 57,4  | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 5        | 149,6 | 0  | 0    | 0  | 6  | 2        | 60,3  | 0  | 0    | 0  | 2  | 3        | 86,7  | 0  | 0    | 0   | 6  | 70,2          |
| N-2       | 337 | 50-Z  | Convencional    | 9.591   | 1        | 28,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,7  | 0  | 0    | 0  | 1  | 2        | 55    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0   | 0  | 22,1          |
| N-2       | 339 | 50-Z  | Convencional    | 9.591   | 2        | 57,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,7  | 0  | 0    | 0  | 1  | 1        | 27,5  | 0  | 0    | 0  | 1  | 1        | 25,8  | 0  | 0    | 0   | 1  | 27,6          |
| N-2       | 343 | 50-Z  | Convencional    | 8.316   | 1        | 32,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 32,4  | 1  | 32,4 | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 85,7  | 1  | 28,6 | 1   | 2  | 31,5          |
| N-2       | 345 | 50-Z  | Convencional    | 8.316   | 1        | 32,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0   | 0  | 6,3           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| N-2       | 351 | 50-Z  | Convencional  | 8.316  | 1        | 32,9 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 32,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 85,7 | 0  | 0    | 0  | 5  | 31,5          |
| N-2       | 365 | 50-Z  | Convencional  | 8.316  | 1        | 32,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 31,4  | 1  | 31,4 | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 12,6          |
| N-2       | 371 | 50-Z  | Convencional  | 7.830  | 1        | 32,9 | 0  | 0  | 0  | 1  | 2        | 70    | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 19,1          |
| N-2       | 374 | 50-Z  | Convencional  | 7.830  | 3        | 98,6 | 0  | 0  | 0  | 4  | 2        | 70    | 0  | 0    | 0  | 2  | 2        | 64,8 | 0  | 0    | 0  | 4  | 2        | 62,9  | 0  | 0    | 0  | 2  | 1        | 28,6 | 0  | 0    | 1  | 0  | 63,8          |
| N-2       | 380 | 50-Z  | Convencional  | 7.830  | 1        | 32,9 | 0  | 0  | 0  | 1  | 1        | 35    | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 31,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 19,1          |
| N-2       | 383 | 50-Z  | Convencional  | 7.830  | 1        | 32,9 | 0  | 0  | 0  | 1  | 2        | 70    | 0  | 0    | 0  | 2  | 1        | 32,4 | 1  | 32,4 | 2  | 0  | 1        | 31,4  | 0  | 0    | 0  | 1  | 2        | 57,1 | 0  | 0    | 0  | 2  | 44,7          |
| N-2       | 384 | 50-Z  | Convencional  | 8.316  | 1        | 32,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 31,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 12,6          |
| N-2       | 385 | 50-Z  | Convencional  | 7.830  | 1        | 32,9 | 0  | 0  | 0  | 1  | 1        | 35    | 1  | 35   | 0  | 0  | 2        | 64,8 | 1  | 32,4 | 0  | 2  | 2        | 62,9  | 0  | 0    | 0  | 2  | 3        | 85,7 | 0  | 0    | 1  | 2  | 57,4          |
| N-2       | 386 | 50-Z  | Convencional  | 7.830  | 1        | 32,9 | 0  | 0  | 0  | 1  | 1        | 35    | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 28,6 | 0  | 0    | 0  | 1  | 19,1          |
| N-2       | 390 | 50-Z  | Convencional  | 8.311  | 1        | 34,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,4           |
| N-2       | 394 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 1        | 33,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 13,3          |
| N-2       | 394 | 50-Z  | Convencional  | 8.595  | 1        | 31,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,4           |
| N-2       | 399 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 32,2 | 0  | 0    | 0  | 1  | 13,3          |
| N-2       | 400 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 66,5  | 0  | 0    | 0  | 2  | 1        | 32,2 | 0  | 0    | 0  | 3  | 26,5          |
| N-2       | 401 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 33,4 | 0  | 0    | 2  | 1  | 1        | 33,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 19,9          |
| N-2       | 403 | 22-HU | Convencional  | 8.118  | 2        | 66,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 13,3          |
| N-2       | 404 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 66,7 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 64,3 | 0  | 0    | 1  | 3  | 33,2          |
| N-2       | 405 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,6           |
| N-2       | 409 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,5           |
| N-2       | 412 | 22-HU | Convencional  | 8.118  | 1        | 33,3 | 0  | 0  | 0  | 1  | 3        | 101,2 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 66,8  | 0  | 0    | 0  | 2  | 2        | 58,2 | 2  | 58,2 | 2  | 6  | 52            |
| N-2       | 682 | 8-B   | Convencional  | 21.455 | 2        | 26,5 | 0  | 0  | 0  | 3  | 2        | 25,5  | 0  | 0    | 0  | 2  | 2        | 28,4 | 0  | 0    | 0  | 3  | 3        | 44,1  | 0  | 0    | 1  | 3  | 4        | 56,6 | 0  | 0    | 0  | 5  | 35,8          |
| N-2       | 683 | 8-B   | Convencional  | 21.455 | 1        | 13,2 | 0  | 0  | 0  | 1  | 1        | 12,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |
| N-2       | 684 | 8-B   | Convencional  | 21.455 | 2        | 26,5 | 0  | 0  | 0  | 4  | 1        | 12,8  | 0  | 0    | 0  | 2  | 2        | 28,4 | 1  | 14,2 | 2  | 1  | 10       | 146,9 | 1  | 14,7 | 1  | 17 | 1        | 14,1 | 0  | 0    | 0  | 1  | 44,1          |
| N-2       | 685 | 8-B   | Convencional  | 21.455 | 1        | 13,2 | 0  | 0  | 0  | 1  | 2        | 25,5  | 0  | 0    | 0  | 6  | 1        | 14,2 | 0  | 0    | 0  | 1  | 1        | 14,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 13,8          |
| N-2       | 686 | 8-B   | Convencional  | 21.455 | 1        | 13,2 | 0  | 0  | 0  | 1  | 3        | 38,3  | 1  | 12,8 | 0  | 2  | 3        | 42,6 | 0  | 0    | 1  | 7  | 6        | 88,2  | 0  | 0    | 1  | 8  | 1        | 14,1 | 0  | 0    | 0  | 1  | 38,6          |
| N-2       | 686 | 17-GI | Convencional  | 22.646 | 1        | 11   | 0  | 0  | 0  | 2  | 1        | 12,1  | 0  | 0    | 0  | 1  | 2        | 28,4 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 10,4          |
| N-2       | 687 | 17-GI | Convencional  | 22.646 | 1        | 11   | 0  | 0  | 0  | 8  | 1        | 12,1  | 0  | 0    | 0  | 1  | 1        | 14,2 | 0  | 0    | 0  | 2  | 2        | 29,4  | 0  | 0    | 0  | 4  | 1        | 14,1 | 0  | 0    | 0  | 1  | 15,7          |
| N-2       | 688 | 17-GI | Convencional  | 22.646 | 3        | 32,9 | 0  | 0  | 2  | 3  | 1        | 12,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,1 | 0  | 0    | 0  | 2  | 13,1          |
| N-2       | 689 | 17-GI | Convencional  | 22.646 | 1        | 11   | 0  | 0  | 0  | 1  | 2        | 24,2  | 0  | 0    | 0  | 4  | 1        | 14,2 | 0  | 0    | 1  | 0  | 3        | 44,1  | 0  | 0    | 0  | 9  | 2        | 28,3 | 1  | 14,1 | 0  | 6  | 23,5          |
| N-2       | 690 | 17-GI | Convencional  | 22.646 | 7        | 76,7 | 1  | 11 | 1  | 19 | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0    | 0  | 1  | 5        | 73,5  | 0  | 0    | 0  | 11 | 2        | 28,3 | 0  | 0    | 0  | 2  | 39,2          |



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Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |    |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL    |               |
| N-2       | 691 | 17-GI | Convencional  | 22.646 | 3        | 32,9  | 0  | 0  | 0  | 3  | 4        | 48,4  | 0  | 0    | 2  | 6  | 3        | 42,6  | 0  | 0  | 0  | 6  | 1        | 14,7  | 0  | 0    | 0  | 3  | 3        | 42,4  | 0  | 0    | 0  | 8     | 36,5          |
| N-2       | 692 | 17-GI | Convencional  | 22.646 | 6        | 65,8  | 0  | 0  | 4  | 8  | 1        | 12,1  | 0  | 0    | 0  | 2  | 3        | 42,6  | 0  | 0  | 0  | 3  | 2        | 29,4  | 0  | 0    | 1  | 1  | 2        | 28,3  | 0  | 0    | 0  | 2     | 36,5          |
| N-2       | 693 | 17-GI | Convencional  | 22.646 | 2        | 21,9  | 0  | 0  | 0  | 2  | 1        | 12,1  | 0  | 0    | 0  | 2  | 1        | 13,8  | 0  | 0  | 0  | 1  | 1        | 14,3  | 0  | 0    | 0  | 1  | 1        | 13    | 0  | 0    | 0  | 1     | 15,3          |
| N-2       | 694 | 17-GI | Convencional  | 22.646 | 3        | 32,9  | 0  | 0  | 3  | 6  | 2        | 24,2  | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,3  | 0  | 0    | 0  | 2  | 3        | 37,6  | 0  | 0    | 0  | 3     | 22,9          |
| N-2       | 695 | 17-GI | Convencional  | 22.646 | 2        | 21,9  | 0  | 0  | 0  | 2  | 1        | 12,1  | 0  | 0    | 0  | 3  | 2        | 26,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 33,9  | 1  | 11,3 | 0  | 2     | 18,8          |
| N-2       | 696 | 17-GI | Convencional  | 22.646 | 2        | 21,9  | 0  | 0  | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12,9  | 0  | 0  | 1  | 0  | 2        | 22,5  | 0  | 0    | 0  | 3  | 1        | 11,2  | 0  | 0    | 0  | 1     | 14            |
| N-2       | 699 | 17-GI | Convencional  | 825    | 1        | 320,4 | 0  | 0  | 0  | 2  | 1        | 332,1 | 0  | 0    | 0  | 1  | 1        | 11,3  | 0  | 0  | 0  | 2  | 1        | 10,1  | 0  | 0    | 1  | 1  | 2        | 20,7  | 0  | 0    | 0  | 2     | 20,6          |
| N-2       | 705 | 17-GI | Convencional  | 825    | 3        | 961,3 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 121   | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 189,2 |               |
| N-2       | 709 | 17-GI | Convencional  | 9.446  | 1        | 28,8  | 0  | 0  | 0  | 1  | 2        | 58    | 1  | 29   | 3  | 11 | 3        | 123,7 | 0  | 0  | 0  | 4  | 4        | 135,7 | 0  | 0    | 0  | 5  | 5        | 140,3 | 0  | 0    | 1  | 10    | 94,6          |
| N-2       | 710 | 17-GI | Convencional  | 9.446  | 2        | 57,7  | 0  | 0  | 1  | 3  | 1        | 29    | 0  | 0    | 0  | 3  | 2        | 82,5  | 0  | 0  | 0  | 2  | 1        | 33,9  | 0  | 0    | 0  | 1  | 1        | 28,1  | 0  | 0    | 0  | 1     | 44,2          |
| N-2       | 714 | 17-GI | Convencional  | 10.322 | 1        | 28,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18    | 0  | 0    | 0  | 1  | 1        | 14,7  | 0  | 0    | 0  | 1     | 12,5          |
| N-2       | 719 | 17-GI | Convencional  | 11.190 | 1        | 24,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 19,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 13,1  | 1  | 13,1 | 0  | 1     | 10,7          |
| N-2       | 720 | 17-GI | Convencional  | 11.190 | 1        | 24,4  | 0  | 0  | 0  | 1  | 2        | 49    | 1  | 24,5 | 2  | 6  | 1        | 19,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 26,2  | 0  | 0    | 0  | 2     | 21,5          |
| N-2       | 722 | 17-GI | Convencional  | 11.190 | 2        | 48,7  | 0  | 0  | 2  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 57,3  | 0  | 0  | 3  | 7  | 4        | 58,1  | 0  | 0    | 0  | 6  | 4        | 52,3  | 1  | 13,1 | 0  | 3     | 46,5          |
| N-2       | 723 | 17-GI | Convencional  | 11.190 | 1        | 24,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 29,1  | 0  | 0    | 0  | 2  | 2        | 26,2  | 0  | 0    | 0  | 3     | 17,9          |
| N-2       | 725 | 17-GI | Convencional  | 11.154 | 2        | 43,6  | 0  | 0  | 0  | 3  | 6        | 147,4 | 0  | 0    | 0  | 8  | 3        | 73,2  | 0  | 0  | 0  | 4  | 1        | 14,3  | 0  | 0    | 0  | 1  | 6        | 72,2  | 0  | 0    | 0  | 7     | 64,1          |
| N-2       | 726 | 17-GI | Convencional  | 11.154 | 1        | 21,8  | 0  | 0  | 0  | 1  | 5        | 122,8 | 0  | 0    | 0  | 7  | 1        | 24,4  | 0  | 0  | 0  | 1  | 3        | 44,9  | 0  | 0    | 0  | 4  | 4        | 48    | 0  | 0    | 2  | 6     | 50,4          |
| N-2       | 727 | 17-GI | Convencional  | 11.154 | 2        | 43,6  | 0  | 0  | 0  | 4  | 1        | 24,6  | 0  | 0    | 0  | 1  | 1        | 24,4  | 0  | 0  | 0  | 1  | 1        | 15    | 0  | 0    | 0  | 1  | 3        | 36    | 0  | 0    | 1  | 3     | 28,8          |
| N-2       | 728 | 17-GI | Convencional  | 11.154 | 1        | 21,8  | 0  | 0  | 0  | 1  | 2        | 49,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12    | 0  | 0    | 0  | 1     | 14,4          |
| N-2       | 730 | 17-GI | Convencional  | 12.296 | 1        | 21,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 15    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 7,1           |
| N-2       | 731 | 17-GI | Convencional  | 11.154 | 2        | 43,6  | 0  | 0  | 0  | 2  | 2        | 49,1  | 0  | 0    | 0  | 2  | 1        | 24,4  | 0  | 0  | 0  | 5  | 4        | 59,9  | 1  | 15   | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0     | 32,4          |
| N-2       | 733 | 17-GI | Convencional  | 15.054 | 1        | 21,8  | 0  | 0  | 0  | 3  | 1        | 18,2  | 0  | 0    | 0  | 1  | 1        | 24,4  | 0  | 0  | 0  | 2  | 1        | 15    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 13,7          |
| N-2       | 734 | 17-GI | Convencional  | 15.054 | 2        | 43,6  | 0  | 0  | 0  | 3  | 1        | 18,2  | 0  | 0    | 0  | 2  | 4        | 97,5  | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 24            |
| N-2       | 735 | 17-GI | Convencional  | 15.054 | 1        | 21,8  | 0  | 0  | 0  | 1  | 2        | 36,4  | 0  | 0    | 0  | 2  | 1        | 24,4  | 0  | 0  | 0  | 1  | 1        | 15    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 17,1          |
| N-2       | 736 | 17-GI | Convencional  | 12.773 | 1        | 17,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 23,1  | 0  | 0  | 2  | 0  | 1        | 15    | 0  | 0    | 0  | 2  | 1        | 14,5  | 0  | 0    | 0  | 2     | 14,1          |
| N-2       | 737 | 17-GI | Convencional  | 15.054 | 1        | 17,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 23,1  | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 7,1           |
| N-2       | 739 | 17-GI | Convencional  | 14.295 | 5        | 95,1  | 0  | 0  | 0  | 5  | 2        | 38,3  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 5        | 72,5  | 0  | 0    | 0  | 15    | 44,8          |
| N-2       | 740 | 17-GI | Convencional  | 13.536 | 5        | 98,1  | 0  | 0  | 0  | 10 | 1        | 20,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,6  | 0  | 0    | 0  | 2  | 2        | 36,6  | 0  | 0    | 0  | 2     | 36,4          |
| N-2       | 742 | 17-GI | Convencional  | 13.536 | 1        | 19,6  | 0  | 0  | 0  | 3  | 2        | 40,5  | 1  | 20,2 | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 64,7  | 2  | 43,1 | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 24,3          |
| N-2       | 743 | 17-GI | Convencional  | 13.536 | 2        | 39,3  | 0  | 0  | 1  | 5  | 2        | 40,5  | 0  | 0    | 3  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 20,2          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 2      A-2 Madrid - La Junquera

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-2       | 745 | 17-GI | Convencional  | 13.536 | 1        | 19,6 | 0  | 0     | 0  | 2  | 3        | 60,7  | 1  | 20,2 | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 16,2 |      |               |
| N-2       | 746 | 17-GI | Convencional  | 13.536 | 2        | 39,3 | 0  | 0     | 0  | 3  | 1        | 20,2  | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 64,7  | 1  | 21,6 | 1  | 3  | 0        | 0     | 0  | 0    | 24,3 |      |               |
| N-2       | 747 | 17-GI | Convencional  | 13.536 | 2        | 39,3 | 0  | 0     | 0  | 2  | 1        | 20,2  | 0  | 0    | 0  | 1  | 1        | 21,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 72,4  | 1  | 18,1 | 3    | 32,1 |               |
| N-2       | 749 | 17-GI | Convencional  | 16.531 | 1        | 15,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 3,1  |      |               |
| N-2       | 753 | 17-GI | Convencional  | 17.905 | 2        | 28   | 0  | 0     | 1  | 1  | 1        | 15,3  | 0  | 0    | 0  | 1  | 1        | 15,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 13,2  | 5  | 66,1 | 3    | 14,5 |               |
| N-2       | 754 | 17-GI | Convencional  | 17.905 | 2        | 28   | 0  | 0     | 0  | 2  | 3        | 45,9  | 1  | 15,3 | 2  | 7  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 45,8  | 0  | 0    | 2  | 3  | 4        | 55,5  | 1  | 13,9 | 1    | 35,6 |               |
| N-2       | 755 | 17-GI | Convencional  | 13.354 | 1        | 16,8 | 0  | 0     | 0  | 1  | 2        | 41    | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 15,3  | 0  | 0    | 0  | 1  | 1        | 13,9  | 0  | 0    | 0    | 17   |               |
| N-2       | 756 | 17-GI | Convencional  | 13.354 | 2        | 46,8 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 7,4  |      |               |
| N-2       | 760 | 17-GI | Convencional  | 17.522 | 2        | 31,9 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 37,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 12,8 |      |               |
| N-2       | 761 | 17-GI | Convencional  | 17.522 | 1        | 16   | 0  | 0     | 0  | 2  | 1        | 15,6  | 0  | 0    | 0  | 1  | 1        | 16,4  | 0  | 0    | 0  | 2  | 2        | 31,1  | 0  | 0    | 0  | 4  | 1        | 14,7  | 0  | 0    | 0    | 18,7 |               |
| N-2       | 762 | 17-GI | Convencional  | 17.522 | 2        | 36,3 | 0  | 0     | 0  | 2  | 5        | 78,2  | 0  | 0    | 0  | 5  | 7        | 148,4 | 0  | 0    | 0  | 12 | 1        | 15,5  | 0  | 0    | 0  | 2  | 1        | 14,8  | 0  | 0    | 0    | 53,6 |               |
| N-2       | 763 | 17-GI | Convencional  | 17.522 | 3        | 54,5 | 7  | 127,1 | 1  | 3  | 1        | 15,6  | 0  | 0    | 0  | 1  | 2        | 43,1  | 0  | 0    | 0  | 2  | 2        | 39,6  | 0  | 0    | 0  | 6  | 2        | 38,8  | 0  | 0    | 2    | 37,4 |               |
| N-2       | 764 | 17-GI | Convencional  | 17.522 | 1        | 18,2 | 0  | 0     | 0  | 2  | 1        | 15,6  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 19,8  | 0  | 0    | 0  | 1  | 2        | 38,8  | 0  | 0    | 0    | 18,7 |               |
| N-2       | 765 | 17-GI | Convencional  | 17.522 | 1        | 18,2 | 0  | 0     | 0  | 5  | 1        | 15,6  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 39,6  | 0  | 0    | 0  | 5  | 2        | 38,8  | 0  | 0    | 0    | 22,4 |               |
| N-2       | 768 | 17-GI | Convencional  | 13.049 | 2        | 36,3 | 0  | 0     | 1  | 2  | 3        | 63    | 0  | 0    | 1  | 7  | 2        | 43,1  | 1  | 21,5 | 0  | 1  | 3        | 59,4  | 1  | 19,8 | 4  | 1  | 4        | 77,6  | 1  | 19,4 | 1    | 55,7 |               |
| N-2       | 769 | 17-GI | Convencional  | 13.049 | 1        | 18,2 | 0  | 0     | 0  | 2  | 3        | 63    | 0  | 0    | 0  | 5  | 4        | 86,1  | 0  | 0    | 0  | 7  | 3        | 59,4  | 0  | 0    | 2  | 7  | 1        | 19,4  | 0  | 0    | 0    | 47,8 |               |
| N-2       | 770 | 17-GI | Convencional  | 15.657 | 2        | 36,3 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 64,6  | 0  | 0    | 0  | 4  | 1        | 19,8  | 0  | 0    | 0  | 1  | 1        | 19,4  | 0  | 0    | 0    | 26,8 |               |
| N-2       | 771 | 17-GI | Convencional  | 13.049 | 3        | 54,5 | 0  | 0     | 0  | 3  | 6        | 126   | 0  | 0    | 2  | 9  | 1        | 21,5  | 0  | 0    | 0  | 1  | 3        | 59,4  | 0  | 0    | 0  | 3  | 2        | 38,8  | 0  | 0    | 0    | 59,7 |               |
| N-2       | 772 | 17-GI | Convencional  | 13.049 | 3        | 54,5 | 0  | 0     | 0  | 5  | 1        | 21    | 0  | 0    | 0  | 1  | 4        | 86,1  | 0  | 0    | 2  | 8  | 2        | 39,6  | 0  | 0    | 0  | 2  | 2        | 38,8  | 0  | 0    | 0    | 47,8 |               |
| N-2       | 773 | 17-GI | Convencional  | 21.136 | 1        | 15,2 | 0  | 0     | 0  | 1  | 1        | 13    | 0  | 0    | 0  | 1  | 2        | 42,8  | 0  | 0    | 0  | 2  | 2        | 39,6  | 0  | 0    | 0  | 2  | 1        | 18,5  | 0  | 0    | 0    | 23,8 |               |
| N-2       | 775 | 17-GI | Convencional  | 9.450  | 2        | 50   | 0  | 0     | 0  | 3  | 1        | 29    | 0  | 0    | 0  | 1  | 4        | 62,4  | 1  | 15,6 | 0  | 3  | 2        | 38,3  | 0  | 0    | 0  | 2  | 4        | 70,9  | 0  | 0    | 1    | 52,6 |               |
| N-2       | 776 | 17-GI | Convencional  | 9.450  | 2        | 50   | 1  | 25    | 0  | 1  | 1        | 29    | 0  | 0    | 0  | 2  | 1        | 15,6  | 0  | 0    | 0  | 2  | 1        | 19,2  | 0  | 0    | 1  | 0  | 2        | 35,5  | 0  | 0    | 0    | 28,3 |               |
| N-2       | 777 | 17-GI | Convencional  | 9.450  | 1        | 28,5 | 0  | 0     | 0  | 1  | 1        | 29    | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 29,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0    | 15   |               |
| N-2a      | 0   | 17-GI | Convencional  | 17.085 | 3        | 49,2 | 0  | 0     | 0  | 3  | 2        | 32,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,7  | 0  | 0    | 0    | 18,9 |               |
| N-2a      | 3   | 17-GI | Convencional  | 17.085 | 1        | 16,4 | 0  | 0     | 0  | 1  | 1        | 16    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,7  | 0  | 0    | 0    | 10,3 |               |
| N-2a      | 720 | 17-GI | Multicarril   | 10.847 | 1        | 21,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 7,3  |      |               |
| N-2a      | 721 | 17-GI | Multicarril   | 10.957 | 2        | 42,7 | 0  | 0     | 0  | 3  | 3        | 75    | 0  | 0    | 0  | 3  | 3        | 41,9  | 0  | 0    | 1  | 3  | 2        | 25,7  | 0  | 0    | 0  | 2  | 5        | 132,3 | 0  | 0    | 2    | 54,7 |               |
| N-2a      | 722 | 17-GI | Multicarril   | 7.129  | 1        | 39   | 0  | 0     | 0  | 1  | 3        | 115,3 | 0  | 0    | 1  | 3  | 2        | 70,5  | 0  | 0    | 0  | 2  | 4        | 122,4 | 0  | 0    | 0  | 5  | 3        | 91,3  | 1  | 30,4 | 1    | 89,3 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |     |
|-----------|----|-------|---------------|---------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|-----|
|           |    |       |               |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |     |
| A-3       | 5  | 28-M  | Autovía       | 96.723  | 2        | 5,6  | 0  | 0   | 0  | 2  | 1        | 2,8  | 0  | 0   | 0  | 2  | 2        | 5,8  | 0  | 0   | 0  | 4  | 2        | 5,9  | 0  | 0   | 0  | 2  | 5        | 14,9 | 0  | 0   | 0  | 7  | 6,9           |     |
| A-3       | 6  | 28-M  | Autovía       | 96.723  | 3        | 6    | 0  | 0   | 0  | 3  | 1        | 2,8  | 0  | 0   | 0  | 1  | 4        | 9,3  | 0  | 0   | 1  | 3  | 2        | 5,9  | 0  | 0   | 0  | 2  | 4        | 9,6  | 0  | 0   | 0  | 8  | 6,9           |     |
| A-3       | 7  | 28-M  | Autovía       | 165.456 | 7        | 13,6 | 0  | 0   | 1  | 6  | 2        | 3,3  | 0  | 0   | 0  | 6  | 4        | 8,5  | 0  | 0   | 0  | 6  | 4        | 8,7  | 0  | 0   | 1  | 3  | 1        | 2,2  | 0  | 0   | 0  | 1  | 7,2           |     |
| A-3       | 8  | 28-M  | Autovía       | 165.456 | 13       | 21,3 | 0  | 0   | 2  | 18 | 6        | 9,9  | 0  | 0   | 0  | 13 | 3        | 6,4  | 0  | 0   | 0  | 3  | 8        | 17,4 | 1  | 2,2 | 2  | 6  | 3        | 6,2  | 1  | 2,1 | 0  | 5  | 12,6          |     |
| A-3       | 9  | 28-M  | Autovía       | 165.456 | 6        | 12,2 | 0  | 0   | 1  | 6  | 3        | 5    | 0  | 0   | 0  | 3  | 9        | 19   | 1  | 2,1 | 1  | 19 | 4        | 8,1  | 1  | 2   | 0  | 4  | 4        | 7,5  | 0  | 0   | 0  | 7  | 10            |     |
| A-3       | 10 | 28-M  | Autovía       | 142.394 | 2        | 4,4  | 0  | 0   | 0  | 2  | 4        | 7,7  | 2  | 3,8 | 0  | 3  | 9        | 21,1 | 0  | 0   | 0  | 13 | 2        | 4,8  | 0  | 0   | 0  | 3  | 9        | 21,6 | 0  | 0   | 0  | 10 | 11,6          |     |
| A-3       | 11 | 28-M  | Autovía       | 73.210  | 2        | 4,4  | 1  | 2,2 | 0  | 1  | 6        | 22,5 | 0  | 0   | 1  | 8  | 5        | 12,8 | 0  | 0   | 0  | 6  | 10       | 33   | 0  | 0   | 2  | 13 | 4        | 12,1 | 0  | 0   | 0  | 6  | 15,5          |     |
| A-3       | 12 | 28-M  | Autovía       | 73.210  | 6        | 22,1 | 0  | 0   | 1  | 9  | 1        | 3,7  | 0  | 0   | 0  | 3  | 6        | 23   | 1  | 3,8 | 0  | 7  | 11       | 42,5 | 0  | 0   | 1  | 16 | 11       | 43,5 | 0  | 0   | 0  | 14 | 26,7          |     |
| A-3       | 13 | 28-M  | Autovía       | 73.210  | 8        | 26,8 | 1  | 3,3 | 1  | 11 | 5        | 18,7 | 0  | 0   | 1  | 5  | 5        | 17,9 | 0  | 0   | 0  | 9  | 10       | 34,4 | 0  | 0   | 1  | 14 | 11       | 38,6 | 2  | 7   | 1  | 10 | 27,4          |     |
| A-3       | 14 | 28-M  | Autovía       | 102.413 | 6        | 18,2 | 0  | 0   | 0  | 7  | 7        | 18,7 | 1  | 2,7 | 0  | 13 | 6        | 19,3 | 0  | 0   | 0  | 6  | 7        | 22,9 | 0  | 0   | 4  | 10 | 7        | 23   | 1  | 3,3 | 0  | 9  | 20,3          |     |
| A-3       | 15 | 28-M  | Autovía       | 102.413 | 13       | 34,5 | 0  | 0   | 0  | 14 | 7        | 18,7 | 0  | 0   | 1  | 9  | 9        | 25,2 | 0  | 0   | 0  | 10 | 7        | 20,3 | 0  | 0   | 0  | 10 | 8        | 23,2 | 0  | 0   | 1  | 10 | 24,5          |     |
| A-3       | 16 | 28-M  | Autovía       | 102.413 | 8        | 21,2 | 0  | 0   | 0  | 11 | 3        | 8    | 0  | 0   | 0  | 3  | 1        | 2,8  | 0  | 0   | 0  | 1  | 4        | 11,4 | 0  | 0   | 0  | 11 | 4        | 11,3 | 0  | 0   | 0  | 7  | 11            |     |
| A-3       | 17 | 28-M  | Autovía       | 102.413 | 12       | 32,8 | 0  | 0   | 0  | 25 | 7        | 18,7 | 0  | 0   | 0  | 13 | 3        | 8,7  | 0  | 0   | 0  | 4  | 9        | 27,6 | 0  | 0   | 0  | 9  | 8        | 22,7 | 0  | 0   | 0  | 12 | 22,1          |     |
| A-3       | 18 | 28-M  | Autovía       | 83.505  | 4        | 12,5 | 0  | 0   | 0  | 5  | 4        | 13,1 | 1  | 3,3 | 0  | 5  | 2        | 6,7  | 0  | 0   | 0  | 3  | 1        | 3,6  | 0  | 0   | 1  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 7,4           |     |
| A-3       | 19 | 28-M  | Autovía       | 83.505  | 4        | 12,5 | 0  | 0   | 1  | 4  | 2        | 6,6  | 0  | 0   | 0  | 2  | 3        | 10,4 | 0  | 0   | 0  | 8  | 5        | 18   | 0  | 0   | 0  | 8  | 2        | 6,9  | 0  | 0   | 1  | 8  | 10,8          |     |
| A-3       | 20 | 28-M  | Autovía       | 83.505  | 1        | 3,2  | 0  | 0   | 0  | 1  | 2        | 6,6  | 0  | 0   | 1  | 1  | 1        | 3,5  | 0  | 0   | 0  | 2  | 2        | 7,2  | 0  | 0   | 0  | 3  | 3        | 10,4 | 0  | 0   | 0  | 4  | 6,1           |     |
| A-3       | 21 | 28-M  | Autovía       | 82.205  | 7        | 22,1 | 0  | 0   | 0  | 16 | 4        | 13,3 | 0  | 0   | 0  | 8  | 3        | 10,4 | 0  | 0   | 0  | 6  | 4        | 14,3 | 0  | 0   | 0  | 4  | 5        | 17,3 | 0  | 0   | 0  | 7  | 15,6          |     |
| A-3       | 22 | 28-M  | Autovía       | 82.205  | 2        | 9    | 0  | 0   | 0  | 2  | 1        | 3,3  | 0  | 0   | 0  | 1  | 2        | 7,1  | 0  | 0   | 0  | 3  | 4        | 14,3 | 0  | 0   | 0  | 7  | 5        | 17,5 | 0  | 0   | 0  | 10 | 10,2          |     |
| A-3       | 24 | 28-M  | Autovía       | 50.741  | 2        | 10,3 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,8  | 0  | 0   | 0  | 6  | 3        | 13,3 | 0  | 0   | 2  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 6,7           |     |
| A-3       | 25 | 28-M  | Autovía       | 50.741  | 2        | 10,3 | 0  | 0   | 0  | 4  | 2        | 10,8 | 0  | 0   | 0  | 2  | 3        | 17,1 | 0  | 0   | 0  | 4  | 1        | 5,9  | 1  | 5,9 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0             | 9,1 |
| A-3       | 27 | 28-M  | Autovía       | 48.710  | 1        | 5,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,7  | 0  | 0   | 0  | 4  | 1        | 6,9  | 0  | 0   | 0  | 1  | 3        | 20,2 | 0  | 0   | 0  | 11 | 7,4           |     |
| A-3       | 28 | 28-M  | Autovía       | 41.676  | 1        | 6,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,9  | 0  | 0   | 0  | 1  | 2        | 13,5 | 0  | 0   | 0  | 6  | 5,4           |     |
| A-3       | 30 | 28-M  | Autovía       | 36.162  | 2        | 15,7 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,8 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 6,4           |     |
| A-3       | 31 | 28-M  | Autovía       | 36.162  | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,8 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 4,8           |     |
| A-3       | 34 | 28-M  | Autovía       | 35.776  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,9  | 0  | 0   | 0  | 4  | 3,2           |     |
| A-3       | 36 | 28-M  | Autovía       | 32.722  | 1        | 8,1  | 1  | 8,1 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 15,3 | 0  | 0   | 0  | 2  | 4,8           |     |
| A-3       | 37 | 28-M  | Autovía       | 35.776  | 2        | 16,1 | 0  | 0   | 0  | 4  | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,9  | 0  | 0   | 0  | 3  | 1        | 7,6  | 0  | 0   | 0  | 1  | 7,9           |     |
| A-3       | 38 | 28-M  | Autovía       | 35.776  | 1        | 8,1  | 0  | 0   | 0  | 1  | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 15,8 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 6,3           |     |
| A-3       | 39 | 28-M  | Autovía       | 35.776  | 1        | 8,1  | 0  | 0   | 0  | 3  | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 4,7           |     |
| A-3       | 41 | 28-M  | Autovía       | 29.778  | 5        | 43,8 | 0  | 0   | 0  | 12 | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 39,5 | 1  | 9,9 | 0  | 5  | 3        | 28,5 | 0  | 0   | 0  | 3  | 4        | 36,4 | 0  | 0   | 0  | 6  | 29,7          |     |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |     |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|---------------|-----|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |     |
| A-3       | 42  | 28-M  | Autovía       | 29.778 | 4        | 35,2  | 0  | 0  | 0  | 7  | 1        | 9,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,4 | 0  | 0    | 0  | 2  | 2        | 18,8 | 0  | 0  | 0  | 3  | 16,9          |     |
| A-3       | 44  | 28-M  | Autovía       | 29.778 | 3        | 26,4  | 0  | 0  | 0  | 6  | 1        | 9,2  | 0  | 0  | 0  | 1  | 1        | 9,9  | 0  | 0  | 0  | 1  | 2        | 19,4 | 1  | 9,7  | 1  | 4  | 4        | 37,6 | 0  | 0  | 0  | 5  | 20,6          |     |
| A-3       | 45  | 28-M  | Autovía       | 29.778 | 4        | 35,2  | 0  | 0  | 0  | 6  | 2        | 18,4 | 0  | 0  | 0  | 2  | 1        | 9,9  | 0  | 0  | 0  | 1  | 2        | 19,4 | 0  | 0    | 0  | 3  | 2        | 18,8 | 0  | 0  | 0  | 3  | 20,6          |     |
| A-3       | 46  | 28-M  | Autovía       | 29.778 | 1        | 8,8   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,4  | 0  | 0  | 0  | 1  | 5,6           |     |
| A-3       | 48  | 28-M  | Autovía       | 29.778 | 17       | 149,7 | 0  | 0  | 1  | 23 | 1        | 9,2  | 0  | 0  | 0  | 1  | 3        | 29,6 | 0  | 0  | 1  | 4  | 1        | 9,7  | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0  | 0  | 1  | 43,2          |     |
| A-3       | 49  | 28-M  | Autovía       | 28.537 | 2        | 19,9  | 0  | 0  | 0  | 2  | 2        | 19,2 | 0  | 0  | 0  | 2  | 2        | 20   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 11,8          |     |
| A-3       | 50  | 28-M  | Autovía       | 27.389 | 2        | 21    | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 20,4 | 0  | 0    | 0  | 2  | 1        | 9,5  | 0  | 0  | 0  | 2  | 10            |     |
| A-3       | 54  | 28-M  | Autovía       | 27.296 | 2        | 21    | 0  | 0  | 0  | 2  | 1        | 10   | 0  | 0  | 0  | 3  | 4        | 40,1 | 0  | 0  | 0  | 4  | 2        | 20,4 | 0  | 0    | 1  | 1  | 1        | 9,5  | 0  | 0  | 0  | 1  | 20,1          |     |
| A-3       | 55  | 28-M  | Autovía       | 27.296 | 2        | 21    | 0  | 0  | 0  | 2  | 3        | 30,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 18,9 | 0  | 0  | 2  | 9  | 14            |     |
| A-3       | 57  | 28-M  | Autovía       | 27.296 | 1        | 10,5  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2             |     |
| A-3       | 60  | 28-M  | Autovía       | 27.296 | 9        | 94,6  | 0  | 0  | 0  | 15 | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,2 | 0  | 0  | 0  | 1  | 5        | 53,4 | 0  | 0    | 0  | 6  | 2        | 19   | 0  | 0  | 0  | 2  | 34,6          |     |
| A-3       | 61  | 28-M  | Autovía       | 27.296 | 6        | 63,1  | 0  | 0  | 0  | 10 | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 30,5 | 0  | 0  | 0  | 6  | 4        | 42,8 | 0  | 0    | 1  | 4  | 3        | 28,5 | 0  | 0  | 0  | 3  | 32,5          |     |
| A-3       | 62  | 28-M  | Autovía       | 27.296 | 5        | 52,6  | 0  | 0  | 1  | 6  | 3        | 30,1 | 0  | 0  | 0  | 4  | 2        | 20,5 | 0  | 0  | 0  | 3  | 3        | 32,6 | 2  | 21,7 | 0  | 3  | 1        | 9,6  | 0  | 0  | 0  | 1  | 28,6          |     |
| A-3       | 66  | 28-M  | Autovía       | 27.296 | 1        | 10,5  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0             | 4,1 |
| A-3       | 68  | 28-M  | Autovía       | 27.296 | 3        | 31,5  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6,2           |     |
| A-3       | 72  | 16-CU | Autovía       | 27.624 | 1        | 9,4   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0             | 4,1 |
| A-3       | 79  | 16-CU | Autovía       | 27.707 | 3        | 28,3  | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,2 | 0  | 0    | 0  | 2  | 1        | 10,9 | 0  | 0  | 0  | 1  | 10,5          |     |
| A-3       | 81  | 16-CU | Autovía       | 25.989 | 1        | 9,6   | 0  | 0  | 0  | 1  | 1        | 10,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,5           |     |
| A-3       | 83  | 16-CU | Autovía       | 25.989 | 1        | 9,8   | 0  | 0  | 1  | 0  | 1        | 10,5 | 0  | 0  | 0  | 1  | 1        | 12   | 0  | 0  | 0  | 2  | 1        | 12,7 | 1  | 12,7 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 9             |     |
| A-3       | 97  | 16-CU | Autovía       | 23.697 | 1        | 10,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 13   | 0  | 0  | 0  | 2  | 4,8           |     |
| A-3       | 98  | 16-CU | Autovía       | 23.697 | 1        | 10,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,4 | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0             | 7,2 |
| A-3       | 99  | 16-CU | Autovía       | 23.697 | 1        | 10,9  | 0  | 0  | 0  | 1  | 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             | 2,4 |
| A-3       | 100 | 16-CU | Autovía       | 23.697 | 1        | 10,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,7 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0             | 4,8 |
| A-3       | 104 | 16-CU | Autovía       | 23.832 | 1        | 11,3  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 13   | 0  | 0  | 0  | 2  | 4,9           |     |
| A-3       | 106 | 16-CU | Autovía       | 23.846 | 1        | 11,6  | 0  | 0  | 0  | 1  | 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             | 2,5 |
| A-3       | 109 | 16-CU | Autovía       | 23.846 | 1        | 11,6  | 0  | 0  | 0  | 1  | 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             | 2,5 |
| A-3       | 111 | 16-CU | Autovía       | 23.846 | 1        | 11,6  | 0  | 0  | 0  | 1  | 1        | 11,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 27,9 | 0  | 0  | 0  | 3  | 9,9           |     |
| A-3       | 131 | 16-CU | Autovía       | 22.469 | 1        | 12    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,7 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0  | 1  | 0  | 7,7           |     |
| A-3       | 132 | 16-CU | Autovía       | 22.489 | 1        | 12,3  | 0  | 0  | 1  | 0  | 1        | 12,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0             | 5,1 |
| A-3       | 137 | 16-CU | Autovía       | 22.489 | 1        | 12,3  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 26,6 | 0  | 0  | 2  | 1  | 10,3          |     |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG  | HL   |               |
| A-3       | 142 | 16-CU | Autovía       | 21.547 | 1        | 11,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 5,2  |               |
| A-3       | 143 | 16-CU | Autovía       | 21.425 | 2        | 23,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 5,2 |      |               |
| A-3       | 148 | 16-CU | Autovía       | 21.425 | 3        | 35,3 | 1  | 11,8 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,7 | 0  | 0  | 0  | 1  | 2        | 26,3 | 0  | 0    | 0   | 4    | 15,5          |
| A-3       | 153 | 16-CU | Autovía       | 21.762 | 1        | 11,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,7 | 0  | 0    | 1   | 0    | 7,6           |
| A-3       | 156 | 16-CU | Autovía       | 23.889 | 1        | 12,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0   | 5    |               |
| A-3       | 162 | 16-CU | Autovía       | 22.163 | 1        | 12,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,8 | 0  | 0  | 0  | 1  | 1        | 12,6 | 1  | 12,6 | 1   | 2    | 7,5           |
| A-3       | 164 | 16-CU | Autovía       | 22.163 | 1        | 12,2 | 1  | 12,2 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 37,7 | 0  | 0    | 0   | 8    | 15,1          |
| A-3       | 165 | 16-CU | Autovía       | 21.867 | 1        | 11,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 2,5  |               |
| A-3       | 173 | 16-CU | Autovía       | 20.590 | 1        | 11,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 2,6  |               |
| A-3       | 175 | 16-CU | Autovía       | 20.398 | 1        | 11,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,5 | 0  | 0  | 0  | 1  | 1        | 13,6 | 0  | 0    | 0   | 1    | 7,9           |
| A-3       | 187 | 16-CU | Autovía       | 15.570 | 1        | 16,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 3,7  |               |
| A-3       | 191 | 16-CU | Autovía       | 15.563 | 2        | 32,4 | 0  | 0    | 3  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 11   |               |
| A-3       | 192 | 16-CU | Autovía       | 15.652 | 1        | 16,2 | 0  | 0    | 1  | 0  | 1        | 17,5 | 0  | 0  | 0  | 1  | 1        | 20,3 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 11   |               |
| A-3       | 199 | 16-CU | Autovía       | 15.563 | 1        | 16,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,6 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0   | 7,3  |               |
| A-3       | 215 | 16-CU | Autovía       | 18.985 | 1        | 15,7 | 0  | 0    | 1  | 0  | 1        | 14,4 | 0  | 0  | 1  | 0  | 2        | 30,8 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 12,5 |               |
| A-3       | 225 | 16-CU | Autovía       | 18.985 | 2        | 31,4 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,6 | 0  | 0  | 0  | 1  | 1        | 17,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0   | 12,8 |               |
| A-3       | 229 | 16-CU | Autovía       | 18.985 | 1        | 15,7 | 0  | 0    | 3  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,6 | 0  | 0  | 0  | 2  | 1        | 17,3 | 0  | 0  | 0  | 3  | 1        | 17,6 | 0  | 0    | 0   | 2    | 12,8          |
| A-3       | 231 | 16-CU | Autovía       | 18.985 | 1        | 15,7 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 3,2  |               |
| A-3       | 232 | 16-CU | Autovía       | 18.985 | 1        | 15,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,6 | 0  | 0    | 0   | 2    | 6,4           |
| A-3       | 236 | 16-CU | Autovía       | 18.985 | 2        | 31,4 | 0  | 0    | 0  | 2  | 1        | 14,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,6 | 0  | 0    | 0   | 2    | 12,8          |
| A-3       | 239 | 16-CU | Autovía       | 17.759 | 1        | 14,4 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 3,2  |               |
| A-3       | 241 | 16-CU | Autovía       | 17.759 | 1        | 14,4 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 6,4  |               |
| A-3       | 247 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0   | 6,5  |               |
| A-3       | 249 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0   | 6,5  |               |
| A-3       | 251 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 0  | 2  | 1        | 15,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 6,5  |               |
| A-3       | 253 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 1  | 14,3 | 0  | 2  | 1        | 15,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 1  | 1        | 18   | 0  | 0    | 0   | 1    | 13            |
| A-3       | 254 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0   | 6,5  |               |
| A-3       | 256 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 36,9 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0   | 13   |               |
| A-3       | 257 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 2  | 3        | 53,9 | 1  | 18   | 0   | 3    | 19,5          |
| A-3       | 258 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 6,5  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL  |               |
| A-3       | 260 | 46-V  | Autovía       | 18.203 | 1        | 14,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 3,3 |     |               |
| A-3       | 262 | 46-V  | Autovía       | 18.839 | 1        | 13,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0    | 0  | 1  | 1        | 19   | 0  | 0  | 0  | 3  | 1        | 17,9 | 0  | 0  | 0   | 3   | 12,7          |
| A-3       | 265 | 46-V  | Autovía       | 18.944 | 1        | 13,3 | 0  | 0  | 0  | 1  | 1        | 14,5 | 0  | 0  | 0  | 2  | 2        | 32   | 0  | 0    | 1  | 1  | 1        | 16,8 | 0  | 0  | 0  | 1  | 1        | 16,4 | 0  | 0  | 0   | 3   | 18,3          |
| A-3       | 266 | 46-V  | Autovía       | 18.944 | 1        | 13,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,1 |               |
| A-3       | 268 | 46-V  | Autovía       | 18.944 | 1        | 13,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,1 |               |
| A-3       | 275 | 46-V  | Autovía       | 22.375 | 2        | 24,8 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,3 | 0  | 0    | 0  | 1  | 1        | 13   | 0  | 0  | 0  | 1  | 1        | 12,5 | 0  | 0  | 0   | 3   | 12,7          |
| A-3       | 276 | 46-V  | Autovía       | 23.391 | 1        | 10,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 26   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0   | 0   | 7,3           |
| A-3       | 277 | 46-V  | Autovía       | 26.524 | 1        | 10,6 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 26,5 | 1  | 13,3 | 1  | 0  | 1        | 13   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 9,4           |
| A-3       | 281 | 46-V  | Autovía       | 23.985 | 1        | 10,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2,3 |               |
| A-3       | 285 | 46-V  | Autovía       | 23.705 | 1        | 10,8 | 0  | 0  | 0  | 1  | 2        | 23,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 7   |               |
| A-3       | 287 | 46-V  | Autovía       | 23.705 | 2        | 21,5 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 24,2 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0   | 0   | 9,3           |
| A-3       | 288 | 46-V  | Autovía       | 23.705 | 1        | 9,4  | 0  | 0  | 0  | 1  | 1        | 11,6 | 0  | 0  | 0  | 1  | 1        | 12   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,7 |               |
| A-3       | 289 | 46-V  | Autovía       | 28.799 | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,7 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 4,3           |
| A-3       | 290 | 46-V  | Autovía       | 28.799 | 1        | 9,4  | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,8 | 0  | 0  | 0   | 1   | 6,3           |
| A-3       | 291 | 46-V  | Autovía       | 28.107 | 1        | 9,6  | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,7 | 0  | 0  | 0   | 1   | 6,2           |
| A-3       | 292 | 46-V  | Autovía       | 26.994 | 1        | 9,6  | 0  | 0  | 0  | 1  | 1        | 10,1 | 0  | 0  | 0  | 1  | 1        | 11   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,7 | 0  | 0  | 0   | 4   | 8,3           |
| A-3       | 295 | 46-V  | Autovía       | 26.994 | 1        | 9,7  | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,9 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 6,2           |
| A-3       | 300 | 46-V  | Autovía       | 26.994 | 1        | 9,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,9 | 0  | 0    | 0  | 5  | 1        | 10,6 | 0  | 0  | 0  | 1  | 2        | 21,4 | 0  | 0  | 0   | 2   | 12,5          |
| A-3       | 303 | 46-V  | Autovía       | 26.994 | 4        | 38,8 | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 8,3           |
| A-3       | 307 | 46-V  | Autovía       | 27.571 | 1        | 9,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,2 | 0  | 0  | 0  | 1  | 1        | 9,9  | 0  | 0  | 0   | 3   | 6             |
| A-3       | 313 | 46-V  | Autovía       | 32.601 | 1        | 8,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 1,7           |
| A-3       | 314 | 46-V  | Autovía       | 29.330 | 2        | 17,5 | 0  | 0  | 1  | 6  | 3        | 28   | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,4  | 0  | 0  | 0   | 4   | 10,7          |
| A-3       | 315 | 46-V  | Autovía       | 32.601 | 1        | 8,8  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 1,7           |
| A-3       | 317 | 46-V  | Autovía       | 32.601 | 1        | 8,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,4  | 0  | 0  | 0   | 2   | 3,5           |
| A-3       | 318 | 46-V  | Autovía       | 33.216 | 1        | 8,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7    | 0  | 0    | 0  | 1  | 1        | 9,2  | 0  | 0  | 0  | 1  | 2        | 13,5 | 0  | 0  | 0   | 3   | 7,8           |
| A-3       | 319 | 46-V  | Autovía       | 34.527 | 2        | 17,1 | 0  | 0  | 0  | 4  | 1        | 7,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 0   | 3   | 6             |
| A-3       | 320 | 46-V  | Autovía       | 34.527 | 3        | 25,7 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 14   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 7,5           |
| A-3       | 321 | 46-V  | Autovía       | 34.527 | 1        | 8,6  | 0  | 0  | 0  | 2  | 2        | 15,9 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 6             |
| A-3       | 322 | 46-V  | Autovía       | 34.527 | 1        | 8,6  | 0  | 0  | 1  | 0  | 1        | 7,9  | 0  | 0  | 0  | 2  | 2        | 14   | 0  | 0    | 1  | 4  | 1        | 7,4  | 0  | 0  | 0  | 1  | 2        | 13,5 | 0  | 0  | 1   | 3   | 10,4          |
| A-3       | 325 | 46-V  | Autovía       | 34.527 | 3        | 25,7 | 0  | 0  | 0  | 4  | 1        | 7,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 6             |



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Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM  | Prov. | tipocarretera   | IMD    | Año 2016 |       |    |     |    |    | Año 2015 |       |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |       |    |     |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|-----------------|--------|----------|-------|----|-----|----|----|----------|-------|----|-----|----|----|----------|------|----|-----|----|----|----------|-------|----|-----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |                 |        | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-3       | 326 | 46-V  | Autovía         | 34.527 | 1        | 7,6   | 0  | 0   | 0  | 1  | 1        | 7,9   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 14,8  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 5,8           |
| A-3       | 327 | 46-V  | Autovía         | 44.135 | 1        | 7,6   | 0  | 0   | 0  | 1  | 1        | 6,2   | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,4   | 0  | 0   | 0  | 1  | 1        | 6,7  | 0  | 0  | 0  | 1    | 5,6           |
| A-3       | 328 | 46-V  | Autovía         | 44.135 | 2        | 13    | 0  | 0   | 0  | 4  | 1        | 6,2   | 0  | 0   | 0  | 1  | 3        | 21   | 0  | 0   | 0  | 7  | 1        | 7,4   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 9,4           |
| A-3       | 331 | 46-V  | Autovía         | 44.135 | 1        | 6,5   | 0  | 0   | 0  | 3  | 1        | 6,2   | 0  | 0   | 0  | 1  | 1        | 7    | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4    |               |
| A-3       | 332 | 46-V  | Autovía         | 44.135 | 3        | 19,5  | 0  | 0   | 0  | 4  | 3        | 18,6  | 0  | 0   | 0  | 5  | 1        | 6,2  | 0  | 0   | 0  | 1  | 3        | 20,4  | 0  | 0   | 1  | 5  | 2        | 12,6 | 0  | 0  | 0  | 3    | 15,4          |
| A-3       | 335 | 46-V  | Autovía         | 54.243 | 1        | 6,2   | 0  | 0   | 0  | 1  | 2        | 10,1  | 0  | 0   | 0  | 4  | 1        | 5    | 0  | 0   | 0  | 2  | 3        | 14,9  | 0  | 0   | 0  | 7  | 1        | 4,6  | 0  | 0  | 1  | 1    | 8,1           |
| A-3       | 337 | 46-V  | Autovía         | 56.344 | 2        | 10,2  | 0  | 0   | 0  | 2  | 2        | 9,7   | 0  | 0   | 0  | 3  | 3        | 14,9 | 0  | 0   | 0  | 6  | 3        | 14,9  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 9,7           |
| A-3       | 338 | 46-V  | Autovía         | 56.344 | 7        | 35,7  | 0  | 0   | 0  | 17 | 2        | 9,7   | 0  | 0   | 0  | 5  | 1        | 5    | 0  | 0   | 0  | 1  | 2        | 9,8   | 0  | 0   | 1  | 4  | 5        | 22,2 | 0  | 0  | 2  | 14   | 16,5          |
| A-3       | 339 | 46-V  | Autovía         | 56.344 | 2        | 10,2  | 0  | 0   | 1  | 1  | 2        | 9,7   | 0  | 0   | 0  | 9  | 1        | 4,8  | 0  | 0   | 0  | 1  | 2        | 9,7   | 0  | 0   | 0  | 2  | 7        | 30,9 | 0  | 0  | 1  | 9    | 13,5          |
| A-3       | 340 | 46-V  | Autovía         | 56.651 | 2        | 10,2  | 0  | 0   | 0  | 3  | 3        | 14,5  | 0  | 0   | 0  | 7  | 3        | 14,5 | 0  | 0   | 0  | 5  | 5        | 24,3  | 0  | 0   | 0  | 10 | 4        | 17,7 | 0  | 0  | 1  | 4    | 16,3          |
| A-3       | 341 | 46-V  | Autovía         | 56.602 | 1        | 5,1   | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 5        | 24,2 | 0  | 0   | 0  | 8  | 3        | 14,6  | 0  | 0   | 0  | 8  | 2        | 8,8  | 0  | 0  | 0  | 2    | 10,6          |
| A-3       | 342 | 46-V  | Autovía         | 56.651 | 8        | 40,6  | 0  | 0   | 0  | 9  | 3        | 14,5  | 0  | 0   | 2  | 4  | 3        | 14,5 | 0  | 0   | 0  | 3  | 5        | 24,3  | 0  | 0   | 1  | 5  | 3        | 13,2 | 0  | 0  | 1  | 2    | 21,1          |
| A-3       | 343 | 46-V  | Autovía         | 56.651 | 2        | 10,1  | 0  | 0   | 0  | 2  | 3        | 14,5  | 0  | 0   | 1  | 6  | 3        | 14,5 | 0  | 0   | 1  | 8  | 2        | 9,7   | 0  | 0   | 0  | 4  | 1        | 4,4  | 0  | 0  | 1  | 1    | 10,6          |
| A-3       | 344 | 46-V  | Autovía         | 56.651 | 1        | 5,1   | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 4,8  | 0  | 0   | 0  | 1  | 2        | 9,7   | 0  | 0   | 0  | 9  | 1        | 4,4  | 0  | 0  | 2  | 0    | 4,8           |
| A-3       | 345 | 46-V  | Autovía         | 56.651 | 3        | 15,2  | 0  | 0   | 1  | 2  | 5        | 24,2  | 0  | 0   | 0  | 7  | 6        | 29   | 0  | 0   | 1  | 6  | 3        | 14,6  | 0  | 0   | 1  | 4  | 4        | 17,6 | 0  | 0  | 0  | 4    | 20,1          |
| A-3       | 346 | 46-V  | Autovía         | 56.651 | 1        | 5,1   | 0  | 0   | 0  | 1  | 2        | 9,7   | 0  | 0   | 0  | 2  | 7        | 33,9 | 0  | 0   | 0  | 17 | 13       | 63,2  | 0  | 0   | 1  | 21 | 5        | 22,1 | 0  | 0  | 0  | 7    | 26,8          |
| A-3       | 347 | 46-V  | Autovía         | 56.651 | 6        | 30,4  | 1  | 5,1 | 0  | 11 | 8        | 38,7  | 0  | 0   | 0  | 13 | 6        | 29   | 0  | 0   | 0  | 9  | 2        | 9,7   | 0  | 0   | 0  | 2  | 3        | 13,2 | 0  | 0  | 0  | 4    | 24            |
| A-3       | 348 | 46-V  | Autovía         | 56.651 | 4        | 20,3  | 0  | 0   | 0  | 6  | 4        | 19,3  | 0  | 0   | 0  | 5  | 4        | 19,3 | 0  | 0   | 1  | 4  | 13       | 63,2  | 1  | 4,9 | 1  | 15 | 4        | 17,6 | 0  | 0  | 0  | 6    | 27,8          |
| A-3       | 349 | 46-V  | Autovía         | 56.651 | 9        | 45,7  | 0  | 0   | 5  | 14 | 5        | 24,2  | 0  | 0   | 0  | 9  | 3        | 14,5 | 0  | 0   | 0  | 5  | 5        | 24,3  | 0  | 0   | 2  | 5  | 3        | 13,2 | 0  | 0  | 0  | 5    | 24            |
| A-3       | 350 | 46-V  | Autovía         | 56.651 | 8        | 40,6  | 0  | 0   | 0  | 13 | 11       | 53,2  | 1  | 4,8 | 2  | 14 | 6        | 29   | 1  | 4,8 | 0  | 7  | 2        | 9,7   | 1  | 4,9 | 0  | 1  | 5        | 22,1 | 0  | 0  | 0  | 8    | 30,7          |
| A-3       | 351 | 46-V  | Autovía         | 56.651 | 10       | 50,7  | 0  | 0   | 0  | 15 | 16       | 77,4  | 0  | 0   | 0  | 31 | 7        | 33,9 | 0  | 0   | 0  | 18 | 12       | 58,4  | 0  | 0   | 1  | 15 | 9        | 39,7 | 0  | 0  | 1  | 16   | 51,8          |
| A-3       | 352 | 46-V  | Autovía         | 56.651 | 1        | 5,1   | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 1             |
| M-23      | 3   | 28-M  | Autopista Libre | 86.785 | 3        | 9,3   | 0  | 0   | 0  | 3  | 1        | 3,2   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,2   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 3,2           |
| N-220     | 0   | 46-V  | Convencional    | 38.084 | 3        | 20,8  | 0  | 0   | 3  | 2  | 5        | 36    | 0  | 0   | 4  | 8  | 4        | 29,9 | 0  | 0   | 1  | 3  | 5        | 37,1  | 0  | 0   | 1  | 8  | 2        | 15,2 | 0  | 0  | 1  | 1    | 27,8          |
| N-220     | 1   | 46-V  | Convencional    | 38.084 | 2        | 13,9  | 0  | 0   | 0  | 3  | 3        | 21,6  | 0  | 0   | 0  | 7  | 4        | 29,9 | 1  | 7,5 | 0  | 6  | 2        | 14,8  | 0  | 0   | 0  | 3  | 6        | 45,5 | 0  | 0  | 0  | 11   | 24,9          |
| N-3       | 187 | 16-CU | Convencional    | 1.415  | 1        | 190   | 0  | 0   | 1  | 1  | 1        | 193,6 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 79,6          |
| N-3       | 188 | 16-CU | Convencional    | 1.553  | 1        | 190   | 1  | 190 | 0  | 3  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 39            |
| N-3       | 198 | 16-CU | Convencional    | 1.566  | 1        | 175,7 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 130,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 60,6          |
| N-3       | 204 | 16-CU | Convencional    | 1.465  | 1        | 192,5 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 39,3 |               |
| N-3       | 207 | 16-CU | Convencional    | 1.465  | 1        | 192,5 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 39,3          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 3      A-3 Madrid - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |       |    |     |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |      |    | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|-------|----|-----|----|----|----------|-------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|------|----|----------|------|----|------|------|------|---------------|
|           |     |       |               |         | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG   | HL | ACV      | IP   | VM | IM   | HG   | HL   |               |
| N-3       | 256 | 46-V  | Convencional  | 903     | 1        | 424,1 | 0  | 0   | 1  | 0  | 1        | 303,4 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 0    | 59,9 |      |               |
| N-3       | 263 | 46-V  | Convencional  | 2.193   | 2        | 395,1 | 0  | 0   | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 1  | 30,7 | 0  | 0        | 0    | 2  | 28,3 |      |      |               |
| N-3       | 267 | 46-V  | Convencional  | 9.159   | 2        | 69,2  | 0  | 0   | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 9,1  |      |      |               |
| N-3       | 268 | 46-V  | Convencional  | 9.159   | 1        | 34,6  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 20,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 9,1  |      |      |               |
| N-3       | 272 | 46-V  | Convencional  | 13.243  | 1        | 34,6  | 0  | 0   | 1  | 1  | 1        | 20,7  | 0  | 0  | 0  | 1  | 2        | 41,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 0    | 17,1 |      |               |
| N-3       | 273 | 46-V  | Convencional  | 9.159   | 1        | 34,6  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,6  |      |      |               |
| V-11      | 0   | 46-V  | Autovía       | 55.470  | 5        | 26,4  | 0  | 0   | 0  | 11 | 6        | 29,6  | 0  | 0  | 1  | 9  | 3        | 16,5 | 0  | 0   | 0  | 7  | 2        | 13,8 | 0  | 0  | 0    | 3  | 2        | 11,5 | 0  | 0    | 0    | 20,2 |               |
| V-11      | 1   | 46-V  | Autovía       | 55.470  | 2        | 10,5  | 0  | 0   | 0  | 3  | 2        | 9,9   | 0  | 0  | 0  | 6  | 2        | 11   | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 6,7  |      |      |               |
| V-30      | 0   | 46-V  | Autovía       | 43.234  | 7        | 45    | 0  | 0   | 0  | 10 | 2        | 12,7  | 0  | 0  | 0  | 2  | 7        | 44,4 | 1  | 6,3 | 0  | 8  | 3        | 19   | 0  | 0  | 0    | 7  | 2        | 12,4 | 0  | 0    | 0    | 26,6 |               |
| V-30      | 1   | 46-V  | Autovía       | 43.234  | 3        | 19,3  | 0  | 0   | 2  | 1  | 7        | 44,4  | 0  | 0  | 1  | 7  | 8        | 50,7 | 0  | 0   | 2  | 8  | 3        | 16,6 | 0  | 0  | 0    | 3  | 2        | 12,4 | 0  | 0    | 0    | 28,3 |               |
| V-30      | 2   | 46-V  | Autovía       | 91.109  | 3        | 8,8   | 0  | 0   | 0  | 5  | 3        | 9     | 0  | 0  | 0  | 4  | 3        | 10   | 0  | 0   | 1  | 2  | 2        | 6,7  | 0  | 0  | 0    | 2  | 0        | 0    | 0  | 0    | 7    |      |               |
| V-30      | 3   | 46-V  | Autovía       | 120.571 | 3        | 6,9   | 1  | 2,3 | 0  | 2  | 2        | 4,5   | 0  | 0  | 0  | 3  | 2        | 6,7  | 0  | 0   | 0  | 2  | 3        | 10,1 | 0  | 0  | 0    | 4  | 1        | 3,3  | 0  | 0    | 0    | 6,2  |               |
| V-30      | 4   | 46-V  | Autovía       | 120.571 | 6        | 13,8  | 0  | 0   | 0  | 10 | 1        | 2,3   | 0  | 0  | 0  | 1  | 3        | 10   | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 0    | 5,6  |      |               |
| V-30      | 5   | 46-V  | Autovía       | 120.571 | 10       | 23,1  | 0  | 0   | 0  | 18 | 2        | 4,5   | 0  | 0  | 0  | 3  | 3        | 7,4  | 0  | 0   | 1  | 2  | 2        | 4,6  | 0  | 0  | 0    | 3  | 4        | 9,7  | 0  | 0    | 1    | 9,9  |               |
| V-30      | 6   | 46-V  | Autovía       | 120.571 | 1        | 2,3   | 0  | 0   | 0  | 1  | 7        | 15,9  | 0  | 0  | 0  | 11 | 4        | 9,6  | 0  | 0   | 0  | 4  | 3        | 7,3  | 0  | 0  | 0    | 3  | 1        | 2,6  | 0  | 0    | 0    | 7,7  |               |
| V-30      | 7   | 46-V  | Autovía       | 120.571 | 9        | 20,8  | 0  | 0   | 2  | 18 | 7        | 15,9  | 0  | 0  | 0  | 16 | 9        | 22,4 | 0  | 0   | 3  | 13 | 7        | 18,1 | 0  | 0  | 0    | 12 | 5        | 12,9 | 0  | 0    | 0    | 18,1 |               |
| V-30      | 8   | 46-V  | Autovía       | 120.225 | 17       | 39,3  | 0  | 0   | 0  | 24 | 20       | 45,6  | 0  | 0  | 0  | 39 | 20       | 49,8 | 0  | 0   | 1  | 44 | 13       | 33,7 | 0  | 0  | 0    | 22 | 10       | 25,8 | 0  | 0    | 0    | 39,1 |               |
| V-30      | 9   | 46-V  | Autovía       | 99.538  | 8        | 26    | 0  | 0   | 0  | 13 | 14       | 38,5  | 0  | 0  | 0  | 25 | 6        | 16,4 | 0  | 0   | 0  | 9  | 6        | 16,9 | 0  | 0  | 0    | 7  | 10       | 28,2 | 1  | 2,8  | 0    | 25,2 |               |
| V-30      | 10  | 46-V  | Autovía       | 82.158  | 21       | 79,8  | 0  | 0   | 2  | 29 | 11       | 36,7  | 0  | 0  | 0  | 22 | 8        | 22   | 1  | 2,8 | 0  | 13 | 13       | 40,8 | 0  | 0  | 0    | 21 | 6        | 19   | 0  | 0    | 0    | 37,8 |               |
| V-30      | 11  | 46-V  | Autovía       | 64.082  | 5        | 21    | 0  | 0   | 0  | 7  | 2        | 8,6   | 0  | 0  | 0  | 4  | 10       | 33,7 | 1  | 3,4 | 0  | 16 | 1        | 3,6  | 0  | 0  | 0    | 2  | 3        | 10,6 | 0  | 0    | 0    | 15,8 |               |
| V-30      | 12  | 46-V  | Autovía       | 64.082  | 5        | 21    | 1  | 4,2 | 0  | 4  | 3        | 12,8  | 0  | 0  | 0  | 9  | 1        | 3,4  | 0  | 0   | 0  | 1  | 1        | 3,6  | 0  | 0  | 0    | 1  | 4        | 14,2 | 0  | 0    | 1    | 10,6 |               |
| V-30      | 14  | 46-V  | Autovía       | 57.274  | 4        | 17,7  | 0  | 0   | 1  | 6  | 1        | 4,8   | 0  | 0  | 0  | 1  | 4        | 17,4 | 0  | 0   | 0  | 6  | 6        | 27,7 | 0  | 0  | 0    | 11 | 3        | 13,1 | 0  | 0    | 0    | 16,2 |               |
| V-30      | 15  | 46-V  | Autovía       | 58.758  | 3        | 14    | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 1        | 4,8  | 0  | 0    | 0    | 3,8  |               |
| V-30      | 16  | 46-V  | Autovía       | 57.274  | 2        | 9,5   | 0  | 0   | 0  | 2  | 4        | 19,1  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,1  | 0  | 0  | 0    | 1  | 1        | 4,8  | 0  | 0    | 0    | 7,8  |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-4       | 6  | 28-M  | Autovía       | 132.082 | 7        | 15,7 | 0  | 0  | 0  | 8  | 5        | 10,4 | 0  | 0   | 0  | 8  | 4        | 9,5  | 0  | 0   | 0  | 6  | 4        | 9,7  | 1  | 2,4 | 0  | 5  | 3        | 7,5  | 0  | 0   | 0  | 3  | 10,6          |
| A-4       | 7  | 28-M  | Autovía       | 99.205  | 3        | 8,3  | 0  | 0  | 0  | 4  | 5        | 13,8 | 0  | 0   | 0  | 6  | 2        | 4,7  | 0  | 0   | 2  | 0  | 3        | 7,3  | 0  | 0   | 0  | 4  | 3        | 7,5  | 0  | 0   | 0  | 8  | 8,2           |
| A-4       | 8  | 28-M  | Autovía       | 96.091  | 2        | 5,5  | 0  | 0  | 0  | 3  | 4        | 11,4 | 0  | 0   | 0  | 4  | 3        | 8,1  | 0  | 0   | 1  | 2  | 4        | 10,2 | 0  | 0   | 0  | 4  | 3        | 8,2  | 0  | 0   | 1  | 5  | 8,7           |
| A-4       | 9  | 28-M  | Autovía       | 88.717  | 1        | 2,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 2,9  | 0  | 0   | 0  | 1  | 2        | 5,9  | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2,4           |
| A-4       | 10 | 28-M  | Autovía       | 88.717  | 3        | 7,1  | 0  | 0  | 0  | 3  | 1        | 3,1  | 0  | 0   | 0  | 2  | 3        | 8,3  | 0  | 0   | 0  | 6  | 1        | 2,9  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 4,3           |
| A-4       | 11 | 28-M  | Autovía       | 121.070 | 7        | 16,3 | 0  | 0  | 0  | 8  | 3        | 6,8  | 0  | 0   | 0  | 4  | 2        | 3,9  | 0  | 0   | 0  | 2  | 3        | 5,8  | 1  | 1,9 | 2  | 5  | 5        | 9,7  | 0  | 0   | 1  | 5  | 8,3           |
| A-4       | 12 | 28-M  | Autovía       | 137.247 | 8        | 17,6 | 0  | 0  | 0  | 11 | 7        | 14   | 0  | 0   | 0  | 12 | 5        | 10,3 | 0  | 0   | 0  | 10 | 11       | 22,8 | 1  | 2,1 | 2  | 10 | 6        | 12,2 | 0  | 0   | 0  | 10 | 15,3          |
| A-4       | 13 | 28-M  | Autovía       | 137.247 | 5        | 10,5 | 0  | 0  | 1  | 6  | 6        | 12   | 0  | 0   | 0  | 7  | 4        | 8,8  | 0  | 0   | 0  | 8  | 4        | 8,8  | 0  | 0   | 0  | 6  | 6        | 13,2 | 0  | 0   | 1  | 8  | 10,7          |
| A-4       | 14 | 28-M  | Autovía       | 111.703 | 6        | 14   | 0  | 0  | 0  | 7  | 3        | 7,4  | 0  | 0   | 0  | 3  | 5        | 11,4 | 0  | 0   | 0  | 6  | 1        | 2,2  | 0  | 0   | 0  | 2  | 5        | 11,7 | 0  | 0   | 0  | 7  | 9,3           |
| A-4       | 15 | 28-M  | Autovía       | 121.504 | 5        | 12,2 | 0  | 0  | 1  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 7,1  | 0  | 0   | 1  | 3  | 2        | 5,1  | 0  | 0   | 0  | 4  | 1        | 2,5  | 0  | 0   | 0  | 2  | 5,3           |
| A-4       | 16 | 28-M  | Autovía       | 111.703 | 12       | 25,2 | 0  | 0  | 1  | 19 | 9        | 22,1 | 0  | 0   | 0  | 15 | 8        | 17,1 | 0  | 0   | 0  | 16 | 9        | 20   | 0  | 0   | 1  | 12 | 2        | 4,4  | 0  | 0   | 3  | 2  | 17,7          |
| A-4       | 17 | 28-M  | Autovía       | 143.676 | 8        | 16,8 | 0  | 0  | 3  | 13 | 10       | 19,1 | 2  | 3,8 | 3  | 12 | 5        | 10,7 | 0  | 0   | 0  | 5  | 7        | 15,6 | 0  | 0   | 0  | 16 | 9        | 19,8 | 0  | 0   | 0  | 10 | 16,4          |
| A-4       | 18 | 28-M  | Autovía       | 143.676 | 6        | 11,2 | 0  | 0  | 1  | 6  | 5        | 9,5  | 0  | 0   | 0  | 7  | 2        | 4    | 0  | 0   | 0  | 2  | 3        | 6,4  | 0  | 0   | 0  | 3  | 1        | 2,2  | 0  | 0   | 0  | 1  | 6,9           |
| A-4       | 19 | 28-M  | Autovía       | 143.676 | 4        | 7,5  | 0  | 0  | 0  | 4  | 2        | 3,8  | 0  | 0   | 0  | 4  | 2        | 4,6  | 0  | 0   | 0  | 2  | 6        | 13,2 | 0  | 0   | 0  | 12 | 3        | 7    | 0  | 0   | 0  | 9  | 7,2           |
| A-4       | 20 | 28-M  | Autovía       | 143.676 | 10       | 18,7 | 0  | 0  | 0  | 15 | 6        | 11,4 | 0  | 0   | 0  | 7  | 6        | 13,9 | 0  | 0   | 0  | 12 | 7        | 15,4 | 2  | 4,4 | 0  | 7  | 5        | 11,7 | 0  | 0   | 0  | 6  | 14,3          |
| A-4       | 21 | 28-M  | Autovía       | 143.676 | 5        | 11,1 | 0  | 0  | 0  | 20 | 8        | 15,3 | 0  | 0   | 1  | 15 | 7        | 16,2 | 1  | 2,3 | 0  | 10 | 7        | 15,4 | 0  | 0   | 0  | 14 | 1        | 2,3  | 0  | 0   | 0  | 1  | 12,2          |
| A-4       | 22 | 28-M  | Autovía       | 104.474 | 4        | 8,9  | 0  | 0  | 0  | 7  | 5        | 13,1 | 0  | 0   | 0  | 8  | 5        | 11,6 | 0  | 0   | 0  | 11 | 6        | 13,2 | 0  | 0   | 0  | 11 | 4        | 9,4  | 1  | 2,3 | 0  | 7  | 11,2          |
| A-4       | 23 | 28-M  | Autovía       | 104.474 | 3        | 6,9  | 0  | 0  | 2  | 5  | 5        | 13,1 | 1  | 2,6 | 0  | 7  | 5        | 11,6 | 0  | 0   | 0  | 7  | 7        | 15,4 | 0  | 0   | 0  | 11 | 3        | 7    | 0  | 0   | 0  | 4  | 10,8          |
| A-4       | 24 | 28-M  | Autovía       | 104.474 | 5        | 11,5 | 0  | 0  | 0  | 8  | 3        | 7,9  | 0  | 0   | 0  | 4  | 7        | 16,2 | 0  | 0   | 0  | 14 | 6        | 13,2 | 0  | 0   | 0  | 10 | 4        | 9,4  | 0  | 0   | 0  | 9  | 11,7          |
| A-4       | 25 | 28-M  | Autovía       | 104.474 | 5        | 11,5 | 0  | 0  | 0  | 5  | 2        | 5,2  | 0  | 0   | 0  | 4  | 1        | 2,3  | 0  | 0   | 0  | 2  | 2        | 4,4  | 0  | 0   | 0  | 6  | 1        | 2,3  | 0  | 0   | 0  | 2  | 5,2           |
| A-4       | 26 | 28-M  | Autovía       | 104.474 | 8        | 18,4 | 0  | 0  | 0  | 13 | 6        | 15,7 | 0  | 0   | 0  | 8  | 16       | 45,5 | 0  | 0   | 1  | 27 | 9        | 21   | 0  | 0   | 0  | 11 | 8        | 20,2 | 1  | 2,5 | 1  | 13 | 23,6          |
| A-4       | 27 | 28-M  | Autovía       | 104.474 | 2        | 4,6  | 0  | 0  | 0  | 2  | 7        | 18,4 | 0  | 0   | 0  | 7  | 6        | 21,7 | 0  | 0   | 0  | 8  | 1        | 3,2  | 0  | 0   | 0  | 1  | 2        | 5,9  | 0  | 0   | 0  | 5  | 10,3          |
| A-4       | 28 | 28-M  | Autovía       | 104.474 | 2        | 4,6  | 0  | 0  | 0  | 2  | 7        | 18,4 | 0  | 0   | 0  | 11 | 1        | 3,7  | 0  | 0   | 0  | 2  | 4        | 12,8 | 0  | 0   | 0  | 6  | 4        | 13,8 | 0  | 0   | 0  | 7  | 10,7          |
| A-4       | 29 | 28-M  | Autovía       | 89.226  | 1        | 2,3  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 18,4 | 0  | 0   | 0  | 9  | 4        | 12,8 | 0  | 0   | 1  | 8  | 4        | 13,8 | 0  | 0   | 0  | 4  | 8,6           |
| A-4       | 30 | 28-M  | Autovía       | 63.074  | 1        | 4,2  | 0  | 0  | 0  | 2  | 2        | 8,7  | 0  | 0   | 0  | 7  | 1        | 3,7  | 0  | 0   | 0  | 2  | 3        | 9,6  | 1  | 3,2 | 1  | 3  | 2        | 6,9  | 0  | 0   | 1  | 1  | 6,7           |
| A-4       | 31 | 28-M  | Autovía       | 63.074  | 2        | 8,4  | 0  | 0  | 0  | 3  | 4        | 17,4 | 0  | 0   | 1  | 6  | 4        | 14,7 | 0  | 0   | 0  | 6  | 3        | 9,6  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 9,7           |
| A-4       | 32 | 28-M  | Autovía       | 63.074  | 1        | 4,2  | 0  | 0  | 0  | 1  | 4        | 17,4 | 0  | 0   | 0  | 8  | 2        | 7,4  | 0  | 0   | 0  | 2  | 1        | 3,2  | 0  | 0   | 0  | 1  | 1        | 3,5  | 0  | 0   | 0  | 1  | 6,7           |
| A-4       | 35 | 45-TO | Autovía       | 63.074  | 2        | 8,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 13,8 | 0  | 0   | 0  | 4  | 2        | 8,5  | 0  | 0   | 1  | 1  | 6,1           |
| A-4       | 36 | 45-TO | Autovía       | 55.062  | 2        | 8,4  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 13,9 | 0  | 0   | 0  | 4  | 1        | 5,5  | 0  | 0   | 0  | 2  | 5        | 21,9 | 1  | 4,4 | 0  | 10 | 10,3          |
| A-4       | 37 | 45-TO | Autovía       | 48.051  | 2        | 11,6 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 13,7 | 0  | 0   | 1  | 3  | 1        | 6,5  | 0  | 0   | 0  | 1  | 6,2           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |     |     |     | Año 2012 |      |    |     |     |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|-----|-----|-----|----------|------|----|-----|-----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG  | HL  | ACV      | IP   | VM | IM  | HG  | HL   |               |
| A-4       | 38 | 45-TO | Autovía       | 48.051 | 5        | 28,9 | 0  | 0    | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 6,2 |      |               |
| A-4       | 39 | 45-TO | Autovía       | 45.457 | 2        | 12,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 2,6 |     |      |               |
| A-4       | 40 | 45-TO | Autovía       | 44.186 | 1        | 6,4  | 0  | 0    | 0  | 2  | 1        | 6,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 1   | 6,5 | 0        | 0    | 0  | 1   | 3,9 |      |               |
| A-4       | 42 | 45-TO | Autovía       | 44.186 | 2        | 12,8 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 1   | 6,5 | 0   | 0        | 0    | 3  | 3,9 |     |      |               |
| A-4       | 45 | 45-TO | Autovía       | 44.186 | 2        | 12,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,8  | 0  | 0    | 0  | 1  | 1        | 7    | 0  | 0   | 1   | 1   | 0        | 0    | 0  | 0   | 5,3 |      |               |
| A-4       | 46 | 28-M  | Autovía       | 37.775 | 1        | 6,9  | 0  | 0    | 0  | 3  | 1        | 7,3  | 0  | 0  | 0  | 1  | 2        | 11,4 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0   | 0   | 0   | 2        | 10,9 | 1  | 5,5 | 0   | 1    | 7,4           |
| A-4       | 47 | 28-M  | Autovía       | 37.775 | 1        | 6,9  | 0  | 0    | 0  | 1  | 3        | 21,8 | 0  | 0  | 2  | 1  | 1        | 5,7  | 0  | 0    | 0  | 2  | 2        | 11,5 | 0  | 0   | 1   | 3   | 0        | 0    | 0  | 0   | 8,6 |      |               |
| A-4       | 48 | 28-M  | Autovía       | 37.775 | 3        | 20,8 | 0  | 0    | 0  | 8  | 3        | 21,8 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,8  | 0  | 0   | 0   | 2   | 0        | 0    | 0  | 0   | 9,4 |      |               |
| A-4       | 49 | 28-M  | Autovía       | 37.775 | 2        | 13,9 | 0  | 0    | 1  | 2  | 1        | 7,3  | 0  | 0  | 0  | 4  | 5        | 36,6 | 0  | 0    | 1  | 7  | 4        | 29,6 | 0  | 0   | 0   | 5   | 5        | 37,9 | 0  | 0   | 0   | 9    | 24,8          |
| A-4       | 50 | 28-M  | Autovía       | 37.775 | 3        | 20,8 | 0  | 0    | 0  | 6  | 1        | 7,3  | 0  | 0  | 1  | 1  | 1        | 7,3  | 0  | 0    | 0  | 1  | 1        | 7,4  | 0  | 0   | 0   | 1   | 1        | 7,6  | 0  | 0   | 0   | 1    | 10,2          |
| A-4       | 52 | 45-TO | Autovía       | 40.081 | 3        | 19,7 | 2  | 13,1 | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 14,1 | 0  | 0    | 0  | 3  | 2        | 14,4 | 0  | 0   | 0   | 2   | 5        | 36,5 | 0  | 0   | 1   | 5    | 16,7          |
| A-4       | 53 | 45-TO | Autovía       | 40.527 | 3        | 19,5 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 28,3 | 0  | 0    | 0  | 8  | 2        | 14,6 | 1  | 7,3 | 0   | 3   | 0        | 0    | 0  | 0   | 0   | 12,5 |               |
| A-4       | 54 | 45-TO | Autovía       | 40.527 | 1        | 6,5  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,1  | 0  | 0    | 0  | 1  | 2        | 14,6 | 0  | 0   | 0   | 2   | 1        | 7,2  | 0  | 0   | 0   | 1    | 6,9           |
| A-4       | 57 | 45-TO | Autovía       | 40.475 | 3        | 19,5 | 0  | 0    | 0  | 7  | 1        | 6,8  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 14,6 | 0  | 0   | 0   | 3   | 2        | 14,4 | 0  | 0   | 0   | 4    | 11,1          |
| A-4       | 60 | 45-TO | Autovía       | 40.703 | 2        | 13   | 0  | 0    | 0  | 3  | 2        | 13,5 | 0  | 0  | 0  | 3  | 1        | 8,1  | 1  | 8,1  | 1  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 7,2  |               |
| A-4       | 61 | 45-TO | Autovía       | 40.703 | 2        | 13   | 0  | 0    | 0  | 2  | 1        | 6,7  | 0  | 0  | 0  | 1  | 2        | 16,2 | 0  | 0    | 0  | 6  | 1        | 8,6  | 0  | 0   | 0   | 1   | 1        | 8,5  | 0  | 0   | 0   | 1    | 10,6          |
| A-4       | 62 | 45-TO | Autovía       | 40.703 | 2        | 16,8 | 0  | 0    | 1  | 4  | 1        | 6,7  | 0  | 0  | 0  | 1  | 4        | 32,5 | 1  | 8,1  | 0  | 3  | 1        | 8,6  | 0  | 0   | 0   | 1   | 3        | 25,5 | 0  | 0   | 0   | 5    | 17,6          |
| A-4       | 63 | 45-TO | Autovía       | 30.588 | 1        | 9,2  | 0  | 0    | 0  | 5  | 1        | 9    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 1   | 8,5      | 0    | 0  | 0   | 1   | 5,2  |               |
| A-4       | 64 | 45-TO | Autovía       | 30.588 | 1        | 9,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 1,8  |               |
| A-4       | 69 | 45-TO | Autovía       | 25.282 | 1        | 11,1 | 0  | 0    | 0  | 1  | 1        | 10,8 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 4,3  |               |
| A-4       | 75 | 45-TO | Autovía       | 25.282 | 1        | 11,1 | 0  | 0    | 0  | 1  | 1        | 10,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 4,3  |               |
| A-4       | 76 | 45-TO | Autovía       | 25.282 | 2        | 22,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 6,5  |               |
| A-4       | 77 | 45-TO | Autovía       | 25.282 | 1        | 11,1 | 0  | 0    | 0  | 1  | 2        | 21,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11   | 0  | 0   | 0   | 1   | 1        | 10,8 | 0  | 0   | 0   | 1    | 10,8          |
| A-4       | 78 | 45-TO | Autovía       | 25.282 | 1        | 11,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 4,3  |               |
| A-4       | 81 | 45-TO | Autovía       | 25.617 | 3        | 31,8 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 8,9  |               |
| A-4       | 82 | 45-TO | Autovía       | 25.617 | 1        | 10,6 | 2  | 21,2 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 23,1 | 0  | 0   | 0   | 3   | 1        | 11,4 | 0  | 0   | 0   | 1    | 8,9           |
| A-4       | 83 | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 1  | 2  | 1        | 10,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,6 | 0  | 0   | 0   | 1   | 1        | 11,4 | 0  | 0   | 0   | 1    | 8,7           |
| A-4       | 84 | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 0  | 1  | 2        | 21   | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,6 | 0  | 0   | 0   | 1   | 0        | 0    | 0  | 0   | 0   | 8,7  |               |
| A-4       | 85 | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 0  | 2  | 1        | 10,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 4,4  |               |
| A-4       | 86 | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 46   | 1  | 11,5 | 1  | 5  | 0        | 0    | 0  | 0   | 0   | 0   | 0        | 0    | 0  | 0   | 0   | 10,9 |               |

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Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-4       | 87  | 45-TO | Autovía       | 26.146 | 3        | 29,6 | 0  | 0    | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 34,5 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 1    | 15,3          |
| A-4       | 89  | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,9 | 0  | 0  | 0  | 2  | 1        | 12,1 | 0  | 0    | 0  | 1  | 2        | 23,7 | 0  | 0  | 0  | 6    | 11,2          |
| A-4       | 90  | 45-TO | Autovía       | 26.146 | 1        | 9,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 11,8     | 0    | 0  | 1  | 0  | 4,5  |               |
| A-4       | 94  | 45-TO | Autovía       | 23.674 | 2        | 22,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-4       | 95  | 45-TO | Autovía       | 23.674 | 1        | 11,3 | 0  | 0    | 0  | 1  | 2        | 23,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 12,2     | 0    | 0  | 0  | 3  | 9,6  |               |
| A-4       | 98  | 45-TO | Autovía       | 22.274 | 2        | 22,2 | 0  | 0    | 0  | 2  | 1        | 12,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 12,6     | 0    | 0  | 0  | 1  | 10   |               |
| A-4       | 101 | 45-TO | Autovía       | 22.274 | 2        | 21,8 | 0  | 0    | 1  | 2  | 2        | 24,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10   |               |
| A-4       | 103 | 45-TO | Autovía       | 23.554 | 1        | 10,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0  | 0  | 0  | 1  | 3        | 39,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 12   |               |
| A-4       | 105 | 45-TO | Autovía       | 23.554 | 2        | 20,7 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,2  |               |
| A-4       | 109 | 45-TO | Autovía       | 23.554 | 1        | 10,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,4  |               |
| A-4       | 112 | 45-TO | Autovía       | 23.554 | 1        | 10,4 | 0  | 0    | 0  | 2  | 1        | 11,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 26,4 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 9,6  |               |
| A-4       | 113 | 45-TO | Autovía       | 23.554 | 1        | 10,4 | 0  | 0    | 0  | 1  | 1        | 11,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-4       | 115 | 45-TO | Autovía       | 23.554 | 2        | 20,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-4       | 116 | 45-TO | Autovía       | 23.554 | 1        | 10,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 12,6     | 0    | 0  | 0  | 2  | 4,8  |               |
| A-4       | 117 | 45-TO | Autovía       | 22.940 | 1        | 10,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-4       | 121 | 45-TO | Autovía       | 21.888 | 3        | 34,8 | 0  | 0    | 0  | 7  | 1        | 12,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,3 | 0  | 0    | 0  | 2  | 1        | 12,6 | 0  | 0  | 0  | 1    | 15            |
| A-4       | 122 | 45-TO | Autovía       | 21.888 | 2        | 23,2 | 1  | 11,6 | 0  | 1  | 1        | 12,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,6  |               |
| A-4       | 123 | 45-TO | Autovía       | 21.888 | 2        | 23,2 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5    |               |
| A-4       | 125 | 45-TO | Autovía       | 21.888 | 1        | 11,6 | 0  | 0    | 0  | 3  | 1        | 12,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 13       | 0    | 0  | 0  | 1  | 7,6  |               |
| A-4       | 126 | 45-TO | Autovía       | 21.888 | 1        | 11,6 | 0  | 0    | 0  | 1  | 1        | 12,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 13       | 0    | 0  | 0  | 2  | 7,5  |               |
| A-4       | 127 | 45-TO | Autovía       | 20.087 | 1        | 11,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 24,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,7  |               |
| A-4       | 130 | 45-TO | Autovía       | 20.087 | 1        | 11,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,5  |               |
| A-4       | 133 | 13-CR | Autovía       | 21.540 | 2        | 21,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,2  |               |
| A-4       | 134 | 13-CR | Autovía       | 21.885 | 2        | 21,8 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 25,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,3 |               |
| A-4       | 137 | 13-CR | Autovía       | 18.870 | 1        | 13,7 | 0  | 0    | 0  | 1  | 1        | 14,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2  | 28       | 0    | 0  | 0  | 3  | 11,6 |               |
| A-4       | 141 | 13-CR | Autovía       | 18.870 | 1        | 13,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,7 | 0  | 0  | 0  | 2  | 1        | 17,1 | 1  | 17,1 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 9,4  |               |
| A-4       | 142 | 13-CR | Autovía       | 18.870 | 1        | 13,7 | 0  | 0    | 0  | 3  | 1        | 14,5 | 1  | 14,5 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,3  |               |
| A-4       | 144 | 13-CR | Autovía       | 18.805 | 1        | 14   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,1  |               |
| A-4       | 146 | 13-CR | Autovía       | 17.302 | 1        | 14,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,2  |               |
| A-4       | 152 | 13-CR | Autovía       | 18.527 | 2        | 28,2 | 0  | 0    | 0  | 2  | 2        | 29,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,5 | 1  | 16,2 | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 18,6 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| A-4       | 165 | 13-CR | Autovía       | 19.109 | 2        | 28,2 | 2  | 28,2 | 7  | 37 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,1     | 0    | 0  | 0  | 3  | 0    | 0        | 0    | 0  | 0  | 0    | 9    |               |
| A-4       | 170 | 13-CR | Autovía       | 19.109 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,9  |      |               |
| A-4       | 172 | 13-CR | Autovía       | 19.958 | 1        | 14,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 14       | 0    | 0  | 2  | 1    | 5,6  |               |
| A-4       | 175 | 13-CR | Autovía       | 21.486 | 1        | 11,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,6  |      |               |
| A-4       | 179 | 13-CR | Autovía       | 21.486 | 4        | 44,8 | 0  | 0    | 0  | 6  | 2        | 25,5 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,6 | 0  | 0  | 1  | 2    | 0        | 0    | 0  | 0  | 0    | 17,6 |               |
| A-4       | 184 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,5  |      |               |
| A-4       | 186 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5    |      |               |
| A-4       | 187 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    | 25,8     | 0    | 0  | 2  | 1    | 7,4  |               |
| A-4       | 190 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,5  |      |               |
| A-4       | 191 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,7 | 0  | 0  | 0  | 2  | 1        | 13,6 | 0  | 0  | 0  | 1    | 2        | 25,8 | 0  | 0  | 1    | 1    | 12,4          |
| A-4       | 193 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,5  |      |               |
| A-4       | 196 | 13-CR | Autovía       | 23.372 | 2        | 22,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,5 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9,8  |      |               |
| A-4       | 197 | 13-CR | Autovía       | 23.372 | 1        | 11,2 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,5  |      |               |
| A-4       | 199 | 13-CR | Autovía       | 23.114 | 1        | 11,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 13,2 | 0        | 0    | 0  | 1  | 5    |      |               |
| A-4       | 201 | 13-CR | Autovía       | 21.104 | 2        | 22,9 | 0  | 0    | 0  | 2  | 1        | 13   | 0  | 0  | 0  | 2  | 1        | 13,3 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,3 |      |               |
| A-4       | 209 | 13-CR | Autovía       | 21.104 | 1        | 11,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,6  |      |               |
| A-4       | 210 | 13-CR | Autovía       | 21.104 | 2        | 22,9 | 0  | 0    | 0  | 3  | 1        | 13   | 0  | 0  | 0  | 2  | 1        | 14   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 1    | 14,1     | 0    | 0  | 1  | 0    | 13,2 |               |
| A-4       | 214 | 13-CR | Autovía       | 21.014 | 1        | 11,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 13,9     | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 5,3  |      |               |
| A-4       | 216 | 13-CR | Autovía       | 20.835 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14   | 0  | 0  | 0  | 2  | 1        | 13,9 | 0  | 0  | 0  | 2    | 0        | 0    | 0  | 0  | 7,9  |      |               |
| A-4       | 217 | 13-CR | Autovía       | 20.835 | 1        | 11,4 | 0  | 0    | 0  | 2  | 1        | 13,1 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,9 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 7,9  |      |               |
| A-4       | 224 | 13-CR | Autovía       | 21.223 | 1        | 11,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,7  |      |               |
| A-4       | 227 | 13-CR | Autovía       | 21.281 | 1        | 12   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,6 | 0  | 0  | 0  | 2  | 2        | 28,8 | 0  | 0  | 1  | 4    | 0        | 0    | 0  | 0  | 13,4 |      |               |
| A-4       | 232 | 13-CR | Autovía       | 21.384 | 1        | 12   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,3  |      |               |
| A-4       | 235 | 13-CR | Autovía       | 21.384 | 1        | 12   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 13,1     | 0    | 0  | 1  | 3    | 5,2  |               |
| A-4       | 241 | 13-CR | Autovía       | 21.384 | 2        | 24   | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,3 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 8    |      |               |
| A-4       | 242 | 13-CR | Autovía       | 21.384 | 2        | 24   | 1  | 12   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 8    |      |               |
| A-4       | 255 | 23-J  | Autovía       | 21.112 | 1        | 12,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,7  |      |               |
| A-4       | 256 | 23-J  | Autovía       | 21.106 | 1        | 12,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |               |
| A-4       | 257 | 23-J  | Autovía       | 21.042 | 3        | 36,5 | 0  | 0    | 0  | 7  | 5        | 65,1 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 1    | 1        | 14,3 | 0  | 0  | 1    | 27,2 |               |
| A-4       | 258 | 23-J  | Autovía       | 21.042 | 1        | 12,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,7  |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG   | HL   |               |
| A-4       | 259 | 23-J  | Autovía       | 21.042 | 3        | 36,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 8,2  |      |               |
| A-4       | 262 | 23-J  | Autovía       | 21.042 | 3        | 36,5 | 1  | 12,2 | 1  | 2  | 1        | 13   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 16,2 |      |               |
| A-4       | 266 | 23-J  | Autovía       | 21.438 | 1        | 11,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2,6 |      |      |               |
| A-4       | 267 | 23-J  | Autovía       | 21.438 | 1        | 11,9 | 0  | 0    | 0  | 1  | 1        | 12,8 | 0  | 0    | 0  | 1  | 1        | 13,1 | 0  | 0  | 0  | 1  | 1        | 13,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 10,2 |      |               |
| A-4       | 269 | 23-J  | Autovía       | 22.821 | 1        | 10,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2,5 |      |      |               |
| A-4       | 276 | 23-J  | Autovía       | 23.140 | 1        | 10,4 | 0  | 0    | 0  | 3  | 2        | 23,7 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,2 | 0  | 0   | 9,5  |      |               |
| A-4       | 277 | 23-J  | Autovía       | 23.140 | 1        | 10,4 | 0  | 0    | 0  | 1  | 1        | 11,8 | 1  | 11,8 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 4,8 |      |      |               |
| A-4       | 278 | 23-J  | Autovía       | 23.140 | 2        | 20,7 | 0  | 0    | 0  | 3  | 2        | 23,7 | 0  | 0    | 1  | 2  | 2        | 25,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 14,3 |      |               |
| A-4       | 281 | 23-J  | Autovía       | 23.140 | 1        | 10,4 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2,4 |      |      |               |
| A-4       | 284 | 23-J  | Autovía       | 22.619 | 1        | 12,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,6 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 5    |      |               |
| A-4       | 287 | 23-J  | Autovía       | 22.619 | 2        | 25,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,6 | 0  | 0  | 0  | 1  | 1        | 12,1 | 0  | 0   | 10   |      |               |
| A-4       | 289 | 23-J  | Autovía       | 24.242 | 1        | 11,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 23,4     | 0    | 0  | 3   | 7,1  |      |               |
| A-4       | 292 | 23-J  | Autovía       | 24.242 | 3        | 47,2 | 0  | 0    | 0  | 3  | 1        | 11,3 | 0  | 0    | 0  | 2  | 1        | 16,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0   | 0    | 17,6 |               |
| A-4       | 295 | 23-J  | Autovía       | 12.273 | 1        | 21,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 22,3     | 0    | 0  | 0   | 9    |      |               |
| A-4       | 298 | 23-J  | Autovía       | 12.504 | 2        | 42,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 8,9  |      |               |
| A-4       | 301 | 23-J  | Autovía       | 14.239 | 1        | 19,2 | 0  | 0    | 0  | 1  | 2        | 38,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 42,8 | 0  | 0  | 0  | 2  | 1        | 21,2 | 0  | 0   | 0    | 24,7 |               |
| A-4       | 302 | 23-J  | Autovía       | 14.239 | 1        | 19,2 | 0  | 0    | 0  | 1  | 2        | 38,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 12,3 |      |               |
| A-4       | 306 | 23-J  | Autovía       | 14.239 | 1        | 19,2 | 0  | 0    | 0  | 1  | 1        | 19,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 8    |      |               |
| A-4       | 310 | 23-J  | Autovía       | 17.307 | 1        | 16,5 | 1  | 16,5 | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 3,5  |      |               |
| A-4       | 313 | 23-J  | Autovía       | 18.043 | 1        | 14,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0   | 6,7  |      |               |
| A-4       | 316 | 23-J  | Autovía       | 18.043 | 2        | 29,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 6,4  |      |               |
| A-4       | 317 | 23-J  | Autovía       | 18.043 | 2        | 29,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16   | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 9,4  |      |               |
| A-4       | 318 | 23-J  | Autovía       | 18.043 | 1        | 14,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 6,3  |      |               |
| A-4       | 321 | 23-J  | Autovía       | 18.043 | 1        | 16,1 | 0  | 0    | 0  | 1  | 2        | 30,4 | 0  | 0    | 0  | 2  | 3        | 51,4 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,7 | 0  | 0   | 0    | 22,9 |               |
| A-4       | 324 | 23-J  | Autovía       | 16.047 | 1        | 16,1 | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,7 | 0  | 0   | 0    | 10,2 |               |
| A-4       | 326 | 23-J  | Autovía       | 16.047 | 1        | 16,1 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 7    |      |               |
| A-4       | 332 | 23-J  | Autovía       | 14.788 | 1        | 17,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 18,6     | 0    | 0  | 0   | 1    | 7,5  |               |
| A-4       | 335 | 23-J  | Autovía       | 14.788 | 1        | 17,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 7,6  |      |               |
| A-4       | 342 | 23-J  | Autovía       | 14.788 | 2        | 35,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 19,2     | 0    | 0  | 1   | 4    | 11,4 |               |
| A-4       | 343 | 23-J  | Autovía       | 14.788 | 3        | 53,1 | 0  | 0    | 0  | 4  | 2        | 37,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 39,3 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0   | 26,6 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG  | HL   |               |
| A-4       | 352 | 14-CO | Autovía       | 15.297 | 1        | 17,5 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 3,8 |      |               |
| A-4       | 358 | 14-CO | Autovía       | 16.020 | 1        | 15,9 | 0  | 0    | 0  | 1  | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 6,9 |      |               |
| A-4       | 359 | 14-CO | Autovía       | 16.020 | 1        | 15,9 | 0  | 0    | 0  | 1  | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 6,9 |      |               |
| A-4       | 361 | 14-CO | Autovía       | 16.020 | 1        | 15,9 | 2  | 31,8 | 5  | 45 | 1        | 17,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,8     | 0     | 0  | 0  | 2   | 10,2 |               |
| A-4       | 363 | 14-CO | Autovía       | 16.020 | 1        | 15,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,5 | 0  | 0  | 0  | 2  | 2        | 35,6 | 0  | 0  | 0  | 2  | 1        | 16,7  | 0  | 0  | 0   | 1    | 17            |
| A-4       | 364 | 14-CO | Autovía       | 16.020 | 2        | 31,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 35   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 13,6 |               |
| A-4       | 365 | 14-CO | Autovía       | 16.020 | 2        | 31,8 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,8 | 0  | 0  | 0  | 3  | 2        | 33,4  | 0  | 0  | 0   | 2    | 17            |
| A-4       | 369 | 14-CO | Autovía       | 17.835 | 1        | 14,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 3,2  |               |
| A-4       | 374 | 14-CO | Autovía       | 20.474 | 2        | 24,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 13,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 8,3  |               |
| A-4       | 376 | 14-CO | Autovía       | 20.474 | 2        | 24,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,4 | 0  | 0  | 0  | 2  | 1        | 13,4  | 0  | 0  | 0   | 1    | 10,7          |
| A-4       | 378 | 14-CO | Autovía       | 24.698 | 1        | 10,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 0    | 4,4           |
| A-4       | 379 | 14-CO | Autovía       | 25.158 | 3        | 31,8 | 1  | 10,6 | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,5  | 0  | 0  | 0   | 2    | 13,1          |
| A-4       | 380 | 14-CO | Autovía       | 25.158 | 1        | 10,6 | 0  | 0    | 0  | 1  | 1        | 10,9 | 0  | 0    | 0  | 1  | 3        | 33,7 | 0  | 0  | 0  | 3  | 1        | 11,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0   | 0    | 13,1          |
| A-4       | 386 | 14-CO | Autovía       | 26.243 | 1        | 11,2 | 0  | 0    | 0  | 1  | 2        | 20,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 0    | 8,8           |
| A-4       | 390 | 14-CO | Autovía       | 26.243 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 0    | 4,4           |
| A-4       | 391 | 14-CO | Autovía       | 26.243 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,6  | 0  | 0  | 0   | 3    | 4,4           |
| A-4       | 395 | 14-CO | Autovía       | 26.243 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0  | 0  | 1  | 1        | 10,5  | 0  | 0  | 0   | 2    | 6,5           |
| A-4       | 397 | 14-CO | Autovía       | 26.243 | 2        | 14,1 | 0  | 0    | 0  | 3  | 1        | 10,4 | 0  | 0    | 0  | 2  | 1        | 9,9  | 0  | 0  | 0  | 1  | 1        | 9,1  | 0  | 0  | 0  | 2  | 1        | 5     | 0  | 0  | 0   | 1    | 9,2           |
| A-4       | 399 | 14-CO | Autovía       | 28.538 | 1        | 6,1  | 0  | 0    | 0  | 2  | 1        | 9,6  | 0  | 0    | 0  | 1  | 1        | 5,6  | 0  | 0  | 0  | 1  | 1        | 4,9  | 0  | 0  | 0  | 1  | 1        | 5     | 0  | 0  | 0   | 1    | 5,9           |
| A-4       | 400 | 14-CO | Autovía       | 51.711 | 3        | 16,3 | 0  | 0    | 0  | 5  | 1        | 5,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,2  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0   | 0    | 5,3           |
| A-4       | 401 | 14-CO | Autovía       | 51.711 | 12       | 65,1 | 0  | 0    | 0  | 28 | 4        | 21,2 | 0  | 0    | 0  | 11 | 2        | 11,4 | 0  | 0  | 0  | 2  | 2        | 10,4 | 0  | 0  | 0  | 4  | 2        | 10,3  | 0  | 0  | 0   | 4    | 23,5          |
| A-4       | 402 | 14-CO | Autovía       | 51.711 | 10       | 56,3 | 0  | 0    | 0  | 29 | 10       | 53   | 0  | 0    | 0  | 17 | 4        | 22,8 | 0  | 0  | 0  | 6  | 2        | 10,4 | 0  | 0  | 0  | 3  | 6        | 31    | 0  | 0  | 0   | 9    | 34,5          |
| A-4       | 403 | 14-CO | Autovía       | 34.263 | 3        | 17,9 | 0  | 0    | 0  | 10 | 1        | 8    | 0  | 0    | 0  | 2  | 2        | 11,4 | 0  | 0  | 0  | 6  | 1        | 5,2  | 0  | 0  | 0  | 3  | 4        | 20,7  | 0  | 0  | 0   | 10   | 12,9          |
| A-4       | 405 | 14-CO | Autovía       | 34.263 | 3        | 23,1 | 0  | 0    | 1  | 5  | 1        | 8    | 0  | 0    | 0  | 1  | 3        | 17,4 | 0  | 0  | 0  | 4  | 6        | 33,2 | 0  | 0  | 0  | 14 | 2        | 10,7  | 0  | 0  | 0   | 3    | 18,9          |
| A-4       | 407 | 14-CO | Autovía       | 34.263 | 2        | 15,2 | 0  | 0    | 1  | 1  | 2        | 16   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 0    | 8,8           |
| A-4       | 409 | 14-CO | Autovía       | 15.077 | 2        | 30,5 | 0  | 0    | 0  | 3  | 1        | 18,2 | 0  | 0    | 0  | 1  | 1        | 15,8 | 0  | 0  | 0  | 1  | 2        | 27,9 | 0  | 0  | 0  | 2  | 5        | 66,1  | 0  | 0  | 1   | 8    | 33,2          |
| A-4       | 414 | 14-CO | Autovía       | 21.955 | 1        | 11,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 5    |               |
| A-4       | 416 | 14-CO | Autovía       | 21.955 | 2        | 23,8 | 0  | 0    | 0  | 2  | 3        | 37,4 | 1  | 12,5 | 0  | 3  | 2        | 26,1 | 0  | 0  | 0  | 2  | 7        | 89,1 | 0  | 0  | 0  | 12 | 9        | 115,8 | 0  | 0  | 0   | 9    | 57,9          |
| A-4       | 419 | 14-CO | Autovía       | 21.809 | 1        | 12   | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 2,6  |               |
| A-4       | 420 | 14-CO | Autovía       | 21.809 | 1        | 13,2 | 0  | 0    | 0  | 1  | 1        | 12,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,4  | 0  | 0  | 0   | 5    | 10,7          |



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Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |      |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|------|----------|------|------|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM   | IM | HG  | HL   |               |
| A-4       | 423 | 14-CO | Autovía       | 19.649 | 1        | 13,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 2,7 |      |               |
| A-4       | 424 | 14-CO | Autovía       | 19.234 | 1        | 13,2 | 0  | 0  | 0  | 1  | 1        | 14,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 13,7 | 0        | 0    | 1    | 0  | 8,4 |      |               |
| A-4       | 435 | 14-CO | Autovía       | 14.194 | 1        | 17,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 3,8 |      |               |
| A-4       | 436 | 41-SE | Autovía       | 16.561 | 1        | 16,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 3,5 |      |               |
| A-4       | 437 | 41-SE | Autovía       | 16.561 | 1        | 16,8 | 0  | 0  | 0  | 1  | 1        | 16,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 6,9 |      |               |
| A-4       | 440 | 41-SE | Autovía       | 16.561 | 1        | 15   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 3,3 |      |               |
| A-4       | 442 | 41-SE | Autovía       | 18.327 | 1        | 14,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 16,4 | 0    | 0  | 0   | 1    | 9,4           |
| A-4       | 445 | 41-SE | Autovía       | 18.327 | 1        | 14,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,1  |               |
| A-4       | 463 | 41-SE | Autovía       | 14.753 | 3        | 44,9 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 18,2 | 0    | 0  | 0   | 1    | 18,1          |
| A-4       | 465 | 41-SE | Autovía       | 14.753 | 1        | 15   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,6  |               |
| A-4       | 471 | 41-SE | Autovía       | 16.254 | 2        | 32,2 | 0  | 0  | 0  | 2  | 1        | 16,9 | 0  | 0  | 0  | 1  | 1        | 18   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 14,1 |               |
| A-4       | 477 | 41-SE | Autovía       | 16.254 | 2        | 32,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,5 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 10,6 |               |
| A-4       | 485 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,6  |               |
| A-4       | 486 | 41-SE | Autovía       | 15.781 | 1        | 17   | 1  | 17 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 18,9 | 0  | 0  | 0  | 2    | 1        | 18,5 | 0    | 0  | 0   | 2    | 10,8          |
| A-4       | 489 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,5 | 0  | 0   | 0  | 1  | 1        | 18,9 | 0  | 0  | 0  | 1    | 0        | 0    | 0    | 0  | 0   | 10,8 |               |
| A-4       | 491 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,1 | 0  | 0   | 1  | 0  | 1        | 18,9 | 0  | 0  | 0  | 1    | 1        | 18,5 | 0    | 0  | 0   | 2    | 14,5          |
| A-4       | 492 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,1 | 0  | 0   | 0  | 1  | 2        | 38,2 | 0  | 0  | 0  | 2    | 1        | 18,7 | 0    | 0  | 0   | 1    | 18,2          |
| A-4       | 493 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,6  |               |
| A-4       | 495 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 3,5  |               |
| A-4       | 499 | 41-SE | Autovía       | 15.781 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 18       | 0    | 0    | 0  | 1   | 7,1  |               |
| A-4       | 505 | 41-SE | Autovía       | 16.874 | 1        | 15,4 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,3 | 0  | 0   | 0  | 1  | 1        | 17,3 | 0  | 0  | 0  | 2    | 0        | 0    | 0    | 0  | 0   | 10   |               |
| A-4       | 510 | 41-SE | Autovía       | 25.264 | 1        | 9,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0    | 0  | 0   | 2,2  |               |
| A-4       | 513 | 41-SE | Autovía       | 29.809 | 1        | 8,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,9 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 10,9 | 0    | 0  | 0   | 1    | 6             |
| A-4       | 514 | 41-SE | Autovía       | 29.809 | 1        | 8,7  | 0  | 0  | 0  | 4  | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 10,9     | 1    | 10,9 | 1  | 0   | 5,8  |               |
| A-4       | 515 | 41-SE | Autovía       | 29.809 | 2        | 17,3 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 9,7      | 0    | 0    | 0  | 2   | 5,5  |               |
| A-4       | 517 | 41-SE | Autovía       | 29.809 | 1        | 8,7  | 0  | 0  | 0  | 3  | 1        | 9,2  | 0  | 0  | 1  | 0  | 2        | 16,4 | 0  | 0   | 0  | 3  | 1        | 8,2  | 0  | 0  | 1  | 0    | 0        | 0    | 0    | 0  | 0   | 8,5  |               |
| A-4       | 519 | 41-SE | Autovía       | 29.809 | 2        | 17,3 | 0  | 0  | 0  | 5  | 1        | 9,2  | 0  | 0  | 1  | 0  | 3        | 24,6 | 0  | 0   | 0  | 8  | 1        | 8,2  | 0  | 0  | 0  | 1    | 2        | 16,4 | 0    | 0  | 0   | 3    | 15,2          |
| A-4       | 520 | 41-SE | Autovía       | 36.749 | 1        | 8,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 24,6 | 0  | 0   | 0  | 5  | 2        | 16,4 | 0  | 0  | 2  | 2    | 0        | 0    | 0    | 0  | 0   | 9,7  |               |
| A-4       | 521 | 41-SE | Autovía       | 40.941 | 4        | 25,7 | 0  | 0  | 2  | 6  | 1        | 6,7  | 0  | 0  | 0  | 4  | 3        | 24,6 | 1  | 8,2 | 0  | 3  | 2        | 16,4 | 0  | 0  | 0  | 6    | 1        | 8,2  | 0    | 0  | 0   | 1    | 16,4          |
| A-4       | 522 | 41-SE | Autovía       | 40.941 | 1        | 6,4  | 0  | 0  | 0  | 4  | 1        | 6,7  | 0  | 0  | 0  | 1  | 2        | 16,4 | 0  | 0   | 0  | 8  | 2        | 16,4 | 0  | 0  | 0  | 3    | 2        | 16,4 | 0    | 0  | 1   | 4    | 11,9          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| A-4       | 523 | 41-SE | Autovía       | 40.941 | 1        | 6,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,4 | 1  | 8,2 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,5 |               |
| A-4       | 525 | 41-SE | Autovía       | 40.941 | 3        | 19,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,1  | 0  | 0  | 0  | 1   | 6,9           |
| A-4       | 527 | 41-SE | Autovía       | 40.941 | 2        | 12,8 | 0  | 0   | 0  | 3  | 2        | 13,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,1  | 0  | 0  | 0  | 3  | 3        | 21,2 | 0  | 0  | 0  | 4   | 11            |
| A-4       | 529 | 41-SE | Autovía       | 43.792 | 1        | 6    | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 2  | 2        | 11,3 | 0  | 0  | 1  | 3  | 1        | 5,4  | 0  | 0  | 0  | 1   | 5,8           |
| A-4       | 530 | 41-SE | Autovía       | 51.213 | 1        | 6    | 0  | 0   | 0  | 2  | 1        | 5,3  | 0  | 0  | 0  | 1  | 1        | 5,6  | 0  | 0   | 0  | 2  | 4        | 22,6 | 0  | 0  | 0  | 5  | 1        | 5,4  | 0  | 0  | 0  | 2   | 9             |
| A-4       | 531 | 41-SE | Autovía       | 51.213 | 1        | 4,5  | 0  | 0   | 0  | 1  | 2        | 10,7 | 0  | 0  | 0  | 6  | 3        | 15,4 | 0  | 0   | 0  | 8  | 1        | 4,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 7             |
| A-4       | 533 | 41-SE | Autovía       | 69.212 | 3        | 11,8 | 0  | 0   | 0  | 4  | 1        | 4    | 0  | 0  | 0  | 1  | 2        | 9,7  | 0  | 0   | 0  | 3  | 2        | 9,7  | 0  | 0  | 0  | 3  | 2        | 9,2  | 0  | 0  | 0  | 2   | 8,8           |
| A-4       | 534 | 41-SE | Autovía       | 69.212 | 4        | 15,7 | 1  | 3,9 | 3  | 5  | 2        | 7,9  | 0  | 0  | 0  | 2  | 1        | 4,8  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 13,8 | 0  | 0  | 1  | 2   | 8,8           |
| A-4       | 535 | 41-SE | Autovía       | 69.212 | 4        | 15,7 | 0  | 0   | 2  | 3  | 8        | 31,7 | 0  | 0  | 3  | 16 | 3        | 14,1 | 0  | 0   | 1  | 2  | 1        | 4,8  | 0  | 0  | 0  | 1  | 3        | 13,3 | 0  | 0  | 0  | 3   | 16,5          |
| A-4       | 536 | 41-SE | Autovía       | 69.212 | 6        | 23,5 | 0  | 0   | 1  | 6  | 1        | 4    | 0  | 0  | 0  | 1  | 8        | 34   | 0  | 0   | 0  | 11 | 4        | 16,9 | 0  | 0  | 0  | 6  | 6        | 25,7 | 0  | 0  | 1  | 6   | 20,6          |
| A-4       | 545 | 41-SE | Autovía       | 54.935 | 5        | 24,8 | 0  | 0   | 1  | 13 | 3        | 15   | 0  | 0  | 0  | 4  | 3        | 15,8 | 0  | 0   | 0  | 3  | 2        | 10,8 | 0  | 0  | 0  | 2  | 2        | 10,4 | 0  | 0  | 0  | 3   | 15,5          |
| A-4       | 546 | 41-SE | Autovía       | 54.935 | 5        | 24,8 | 1  | 5   | 3  | 16 | 1        | 5    | 0  | 0  | 0  | 3  | 3        | 15,8 | 0  | 0   | 0  | 7  | 3        | 16,2 | 0  | 0  | 0  | 16 | 3        | 15,7 | 0  | 0  | 0  | 4   | 15,5          |
| A-4       | 547 | 41-SE | Autovía       | 54.935 | 2        | 9,9  | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 15,8 | 0  | 0   | 0  | 4  | 2        | 10,8 | 0  | 0  | 0  | 7  | 1        | 5,2  | 0  | 0  | 0  | 2   | 8,3           |
| A-4       | 548 | 41-SE | Autovía       | 54.935 | 1        | 5    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 15,8 | 0  | 0   | 0  | 5  | 2        | 10,8 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0   | 6,2           |
| A-4       | 550 | 41-SE | Autovía       | 38.950 | 1        | 6,8  | 0  | 0   | 0  | 2  | 1        | 7    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0   | 4,2           |
| A-4       | 552 | 41-SE | Autovía       | 38.689 | 1        | 6,8  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,4  | 0  | 0   | 1  | 4  | 1        | 7,5  | 0  | 0  | 0  | 1  | 2        | 14,4 | 0  | 0  | 0  | 7   | 7,2           |
| A-4       | 553 | 41-SE | Autovía       | 36.565 | 1        | 7,4  | 0  | 0   | 0  | 4  | 1        | 7,5  | 0  | 0  | 0  | 1  | 2        | 15,2 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 23,6 | 0  | 0  | 0  | 7   | 10,8          |
| A-4       | 554 | 41-SE | Autovía       | 36.565 | 1        | 7,4  | 0  | 0   | 1  | 2  | 2        | 15   | 0  | 0  | 0  | 11 | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 23,6 | 0  | 0  | 2  | 2   | 10,8          |
| A-4       | 555 | 41-SE | Autovía       | 36.565 | 1        | 7,4  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,9  | 0  | 0  | 0  | 4   | 3,1           |
| A-4       | 556 | 41-SE | Autovía       | 36.565 | 1        | 7,4  | 0  | 0   | 0  | 1  | 1        | 7,5  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,2 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0   | 6,2           |
| A-4       | 557 | 41-SE | Autovía       | 36.565 | 2        | 14,9 | 0  | 0   | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,2 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0   | 6,2           |
| A-4       | 629 | 11-CA | Autovía       | 13.731 | 1        | 19,1 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 4             |
| A-4       | 635 | 11-CA | Autovía       | 26.242 | 1        | 9,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,7 | 0  | 0  | 0  | 10  | 4,5           |
| A-4       | 637 | 11-CA | Autovía       | 26.242 | 1        | 8,5  | 0  | 0   | 0  | 1  | 1        | 10,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 31,9 | 0  | 0  | 0  | 7   | 10,1          |
| A-4       | 638 | 11-CA | Autovía       | 32.320 | 1        | 7,6  | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 1,8           |
| A-4       | 639 | 11-CA | Autovía       | 34.111 | 2        | 15,2 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,2 | 0  | 0  | 3  | 1   | 7             |
| A-4       | 645 | 11-CA | Autovía       | 45.486 | 1        | 8,5  | 0  | 0   | 0  | 3  | 1        | 6    | 0  | 0  | 0  | 2  | 3        | 24,1 | 0  | 0   | 0  | 4  | 1        | 8,3  | 0  | 0  | 2  | 2  | 1        | 8,2  | 0  | 0  | 0  | 2   | 10,8          |
| A-4       | 646 | 11-CA | Autovía       | 28.543 | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,2 | 0  | 0  | 1  | 3   | 5,4           |
| A-4       | 650 | 11-CA | Autovía       | 33.439 | 1        | 7,6  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 1,7           |
| A-4       | 657 | 11-CA | Autovía       | 27.337 | 1        | 10,3 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 2,1           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG   | HL   |               |
| A-4       | 658 | 11-CA | Autovía       | 30.056 | 1        | 8,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 1,9  |      |               |
| A-4       | 662 | 11-CA | Autovía       | 32.583 | 1        | 8    | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 3,3  |               |
| A-4       | 665 | 11-CA | Autovía       | 36.924 | 1        | 7,4  | 0  | 0    | 0  | 2  | 1        | 7,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 3,1  |      |               |
| A-4       | 666 | 11-CA | Autovía       | 36.924 | 1        | 7,4  | 0  | 0    | 0  | 2  | 1        | 7,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 3,1  |      |               |
| CA-31     | 0   | 11-CA | Multicarril   | 16.966 | 1        | 15,2 | 0  | 0    | 0  | 1  | 4        | 64,6 | 0  | 0    | 0  | 8  | 1        | 16,2 | 0  | 0    | 0  | 2  | 2        | 32,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0    | 24,2 |               |
| CA-32     | 0   | 11-CA | Multicarril   | 23.726 | 1        | 11,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 24,6 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0    | 7,1  |               |
| CA-32     | 2   | 11-CA | Multicarril   | 25.423 | 1        | 11,3 | 0  | 0    | 0  | 1  | 3        | 32,3 | 0  | 0    | 0  | 10 | 1        | 12,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 11,7 |      |               |
| CA-32     | 3   | 11-CA | Multicarril   | 27.090 | 1        | 11,3 | 1  | 11,3 | 0  | 0  | 1        | 10,1 | 0  | 0    | 0  | 2  | 2        | 23,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 9    |      |               |
| CA-33     | 0   | 11-CA | Multicarril   | 44.870 | 2        | 12,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 3,7  |      |               |
| CA-33     | 1   | 11-CA | Multicarril   | 44.870 | 3        | 19,2 | 1  | 6,4  | 0  | 2  | 1        | 6,1  | 0  | 0    | 0  | 1  | 3        | 18,6 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 8,7  |      |               |
| CA-33     | 3   | 11-CA | Multicarril   | 44.870 | 2        | 12,8 | 0  | 0    | 1  | 5  | 2        | 12,2 | 0  | 0    | 0  | 3  | 2        | 12,4 | 1  | 6,2  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 17,9 | 0  | 0    | 1    | 6    | 11,1          |
| CA-33     | 4   | 11-CA | Multicarril   | 44.870 | 1        | 6,4  | 0  | 0    | 0  | 2  | 1        | 6,1  | 0  | 0    | 0  | 1  | 1        | 5,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,5  | 0  | 0    | 1    | 0    | 4,7           |
| CA-33     | 5   | 11-CA | Multicarril   | 44.870 | 2        | 12,8 | 0  | 0    | 1  | 3  | 1        | 6,1  | 0  | 0    | 0  | 1  | 2        | 11,3 | 0  | 0    | 0  | 5  | 1        | 5,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 7    |               |
| CA-33     | 7   | 11-CA | Autovía       | 44.870 | 2        | 11,5 | 0  | 0    | 0  | 2  | 1        | 6,1  | 0  | 0    | 1  | 0  | 2        | 11,3 | 0  | 0    | 0  | 4  | 2        | 11,3 | 0  | 0   | 1  | 1  | 1        | 5,5  | 0  | 0    | 0    | 2    | 9,1           |
| CA-33     | 8   | 11-CA | Autovía       | 58.459 | 2        | 9,7  | 0  | 0    | 0  | 11 | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 3,1  |      |               |
| CA-33     | 10  | 11-CA | Autovía       | 58.459 | 1        | 4,8  | 0  | 0    | 1  | 0  | 1        | 4,7  | 0  | 0    | 0  | 9  | 1        | 5,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 16,4 | 0  | 0    | 0    | 4    | 6,2           |
| CA-33     | 11  | 11-CA | Autovía       | 58.459 | 1        | 4,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 10,3 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5    | 0  | 0    | 0    | 1    | 4             |
| CA-33     | 12  | 11-CA | Autovía       | 58.459 | 2        | 9,7  | 0  | 0    | 0  | 2  | 1        | 4,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 15,2 | 1  | 5,1 | 0  | 2  | 3        | 15   | 0  | 0    | 3    | 3    | 8,9           |
| CA-35     | 6   | 11-CA | Autovía       | 19.044 | 2        | 26,7 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 9,2  |               |
| CO-32     | 2   | 14-CO | Autovía       | 17.188 | 1        | 20,2 | 0  | 0    | 0  | 2  | 3        | 47,8 | 0  | 0    | 0  | 3  | 2        | 49,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 27,1 |               |
| CO-32     | 6   | 14-CO | Autovía       | 17.188 | 1        | 20,4 | 0  | 0    | 0  | 1  | 2        | 31,9 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 11,9 |               |
| N-4       | 551 | 41-SE | Multicarril   | 22.741 | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 11   | 0  | 0    | 1    | 3    | 6,9           |
| N-4       | 556 | 41-SE | Multicarril   | 11.670 | 1        | 22,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 3    |               |
| N-4       | 557 | 41-SE | Multicarril   | 11.670 | 2        | 44,3 | 0  | 0    | 0  | 3  | 1        | 23,5 | 0  | 0    | 0  | 3  | 3        | 37,2 | 0  | 0    | 0  | 4  | 2        | 23,6 | 0  | 0   | 0  | 3  | 3        | 37,2 | 0  | 0    | 0    | 6    | 32,9          |
| N-4       | 558 | 41-SE | Convencional  | 20.936 | 1        | 13   | 0  | 0    | 0  | 6  | 1        | 13,1 | 1  | 13,1 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,8 | 0  | 0    | 0    | 1    | 7,8           |
| N-4       | 561 | 41-SE | Convencional  | 20.936 | 1        | 13   | 0  | 0    | 0  | 4  | 1        | 13,1 | 0  | 0    | 0  | 3  | 2        | 26,3 | 1  | 13,1 | 0  | 2  | 4        | 49,2 | 0  | 0   | 1  | 7  | 1        | 13,8 | 0  | 0    | 0    | 4    | 23,5          |
| N-4       | 562 | 41-SE | Convencional  | 20.936 | 2        | 25,9 | 0  | 0    | 0  | 4  | 1        | 13,1 | 0  | 0    | 0  | 1  | 3        | 39,4 | 2  | 26,3 | 0  | 4  | 3        | 36,9 | 0  | 0   | 0  | 3  | 4        | 55,1 | 0  | 0    | 0    | 8    | 33,9          |
| N-4       | 564 | 41-SE | Convencional  | 20.936 | 1        | 13   | 0  | 0    | 0  | 3  | 1        | 13,1 | 0  | 0    | 0  | 2  | 2        | 26,3 | 0  | 0    | 0  | 3  | 2        | 24,6 | 0  | 0   | 1  | 3  | 1        | 13,8 | 0  | 0    | 0    | 3    | 18,3          |
| N-4       | 565 | 41-SE | Convencional  | 20.522 | 1        | 13   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 5,3  |               |
| N-4       | 570 | 41-SE | Convencional  | 14.412 | 1        | 12,7 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 18,5 | 1  | 18,5 | 0    | 0    | 6,7           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |      |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|------|----|------|------|---------------|
|           |     |       |               |         | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM   | IM | HG   | HL   |               |
| N-4       | 572 | 41-SE | Convencional  | 11.193  | 2        | 55,1  | 0  | 0    | 2  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,3 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 12,4 |               |
| N-4       | 575 | 41-SE | Convencional  | 9.414   | 2        | 59,7  | 0  | 0    | 3  | 4  | 1        | 29,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 12,9 |      |               |
| N-4       | 578 | 41-SE | Convencional  | 9.414   | 2        | 72,5  | 0  | 0    | 1  | 6  | 1        | 29,1  | 0  | 0  | 0  | 1  | 1        | 40,8 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 18,5  | 0    | 0  | 1    | 0    | 28            |
| N-4       | 579 | 41-SE | Convencional  | 9.414   | 1        | 36,3  | 0  | 0    | 0  | 4  | 1        | 29,1  | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 41,4     | 0     | 0    | 0  | 2    | 22,3 |               |
| N-4       | 588 | 41-SE | Convencional  | 9.645   | 1        | 29,1  | 0  | 0    | 0  | 2  | 1        | 28,4  | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 60,2  | 3  | 90,4 | 1  | 3  | 1        | 30,9  | 0    | 0  | 1    | 7    | 29,6          |
| N-4       | 598 | 41-SE | Convencional  | 7.929   | 1        | 29,1  | 1  | 29,1 | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 7,9  |               |
| N-4       | 602 | 41-SE | Convencional  | 6.258   | 1        | 29,1  | 0  | 0    | 0  | 1  | 1        | 43,8  | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 2  | 97,9     | 0     | 0    | 0  | 4    | 33,3 |               |
| N-4       | 610 | 41-SE | Convencional  | 10.085  | 1        | 29,1  | 3  | 87,4 | 3  | 1  | 2        | 54,3  | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 22,4 |               |
| N-4       | 611 | 41-SE | Convencional  | 7.929   | 1        | 29,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 7,9  |               |
| N-4       | 614 | 41-SE | Convencional  | 8.046   | 1        | 29,1  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 33,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 35    | 0    | 0  | 0    | 1    | 20,9          |
| N-4       | 615 | 41-SE | Convencional  | 10.085  | 1        | 26,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 27,3     | 0     | 0    | 0  | 2    | 11,8 |               |
| N-4       | 617 | 11-CA | Convencional  | 10.085  | 1        | 26,8  | 0  | 0    | 0  | 1  | 2        | 54,3  | 0  | 0  | 0  | 9  | 1        | 27,8 | 0  | 0  | 0  | 1  | 1        | 27,2  | 0  | 0    | 0  | 5  | 2        | 56,3  | 0    | 0  | 0    | 4    | 38,4          |
| N-4       | 620 | 11-CA | Convencional  | 10.085  | 1        | 26,8  | 0  | 0    | 0  | 1  | 2        | 54,3  | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 16,5 |               |
| N-4       | 623 | 11-CA | Convencional  | 10.085  | 1        | 26,8  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 28,2     | 1     | 28,2 | 1  | 0    | 11   |               |
| N-437     | 2   | 14-CO | Convencional  | 11.771  | 5        | 115,2 | 0  | 0    | 0  | 5  | 5        | 116,4 | 0  | 0  | 0  | 6  | 4        | 99,4 | 0  | 0  | 0  | 5  | 6        | 145,4 | 0  | 0    | 0  | 9  | 0        | 0     | 0    | 0  | 0    | 0    | 95,1          |
| N-437     | 3   | 14-CO | Convencional  | 11.771  | 4        | 92,1  | 0  | 0    | 0  | 5  | 2        | 46,6  | 0  | 0  | 0  | 4  | 3        | 74,6 | 0  | 0  | 0  | 4  | 2        | 48,5  | 0  | 0    | 0  | 3  | 3        | 70,6  | 0    | 0  | 0    | 4    | 66,6          |
| N-437     | 5   | 14-CO | Convencional  | 11.771  | 1        | 23    | 0  | 0    | 1  | 0  | 2        | 46,6  | 0  | 0  | 0  | 3  | 1        | 24,9 | 0  | 0  | 0  | 2  | 3        | 72,7  | 0  | 0    | 0  | 5  | 5        | 117,6 | 0    | 0  | 1    | 11   | 57            |
| SE-20     | 0   | 41-SE | Multicarril   | 23.231  | 1        | 11,2  | 0  | 0    | 0  | 2  | 1        | 11,8  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 10,8     | 0     | 0    | 0  | 1    | 7    |               |
| SE-20     | 2   | 41-SE | Multicarril   | 27.178  | 1        | 10    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 20,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 6,1  |               |
| SE-20     | 3   | 41-SE | Multicarril   | 29.775  | 1        | 10    | 0  | 0    | 0  | 1  | 4        | 36,8  | 0  | 0  | 0  | 7  | 3        | 30,9 | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 32,5  | 0    | 0  | 0    | 8    | 22,1          |
| SE-20     | 5   | 41-SE | Multicarril   | 29.775  | 1        | 10    | 0  | 0    | 0  | 1  | 1        | 9,2   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 4    |               |
| SE-20     | 6   | 41-SE | Multicarril   | 29.775  | 3        | 29,8  | 0  | 0    | 0  | 4  | 4        | 36,8  | 0  | 0  | 0  | 7  | 5        | 53   | 0  | 0  | 0  | 8  | 0        | 0     | 0  | 0    | 0  | 0  | 7        | 76,4  | 0    | 0  | 0    | 9    | 38,8          |
| SE-20     | 7   | 41-SE | Multicarril   | 27.288  | 1        | 9,9   | 0  | 0    | 0  | 1  | 2        | 20,1  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 2  | 22       | 0     | 0    | 0  | 2    | 10,7 |               |
| SE-20     | 8   | 41-SE | Multicarril   | 24.801  | 2        | 19,9  | 1  | 9,9  | 0  | 1  | 3        | 33,1  | 0  | 0  | 0  | 5  | 1        | 10,9 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 22    | 0    | 0  | 0    | 2    | 17,5          |
| SE-20     | 10  | 41-SE | Multicarril   | 24.801  | 1        | 11    | 0  | 0    | 0  | 1  | 3        | 33,1  | 0  | 0  | 0  | 3  | 1        | 10,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 11    | 0    | 0  | 0    | 1    | 13,4          |
| SE-30     | 0   | 41-SE | Autovía       | 101.270 | 16       | 42,1  | 0  | 0    | 1  | 26 | 17       | 46    | 0  | 0  | 2  | 29 | 15       | 40,3 | 0  | 0  | 1  | 30 | 16       | 42,7  | 0  | 0    | 0  | 32 | 14       | 35    | 0    | 0  | 0    | 25   | 41,1          |
| SE-30     | 1   | 41-SE | Autovía       | 101.270 | 5        | 13,2  | 0  | 0    | 0  | 8  | 3        | 8,1   | 0  | 0  | 0  | 5  | 10       | 28,2 | 0  | 0  | 1  | 13 | 7        | 18,7  | 0  | 0    | 2  | 17 | 8        | 20    | 0    | 0  | 2    | 13   | 17,6          |
| SE-30     | 2   | 41-SE | Autovía       | 96.385  | 3        | 8,4   | 0  | 0    | 0  | 3  | 4        | 11,4  | 0  | 0  | 0  | 7  | 7        | 20,7 | 0  | 0  | 0  | 10 | 5        | 13,3  | 0  | 0    | 0  | 8  | 6        | 15,5  | 0    | 0  | 0    | 13   | 13,8          |
| SE-30     | 3   | 41-SE | Autovía       | 94.843  | 7        | 19,8  | 0  | 0    | 0  | 13 | 5        | 14,4  | 0  | 0  | 0  | 6  | 9        | 26,6 | 0  | 0  | 0  | 15 | 8        | 21,3  | 0  | 0    | 1  | 8  | 8        | 21,7  | 0    | 0  | 0    | 10   | 20,8          |
| SE-30     | 4   | 41-SE | Autovía       | 94.843  | 2        | 5,7   | 0  | 0    | 0  | 3  | 2        | 5,8   | 0  | 0  | 0  | 2  | 3        | 8,6  | 0  | 0  | 0  | 3  | 1        | 2,7   | 0  | 0    | 0  | 3  | 4        | 11    | 0    | 0  | 0    | 6    | 6,7           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 4      A-4 Madrid - Cádiz

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| SE-30     | 5  | 41-SE | Autovía       | 94.843  | 8        | 22,5 | 0  | 0  | 0  | 12 | 11       | 31,8 | 0  | 0  | 0  | 18 | 5        | 13,1 | 0  | 0   | 0  | 6  | 8        | 21,2 | 0  | 0   | 0  | 11 | 9        | 23,2 | 0  | 0   | 3  | 8  | 22,2          |
| SE-30     | 6  | 41-SE | Autovía       | 105.867 | 6        | 16,2 | 0  | 0  | 0  | 8  | 3        | 7,8  | 0  | 0  | 0  | 4  | 10       | 27,6 | 0  | 0   | 0  | 23 | 8        | 21,2 | 0  | 0   | 0  | 15 | 4        | 10,1 | 0  | 0   | 1  | 3  | 16,4          |
| SE-30     | 7  | 41-SE | Autovía       | 108.743 | 1        | 2,7  | 0  | 0  | 1  | 5  | 3        | 7,6  | 0  | 0  | 0  | 7  | 3        | 8,4  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 5,1  | 0  | 0   | 0  | 5  | 4,7           |
| SE-30     | 8  | 41-SE | Autovía       | 107.991 | 4        | 10,7 | 0  | 0  | 0  | 7  | 7        | 17,8 | 0  | 0  | 1  | 8  | 11       | 30,7 | 0  | 0   | 0  | 15 | 9        | 23,8 | 0  | 0   | 1  | 10 | 12       | 30,5 | 1  | 2,5 | 1  | 22 | 22,7          |
| SE-30     | 9  | 41-SE | Autovía       | 98.790  | 8        | 22,1 | 0  | 0  | 0  | 17 | 14       | 38,8 | 0  | 0  | 1  | 21 | 5        | 14   | 0  | 0   | 0  | 7  | 7        | 19,2 | 0  | 0   | 0  | 8  | 8        | 21,8 | 0  | 0   | 0  | 17 | 23,2          |
| SE-30     | 10 | 41-SE | Autovía       | 97.853  | 4        | 11   | 0  | 0  | 1  | 6  | 11       | 30,8 | 0  | 0  | 1  | 19 | 10       | 28,4 | 0  | 0   | 0  | 22 | 6        | 16,8 | 0  | 0   | 0  | 10 | 9        | 25   | 0  | 0   | 1  | 16 | 22,4          |
| SE-30     | 11 | 41-SE | Autovía       | 97.853  | 6        | 16,6 | 0  | 0  | 0  | 8  | 13       | 36,4 | 0  | 0  | 0  | 19 | 6        | 17   | 0  | 0   | 0  | 13 | 14       | 39,2 | 0  | 0   | 0  | 27 | 9        | 25   | 0  | 0   | 0  | 17 | 26,8          |
| SE-30     | 12 | 41-SE | Autovía       | 97.853  | 7        | 19,3 | 0  | 0  | 0  | 10 | 8        | 22,4 | 0  | 0  | 0  | 14 | 9        | 25,5 | 0  | 0   | 2  | 9  | 12       | 33,6 | 0  | 0   | 0  | 16 | 2        | 4,4  | 0  | 0   | 0  | 2  | 20,2          |
| SE-30     | 13 | 41-SE | Autovía       | 97.853  | 6        | 16,6 | 0  | 0  | 0  | 9  | 6        | 16,8 | 0  | 0  | 0  | 8  | 6        | 11,6 | 1  | 1,9 | 0  | 9  | 5        | 10   | 0  | 0   | 1  | 4  | 3        | 6,6  | 0  | 0   | 0  | 8  | 11,9          |
| SE-30     | 14 | 41-SE | Autovía       | 118.177 | 7        | 17,1 | 0  | 0  | 1  | 11 | 22       | 51   | 0  | 0  | 2  | 30 | 28       | 53,9 | 0  | 0   | 2  | 36 | 25       | 52,1 | 0  | 0   | 0  | 35 | 18       | 37,6 | 0  | 0   | 6  | 21 | 43,1          |
| SE-30     | 15 | 41-SE | Autovía       | 144.794 | 19       | 44,9 | 0  | 0  | 0  | 31 | 19       | 36   | 0  | 0  | 0  | 37 | 17       | 35,2 | 0  | 0   | 0  | 27 | 19       | 55   | 0  | 0   | 1  | 29 | 17       | 37,8 | 0  | 0   | 0  | 27 | 40,8          |
| SE-30     | 16 | 41-SE | Autovía       | 99.801  | 8        | 22,4 | 0  | 0  | 0  | 21 | 10       | 27,5 | 0  | 0  | 0  | 18 | 25       | 71,8 | 1  | 2,9 | 4  | 55 | 8        | 23,2 | 0  | 0   | 1  | 19 | 12       | 26,7 | 0  | 0   | 2  | 28 | 33,8          |
| SE-30     | 17 | 41-SE | Autovía       | 89.240  | 6        | 18,1 | 0  | 0  | 0  | 11 | 3        | 9,2  | 0  | 0  | 0  | 10 | 5        | 15,7 | 0  | 0   | 0  | 10 | 6        | 18,1 | 0  | 0   | 0  | 8  | 7        | 21,2 | 0  | 0   | 1  | 12 | 16,5          |
| SE-30     | 18 | 41-SE | Autovía       | 85.845  | 3        | 9,4  | 0  | 0  | 1  | 5  | 2        | 6,4  | 0  | 0  | 0  | 2  | 4        | 12,7 | 0  | 0   | 0  | 5  | 2        | 6,8  | 0  | 0   | 0  | 2  | 2        | 6,5  | 0  | 0   | 0  | 2  | 8,4           |
| SE-30     | 19 | 41-SE | Autovía       | 85.845  | 1        | 3,1  | 0  | 0  | 0  | 2  | 2        | 6,4  | 0  | 0  | 0  | 4  | 3        | 9,5  | 0  | 0   | 0  | 7  | 4        | 13,5 | 1  | 3,4 | 0  | 4  | 3        | 9,8  | 0  | 0   | 0  | 5  | 8,4           |
| SE-30     | 21 | 41-SE | Autovía       | 68.858  | 3        | 11,4 | 0  | 0  | 0  | 6  | 5        | 19,9 | 0  | 0  | 1  | 6  | 1        | 4    | 0  | 0   | 0  | 1  | 2        | 8,1  | 1  | 4,1 | 1  | 2  | 3        | 11,8 | 0  | 0   | 2  | 1  | 11,1          |
| SE-30     | 22 | 41-SE | Autovía       | 68.858  | 1        | 3,8  | 0  | 0  | 0  | 1  | 2        | 8    | 0  | 0  | 0  | 2  | 3        | 12   | 0  | 0   | 0  | 4  | 2        | 8,1  | 0  | 0   | 1  | 1  | 3        | 11,8 | 0  | 0   | 0  | 7  | 8,7           |
| SE-40     | 13 | 41-SE | Autovía       | 12.943  | 1        | 18,2 | 0  | 0  | 1  | 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  | 5,6           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 5      A-5 Madrid - Badajoz

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-5       | 10 | 28-M  | Autovía       | 107.194 | 1        | 2,5  | 0  | 0   | 0  | 2  | 6        | 15,3 | 0  | 0   | 0  | 6  | 5        | 10,7 | 0  | 0   | 0  | 6  | 2        | 4,1  | 0  | 0   | 0  | 5  | 4        | 8,5  | 0  | 0  | 1  | 6  | 8,2           |
| A-5       | 11 | 28-M  | Autovía       | 107.194 | 8        | 16,9 | 0  | 0   | 0  | 16 | 4        | 10,2 | 0  | 0   | 0  | 5  | 8        | 16,8 | 0  | 0   | 0  | 13 | 3        | 6,2  | 0  | 0   | 0  | 4  | 4        | 8,3  | 0  | 0  | 0  | 5  | 11,7          |
| A-5       | 12 | 28-M  | Autovía       | 152.154 | 27       | 52,4 | 0  | 0   | 1  | 45 | 10       | 18   | 0  | 0   | 0  | 15 | 17       | 31,8 | 0  | 0   | 0  | 21 | 11       | 20,3 | 0  | 0   | 1  | 15 | 5        | 9    | 0  | 0  | 0  | 14 | 25,9          |
| A-5       | 13 | 28-M  | Autovía       | 158.230 | 10       | 18,6 | 0  | 0   | 0  | 16 | 9        | 15,6 | 0  | 0   | 0  | 13 | 6        | 15,4 | 0  | 0   | 0  | 8  | 10       | 23,6 | 0  | 0   | 4  | 9  | 7        | 17,6 | 0  | 0  | 0  | 10 | 18,1          |
| A-5       | 14 | 28-M  | Autovía       | 158.230 | 10       | 18,6 | 0  | 0   | 0  | 18 | 6        | 10,4 | 0  | 0   | 1  | 8  | 7        | 18   | 0  | 0   | 0  | 13 | 6        | 15,4 | 0  | 0   | 0  | 6  | 7        | 18,3 | 0  | 0  | 0  | 12 | 15,8          |
| A-5       | 15 | 28-M  | Autovía       | 158.230 | 6        | 17,4 | 0  | 0   | 0  | 10 | 8        | 13,9 | 0  | 0   | 1  | 15 | 10       | 38   | 1  | 3,8 | 0  | 15 | 5        | 17   | 0  | 0   | 1  | 5  | 5        | 21,3 | 0  | 0  | 0  | 5  | 19,9          |
| A-5       | 16 | 28-M  | Autovía       | 106.283 | 5        | 17,8 | 0  | 0   | 0  | 6  | 6        | 15,5 | 0  | 0   | 0  | 7  | 9        | 39,1 | 0  | 0   | 0  | 14 | 3        | 12,4 | 0  | 0   | 0  | 5  | 7        | 27,2 | 0  | 0  | 0  | 7  | 21,5          |
| A-5       | 17 | 28-M  | Autovía       | 59.058  | 5        | 23,4 | 0  | 0   | 0  | 9  | 8        | 37,1 | 0  | 0   | 0  | 13 | 8        | 26,7 | 0  | 0   | 0  | 11 | 8        | 27,7 | 0  | 0   | 0  | 14 | 2        | 6,7  | 0  | 0  | 0  | 2  | 23,5          |
| A-5       | 18 | 28-M  | Autovía       | 81.996  | 11       | 41,1 | 0  | 0   | 1  | 16 | 12       | 40,1 | 0  | 0   | 0  | 26 | 4        | 13,3 | 0  | 0   | 0  | 8  | 8        | 27,7 | 0  | 0   | 0  | 11 | 4        | 13,4 | 0  | 0  | 0  | 6  | 26,8          |
| A-5       | 19 | 28-M  | Autovía       | 107.665 | 3        | 7,6  | 0  | 0   | 0  | 6  | 2        | 5,1  | 0  | 0   | 1  | 4  | 2        | 5,2  | 0  | 0   | 0  | 3  | 2        | 5,4  | 0  | 0   | 0  | 4  | 3        | 7,9  | 0  | 0  | 0  | 4  | 6,2           |
| A-5       | 20 | 28-M  | Autovía       | 107.665 | 7        | 17,7 | 0  | 0   | 0  | 16 | 3        | 7,6  | 1  | 2,5 | 1  | 5  | 2        | 5,2  | 0  | 0   | 0  | 6  | 4        | 10,8 | 0  | 0   | 0  | 13 | 2        | 5,2  | 0  | 0  | 0  | 3  | 9,3           |
| A-5       | 21 | 28-M  | Autovía       | 107.665 | 4        | 10,1 | 0  | 0   | 0  | 8  | 7        | 17,8 | 0  | 0   | 1  | 12 | 3        | 7,7  | 0  | 0   | 0  | 5  | 5        | 13,5 | 0  | 0   | 0  | 5  | 3        | 7,8  | 0  | 0  | 0  | 4  | 11,4          |
| A-5       | 22 | 28-M  | Autovía       | 100.095 | 3        | 7,7  | 0  | 0   | 0  | 6  | 10       | 27,4 | 0  | 0   | 0  | 18 | 1        | 4,9  | 0  | 0   | 0  | 2  | 8        | 38,1 | 0  | 0   | 1  | 15 | 4        | 12,7 | 0  | 0  | 0  | 4  | 17,5          |
| A-5       | 23 | 28-M  | Autovía       | 54.677  | 5        | 22,3 | 0  | 0   | 0  | 10 | 8        | 40,1 | 0  | 0   | 0  | 13 | 7        | 30,1 | 0  | 0   | 0  | 18 | 6        | 25,8 | 0  | 0   | 0  | 14 | 6        | 24,7 | 0  | 0  | 0  | 13 | 28,3          |
| A-5       | 24 | 28-M  | Autovía       | 54.677  | 5        | 19,2 | 0  | 0   | 0  | 11 | 7        | 35,1 | 0  | 0   | 1  | 17 | 11       | 47,3 | 0  | 0   | 0  | 16 | 3        | 12,9 | 2  | 8,6 | 0  | 2  | 4        | 16,5 | 0  | 0  | 0  | 16 | 25,7          |
| A-5       | 25 | 28-M  | Autovía       | 70.956  | 2        | 7,4  | 0  | 0   | 0  | 4  | 5        | 19,3 | 0  | 0   | 0  | 8  | 5        | 21,5 | 0  | 0   | 0  | 8  | 3        | 12,9 | 0  | 0   | 0  | 4  | 8        | 33   | 0  | 0  | 1  | 17 | 18,6          |
| A-5       | 26 | 28-M  | Autovía       | 70.956  | 2        | 7,4  | 0  | 0   | 0  | 4  | 2        | 7,7  | 0  | 0   | 0  | 2  | 2        | 8,6  | 0  | 0   | 0  | 3  | 1        | 4,3  | 0  | 0   | 0  | 1  | 2        | 8,2  | 0  | 0  | 0  | 3  | 7,3           |
| A-5       | 27 | 28-M  | Autovía       | 70.956  | 1        | 3,7  | 1  | 3,7 | 0  | 0  | 2        | 7,7  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,1  | 0  | 0  | 0  | 1  | 3,2           |
| A-5       | 28 | 28-M  | Autovía       | 70.956  | 5        | 18,4 | 0  | 0   | 0  | 8  | 4        | 15,4 | 1  | 3,9 | 0  | 5  | 3        | 12,9 | 0  | 0   | 0  | 3  | 3        | 12   | 0  | 0   | 0  | 3  | 5        | 20,6 | 0  | 0  | 0  | 6  | 15,9          |
| A-5       | 29 | 28-M  | Autovía       | 70.956  | 2        | 7,4  | 0  | 0   | 0  | 3  | 2        | 7,7  | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 12,7 | 0  | 0   | 0  | 4  | 1        | 4,2  | 0  | 0  | 0  | 1  | 6,4           |
| A-5       | 31 | 28-M  | Autovía       | 66.432  | 3        | 13,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,4  | 0  | 0   | 0  | 2  | 3        | 14,6 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 6,2           |
| A-5       | 32 | 28-M  | Autovía       | 54.151  | 1        | 4,9  | 0  | 0   | 0  | 1  | 1        | 5,1  | 0  | 0   | 0  | 1  | 2        | 10,2 | 0  | 0   | 0  | 5  | 3        | 15,7 | 0  | 0   | 0  | 6  | 4        | 20,2 | 0  | 0  | 0  | 10 | 11,2          |
| A-5       | 35 | 28-M  | Autovía       | 47.288  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2,3           |
| A-5       | 36 | 28-M  | Autovía       | 47.232  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 2  | 1        | 5,5  | 0  | 0  | 0  | 2  | 3,3           |
| A-5       | 37 | 45-TO | Autovía       | 47.232  | 2        | 10,8 | 0  | 0   | 0  | 2  | 2        | 11,6 | 0  | 0   | 1  | 3  | 1        | 5,6  | 0  | 0   | 0  | 1  | 1        | 5,6  | 0  | 0   | 0  | 1  | 3        | 16,4 | 0  | 0  | 0  | 5  | 10            |
| A-5       | 39 | 45-TO | Autovía       | 47.232  | 3        | 16,2 | 0  | 0   | 1  | 3  | 1        | 5,8  | 0  | 0   | 0  | 1  | 1        | 5,6  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5,7           |
| A-5       | 40 | 45-TO | Autovía       | 47.232  | 1        | 5,4  | 0  | 0   | 0  | 2  | 2        | 11,6 | 1  | 5,8 | 0  | 2  | 2        | 13,7 | 0  | 0   | 1  | 2  | 1        | 7,1  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 7,3           |
| A-5       | 44 | 45-TO | Autovía       | 47.232  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,8  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,8  | 0  | 0  | 1  | 1  | 3,8           |
| A-5       | 45 | 45-TO | Autovía       | 30.514  | 2        | 14,9 | 0  | 0   | 0  | 4  | 1        | 9    | 0  | 0   | 0  | 2  | 4        | 29,1 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 29   | 0  | 0  | 0  | 4  | 17,1          |
| A-5       | 47 | 45-TO | Autovía       | 32.737  | 2        | 17   | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,9  | 0  | 0   | 0  | 1  | 1        | 9,2  | 0  | 0  | 0  | 1  | 7,2           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 5      A-5 Madrid - Badajoz

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |     |      |    |     | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|-----|------|----|-----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM  | IM   | HG | HL  |               |
| A-5       | 48 | 45-TO | Autovía       | 30.514 | 1        | 8,5  | 1  | 8,5 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 3,6 |               |
| A-5       | 52 | 45-TO | Autovía       | 30.514 | 2        | 17   | 0  | 0   | 1  | 2  | 1        | 9    | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 29,6 | 0  | 0  | 3  | 1  | 1        | 9,2  | 0   | 0    | 2  | 0   | 12,8          |
| A-5       | 53 | 45-TO | Autovía       | 30.514 | 3        | 25,6 | 0  | 0   | 0  | 5  | 1        | 9    | 0  | 0  | 0  | 1  | 1        | 9,2  | 0  | 0  | 1  | 0  | 2        | 19,7 | 0  | 0  | 3  | 1  | 2        | 18,3 | 0   | 0    | 2  | 2   | 16,4          |
| A-5       | 54 | 45-TO | Autovía       | 30.514 | 3        | 25,6 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,9  | 0  | 0  | 0  | 1  | 2        | 18,3 | 0   | 0    | 0  | 4   | 10,9          |
| A-5       | 55 | 45-TO | Autovía       | 30.514 | 2        | 17   | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 5,5 |               |
| A-5       | 56 | 45-TO | Autovía       | 30.514 | 2        | 17   | 0  | 0   | 0  | 2  | 2        | 18   | 0  | 0  | 0  | 5  | 1        | 9,2  | 0  | 0  | 0  | 1  | 2        | 19,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0   | 0    | 0  | 0   | 12,8          |
| A-5       | 61 | 45-TO | Autovía       | 29.072 | 1        | 9,1  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0   | 0    | 0  | 1   | 5,6           |
| A-5       | 62 | 45-TO | Autovía       | 29.072 | 1        | 9,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 2   | 18,8 | 0  | 0   | 3,8           |
| A-5       | 63 | 45-TO | Autovía       | 29.072 | 1        | 9,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 3,8           |
| A-5       | 64 | 45-TO | Autovía       | 29.072 | 1        | 9,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 28,2 | 0   | 0    | 1  | 2   | 7,6           |
| A-5       | 66 | 45-TO | Autovía       | 25.733 | 1        | 9,5  | 0  | 0   | 0  | 1  | 1        | 10,6 | 0  | 0  | 0  | 3  | 1        | 10   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 6,1           |
| A-5       | 68 | 45-TO | Autovía       | 25.733 | 1        | 9,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0   | 0    | 0  | 0   | 4,1           |
| A-5       | 73 | 45-TO | Autovía       | 25.954 | 2        | 19,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,6  | 0  | 0  | 0  | 2  | 1        | 10,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 8,2           |
| A-5       | 74 | 45-TO | Autovía       | 25.733 | 1        | 8,5  | 0  | 0   | 0  | 1  | 1        | 10,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,5 | 2   | 19,5 | 0  | 4   | 7,6           |
| A-5       | 76 | 45-TO | Autovía       | 30.491 | 1        | 8,5  | 0  | 0   | 0  | 2  | 1        | 9    | 0  | 0  | 1  | 0  | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 29,4 | 0   | 0    | 1  | 8   | 11,1          |
| A-5       | 77 | 45-TO | Autovía       | 30.491 | 1        | 8,5  | 0  | 0   | 4  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3  | 29,4     | 1    | 9,8 | 0    | 5  | 7,4 |               |
| A-5       | 79 | 45-TO | Autovía       | 28.899 | 2        | 17,5 | 0  | 0   | 0  | 2  | 1        | 9,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,3 | 0  | 0  | 0  | 2  | 1        | 9,9  | 0   | 0    | 0  | 3   | 9,5           |
| A-5       | 80 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 3  | 2        | 19   | 0  | 0  | 1  | 3  | 1        | 9,4  | 0  | 0  | 0  | 1  | 2        | 20,6 | 0  | 0  | 1  | 2  | 2        | 19,8 | 0   | 0    | 0  | 2   | 15,3          |
| A-5       | 81 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0  | 0  | 1  | 1        | 10,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0   | 0    | 0  | 0   | 5,7           |
| A-5       | 84 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,5  | 0  | 0  | 1  | 0  | 1        | 10,2 | 0  | 0  | 0  | 2  | 1        | 10   | 0   | 0    | 0  | 1   | 7,6           |
| A-5       | 87 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 4  | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 20   | 0   | 0    | 2  | 1   | 9,6           |
| A-5       | 88 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 2  | 1        | 9,5  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0   | 0    | 0  | 5   | 7,6           |
| A-5       | 89 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0   | 0    | 0  | 1   | 3,8           |
| A-5       | 90 | 45-TO | Autovía       | 28.899 | 2        | 17,5 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 5,7           |
| A-5       | 91 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 2  | 1  | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 5,7           |
| A-5       | 93 | 45-TO | Autovía       | 28.899 | 1        | 8,8  | 0  | 0   | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 7  | 1        | 9,5  | 0  | 0  | 0  | 1  | 2        | 20,4 | 0  | 0  | 0  | 2  | 2        | 20   | 0   | 0    | 0  | 5   | 13,4          |
| A-5       | 96 | 45-TO | Autovía       | 29.099 | 1        | 8,8  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 28,4 | 0  | 0  | 0  | 7  | 1        | 10,2 | 0  | 0  | 0  | 3  | 1        | 10   | 0   | 0    | 1  | 0   | 11,5          |
| A-5       | 97 | 45-TO | Autovía       | 29.290 | 1        | 9    | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,2 | 0  | 0  | 1  | 3  | 0        | 0    | 0   | 0    | 0  | 0   | 3,8           |
| A-5       | 98 | 45-TO | Autovía       | 29.290 | 1        | 9    | 0  | 0   | 0  | 1  | 3        | 28,1 | 0  | 0  | 1  | 3  | 1        | 9,5  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0   | 0    | 0  | 0   | 9,6           |
| A-5       | 99 | 45-TO | Autovía       | 29.290 | 1        | 9    | 1  | 9   | 1  | 0  | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 20,4 | 0  | 0  | 1  | 3  | 1        | 10   | 0   | 0    | 0  | 1   | 9,6           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 5      A-5 Madrid - Badajoz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL   |               |
| A-5       | 100 | 45-TO | Autovía       | 29.290 | 2        | 17,9 | 0  | 0    | 0  | 4  | 1        | 9,4  | 0  | 0  | 0  | 2  | 1        | 9,5  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0  | 0    | 0  | 3    | 9,6           |
| A-5       | 102 | 45-TO | Autovía       | 29.290 | 1        | 9    | 0  | 0    | 1  | 0  | 1        | 9,4  | 0  | 0  | 0  | 5  | 3        | 28,6 | 1  | 9,5 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,1 | 0  | 0    | 0  | 1    | 11,5          |
| A-5       | 104 | 45-TO | Autovía       | 29.290 | 1        | 9    | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,1 | 0  | 0  | 0  | 1  | 1        | 10,1 | 0  | 0    | 0  | 2    | 7,7           |
| A-5       | 105 | 45-TO | Autovía       | 29.290 | 2        | 17,9 | 0  | 0    | 1  | 1  | 1        | 9,4  | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0   | 0  | 1  | 1        | 10,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0    | 9,6           |
| A-5       | 113 | 45-TO | Autovía       | 19.276 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 5,5           |
| A-5       | 118 | 45-TO | Autovía       | 19.276 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,2 | 0  | 0   | 0  | 2  | 2        | 29,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0    | 11,3          |
| A-5       | 119 | 45-TO | Autovía       | 19.276 | 1        | 13,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,8  |               |
| A-5       | 121 | 45-TO | Autovía       | 19.276 | 2        | 26,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,2 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 8,4  |               |
| A-5       | 126 | 45-TO | Autovía       | 21.054 | 1        | 13   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,7  |               |
| A-5       | 128 | 45-TO | Autovía       | 21.054 | 2        | 26,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,5 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 8,7  |               |
| A-5       | 129 | 45-TO | Autovía       | 20.261 | 1        | 13   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,9  |               |
| A-5       | 131 | 45-TO | Autovía       | 16.394 | 2        | 32,4 | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 6,4  |               |
| A-5       | 135 | 45-TO | Autovía       | 16.394 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,2  |               |
| A-5       | 140 | 45-TO | Autovía       | 16.394 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,4  |               |
| A-5       | 148 | 45-TO | Autovía       | 16.394 | 2        | 32,4 | 0  | 0    | 0  | 3  | 1        | 16,7 | 0  | 0  | 0  | 4  | 2        | 37,3 | 0  | 0   | 1  | 1  | 1        | 17,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 20,4 |               |
| A-5       | 151 | 45-TO | Autovía       | 16.368 | 2        | 31,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,7 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,5 | 0  | 0    | 0  | 1    | 13,5          |
| A-5       | 157 | 45-TO | Autovía       | 15.403 | 1        | 14,6 | 0  | 0    | 0  | 1  | 1        | 17,8 | 0  | 0  | 1  | 1  | 2        | 33,6 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 36,4 | 1  | 18,2 | 2  | 4    | 20,5          |
| A-5       | 167 | 45-TO | Autovía       | 15.403 | 1        | 14,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,1 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 6,8  |               |
| A-5       | 169 | 10-CC | Autovía       | 16.129 | 1        | 15,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,4  |               |
| A-5       | 172 | 10-CC | Autovía       | 16.129 | 1        | 15,9 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,4  |               |
| A-5       | 181 | 10-CC | Autovía       | 12.953 | 1        | 19,8 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,2  |               |
| A-5       | 183 | 10-CC | Autovía       | 12.977 | 1        | 19,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 21,9     | 0    | 0  | 0    | 1  | 8,5  |               |
| A-5       | 184 | 10-CC | Autovía       | 12.977 | 1        | 19,8 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,2  |               |
| A-5       | 185 | 10-CC | Autovía       | 12.993 | 1        | 19,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,2  |               |
| A-5       | 200 | 10-CC | Autovía       | 11.944 | 1        | 22,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,9  |               |
| A-5       | 208 | 10-CC | Autovía       | 9.871  | 1        | 21,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 5,1  |               |
| A-5       | 210 | 10-CC | Autovía       | 9.871  | 1        | 21,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 25,6     | 0    | 0  | 0    | 1  | 10,2 |               |
| A-5       | 221 | 10-CC | Autovía       | 10.791 | 1        | 20,8 | 0  | 0    | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,7  |               |
| A-5       | 241 | 10-CC | Autovía       | 12.046 | 1        | 21,5 | 1  | 21,5 | 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  | 4,9  |               |
| A-5       | 249 | 10-CC | Autovía       | 11.239 | 1        | 31,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 5,7  |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 5      A-5 Madrid - Badajoz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |      |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|------|------|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM   | HG   | HL |               |
| A-5       | 252 | 10-CC | Autovía       | 9.845  | 1        | 31,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 30,8 | 0        | 0    | 0  | 2    | 11,9 |    |               |
| A-5       | 277 | 10-CC | Autovía       | 10.223 | 1        | 26,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 58,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 1  | 30,6 | 23,1 |    |               |
| A-5       | 305 | 6-BA  | Autovía       | 8.024  | 1        | 32,4 | 1  | 32,4 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 7,2  |      |    |               |
| A-5       | 321 | 6-BA  | Autovía       | 15.109 | 1        | 18,5 | 0  | 0    | 0  | 2  | 2        | 36,3 | 0  | 0  | 2  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 10,8 |      |    |               |
| A-5       | 323 | 6-BA  | Autovía       | 15.109 | 1        | 18,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 3,6  |      |    |               |
| A-5       | 324 | 6-BA  | Autovía       | 15.036 | 2        | 36,6 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,8 | 0  | 0  | 1  | 2    | 0        | 0    | 0  | 10,8 |      |    |               |
| A-5       | 325 | 6-BA  | Autovía       | 14.799 | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 7,2  |      |    |               |
| A-5       | 326 | 6-BA  | Autovía       | 14.566 | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 17,7 | 0        | 0    | 0  | 1    | 7,3  |    |               |
| A-5       | 329 | 6-BA  | Autovía       | 14.449 | 1        | 17,1 | 0  | 0    | 0  | 1  | 1        | 19   | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 7,4  |      |    |               |
| A-5       | 333 | 6-BA  | Autovía       | 14.194 | 1        | 17,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 7,7  |      |    |               |
| A-5       | 338 | 6-BA  | Autovía       | 16.049 | 1        | 18,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 3,5  |      |    |               |
| A-5       | 342 | 6-BA  | Autovía       | 19.714 | 2        | 24,6 | 0  | 0    | 0  | 6  | 1        | 13,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,5 | 0  | 0  | 0  | 1    | 1        | 14,9 | 0  | 2    | 14,3 |    |               |
| A-5       | 343 | 6-BA  | Autovía       | 19.296 | 2        | 27,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 5,9  |      |    |               |
| A-5       | 345 | 6-BA  | Autovía       | 19.253 | 1        | 13,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 2,9  |      |    |               |
| A-5       | 349 | 6-BA  | Autovía       | 19.124 | 1        | 14,4 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,7 | 0  | 0  | 1  | 0    | 1        | 16,4 | 0  | 9,4  |      |    |               |
| A-5       | 350 | 6-BA  | Autovía       | 19.124 | 1        | 14,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,8 | 0  | 0  | 1  | 4  | 1        | 16,7 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 9,4  |      |    |               |
| A-5       | 366 | 6-BA  | Autovía       | 16.337 | 1        | 16,9 | 0  | 0    | 0  | 1  | 1        | 16,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,2 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 10,7 |      |    |               |
| A-5       | 381 | 6-BA  | Autovía       | 18.809 | 1        | 13,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 3    |      |    |               |
| A-5       | 386 | 6-BA  | Autovía       | 18.809 | 1        | 13,5 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 3    |      |    |               |
| A-5       | 388 | 6-BA  | Autovía       | 18.809 | 1        | 13,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 3    |      |    |               |
| N-5       | 337 | 6-BA  | Convencional  | 5.484  | 1        | 49,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 53,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 19,5 |      |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |     |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|-----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG  | HL |               |
| A-6       | 6  | 28-M  | Autopista Libre | 130.418 | 2        | 4,1  | 0  | 0  | 0  | 2  | 1        | 2,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 1,3 |    |               |
| A-6       | 7  | 28-M  | Autopista Libre | 130.418 | 2        | 4,1  | 0  | 0  | 0  | 2  | 5        | 10,5 | 0  | 0  | 0  | 6  | 1        | 2,1  | 0  | 0   | 0  | 1  | 3        | 6,6  | 0  | 0   | 0  | 4  | 13       | 27,3 | 0  | 0   | 0   | 18 | 10,1          |
| A-6       | 8  | 28-M  | Autopista Libre | 130.418 | 4        | 8,2  | 0  | 0  | 0  | 8  | 4        | 8,4  | 0  | 0  | 0  | 4  | 9        | 18,9 | 0  | 0   | 0  | 14 | 11       | 24,2 | 0  | 0   | 0  | 14 | 4        | 8,4  | 0  | 0   | 0   | 4  | 13,5          |
| A-6       | 9  | 28-M  | Autopista Libre | 130.418 | 3        | 6,2  | 0  | 0  | 0  | 3  | 4        | 8,4  | 0  | 0  | 0  | 4  | 2        | 3,8  | 0  | 0   | 0  | 2  | 1        | 1,9  | 0  | 0   | 0  | 1  | 3        | 5,7  | 0  | 0   | 0   | 3  | 5,1           |
| A-6       | 10 | 28-M  | Autopista Libre | 130.418 | 4        | 8,2  | 0  | 0  | 1  | 3  | 4        | 8,4  | 0  | 0  | 0  | 7  | 1        | 1,9  | 0  | 0   | 0  | 1  | 3        | 5,8  | 0  | 0   | 0  | 3  | 5        | 9,4  | 0  | 0   | 1   | 10 | 6,7           |
| A-6       | 11 | 28-M  | Autopista Libre | 144.909 | 4        | 7,5  | 0  | 0  | 0  | 4  | 4        | 7,6  | 0  | 0  | 0  | 5  | 5        | 9,4  | 0  | 0   | 3  | 6  | 3        | 5,8  | 0  | 0   | 0  | 4  | 3        | 5,7  | 0  | 0   | 0   | 6  | 7,2           |
| A-6       | 12 | 28-M  | Autopista Libre | 159.400 | 13       | 24   | 0  | 0  | 1  | 34 | 15       | 25,8 | 0  | 0  | 1  | 26 | 13       | 22,8 | 0  | 0   | 0  | 22 | 2        | 3,7  | 0  | 0   | 0  | 2  | 11       | 20,2 | 0  | 0   | 0   | 12 | 19,4          |
| A-6       | 13 | 28-M  | Autopista Libre | 150.462 | 3        | 5,7  | 0  | 0  | 0  | 3  | 3        | 5,5  | 0  | 0  | 0  | 4  | 8        | 14   | 0  | 0   | 0  | 11 | 3        | 5,2  | 1  | 1,7 | 0  | 5  | 6        | 10,6 | 0  | 0   | 0   | 8  | 8,2           |
| A-6       | 14 | 28-M  | Autopista Libre | 136.712 | 4        | 7,7  | 0  | 0  | 0  | 4  | 4        | 8    | 0  | 0  | 1  | 5  | 6        | 10,9 | 1  | 1,8 | 2  | 8  | 3        | 5,5  | 0  | 0   | 0  | 3  | 3        | 5,4  | 0  | 0   | 0   | 5  | 7,5           |
| A-6       | 15 | 28-M  | Autopista Libre | 136.712 | 9        | 17,2 | 0  | 0  | 0  | 24 | 8        | 16   | 0  | 0  | 0  | 17 | 8        | 15,5 | 0  | 0   | 1  | 15 | 6        | 11,7 | 0  | 0   | 0  | 10 | 9        | 17,3 | 2  | 3,9 | 0   | 10 | 15,6          |
| A-6       | 16 | 28-M  | Autopista Libre | 136.712 | 15       | 28,7 | 0  | 0  | 0  | 33 | 13       | 26,1 | 0  | 0  | 0  | 18 | 8        | 17,7 | 0  | 0   | 0  | 20 | 6        | 12,6 | 0  | 0   | 0  | 8  | 7        | 14,8 | 0  | 0   | 0   | 11 | 20,2          |
| A-6       | 17 | 28-M  | Autopista Libre | 128.528 | 15       | 32,6 | 0  | 0  | 0  | 25 | 6        | 12,8 | 0  | 0  | 1  | 8  | 15       | 35,5 | 0  | 0   | 1  | 26 | 10       | 23,6 | 0  | 0   | 0  | 13 | 13       | 30,3 | 0  | 0   | 0   | 18 | 26,8          |
| A-6       | 18 | 28-M  | Autopista Libre | 90.064  | 3        | 8,3  | 0  | 0  | 0  | 4  | 2        | 6,1  | 0  | 0  | 0  | 3  | 2        | 4,7  | 0  | 0   | 0  | 2  | 3        | 7,1  | 0  | 0   | 0  | 3  | 7        | 16,3 | 0  | 0   | 0   | 10 | 8,7           |
| A-6       | 19 | 28-M  | Autopista Libre | 90.064  | 2        | 6,2  | 0  | 0  | 1  | 1  | 1        | 3    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 2,4  | 0  | 0   | 0  | 1  | 2        | 4,7  | 1  | 2,3 | 0   | 1  | 3,1           |
| A-6       | 20 | 28-M  | Autopista Libre | 90.064  | 2        | 6,2  | 0  | 0  | 0  | 2  | 1        | 3    | 0  | 0  | 0  | 2  | 1        | 2,4  | 0  | 0   | 0  | 2  | 3        | 7,1  | 0  | 0   | 0  | 5  | 3        | 7    | 0  | 0   | 0   | 6  | 5,2           |
| A-6       | 21 | 28-M  | Autopista Libre | 90.064  | 2        | 5,1  | 0  | 0  | 0  | 3  | 2        | 6,1  | 1  | 3  | 1  | 1  | 4        | 11,3 | 0  | 0   | 0  | 4  | 1        | 3    | 0  | 0   | 0  | 2  | 1        | 3    | 0  | 0   | 0   | 1  | 5,7           |
| A-6       | 22 | 28-M  | Autopista Libre | 134.103 | 9        | 20,8 | 0  | 0  | 1  | 22 | 3        | 6,1  | 0  | 0  | 0  | 6  | 5        | 13,7 | 0  | 0   | 0  | 6  | 5        | 12,9 | 0  | 0   | 0  | 7  | 9        | 22,4 | 0  | 0   | 0   | 9  | 14,9          |
| A-6       | 23 | 28-M  | Autopista Libre | 134.103 | 3        | 6,8  | 0  | 0  | 0  | 4  | 5        | 10,2 | 0  | 0  | 1  | 5  | 11       | 27,4 | 0  | 0   | 0  | 24 | 3        | 7,4  | 0  | 0   | 2  | 2  | 4        | 9,6  | 0  | 0   | 0   | 7  | 12,1          |
| A-6       | 24 | 28-M  | Autopista Libre | 134.103 | 4        | 9    | 0  | 0  | 0  | 6  | 4        | 8,2  | 0  | 0  | 0  | 6  | 4        | 10   | 0  | 0   | 1  | 5  | 2        | 5    | 0  | 0   | 0  | 4  | 2        | 4,8  | 0  | 0   | 0   | 2  | 7,4           |
| A-6       | 25 | 28-M  | Autopista Libre | 134.103 | 2        | 4,5  | 0  | 0  | 0  | 4  | 2        | 4,1  | 0  | 0  | 0  | 4  | 4        | 10   | 0  | 0   | 0  | 6  | 3        | 7,3  | 0  | 0   | 0  | 4  | 1        | 2,4  | 0  | 0   | 0   | 1  | 5,6           |
| A-6       | 26 | 28-M  | Autopista Libre | 134.103 | 15       | 33,9 | 0  | 0  | 3  | 14 | 6        | 12,3 | 0  | 0  | 0  | 8  | 8        | 18,8 | 0  | 0   | 0  | 9  | 6        | 13,9 | 0  | 0   | 0  | 6  | 14       | 32,9 | 0  | 0   | 0   | 24 | 22,1          |
| A-6       | 27 | 28-M  | Autopista Libre | 134.103 | 7        | 15,8 | 0  | 0  | 0  | 9  | 2        | 4,1  | 0  | 0  | 0  | 2  | 2        | 4,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 2,5  | 0  | 0   | 0   | 1  | 5,6           |
| A-6       | 28 | 28-M  | Autopista Libre | 134.103 | 2        | 4,5  | 0  | 0  | 0  | 7  | 3        | 6,1  | 0  | 0  | 0  | 5  | 1        | 2,5  | 0  | 0   | 0  | 1  | 4        | 10   | 0  | 0   | 1  | 3  | 2        | 4,9  | 0  | 0   | 0   | 6  | 5,6           |
| A-6       | 29 | 28-M  | Autopista Libre | 100.770 | 9        | 24,5 | 0  | 0  | 0  | 13 | 9        | 24,5 | 0  | 0  | 0  | 16 | 6        | 14,7 | 0  | 0   | 1  | 9  | 4        | 10   | 0  | 0   | 0  | 6  | 9        | 22,1 | 0  | 0   | 1   | 9  | 19            |
| A-6       | 30 | 28-M  | Autopista Libre | 98.173  | 5        | 13,7 | 0  | 0  | 1  | 5  | 2        | 5,6  | 0  | 0  | 0  | 2  | 2        | 4,9  | 0  | 0   | 0  | 3  | 2        | 5    | 0  | 0   | 1  | 1  | 4        | 9,8  | 1  | 2,5 | 0   | 4  | 7,7           |
| A-6       | 31 | 28-M  | Autopista Libre | 98.173  | 1        | 2,7  | 0  | 0  | 0  | 2  | 2        | 5,6  | 0  | 0  | 0  | 2  | 1        | 2,5  | 0  | 0   | 0  | 1  | 1        | 2,5  | 0  | 0   | 0  | 1  | 3        | 7,4  | 0  | 0   | 1   | 5  | 4,1           |
| A-6       | 32 | 28-M  | Autopista Libre | 98.173  | 5        | 13,7 | 0  | 0  | 0  | 7  | 5        | 14   | 0  | 0  | 0  | 7  | 9        | 22,1 | 0  | 0   | 0  | 13 | 3        | 7,5  | 0  | 0   | 1  | 4  | 7        | 17,2 | 0  | 0   | 0   | 11 | 15            |
| A-6       | 33 | 28-M  | Autopista Libre | 98.173  | 11       | 30,1 | 0  | 0  | 0  | 17 | 6        | 16,7 | 0  | 0  | 0  | 12 | 9        | 22,1 | 0  | 0   | 0  | 11 | 7        | 17,5 | 0  | 0   | 0  | 12 | 11       | 27   | 0  | 0   | 4   | 15 | 22,7          |
| A-6       | 34 | 28-M  | Autopista Libre | 98.173  | 4        | 11   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 7,4  | 0  | 0   | 0  | 4  | 2        | 5    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0   | 0  | 4,6           |
| A-6       | 35 | 28-M  | Autopista Libre | 98.173  | 3        | 8,2  | 0  | 0  | 0  | 4  | 2        | 5,6  | 0  | 0  | 0  | 3  | 4        | 9,8  | 0  | 0   | 0  | 5  | 2        | 5    | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0   | 0   | 0  | 5,7           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera   | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|-----------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |                 |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| A-6       | 36  | 28-M  | Autopista Libre | 98.173 | 4        | 11   | 0  | 0    | 0  | 5  | 1        | 2,8  | 0  | 0   | 0  | 1  | 3        | 7,9  | 0  | 0  | 0  | 4  | 1        | 2,5  | 0  | 0  | 0  | 7  | 4        | 11,9 | 0  | 0  | 0  | 5   | 7,1           |
| A-6       | 37  | 28-M  | Autopista Libre | 98.173 | 1        | 2,7  | 0  | 0    | 0  | 1  | 3        | 8,4  | 0  | 0   | 1  | 2  | 1        | 2,9  | 0  | 0  | 0  | 1  | 2        | 6,2  | 0  | 0  | 0  | 2  | 1        | 3,1  | 0  | 0  | 0  | 1   | 4,7           |
| A-6       | 38  | 28-M  | Autopista Libre | 98.173 | 5        | 13,7 | 0  | 0    | 1  | 8  | 8        | 22,3 | 1  | 2,8 | 0  | 11 | 2        | 5,8  | 0  | 0  | 0  | 3  | 6        | 18,6 | 0  | 0  | 2  | 5  | 4        | 12,4 | 0  | 0  | 0  | 5   | 14,6          |
| A-6       | 39  | 28-M  | Autopista Libre | 98.173 | 1        | 2,7  | 0  | 0    | 0  | 1  | 2        | 5,6  | 0  | 0   | 0  | 3  | 8        | 23,4 | 0  | 0  | 0  | 11 | 6        | 18,6 | 0  | 0  | 1  | 9  | 3        | 9,3  | 0  | 0  | 0  | 4   | 11,7          |
| A-6       | 113 | 5-AV  | Autovía         | 17.884 | 1        | 15,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 17,5 | 0  | 0  | 0  | 3  | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 9,8           |
| A-6       | 114 | 5-AV  | Autovía         | 17.938 | 1        | 15,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 16,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,4 |               |
| A-6       | 115 | 5-AV  | Autovía         | 18.214 | 1        | 15   | 1  | 15   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3   |               |
| A-6       | 119 | 5-AV  | Autovía         | 18.214 | 1        | 15   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 15,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6   |               |
| A-6       | 120 | 5-AV  | Autovía         | 17.931 | 1        | 15   | 0  | 0    | 0  | 3  | 1        | 15,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15   | 2  | 30 | 1  | 5   | 9,1           |
| A-6       | 126 | 40-SG | Autovía         | 18.421 | 1        | 14,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3   |               |
| A-6       | 127 | 5-AV  | Autovía         | 17.842 | 1        | 14,3 | 0  | 0    | 0  | 3  | 1        | 15,4 | 0  | 0   | 0  | 1  | 1        | 15,1 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 9             |
| A-6       | 128 | 5-AV  | Autovía         | 18.421 | 1        | 14,3 | 1  | 14,3 | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 6             |
| A-6       | 133 | 5-AV  | Autovía         | 18.421 | 1        | 14,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 2   | 6             |
| A-6       | 135 | 5-AV  | Autovía         | 17.842 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,4 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 6             |
| A-6       | 138 | 47-VA | Autovía         | 16.908 | 3        | 45,9 | 0  | 0    | 2  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 28   | 0  | 0  | 0  | 6  | 1        | 15,5 | 0  | 0  | 0  | 2  | 1        | 14,6 | 0  | 0  | 0  | 1   | 21,1          |
| A-6       | 139 | 47-VA | Autovía         | 16.908 | 1        | 15,3 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 6             |
| A-6       | 140 | 47-VA | Autovía         | 16.957 | 1        | 15,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,5 | 0  | 0  | 0  | 2  | 2        | 29,6 | 0  | 0  | 2  | 7   | 12,1          |
| A-6       | 142 | 47-VA | Autovía         | 17.045 | 1        | 13,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 6             |
| A-6       | 146 | 47-VA | Autovía         | 17.724 | 1        | 13,6 | 0  | 0    | 1  | 0  | 1        | 15,5 | 0  | 0   | 0  | 4  | 2        | 29,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 11,8          |
| A-6       | 149 | 47-VA | Autovía         | 17.724 | 2        | 27,1 | 0  | 0    | 0  | 7  | 1        | 15,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 8,9           |
| A-6       | 151 | 47-VA | Autovía         | 17.052 | 1        | 13,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15   | 0  | 0  | 0  | 3   | 6             |
| A-6       | 153 | 47-VA | Autovía         | 17.724 | 1        | 13,6 | 0  | 0    | 0  | 1  | 1        | 15,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0   | 8,9           |
| A-6       | 160 | 47-VA | Autovía         | 20.639 | 1        | 12,3 | 0  | 0    | 0  | 2  | 1        | 13,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 5,4           |
| A-6       | 164 | 47-VA | Autovía         | 21.398 | 1        | 12,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,3 | 0  | 0  | 0  | 1  | 2        | 30,1 | 0  | 0  | 0  | 3  | 1        | 12,7 | 0  | 0  | 0  | 1   | 13,2          |
| A-6       | 169 | 47-VA | Autovía         | 21.422 | 1        | 12,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 12,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,5 | 0  | 0  | 0  | 3   | 7,6           |
| A-6       | 172 | 47-VA | Autovía         | 22.443 | 1        | 11,7 | 0  | 0    | 1  | 2  | 1        | 12,2 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 4,9           |
| A-6       | 178 | 47-VA | Autovía         | 22.392 | 1        | 11,8 | 3  | 35,5 | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 2,5           |
| A-6       | 190 | 47-VA | Autovía         | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 3,2           |
| A-6       | 191 | 47-VA | Autovía         | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 1  | 2        | 34,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 9,7           |
| A-6       | 193 | 47-VA | Autovía         | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 6,4           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |      | Año 2012 |      |    |     |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|------|----------|------|----|-----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL   | ACV      | IP   | VM | IM  | HG   | HL   |               |
| A-6       | 195 | 47-VA | Autovía       | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 16,2     | 0    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 6,4  |      |               |
| A-6       | 199 | 47-VA | Autovía       | 16.219 | 1        | 15,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,3     | 0    | 0  | 0    | 1  | 0    | 0        | 0    | 0  | 0   | 6,4  |      |               |
| A-6       | 200 | 47-VA | Autovía       | 16.219 | 1        | 15,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 3,2 |      |      |               |
| A-6       | 204 | 47-VA | Autovía       | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 3,3 |      |      |               |
| A-6       | 208 | 47-VA | Autovía       | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 3,3 |      |      |               |
| A-6       | 210 | 47-VA | Autovía       | 15.962 | 2        | 30,9 | 1  | 15,5 | 0  | 2  | 1        | 17,2 | 0  | 0  | 1  | 1  | 2        | 34,6 | 0  | 0  | 0  | 4  | 1        | 15,9 | 1  | 15,9 | 3  | 0    | 1        | 15,7 | 0  | 0   | 2    | 22,8 |               |
| A-6       | 212 | 47-VA | Autovía       | 15.962 | 1        | 15,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 2  | 31,4 | 0        | 0    | 0  | 5   | 9,8  |      |               |
| A-6       | 217 | 47-VA | Autovía       | 15.723 | 1        | 16,1 | 0  | 0    | 0  | 2  | 1        | 17,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 1  | 15,1     | 0    | 0  | 0    | 2  | 2    | 29,3     | 0    | 0  | 0   | 6    | 16,1 |               |
| A-6       | 220 | 47-VA | Autovía       | 16.846 | 1        | 16,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 3,2 |      |      |               |
| A-6       | 224 | 47-VA | Autovía       | 15.723 | 2        | 32,2 | 0  | 0    | 1  | 5  | 1        | 17,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 19,4 | 0        | 0    | 0  | 2   | 14,3 |      |               |
| A-6       | 232 | 49-ZA | Autovía       | 16.746 | 1        | 15,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 19   | 0        | 0    | 0  | 1   | 6,9  |      |               |
| A-6       | 233 | 49-ZA | Autovía       | 16.746 | 2        | 31,5 | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 2  | 38   | 0        | 0    | 1  | 1   | 13,8 |      |               |
| A-6       | 239 | 49-ZA | Autovía       | 17.727 | 1        | 16,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 6,8  |      |               |
| A-6       | 241 | 49-ZA | Autovía       | 17.727 | 1        | 16,6 | 0  | 0    | 1  | 1  | 1        | 15,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 6,7  |      |               |
| A-6       | 243 | 49-ZA | Autovía       | 17.727 | 1        | 16,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 2    | 34,8     | 0    | 0  | 1   | 6    | 13,3 |               |
| A-6       | 246 | 49-ZA | Autovía       | 17.727 | 1        | 16,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 17       | 0    | 0  | 2    | 1  | 1    | 17,4     | 0    | 0  | 0   | 1    | 10   |               |
| A-6       | 251 | 49-ZA | Autovía       | 17.118 | 1        | 16,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 16,3 | 0        | 0    | 0  | 1   | 6,5  |      |               |
| A-6       | 254 | 49-ZA | Autovía       | 17.044 | 3        | 48,1 | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 13   |      |               |
| A-6       | 255 | 49-ZA | Autovía       | 17.044 | 1        | 16   | 1  | 16   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,5     | 0    | 0  | 1    | 3  | 0    | 0        | 0    | 0  | 0   | 6,5  |      |               |
| A-6       | 256 | 49-ZA | Autovía       | 17.395 | 1        | 13,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 6,1  |      |               |
| A-6       | 257 | 49-ZA | Autovía       | 18.748 | 1        | 13,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1    | 14,1     | 0    | 0  | 0   | 2    | 8,6  |               |
| A-6       | 264 | 49-ZA | Autovía       | 19.270 | 2        | 28   | 2  | 28   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 6,8  |      |               |
| A-6       | 265 | 49-ZA | Autovía       | 19.487 | 1        | 14   | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 2  | 45,2 | 0        | 0    | 3  | 0   | 10,9 |      |               |
| A-6       | 278 | 24-LE | Autovía       | 6.584  | 1        | 40   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 8,3  |      |               |
| A-6       | 279 | 24-LE | Autovía       | 6.520  | 1        | 40   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 44,7 | 0        | 0    | 0  | 1   | 16,8 |      |               |
| A-6       | 281 | 24-LE | Autovía       | 6.315  | 2        | 81,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 44,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 25,7 |      |               |
| A-6       | 301 | 24-LE | Autovía       | 6.773  | 1        | 39,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 8,5  |      |               |
| A-6       | 304 | 24-LE | Autovía       | 6.116  | 1        | 39,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 8,8  |      |               |
| A-6       | 311 | 24-LE | Autovía       | 6.202  | 1        | 39,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0   | 8,4  |      |               |
| A-6       | 314 | 24-LE | Autovía       | 6.505  | 1        | 38,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 43,4 | 0        | 0    | 0  | 1   | 16,5 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| A-6       | 318 | 24-LE | Autovía       | 6.580  | 1        | 38,3 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 8,2  |      |               |
| A-6       | 322 | 24-LE | Autovía       | 6.347  | 1        | 38,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 42,9     | 0    | 0  | 1  | 1  | 1    | 42,8     | 0    | 0  | 0  | 1    | 25   |               |
| A-6       | 324 | 24-LE | Autovía       | 6.387  | 1        | 20,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7    |      |               |
| A-6       | 325 | 24-LE | Autovía       | 6.397  | 1        | 20,4 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7    |      |               |
| A-6       | 328 | 24-LE | Autovía       | 6.400  | 1        | 20,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7    |      |               |
| A-6       | 331 | 24-LE | Autovía       | 6.414  | 1        | 20,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,8  |      |               |
| A-6       | 334 | 24-LE | Autovía       | 11.063 | 1        | 21,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,6  |      |               |
| A-6       | 336 | 24-LE | Autovía       | 11.778 | 1        | 21,2 | 0  | 0  | 1  | 0  | 1        | 23,3 | 2  | 46,5 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9    |      |               |
| A-6       | 339 | 24-LE | Autovía       | 12.258 | 1        | 21,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 46,5     | 0    | 0  | 0  | 2  | 0    | 0        | 0    | 0  | 0  | 0    | 13,5 |               |
| A-6       | 343 | 24-LE | Autovía       | 12.258 | 3        | 64,2 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 23   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 17,9 |      |               |
| A-6       | 344 | 24-LE | Autovía       | 11.778 | 1        | 21,4 | 0  | 0  | 0  | 1  | 1        | 23,3 | 1  | 23,3 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9    |      |               |
| A-6       | 357 | 24-LE | Autovía       | 10.819 | 1        | 22   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 24,1     | 0    | 0  | 0  | 2  | 0    | 0        | 0    | 0  | 0  | 0    | 9,3  |               |
| A-6       | 358 | 24-LE | Autovía       | 10.819 | 1        | 22   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 22,4 | 0        | 0    | 0  | 1  | 9,3  |      |               |
| A-6       | 360 | 24-LE | Autovía       | 10.819 | 1        | 22   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 22,5     | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 0    | 9,2  |               |
| A-6       | 368 | 24-LE | Autovía       | 12.439 | 1        | 20,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 20,8 | 0        | 0    | 0  | 1  | 8,3  |      |               |
| A-6       | 373 | 24-LE | Autovía       | 12.965 | 1        | 20,9 | 0  | 0  | 0  | 1  | 1        | 21,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 2  | 35,9     | 0    | 0  | 1  | 1  | 1    | 20,8     | 0    | 0  | 0  | 3    | 19,7 |               |
| A-6       | 382 | 24-LE | Autovía       | 16.660 | 3        | 46,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,8 | 0  | 0  | 2  | 2  | 1        | 15,6 | 0  | 0  | 0  | 2    | 1        | 19,9 | 0  | 0  | 0    | 5    | 19,8          |
| A-6       | 391 | 24-LE | Autovía       | 9.375  | 1        | 30,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 21   | 0  | 0  | 0  | 1  | 1        | 20,8 | 0  | 0  | 0  | 2    | 1        | 19,9 | 0  | 0  | 0    | 1    | 18,8          |
| A-6       | 395 | 24-LE | Autovía       | 9.728  | 1        | 26,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 28,6     | 0    | 0  | 0  | 1  | 1    | 26,4     | 0    | 0  | 0  | 3    | 16,7 |               |
| A-6       | 396 | 24-LE | Autovía       | 10.374 | 1        | 26,9 | 0  | 0  | 0  | 3  | 1        | 26,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 26,4     | 0    | 0  | 0  | 1    | 16,5 |               |
| A-6       | 415 | 24-LE | Autovía       | 7.431  | 1        | 32,4 | 0  | 0  | 0  | 1  | 1        | 36,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 14,8 |               |
| A-6       | 425 | 24-LE | Autovía       | 7.171  | 1        | 32,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 7,7  |               |
| A-6       | 440 | 27-LU | Autovía       | 6.922  | 1        | 36   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 39,4 | 0        | 0    | 1  | 0  | 15,6 |      |               |
| A-6       | 446 | 27-LU | Autovía       | 6.922  | 1        | 36   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 8    |               |
| A-6       | 456 | 27-LU | Autovía       | 9.001  | 1        | 31,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 36,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 12,9 |               |
| A-6       | 462 | 27-LU | Autovía       | 9.375  | 1        | 28   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 6    |               |
| A-6       | 463 | 27-LU | Autovía       | 9.375  | 1        | 28   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 6    |               |
| A-6       | 468 | 27-LU | Autovía       | 9.368  | 1        | 29,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 32,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 12,2 |               |
| A-6       | 471 | 27-LU | Autovía       | 9.626  | 1        | 30,9 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 6,2  |               |
| A-6       | 482 | 27-LU | Autovía       | 9.959  | 1        | 27,7 | 0  | 0  | 0  | 1  | 2        | 55   | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 57,8 | 0  | 0  | 0  | 2    | 0        | 0    | 0  | 0  | 0    | 28,3 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |      |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|------|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM   | IM   | HG   | HL   |               |
| A-6       | 483 | 27-LU | Autovía       | 9.959  | 1        | 27,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 5,7  |      |               |
| A-6       | 486 | 27-LU | Autovía       | 9.959  | 1        | 27,7 | 1  | 27,7 | 0  | 4  | 1        | 27,5 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 11,3 |      |               |
| A-6       | 494 | 27-LU | Autovía       | 14.181 | 1        | 17,5 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,8  |      |               |
| A-6       | 497 | 27-LU | Autovía       | 15.462 | 1        | 16,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 6,9  |      |               |
| A-6       | 499 | 27-LU | Autovía       | 15.737 | 1        | 16,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,3  |      |               |
| A-6       | 504 | 27-LU | Autovía       | 19.570 | 1        | 13,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 2,6  |      |               |
| A-6       | 507 | 27-LU | Autovía       | 23.766 | 1        | 11,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 2  | 24,9     | 2  | 24,9 | 0    | 3    | 7,2  |               |
| A-6       | 519 | 27-LU | Autovía       | 19.810 | 1        | 14   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,1  |      |               |
| A-6       | 524 | 27-LU | Autovía       | 21.271 | 1        | 13   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 2,9  |      |               |
| A-6       | 527 | 27-LU | Autovía       | 21.271 | 1        | 13   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 2,9  |      |               |
| A-6       | 535 | 27-LU | Autovía       | 18.152 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3    |      |               |
| A-6       | 536 | 27-LU | Autovía       | 18.055 | 1        | 13,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,1     | 0  | 0  | 2  | 2  | 0  | 0        | 0  | 0    | 0    | 6    |      |               |
| A-6       | 540 | 27-LU | Autovía       | 18.055 | 1        | 13,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,4  |      |               |
| A-6       | 543 | 15-C  | Autovía       | 14.885 | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 39       | 0  | 0  | 0  | 3  | 1  | 19,5     | 0  | 0    | 0    | 1    | 15   |               |
| A-6       | 546 | 15-C  | Autovía       | 14.885 | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,8  |      |               |
| A-6       | 548 | 15-C  | Autovía       | 15.016 | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,7  |      |               |
| A-6       | 551 | 15-C  | Autovía       | 16.851 | 1        | 15,9 | 0  | 0    | 2  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 3,4  |      |               |
| A-6       | 553 | 15-C  | Autovía       | 16.851 | 1        | 15,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 17,7     | 0  | 0  | 0  | 1  | 0  | 0        | 0  | 0    | 0    | 6,8  |      |               |
| A-6       | 554 | 15-C  | Autovía       | 16.851 | 1        | 15,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 6,8  |      |               |
| A-6       | 556 | 15-C  | Autovía       | 16.851 | 1        | 15,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 6,8  |      |               |
| A-6       | 557 | 15-C  | Autovía       | 16.851 | 1        | 15,9 | 0  | 0    | 0  | 1  | 1        | 16,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 6,8  |      |               |
| A-6       | 561 | 15-C  | Autovía       | 15.027 | 3        | 51,1 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 10,7 |      |               |
| A-6       | 562 | 15-C  | Autovía       | 15.027 | 1        | 17   | 1  | 17   | 0  | 0  | 1        | 18,2 | 0  | 0  | 0  | 1  | 1        | 17,9 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 10,7 |      |               |
| A-6       | 563 | 15-C  | Autovía       | 15.027 | 1        | 17   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 18,6     | 0  | 0  | 1  | 0  | 1  | 18,7     | 0  | 0    | 1    | 0    | 10,8 |               |
| A-6       | 566 | 15-C  | Autovía       | 20.196 | 2        | 25,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 32,1     | 0  | 0  | 0  | 2  | 0  | 0        | 0  | 0    | 0    | 10,2 |      |               |
| A-6       | 568 | 15-C  | Autovía       | 20.196 | 2        | 25,3 | 0  | 0    | 0  | 2  | 1        | 13,6 | 0  | 0  | 0  | 1  | 1        | 14,4 | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 0    | 9,1  |      |               |
| A-6       | 573 | 15-C  | Autovía       | 12.211 | 3        | 58   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 14,6 |      |      |               |
| A-6       | 574 | 15-C  | Autovía       | 13.685 | 1        | 20,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 4,2  |      |      |               |
| A-6       | 578 | 15-C  | Autovía       | 13.913 | 1        | 17,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0    | 4,1  |      |      |               |
| A-6       | 585 | 15-C  | Autovía       | 20.991 | 1        | 11,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 17,1     | 0  | 0  | 0  | 1  | 0  | 0        | 0  | 0    | 0    | 6    |      |               |

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| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL   |               |
| AC-12     | 2   | 15-C  | Multicarril   | 74.308 | 6        | 36,8  | 0  | 0    | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 26,6  | 0  | 0    | 4  | 5  | 4        | 24,5  | 2  | 12,3 | 0  | 5  | 3        | 12,3  | 0  | 0    | 0  | 3    | 17,2          |
| AC-12     | 3   | 15-C  | Multicarril   | 40.853 | 1        | 6,1   | 0  | 0    | 0  | 1  | 1        | 6,7   | 0  | 0    | 0  | 1  | 2        | 13    | 0  | 0    | 1  | 1  | 2        | 12,3  | 0  | 0    | 1  | 1  | 6        | 22,8  | 0  | 0    | 1  | 6    | 13,5          |
| AC-12     | 4   | 15-C  | Multicarril   | 51.099 | 9        | 56    | 0  | 0    | 1  | 11 | 8        | 42,9  | 0  | 0    | 0  | 13 | 4        | 26    | 0  | 0    | 0  | 8  | 9        | 55,4  | 0  | 0    | 0  | 15 | 7        | 26,7  | 0  | 0    | 0  | 7    | 39,9          |
| AC-12     | 5   | 15-C  | Multicarril   | 42.324 | 3        | 19,6  | 0  | 0    | 2  | 3  | 3        | 19,4  | 0  | 0    | 0  | 5  | 2        | 12,8  | 0  | 0    | 0  | 2  | 7        | 44,1  | 0  | 0    | 1  | 8  | 3        | 8,7   | 0  | 0    | 1  | 6    | 18,6          |
| AC-12     | 7   | 15-C  | Multicarril   | 42.324 | 1        | 7,3   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 6,4   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 2,1  |               |
| AC-14     | 7   | 15-C  | Autovía       | 22.083 | 1        | 10,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 3,3  |               |
| AC-14     | 8   | 15-C  | Autovía       | 21.551 | 1        | 10,8  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 3,3  |               |
| LU-11     | 0   | 27-LU | Autovía       | 11.478 | 1        | 26,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 27,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 10,4 |               |
| N-6       | 42  | 28-M  | Convencional  | 13.851 | 2        | 39,6  | 0  | 0    | 0  | 2  | 2        | 39,6  | 0  | 0    | 0  | 2  | 1        | 17,9  | 0  | 0    | 0  | 3  | 1        | 20,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 23,7 |               |
| N-6       | 43  | 28-M  | Convencional  | 13.851 | 1        | 19,8  | 0  | 0    | 0  | 3  | 3        | 59,3  | 0  | 0    | 1  | 7  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 21,1  | 0  | 0    | 0  | 2    | 19,8          |
| N-6       | 53  | 28-M  | Convencional  | 2.518  | 1        | 115,4 | 0  | 0    | 0  | 1  | 1        | 108,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 34,2  | 0  | 0    | 0  | 1  | 2        | 57,7  | 0  | 0    | 1  | 2    | 48,8          |
| N-6       | 55  | 28-M  | Convencional  | 2.518  | 3        | 346,2 | 0  | 0    | 1  | 5  | 1        | 108,8 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 34,2  | 0  | 0    | 0  | 1  | 1        | 28,8  | 0  | 0    | 1  | 1    | 52,4          |
| N-6       | 56  | 28-M  | Convencional  | 2.518  | 1        | 115,4 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 5        | 152,2 | 0  | 0    | 1  | 5  | 2        | 68,5  | 0  | 0    | 0  | 2  | 3        | 86,5  | 0  | 0    | 1  | 5    | 96            |
| N-6       | 57  | 40-SG | Convencional  | 11.767 | 1        | 20,7  | 0  | 0    | 0  | 1  | 3        | 69,8  | 0  | 0    | 1  | 3  | 3        | 79    | 0  | 0    | 1  | 4  | 4        | 110,7 | 0  | 0    | 1  | 6  | 3        | 76,8  | 0  | 0    | 0  | 4    | 68,5          |
| N-6       | 58  | 40-SG | Convencional  | 11.767 | 1        | 20,7  | 0  | 0    | 0  | 2  | 1        | 23,3  | 0  | 0    | 0  | 1  | 1        | 26,3  | 0  | 0    | 0  | 1  | 1        | 27,7  | 0  | 0    | 0  | 1  | 4        | 102,4 | 1  | 25,6 | 0  | 4    | 39,1          |
| N-6       | 59  | 40-SG | Convencional  | 11.767 | 1        | 20,7  | 0  | 0    | 0  | 1  | 1        | 23,3  | 0  | 0    | 0  | 3  | 1        | 26,3  | 0  | 0    | 1  | 0  | 3        | 83    | 0  | 0    | 1  | 6  | 1        | 25,6  | 0  | 0    | 0  | 1    | 34,2          |
| N-6       | 61  | 40-SG | Convencional  | 11.388 | 2        | 44,1  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 26    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 93,7  | 0  | 0    | 1  | 8    | 34,2          |
| N-6       | 62  | 40-SG | Convencional  | 10.506 | 2        | 49,8  | 0  | 0    | 0  | 4  | 2        | 52,2  | 1  | 26,1 | 0  | 1  | 2        | 52    | 0  | 0    | 0  | 3  | 1        | 26,2  | 0  | 0    | 0  | 2  | 4        | 81,9  | 0  | 0    | 0  | 6    | 53,9          |
| N-6       | 64  | 40-SG | Convencional  | 9.245  | 2        | 65,6  | 0  | 0    | 0  | 2  | 1        | 29,6  | 0  | 0    | 0  | 2  | 1        | 26    | 0  | 0    | 0  | 1  | 1        | 26,2  | 0  | 0    | 0  | 2  | 3        | 61,4  | 0  | 0    | 0  | 8    | 42,2          |
| N-6       | 67  | 40-SG | Convencional  | 9.245  | 1        | 34,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 6    |               |
| N-6       | 69  | 40-SG | Convencional  | 9.245  | 3        | 103,8 | 2  | 69,2 | 0  | 7  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 69,4  | 1  | 34,7 | 0  | 2  | 1        | 29,6  | 0  | 0    | 0  | 1  | 4        | 99,5  | 0  | 0    | 2  | 2    | 60,4          |
| N-6       | 80  | 40-SG | Convencional  | 8.146  | 1        | 33,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 6,6  |               |
| N-6       | 85  | 40-SG | Convencional  | 9.766  | 1        | 33,4  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 28    | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 11,9 |               |
| N-6       | 95  | 40-SG | Convencional  | 8.927  | 1        | 33,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 6,2  |               |
| N-6       | 96  | 40-SG | Convencional  | 8.927  | 1        | 33,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 6,2  |               |
| N-6       | 99  | 5-AV  | Convencional  | 7.453  | 1        | 34,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 34,6  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 13,8 |               |
| N-6       | 103 | 5-AV  | Convencional  | 6.662  | 1        | 34,3  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 113,3 | 0  | 0    | 1  | 4    | 31,6          |
| N-6       | 104 | 5-AV  | Convencional  | 6.117  | 1        | 46,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 46,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 18,4 |               |
| N-6       | 106 | 5-AV  | Convencional  | 6.045  | 1        | 46,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 9,3  |               |
| N-6       | 265 | 49-ZA | Convencional  | 1.220  | 1        | 227,6 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 44   |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |       |    |    | Año 2013 |       |    |    |    |      | Año 2012 |       |    |    |       |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|------|----------|-------|----|----|-------|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP    | VM | IM | HG    | HL    |               |
| N-6       | 266 | 49-ZA | Convencional  | 1.220  | 1        | 227,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 1  | 219,2    | 0     | 0  | 0  | 0  | 0    | 1        | 0     | 0  | 0  | 0     | 0     | 88            |
| N-6       | 294 | 24-LE | Convencional  | 969    | 1        | 253,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 39,9  |       |               |
| N-6       | 304 | 24-LE | Convencional  | 1.576  | 1        | 168,7 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 32,4  |       |               |
| N-6       | 306 | 24-LE | Convencional  | 1.576  | 1        | 168,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 32,4  |       |               |
| N-6       | 311 | 24-LE | Convencional  | 1.576  | 1        | 168,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 32,4  |       |               |
| N-6       | 314 | 24-LE | Convencional  | 1.439  | 1        | 181,6 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 470,7 | 1  | 235,4 | 3  | 2  | 1        | 222,9 | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0  | 0     | 163,4 |               |
| N-6       | 322 | 24-LE | Convencional  | 802    | 1        | 273,2 | 0  | 0  | 0  | 3  | 1        | 341,6 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 222,9 | 0  | 0  | 0  | 1    | 1        | 200,6 | 0  | 0  | 0     | 1     | 197           |
| N-6       | 336 | 24-LE | Convencional  | 405    | 1        | 584,2 | 0  | 0  | 0  | 5  | 1        | 676,5 | 0  | 0  | 1  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 191,7 |       |               |
| N-6       | 346 | 24-LE | Convencional  | 398    | 1        | 691,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 657      | 0     | 0  | 0  | 2     | 278,4 |               |
| N-6       | 355 | 24-LE | Convencional  | 462    | 1        | 591,7 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 112,2 |       |               |
| N-6       | 361 | 24-LE | Convencional  | 3.936  | 1        | 48,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 1  | 76,1     | 0     | 0  | 0  | 1  | 0    | 0        | 0     | 0  | 0  | 26,6  |       |               |
| N-6       | 371 | 24-LE | Convencional  | 10.582 | 1        | 28,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 28,9 | 0        | 0     | 0  | 2  | 11,3  |       |               |
| N-6       | 378 | 24-LE | Convencional  | 10.582 | 1        | 28,6  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 5,7   |       |               |
| N-6       | 382 | 24-LE | Convencional  | 10.582 | 1        | 28,6  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 1  | 28,7     | 0     | 0  | 1  | 0  | 0    | 0        | 0     | 0  | 0  | 11,3  |       |               |
| N-6       | 390 | 24-LE | Convencional  | 6.925  | 1        | 38,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 77,6  | 0  | 0     | 0  | 3  | 1        | 38,3  | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0  | 0     | 31    |               |
| N-6       | 395 | 24-LE | Convencional  | 6.786  | 1        | 38,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 1  | 41,2     | 0     | 0  | 0  | 1  | 0    | 0        | 0     | 0  | 0  | 16    |       |               |
| N-6       | 397 | 24-LE | Convencional  | 6.784  | 1        | 38,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 8,5   |       |               |
| N-6       | 399 | 24-LE | Convencional  | 6.648  | 3        | 114,5 | 0  | 0  | 0  | 3  | 1        | 41,2  | 0  | 0  | 0  | 2  | 3        | 183,1 | 0  | 0     | 1  | 3  | 4        | 247,3 | 0  | 0  | 0  | 7    | 2        | 121,4 | 0  | 0  | 1     | 5     | 130,6         |
| N-6       | 469 | 27-LU | Convencional  | 2.213  | 1        | 104,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 136,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 48,8  |       |               |
| N-6       | 472 | 27-LU | Convencional  | 3.623  | 1        | 76,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 15,4  |       |               |
| N-6       | 474 | 27-LU | Convencional  | 3.623  | 1        | 76,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 15,4  |       |               |
| N-6       | 489 | 27-LU | Convencional  | 3.623  | 1        | 76,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 15,4  |       |               |
| N-6       | 492 | 27-LU | Convencional  | 3.623  | 1        | 76,2  | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 61,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 30,8  |       |               |
| N-6       | 500 | 27-LU | Convencional  | 23.035 | 1        | 12,6  | 0  | 0  | 0  | 2  | 1        | 11,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 4,8   |       |               |
| N-6       | 501 | 27-LU | Convencional  | 25.009 | 1        | 10,1  | 0  | 0  | 0  | 5  | 3        | 32,9  | 0  | 0  | 0  | 7  | 1        | 10,7  | 0  | 0     | 0  | 2  | 2        | 20,8  | 0  | 0  | 2  | 1    | 0        | 0     | 0  | 0  | 0     | 15,4  |               |
| N-6       | 502 | 27-LU | Convencional  | 27.146 | 1        | 9,8   | 0  | 0  | 3  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 32    | 1  | 10,7  | 0  | 3  | 2        | 20,8  | 0  | 0  | 0  | 4    | 2        | 21,9  | 0  | 0  | 1     | 4     | 16,6          |
| N-6       | 503 | 27-LU | Convencional  | 27.430 | 1        | 9,8   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0  | 2     |       |               |
| N-6       | 505 | 27-LU | Multicarril   | 10.051 | 1        | 30,6  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 13,3  | 0  | 0     | 0  | 1  | 1        | 12,7  | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0  | 0     | 10,8  |               |
| N-6       | 507 | 27-LU | Multicarril   | 9.493  | 1        | 30,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 52,3  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 1        | 18,8  | 0  | 0  | 0     | 1     | 21,7          |
| N-6       | 508 | 27-LU | Convencional  | 7.322  | 3        | 103,4 | 0  | 0  | 0  | 4  | 1        | 37,4  | 0  | 0  | 0  | 1  | 1        | 24,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 1        | 25,4  | 0  | 0  | 1     | 1     | 32,4          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 6      A-6 Madrid - A Coruña

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |      |    |       | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|-------|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL    | ACV      | IP   | VM | IM   | HG   | HL   |               |
| N-6       | 509 | 27-LU | Convencional  | 7.322  | 1        | 41,4  | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2  | 51,3     | 0    | 0  | 1    | 3  | 0     | 0        | 0    | 0  | 0    | 0    | 17,6 |               |
| N-6       | 514 | 27-LU | Convencional  | 7.322  | 1        | 41,4  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 61   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 1     | 25,4     | 0    | 0  | 1    | 1    | 25,8 |               |
| N-6       | 515 | 27-LU | Convencional  | 7.322  | 3        | 124,3 | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 40,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 0    | 31,8 |               |
| N-6       | 523 | 27-LU | Convencional  | 1.575  | 1        | 185,2 | 0  | 0     | 0  | 2  | 1        | 174  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 0    | 65,1 |               |
| N-6       | 527 | 27-LU | Convencional  | 1.575  | 1        | 185,2 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 110,9 | 0        | 0    | 1  | 0    | 65,1 |      |               |
| N-6       | 542 | 27-LU | Convencional  | 1.514  | 1        | 179,1 | 1  | 179,1 | 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    | 37,2 |               |
| N-6       | 570 | 15-C  | Convencional  | 4.843  | 3        | 167,8 | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 63,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 0    | 47,3 |               |
| N-6       | 576 | 15-C  | Convencional  | 15.259 | 2        | 36    | 1  | 18    | 0  | 1  | 1        | 18   | 1  | 18   | 0  | 0  | 1        | 13,8 | 0  | 0    | 0  | 1  | 2        | 27,4 | 0  | 0    | 0  | 2     | 2        | 27,2 | 1  | 13,6 | 2    | 2    | 24,2          |
| N-6       | 578 | 15-C  | Convencional  | 15.259 | 1        | 18    | 0  | 0     | 0  | 1  | 1        | 18   | 0  | 0    | 0  | 2  | 1        | 13,8 | 1  | 13,8 | 0  | 0  | 1        | 13,7 | 0  | 0    | 0  | 2     | 1        | 13,6 | 0  | 0    | 0    | 2    | 15,1          |
| N-6       | 579 | 15-C  | Convencional  | 24.104 | 5        | 57,3  | 0  | 0     | 1  | 4  | 1        | 11,4 | 0  | 0    | 0  | 2  | 6        | 73,9 | 0  | 0    | 0  | 7  | 5        | 58,9 | 0  | 0    | 0  | 7     | 1        | 11,6 | 0  | 0    | 0    | 3    | 42,1          |
| N-6       | 580 | 15-C  | Convencional  | 24.104 | 6        | 68,8  | 0  | 0     | 1  | 10 | 4        | 45,5 | 0  | 0    | 0  | 5  | 4        | 46,9 | 0  | 0    | 0  | 7  | 4        | 45,2 | 0  | 0    | 0  | 7     | 6        | 69,4 | 0  | 0    | 0    | 6    | 55,1          |
| N-6       | 581 | 15-C  | Convencional  | 24.104 | 1        | 11,5  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,3 | 0  | 0    | 0  | 1  | 4        | 43,1 | 1  | 10,8 | 0  | 5     | 0        | 0    | 0  | 0    | 0    | 0    | 13,3          |
| N-6       | 582 | 15-C  | Convencional  | 24.104 | 3        | 34,4  | 0  | 0     | 0  | 5  | 3        | 34,1 | 0  | 0    | 3  | 8  | 3        | 28,8 | 0  | 0    | 2  | 4  | 4        | 38,8 | 0  | 0    | 1  | 4     | 0        | 0    | 0  | 0    | 0    | 0    | 27,3          |
| N-6       | 583 | 15-C  | Convencional  | 24.104 | 3        | 34,4  | 0  | 0     | 0  | 4  | 5        | 56,8 | 0  | 0    | 0  | 6  | 3        | 28,3 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0     | 1        | 10,5 | 0  | 0    | 1    | 0    | 25            |
| N-6       | 584 | 15-C  | Convencional  | 24.104 | 1        | 11,5  | 0  | 0     | 0  | 1  | 1        | 11,4 | 0  | 0    | 0  | 2  | 1        | 9,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 2     | 21       | 0    | 0  | 0    | 3    | 10,4 |               |
| N-6       | 585 | 15-C  | Convencional  | 24.104 | 2        | 22,9  | 0  | 0     | 1  | 1  | 3        | 34,1 | 1  | 11,4 | 0  | 8  | 2        | 18,9 | 0  | 0    | 0  | 3  | 5        | 47,9 | 0  | 0    | 0  | 6     | 3        | 31,5 | 0  | 0    | 0    | 5    | 31,2          |
| N-6       | 586 | 15-C  | Convencional  | 24.104 | 5        | 57,3  | 0  | 0     | 0  | 6  | 2        | 22,7 | 0  | 0    | 2  | 0  | 6        | 56,6 | 0  | 0    | 1  | 12 | 8        | 76,7 | 0  | 0    | 0  | 13    | 4        | 42   | 0  | 0    | 0    | 4    | 52            |
| N-6       | 587 | 15-C  | Convencional  | 28.030 | 1        | 8,1   | 0  | 0     | 0  | 1  | 9        | 88   | 0  | 0    | 0  | 15 | 1        | 9,4  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 4     | 41       | 0    | 0  | 2    | 4    | 28   |               |
| N-6a      | 584 | 15-C  | Convencional  | 5.337  | 1        | 54,1  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 0    | 10,6 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| A-38      | 0   | 46-V  | Autovía       | 27.301 | 1        | 9,7  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 22,2 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 6,3           |
| A-38      | 2   | 46-V  | Autovía       | 26.046 | 1        | 9,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 11,1 | 0  | 0   | 0  | 1  | 1        | 11,3 | 0  | 0    | 0  | 1  | 6,5           |
| A-38      | 4   | 46-V  | Autovía       | 27.301 | 2        | 20,2 | 0  | 0   | 0  | 5  | 1        | 10   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 24,5 | 0  | 0    | 0  | 4  | 11,2          |
| A-38      | 9   | 46-V  | Autovía       | 20.778 | 1        | 11,6 | 0  | 0   | 0  | 4  | 1        | 13,2 | 0  | 0   | 1  | 1  | 1        | 11,9 | 0  | 0   | 0  | 3  | 1        | 12,4 | 0  | 0   | 0  | 1  | 1        | 12,3 | 0  | 0    | 0  | 2  | 12,3          |
| A-38      | 10  | 46-V  | Autovía       | 20.778 | 1        | 11,6 | 0  | 0   | 0  | 2  | 1        | 13,2 | 0  | 0   | 0  | 3  | 1        | 13,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 7,9           |
| A-38      | 13  | 46-V  | Autovía       | 20.778 | 1        | 11,6 | 0  | 0   | 0  | 1  | 2        | 26,4 | 0  | 0   | 1  | 2  | 1        | 11,6 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 9,6           |
| A-38      | 36  | 46-V  | Autovía       | 27.988 | 1        | 9,6  | 0  | 0   | 0  | 1  | 1        | 9,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,2 | 0  | 0    | 0  | 1  | 6             |
| A-38      | 37  | 46-V  | Autovía       | 27.988 | 2        | 19,2 | 0  | 0   | 1  | 1  | 1        | 9,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 20,7 | 0  | 0   | 0  | 2  | 1        | 10,2 | 0  | 0    | 0  | 1  | 12            |
| A-48      | 0   | 11-CA | Autovía       | 66.382 | 2        | 8    | 0  | 0   | 0  | 6  | 4        | 16,5 | 0  | 0   | 1  | 10 | 3        | 13,6 | 0  | 0   | 0  | 6  | 4        | 18,6 | 0  | 0   | 0  | 7  | 4        | 17,6 | 0  | 0    | 0  | 7  | 14,7          |
| A-48      | 2   | 11-CA | Autovía       | 66.382 | 1        | 5,6  | 0  | 0   | 0  | 2  | 1        | 4,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,8  | 0  | 0    | 0  | 1  | 3,3           |
| A-48      | 3   | 11-CA | Autovía       | 66.382 | 1        | 5,6  | 0  | 0   | 0  | 3  | 1        | 4,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2,5           |
| A-48      | 11  | 11-CA | Autovía       | 18.787 | 1        | 13   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,8           |
| A-48      | 20  | 11-CA | Autovía       | 12.178 | 1        | 19,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 4,2           |
| A-48      | 24  | 11-CA | Autovía       | 12.178 | 1        | 19,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 4,2           |
| A-48      | 25  | 11-CA | Autovía       | 12.178 | 1        | 19,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 4,2           |
| A-48      | 30  | 11-CA | Autovía       | 8.529  | 1        | 29,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |
| A-7       | 102 | 11-CA | Autovía       | 47.831 | 3        | 19,4 | 0  | 0   | 0  | 3  | 3        | 17,2 | 0  | 0   | 0  | 5  | 1        | 5    | 0  | 0   | 0  | 1  | 1        | 5,1  | 0  | 0   | 0  | 1  | 2        | 10,1 | 0  | 0    | 0  | 3  | 10,8          |
| A-7       | 103 | 11-CA | Autovía       | 41.182 | 3        | 19,4 | 0  | 0   | 0  | 7  | 1        | 6,7  | 0  | 0   | 0  | 1  | 1        | 5    | 0  | 0   | 0  | 2  | 1        | 5,1  | 0  | 0   | 0  | 3  | 2        | 10,1 | 0  | 0    | 0  | 2  | 8,9           |
| A-7       | 104 | 11-CA | Autovía       | 41.182 | 5        | 32,4 | 0  | 0   | 0  | 7  | 3        | 20   | 0  | 0   | 0  | 11 | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 20,2 | 0  | 0   | 1  | 5  | 4        | 20,2 | 0  | 0    | 0  | 5  | 17,8          |
| A-7       | 105 | 11-CA | Autovía       | 41.182 | 6        | 38,9 | 0  | 0   | 0  | 12 | 3        | 20   | 0  | 0   | 0  | 5  | 2        | 10   | 0  | 0   | 0  | 3  | 7        | 35,4 | 0  | 0   | 0  | 14 | 4        | 20,2 | 0  | 0    | 0  | 8  | 24,4          |
| A-7       | 106 | 11-CA | Autovía       | 60.972 | 9        | 56,5 | 0  | 0   | 1  | 18 | 5        | 22,5 | 0  | 0   | 0  | 11 | 7        | 34,9 | 0  | 0   | 1  | 12 | 8        | 40,5 | 0  | 0   | 1  | 13 | 7        | 35,3 | 0  | 0    | 0  | 19 | 36,8          |
| A-7       | 107 | 11-CA | Autovía       | 66.449 | 13       | 74,2 | 0  | 0   | 1  | 24 | 16       | 66   | 0  | 0   | 0  | 28 | 8        | 39,9 | 0  | 0   | 1  | 21 | 7        | 35,4 | 0  | 0   | 0  | 14 | 17       | 85,8 | 2  | 10,1 | 1  | 32 | 60,1          |
| A-7       | 108 | 11-CA | Autovía       | 66.449 | 12       | 66   | 0  | 0   | 2  | 17 | 14       | 57,7 | 0  | 0   | 0  | 27 | 11       | 52,1 | 1  | 4,7 | 1  | 17 | 14       | 68,8 | 0  | 0   | 0  | 28 | 12       | 59,7 | 0  | 0    | 0  | 32 | 60,6          |
| A-7       | 109 | 11-CA | Autovía       | 66.449 | 3        | 11,3 | 0  | 0   | 0  | 4  | 6        | 24,7 | 1  | 4,1 | 0  | 10 | 1        | 4,1  | 0  | 0   | 0  | 2  | 4        | 16,4 | 0  | 0   | 0  | 4  | 2        | 8,4  | 0  | 0    | 0  | 2  | 13            |
| A-7       | 110 | 11-CA | Autovía       | 70.570 | 4        | 15   | 0  | 0   | 0  | 7  | 5        | 19,4 | 0  | 0   | 0  | 8  | 1        | 4,1  | 0  | 0   | 1  | 0  | 3        | 12,5 | 0  | 0   | 0  | 6  | 5        | 21,1 | 0  | 0    | 1  | 7  | 14,4          |
| A-7       | 111 | 11-CA | Autovía       | 70.570 | 3        | 11,2 | 0  | 0   | 0  | 4  | 2        | 7,8  | 0  | 0   | 0  | 3  | 1        | 4,1  | 0  | 0   | 0  | 1  | 4        | 17,8 | 1  | 4,5 | 0  | 8  | 6        | 25,4 | 0  | 0    | 0  | 10 | 13            |
| A-7       | 112 | 11-CA | Autovía       | 70.570 | 4        | 14,9 | 0  | 0   | 0  | 10 | 6        | 23,3 | 0  | 0   | 0  | 11 | 3        | 13,9 | 0  | 0   | 0  | 4  | 6        | 28,4 | 0  | 0   | 0  | 7  | 7        | 29,7 | 0  | 0    | 0  | 14 | 21,9          |
| A-7       | 113 | 11-CA | Autovía       | 70.570 | 7        | 26,1 | 0  | 0   | 1  | 9  | 4        | 15,5 | 0  | 0   | 0  | 5  | 5        | 23,2 | 1  | 4,6 | 0  | 6  | 6        | 28,4 | 0  | 0   | 2  | 4  | 5        | 22,5 | 0  | 0    | 0  | 6  | 23            |
| A-7       | 115 | 11-CA | Autovía       | 58.028 | 1        | 4,7  | 1  | 4,7 | 0  | 0  | 3        | 14,2 | 0  | 0   | 0  | 4  | 2        | 9,3  | 0  | 0   | 0  | 2  | 3        | 14,2 | 0  | 0   | 0  | 4  | 1        | 4,6  | 0  | 0    | 0  | 2  | 9,4           |
| A-7       | 116 | 11-CA | Autovía       | 58.028 | 4        | 18,8 | 1  | 4,7 | 0  | 5  | 2        | 9,4  | 0  | 0   | 1  | 10 | 3        | 13,9 | 0  | 0   | 0  | 6  | 2        | 9,5  | 0  | 0   | 0  | 2  | 6        | 27,6 | 0  | 0    | 0  | 9  | 15,9          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL  |               |
| A-7       | 117 | 11-CA | Autovía       | 58.028 | 5        | 23,5 | 0  | 0    | 0  | 6  | 3        | 14,2 | 0  | 0   | 0  | 7  | 5        | 29,4 | 1  | 5,9  | 0  | 5  | 2        | 13,2 | 0  | 0  | 0  | 2  | 4        | 21,6 | 0  | 0    | 1  | 6   | 20,4          |
| A-7       | 124 | 11-CA | Autovía       | 30.020 | 5        | 39   | 0  | 0    | 2  | 6  | 2        | 18,3 | 1  | 9,1 | 0  | 1  | 1        | 8,6  | 0  | 0    | 1  | 1  | 2        | 16,8 | 0  | 0  | 0  | 2  | 1        | 8,3  | 0  | 0    | 0  | 1   | 18,5          |
| A-7       | 127 | 11-CA | Autovía       | 36.137 | 2        | 14,1 | 0  | 0    | 0  | 5  | 1        | 7,6  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 16,6     | 0    | 0  | 0    | 4  | 7,9 |               |
| A-7       | 128 | 11-CA | Autovía       | 36.137 | 2        | 14,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 17,2 | 0  | 0    | 0  | 4  | 1        | 8,3  | 0  | 0  | 0  | 1  | 1        | 8,3  | 0  | 0    | 0  | 1   | 9,5           |
| A-7       | 131 | 11-CA | Autovía       | 36.137 | 2        | 14,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,6  | 2  | 17,2 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,3  | 0  | 0    | 1  | 0   | 6,3           |
| A-7       | 132 | 11-CA | Autovía       | 36.137 | 3        | 21,2 | 0  | 0    | 0  | 4  | 2        | 15,2 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8    | 0  | 0  | 0  | 1  | 1        | 7,9  | 0  | 0    | 0  | 1   | 10,7          |
| A-7       | 133 | 11-CA | Autovía       | 30.709 | 2        | 16,5 | 0  | 0    | 0  | 4  | 6        | 53,5 | 0  | 0   | 0  | 9  | 7        | 72   | 0  | 0    | 0  | 10 | 1        | 12,8 | 0  | 0  | 0  | 1  | 2        | 26,8 | 0  | 0    | 0  | 2   | 37,2          |
| A-7       | 134 | 11-CA | Autovía       | 23.584 | 1        | 8,2  | 0  | 0    | 0  | 3  | 2        | 23,2 | 0  | 0   | 0  | 2  | 4        | 54,9 | 2  | 27,4 | 1  | 5  | 2        | 25,6 | 0  | 0  | 0  | 2  | 1        | 15,9 | 0  | 0    | 0  | 1   | 23,7          |
| A-7       | 137 | 11-CA | Autovía       | 23.584 | 2        | 22,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 15,2 | 0  | 0    | 0  | 1  | 1        | 15,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 10,9          |
| A-7       | 141 | 29-MA | Multicarril   | 18.567 | 1        | 11,6 | 0  | 0    | 0  | 1  | 1        | 14,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 31,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0   | 11,6          |
| A-7       | 142 | 29-MA | Multicarril   | 21.566 | 2        | 23,3 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 8,4           |
| A-7       | 143 | 29-MA | Multicarril   | 18.567 | 3        | 34,9 | 0  | 0    | 0  | 4  | 2        | 29,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,9 | 1  | 15,9 | 0  | 0   | 17,4          |
| A-7       | 144 | 29-MA | Multicarril   | 23.402 | 1        | 10,7 | 0  | 0    | 1  | 0  | 1        | 11,7 | 0  | 0   | 0  | 1  | 1        | 15,2 | 0  | 0    | 0  | 1  | 1        | 15,9 | 0  | 0  | 0  | 1  | 1        | 15,9 | 0  | 0    | 0  | 2   | 13,5          |
| A-7       | 145 | 29-MA | Multicarril   | 23.402 | 6        | 64   | 0  | 0    | 0  | 8  | 1        | 11,7 | 0  | 0   | 0  | 2  | 4        | 48,3 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,5 | 0  | 0    | 0  | 1   | 28,5          |
| A-7       | 149 | 29-MA | Multicarril   | 23.402 | 1        | 10,7 | 1  | 10,7 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 25,1 | 0  | 0  | 0  | 4  | 2        | 25,1 | 0  | 0    | 0  | 4   | 11,8          |
| A-7       | 150 | 29-MA | Multicarril   | 23.402 | 2        | 21,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 11,9 | 0  | 0    | 0  | 1  | 1        | 12,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 9,5           |
| A-7       | 153 | 29-MA | Autovía       | 25.622 | 2        | 21,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 4,2           |
| A-7       | 159 | 29-MA | Autovía       | 43.056 | 1        | 6    | 0  | 0    | 0  | 1  | 1        | 6,4  | 0  | 0   | 0  | 1  | 1        | 7,9  | 0  | 0    | 0  | 1  | 2        | 16,7 | 0  | 0  | 0  | 2  | 1        | 8,4  | 0  | 0    | 0  | 2   | 8,7           |
| A-7       | 160 | 29-MA | Autovía       | 43.056 | 2        | 12,1 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 25   | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0   | 7,3           |
| A-7       | 161 | 29-MA | Autovía       | 43.056 | 3        | 18,1 | 0  | 0    | 0  | 4  | 2        | 12,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 7,3           |
| A-7       | 162 | 29-MA | Autovía       | 43.056 | 2        | 12,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 27,9 | 0  | 0    | 0  | 5  | 2        | 16,4 | 0  | 0  | 0  | 3  | 3        | 25,2 | 0  | 0    | 0  | 4   | 15,6          |
| A-7       | 164 | 29-MA | Autovía       | 43.056 | 1        | 6    | 0  | 0    | 0  | 2  | 1        | 6,4  | 0  | 0   | 0  | 1  | 2        | 13,4 | 0  | 0    | 0  | 4  | 2        | 14,2 | 0  | 0  | 0  | 2  | 1        | 7,3  | 0  | 0    | 0  | 1   | 9,3           |
| A-7       | 165 | 29-MA | Autovía       | 43.056 | 2        | 12,1 | 0  | 0    | 0  | 2  | 2        | 12,7 | 0  | 0   | 0  | 4  | 3        | 17,1 | 0  | 0    | 0  | 5  | 1        | 4,7  | 0  | 0  | 0  | 2  | 1        | 4,9  | 0  | 0    | 0  | 1   | 9,8           |
| A-7       | 166 | 29-MA | Autovía       | 43.056 | 4        | 24,2 | 0  | 0    | 1  | 3  | 3        | 19,1 | 0  | 0   | 0  | 6  | 2        | 8,8  | 0  | 0    | 0  | 4  | 2        | 9,4  | 0  | 0  | 0  | 2  | 5        | 24,7 | 0  | 0    | 0  | 6   | 16,6          |
| A-7       | 167 | 29-MA | Autovía       | 43.056 | 2        | 12,1 | 0  | 0    | 2  | 1  | 3        | 19,1 | 0  | 0   | 0  | 4  | 1        | 4,4  | 0  | 0    | 0  | 1  | 1        | 4,7  | 0  | 0  | 0  | 1  | 3        | 14,8 | 0  | 0    | 0  | 5   | 10,4          |
| A-7       | 168 | 29-MA | Autovía       | 43.056 | 2        | 12,1 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,8  | 0  | 0    | 0  | 2  | 4        | 18,8 | 0  | 0  | 0  | 4  | 3        | 14,8 | 0  | 0    | 1  | 11  | 11,4          |
| A-7       | 169 | 29-MA | Autovía       | 43.056 | 3        | 14,4 | 0  | 0    | 3  | 2  | 1        | 6,4  | 0  | 0   | 0  | 1  | 2        | 6,6  | 0  | 0    | 0  | 2  | 6        | 22,9 | 0  | 0  | 0  | 7  | 5        | 24,7 | 0  | 0    | 1  | 10  | 15            |
| A-7       | 170 | 29-MA | Multicarril   | 89.817 | 2        | 9,3  | 0  | 0    | 2  | 0  | 2        | 6,1  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 3,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 3,6           |
| A-7       | 171 | 29-MA | Multicarril   | 89.817 | 3        | 13,9 | 0  | 0    | 0  | 4  | 2        | 6,1  | 0  | 0   | 1  | 1  | 2        | 6,6  | 0  | 0    | 0  | 2  | 2        | 7    | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 6,4           |
| A-7       | 172 | 29-MA | Multicarril   | 89.817 | 6        | 27,8 | 0  | 0    | 1  | 9  | 7        | 21,4 | 0  | 0   | 1  | 14 | 11       | 36,4 | 0  | 0    | 0  | 20 | 4        | 14   | 0  | 0  | 0  | 6  | 4        | 14,9 | 0  | 0    | 0  | 7   | 22,9          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-7       | 173 | 29-MA | Multicarril   | 89.817 | 5        | 21,7 | 0  | 0  | 0  | 7  | 5        | 15,3 | 0  | 0   | 1  | 9  | 4        | 13,2 | 0  | 0   | 0  | 6  | 6        | 21,1 | 0  | 0   | 0  | 12 | 3        | 11,2 | 0  | 0   | 0  | 5  | 16,3          |
| A-7       | 174 | 29-MA | Autovía       | 89.817 | 5        | 15,3 | 0  | 0  | 1  | 5  | 4        | 12,2 | 1  | 3,1 | 0  | 3  | 5        | 18,4 | 2  | 7,4 | 1  | 2  | 6        | 23,4 | 2  | 7,8 | 0  | 6  | 3        | 12,4 | 1  | 4,1 | 0  | 5  | 16,2          |
| A-7       | 175 | 29-MA | Autovía       | 89.817 | 3        | 7,4  | 0  | 0  | 0  | 3  | 2        | 6,1  | 0  | 0   | 1  | 1  | 4        | 14,8 | 0  | 0   | 0  | 5  | 1        | 3,9  | 0  | 0   | 0  | 2  | 2        | 8,3  | 0  | 0   | 0  | 2  | 8             |
| A-7       | 176 | 29-MA | Autovía       | 69.120 | 2        | 3,8  | 0  | 0  | 0  | 2  | 3        | 11,9 | 0  | 0   | 0  | 4  | 1        | 4,2  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4,1           |
| A-7       | 177 | 29-MA | Autovía       | 69.120 | 3        | 5,7  | 0  | 0  | 0  | 4  | 1        | 4    | 0  | 0   | 0  | 1  | 1        | 4,2  | 0  | 0   | 0  | 1  | 1        | 4,4  | 0  | 0   | 0  | 2  | 4        | 18,5 | 0  | 0   | 0  | 6  | 6,8           |
| A-7       | 182 | 29-MA | Autovía       | 71.869 | 2        | 7,4  | 0  | 0  | 0  | 5  | 1        | 3,8  | 0  | 0   | 0  | 1  | 2        | 8,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9    | 0  | 0   | 0  | 4  | 5,7           |
| A-7       | 183 | 29-MA | Autovía       | 71.869 | 2        | 7,4  | 0  | 0  | 0  | 5  | 3        | 11,4 | 0  | 0   | 0  | 4  | 1        | 4,1  | 0  | 0   | 0  | 1  | 2        | 8,6  | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0   | 0  | 1  | 7,3           |
| A-7       | 184 | 29-MA | Autovía       | 71.869 | 1        | 3,7  | 0  | 0  | 0  | 2  | 3        | 11,4 | 0  | 0   | 0  | 4  | 2        | 8,1  | 0  | 0   | 0  | 6  | 4        | 17,2 | 0  | 0   | 0  | 6  | 3        | 13,5 | 0  | 0   | 0  | 4  | 10,5          |
| A-7       | 185 | 29-MA | Autovía       | 71.869 | 6        | 22,1 | 0  | 0  | 1  | 8  | 5        | 19,1 | 0  | 0   | 0  | 9  | 1        | 3,9  | 0  | 0   | 0  | 1  | 6        | 25,7 | 0  | 0   | 1  | 15 | 3        | 13,5 | 0  | 0   | 0  | 3  | 16,9          |
| A-7       | 186 | 29-MA | Autovía       | 71.869 | 3        | 11,1 | 0  | 0  | 1  | 5  | 4        | 15,2 | 0  | 0   | 0  | 6  | 2        | 8,3  | 0  | 0   | 0  | 2  | 2        | 8,6  | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 8,9           |
| A-7       | 187 | 29-MA | Autovía       | 71.869 | 5        | 18,4 | 0  | 0  | 1  | 9  | 3        | 11,4 | 0  | 0   | 0  | 5  | 3        | 12,4 | 0  | 0   | 0  | 7  | 4        | 17,5 | 0  | 0   | 0  | 6  | 2        | 9    | 0  | 0   | 0  | 6  | 13,9          |
| A-7       | 188 | 29-MA | Autovía       | 71.869 | 4        | 14,7 | 0  | 0  | 0  | 5  | 2        | 7,6  | 0  | 0   | 0  | 3  | 3        | 13   | 0  | 0   | 0  | 5  | 1        | 4,5  | 0  | 0   | 0  | 2  | 3        | 14   | 0  | 0   | 0  | 5  | 10,8          |
| A-7       | 189 | 29-MA | Autovía       | 71.869 | 3        | 11,1 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,3  | 0  | 0   | 0  | 2  | 3        | 13,6 | 0  | 0   | 0  | 4  | 1        | 4,7  | 0  | 0   | 0  | 2  | 6,7           |
| A-7       | 190 | 29-MA | Autovía       | 71.869 | 2        | 7,4  | 0  | 0  | 0  | 2  | 2        | 7,6  | 0  | 0   | 0  | 10 | 5        | 21,7 | 0  | 0   | 0  | 13 | 2        | 9,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 9,2           |
| A-7       | 191 | 29-MA | Autovía       | 69.598 | 2        | 7,8  | 0  | 0  | 0  | 4  | 4        | 15,7 | 0  | 0   | 2  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,5  | 0  | 0   | 0  | 2  | 1        | 4,7  | 0  | 0   | 0  | 2  | 6,8           |
| A-7       | 192 | 29-MA | Autovía       | 60.513 | 1        | 4,4  | 0  | 0  | 0  | 2  | 6        | 27,2 | 1  | 4,5 | 0  | 18 | 4        | 18   | 0  | 0   | 0  | 7  | 3        | 14   | 0  | 0   | 0  | 5  | 4        | 19,1 | 0  | 0   | 1  | 3  | 16,4          |
| A-7       | 193 | 29-MA | Autovía       | 60.513 | 3        | 13,1 | 0  | 0  | 0  | 3  | 4        | 18,1 | 0  | 0   | 0  | 7  | 4        | 18,7 | 0  | 0   | 0  | 5  | 2        | 9,4  | 0  | 0   | 0  | 3  | 4        | 19,4 | 0  | 0   | 0  | 5  | 15,7          |
| A-7       | 194 | 29-MA | Autovía       | 60.513 | 1        | 4,4  | 0  | 0  | 0  | 2  | 2        | 9,1  | 0  | 0   | 0  | 3  | 2        | 9,3  | 0  | 0   | 0  | 4  | 2        | 9,6  | 0  | 0   | 0  | 3  | 2        | 9,7  | 0  | 0   | 1  | 2  | 8,3           |
| A-7       | 195 | 29-MA | Autovía       | 60.513 | 2        | 8,7  | 0  | 0  | 0  | 4  | 2        | 9,1  | 0  | 0   | 0  | 4  | 2        | 9    | 0  | 0   | 0  | 2  | 1        | 4,7  | 0  | 0   | 0  | 1  | 1        | 4,7  | 0  | 0   | 0  | 5  | 7,3           |
| A-7       | 196 | 29-MA | Autovía       | 60.513 | 2        | 8,7  | 0  | 0  | 0  | 3  | 6        | 27,2 | 1  | 4,5 | 2  | 10 | 3        | 13,5 | 0  | 0   | 0  | 3  | 3        | 14   | 0  | 0   | 0  | 4  | 4        | 18,7 | 0  | 0   | 0  | 10 | 16,3          |
| A-7       | 197 | 29-MA | Autovía       | 60.513 | 7        | 30,5 | 0  | 0  | 0  | 13 | 1        | 4,5  | 0  | 0   | 0  | 3  | 2        | 9    | 0  | 0   | 0  | 2  | 4        | 18,7 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 12,7          |
| A-7       | 198 | 29-MA | Autovía       | 60.513 | 5        | 21,8 | 0  | 0  | 1  | 13 | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9    | 0  | 0   | 0  | 5  | 1        | 4,7  | 0  | 0   | 0  | 1  | 2        | 9,3  | 0  | 0   | 0  | 2  | 9,1           |
| A-7       | 199 | 29-MA | Autovía       | 60.513 | 1        | 4,4  | 0  | 0  | 1  | 0  | 1        | 4,5  | 0  | 0   | 0  | 2  | 2        | 9    | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,6           |
| A-7       | 200 | 29-MA | Autovía       | 60.918 | 3        | 13   | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 18,7 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 6,3           |
| A-7       | 201 | 29-MA | Autovía       | 63.172 | 3        | 12,5 | 0  | 0  | 0  | 3  | 2        | 8,7  | 0  | 0   | 1  | 1  | 3        | 13,5 | 0  | 0   | 0  | 7  | 1        | 4,7  | 0  | 0   | 0  | 1  | 13       | 60,8 | 2  | 9,3 | 1  | 18 | 19,6          |
| A-7       | 202 | 29-MA | Autovía       | 65.830 | 2        | 8,1  | 0  | 0  | 1  | 1  | 3        | 12,5 | 0  | 0   | 0  | 8  | 1        | 4,5  | 0  | 0   | 0  | 2  | 1        | 4,7  | 0  | 0   | 0  | 1  | 2        | 9,3  | 0  | 0   | 0  | 2  | 7,9           |
| A-7       | 204 | 29-MA | Autovía       | 65.830 | 2        | 8,1  | 0  | 0  | 0  | 4  | 3        | 12,5 | 0  | 0   | 1  | 2  | 2        | 9    | 0  | 0   | 0  | 3  | 2        | 9,3  | 0  | 0   | 0  | 4  | 1        | 4,7  | 0  | 0   | 0  | 1  | 8,8           |
| A-7       | 206 | 29-MA | Autovía       | 69.771 | 1        | 3,8  | 0  | 0  | 1  | 0  | 3        | 11,8 | 0  | 0   | 1  | 10 | 2        | 8,4  | 0  | 0   | 0  | 2  | 1        | 4,4  | 0  | 0   | 0  | 2  | 2        | 8,7  | 0  | 0   | 0  | 2  | 7,4           |
| A-7       | 207 | 29-MA | Autovía       | 69.771 | 5        | 18,9 | 0  | 0  | 0  | 8  | 9        | 35,3 | 0  | 0   | 1  | 17 | 4        | 17   | 0  | 0   | 2  | 3  | 2        | 8,7  | 0  | 0   | 0  | 3  | 3        | 13,1 | 0  | 0   | 1  | 2  | 19            |
| A-7       | 208 | 29-MA | Autovía       | 69.771 | 7        | 26,5 | 0  | 0  | 0  | 9  | 3        | 11,8 | 0  | 0   | 0  | 3  | 3        | 16,6 | 0  | 0   | 0  | 3  | 5        | 28,8 | 0  | 0   | 0  | 10 | 0        | 0    | 0  | 0   | 0  | 0  | 16,7          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-7       | 209 | 29-MA | Autovía       | 69.771 | 3        | 11,3 | 1  | 3,8 | 0  | 5  | 6        | 23,6 | 0  | 0   | 0  | 7  | 3        | 16,6 | 0  | 0   | 0  | 3  | 11       | 63,3 | 1  | 5,8 | 0  | 23 | 2        | 9,7  | 0  | 0  | 0  | 5  | 23,2          |
| A-7       | 210 | 29-MA | Autovía       | 69.771 | 5        | 18,9 | 0  | 0   | 1  | 8  | 9        | 35,3 | 0  | 0   | 0  | 15 | 7        | 38,8 | 0  | 0   | 0  | 14 | 6        | 34,5 | 0  | 0   | 0  | 8  | 5        | 24,3 | 0  | 0  | 0  | 5  | 29,7          |
| A-7       | 211 | 29-MA | Autovía       | 69.771 | 2        | 7,6  | 1  | 3,8 | 0  | 2  | 3        | 11,8 | 0  | 0   | 0  | 3  | 1        | 5,5  | 0  | 0   | 0  | 1  | 2        | 11,5 | 0  | 0   | 0  | 3  | 1        | 4,9  | 0  | 0  | 0  | 1  | 8,3           |
| A-7       | 212 | 29-MA | Autovía       | 69.771 | 3        | 11,3 | 0  | 0   | 0  | 8  | 2        | 7,9  | 0  | 0   | 1  | 1  | 2        | 11,1 | 1  | 5,5 | 0  | 2  | 1        | 5,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 7,4           |
| A-7       | 213 | 29-MA | Autovía       | 69.771 | 2        | 7,6  | 0  | 0   | 0  | 7  | 3        | 11,8 | 0  | 0   | 0  | 6  | 1        | 5,5  | 0  | 0   | 0  | 1  | 1        | 5,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 6,5           |
| A-7       | 225 | 29-MA | Autovía       | 33.885 | 2        | 15   | 0  | 0   | 0  | 7  | 2        | 16,2 | 0  | 0   | 0  | 2  | 2        | 17,5 | 0  | 0   | 0  | 7  | 3        | 27,7 | 0  | 0   | 0  | 3  | 5        | 24,3 | 0  | 0  | 0  | 9  | 20,4          |
| A-7       | 226 | 29-MA | Autovía       | 33.885 | 2        | 15   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 24,3 | 0  | 0  | 0  | 8  | 11,6          |
| A-7       | 227 | 29-MA | Autovía       | 33.885 | 6        | 45   | 1  | 7,5 | 1  | 7  | 2        | 16,2 | 0  | 0   | 0  | 2  | 6        | 43,2 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9,7  | 0  | 0  | 1  | 2  | 21,6          |
| A-7       | 228 | 29-MA | Autovía       | 44.960 | 2        | 11,4 | 0  | 0   | 0  | 3  | 1        | 6,1  | 0  | 0   | 0  | 1  | 2        | 13,2 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6             |
| A-7       | 229 | 29-MA | Autovía       | 44.960 | 1        | 5,7  | 0  | 0   | 0  | 1  | 1        | 6,1  | 0  | 0   | 0  | 2  | 2        | 13,2 | 0  | 0   | 0  | 5  | 1        | 7    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 6             |
| A-7       | 230 | 29-MA | Autovía       | 57.289 | 3        | 13,4 | 0  | 0   | 1  | 5  | 4        | 19,1 | 0  | 0   | 0  | 6  | 5        | 29,2 | 0  | 0   | 0  | 7  | 6        | 36,7 | 0  | 0   | 1  | 14 | 2        | 9,7  | 0  | 0  | 0  | 2  | 20,6          |
| A-7       | 231 | 29-MA | Autovía       | 57.289 | 2        | 9    | 2  | 9   | 1  | 2  | 3        | 14,3 | 1  | 4,8 | 0  | 10 | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,7  | 0  | 0  | 1  | 0  | 7,3           |
| A-7       | 232 | 29-MA | Autovía       | 57.289 | 1        | 10,8 | 0  | 0   | 0  | 1  | 2        | 9,6  | 0  | 0   | 0  | 3  | 3        | 21,9 | 0  | 0   | 0  | 4  | 2        | 15,1 | 0  | 0   | 0  | 3  | 1        | 7,9  | 0  | 0  | 0  | 2  | 12,9          |
| A-7       | 235 | 29-MA | Autovía       | 36.204 | 1        | 6,4  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,3  | 0  | 0   | 0  | 4  | 1        | 7,7  | 0  | 0  | 0  | 1  | 4,5           |
| A-7       | 236 | 29-MA | Autovía       | 28.532 | 1        | 7,6  | 0  | 0   | 1  | 0  | 1        | 9,6  | 0  | 0   | 0  | 1  | 1        | 7,7  | 0  | 0   | 0  | 1  | 1        | 8,3  | 0  | 0   | 0  | 1  | 1        | 7,7  | 0  | 0  | 0  | 5  | 8,1           |
| A-7       | 237 | 29-MA | Autovía       | 28.532 | 2        | 15,1 | 1  | 7,6 | 0  | 2  | 2        | 19,2 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 7,1           |
| A-7       | 239 | 29-MA | Autovía       | 39.040 | 1        | 6,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,9 | 0  | 0   | 3  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,5           |
| A-7       | 240 | 29-MA | Autovía       | 65.311 | 1        | 3,9  | 0  | 0   | 0  | 1  | 2        | 8,4  | 0  | 0   | 0  | 6  | 1        | 10,5 | 0  | 0   | 0  | 1  | 1        | 10,9 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 6,3           |
| A-7       | 241 | 29-MA | Autovía       | 63.775 | 3        | 12,8 | 0  | 0   | 0  | 4  | 3        | 12,9 | 0  | 0   | 0  | 7  | 4        | 25,6 | 0  | 0   | 2  | 4  | 4        | 26,4 | 0  | 0   | 0  | 9  | 5        | 32,8 | 0  | 0  | 0  | 10 | 20,5          |
| A-7       | 242 | 29-MA | Autovía       | 60.704 | 2        | 9,1  | 0  | 0   | 1  | 1  | 2        | 9    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10   | 0  | 0  | 0  | 3  | 6             |
| A-7       | 243 | 29-MA | Autovía       | 64.237 | 1        | 4,6  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9,5  | 0  | 0   | 0  | 2  | 2        | 9,4  | 0  | 0  | 0  | 4  | 4,5           |
| A-7       | 244 | 29-MA | Autovía       | 79.635 | 3        | 9,8  | 0  | 0   | 0  | 11 | 2        | 6,9  | 0  | 0   | 0  | 2  | 1        | 4,1  | 1  | 4,1 | 0  | 2  | 1        | 4,9  | 0  | 0   | 1  | 0  | 1        | 4,9  | 0  | 0  | 0  | 2  | 6,4           |
| A-7       | 245 | 29-MA | Autovía       | 79.635 | 3        | 9,8  | 0  | 0   | 0  | 3  | 5        | 17,2 | 0  | 0   | 0  | 10 | 2        | 7,8  | 0  | 0   | 0  | 4  | 1        | 4,9  | 0  | 0   | 0  | 2  | 1        | 4,9  | 0  | 0  | 0  | 2  | 9,5           |
| A-7       | 246 | 29-MA | Autovía       | 79.635 | 7        | 30,2 | 0  | 0   | 0  | 20 | 1        | 3,4  | 0  | 0   | 1  | 0  | 2        | 8,6  | 0  | 0   | 0  | 3  | 2        | 10,4 | 0  | 0   | 0  | 2  | 1        | 5,1  | 0  | 0  | 0  | 1  | 11,4          |
| A-7       | 249 | 29-MA | Autovía       | 56.677 | 1        | 4,4  | 0  | 0   | 0  | 2  | 1        | 4,8  | 0  | 0   | 0  | 8  | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,6 | 0  | 0  | 0  | 3  | 5             |
| A-7       | 250 | 29-MA | Autovía       | 59.422 | 2        | 8,7  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,2  | 0  | 0   | 0  | 1  | 1        | 5,2  | 0  | 0   | 0  | 3  | 1        | 5,3  | 0  | 0  | 0  | 2  | 4,9           |
| A-7       | 251 | 29-MA | Autovía       | 56.677 | 1        | 4,4  | 1  | 4,4 | 0  | 0  | 1        | 4,8  | 0  | 0   | 0  | 1  | 1        | 4,9  | 0  | 0   | 0  | 1  | 1        | 5,2  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3,9           |
| A-7       | 252 | 29-MA | Autovía       | 59.228 | 2        | 8,8  | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 14,6 | 0  | 0   | 0  | 4  | 1        | 4,9  | 0  | 0   | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 5,7           |
| A-7       | 253 | 29-MA | Autovía       | 63.033 | 1        | 4,2  | 0  | 0   | 0  | 3  | 1        | 4,3  | 0  | 0   | 0  | 6  | 1        | 4,9  | 0  | 0   | 0  | 2  | 1        | 4,9  | 0  | 0   | 0  | 2  | 2        | 9,6  | 0  | 0  | 0  | 5  | 5,5           |
| A-7       | 254 | 29-MA | Autovía       | 60.415 | 1        | 4,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,6  | 0  | 0   | 0  | 1  | 2        | 9,8  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3,7           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-7       | 255 | 29-MA | Autovía       | 52.300 | 3        | 13,9 | 0  | 0   | 0  | 5  | 1        | 5,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 5        | 0    | 0  | 0  | 1  | 5    |               |
| A-7       | 256 | 29-MA | Autovía       | 52.300 | 3        | 14,7 | 0  | 0   | 0  | 3  | 2        | 10,5 | 0  | 0  | 0  | 2  | 2        | 10   | 0  | 0   | 0  | 5  | 2        | 10,3 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 9,1  |               |
| A-7       | 258 | 29-MA | Autovía       | 52.300 | 2        | 11,7 | 0  | 0   | 0  | 3  | 4        | 21   | 0  | 0  | 0  | 4  | 2        | 13,2 | 0  | 0   | 0  | 2  | 2        | 13,6 | 0  | 0  | 0  | 4  | 1        | 6,6  | 0  | 0  | 0  | 1    | 13,5          |
| A-7       | 259 | 29-MA | Autovía       | 37.344 | 1        | 6,7  | 0  | 0   | 0  | 1  | 1        | 7,3  | 0  | 0  | 0  | 1  | 2        | 16,7 | 1  | 8,3 | 0  | 6  | 2        | 16,9 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 9,3  |               |
| A-7       | 260 | 29-MA | Autovía       | 37.344 | 1        | 6,7  | 0  | 0   | 0  | 1  | 1        | 7,3  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 4,6  |               |
| A-7       | 263 | 29-MA | Autovía       | 37.439 | 1        | 6,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,3  | 0  | 0   | 0  | 1  | 3        | 25,2 | 0  | 0  | 2  | 5  | 0        | 0    | 0  | 0  | 0  | 7,7  |               |
| A-7       | 265 | 29-MA | Autovía       | 37.970 | 3        | 20,2 | 0  | 0   | 0  | 5  | 1        | 7,2  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,2  | 0  | 0  | 0  | 3  | 2        | 15,9 | 0  | 0  | 0  | 2    | 10,6          |
| A-7       | 267 | 29-MA | Autovía       | 37.970 | 1        | 6,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16   | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,5  |               |
| A-7       | 268 | 29-MA | Autovía       | 37.970 | 2        | 13,5 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 7,9      | 0    | 0  | 0  | 1  | 4,5  |               |
| A-7       | 271 | 29-MA | Autovía       | 37.970 | 1        | 7,4  | 0  | 0   | 0  | 2  | 1        | 7,2  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 27,2 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 7,9  |               |
| A-7       | 272 | 29-MA | Autovía       | 28.614 | 2        | 16,3 | 0  | 0   | 0  | 2  | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 7,5  |               |
| A-7       | 274 | 12-CS | Autovía       | 33.062 | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18   | 0  | 0   | 0  | 4  | 1        | 10,3 | 0  | 0  | 0  | 3  | 1        | 10   | 0  | 0  | 0  | 2    | 9,1           |
| A-7       | 275 | 29-MA | Autovía       | 27.598 | 2        | 17,6 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 21   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 8,2  |               |
| A-7       | 275 | 12-CS | Autovía       | 33.062 | 1        | 8,1  | 0  | 0   | 0  | 4  | 1        | 8,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,3 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 5,4  |               |
| A-7       | 276 | 12-CS | Autovía       | 43.434 | 1        | 6    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1,2  |               |
| A-7       | 277 | 12-CS | Autovía       | 46.179 | 1        | 6    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,2 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,9  | 0  | 0  | 0  | 1    | 4,7           |
| A-7       | 277 | 29-MA | Autovía       | 24.774 | 1        | 10,5 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,7  |               |
| A-7       | 278 | 12-CS | Autovía       | 46.179 | 1        | 6    | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 11,6 | 0  | 0  | 0  | 2  | 2        | 11,7 | 0  | 0  | 0  | 3    | 5,8           |
| A-7       | 280 | 12-CS | Autovía       | 51.543 | 1        | 5,4  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 6,2      | 0    | 0  | 0  | 1  | 2,3  |               |
| A-7       | 280 | 29-MA | Autovía       | 24.172 | 1        | 10,5 | 0  | 0   | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,5  |               |
| A-7       | 281 | 29-MA | Autovía       | 24.172 | 1        | 10,5 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 29       | 0    | 0  | 0  | 4  | 7,5  |               |
| A-7       | 282 | 12-CS | Autovía       | 51.543 | 2        | 10,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 12,3 | 0  | 0  | 0  | 3  | 2        | 12,4 | 0  | 0  | 3  | 0    | 6,9           |
| A-7       | 282 | 29-MA | Autovía       | 24.172 | 1        | 10,5 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,3 | 0  | 0   | 0  | 5  | 1        | 14,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 7,5  |               |
| A-7       | 283 | 29-MA | Autovía       | 24.172 | 1        | 10,5 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,5  |               |
| A-7       | 283 | 12-CS | Autovía       | 49.852 | 3        | 16,1 | 1  | 5,4 | 1  | 3  | 3        | 16,5 | 0  | 0  | 1  | 9  | 1        | 5,9  | 0  | 0   | 0  | 1  | 2        | 12,3 | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 10,4 |               |
| A-7       | 285 | 12-CS | Autovía       | 45.624 | 1        | 5,9  | 0  | 0   | 0  | 5  | 1        | 6    | 0  | 0  | 0  | 1  | 3        | 19,2 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 0  | 1    | 7,5           |
| A-7       | 287 | 12-CS | Autovía       | 43.927 | 2        | 11,8 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12,8 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 1  | 0    | 6,4           |
| A-7       | 287 | 29-MA | Autovía       | 21.484 | 1        | 11,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,5 | 0  | 0  | 0  | 1    | 7,9           |
| A-7       | 288 | 29-MA | Autovía       | 19.651 | 1        | 13   | 0  | 0   | 1  | 3  | 1        | 13,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 8,3  |               |
| A-7       | 290 | 12-CS | Autovía       | 43.346 | 3        | 18,1 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 13,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 6,5  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |     | I.P.<br>Medio |     |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|-----|---------------|-----|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL  |               |     |
| A-7       | 291 | 12-CS | Autovía       | 43.346 | 3        | 18,1 | 0  | 0   | 1  | 6  | 1        | 6,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,9  | 0  | 0  | 1  | 0  | 2        | 13,6 | 0  | 0    | 1  | 1   | 9,1           |     |
| A-7       | 292 | 46-V  | Autovía       | 43.103 | 1        | 6,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0    | 0  | 1   | 2,5           |     |
| A-7       | 292 | 12-CS | Autovía       | 43.346 | 1        | 6    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,6 |               |     |
| A-7       | 293 | 46-V  | Autovía       | 43.103 | 1        | 6,1  | 0  | 0   | 0  | 2  | 2        | 12,7 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 18   | 0  | 0    | 0  | 5   | 7,2           |     |
| A-7       | 295 | 29-MA | Autovía       | 19.651 | 1        | 13   | 0  | 0   | 0  | 1  | 1        | 13,9 | 0  | 0   | 0  | 2  | 1        | 24,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 11,3          |     |
| A-7       | 295 | 46-V  | Autovía       | 43.103 | 2        | 12,3 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 6        | 0    | 0  | 1    | 0  | 3,6 |               |     |
| A-7       | 296 | 46-V  | Autovía       | 43.103 | 1        | 6,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6    | 0  | 0    | 0  | 1   | 3,6           |     |
| A-7       | 298 | 29-MA | Autovía       | 15.459 | 1        | 16,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,3 |               |     |
| A-7       | 298 | 46-V  | Autovía       | 43.103 | 1        | 6,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 2,4           |     |
| A-7       | 306 | 46-V  | Autovía       | 71.087 | 1        | 3,7  | 0  | 0   | 0  | 1  | 1        | 3,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 1,6           |     |
| A-7       | 307 | 46-V  | Autovía       | 71.087 | 1        | 3,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,2  | 0  | 0  | 0  | 3  | 4        | 16,3 | 0  | 0    | 2  | 3   | 4,8           |     |
| A-7       | 311 | 46-V  | Autovía       | 62.257 | 2        | 8,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,1  | 0  | 0  | 1  | 0  | 1        | 4,4  | 0  | 0    | 0  | 1   | 3,6           |     |
| A-7       | 313 | 18-GR | Autovía       | 10.633 | 2        | 43,5 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 11,9          |     |
| A-7       | 314 | 46-V  | Autovía       | 96.604 | 2        | 6,8  | 0  | 0   | 1  | 1  | 1        | 2,8  | 0  | 0   | 0  | 1  | 2        | 9,8  | 0  | 0  | 2  | 1  | 2        | 10,2 | 0  | 0  | 0  | 2  | 5        | 23,5 | 4  | 18,8 | 0  | 4   | 9,5           |     |
| A-7       | 315 | 46-V  | Autovía       | 93.882 | 4        | 13,6 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 14,7 | 0  | 0  | 0  | 3  | 3        | 15,3 | 0  | 0  | 1  | 3  | 2        | 9,4  | 0  | 0    | 0  | 6   | 9,6           |     |
| A-7       | 316 | 46-V  | Autovía       | 96.604 | 4        | 12,6 | 0  | 0   | 2  | 6  | 1        | 2,8  | 0  | 0   | 0  | 1  | 4        | 19,6 | 0  | 0  | 0  | 6  | 1        | 5,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 7,5           |     |
| A-7       | 318 | 46-V  | Autovía       | 96.604 | 1        | 3,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,9  | 0  | 0  | 0  | 1  | 4        | 20,5 | 0  | 0  | 0  | 4  | 1        | 3,6  | 1  | 3,6  | 0  | 0   | 5,2           |     |
| A-7       | 319 | 46-V  | Autovía       | 96.604 | 2        | 6,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 1,5           |     |
| A-7       | 320 | 46-V  | Autovía       | 96.604 | 2        | 6,3  | 0  | 0   | 1  | 3  | 2        | 5,7  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0   | 0             | 4,4 |
| A-7       | 321 | 18-GR | Autovía       | 11.205 | 1        | 20,4 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 6,2           |     |
| A-7       | 321 | 46-V  | Autovía       | 96.604 | 4        | 12,6 | 0  | 0   | 1  | 5  | 4        | 11,3 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,1  | 0  | 0  | 0  | 1  | 1        | 3,6  | 0  | 0    | 0  | 1   | 7             |     |
| A-7       | 322 | 46-V  | Autovía       | 96.604 | 3        | 9,4  | 0  | 0   | 1  | 2  | 3        | 8,5  | 0  | 0   | 0  | 4  | 2        | 6    | 0  | 0  | 1  | 2  | 3        | 8,8  | 0  | 0  | 2  | 2  | 1        | 2,9  | 0  | 0    | 1  | 5   | 7,1           |     |
| A-7       | 323 | 46-V  | Autovía       | 96.604 | 1        | 3,1  | 0  | 0   | 0  | 5  | 2        | 5,7  | 0  | 0   | 0  | 3  | 2        | 6    | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 11,5 | 2  | 5,7  | 2  | 2   | 5,3           |     |
| A-7       | 323 | 18-GR | Autovía       | 11.638 | 1        | 19,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 5             |     |
| A-7       | 324 | 46-V  | Autovía       | 96.604 | 3        | 9,4  | 0  | 0   | 0  | 4  | 3        | 8,5  | 0  | 0   | 0  | 6  | 4        | 12,1 | 0  | 0  | 0  | 9  | 4        | 11,8 | 0  | 0  | 0  | 5  | 3        | 10,5 | 0  | 0    | 0  | 3   | 10,4          |     |
| A-7       | 325 | 46-V  | Autovía       | 96.604 | 3        | 9,4  | 0  | 0   | 0  | 3  | 5        | 14,2 | 1  | 2,8 | 0  | 8  | 4        | 12,1 | 0  | 0  | 0  | 4  | 2        | 5,9  | 0  | 0  | 2  | 2  | 1        | 3,5  | 0  | 0    | 0  | 1   | 9,2           |     |
| A-7       | 326 | 46-V  | Autovía       | 96.604 | 3        | 10,1 | 0  | 0   | 0  | 4  | 3        | 8,5  | 0  | 0   | 0  | 5  | 4        | 12,1 | 0  | 0  | 0  | 9  | 2        | 5,9  | 0  | 0  | 0  | 4  | 2        | 7    | 1  | 3,5  | 0  | 3   | 8,7           |     |
| A-7       | 328 | 46-V  | Autovía       | 71.664 | 2        | 6,8  | 1  | 3,4 | 1  | 1  | 1        | 3,8  | 0  | 0   | 0  | 4  | 1        | 3    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 2,6           |     |
| A-7       | 330 | 46-V  | Autovía       | 71.664 | 1        | 3,5  | 0  | 0   | 0  | 1  | 2        | 7,6  | 0  | 0   | 1  | 1  | 3        | 9    | 0  | 0  | 0  | 3  | 1        | 2,9  | 0  | 0  | 0  | 1  | 2        | 7    | 0  | 0    | 0  | 3   | 6             |     |
| A-7       | 332 | 18-GR | Autovía       | 10.909 | 1        | 20,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 7,9           |     |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-7       | 332 | 46-V  | Autovía       | 71.664 | 1        | 3,5  | 0  | 0    | 0  | 2  | 1        | 3,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 11,8 | 1  | 2,9 | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0    | 4,3           |
| A-7       | 335 | 18-GR | Autovía       | 10.909 | 1        | 20,5 | 0  | 0    | 0  | 1  | 1        | 25,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 15,8 |               |
| A-7       | 335 | 46-V  | Autovía       | 70.766 | 1        | 3,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 10,8 | 0  | 0  | 1  | 8  | 1        | 2,9  | 0  | 0   | 0  | 2  | 3        | 14,2 | 0  | 0  | 1  | 6    | 5,9           |
| A-7       | 336 | 46-V  | Autovía       | 71.664 | 3        | 12,6 | 0  | 0    | 1  | 3  | 1        | 3,8  | 0  | 0  | 1  | 1  | 2        | 7,2  | 0  | 0  | 0  | 3  | 1        | 2,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 5,3           |
| A-7       | 337 | 18-GR | Autovía       | 9.669  | 2        | 38,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14   |               |
| A-7       | 337 | 46-V  | Autovía       | 68.845 | 1        | 4,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 7,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 2,6           |
| A-7       | 338 | 18-GR | Autovía       | 9.669  | 1        | 19,3 | 0  | 0    | 0  | 4  | 1        | 28,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14   |               |
| A-7       | 338 | 46-V  | Autovía       | 68.845 | 4        | 19,7 | 0  | 0    | 0  | 6  | 1        | 4    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,7  | 0  | 0   | 0  | 1  | 1        | 5    | 0  | 0  | 1  | 3    | 6,1           |
| A-7       | 339 | 46-V  | Autovía       | 68.845 | 3        | 18,4 | 0  | 0    | 1  | 7  | 1        | 4    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,7  | 0  | 0   | 0  | 1  | 3        | 16,8 | 0  | 0  | 0  | 5    | 7,3           |
| A-7       | 342 | 46-V  | Autovía       | 38.930 | 1        | 6,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,5  | 0  | 0  | 0  | 1  | 2        | 7,3  | 0  | 0   | 1  | 1  | 1        | 5,6  | 0  | 0  | 2  | 1    | 5,2           |
| A-7       | 344 | 46-V  | Autovía       | 38.930 | 2        | 13,3 | 0  | 0    | 0  | 2  | 1        | 7    | 0  | 0  | 0  | 1  | 2        | 9    | 0  | 0  | 0  | 2  | 1        | 4,5  | 0  | 0   | 0  | 1  | 2        | 11,2 | 0  | 0  | 0  | 4    | 8,7           |
| A-7       | 346 | 46-V  | Autovía       | 38.930 | 2        | 13,3 | 0  | 0    | 0  | 2  | 1        | 7    | 0  | 0  | 0  | 1  | 1        | 4,5  | 0  | 0  | 0  | 1  | 1        | 4,5  | 0  | 0   | 0  | 2  | 1        | 5,6  | 0  | 0  | 1  | 3    | 6,5           |
| A-7       | 348 | 46-V  | Autovía       | 38.930 | 1        | 6,6  | 0  | 0    | 0  | 1  | 1        | 7    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 2,2           |
| A-7       | 349 | 46-V  | Autovía       | 38.930 | 1        | 6,6  | 0  | 0    | 0  | 1  | 1        | 7    | 0  | 0  | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 3,3           |
| A-7       | 351 | 46-V  | Autovía       | 38.930 | 1        | 6,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0  | 0  | 1    | 4,4           |
| A-7       | 352 | 46-V  | Autovía       | 38.930 | 4        | 26,5 | 0  | 0    | 0  | 13 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,5  | 0  | 0   | 0  | 1  | 1        | 6,4  | 0  | 0  | 0  | 2    | 7,3           |
| A-7       | 353 | 46-V  | Autovía       | 38.930 | 1        | 6,6  | 0  | 0    | 0  | 3  | 2        | 14,1 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 3,9           |
| A-7       | 357 | 18-GR | Autovía       | 8.655  | 1        | 27,2 | 0  | 0    | 1  | 0  | 1        | 31,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 13,6          |
| A-7       | 361 | 18-GR | Autovía       | 7.997  | 1        | 26,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 10,9          |
| A-7       | 363 | 18-GR | Autovía       | 7.997  | 1        | 26,9 | 1  | 26,9 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 10,9          |
| A-7       | 365 | 18-GR | Autovía       | 7.997  | 1        | 26,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 10,9          |
| A-7       | 371 | 18-GR | Autovía       | 7.997  | 1        | 26,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 10,9          |
| A-7       | 382 | 4-AL  | Autovía       | 8.833  | 1        | 25   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 6,9           |
| A-7       | 386 | 4-AL  | Autovía       | 8.052  | 1        | 29,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 79,2 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 21,9          |
| A-7       | 394 | 4-AL  | Autovía       | 15.893 | 2        | 31,4 | 0  | 0    | 0  | 3  | 1        | 17,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 20,4 | 0  | 0  | 0  | 1    | 14,9          |
| A-7       | 395 | 4-AL  | Autovía       | 15.893 | 1        | 15,7 | 1  | 15,7 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,5 | 0  | 0  | 0  | 1  | 1        | 20,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 11,1          |
| A-7       | 400 | 4-AL  | Autovía       | 21.369 | 3        | 41,9 | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 32,2 | 0  | 0  | 0  | 3    | 17,7          |
| A-7       | 402 | 4-AL  | Autovía       | 23.072 | 1        | 10,6 | 0  | 0    | 0  | 4  | 1        | 11,9 | 0  | 0  | 0  | 3  | 2        | 31,4 | 0  | 0  | 0  | 5  | 2        | 31,7 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0    | 16,3          |
| A-7       | 403 | 4-AL  | Autovía       | 23.072 | 1        | 10,6 | 0  | 0    | 0  | 1  | 1        | 11,9 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 31,7 | 0  | 0   | 0  | 2  | 1        | 16,1 | 0  | 0  | 4  | 5    | 13,4          |
| A-7       | 404 | 4-AL  | Autovía       | 23.072 | 1        | 10,6 | 0  | 0    | 0  | 1  | 1        | 11,9 | 0  | 0  | 0  | 1  | 1        | 12,7 | 0  | 0  | 0  | 3  | 1        | 13,1 | 0  | 0   | 0  | 1  | 1        | 13,3 | 0  | 0  | 0  | 2    | 12,2          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL  |               |
| A-7       | 405 | 4-AL  | Autovía       | 23.072 | 1        | 10,6 | 0  | 0   | 0  | 3  | 1        | 11,9 | 0  | 0   | 0  | 1  | 2        | 22   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 22,7 | 0  | 0   | 1  | 5   | 13,6          |
| A-7       | 406 | 4-AL  | Autovía       | 27.283 | 3        | 26,1 | 0  | 0   | 0  | 3  | 3        | 30,1 | 0  | 0   | 0  | 5  | 1        | 11   | 0  | 0  | 0  | 1  | 2        | 22,6 | 0  | 0  | 0  | 3  | 5        | 56,8 | 0  | 0   | 0  | 6   | 29,1          |
| A-7       | 407 | 4-AL  | Autovía       | 31.246 | 1        | 7,9  | 0  | 0   | 0  | 2  | 4        | 35,1 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 9,2 |               |
| A-7       | 409 | 4-AL  | Autovía       | 31.246 | 1        | 7,9  | 0  | 0   | 0  | 2  | 2        | 17,5 | 0  | 0   | 1  | 3  | 2        | 19   | 0  | 0  | 0  | 2  | 4        | 38,7 | 0  | 0  | 0  | 7  | 5        | 48,1 | 1  | 9,6 | 0  | 13  | 25,3          |
| A-7       | 410 | 4-AL  | Autovía       | 31.246 | 1        | 7,9  | 0  | 0   | 0  | 4  | 2        | 17,5 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 29   | 0  | 0  | 0  | 5  | 1        | 9,6  | 0  | 0   | 0  | 1   | 12,6          |
| A-7       | 411 | 4-AL  | Autovía       | 31.246 | 2        | 15,6 | 0  | 0   | 0  | 6  | 3        | 26,3 | 0  | 0   | 0  | 12 | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18,9 | 0  | 0  | 0  | 2  | 2        | 18,7 | 0  | 0   | 0  | 2   | 16            |
| A-7       | 412 | 4-AL  | Autovía       | 32.872 | 1        | 7,7  | 1  | 7,7 | 0  | 0  | 1        | 8,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 1        | 9,3  | 0  | 0   | 0  | 2   | 6,9           |
| A-7       | 414 | 4-AL  | Autovía       | 32.872 | 1        | 7,6  | 0  | 0   | 0  | 1  | 2        | 16,7 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 26,8 | 0  | 0  | 0  | 5  | 2        | 17,9 | 0  | 0   | 1  | 1   | 13,5          |
| A-7       | 415 | 4-AL  | Autovía       | 36.670 | 2        | 15   | 0  | 0   | 0  | 2  | 3        | 22,4 | 0  | 0   | 1  | 4  | 3        | 25,4 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 35,8 | 0  | 0   | 0  | 10  | 19,7          |
| A-7       | 416 | 4-AL  | Autovía       | 36.670 | 1        | 7,5  | 0  | 0   | 0  | 2  | 5        | 37,4 | 0  | 0   | 1  | 6  | 3        | 25,4 | 0  | 0  | 0  | 8  | 2        | 17,8 | 0  | 0  | 0  | 6  | 2        | 17,9 | 1  | 8,9 | 0  | 1   | 21,3          |
| A-7       | 417 | 4-AL  | Autovía       | 36.670 | 2        | 15   | 0  | 0   | 1  | 1  | 3        | 22,4 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 44,7 | 1  | 8,9 | 0  | 5   | 16,4          |
| A-7       | 418 | 4-AL  | Autovía       | 36.670 | 2        | 15   | 0  | 0   | 0  | 3  | 1        | 7,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 26,8 | 0  | 0  | 0  | 4  | 6        | 53,6 | 0  | 0   | 2  | 6   | 19,7          |
| A-7       | 419 | 4-AL  | Autovía       | 36.670 | 8        | 60,3 | 0  | 0   | 0  | 19 | 4        | 29,9 | 1  | 7,5 | 1  | 2  | 4        | 33,2 | 0  | 0  | 3  | 6  | 3        | 26,2 | 0  | 0  | 0  | 8  | 3        | 26,8 | 1  | 8,9 | 0  | 6   | 35,9          |
| A-7       | 421 | 4-AL  | Autovía       | 32.159 | 1        | 7,9  | 0  | 0   | 0  | 1  | 2        | 17   | 0  | 0   | 0  | 2  | 1        | 8,4  | 0  | 0  | 0  | 1  | 1        | 8,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0   | 8,5           |
| A-7       | 423 | 4-AL  | Autovía       | 32.159 | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 1,7           |
| A-7       | 424 | 4-AL  | Autovía       | 32.159 | 1        | 7,9  | 0  | 0   | 0  | 1  | 1        | 8,5  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,9 | 0  | 0   | 0  | 4   | 6,9           |
| A-7       | 425 | 4-AL  | Autovía       | 32.159 | 1        | 7,9  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9    | 0  | 0  | 0  | 2  | 1        | 9,2  | 0  | 0  | 0  | 2  | 2        | 18,7 | 0  | 0   | 0  | 5   | 8,8           |
| A-7       | 428 | 4-AL  | Autovía       | 33.898 | 1        | 7,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18   | 0  | 0   | 2  | 1   | 5,1           |
| A-7       | 429 | 4-AL  | Autovía       | 41.468 | 5        | 31,8 | 0  | 0   | 0  | 9  | 3        | 19,8 | 0  | 0   | 0  | 4  | 2        | 15,5 | 0  | 0  | 0  | 2  | 3        | 23,2 | 0  | 0  | 0  | 5  | 3        | 22,6 | 0  | 0   | 0  | 10  | 22,9          |
| A-7       | 430 | 4-AL  | Autovía       | 47.913 | 7        | 43,4 | 0  | 0   | 0  | 13 | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,7  | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,5  | 0  | 0   | 0  | 1   | 12,4          |
| A-7       | 431 | 4-AL  | Autovía       | 47.913 | 6        | 37,2 | 0  | 0   | 0  | 17 | 4        | 22,9 | 0  | 0   | 1  | 7  | 3        | 23,2 | 0  | 0  | 0  | 4  | 2        | 15,4 | 0  | 0  | 0  | 3  | 1        | 7,5  | 0  | 0   | 0  | 3   | 22            |
| A-7       | 432 | 4-AL  | Autovía       | 47.913 | 3        | 18,6 | 0  | 0   | 0  | 5  | 3        | 17,2 | 0  | 0   | 0  | 5  | 2        | 15,5 | 0  | 0  | 0  | 2  | 1        | 7,7  | 0  | 0  | 1  | 2  | 4        | 30,1 | 0  | 0   | 1  | 5   | 17,9          |
| A-7       | 433 | 4-AL  | Autovía       | 47.913 | 3        | 18,6 | 0  | 0   | 0  | 6  | 2        | 11,4 | 0  | 0   | 0  | 3  | 1        | 7,7  | 0  | 0  | 0  | 3  | 1        | 7,7  | 0  | 0  | 0  | 1  | 1        | 7,5  | 0  | 0   | 0  | 1   | 11            |
| A-7       | 435 | 4-AL  | Autovía       | 47.913 | 2        | 12,4 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 20   | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0   | 0  | 0   | 6,4           |
| A-7       | 436 | 4-AL  | Autovía       | 47.913 | 1        | 6,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,3  | 0  | 0   | 0  | 1   | 2,5           |
| A-7       | 437 | 4-AL  | Autovía       | 47.913 | 4        | 24,8 | 0  | 0   | 1  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 5             |
| A-7       | 438 | 4-AL  | Autovía       | 40.892 | 4        | 24,9 | 0  | 0   | 0  | 7  | 3        | 20,1 | 0  | 0   | 1  | 8  | 3        | 20,7 | 0  | 0  | 0  | 4  | 3        | 20,1 | 0  | 0  | 0  | 3  | 2        | 13,9 | 0  | 0   | 0  | 2   | 20            |
| A-7       | 439 | 4-AL  | Autovía       | 37.381 | 1        | 7,1  | 0  | 0   | 0  | 1  | 1        | 7,3  | 0  | 0   | 0  | 1  | 2        | 14,6 | 0  | 0  | 1  | 4  | 1        | 8,1  | 0  | 0  | 0  | 1  | 2        | 15,4 | 0  | 0   | 0  | 2   | 10,5          |
| A-7       | 440 | 4-AL  | Autovía       | 37.381 | 1        | 7,1  | 0  | 0   | 0  | 2  | 2        | 14,7 | 0  | 0   | 0  | 2  | 1        | 7,3  | 0  | 0  | 0  | 3  | 4        | 32,4 | 0  | 0  | 0  | 10 | 1        | 7,7  | 0  | 0   | 0  | 1   | 13,5          |
| A-7       | 442 | 4-AL  | Autovía       | 37.381 | 1        | 7,1  | 0  | 0   | 0  | 1  | 1        | 7,3  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,7  | 0  | 0   | 0  | 1   | 4,5           |

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Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-7       | 443 | 4-AL  | Autovía       | 41.690 | 3        | 20,7 | 0  | 0    | 0  | 4  | 2        | 13,1 | 0  | 0   | 0  | 3  | 3        | 21,3 | 0  | 0    | 0  | 4  | 2        | 14,5 | 0  | 0  | 1  | 1  | 3        | 22,1 | 0  | 0  | 0  | 7  | 18,3          |
| A-7       | 444 | 4-AL  | Autovía       | 41.690 | 1        | 6,9  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 13,8 | 1  | 6,9  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,1           |
| A-7       | 446 | 4-AL  | Autovía       | 41.690 | 3        | 20,5 | 0  | 0    | 0  | 5  | 3        | 19,7 | 0  | 0   | 0  | 4  | 3        | 24,5 | 0  | 0    | 0  | 4  | 5        | 41,5 | 0  | 0  | 0  | 9  | 2        | 16,1 | 0  | 0  | 1  | 3  | 24            |
| A-7       | 448 | 4-AL  | Autovía       | 38.037 | 1        | 6,9  | 0  | 0    | 0  | 1  | 3        | 21,6 | 0  | 0   | 0  | 4  | 4        | 32,6 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 40,2 | 0  | 0  | 0  | 7  | 20            |
| A-7       | 449 | 4-AL  | Autovía       | 32.509 | 2        | 14,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,4           |
| A-7       | 450 | 4-AL  | Autovía       | 30.731 | 1        | 7,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 1  | 3,6           |
| A-7       | 451 | 4-AL  | Autovía       | 29.572 | 2        | 14,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,7           |
| A-7       | 452 | 4-AL  | Autovía       | 23.749 | 2        | 20,1 | 0  | 0    | 0  | 2  | 4        | 46,1 | 0  | 0   | 0  | 14 | 2        | 28,7 | 0  | 0    | 0  | 3  | 1        | 11,3 | 0  | 0  | 0  | 2  | 1        | 10,6 | 0  | 0  | 0  | 1  | 22,8          |
| A-7       | 453 | 4-AL  | Autovía       | 23.749 | 1        | 11,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2,5           |
| A-7       | 454 | 4-AL  | Autovía       | 23.749 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 15,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5             |
| A-7       | 458 | 4-AL  | Autovía       | 24.338 | 1        | 10,2 | 0  | 0    | 1  | 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  | 2,4           |
| A-7       | 465 | 4-AL  | Autovía       | 24.338 | 1        | 10,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2,4           |
| A-7       | 468 | 4-AL  | Autovía       | 24.338 | 2        | 20,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,7           |
| A-7       | 471 | 4-AL  | Autovía       | 24.338 | 1        | 12,1 | 0  | 0    | 0  | 1  | 1        | 11,3 | 0  | 0   | 0  | 1  | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 8,3           |
| A-7       | 476 | 4-AL  | Autovía       | 18.845 | 1        | 13,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,2           |
| A-7       | 480 | 4-AL  | Autovía       | 18.845 | 1        | 13,3 | 0  | 0    | 1  | 2  | 1        | 14,5 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6,4           |
| A-7       | 481 | 4-AL  | Autovía       | 17.987 | 1        | 15,2 | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,3           |
| A-7       | 483 | 4-AL  | Autovía       | 15.328 | 1        | 16,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,7 | 0  | 0  | 0  | 1  | 6,9           |
| A-7       | 485 | 4-AL  | Autovía       | 15.328 | 1        | 16,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 6,9           |
| A-7       | 494 | 4-AL  | Autovía       | 12.520 | 1        | 18,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 9             |
| A-7       | 495 | 4-AL  | Autovía       | 12.384 | 1        | 20,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 9,3           |
| A-7       | 498 | 4-AL  | Autovía       | 12.384 | 1        | 20,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24   | 0  | 0  | 0  | 2  | 9,3           |
| A-7       | 502 | 4-AL  | Autovía       | 12.384 | 1        | 20,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,6           |
| A-7       | 512 | 4-AL  | Autovía       | 12.087 | 1        | 21,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,5           |
| A-7       | 514 | 3-A   | Autovía       | 58.619 | 1        | 10,5 | 0  | 0    | 0  | 2  | 1        | 4,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 5,3           |
| A-7       | 516 | 4-AL  | Autovía       | 13.898 | 1        | 18   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,1           |
| A-7       | 516 | 3-A   | Autovía       | 58.619 | 4        | 41,9 | 0  | 0    | 0  | 6  | 1        | 4,7  | 0  | 0   | 0  | 1  | 2        | 17,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 8,5           |
| A-7       | 517 | 3-A   | Autovía       | 58.619 | 3        | 13,8 | 4  | 18,4 | 2  | 5  | 3        | 14   | 1  | 4,7 | 1  | 1  | 3        | 14,9 | 0  | 0    | 1  | 7  | 2        | 10,2 | 0  | 0  | 1  | 1  | 2        | 10,1 | 0  | 0  | 0  | 3  | 12,7          |
| A-7       | 518 | 4-AL  | Autovía       | 13.898 | 1        | 18   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 21,2 | 1  | 21,2 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 8             |
| A-7       | 518 | 3-A   | Autovía       | 58.619 | 2        | 9,2  | 0  | 0    | 0  | 6  | 1        | 4,7  | 0  | 0   | 0  | 1  | 2        | 10   | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 20,2 | 0  | 0  | 7  | 4  | 8,8           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL   |               |
| A-7       | 520 | 3-A   | Autovía       | 58.619 | 1        | 4,6  | 0  | 0    | 1  | 0  | 3        | 14   | 0  | 0   | 0  | 7  | 2        | 9,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,1 | 0  | 0   | 0  | 4    | 7,7           |
| A-7       | 521 | 3-A   | Autovía       | 59.336 | 1        | 4,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9,6  | 1  | 4,8  | 0  | 2  | 1        | 4,9  | 1  | 4,9 | 0  | 0  | 2        | 10,1 | 0  | 0   | 0  | 2    | 5,7           |
| A-7       | 521 | 4-AL  | Autovía       | 10.739 | 1        | 24,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 5,2  |               |
| A-7       | 522 | 3-A   | Autovía       | 58.619 | 3        | 13,1 | 0  | 0    | 0  | 6  | 3        | 14   | 0  | 0   | 0  | 5  | 1        | 4,8  | 0  | 0    | 0  | 2  | 2        | 9,9  | 0  | 0   | 1  | 1  | 3        | 13,9 | 0  | 0   | 0  | 3    | 11,2          |
| A-7       | 523 | 3-A   | Autovía       | 61.093 | 1        | 4,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 19,1 | 1  | 4,8  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 9,3  | 0  | 0   | 0  | 2    | 6,5           |
| A-7       | 524 | 4-AL  | Autovía       | 11.001 | 2        | 48,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 10,2 |               |
| A-7       | 524 | 3-A   | Autovía       | 61.777 | 1        | 4,2  | 0  | 0    | 1  | 2  | 3        | 13,3 | 0  | 0   | 0  | 5  | 2        | 9,2  | 0  | 0    | 0  | 4  | 4        | 19,1 | 1  | 4,8 | 0  | 6  | 2        | 9,3  | 0  | 0   | 0  | 4    | 10,9          |
| A-7       | 525 | 3-A   | Autovía       | 61.777 | 3        | 12,6 | 0  | 0    | 0  | 3  | 1        | 4,4  | 0  | 0   | 0  | 1  | 3        | 13,8 | 0  | 0    | 0  | 6  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 4,6  | 1  | 4,6 | 0  | 0    | 8,3           |
| A-7       | 527 | 3-A   | Autovía       | 61.777 | 1        | 5,3  | 0  | 0    | 0  | 7  | 3        | 13,3 | 0  | 0   | 0  | 3  | 1        | 5,2  | 0  | 0    | 0  | 1  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 6             |
| A-7       | 528 | 3-A   | Autovía       | 61.777 | 1        | 5,3  | 0  | 0    | 0  | 2  | 3        | 13,3 | 0  | 0   | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 4,6  | 0  | 0   | 0  | 1    | 6             |
| A-7       | 529 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 3  | 3        | 23,6 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 10,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 6,9           |
| A-7       | 529 | 4-AL  | Autovía       | 12.006 | 1        | 22,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 24,4 | 0  | 0   | 0  | 1    | 9,6           |
| A-7       | 531 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,2  | 0  | 0    | 0  | 3  | 4        | 21,6 | 1  | 5,4 | 1  | 10 | 0        | 0    | 0  | 0   | 0  | 0    | 7,1           |
| A-7       | 532 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 2  | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 17,2 | 0  | 0   | 0  | 6    | 5,9           |
| A-7       | 533 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,7  | 0  | 0   | 0  | 1    | 2,4           |
| A-7       | 534 | 4-AL  | Autovía       | 15.036 | 1        | 17   | 0  | 0    | 3  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 4    |               |
| A-7       | 534 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 2  | 2        | 15,8 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,4  | 0  | 0   | 1  | 1  | 1        | 5,7  | 0  | 0   | 0  | 2    | 6             |
| A-7       | 535 | 3-A   | Autovía       | 34.764 | 2        | 12,3 | 0  | 0    | 0  | 6  | 4        | 31,5 | 0  | 0   | 0  | 13 | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 24,8 | 0  | 0   | 1  | 7  | 2        | 12   | 0  | 0   | 0  | 4    | 14,6          |
| A-7       | 536 | 3-A   | Autovía       | 34.764 | 2        | 12,3 | 0  | 0    | 0  | 6  | 1        | 7,9  | 0  | 0   | 0  | 3  | 1        | 4,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,5  | 0  | 0   | 0  | 2    | 6,3           |
| A-7       | 537 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 2  | 5        | 39,4 | 1  | 7,9 | 1  | 11 | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 20,1 | 0  | 0   | 1  | 5  | 1        | 6,5  | 0  | 0   | 0  | 3    | 12,5          |
| A-7       | 538 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 1  | 1        | 7,9  | 0  | 0   | 0  | 1  | 4        | 19,6 | 8  | 39,1 | 2  | 5  | 2        | 13,4 | 0  | 0   | 1  | 1  | 1        | 6,5  | 0  | 0   | 0  | 1    | 11,3          |
| A-7       | 539 | 3-A   | Autovía       | 34.764 | 1        | 6,2  | 0  | 0    | 0  | 1  | 2        | 15,8 | 0  | 0   | 0  | 7  | 2        | 11,6 | 0  | 0    | 0  | 3  | 2        | 13,4 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 9,2           |
| A-7       | 540 | 3-A   | Autovía       | 35.565 | 2        | 12,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 20,1 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0    | 6,5           |
| A-7       | 542 | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 2,8           |
| A-7       | 544 | 4-AL  | Autovía       | 17.430 | 1        | 14,5 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 6,3           |
| A-7       | 546 | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 1  | 2        | 13,8 | 0  | 0   | 0  | 4  | 1        | 7,4  | 0  | 0    | 0  | 1  | 3        | 22,2 | 0  | 0   | 0  | 13 | 0        | 0    | 0  | 0   | 0  | 0    | 10            |
| A-7       | 547 | 4-AL  | Autovía       | 18.629 | 2        | 28,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 31,3 | 0  | 0    | 0  | 3  | 1        | 16,3 | 0  | 0   | 0  | 1  | 1        | 15,2 | 0  | 0   | 0  | 1    | 18,2          |
| A-7       | 548 | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 3  | 2        | 13,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,4  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 5,7           |
| A-7       | 549 | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,4  | 0  | 0   | 0  | 3  | 1        | 7,4  | 0  | 0   | 0  | 2    | 4,3           |
| A-7       | 549 | 4-AL  | Autovía       | 18.806 | 2        | 28,6 | 1  | 14,3 | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 18,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 17,8 | 0  | 0   | 0  | 2    | 13,2          |

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Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |      |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-7       | 550  | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 1  | 2        | 13,8 | 0  | 0    | 0  | 4  | 1        | 7,4  | 0  | 0  | 0  | 1  | 2        | 14,8 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 8,5           |
| A-7       | 551  | 3-A   | Autovía       | 39.718 | 1        | 6,5  | 0  | 0    | 0  | 1  | 1        | 6,9  | 0  | 0    | 0  | 1  | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4,3           |
| A-7       | 552  | 3-A   | Autovía       | 39.718 | 2        | 13,1 | 0  | 0    | 2  | 8  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,4  | 1  | 7,4 | 0  | 0  | 4,3           |
| A-7       | 555  | 4-AL  | Autovía       | 18.806 | 1        | 14,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,3           |
| A-7       | 557  | 30-MU | Autovía       | 46.489 | 1        | 5,4  | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,4  | 0  | 0  | 0  | 1  | 1        | 7    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 3,5           |
| A-7       | 559  | 30-MU | Autovía       | 46.489 | 1        | 5,5  | 0  | 0    | 0  | 3  | 1        | 5,9  | 2  | 11,8 | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 3,6           |
| A-7       | 563  | 30-MU | Autovía       | 34.552 | 2        | 8,5  | 3  | 12,8 | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 4,8  | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,2           |
| A-7       | 565  | 30-MU | Autovía       | 13.404 | 1        | 4,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 4,8  | 0  | 0  | 0  | 1  | 1        | 4,8  | 0  | 0  | 0  | 2  | 1        | 4,5  | 0  | 0   | 0  | 1  | 4,3           |
| A-7       | 566  | 30-MU | Autovía       | 13.404 | 1        | 4,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9,5  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 3,2           |
| A-7       | 571  | 30-MU | Autovía       | 13.404 | 1        | 4,1  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3,4           |
| A-7       | 573  | 30-MU | Autovía       | 14.268 | 1        | 4,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,9  | 0  | 0   | 1  | 2  | 3,7           |
| A-7       | 575  | 30-MU | Autovía       | 20.008 | 1        | 6,9  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,7  | 0  | 0  | 0  | 3  | 1        | 8,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 4,4           |
| A-7       | 576  | 30-MU | Autovía       | 26.727 | 1        | 6,9  | 1  | 6,9  | 2  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1,6           |
| A-7       | 581  | 30-MU | Autovía       | 26.883 | 1        | 6,6  | 0  | 0    | 0  | 1  | 1        | 10,2 | 0  | 0    | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2,8           |
| A-7       | 587  | 30-MU | Autovía       | 33.399 | 1        | 6    | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,3  | 0  | 0   | 0  | 1  | 2,7           |
| A-7       | 595  | 30-MU | Autovía       | 25.395 | 1        | 6,2  | 0  | 0    | 0  | 2  | 2        | 21,6 | 0  | 0    | 4  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,6 | 0  | 0  | 2  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 8,1           |
| A-7       | 597  | 30-MU | Autovía       | 25.395 | 1        | 7,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,6 | 0  | 0  | 0  | 2  | 1        | 8,7  | 0  | 0   | 0  | 1  | 6,8           |
| A-7       | 607  | 30-MU | Autovía       | 31.598 | 1        | 7,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0  | 0  | 0  | 1  | 1        | 10,8 | 0  | 0   | 0  | 2  | 5,5           |
| A-7       | 608  | 30-MU | Autovía       | 31.598 | 1        | 7,7  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,8 | 0  | 0   | 0  | 1  | 3,7           |
| A-7       | 609  | 30-MU | Autovía       | 30.301 | 1        | 7,7  | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 1  | 3        | 29,9 | 1  | 10 | 0  | 4  | 2        | 21,7 | 0  | 0   | 1  | 3  | 13            |
| A-7       | 611  | 30-MU | Autovía       | 28.861 | 1        | 8,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1,9           |
| A-7       | 613  | 30-MU | Autovía       | 28.104 | 1        | 9,4  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,9 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 5,9           |
| A-7       | 624  | 30-MU | Autovía       | 28.104 | 1        | 9,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1,9           |
| A-7       | 625  | 30-MU | Autovía       | 28.104 | 1        | 9,4  | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,8           |
| A-7       | 631  | 30-MU | Autovía       | 27.715 | 1        | 9,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 20   | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 6             |
| A-7       | 639  | 30-MU | Autovía       | 26.893 | 1        | 11,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2,1           |
| A-7       | 641  | 30-MU | Autovía       | 26.466 | 1        | 10,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2             |
| A-7       | 645  | 30-MU | Autovía       | 26.883 | 1        | 10   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 4,3           |
| A-7       | 660  | 30-MU | Autovía       | 68.314 | 1        | 19,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,3 | 0  | 0  | 0  | 2  | 1        | 23,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 6,8           |
| A-7       | 1127 | 43-T  | Autovía       | 15.203 | 1        | 17,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3,7           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |     |    |    |      | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|----------|------|-----|----|----|------|---------------|
|           |      |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM  | IM | HG | HL   |               |
| A-7       | 1128 | 43-T  | Autovía       | 15.203 | 1        | 17,4 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 20       | 0    | 0   | 0  | 1  | 7,5  |               |
| A-7       | 1129 | 43-T  | Autovía       | 15.696 | 1        | 12,6 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 39,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0   | 0  | 0  | 0    | 10,2          |
| A-7       | 1133 | 43-T  | Autovía       | 24.666 | 1        | 10,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 14,9     | 0    | 0  | 0    | 2  | 0  | 0        | 0    | 0   | 0  | 0  | 5,2  |               |
| A-7       | 1134 | 43-T  | Autovía       | 24.666 | 1        | 10,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 29   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0   | 0  | 0  | 7,7  |               |
| A-7       | 1137 | 43-T  | Autovía       | 24.666 | 1        | 10,3 | 0  | 0   | 0  | 1  | 1        | 11,1 | 0  | 0   | 0  | 1  | 1        | 14,5 | 0  | 0   | 0  | 1  | 1        | 14,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0   | 0  | 0  | 0    | 10,3          |
| A-7       | 1141 | 43-T  | Autovía       | 26.652 | 3        | 28,7 | 0  | 0   | 0  | 4  | 1        | 10,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 11,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0   | 0  | 0  | 0    | 10,7          |
| A-7       | 1142 | 43-T  | Autovía       | 26.652 | 1        | 9,6  | 0  | 0   | 0  | 1  | 2        | 20,6 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0   | 0  | 0  | 6,2  |               |
| A-7       | 1143 | 43-T  | Autovía       | 26.652 | 1        | 9,6  | 0  | 0   | 0  | 1  | 1        | 10,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3  | 25,6     | 0    | 0   | 0  | 9  | 8,8  |               |
| A-7       | 1145 | 43-T  | Autovía       | 29.413 | 1        | 9,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0   | 0  | 0  | 1,7  |               |
| A-7       | 1147 | 43-T  | Autovía       | 44.763 | 2        | 11,3 | 1  | 5,7 | 2  | 4  | 2        | 12,2 | 0  | 0   | 1  | 2  | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 8,5      | 0    | 0   | 0  | 2  | 8,3  |               |
| A-7       | 1148 | 43-T  | Autovía       | 44.763 | 8        | 45,4 | 0  | 0   | 0  | 14 | 3        | 18,4 | 0  | 0   | 1  | 2  | 1        | 6,2  | 0  | 0   | 0  | 1  | 3        | 19,6 | 0  | 0    | 0  | 5  | 3        | 19,9 | 0   | 0  | 0  | 3    | 22,4          |
| A-7       | 1149 | 43-T  | Autovía       | 44.763 | 1        | 5,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,2  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 6  | 39,9     | 0    | 0   | 0  | 9  | 9,9  |               |
| A-7       | 1150 | 43-T  | Autovía       | 44.763 | 4        | 22,7 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,3  | 0  | 0   | 0  | 1  | 3        | 20   | 0  | 0    | 2  | 3  | 1        | 6,6  | 0   | 0  | 0  | 3    | 11,6          |
| A-7       | 1151 | 43-T  | Autovía       | 44.763 | 6        | 34   | 0  | 0   | 0  | 12 | 4        | 24,5 | 0  | 0   | 0  | 5  | 1        | 9    | 0  | 0   | 0  | 2  | 3        | 22,6 | 0  | 0    | 0  | 3  | 1        | 7,7  | 0   | 0  | 0  | 1    | 21            |
| A-7       | 1153 | 43-T  | Autovía       | 33.465 | 2        | 16,1 | 0  | 0   | 0  | 3  | 2        | 16,4 | 0  | 0   | 0  | 2  | 3        | 25,1 | 0  | 0   | 0  | 4  | 2        | 16,3 | 0  | 0    | 1  | 2  | 3        | 25,9 | 0   | 0  | 0  | 3    | 19,9          |
| A-7       | 1154 | 43-T  | Autovía       | 33.465 | 3        | 21,8 | 0  | 0   | 0  | 3  | 2        | 16,4 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,3 | 0  | 0    | 0  | 3  | 1        | 8,2  | 0   | 0  | 0  | 1    | 12,7          |
| A-7       | 1155 | 43-T  | Autovía       | 39.177 | 3        | 20,5 | 0  | 0   | 0  | 3  | 1        | 7    | 0  | 0   | 0  | 1  | 2        | 15,8 | 0  | 0   | 0  | 4  | 1        | 8,2  | 0  | 0    | 0  | 1  | 3        | 24,7 | 0   | 0  | 0  | 4    | 15,2          |
| A-7       | 1157 | 43-T  | Autovía       | 39.177 | 2        | 13,4 | 0  | 0   | 1  | 2  | 1        | 7    | 1  | 7   | 0  | 0  | 1        | 5,9  | 0  | 0   | 0  | 2  | 1        | 6    | 0  | 0    | 1  | 0  | 0        | 0    | 0   | 0  | 0  | 6,3  |               |
| A-7       | 1158 | 43-T  | Autovía       | 60.679 | 3        | 16,7 | 0  | 0   | 0  | 6  | 3        | 13,5 | 0  | 0   | 0  | 3  | 2        | 10,6 | 0  | 0   | 0  | 2  | 1        | 5    | 0  | 0    | 0  | 1  | 3        | 16,6 | 0   | 0  | 0  | 5    | 12,4          |
| A-7       | 1160 | 43-T  | Autovía       | 58.868 | 9        | 46,7 | 0  | 0   | 0  | 15 | 4        | 18,6 | 0  | 0   | 0  | 6  | 3        | 15,3 | 0  | 0   | 1  | 2  | 3        | 15,1 | 0  | 0    | 0  | 4  | 4        | 21,4 | 0   | 0  | 0  | 5    | 23,2          |
| A-7       | 1161 | 43-T  | Autovía       | 57.058 | 5        | 22,9 | 0  | 0   | 0  | 7  | 3        | 14,4 | 0  | 0   | 0  | 3  | 6        | 30,5 | 0  | 0   | 0  | 12 | 6        | 30,1 | 0  | 0    | 0  | 7  | 1        | 5,2  | 0   | 0  | 0  | 1    | 20,7          |
| A-7       | 1162 | 43-T  | Autovía       | 47.920 | 2        | 11,7 | 0  | 0   | 0  | 2  | 7        | 40   | 0  | 0   | 1  | 8  | 3        | 15,3 | 1  | 5,1 | 0  | 2  | 4        | 20,8 | 2  | 10,4 | 0  | 2  | 2        | 10,4 | 0   | 0  | 0  | 2    | 19,4          |
| A-7       | 1163 | 43-T  | Autovía       | 46.905 | 4        | 23,4 | 0  | 0   | 0  | 5  | 3        | 17,5 | 0  | 0   | 1  | 6  | 8        | 46,1 | 0  | 0   | 0  | 12 | 7        | 38,6 | 0  | 0    | 0  | 13 | 6        | 33,6 | 0   | 0  | 0  | 6    | 32            |
| A-7       | 1164 | 43-T  | Autovía       | 46.905 | 2        | 11,7 | 0  | 0   | 0  | 2  | 2        | 11,7 | 1  | 5,8 | 0  | 1  | 4        | 26,4 | 0  | 0   | 0  | 5  | 1        | 5,5  | 0  | 0    | 0  | 2  | 5        | 29,4 | 0   | 0  | 0  | 6    | 16,6          |
| A-7       | 1167 | 43-T  | Autovía       | 31.761 | 3        | 22   | 0  | 0   | 2  | 2  | 2        | 17,3 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2  | 15,2     | 0    | 0   | 0  | 3  | 10,7 |               |
| A-7       | 1171 | 43-T  | Autovía       | 31.761 | 1        | 8,7  | 0  | 0   | 0  | 1  | 1        | 8,6  | 0  | 0   | 0  | 2  | 1        | 8,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0   | 0  | 0  | 0    | 5,4           |
| A-70      | 1    | 3-A   | Autovía       | 29.993 | 1        | 6,6  | 0  | 0   | 0  | 1  | 2        | 18,3 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,2  | 0  | 0    | 0  | 1  | 1        | 5,2  | 0   | 0  | 1  | 2    | 6             |
| A-70      | 2    | 3-A   | Autovía       | 50.977 | 2        | 9,6  | 0  | 0   | 0  | 4  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,4 | 0  | 0    | 0  | 6  | 1        | 5,2  | 0   | 0  | 0  | 3    | 6,2           |
| A-70      | 3    | 3-A   | Autovía       | 50.977 | 1        | 4    | 0  | 0   | 0  | 1  | 2        | 10,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0   | 0  | 0  | 0    | 3             |
| A-70      | 5    | 3-A   | Autovía       | 50.977 | 1        | 3,7  | 0  | 0   | 0  | 1  | 1        | 5,4  | 1  | 5,4 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2  | 10,5     | 1    | 5,3 | 0  | 1  | 3,9  |               |

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Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-70      | 6   | 3-A   | Autovía       | 50.977 | 1        | 4,7  | 0  | 0    | 0  | 1  | 4        | 21,5 | 0  | 0    | 0  | 9  | 2        | 11,9 | 0  | 0  | 0  | 3  | 2        | 10,8 | 0  | 0    | 0  | 2  | 2        | 11,5 | 0  | 0  | 0  | 3  | 11,9          |
| A-70      | 7   | 3-A   | Autovía       | 46.256 | 1        | 5,7  | 0  | 0    | 0  | 1  | 3        | 17,8 | 0  | 0    | 0  | 3  | 1        | 5,9  | 0  | 0  | 0  | 3  | 1        | 5,9  | 0  | 0    | 0  | 1  | 1        | 5,8  | 0  | 0  | 0  | 3  | 8,2           |
| A-70      | 8   | 3-A   | Autovía       | 46.256 | 3        | 17,1 | 0  | 0    | 0  | 4  | 2        | 11,8 | 0  | 0    | 0  | 3  | 4        | 23,8 | 0  | 0  | 0  | 4  | 4        | 23,4 | 0  | 0    | 0  | 9  | 1        | 5,8  | 0  | 0  | 0  | 1  | 16,3          |
| A-70      | 9   | 3-A   | Autovía       | 46.256 | 2        | 11,4 | 0  | 0    | 0  | 3  | 5        | 29,6 | 0  | 0    | 0  | 6  | 3        | 17,8 | 0  | 0  | 0  | 4  | 1        | 5,9  | 0  | 0    | 0  | 2  | 1        | 5,8  | 0  | 0  | 0  | 1  | 14            |
| A-70      | 10  | 3-A   | Autovía       | 46.256 | 2        | 11,4 | 0  | 0    | 1  | 1  | 1        | 5,9  | 0  | 0    | 0  | 1  | 1        | 5,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 1  | 5,8           |
| A-70      | 11  | 3-A   | Autovía       | 46.256 | 3        | 17,1 | 0  | 0    | 0  | 3  | 1        | 5,9  | 0  | 0    | 0  | 1  | 1        | 6,6  | 0  | 0  | 0  | 2  | 1        | 6,4  | 0  | 0    | 0  | 1  | 2        | 11,6 | 0  | 0  | 1  | 14 | 9,7           |
| A-70      | 12  | 3-A   | Autovía       | 46.256 | 2        | 9    | 0  | 0    | 0  | 3  | 2        | 11,8 | 0  | 0    | 0  | 3  | 3        | 15,6 | 0  | 0  | 0  | 3  | 4        | 25,7 | 0  | 0    | 0  | 8  | 1        | 6,3  | 0  | 0  | 0  | 1  | 13,4          |
| A-70      | 13  | 3-A   | Autovía       | 63.054 | 1        | 3,8  | 0  | 0    | 0  | 1  | 2        | 8,7  | 0  | 0    | 0  | 4  | 4        | 19,2 | 0  | 0  | 0  | 5  | 4        | 19   | 0  | 0    | 1  | 3  | 1        | 5,2  | 0  | 0  | 0  | 1  | 10,9          |
| A-70      | 14  | 3-A   | Autovía       | 79.851 | 3        | 11,5 | 0  | 0    | 0  | 6  | 4        | 13,7 | 0  | 0    | 0  | 9  | 1        | 3,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 10,5 | 0  | 0  | 0  | 5  | 8             |
| A-70      | 15  | 3-A   | Autovía       | 79.851 | 1        | 3,3  | 0  | 0    | 0  | 1  | 4        | 13,7 | 0  | 0    | 0  | 9  | 3        | 11,3 | 0  | 0  | 0  | 6  | 4        | 15,1 | 0  | 0    | 1  | 3  | 1        | 5,2  | 0  | 0  | 0  | 1  | 9,9           |
| A-70      | 16  | 3-A   | Autovía       | 76.917 | 5        | 16,6 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 4,1  | 0  | 0  | 0  | 2  | 2        | 7,6  | 0  | 0    | 1  | 2  | 1        | 5,2  | 0  | 0  | 0  | 2  | 7             |
| A-70      | 17  | 3-A   | Autovía       | 73.300 | 5        | 18,4 | 0  | 0    | 0  | 5  | 8        | 29,9 | 0  | 0    | 0  | 19 | 4        | 16,2 | 0  | 0  | 0  | 7  | 3        | 12,3 | 0  | 0    | 5  | 49 | 2        | 10,5 | 0  | 0  | 0  | 7  | 18            |
| A-70      | 18  | 3-A   | Autovía       | 66.749 | 1        | 4    | 0  | 0    | 0  | 1  | 1        | 4,1  | 0  | 0    | 0  | 1  | 1        | 4,4  | 0  | 0  | 0  | 2  | 1        | 4,5  | 0  | 0    | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 4,3           |
| A-70      | 21  | 3-A   | Autovía       | 66.749 | 1        | 4,6  | 0  | 0    | 1  | 0  | 3        | 12,3 | 0  | 0    | 0  | 7  | 3        | 13,8 | 0  | 0  | 0  | 6  | 1        | 4,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 7,1           |
| A-70      | 24  | 3-A   | Autovía       | 51.717 | 1        | 4,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 15   | 0  | 0  | 0  | 11 | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,1           |
| A-70      | 25  | 3-A   | Autovía       | 51.717 | 2        | 9,9  | 0  | 0    | 0  | 3  | 1        | 5,3  | 0  | 0    | 0  | 1  | 1        | 5    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,1           |
| A-70      | 27  | 3-A   | Autovía       | 51.717 | 1        | 4,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 15   | 0  | 0  | 0  | 4  | 1        | 5,1  | 0  | 0    | 0  | 1  | 3        | 15,2 | 0  | 0  | 0  | 4  | 8,1           |
| A-70      | 28  | 3-A   | Autovía       | 51.717 | 4        | 19,7 | 1  | 4,9  | 0  | 4  | 1        | 5,3  | 0  | 0    | 1  | 0  | 1        | 5    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,1  | 0  | 0  | 0  | 1  | 7,1           |
| A-70      | 29  | 3-A   | Autovía       | 51.825 | 1        | 4,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,1  | 0  | 0    | 0  | 1  | 1        | 5,1  | 0  | 0  | 0  | 1  | 3,1           |
| A-70      | 30  | 3-A   | Autovía       | 51.717 | 4        | 19,6 | 0  | 0    | 0  | 9  | 3        | 15,9 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,9  | 0  | 0    | 0  | 1  | 1        | 5,9  | 0  | 0  | 0  | 1  | 9,9           |
| A-79      | 0   | 3-A   | Multicarril   | 7.679  | 1        | 31,2 | 1  | 31,2 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 109  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 98,9 | 0  | 0  | 1  | 2  | 47,6          |
| A-79      | 1   | 3-A   | Multicarril   | 7.679  | 1        | 31,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 33   | 0  | 0  | 1  | 0  | 13,6          |
| A-79      | 3   | 3-A   | Multicarril   | 7.679  | 1        | 31,2 | 0  | 0    | 1  | 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  | 6,8           |
| A-92      | 382 | 4-AL  | Autovía       | 11.642 | 1        | 23,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,8           |
| A-92      | 385 | 4-AL  | Autovía       | 13.083 | 2        | 41,7 | 0  | 0    | 0  | 3  | 1        | 20,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,9 | 0  | 0    | 0  | 1  | 1        | 24   | 1  | 24 | 1  | 2  | 21,9          |
| A-92      | 390 | 4-AL  | Autovía       | 13.083 | 1        | 20,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,3           |
| A-92      | 392 | 4-AL  | Autovía       | 13.083 | 2        | 41,7 | 0  | 0    | 0  | 4  | 1        | 20,9 | 0  | 0    | 0  | 3  | 1        | 21,2 | 0  | 0  | 0  | 1  | 2        | 43,1 | 1  | 21,6 | 0  | 1  | 1        | 22,7 | 0  | 0  | 0  | 3  | 30            |
| AL-14     | 0   | 4-AL  | Multicarril   | 17.387 | 1        | 11,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,7 | 0  | 0  | 0  | 1  | 5        | 90,6 | 1  | 18,1 | 1  | 4  | 2        | 31,7 | 0  | 0  | 0  | 2  | 27,4          |
| AL-14     | 1   | 4-AL  | Multicarril   | 17.387 | 2        | 22,1 | 0  | 0    | 2  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 53,2 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 15,2          |
| B-24      | 4   | 8-B   | Autovía       | 24.073 | 6        | 73   | 0  | 0    | 0  | 11 | 2        | 22,8 | 1  | 11,4 | 0  | 1  | 3        | 36,3 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 23,8 | 0  | 0  | 0  | 3  | 30,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |       |    |    |    |    | Año 2015 |       |    |     |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|-------|----|----|----|----|----------|-------|----|-----|----|----|----------|-------|----|----|----|----|----------|-------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |               |         | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| B-24      | 5  | 8-B   | Autovía       | 24.073  | 1        | 12,2  | 0  | 0  | 0  | 1  | 2        | 22,8  | 0  | 0   | 0  | 2  | 2        | 24,2  | 0  | 0  | 0  | 5  | 1        | 11,8  | 0  | 0   | 0  | 1  | 1        | 11,9 | 0  | 0   | 1  | 0  | 16,6          |
| B-24      | 6  | 8-B   | Autovía       | 24.073  | 4        | 48,6  | 0  | 0  | 0  | 6  | 3        | 34,1  | 0  | 0   | 0  | 5  | 1        | 12,1  | 0  | 0  | 0  | 1  | 5        | 58,6  | 0  | 0   | 0  | 7  | 6        | 69,2 | 0  | 0   | 0  | 7  | 44,7          |
| B-24      | 7  | 8-B   | Autovía       | 24.073  | 1        | 10,4  | 0  | 0  | 0  | 1  | 1        | 11,4  | 0  | 0   | 0  | 2  | 1        | 10,1  | 0  | 0  | 0  | 2  | 2        | 20,1  | 0  | 0   | 1  | 2  | 2        | 20,1 | 0  | 0   | 0  | 2  | 14,5          |
| B-24      | 8  | 8-B   | Autovía       | 32.662  | 2        | 18,2  | 0  | 0  | 0  | 2  | 2        | 16,8  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 8,7   | 0  | 0   | 0  | 1  | 1        | 10,1 | 0  | 0   | 0  | 1  | 10,8          |
| B-24      | 10 | 8-B   | Autovía       | 32.662  | 6        | 52,2  | 0  | 0  | 0  | 12 | 6        | 50,3  | 0  | 0   | 1  | 8  | 3        | 26    | 0  | 0  | 0  | 3  | 4        | 34,9  | 0  | 0   | 0  | 4  | 4        | 34,9 | 1  | 8,7 | 0  | 5  | 39,8          |
| CA-34     | 1  | 11-CA | Autovía       | 35.124  | 1        | 7     | 0  | 0  | 0  | 2  | 3        | 23,4  | 0  | 0   | 0  | 3  | 3        | 23,6  | 0  | 0  | 0  | 5  | 5        | 39,6  | 0  | 0   | 0  | 7  | 7        | 49,7 | 0  | 0   | 0  | 12 | 28,5          |
| CA-34     | 2  | 11-CA | Autovía       | 35.124  | 1        | 7     | 0  | 0  | 0  | 2  | 1        | 7,8   | 0  | 0   | 0  | 1  | 4        | 31,5  | 0  | 0  | 0  | 8  | 5        | 39,6  | 1  | 7,9 | 0  | 4  | 1        | 7,1  | 0  | 0   | 0  | 1  | 18            |
| CS-22     | 4  | 12-CS | Autovía       | 15.248  | 1        | 15,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 19,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 7,2           |
| CS-22     | 7  | 12-CS | Autovía       | 15.713  | 1        | 20,1  | 0  | 0  | 0  | 1  | 1        | 17,4  | 0  | 0   | 0  | 1  | 1        | 18,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 11            |
| EL-20     | 1  | 3-A   | Multicarril   | 16.638  | 4        | 60,4  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 18,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 15,9          |
| EL-20     | 3  | 3-A   | Multicarril   | 16.638  | 1        | 15,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 5,5           |
| EL-20     | 4  | 3-A   | Multicarril   | 16.638  | 4        | 60,4  | 0  | 0  | 0  | 4  | 1        | 16,5  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 27,4          |
| EL-20     | 5  | 3-A   | Multicarril   | 16.638  | 3        | 45,3  | 0  | 0  | 0  | 5  | 2        | 32,9  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 27,4          |
| EL-20     | 6  | 3-A   | Multicarril   | 16.638  | 3        | 45,3  | 0  | 0  | 0  | 3  | 3        | 49,4  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 32,9          |
| EL-20     | 7  | 3-A   | Multicarril   | 16.638  | 2        | 30,2  | 0  | 0  | 0  | 5  | 6        | 98,8  | 0  | 0   | 0  | 12 | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 43,9          |
| EL-20     | 8  | 3-A   | Multicarril   | 16.638  | 2        | 30,2  | 0  | 0  | 0  | 2  | 2        | 32,9  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 21,9          |
| GR-16     | 0  | 18-GR | Autovía       | 1.782   | 1        | 139,4 | 0  | 0  | 0  | 5  | 1        | 153,7 | 0  | 0   | 1  | 0  | 5        | 456,6 | 0  | 0  | 4  | 5  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 196,8         |
| GR-16     | 2  | 18-GR | Convencional  | 1.782   | 1        | 139,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 28,1          |
| MA-20     | 0  | 29-MA | Autovía       | 75.217  | 3        | 10,9  | 0  | 0  | 0  | 4  | 3        | 10,9  | 0  | 0   | 0  | 4  | 2        | 7,6   | 0  | 0  | 0  | 2  | 5        | 20,7  | 0  | 0   | 0  | 9  | 1        | 4    | 0  | 0   | 0  | 2  | 10,7          |
| MA-20     | 1  | 29-MA | Autovía       | 75.217  | 7        | 25,3  | 0  | 0  | 0  | 18 | 4        | 14,6  | 0  | 0   | 1  | 6  | 3        | 11,4  | 0  | 0  | 0  | 6  | 4        | 16,5  | 0  | 0   | 0  | 6  | 2        | 7,9  | 0  | 0   | 0  | 3  | 15,3          |
| MA-20     | 2  | 29-MA | Autovía       | 75.217  | 2        | 7,2   | 0  | 0  | 0  | 3  | 2        | 7,3   | 0  | 0   | 0  | 11 | 1        | 3,8   | 0  | 0  | 0  | 3  | 2        | 8,3   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 5,4           |
| MA-20     | 3  | 29-MA | Autovía       | 75.217  | 3        | 10,9  | 0  | 0  | 0  | 8  | 6        | 21,9  | 0  | 0   | 1  | 7  | 4        | 15,2  | 0  | 0  | 0  | 7  | 4        | 16,5  | 0  | 0   | 0  | 9  | 4        | 15,9 | 0  | 0   | 0  | 9  | 16,1          |
| MA-20     | 4  | 29-MA | Autovía       | 75.217  | 2        | 7,2   | 0  | 0  | 0  | 6  | 2        | 7,3   | 0  | 0   | 0  | 2  | 2        | 5,1   | 0  | 0  | 0  | 6  | 2        | 5,3   | 0  | 0   | 0  | 4  | 2        | 4,8  | 0  | 0   | 0  | 4  | 5,8           |
| MA-20     | 5  | 29-MA | Autovía       | 75.217  | 1        | 2,7   | 0  | 0  | 1  | 0  | 2        | 7,3   | 0  | 0   | 0  | 3  | 2        | 4,3   | 0  | 0  | 0  | 3  | 3        | 7,9   | 0  | 0   | 0  | 5  | 1        | 2,4  | 0  | 0   | 0  | 2  | 4,7           |
| MA-20     | 6  | 29-MA | Autovía       | 143.689 | 1        | 1,9   | 0  | 0  | 0  | 2  | 3        | 5,7   | 0  | 0   | 0  | 12 | 1        | 1,9   | 0  | 0  | 0  | 1  | 8        | 15,5  | 0  | 0   | 2  | 12 | 7        | 12   | 0  | 0   | 2  | 7  | 7,5           |
| MA-20     | 7  | 29-MA | Autovía       | 143.689 | 1        | 2     | 0  | 0  | 0  | 3  | 5        | 9,5   | 0  | 0   | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 6,2   | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3,6           |
| MA-20     | 8  | 29-MA | Autovía       | 105.939 | 1        | 2     | 0  | 0  | 0  | 2  | 2        | 5,2   | 0  | 0   | 0  | 3  | 3        | 6,7   | 0  | 0  | 0  | 12 | 3        | 6,9   | 0  | 0   | 0  | 3  | 5        | 10,5 | 2  | 4,2 | 1  | 6  | 6,2           |
| MA-20     | 9  | 29-MA | Autovía       | 101.425 | 19       | 62,7  | 0  | 0  | 1  | 44 | 18       | 48,6  | 1  | 2,7 | 0  | 32 | 13       | 43,3  | 0  | 0  | 1  | 19 | 13       | 44,6  | 1  | 3,4 | 0  | 32 | 10       | 33,4 | 0  | 0   | 0  | 17 | 46,7          |
| MA-22     | 0  | 29-MA | Multicarril   | 23.520  | 4        | 49,8  | 0  | 0  | 1  | 3  | 1        | 11,6  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 7,1           |
| MA-24     | 0  | 29-MA | Autovía       | 9.823   | 3        | 72,4  | 0  | 0  | 0  | 5  | 2        | 55,8  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 6        | 193,4 | 0  | 0   | 0  | 7  | 2        | 64,5 | 0  | 0   | 0  | 3  | 78            |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL |               |
| MA-24     | 2   | 29-MA | Autovía       | 7.782  | 2        | 48,3  | 0  | 0    | 0  | 2  | 1        | 35,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 64,5  | 0  | 0    | 0  | 3  | 2        | 64,5  | 0  | 0    | 1  | 2  | 44            |
| MA-24     | 3   | 29-MA | Autovía       | 7.782  | 1        | 24,1  | 0  | 0    | 0  | 1  | 1        | 35,2 | 0  | 0    | 0  | 1  | 1        | 36,6 | 0  | 0  | 0  | 2  | 1        | 32,2  | 0  | 0    | 0  | 3  | 1        | 32,2  | 0  | 0    | 1  | 0  | 31,4          |
| MA-24     | 4   | 29-MA | Autovía       | 7.927  | 1        | 24,1  | 1  | 24,1 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 68,7  | 0  | 0    | 0  | 2  | 1        | 33,8  | 0  | 0    | 1  | 0  | 25,6          |
| N-238     | 0   | 12-CS | Convencional  | 5.138  | 1        | 64,4  | 0  | 0    | 1  | 0  | 1        | 53,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 107,8 | 1  | 53,9 | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 41,3          |
| N-238     | 1   | 12-CS | Convencional  | 5.138  | 1        | 64,4  | 0  | 0    | 0  | 1  | 1        | 53,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 20,6          |
| N-238     | 3   | 12-CS | Convencional  | 5.138  | 1        | 64,4  | 0  | 0    | 0  | 1  | 1        | 53,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 20,6          |
| N-238     | 6   | 12-CS | Convencional  | 5.138  | 2        | 128,7 | 1  | 64,4 | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 20,6          |
| N-238     | 8   | 12-CS | Convencional  | 5.138  | 1        | 64,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 46,5  | 0  | 0    | 1  | 0  | 20,6          |
| N-332     | 121 | 3-A   | Convencional  | 23.551 | 1        | 13,8  | 0  | 0    | 0  | 3  | 1        | 11,6 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 5,3           |
| N-332     | 123 | 3-A   | Convencional  | 20.612 | 1        | 14,2  | 0  | 0    | 0  | 1  | 1        | 13,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 24,1  | 0  | 0    | 0  | 6  | 10,8          |
| N-332     | 124 | 3-A   | Convencional  | 20.612 | 2        | 28,4  | 0  | 0    | 0  | 5  | 2        | 26,6 | 0  | 0    | 2  | 3  | 2        | 31,7 | 0  | 0  | 0  | 5  | 1        | 12,9  | 0  | 0    | 0  | 1  | 1        | 12,1  | 0  | 0    | 0  | 2  | 21,7          |
| N-332     | 125 | 3-A   | Convencional  | 20.612 | 4        | 56,9  | 0  | 0    | 0  | 4  | 1        | 13,3 | 0  | 0    | 0  | 3  | 1        | 15,9 | 0  | 0  | 0  | 1  | 3        | 38,8  | 0  | 0    | 0  | 4  | 1        | 12,1  | 0  | 0    | 0  | 1  | 27,1          |
| N-332     | 128 | 3-A   | Convencional  | 20.612 | 1        | 14,2  | 0  | 0    | 1  | 2  | 1        | 13,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 6        | 72,3  | 0  | 0    | 2  | 19 | 21,7          |
| N-332     | 129 | 3-A   | Convencional  | 20.612 | 2        | 28,4  | 0  | 0    | 0  | 3  | 1        | 13,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 51,8  | 0  | 0    | 5  | 8  | 3        | 36,2  | 2  | 24,1 | 0  | 1  | 27,1          |
| N-332     | 130 | 3-A   | Convencional  | 20.612 | 3        | 42,7  | 0  | 0    | 0  | 8  | 2        | 26,6 | 0  | 0    | 0  | 3  | 1        | 15,9 | 0  | 0  | 0  | 1  | 1        | 12,9  | 0  | 0    | 0  | 8  | 1        | 12,1  | 0  | 0    | 1  | 0  | 21,7          |
| N-332     | 134 | 3-A   | Convencional  | 23.582 | 2        | 25    | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,9  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 7,7           |
| N-332     | 135 | 3-A   | Convencional  | 24.164 | 2        | 21,9  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 5             |
| N-332     | 136 | 3-A   | Convencional  | 24.164 | 1        | 11    | 0  | 0    | 0  | 2  | 1        | 11,3 | 0  | 0    | 0  | 6  | 1        | 15,9 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 7,4           |
| N-332     | 137 | 3-A   | Convencional  | 24.164 | 1        | 11    | 0  | 0    | 0  | 5  | 1        | 11,3 | 0  | 0    | 1  | 1  | 1        | 13,9 | 0  | 0  | 0  | 2  | 1        | 12,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 9,7           |
| N-332     | 138 | 3-A   | Convencional  | 24.164 | 4        | 43,8  | 0  | 0    | 1  | 9  | 2        | 22,7 | 0  | 0    | 0  | 2  | 1        | 13,9 | 0  | 0  | 0  | 1  | 1        | 12,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 19,6          |
| N-332     | 139 | 3-A   | Convencional  | 24.164 | 1        | 11    | 0  | 0    | 0  | 5  | 2        | 22,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12,8  | 0  | 0    | 0  | 1  | 9,6           |
| N-332     | 141 | 3-A   | Convencional  | 24.164 | 1        | 11    | 0  | 0    | 0  | 1  | 1        | 11,3 | 0  | 0    | 0  | 1  | 1        | 12,4 | 0  | 0  | 0  | 2  | 2        | 25,4  | 1  | 12,7 | 2  | 2  | 1        | 12,8  | 0  | 0    | 2  | 2  | 14,4          |
| N-332     | 142 | 3-A   | Convencional  | 26.399 | 2        | 17,4  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,4  | 0  | 0  | 0  | 3  | 2        | 25,2  | 0  | 0    | 1  | 2  | 2        | 26    | 0  | 0    | 0  | 2  | 14,4          |
| N-332     | 144 | 3-A   | Convencional  | 22.998 | 3        | 26    | 0  | 0    | 0  | 3  | 2        | 23,8 | 0  | 0    | 0  | 2  | 6        | 50,4 | 0  | 0  | 0  | 7  | 4        | 50,3  | 0  | 0    | 0  | 4  | 2        | 26    | 0  | 0    | 0  | 3  | 35,8          |
| N-332     | 146 | 3-A   | Convencional  | 21.833 | 1        | 5,6   | 0  | 0    | 1  | 0  | 1        | 12,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,2  | 0  | 0    | 0  | 5  | 4        | 52    | 2  | 26   | 0  | 3  | 14            |
| N-332     | 147 | 3-A   | Convencional  | 21.833 | 1        | 6,5   | 0  | 0    | 0  | 1  | 2        | 25,1 | 0  | 0    | 0  | 2  | 1        | 6,4  | 0  | 0  | 0  | 1  | 3        | 37,8  | 0  | 0    | 0  | 3  | 4        | 52    | 1  | 13   | 1  | 3  | 20,1          |
| N-332     | 148 | 3-A   | Convencional  | 21.833 | 3        | 23,1  | 0  | 0    | 0  | 6  | 4        | 50,2 | 0  | 0    | 0  | 4  | 3        | 24,8 | 0  | 0  | 1  | 2  | 5        | 62,9  | 0  | 0    | 0  | 6  | 4        | 52    | 0  | 0    | 0  | 4  | 39            |
| N-332     | 152 | 3-A   | Convencional  | 20.805 | 2        | 27,3  | 0  | 0    | 0  | 2  | 5        | 65,8 | 1  | 13,2 | 1  | 3  | 3        | 42,5 | 0  | 0  | 0  | 3  | 4        | 51,6  | 0  | 0    | 0  | 11 | 0        | 0     | 0  | 0    | 0  | 0  | 37,5          |
| N-332     | 153 | 3-A   | Convencional  | 20.805 | 13       | 177,2 | 0  | 0    | 1  | 16 | 12       | 158  | 0  | 0    | 2  | 15 | 5        | 70,8 | 0  | 0  | 0  | 10 | 10       | 128,9 | 0  | 0    | 0  | 19 | 8        | 107,2 | 0  | 0    | 0  | 14 | 129           |
| N-332     | 154 | 3-A   | Convencional  | 20.805 | 4        | 54,5  | 0  | 0    | 0  | 6  | 2        | 26,3 | 0  | 0    | 0  | 2  | 1        | 14,2 | 0  | 0  | 0  | 1  | 4        | 51,6  | 0  | 0    | 0  | 4  | 5        | 67    | 0  | 0    | 1  | 9  | 43            |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |      |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|---------------|------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |      |
| N-332     | 156 | 3-A   | Convencional  | 20.805 | 1        | 13,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,2 | 0  | 0    | 0  | 1  | 1        | 12,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 8,2           |      |
| N-332     | 160 | 3-A   | Convencional  | 19.464 | 2        | 35,8  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 31,9 | 0  | 0    | 0  | 2  | 1        | 15,2 | 0  | 0  | 0  | 1  | 2        | 31,3 | 0  | 0    | 1  | 1  | 21,9          |      |
| N-332     | 162 | 3-A   | Convencional  | 13.136 | 2        | 40,3  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 20,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,6 | 0  | 0    | 0  | 1  | 16,3          |      |
| N-332     | 164 | 3-A   | Convencional  | 14.810 | 1        | 20,2  | 1  | 20,2 | 0  | 0  | 1        | 18,5  | 0  | 0    | 0  | 3  | 3        | 61,5 | 0  | 0    | 1  | 4  | 2        | 39,9 | 1  | 20 | 0  | 2  | 4        | 82,3 | 0  | 0    | 0  | 6  | 43,8          |      |
| N-332     | 166 | 3-A   | Convencional  | 14.810 | 5        | 100,8 | 0  | 0    | 0  | 13 | 3        | 55,5  | 0  | 0    | 2  | 3  | 1        | 20,5 | 0  | 0    | 1  | 0  | 1        | 20   | 0  | 0  | 0  | 2  | 2        | 41,1 | 0  | 0    | 2  | 3  | 47,8          |      |
| N-332     | 167 | 3-A   | Convencional  | 14.810 | 1        | 20,2  | 0  | 0    | 0  | 3  | 1        | 18,5  | 0  | 0    | 0  | 1  | 1        | 20,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 11,9          |      |
| N-332     | 169 | 3-A   | Convencional  | 11.777 | 3        | 60,5  | 0  | 0    | 0  | 4  | 2        | 46,5  | 0  | 0    | 2  | 4  | 4        | 82   | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,6 | 0  | 0    | 0  | 1  | 41,7          |      |
| N-332     | 171 | 3-A   | Convencional  | 11.777 | 1        | 20,2  | 0  | 0    | 0  | 1  | 1        | 23,3  | 0  | 0    | 0  | 1  | 3        | 61,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 82,3 | 0  | 0    | 1  | 3  | 37,5          |      |
| N-332     | 172 | 3-A   | Convencional  | 13.136 | 1        | 20,2  | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 20,5 | 0  | 0    | 0  | 2  | 2        | 39,9 | 0  | 0  | 0  | 3  | 1        | 20,6 | 0  | 0    | 0  | 1  | 20,4          |      |
| N-332     | 175 | 3-A   | Convencional  | 11.777 | 2        | 40,3  | 0  | 0    | 0  | 3  | 2        | 46,5  | 0  | 0    | 0  | 2  | 1        | 20,5 | 0  | 0    | 0  | 1  | 4        | 79,9 | 0  | 0  | 0  | 6  | 2        | 41,1 | 0  | 0    | 0  | 2  | 45,8          |      |
| N-332     | 178 | 3-A   | Convencional  | 11.125 | 1        | 26,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 5             |      |
| N-332     | 179 | 3-A   | Convencional  | 10.175 | 1        | 26,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 49,7 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 76,7 | 0  | 0    | 0  | 3  | 31,4          |      |
| N-332     | 181 | 3-A   | Convencional  | 10.157 | 2        | 53,2  | 0  | 0    | 0  | 2  | 1        | 27    | 0  | 0    | 0  | 1  | 1        | 26,5 | 0  | 0    | 1  | 1  | 1        | 28,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0             | 27,5 |
| N-332     | 183 | 3-A   | Convencional  | 10.157 | 1        | 26,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 26,5 | 0  | 0    | 0  | 1  | 2        | 56,3 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0             | 22   |
| N-332     | 184 | 3-A   | Convencional  | 10.157 | 1        | 26,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |      |
| N-332     | 186 | 3-A   | Convencional  | 10.157 | 1        | 26,6  | 0  | 0    | 2  | 2  | 4        | 107,9 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,4 | 0  | 0    | 0  | 1  | 33            |      |
| N-332     | 189 | 3-A   | Convencional  | 11.267 | 2        | 53,2  | 1  | 26,6 | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,5 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0             | 13,4 |
| N-332     | 190 | 3-A   | Convencional  | 16.232 | 3        | 47,7  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 32,2 | 0  | 0  | 0  | 4  | 1        | 21,5 | 0  | 0    | 0  | 2  | 20,6          |      |
| N-332     | 191 | 3-A   | Convencional  | 16.392 | 2        | 30,8  | 1  | 15,4 | 2  | 3  | 2        | 33,4  | 0  | 0    | 1  | 1  | 2        | 32,6 | 0  | 0    | 0  | 2  | 1        | 16,1 | 0  | 0  | 0  | 1  | 2        | 33,9 | 0  | 0    | 0  | 2  | 29,3          |      |
| N-332     | 193 | 3-A   | Convencional  | 16.392 | 1        | 15,4  | 0  | 0    | 0  | 1  | 2        | 33,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 32,2 | 0  | 0  | 0  | 5  | 1        | 16,9 | 0  | 0    | 1  | 1  | 19,5          |      |
| N-332     | 194 | 3-A   | Convencional  | 16.392 | 1        | 15,4  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17   | 0  | 0    | 0  | 1  | 1        | 17,2 | 0  | 0  | 1  | 1  | 1        | 18   | 0  | 0    | 0  | 2  | 13,5          |      |
| N-332     | 195 | 3-A   | Convencional  | 16.392 | 1        | 15,4  | 0  | 0    | 0  | 1  | 1        | 16,7  | 0  | 0    | 0  | 1  | 2        | 33,9 | 0  | 0    | 0  | 3  | 1        | 17,2 | 0  | 0  | 0  | 1  | 1        | 18   | 0  | 0    | 1  | 3  | 20,2          |      |
| N-332     | 196 | 3-A   | Convencional  | 16.146 | 1        | 16,4  | 0  | 0    | 0  | 1  | 2        | 33,9  | 0  | 0    | 0  | 5  | 3        | 50,9 | 0  | 0    | 1  | 3  | 1        | 17,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0             | 23,9 |
| N-332     | 199 | 3-A   | Convencional  | 16.146 | 2        | 32,8  | 1  | 16,4 | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17,7 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0             | 10,6 |
| N-332     | 204 | 3-A   | Convencional  | 16.146 | 1        | 16,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17,7 | 0  | 0    | 0  | 4  | 2        | 37   | 0  | 0  | 0  | 5  | 1        | 18,9 | 1  | 18,9 | 0  | 0  | 17,6          |      |
| N-332     | 204 | 46-V  | Convencional  | 15.460 | 1        | 17,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3,6           |      |
| N-332     | 205 | 46-V  | Convencional  | 15.460 | 4        | 69,3  | 0  | 0    | 0  | 8  | 1        | 17,7  | 0  | 0    | 0  | 3  | 2        | 35,8 | 0  | 0    | 1  | 2  | 2        | 36,6 | 0  | 0  | 0  | 3  | 3        | 54,3 | 0  | 0    | 1  | 2  | 42,9          |      |
| N-332     | 206 | 46-V  | Convencional  | 15.460 | 1        | 17,3  | 0  | 0    | 0  | 2  | 2        | 35,4  | 0  | 0    | 0  | 4  | 3        | 53,7 | 0  | 0    | 0  | 5  | 1        | 18,3 | 0  | 0  | 0  | 1  | 1        | 18,1 | 0  | 0    | 1  | 0  | 28,6          |      |
| N-332     | 208 | 46-V  | Convencional  | 15.460 | 1        | 17,3  | 0  | 0    | 1  | 1  | 2        | 35,4  | 0  | 0    | 0  | 5  | 2        | 35,8 | 0  | 0    | 0  | 3  | 2        | 36,6 | 0  | 0  | 0  | 10 | 1        | 18,1 | 0  | 0    | 0  | 1  | 28,6          |      |
| N-332     | 209 | 46-V  | Convencional  | 15.460 | 2        | 34,7  | 0  | 0    | 2  | 0  | 2        | 35,4  | 1  | 17,7 | 0  | 3  | 4        | 71,7 | 1  | 17,9 | 1  | 8  | 2        | 36,6 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 35,7          |      |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL |               |
| N-332     | 210 | 46-V  | Convencional  | 15.460 | 1        | 17,3  | 0  | 0    | 0  | 4  | 2        | 35,4  | 0  | 0    | 0  | 2  | 1        | 17,9  | 0  | 0    | 0  | 2  | 1        | 18,3  | 0  | 0    | 0  | 1  | 1        | 18,1  | 0  | 0    | 0  | 1  | 21,4          |
| N-332     | 212 | 46-V  | Convencional  | 15.460 | 2        | 34,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 18,3  | 0  | 0    | 0  | 2  | 3        | 54,3  | 0  | 0    | 0  | 4  | 21,4          |
| N-332     | 213 | 46-V  | Convencional  | 15.460 | 1        | 14,5  | 0  | 0    | 0  | 1  | 1        | 17,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 18,3  | 0  | 0    | 0  | 2  | 4        | 71,5  | 0  | 0    | 0  | 9  | 23,9          |
| N-332     | 216 | 46-V  | Convencional  | 23.070 | 3        | 32,2  | 0  | 0    | 2  | 3  | 1        | 11,9  | 0  | 0    | 0  | 1  | 2        | 32,2  | 0  | 0    | 0  | 4  | 8        | 120   | 0  | 0    | 0  | 8  | 3        | 46,3  | 0  | 0    | 2  | 1  | 45,8          |
| N-332     | 217 | 46-V  | Convencional  | 23.070 | 1        | 10,7  | 0  | 0    | 0  | 1  | 1        | 11,9  | 0  | 0    | 0  | 4  | 1        | 16,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 15,4  | 0  | 0    | 0  | 1  | 10,7          |
| N-332     | 218 | 46-V  | Convencional  | 23.070 | 6        | 64,4  | 0  | 0    | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 43,4  | 0  | 0    | 0  | 8  | 3        | 38,4  | 0  | 0    | 0  | 6  | 2        | 27,7  | 0  | 0    | 0  | 2  | 35,3          |
| N-332     | 220 | 46-V  | Convencional  | 23.070 | 13       | 152,2 | 1  | 11,7 | 1  | 19 | 9        | 106,9 | 0  | 0    | 0  | 16 | 12       | 169,5 | 0  | 0    | 0  | 19 | 11       | 159,2 | 0  | 0    | 0  | 22 | 8        | 111,7 | 0  | 0    | 0  | 11 | 139           |
| N-332     | 221 | 46-V  | Convencional  | 20.139 | 2        | 23,7  | 0  | 0    | 0  | 2  | 1        | 13,6  | 0  | 0    | 0  | 1  | 1        | 14    | 1  | 14   | 0  | 0  | 1        | 14,5  | 0  | 0    | 1  | 0  | 1        | 14    | 0  | 0    | 0  | 2  | 16,2          |
| N-332     | 223 | 46-V  | Convencional  | 21.771 | 1        | 11,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 56,2  | 0  | 0    | 0  | 6  | 3        | 43,6  | 1  | 14,5 | 1  | 2  | 2        | 27,9  | 0  | 0    | 0  | 5  | 26,7          |
| N-332     | 224 | 46-V  | Convencional  | 20.139 | 2        | 23,7  | 0  | 0    | 1  | 2  | 1        | 13,6  | 0  | 0    | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 29,1  | 1  | 14,5 | 1  | 1  | 3        | 41,9  | 0  | 0    | 0  | 5  | 21,7          |
| N-332     | 225 | 46-V  | Convencional  | 21.771 | 1        | 13    | 1  | 13   | 0  | 1  | 3        | 37,8  | 0  | 0    | 0  | 6  | 6        | 83,4  | 0  | 0    | 0  | 11 | 6        | 85,5  | 0  | 0    | 0  | 9  | 2        | 27,9  | 1  | 14   | 0  | 8  | 48,7          |
| N-332     | 229 | 46-V  | Convencional  | 21.237 | 4        | 52,1  | 1  | 13   | 4  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 26,5  | 0  | 0    | 0  | 2  | 1        | 13    | 0  | 0    | 0  | 2  | 1        | 14,1  | 0  | 0    | 0  | 1  | 21,2          |
| N-332     | 233 | 46-V  | Convencional  | 18.367 | 1        | 14,2  | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16,6  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16    | 0  | 0    | 0  | 3  | 9,2           |
| N-332     | 234 | 46-V  | Convencional  | 18.367 | 2        | 28,4  | 0  | 0    | 2  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 31,9  | 2  | 31,9 | 1  | 4  | 15,3          |
| N-332     | 235 | 46-V  | Convencional  | 18.367 | 1        | 14,2  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 15    | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 6,1           |
| N-332     | 236 | 46-V  | Convencional  | 21.237 | 4        | 56,7  | 1  | 14,2 | 0  | 7  | 1        | 12,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 45,1  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 23,7          |
| N-332     | 237 | 46-V  | Convencional  | 16.216 | 2        | 28,4  | 0  | 0    | 0  | 5  | 1        | 16,9  | 0  | 0    | 0  | 2  | 1        | 16,6  | 0  | 0    | 0  | 1  | 1        | 15    | 0  | 0    | 0  | 1  | 1        | 16    | 0  | 0    | 0  | 1  | 18,8          |
| N-332     | 238 | 46-V  | Convencional  | 18.367 | 2        | 28,4  | 0  | 0    | 4  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16,6  | 0  | 0    | 0  | 1  | 3        | 45,1  | 1  | 15   | 0  | 2  | 3        | 47,9  | 1  | 16   | 0  | 4  | 27,5          |
| N-332     | 240 | 46-V  | Convencional  | 18.367 | 2        | 28,4  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16    | 1  | 16   | 1  | 1  | 9,2           |
| N-332     | 242 | 46-V  | Convencional  | 16.216 | 1        | 14,2  | 0  | 0    | 0  | 2  | 2        | 33,8  | 0  | 0    | 0  | 5  | 1        | 16,6  | 0  | 0    | 1  | 3  | 1        | 15    | 0  | 0    | 0  | 1  | 5        | 79,9  | 0  | 0    | 0  | 8  | 31,3          |
| N-332     | 243 | 46-V  | Convencional  | 17.742 | 6        | 92,2  | 0  | 0    | 1  | 9  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 49,5  | 0  | 0    | 0  | 4  | 6        | 90,2  | 0  | 0    | 1  | 8  | 3        | 45,6  | 0  | 0    | 1  | 3  | 55,8          |
| N-332     | 244 | 46-V  | Convencional  | 16.216 | 2        | 30,2  | 0  | 0    | 0  | 5  | 4        | 67,6  | 0  | 0    | 0  | 8  | 2        | 30,1  | 0  | 0    | 1  | 2  | 3        | 46    | 0  | 0    | 1  | 3  | 2        | 32,3  | 0  | 0    | 1  | 2  | 40,8          |
| N-332     | 246 | 46-V  | Convencional  | 16.216 | 3        | 45,3  | 0  | 0    | 0  | 7  | 1        | 16,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 61,4  | 0  | 0    | 0  | 4  | 5        | 80,8  | 1  | 16,2 | 3  | 5  | 40,8          |
| N-332     | 247 | 46-V  | Convencional  | 18.213 | 2        | 30,2  | 0  | 0    | 0  | 4  | 2        | 30,1  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 30,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 18,4          |
| N-332     | 248 | 46-V  | Convencional  | 18.213 | 2        | 30,2  | 0  | 0    | 1  | 5  | 1        | 15    | 2  | 30,1 | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 9,2           |
| N-332     | 251 | 46-V  | Convencional  | 18.130 | 3        | 43,6  | 1  | 14,5 | 0  | 2  | 4        | 60,4  | 0  | 0    | 0  | 4  | 2        | 62,7  | 0  | 0    | 1  | 3  | 3        | 94,2  | 0  | 0    | 0  | 7  | 6        | 96,9  | 2  | 32,3 | 7  | 9  | 69,1          |
| N-332     | 252 | 46-V  | Convencional  | 18.130 | 1        | 14,5  | 0  | 0    | 0  | 1  | 3        | 45,3  | 0  | 0    | 0  | 4  | 2        | 62,7  | 1  | 31,3 | 0  | 4  | 2        | 62,8  | 1  | 31,4 | 0  | 5  | 1        | 16,2  | 0  | 0    | 1  | 0  | 34,5          |
| N-332     | 253 | 46-V  | Convencional  | 18.165 | 2        | 29,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 5        | 80,8  | 0  | 0    | 1  | 4  | 26,9          |
| N-340     | 44  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 1  | 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  | 7,8           |
| N-340     | 49  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 7,8           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-340     | 59  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 1  | 39,4 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 7,8  |      |               |
| N-340     | 63  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 43,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 15,6 |      |               |
| N-340     | 66  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 7,8  |      |               |
| N-340     | 72  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 7,8  |      |               |
| N-340     | 75  | 11-CA | Convencional  | 8.025  | 2        | 78,8  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 87,3  | 0  | 0  | 0  | 4  | 4        | 156,3 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0    | 0    | 62,4 |               |
| N-340     | 76  | 11-CA | Convencional  | 10.187 | 1        | 39,4  | 0  | 0    | 1  | 0  | 1        | 26,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 39,1  | 0  | 0  | 0  | 3  | 1        | 39,8  | 0  | 0    | 0    | 1    | 29,4          |
| N-340     | 77  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 39,8     | 0     | 0  | 0    | 1    | 15,6 |               |
| N-340     | 78  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 131   | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 119,5 | 0  | 0    | 0    | 4    | 54,6          |
| N-340     | 79  | 11-CA | Convencional  | 8.025  | 1        | 39,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 87,3  | 0  | 0  | 0  | 8  | 1        | 39,1  | 0  | 0  | 0  | 5  | 2        | 79,7  | 0  | 0    | 0    | 4    | 46,8          |
| N-340     | 81  | 11-CA | Convencional  | 10.187 | 1        | 39,4  | 0  | 0    | 0  | 2  | 2        | 53,8  | 0  | 0  | 0  | 3  | 1        | 43,7  | 0  | 0  | 1  | 0  | 2        | 78,2  | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0    | 44,1 |               |
| N-340     | 82  | 11-CA | Convencional  | 8.025  | 2        | 78,8  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 15,6 |      |               |
| N-340     | 83  | 11-CA | Convencional  | 11.075 | 2        | 54,7  | 0  | 0    | 0  | 2  | 2        | 49,5  | 0  | 0  | 0  | 4  | 3        | 79,4  | 0  | 0  | 0  | 5  | 1        | 25,8  | 0  | 0  | 0  | 1  | 4        | 156,8 | 1  | 39,2 | 0    | 4    | 67,1          |
| N-340     | 84  | 11-CA | Convencional  | 11.963 | 4        | 88,5  | 0  | 0    | 0  | 10 | 6        | 137,4 | 0  | 0  | 1  | 11 | 3        | 71,7  | 0  | 0  | 0  | 5  | 4        | 102,1 | 2  | 51 | 1  | 9  | 4        | 101,9 | 0  | 0    | 0    | 10   | 100,4         |
| N-340     | 87  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 4  | 1        | 22,9  | 0  | 0  | 0  | 1  | 1        | 23,9  | 0  | 0  | 0  | 6  | 1        | 25,5  | 0  | 0  | 0  | 5  | 1        | 25,4  | 1  | 25,4 | 0    | 2    | 23,9          |
| N-340     | 88  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 2  | 1        | 22,9  | 0  | 0  | 0  | 1  | 1        | 23,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 14,3 |               |
| N-340     | 90  | 11-CA | Convencional  | 11.963 | 2        | 44,2  | 0  | 0    | 0  | 5  | 2        | 45,8  | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 51    | 0  | 0  | 0  | 3  | 1        | 25,4  | 0  | 0    | 0    | 1    | 33,5          |
| N-340     | 95  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 23,9  | 0  | 0  | 0  | 1  | 1        | 25,5  | 0  | 0  | 0  | 1  | 1        | 25,4  | 0  | 0    | 0    | 2    | 19,1          |
| N-340     | 96  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 2  | 1        | 22,9  | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 25,4  | 0  | 0    | 0    | 1    | 14,3          |
| N-340     | 97  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 4,8  |               |
| N-340     | 98  | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 23,9  | 0  | 0  | 0  | 2  | 1        | 25,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 0    | 14,3          |
| N-340     | 100 | 11-CA | Convencional  | 11.963 | 1        | 22,1  | 1  | 22,1 | 0  | 0  | 3        | 68,7  | 0  | 0  | 2  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 76,6  | 0  | 0  | 0  | 5  | 4        | 101,8 | 0  | 0    | 0    | 6    | 52,6          |
| N-340     | 101 | 11-CA | Convencional  | 11.963 | 2        | 44,2  | 0  | 0    | 0  | 3  | 4        | 91,6  | 0  | 0  | 0  | 7  | 1        | 45,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 47,8  | 0  | 0    | 0    | 1    | 46,9          |
| N-340     | 102 | 11-CA | Convencional  | 11.963 | 4        | 88,5  | 0  | 0    | 0  | 4  | 3        | 68,7  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 95,8  | 0  | 0  | 0  | 2  | 3        | 143,3 | 1  | 47,8 | 1    | 1    | 78,5          |
| N-340     | 265 | 29-MA | Convencional  | 10.276 | 2        | 53,3  | 0  | 0    | 0  | 2  | 1        | 26,7  | 0  | 0  | 0  | 1  | 1        | 26,7  | 0  | 0  | 0  | 2  | 1        | 26,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 26,6          |
| N-340     | 267 | 29-MA | Convencional  | 10.229 | 1        | 26,8  | 0  | 0    | 1  | 0  | 5        | 133,9 | 0  | 0  | 1  | 8  | 1        | 26,8  | 0  | 0  | 0  | 1  | 2        | 53,3  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 48            |
| N-340     | 297 | 29-MA | Convencional  | 1.010  | 1        | 237,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 276,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 106,4         |
| N-340     | 301 | 29-MA | Convencional  | 1.010  | 1        | 237,8 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 276,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 106,4         |
| N-340     | 305 | 18-GR | Convencional  | 996    | 1        | 57,4  | 0  | 0    | 0  | 2  | 1        | 275,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 31   |               |
| N-340     | 306 | 18-GR | Convencional  | 5.320  | 1        | 57,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 69,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 24,9          |
| N-340     | 308 | 18-GR | Convencional  | 7.318  | 1        | 57,4  | 0  | 0    | 0  | 1  | 2        | 74,9  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 34,2          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |      | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP   | VM | IM   | HG   | HL   |               |
| N-340     | 309 | 18-GR | Convencional  | 5.429  | 1        | 57,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 69,3     | 0     | 0  | 0  | 2  | 1    | 67,6     | 0    | 0  | 2    | 0    | 36,9 |               |
| N-340     | 310 | 18-GR | Convencional  | 7.318  | 2        | 83,2  | 0  | 0  | 1  | 1  | 1        | 37,4  | 0  | 0  | 1  | 0  | 1        | 40,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 35,5 |      |               |
| N-340     | 312 | 18-GR | Convencional  | 7.318  | 1        | 41,6  | 0  | 0  | 0  | 2  | 1        | 37,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 38,9  | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0    | 23,6 |      |               |
| N-340     | 315 | 18-GR | Convencional  | 10.848 | 1        | 26,3  | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 23,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 22,7     | 0    | 0  | 1    | 1    | 14,4 |               |
| N-340     | 316 | 18-GR | Convencional  | 10.848 | 1        | 26,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 22,7 | 0        | 0    | 0  | 1    | 9,6  |      |               |
| N-340     | 317 | 18-GR | Convencional  | 12.528 | 2        | 52,5  | 0  | 0  | 0  | 2  | 3        | 65,6  | 0  | 0  | 1  | 2  | 2        | 47    | 0  | 0  | 0  | 3  | 2        | 45,9  | 0  | 0  | 1  | 1    | 2        | 45,5 | 0  | 0    | 0    | 4    | 51,4          |
| N-340     | 320 | 18-GR | Convencional  | 12.528 | 1        | 26,3  | 0  | 0  | 0  | 2  | 1        | 21,9  | 0  | 0  | 0  | 4  | 1        | 23,5  | 0  | 0  | 0  | 1  | 1        | 23    | 0  | 0  | 0  | 4    | 3        | 68,2 | 0  | 0    | 1    | 6    | 32,7          |
| N-340     | 323 | 18-GR | Convencional  | 12.528 | 3        | 78,8  | 0  | 0  | 1  | 3  | 1        | 21,9  | 0  | 0  | 0  | 2  | 1        | 23,5  | 0  | 0  | 0  | 1  | 4        | 91,8  | 0  | 0  | 0  | 9    | 3        | 68,2 | 0  | 0    | 0    | 5    | 56,1          |
| N-340     | 324 | 18-GR | Convencional  | 9.676  | 1        | 26,3  | 0  | 0  | 0  | 1  | 1        | 28,3  | 0  | 0  | 1  | 0  | 3        | 70,4  | 0  | 0  | 1  | 8  | 2        | 45,9  | 1  | 23 | 0  | 2    | 2        | 45,5 | 0  | 0    | 1    | 1    | 44,2          |
| N-340     | 325 | 18-GR | Convencional  | 10.786 | 2        | 52,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 33,3  | 0  | 0  | 0  | 4  | 5        | 114,3 | 0  | 0  | 1  | 9    | 0        | 0    | 0  | 0    | 0    | 39,8 |               |
| N-340     | 327 | 18-GR | Convencional  | 9.676  | 2        | 60,4  | 0  | 0  | 0  | 2  | 2        | 56,6  | 0  | 0  | 1  | 1  | 4        | 53,4  | 0  | 0  | 0  | 10 | 3        | 41,9  | 0  | 0  | 0  | 5    | 3        | 38,7 | 1  | 12,9 | 0    | 2    | 47,9          |
| N-340     | 330 | 18-GR | Convencional  | 19.304 | 4        | 56,2  | 0  | 0  | 1  | 12 | 3        | 42,6  | 0  | 0  | 0  | 3  | 9        | 100,2 | 0  | 0  | 1  | 22 | 5        | 57,8  | 0  | 0  | 1  | 11   | 3        | 32   | 0  | 0    | 0    | 6    | 58,3          |
| N-340     | 333 | 18-GR | Convencional  | 10.450 | 1        | 45,7  | 0  | 0  | 1  | 0  | 1        | 26,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 37    | 0  | 0  | 0  | 4    | 2        | 35,5 | 0  | 0    | 0    | 5    | 27            |
| N-340     | 334 | 18-GR | Convencional  | 10.450 | 2        | 91,4  | 0  | 0  | 0  | 2  | 1        | 26,2  | 0  | 0  | 0  | 1  | 2        | 41,8  | 0  | 0  | 0  | 2  | 3        | 55,5  | 0  | 0  | 0  | 4    | 3        | 53,2 | 0  | 0    | 1    | 2    | 50,4          |
| N-340     | 335 | 18-GR | Convencional  | 10.450 | 1        | 45,7  | 0  | 0  | 0  | 1  | 1        | 26,2  | 0  | 0  | 0  | 2  | 3        | 62,8  | 0  | 0  | 1  | 4  | 1        | 18,5  | 0  | 0  | 0  | 1    | 1        | 17,7 | 0  | 0    | 0    | 1    | 32,1          |
| N-340     | 339 | 18-GR | Convencional  | 7.369  | 1        | 48,7  | 0  | 0  | 0  | 1  | 1        | 37,2  | 0  | 0  | 0  | 1  | 1        | 27,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 1    | 20,5     | 0    | 0  | 0    | 1    | 22   |               |
| N-340     | 341 | 18-GR | Convencional  | 7.369  | 1        | 48,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 55,3  | 0  | 0  | 1  | 1  | 2        | 40,6  | 0  | 0  | 0  | 2    | 0        | 0    | 0  | 0    | 0    | 27,8 |               |
| N-340     | 348 | 18-GR | Convencional  | 7.369  | 1        | 48,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 26,1     | 0    | 0  | 0    | 1    | 12,9 |               |
| N-340     | 353 | 18-GR | Convencional  | 7.369  | 1        | 48,7  | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 37,6  | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0    | 0    | 15,1 |               |
| N-340     | 356 | 18-GR | Convencional  | 7.369  | 2        | 97,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 15,5 |               |
| N-340     | 357 | 18-GR | Convencional  | 7.369  | 1        | 48,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 7,7  |               |
| N-340     | 360 | 18-GR | Convencional  | 730    | 1        | 328,9 | 0  | 0  | 1  | 0  | 1        | 375,3 | 0  | 0  | 0  | 1  | 1        | 36,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 34,2 |               |
| N-340     | 362 | 18-GR | Convencional  | 730    | 1        | 328,9 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 36,1     | 0    | 0  | 0    | 1    | 22,8 |               |
| N-340     | 366 | 18-GR | Convencional  | 681    | 1        | 328,9 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 143,4 | 0  | 0  | 0  | 3    | 0        | 0    | 0  | 0    | 0    | 56,2 |               |
| N-340     | 383 | 4-AL  | Convencional  | 293    | 1        | 490,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 60   |               |
| N-340     | 385 | 4-AL  | Convencional  | 293    | 1        | 490,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 40,4 |               |
| N-340     | 397 | 4-AL  | Convencional  | 2.987  | 1        | 50,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 93,3  | 0  | 0  | 0  | 3    | 0        | 0    | 0  | 0    | 0    | 31,7 |               |
| N-340     | 419 | 4-AL  | Convencional  | 2.987  | 1        | 7,5   | 0  | 0  | 0  | 1  | 1        | 91,7  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 12,9 |               |
| N-340     | 432 | 4-AL  | Convencional  | 14.896 | 1        | 17,8  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 36,8  | 0  | 0  | 0  | 3  | 2        | 22,3  | 0  | 0  | 0  | 3    | 0        | 0    | 0  | 0    | 0    | 14,5 |               |
| N-340     | 438 | 4-AL  | Convencional  | 14.896 | 1        | 17,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 33,5  | 0  | 0  | 1  | 4    | 1        | 11,2 | 0  | 0    | 0    | 1    | 14,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL   |               |
| N-340     | 445 | 4-AL  | Convencional  | 18.786 | 3        | 29,5  | 0  | 0    | 0  | 4  | 1        | 14,6  | 0  | 0  | 0  | 1  | 2        | 29,2  | 0  | 0    | 0  | 2  | 3        | 31,6  | 0  | 0    | 0  | 5  | 5        | 54,5  | 0  | 0  | 1  | 7    | 32,9          |
| N-340     | 446 | 4-AL  | Convencional  | 18.786 | 1        | 9,8   | 0  | 0    | 0  | 1  | 1        | 14,6  | 0  | 0  | 0  | 1  | 3        | 43,8  | 0  | 0    | 0  | 3  | 6        | 63,1  | 0  | 0    | 0  | 8  | 6        | 65,4  | 0  | 0  | 0  | 7    | 39,9          |
| N-340     | 447 | 4-AL  | Convencional  | 18.786 | 1        | 9,8   | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,6  | 0  | 0    | 0  | 1  | 5        | 52,6  | 0  | 0    | 0  | 8  | 6        | 65,4  | 0  | 0  | 1  | 8    | 30,5          |
| N-340     | 448 | 4-AL  | Convencional  | 7.778  | 1        | 21,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 241   | 0  | 0    | 0  | 4  | 2        | 59,3  | 0  | 0    | 0  | 4  | 4        | 89,7  | 0  | 0  | 1  | 5    | 55,5          |
| N-340     | 451 | 4-AL  | Convencional  | 2.274  | 1        | 21,2  | 0  | 0    | 0  | 1  | 1        | 120,5 | 0  | 0  | 0  | 1  | 2        | 241   | 0  | 0    | 0  | 4  | 1        | 29,7  | 0  | 0    | 0  | 1  | 2        | 60,7  | 0  | 0  | 0  | 4    | 53,6          |
| N-340     | 487 | 4-AL  | Convencional  | 2.334  | 1        | 135,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 116,3 | 0  | 0  | 0  | 1    | 48,3          |
| N-340     | 496 | 4-AL  | Convencional  | 1.890  | 1        | 136,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 27,7 |               |
| N-340     | 520 | 4-AL  | Convencional  | 1.117  | 1        | 318,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 245,3 | 0  | 0    | 0  | 2  | 1        | 247,7 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 155           |
| N-340     | 522 | 4-AL  | Convencional  | 1.117  | 1        | 318,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 51,7 |               |
| N-340     | 556 | 4-AL  | Convencional  | 3.925  | 1        | 69    | 0  | 0    | 0  | 3  | 1        | 69,8  | 0  | 0  | 0  | 2  | 1        | 69,8  | 1  | 69,8 | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 42,8          |
| N-340     | 557 | 4-AL  | Convencional  | 3.925  | 1        | 69    | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 76,4     | 0     | 0  | 0  | 4  | 28,5 |               |
| N-340     | 680 | 3-A   | Convencional  | 5.310  | 1        | 52,4  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 39,2  | 0  | 0    | 0  | 1  | 1        | 38,8  | 0  | 0  | 0  | 4    | 26,2          |
| N-340     | 683 | 3-A   | Convencional  | 5.310  | 1        | 52,4  | 0  | 0    | 0  | 1  | 1        | 51,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 78,5  | 0  | 0    | 0  | 2  | 3        | 116,5 | 0  | 0  | 0  | 8    | 61,1          |
| N-340     | 685 | 3-A   | Convencional  | 5.310  | 1        | 49,1  | 0  | 0    | 0  | 2  | 1        | 51,6  | 0  | 0  | 0  | 1  | 2        | 80,5  | 0  | 0    | 0  | 2  | 1        | 39,2  | 0  | 0    | 0  | 1  | 1        | 38,8  | 0  | 0  | 0  | 2    | 51,8          |
| N-340     | 686 | 3-A   | Convencional  | 8.400  | 2        | 63,8  | 0  | 0    | 0  | 3  | 8        | 260,9 | 0  | 0  | 0  | 20 | 1        | 32,1  | 0  | 0    | 0  | 1  | 4        | 129,9 | 0  | 0    | 0  | 8  | 3        | 116,5 | 0  | 0  | 0  | 3    | 120,2         |
| N-340     | 688 | 3-A   | Convencional  | 8.400  | 2        | 63,8  | 0  | 0    | 1  | 1  | 3        | 97,8  | 0  | 0  | 0  | 9  | 2        | 64,2  | 0  | 0    | 1  | 4  | 2        | 64,7  | 0  | 0    | 0  | 2  | 2        | 60,8  | 0  | 0  | 0  | 2    | 70,1          |
| N-340     | 689 | 3-A   | Convencional  | 8.400  | 2        | 63,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 12,7 |               |
| N-340     | 690 | 3-A   | Convencional  | 8.400  | 1        | 31,9  | 0  | 0    | 0  | 3  | 1        | 32,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 121,6 | 0  | 0  | 3  | 5    | 38,2          |
| N-340     | 692 | 3-A   | Convencional  | 8.400  | 3        | 95,6  | 0  | 0    | 0  | 4  | 1        | 32,6  | 0  | 0  | 0  | 3  | 1        | 32,1  | 0  | 0    | 0  | 1  | 3        | 97    | 0  | 0    | 0  | 8  | 1        | 30,4  | 0  | 0  | 0  | 2    | 57,3          |
| N-340     | 693 | 3-A   | Convencional  | 8.400  | 1        | 31,9  | 0  | 0    | 0  | 1  | 2        | 65,2  | 0  | 0  | 0  | 3  | 3        | 96,3  | 0  | 0    | 1  | 4  | 2        | 64,7  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 50,9          |
| N-340     | 695 | 3-A   | Convencional  | 6.675  | 2        | 85    | 0  | 0    | 0  | 3  | 5        | 205,2 | 0  | 0  | 0  | 10 | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 59,9 |               |
| N-340     | 697 | 3-A   | Convencional  | 6.675  | 1        | 42,5  | 0  | 0    | 0  | 1  | 1        | 41    | 0  | 0  | 0  | 3  | 2        | 85,7  | 0  | 0    | 0  | 3  | 3        | 127,4 | 0  | 0    | 0  | 8  | 0        | 0     | 0  | 0  | 0  | 0    | 59,9          |
| N-340     | 698 | 3-A   | Convencional  | 6.675  | 1        | 42,5  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 42,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 45,2  | 0  | 0  | 0  | 3    | 25,2          |
| N-340     | 700 | 3-A   | Convencional  | 9.227  | 1        | 33,6  | 0  | 0    | 0  | 3  | 2        | 59,4  | 0  | 0  | 0  | 2  | 3        | 90,3  | 0  | 0    | 1  | 3  | 1        | 25,8  | 1  | 25,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 41,8          |
| N-340     | 701 | 3-A   | Convencional  | 8.851  | 1        | 33,6  | 1  | 33,6 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 6    |               |
| N-340     | 703 | 3-A   | Convencional  | 8.851  | 1        | 33,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 62,3  | 0  | 0  | 0  | 3    | 18,1          |
| N-340     | 704 | 3-A   | Convencional  | 8.851  | 1        | 33,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 93,5  | 0  | 0  | 0  | 4    | 24,1          |
| N-340     | 706 | 3-A   | Convencional  | 8.851  | 6        | 201,5 | 0  | 0    | 1  | 10 | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 60,2  | 0  | 0    | 0  | 2  | 3        | 77,4  | 0  | 0    | 1  | 3  | 7        | 218,2 | 0  | 0  | 0  | 9    | 108,3         |
| N-340     | 707 | 3-A   | Convencional  | 9.227  | 2        | 67,2  | 0  | 0    | 0  | 2  | 2        | 59,4  | 0  | 0  | 0  | 4  | 2        | 60,2  | 0  | 0    | 0  | 2  | 1        | 25,8  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 41,3          |
| N-340     | 709 | 3-A   | Multicarril   | 9.227  | 1        | 17,3  | 0  | 0    | 0  | 2  | 1        | 29,7  | 0  | 0  | 0  | 1  | 1        | 17,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 11,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| N-340     | 710 | 3-A   | Multicarril   | 15.179 | 4        | 69,3  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 51,2  | 0  | 0    | 0  | 4  | 3        | 56    | 0  | 0  | 0  | 3  | 1        | 17,8 | 0  | 0  | 0  | 1  | 39,1          |
| N-340     | 711 | 3-A   | Multicarril   | 15.179 | 1        | 17,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 34,1  | 0  | 0    | 0  | 2  | 1        | 18,7  | 0  | 0  | 1  | 0  | 2        | 35,7 | 0  | 0  | 0  | 3  | 21,3          |
| N-340     | 712 | 3-A   | Multicarril   | 21.114 | 4        | 66,9  | 0  | 0    | 0  | 5  | 1        | 13    | 0  | 0  | 0  | 2  | 3        | 52,8  | 0  | 0    | 0  | 3  | 1        | 17,9  | 0  | 0  | 0  | 1  | 3        | 50   | 0  | 0  | 0  | 4  | 38,8          |
| N-340     | 713 | 3-A   | Multicarril   | 15.363 | 1        | 16    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 5        | 88    | 0  | 0    | 0  | 10 | 7        | 125,1 | 0  | 0  | 1  | 9  | 6        | 89,3 | 0  | 0  | 0  | 12 | 63,7          |
| N-340     | 715 | 3-A   | Multicarril   | 15.363 | 3        | 48,1  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 52,8  | 0  | 0    | 1  | 8  | 3        | 53,6  | 0  | 0  | 0  | 4  | 1        | 14,9 | 0  | 0  | 0  | 1  | 33,5          |
| N-340     | 716 | 3-A   | Multicarril   | 15.363 | 1        | 16,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 1  | 10,2          |
| N-340     | 722 | 3-A   | Convencional  | 15.805 | 1        | 17,5  | 0  | 0    | 0  | 1  | 1        | 17,3  | 0  | 0  | 0  | 1  | 7        | 128,4 | 0  | 0    | 1  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,8 | 0  | 0  | 0  | 1  | 35,5          |
| N-340     | 723 | 3-A   | Convencional  | 15.805 | 4        | 70,1  | 0  | 0    | 1  | 5  | 2        | 34,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17,8  | 0  | 0  | 0  | 1  | 2        | 35,6 | 0  | 0  | 0  | 2  | 32            |
| N-340     | 724 | 3-A   | Convencional  | 15.504 | 2        | 35,1  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 35,5  | 0  | 0  | 0  | 2  | 3        | 53,5 | 0  | 0  | 1  | 2  | 24,9          |
| N-340     | 725 | 3-A   | Convencional  | 15.504 | 3        | 52,6  | 0  | 0    | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 55    | 0  | 0    | 1  | 2  | 1        | 17,8  | 0  | 0  | 0  | 2  | 2        | 35,6 | 0  | 0  | 0  | 3  | 32,1          |
| N-340     | 726 | 3-A   | Convencional  | 15.504 | 1        | 17,5  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,3  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,8 | 0  | 0  | 1  | 0  | 10,7          |
| N-340     | 728 | 3-A   | Convencional  | 12.190 | 1        | 22,8  | 0  | 0    | 0  | 1  | 2        | 45    | 0  | 0  | 0  | 2  | 1        | 20,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 16,6          |
| N-340     | 729 | 3-A   | Convencional  | 12.190 | 2        | 45,5  | 0  | 0    | 1  | 2  | 5        | 112,4 | 0  | 0  | 0  | 8  | 5        | 100,8 | 0  | 0    | 0  | 7  | 5        | 102,6 | 0  | 0  | 0  | 6  | 2        | 37,3 | 0  | 0  | 0  | 3  | 79            |
| N-340     | 730 | 3-A   | Convencional  | 12.190 | 3        | 68,3  | 0  | 0    | 0  | 4  | 5        | 112,4 | 0  | 0  | 0  | 5  | 4        | 89,5  | 0  | 0    | 0  | 5  | 2        | 48,7  | 0  | 0  | 0  | 2  | 2        | 39,1 | 0  | 0  | 1  | 1  | 71            |
| N-340     | 731 | 3-A   | Convencional  | 12.190 | 1        | 29,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 65,5  | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 17            |
| N-340     | 936 | 46-V  | Convencional  | 5.725  | 1        | 54,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 54,3 | 0  | 0  | 0  | 1  | 20,4          |
| N-340     | 937 | 46-V  | Convencional  | 5.725  | 1        | 54,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 10,2          |
| N-340     | 938 | 46-V  | Convencional  | 5.725  | 1        | 54,7  | 0  | 0    | 1  | 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  | 10,2          |
| N-340     | 941 | 12-CS | Convencional  | 3.087  | 2        | 126,6 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 25            |
| N-340     | 946 | 12-CS | Convencional  | 3.087  | 1        | 63,3  | 0  | 0    | 0  | 1  | 1        | 88,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 47,2 | 0  | 0  | 0  | 2  | 42,3          |
| N-340     | 949 | 12-CS | Convencional  | 3.087  | 3        | 190   | 0  | 0    | 1  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 67,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 57,2          |
| N-340     | 951 | 12-CS | Convencional  | 3.087  | 1        | 63,3  | 0  | 0    | 0  | 1  | 2        | 177,5 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 67,3  | 0  | 0  | 0  | 1  | 1        | 56,4 | 0  | 0  | 0  | 1  | 66,8          |
| N-340     | 953 | 12-CS | Convencional  | 6.129  | 3        | 118,4 | 0  | 0    | 0  | 4  | 1        | 44,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 36,9          |
| N-340     | 955 | 12-CS | Multicarril   | 14.029 | 1        | 40,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5,1           |
| N-340     | 956 | 12-CS | Multicarril   | 17.002 | 1        | 14,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 7,1           |
| N-340     | 958 | 12-CS | Multicarril   | 21.490 | 2        | 28,1  | 1  | 14,1 | 2  | 1  | 2        | 25,5  | 0  | 0  | 0  | 3  | 1        | 12    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 11,6 | 0  | 0  | 0  | 2  | 15,6          |
| N-340     | 959 | 12-CS | Convencional  | 21.490 | 1        | 12,3  | 0  | 0    | 0  | 7  | 2        | 25,5  | 0  | 0  | 0  | 4  | 3        | 35,9  | 4  | 47,9 | 1  | 4  | 2        | 22,7  | 0  | 0  | 0  | 4  | 1        | 11,6 | 0  | 0  | 0  | 1  | 21,6          |
| N-340     | 960 | 12-CS | Convencional  | 21.490 | 1        | 12,3  | 0  | 0    | 0  | 3  | 2        | 25,5  | 0  | 0  | 0  | 3  | 1        | 12    | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 34,8 | 0  | 0  | 0  | 6  | 16,8          |
| N-340     | 961 | 12-CS | Convencional  | 21.490 | 1        | 12,3  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 12    | 1  | 12   | 0  | 0  | 2        | 22,7  | 0  | 0  | 2  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 9,6           |
| N-340     | 963 | 12-CS | Convencional  | 24.408 | 2        | 21    | 0  | 0    | 2  | 2  | 1        | 11,2  | 0  | 0  | 0  | 1  | 1        | 12    | 0  | 0    | 0  | 1  | 4        | 51,2  | 0  | 0  | 0  | 8  | 1        | 12,2 | 0  | 0  | 0  | 2  | 21            |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340   Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |      |    |     | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|-----|---------------|
|           |      |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL  |               |
| N-340     | 964  | 12-CS | Convencional  | 24.408 | 1        | 10,5 | 0  | 0    | 0  | 2  | 2        | 22,4 | 0  | 0  | 0  | 3  | 3        | 36   | 0  | 0  | 2  | 5  | 4        | 51,5 | 0  | 0    | 1  | 10 | 0        | 0    | 0  | 0    | 0  | 0   | 23,4          |
| N-340     | 965  | 12-CS | Convencional  | 24.408 | 2        | 21   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 4,7 |               |
| N-340     | 966  | 12-CS | Convencional  | 24.408 | 2        | 21   | 1  | 10,5 | 1  | 0  | 1        | 11,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 9,4           |
| N-340     | 967  | 12-CS | Convencional  | 24.408 | 2        | 21   | 0  | 0    | 0  | 3  | 2        | 22,4 | 0  | 0  | 0  | 4  | 1        | 12   | 0  | 0  | 0  | 1  | 1        | 12,9 | 0  | 0    | 0  | 1  | 2        | 24,3 | 1  | 12,2 | 1  | 0   | 18,7          |
| N-340     | 968  | 12-CS | Convencional  | 23.734 | 1        | 10,5 | 0  | 0    | 4  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,2 | 1  | 12,2 | 0  | 0   | 7,1           |
| N-340     | 969  | 12-CS | Convencional  | 24.408 | 1        | 11,5 | 0  | 0    | 0  | 1  | 1        | 11,2 | 0  | 0  | 0  | 1  | 4        | 48   | 0  | 0  | 0  | 6  | 4        | 51,5 | 0  | 0    | 0  | 6  | 3        | 36,5 | 1  | 12,2 | 0  | 3   | 31            |
| N-340     | 970  | 12-CS | Convencional  | 20.678 | 1        | 14,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,9 | 0  | 0    | 0  | 1  | 1        | 13,3 | 1  | 13,3 | 0  | 0   | 8,2           |
| N-340     | 973  | 12-CS | Convencional  | 19.418 | 1        | 14,3 | 0  | 0    | 1  | 0  | 1        | 14,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 6,1 |               |
| N-340     | 974  | 12-CS | Convencional  | 19.418 | 4        | 58,7 | 0  | 0    | 1  | 5  | 5        | 70,5 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,5 | 0  | 0    | 1  | 0  | 6        | 93,9 | 0  | 0    | 1  | 6   | 48,9          |
| N-340     | 975  | 12-CS | Convencional  | 14.832 | 1        | 15,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 31,3 | 0  | 0    | 0  | 2   | 9,8           |
| N-340     | 978  | 12-CS | Convencional  | 14.097 | 2        | 27,4 | 0  | 0    | 1  | 1  | 1        | 19,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,4 | 0  | 0    | 1  | 0  | 1        | 15,1 | 1  | 15,1 | 0  | 0   | 15,3          |
| N-340     | 979  | 12-CS | Convencional  | 18.684 | 1        | 13,7 | 0  | 0    | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,1 | 0  | 0    | 0  | 3   | 8,7           |
| N-340     | 982  | 12-CS | Convencional  | 21.949 | 2        | 24,2 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,1 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 8,2 |               |
| N-340     | 983  | 12-CS | Convencional  | 21.949 | 1        | 12,1 | 0  | 0    | 0  | 1  | 1        | 12,5 | 0  | 0  | 0  | 1  | 1        | 15,1 | 0  | 0  | 0  | 6  | 2        | 28,9 | 1  | 14,4 | 0  | 1  | 1        | 15,1 | 0  | 0    | 1  | 2   | 16,5          |
| N-340     | 984  | 12-CS | Convencional  | 21.949 | 3        | 36,4 | 1  | 12,1 | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,5 | 0  | 0    | 0  | 1   | 13,3          |
| N-340     | 985  | 12-CS | Convencional  | 21.949 | 2        | 24,2 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 31,3 | 0  | 0  | 0  | 4  | 1        | 15,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0   | 13,9          |
| N-340     | 987  | 12-CS | Convencional  | 11.565 | 1        | 14,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,3 | 0  | 0    | 0  | 7  | 1        | 18,6 | 0  | 0    | 0  | 1   | 10,8          |
| N-340     | 990  | 12-CS | Convencional  | 12.303 | 3        | 71,1 | 1  | 23,7 | 2  | 3  | 1        | 22,3 | 0  | 0  | 0  | 2  | 1        | 21,4 | 0  | 0  | 1  | 0  | 2        | 40,9 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0   | 29,6          |
| N-340     | 992  | 12-CS | Convencional  | 10.907 | 1        | 23,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,5 | 0  | 0    | 0  | 3  | 1        | 18,6 | 0  | 0    | 2  | 1   | 13            |
| N-340     | 994  | 12-CS | Convencional  | 10.641 | 1        | 23,7 | 0  | 0    | 1  | 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   | 4,4           |
| N-340     | 996  | 12-CS | Convencional  | 7.271  | 1        | 33   | 0  | 0    | 0  | 2  | 1        | 37,7 | 0  | 0  | 0  | 6  | 1        | 28,9 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,3 | 0  | 0    | 1  | 1   | 23            |
| N-340     | 999  | 12-CS | Convencional  | 7.271  | 2        | 73,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 12,6          |
| N-340     | 1002 | 12-CS | Convencional  | 7.271  | 1        | 36,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,3 | 0  | 0    | 1  | 0  | 1        | 30,4 | 0  | 0    | 0  | 1   | 20,1          |
| N-340     | 1004 | 12-CS | Convencional  | 7.271  | 1        | 36,6 | 1  | 36,6 | 2  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,3 | 0  | 0    | 1  | 0  | 1        | 30,4 | 0  | 0    | 0  | 1   | 20,1          |
| N-340     | 1008 | 12-CS | Convencional  | 7.271  | 2        | 73,2 | 1  | 36,6 | 4  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 13,4          |
| N-340     | 1013 | 12-CS | Convencional  | 14.370 | 1        | 18,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,8 | 0  | 0    | 0  | 1  | 1        | 20,1 | 0  | 0    | 0  | 1   | 11,6          |
| N-340     | 1014 | 12-CS | Convencional  | 14.370 | 1        | 18,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0   | 7,7           |
| N-340     | 1015 | 12-CS | Convencional  | 14.370 | 1        | 18,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,4 | 0  | 0  | 0  | 1  | 1        | 19,8 | 0  | 0    | 0  | 1  | 1        | 20,1 | 0  | 0    | 0  | 1   | 15,5          |
| N-340     | 1018 | 12-CS | Convencional  | 14.370 | 1        | 18,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,4 | 0  | 0  | 0  | 3  | 2        | 39,6 | 2  | 39,6 | 0  | 1  | 2        | 40,2 | 0  | 0    | 0  | 2   | 23,2          |
| N-340     | 1021 | 12-CS | Convencional  | 14.604 | 1        | 18,5 | 0  | 0    | 0  | 1  | 1        | 18,8 | 0  | 0  | 0  | 1  | 1        | 19,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,1 | 0  | 0    | 0  | 1   | 15,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|-----|---------------|
|           |      |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| N-340     | 1022 | 12-CS | Convencional  | 14.215 | 3        | 58,4 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 41,4 | 0  | 0    | 1  | 2  | 1        | 20,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0   | 24,1          |
| N-340     | 1026 | 12-CS | Convencional  | 13.009 | 1        | 19,9 | 0  | 0    | 2  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 22,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 8,6           |
| N-340     | 1030 | 12-CS | Convencional  | 13.009 | 1        | 19,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,6 |               |
| N-340     | 1033 | 12-CS | Convencional  | 13.009 | 2        | 39,8 | 2  | 39,8 | 3  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,6 |               |
| N-340     | 1039 | 12-CS | Convencional  | 13.416 | 1        | 22,2 | 0  | 0    | 1  | 8  | 2        | 40,8  | 0  | 0  | 3  | 1  | 1        | 15,8 | 1  | 15,8 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0  | 0  | 3   | 17,5          |
| N-340     | 1043 | 12-CS | Convencional  | 10.917 | 1        | 23,8 | 1  | 23,8 | 0  | 0  | 2        | 50,2  | 0  | 0  | 0  | 3  | 1        | 15,7 | 0  | 0    | 0  | 1  | 2        | 32,1 | 0  | 0  | 0  | 4  | 1        | 15,8 | 0  | 0  | 0  | 2   | 25,8          |
| N-340     | 1044 | 12-CS | Convencional  | 10.890 | 1        | 23,8 | 0  | 0    | 0  | 1  | 4        | 100,6 | 0  | 0  | 1  | 3  | 5        | 78,3 | 0  | 0    | 0  | 5  | 2        | 32,1 | 0  | 0  | 0  | 5  | 1        | 15,8 | 0  | 0  | 0  | 1   | 48            |
| N-340     | 1047 | 12-CS | Convencional  | 10.890 | 1        | 23,2 | 0  | 0    | 0  | 3  | 2        | 50,3  | 0  | 0  | 0  | 3  | 3        | 47   | 0  | 0    | 2  | 1  | 1        | 16   | 0  | 0  | 0  | 1  | 3        | 47,5 | 0  | 0  | 0  | 3   | 36,7          |
| N-340     | 1048 | 12-CS | Convencional  | 10.890 | 1        | 23,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 31,3 | 0  | 0    | 0  | 2  | 6        | 96,3 | 0  | 0  | 4  | 6  | 0        | 0    | 0  | 0  | 0  | 0   | 33,1          |
| N-340     | 1049 | 12-CS | Convencional  | 10.890 | 1        | 23,2 | 0  | 0    | 0  | 1  | 1        | 25,2  | 0  | 0  | 0  | 1  | 5        | 78,3 | 0  | 0    | 1  | 10 | 2        | 32,1 | 0  | 0  | 1  | 2  | 3        | 47,5 | 0  | 0  | 0  | 4   | 44,1          |
| N-340     | 1053 | 12-CS | Convencional  | 9.354  | 1        | 26,7 | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 20,9 | 0  | 0    | 1  | 0  | 1        | 20,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 14            |
| N-340     | 1055 | 12-CS | Convencional  | 9.354  | 1        | 26,7 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 20,9 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 9,3 |               |
| N-340     | 1058 | 12-CS | Convencional  | 9.354  | 1        | 26,7 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,2 | 0  | 0  | 0  | 2   | 9,3           |
| N-340     | 1060 | 43-T  | Convencional  | 12.348 | 2        | 43,1 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,4 | 0  | 0  | 0  | 1   | 13,1          |
| N-340     | 1061 | 43-T  | Convencional  | 12.348 | 2        | 43,1 | 0  | 0    | 1  | 1  | 1        | 22,2  | 0  | 0  | 1  | 0  | 1        | 21,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 17,5          |
| N-340     | 1064 | 43-T  | Convencional  | 12.348 | 2        | 43,1 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 44,4 | 0  | 0  | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0   | 17,5          |
| N-340     | 1065 | 43-T  | Convencional  | 12.348 | 1        | 21,6 | 0  | 0    | 0  | 1  | 2        | 44,4  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 13,1          |
| N-340     | 1066 | 43-T  | Convencional  | 15.000 | 2        | 41,2 | 1  | 20,6 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 46,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0   | 16,6          |
| N-340     | 1067 | 43-T  | Convencional  | 15.215 | 1        | 20,6 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 42,2 | 0  | 0    | 0  | 3  | 2        | 46,3 | 0  | 0  | 0  | 3  | 1        | 20,8 | 0  | 0  | 1  | 0   | 24,7          |
| N-340     | 1068 | 43-T  | Convencional  | 15.215 | 1        | 20,6 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,1 | 0  | 0    | 0  | 2  | 1        | 23,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 12,4          |
| N-340     | 1069 | 43-T  | Convencional  | 12.957 | 1        | 20,6 | 0  | 0    | 0  | 3  | 2        | 42,3  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 23,2 | 0  | 0  | 0  | 2  | 4        | 83,2 | 0  | 0  | 0  | 4   | 34,1          |
| N-340     | 1071 | 43-T  | Convencional  | 15.215 | 1        | 20,6 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 63,3 | 0  | 0    | 0  | 5  | 1        | 23,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 20,6          |
| N-340     | 1072 | 43-T  | Convencional  | 12.957 | 1        | 20,6 | 0  | 0    | 0  | 3  | 1        | 21,1  | 0  | 0  | 3  | 0  | 2        | 42,2 | 2  | 42,2 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 83,2 | 0  | 0  | 0  | 4   | 34,1          |
| N-340     | 1073 | 43-T  | Convencional  | 16.114 | 3        | 61,8 | 0  | 0    | 2  | 5  | 3        | 51    | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 46,3 | 0  | 0  | 0  | 2  | 2        | 41,6 | 0  | 0  | 1  | 1   | 40,5          |
| N-340     | 1074 | 43-T  | Convencional  | 17.692 | 2        | 27,7 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,3 | 0  | 0    | 0  | 2  | 2        | 36   | 0  | 0  | 0  | 2  | 2        | 30,2 | 0  | 0  | 0  | 3   | 22,1          |
| N-340     | 1075 | 43-T  | Convencional  | 17.692 | 1        | 13,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 1   | 8,8           |
| N-340     | 1076 | 43-T  | Convencional  | 17.692 | 2        | 27,5 | 2  | 27,5 | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 29,4 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 11,8          |
| N-340     | 1078 | 43-T  | Convencional  | 17.692 | 2        | 27,5 | 0  | 0    | 0  | 2  | 3        | 46,5  | 0  | 0  | 0  | 5  | 3        | 44,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,8 | 0  | 0  | 0  | 2   | 29,4          |
| N-340     | 1080 | 43-T  | Convencional  | 17.692 | 1        | 13,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17   | 0  | 0    | 0  | 1  | 1        | 16,5 | 0  | 0  | 0  | 1  | 1        | 15,6 | 0  | 0  | 0  | 1   | 12,5          |
| N-340     | 1086 | 43-T  | Convencional  | 14.177 | 1        | 17,3 | 0  | 0    | 0  | 1  | 3        | 58    | 0  | 0  | 4  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,2 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 17            |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|------|----|------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|---------------|
|           |      |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| N-340     | 1087 | 43-T  | Convencional  | 14.681 | 1        | 17,3 | 1  | 17,3 | 1  | 0  | 1        | 18,7  | 2  | 37,3 | 2  | 0  | 2        | 34,1 | 1  | 17 | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 67,1 | 0  | 0  | 0  | 6  | 27,1          |
| N-340     | 1088 | 43-T  | Convencional  | 15.443 | 1        | 17,3 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17   | 0  | 0  | 0  | 2  | 1        | 17,1 | 0  | 0    | 0  | 1  | 4        | 67,1 | 0  | 0  | 3  | 3  | 24,1          |
| N-340     | 1089 | 43-T  | Convencional  | 14.681 | 1        | 15,8 | 0  | 0    | 0  | 1  | 2        | 37,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 51,4 | 0  | 0    | 0  | 4  | 3        | 51,7 | 0  | 0  | 1  | 4  | 30,1          |
| N-340     | 1090 | 43-T  | Convencional  | 14.681 | 1        | 15,8 | 0  | 0    | 0  | 1  | 2        | 37,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 85,7 | 1  | 17,1 | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 26,8          |
| N-340     | 1091 | 43-T  | Convencional  | 16.459 | 1        | 15,8 | 0  | 0    | 0  | 1  | 3        | 49,9  | 4  | 66,6 | 1  | 3  | 1        | 15,2 | 0  | 0  | 0  | 1  | 1        | 17,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 19,6          |
| N-340     | 1095 | 43-T  | Convencional  | 16.200 | 2        | 31,6 | 0  | 0    | 0  | 2  | 1        | 16,9  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 34,3 | 1  | 17,1 | 2  | 0  | 2        | 34,5 | 0  | 0  | 1  | 1  | 23            |
| N-340     | 1096 | 43-T  | Convencional  | 15.781 | 1        | 15,8 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 15,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,2 | 0  | 0  | 0  | 1  | 9,9           |
| N-340     | 1097 | 43-T  | Convencional  | 16.200 | 2        | 31,4 | 0  | 0    | 0  | 2  | 1        | 16,9  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 10,1          |
| N-340     | 1099 | 43-T  | Convencional  | 15.864 | 1        | 14,7 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 36   | 0  | 0  | 0  | 2  | 1        | 18,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 13,7          |
| N-340     | 1100 | 43-T  | Convencional  | 15.668 | 2        | 29,4 | 0  | 0    | 0  | 2  | 1        | 17,5  | 1  | 17,5 | 0  | 0  | 1        | 18   | 0  | 0  | 0  | 2  | 1        | 18,2 | 0  | 0    | 0  | 1  | 3        | 52,9 | 0  | 0  | 1  | 3  | 27,4          |
| N-340     | 1102 | 43-T  | Convencional  | 15.864 | 2        | 29,4 | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 36,5 | 2  | 36,5 | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 13,7          |
| N-340     | 1103 | 43-T  | Convencional  | 15.864 | 2        | 29,4 | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,2 | 0  | 0    | 1  | 1  | 2        | 35,3 | 0  | 0  | 1  | 2  | 17,1          |
| N-340     | 1109 | 43-T  | Convencional  | 15.884 | 1        | 15,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 34,5 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 10,2          |
| N-340     | 1110 | 43-T  | Convencional  | 16.058 | 2        | 31,6 | 0  | 0    | 0  | 2  | 1        | 17,1  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 13,6          |
| N-340     | 1117 | 43-T  | Convencional  | 16.058 | 1        | 25,4 | 0  | 0    | 1  | 0  | 2        | 34,1  | 0  | 0    | 0  | 6  | 1        | 29,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 19,2          |
| N-340     | 1119 | 43-T  | Convencional  | 16.058 | 1        | 25,4 | 0  | 0    | 0  | 1  | 1        | 17,1  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 9,6           |
| N-340     | 1121 | 43-T  | Convencional  | 10.591 | 2        | 50,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 87,7 | 0  | 0  | 0  | 8  | 1        | 29,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 31,8          |
| N-340     | 1127 | 43-T  | Convencional  | 2.933  | 1        | 93,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 7,6           |
| N-340     | 1128 | 43-T  | Convencional  | 2.933  | 1        | 93,7 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 36,3 | 0  | 0  | 0  | 1  | 18,4          |
| N-340     | 1131 | 43-T  | Convencional  | 2.933  | 1        | 93,7 | 0  | 0    | 0  | 1  | 3        | 280,2 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 60,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 46,5          |
| N-340     | 1132 | 43-T  | Convencional  | 2.933  | 1        | 93,7 | 0  | 0    | 0  | 3  | 3        | 280,2 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 31            |
| N-340     | 1136 | 43-T  | Convencional  | 13.203 | 1        | 93,7 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 60,3 | 0  | 0  | 0  | 5  | 1        | 30,3 | 0  | 0    | 1  | 0  | 2        | 48,1 | 0  | 0  | 0  | 4  | 36            |
| N-340     | 1138 | 43-T  | Convencional  | 16.710 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 30,2 | 0  | 0  | 0  | 1  | 1        | 30,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 13            |
| N-340     | 1139 | 43-T  | Convencional  | 16.710 | 1        | 16,2 | 0  | 0    | 0  | 3  | 3        | 49,2  | 0  | 0    | 1  | 2  | 1        | 30,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,1 | 0  | 0  | 1  | 0  | 26            |
| N-340     | 1141 | 43-T  | Convencional  | 16.710 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,1 | 0  | 0  | 0  | 1  | 8,7           |
| N-340     | 1145 | 43-T  | Convencional  | 16.710 | 3        | 48,7 | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 35,9 | 0  | 0  | 0  | 2  | 1        | 18   | 0  | 0    | 0  | 1  | 1        | 21,3 | 0  | 0  | 0  | 1  | 24,9          |
| N-340     | 1149 | 43-T  | Convencional  | 16.710 | 1        | 16,2 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,6           |
| N-340     | 1152 | 43-T  | Convencional  | 16.527 | 1        | 16,2 | 0  | 0    | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,6           |
| N-340     | 1154 | 43-T  | Convencional  | 15.570 | 4        | 72,9 | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 14,6          |
| N-340     | 1155 | 43-T  | Convencional  | 15.570 | 1        | 18,2 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 35,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 10,9          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |      |      |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|------|------|----|----|----------|-------|----|------|------|------|---------------|
|           |      |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM   | IM   | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-340     | 1157 | 43-T  | Convencional  | 15.570 | 1        | 18,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 17,2     | 1     | 17,2 | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 7,3  |      |               |
| N-340     | 1158 | 43-T  | Convencional  | 15.409 | 1        | 18,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 0  | 0        | 0     | 0  | 3,6  |      |      |               |
| N-340     | 1160 | 43-T  | Convencional  | 15.236 | 3        | 55,7  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 0  | 0        | 0     | 0  | 10,6 |      |      |               |
| N-340     | 1165 | 43-T  | Convencional  | 10.964 | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 0  | 0        | 0     | 0  | 3,5  |      |      |               |
| N-340     | 1166 | 43-T  | Convencional  | 10.964 | 4        | 75,8  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 44,3  | 0  | 0    | 0  | 3  | 0        | 0     | 0    | 0    | 0  | 0  | 1        | 15,4  | 0  | 0    | 0    | 1    | 27,8          |
| N-340     | 1167 | 43-T  | Convencional  | 10.964 | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,8  | 0  | 0    | 0  | 1  | 1        | 16,1  | 0    | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 10,4 |               |
| N-340     | 1168 | 43-T  | Convencional  | 10.964 | 1        | 18,9  | 0  | 0    | 1  | 1  | 2        | 50    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 10,4 |      |               |
| N-340     | 1170 | 43-T  | Convencional  | 13.669 | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,8  | 0  | 0    | 0  | 2  | 1        | 16,1  | 0    | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 9,9  |      |               |
| N-340     | 1171 | 43-T  | Convencional  | 26.293 | 1        | 9,7   | 0  | 0    | 0  | 1  | 3        | 31,3  | 0  | 0    | 0  | 3  | 1        | 11    | 0  | 0    | 0  | 2  | 1        | 10,9  | 0    | 0    | 0  | 2  | 1        | 11    | 0  | 0    | 0    | 1    | 14,8          |
| N-340     | 1172 | 43-T  | Convencional  | 26.293 | 1        | 9,7   | 0  | 0    | 0  | 1  | 2        | 20,8  | 0  | 0    | 0  | 2  | 2        | 22,1  | 1  | 11   | 2  | 2  | 1        | 10,9  | 0    | 0    | 2  | 4  | 0        | 0     | 0  | 0    | 0    | 12,7 |               |
| N-340     | 1174 | 43-T  | Convencional  | 26.293 | 2        | 19,3  | 0  | 0    | 0  | 2  | 1        | 10,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 10,9  | 0    | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 8,5  |               |
| N-340     | 1175 | 43-T  | Convencional  | 24.192 | 3        | 33,3  | 1  | 11,1 | 2  | 1  | 1        | 11,3  | 0  | 0    | 0  | 2  | 3        | 33,1  | 0  | 0    | 2  | 5  | 0        | 0     | 0    | 0    | 0  | 0  | 1        | 11    | 0  | 0    | 0    | 2    | 17,7          |
| N-340     | 1176 | 43-T  | Convencional  | 24.192 | 1        | 11,1  | 0  | 0    | 0  | 2  | 1        | 11,3  | 0  | 0    | 0  | 1  | 1        | 11    | 0  | 0    | 0  | 1  | 1        | 10,9  | 0    | 0    | 0  | 4  | 1        | 11    | 0  | 0    | 0    | 1    | 11,1          |
| N-340     | 1177 | 43-T  | Convencional  | 24.192 | 2        | 22,2  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12    | 0  | 0    | 0  | 4  | 3        | 35,6  | 0    | 0    | 1  | 6  | 0        | 0     | 0  | 0    | 0    | 0    | 14            |
| N-340     | 1179 | 43-T  | Convencional  | 24.137 | 5        | 54,9  | 0  | 0    | 1  | 8  | 9        | 102,2 | 0  | 0    | 0  | 9  | 1        | 11,7  | 0  | 0    | 0  | 2  | 9        | 104,4 | 0    | 0    | 0  | 14 | 8        | 92,9  | 0  | 0    | 2    | 7    | 73,3          |
| N-340     | 1180 | 43-T  | Convencional  | 24.046 | 2        | 21,9  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 46,4  | 0    | 0    | 1  | 3  | 6        | 69,7  | 0  | 0    | 0    | 9    | 27,5          |
| N-340     | 1181 | 43-T  | Convencional  | 24.026 | 4        | 43,6  | 0  | 0    | 0  | 5  | 3        | 34,2  | 0  | 0    | 1  | 2  | 5        | 58,7  | 0  | 0    | 1  | 5  | 4        | 46,4  | 0    | 0    | 0  | 8  | 3        | 34,8  | 0  | 0    | 0    | 4    | 43,5          |
| N-340     | 1182 | 43-T  | Convencional  | 24.026 | 2        | 21,8  | 1  | 10,9 | 0  | 3  | 4        | 45,6  | 0  | 0    | 2  | 5  | 1        | 11,7  | 0  | 0    | 0  | 3  | 5        | 58    | 0    | 0    | 0  | 5  | 4        | 46,4  | 0  | 0    | 0    | 4    | 36,6          |
| N-340     | 1183 | 43-T  | Convencional  | 24.026 | 7        | 76,4  | 0  | 0    | 1  | 12 | 1        | 11,4  | 0  | 0    | 0  | 1  | 2        | 23,5  | 1  | 11,7 | 0  | 2  | 3        | 34,8  | 0    | 0    | 0  | 4  | 3        | 34,8  | 1  | 11,6 | 0    | 2    | 36,6          |
| N-340     | 1184 | 43-T  | Convencional  | 24.026 | 3        | 32,7  | 0  | 0    | 0  | 3  | 4        | 45,6  | 0  | 0    | 0  | 5  | 5        | 58,7  | 0  | 0    | 1  | 9  | 2        | 23,2  | 0    | 0    | 0  | 6  | 4        | 46,4  | 0  | 0    | 1    | 8    | 41,2          |
| N-340     | 1185 | 43-T  | Convencional  | 24.026 | 2        | 21,8  | 0  | 0    | 0  | 2  | 3        | 34,2  | 1  | 11,4 | 0  | 4  | 4        | 47    | 0  | 0    | 0  | 8  | 2        | 23,2  | 0    | 0    | 0  | 6  | 2        | 23,2  | 1  | 11,6 | 0    | 2    | 29,8          |
| N-340     | 1186 | 43-T  | Convencional  | 24.026 | 5        | 54,6  | 0  | 0    | 0  | 6  | 1        | 11,4  | 0  | 0    | 0  | 1  | 2        | 23,5  | 0  | 0    | 0  | 2  | 3        | 34,8  | 0    | 0    | 1  | 2  | 3        | 34,8  | 0  | 0    | 0    | 6    | 32,1          |
| N-340     | 1187 | 43-T  | Convencional  | 24.026 | 1        | 10,9  | 0  | 0    | 0  | 1  | 1        | 11,4  | 0  | 0    | 0  | 2  | 2        | 22,9  | 0  | 0    | 0  | 2  | 3        | 34,3  | 0    | 0    | 2  | 3  | 4        | 45,5  | 0  | 0    | 0    | 8    | 24,9          |
| N-340     | 1188 | 43-T  | Convencional  | 24.026 | 10       | 112,6 | 0  | 0    | 0  | 13 | 11       | 125,4 | 1  | 11,4 | 0  | 14 | 7        | 86,3  | 0  | 0    | 0  | 11 | 4        | 49,3  | 0    | 0    | 0  | 5  | 14       | 172,1 | 0  | 0    | 0    | 24   | 109,5         |
| N-340     | 1189 | 43-T  | Convencional  | 20.483 | 2        | 23,5  | 1  | 11,8 | 0  | 4  | 2        | 26,8  | 0  | 0    | 0  | 2  | 2        | 24,8  | 0  | 0    | 2  | 3  | 7        | 86,3  | 1    | 12,3 | 0  | 10 | 3        | 37    | 0  | 0    | 0    | 5    | 39,8          |
| N-340     | 1190 | 43-T  | Convencional  | 16.012 | 1        | 17,1  | 0  | 0    | 0  | 1  | 2        | 34,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 26,3  | 0    | 0    | 1  | 2  | 1        | 12,3  | 0  | 0    | 0    | 1    | 17,2          |
| N-340     | 1191 | 43-T  | Convencional  | 11.542 | 3        | 75,5  | 0  | 0    | 0  | 4  | 2        | 47,5  | 0  | 0    | 0  | 6  | 1        | 13,5  | 0  | 0    | 0  | 1  | 3        | 42,9  | 0    | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 0    | 30,3          |
| N-340     | 1192 | 43-T  | Convencional  | 11.542 | 1        | 25,2  | 0  | 0    | 0  | 1  | 1        | 23,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 28,6  | 1    | 14,3 | 1  | 3  | 1        | 14,4  | 0  | 0    | 0    | 1    | 17,1          |
| N-340     | 1193 | 43-T  | Convencional  | 18.789 | 4        | 60,7  | 0  | 0    | 0  | 6  | 1        | 14,6  | 0  | 0    | 0  | 4  | 1        | 14,8  | 0  | 0    | 0  | 1  | 1        | 14,3  | 0    | 0    | 0  | 2  | 1        | 14,4  | 0  | 0    | 0    | 4    | 23,4          |
| N-340     | 1195 | 43-T  | Convencional  | 18.789 | 7        | 101,5 | 0  | 0    | 0  | 8  | 4        | 58,3  | 0  | 0    | 0  | 10 | 8        | 118,2 | 0  | 0    | 0  | 13 | 7        | 106,6 | 0    | 0    | 0  | 10 | 3        | 45,3  | 0  | 0    | 0    | 7    | 86            |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |     |    |    | Año 2012 |       |    |      |    |    | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|-------|----|------|----|----|---------------|
|           |      |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP    | VM | IM   | HG | HL |               |
| N-340     | 1196 | 8-B   | Convencional  | 20.316 | 3        | 41,7  | 0  | 0  | 2  | 2  | 1        | 13,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 30,4 | 0  | 0   | 2  | 2  | 2        | 30,2  | 0  | 0    | 0  | 2  | 23,1          |
| N-340     | 1197 | 8-B   | Convencional  | 20.253 | 5        | 69,6  | 0  | 0  | 0  | 7  | 4        | 54,1  | 0  | 0    | 1  | 3  | 5        | 71   | 0  | 0    | 0  | 6  | 3        | 43,4 | 0  | 0   | 0  | 6  | 3        | 43    | 1  | 14,3 | 2  | 5  | 56,3          |
| N-340     | 1199 | 43-T  | Convencional  | 20.316 | 1        | 13,9  | 0  | 0  | 0  | 1  | 1        | 13,5  | 0  | 0    | 1  | 0  | 2        | 27,1 | 0  | 0    | 0  | 2  | 1        | 13,5 | 0  | 0   | 0  | 3  | 1        | 13,2  | 0  | 0    | 0  | 1  | 16,2          |
| N-340     | 1204 | 8-B   | Convencional  | 22.602 | 2        | 24,8  | 0  | 0  | 0  | 2  | 1        | 12,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 12,9  | 0  | 0    | 0  | 3  | 9,9           |
| N-340     | 1205 | 8-B   | Convencional  | 22.602 | 1        | 12,4  | 0  | 0  | 0  | 2  | 1        | 12,1  | 0  | 0    | 0  | 1  | 1        | 10,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,7  | 0  | 0    | 0  | 1  | 9             |
| N-340     | 1206 | 8-B   | Convencional  | 22.602 | 1        | 12,4  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 32,3 | 0  | 0   | 0  | 5  | 1        | 10,7  | 1  | 10,7 | 0  | 0  | 11,2          |
| N-340     | 1207 | 8-B   | Convencional  | 22.602 | 3        | 37,2  | 0  | 0  | 0  | 10 | 1        | 12,1  | 2  | 24,2 | 0  | 4  | 2        | 20,7 | 0  | 0    | 0  | 5  | 1        | 10,8 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 15,7          |
| N-340     | 1210 | 8-B   | Convencional  | 31.568 | 3        | 24,9  | 0  | 0  | 0  | 4  | 5        | 43,4  | 1  | 8,7  | 0  | 5  | 1        | 8,7  | 0  | 0    | 0  | 3  | 4        | 37,1 | 1  | 9,3 | 0  | 8  | 0        | 0     | 0  | 0    | 0  | 0  | 23,1          |
| N-340     | 1211 | 8-B   | Convencional  | 31.568 | 2        | 16,6  | 0  | 0  | 0  | 5  | 1        | 8,7   | 0  | 0    | 1  | 2  | 1        | 9,1  | 0  | 0    | 0  | 1  | 2        | 18,6 | 1  | 9,3 | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 10,7          |
| N-340     | 1212 | 8-B   | Convencional  | 29.186 | 2        | 19,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8   | 0  | 0    | 0  | 1  | 5,9           |
| N-340     | 1213 | 8-B   | Convencional  | 25.140 | 6        | 64,7  | 0  | 0  | 0  | 7  | 6        | 65,4  | 0  | 0    | 0  | 8  | 5        | 55,9 | 0  | 0    | 0  | 9  | 2        | 23,6 | 0  | 0   | 0  | 2  | 7        | 83,2  | 0  | 0    | 0  | 7  | 58,7          |
| N-340     | 1214 | 8-B   | Convencional  | 24.716 | 2        | 21,7  | 0  | 0  | 0  | 2  | 4        | 44,3  | 0  | 0    | 1  | 3  | 4        | 46   | 0  | 0    | 0  | 8  | 3        | 37,1 | 0  | 0   | 0  | 6  | 9        | 109,2 | 1  | 12,1 | 1  | 16 | 50,8          |
| N-340     | 1216 | 8-B   | Convencional  | 24.716 | 1        | 10,8  | 0  | 0  | 0  | 1  | 1        | 11,1  | 0  | 0    | 0  | 1  | 2        | 24,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 25,5  | 0  | 0    | 2  | 6  | 14,3          |
| N-340     | 1217 | 8-B   | Convencional  | 24.716 | 1        | 10,8  | 0  | 0  | 0  | 1  | 1        | 11,1  | 0  | 0    | 0  | 1  | 1        | 12,2 | 1  | 12,2 | 1  | 0  | 1        | 13,1 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 9,5           |
| N-340     | 1218 | 8-B   | Convencional  | 6.988  | 1        | 19,9  | 0  | 0  | 0  | 1  | 1        | 39,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 26,1 | 0  | 0   | 0  | 4  | 1        | 12,8  | 0  | 0    | 0  | 2  | 16            |
| N-340     | 1221 | 8-B   | Convencional  | 22.484 | 1        | 29,5  | 0  | 0  | 0  | 4  | 2        | 24,4  | 0  | 0    | 0  | 2  | 4        | 48,7 | 1  | 12,2 | 1  | 7  | 2        | 26,1 | 0  | 0   | 0  | 2  | 2        | 25,5  | 0  | 0    | 0  | 2  | 31,2          |
| N-340     | 1222 | 8-B   | Convencional  | 22.484 | 1        | 29,5  | 0  | 0  | 0  | 2  | 2        | 24,4  | 0  | 0    | 1  | 2  | 1        | 12,2 | 0  | 0    | 0  | 1  | 3        | 39,2 | 0  | 0   | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 19,8          |
| N-340     | 1223 | 8-B   | Convencional  | 22.484 | 1        | 29,5  | 0  | 0  | 0  | 2  | 1        | 12,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 13,1 | 0  | 0   | 1  | 0  | 1        | 12,8  | 0  | 0    | 0  | 1  | 11,3          |
| N-340     | 1224 | 8-B   | Convencional  | 22.484 | 6        | 177,2 | 0  | 0  | 1  | 8  | 2        | 24,4  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 38,3  | 0  | 0    | 0  | 3  | 31,2          |
| N-340     | 1226 | 8-B   | Convencional  | 21.122 | 1        | 29,5  | 0  | 0  | 0  | 3  | 1        | 13    | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 42,2 | 0  | 0   | 0  | 3  | 2        | 26,9  | 0  | 0    | 0  | 2  | 21,5          |
| N-340     | 1230 | 8-B   | Convencional  | 3.342  | 1        | 25    | 2  | 50 | 1  | 0  | 3        | 245,9 | 0  | 0    | 1  | 5  | 1        | 14,9 | 1  | 14,9 | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 57,5  | 0  | 0    | 0  | 5  | 34,7          |
| N-340     | 1231 | 8-B   | Convencional  | 12.870 | 2        | 50    | 0  | 0  | 0  | 3  | 3        | 63,9  | 0  | 0    | 0  | 9  | 2        | 29,9 | 0  | 0    | 0  | 4  | 3        | 42,3 | 0  | 0   | 1  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 34            |
| N-340     | 1232 | 8-B   | Convencional  | 17.634 | 1        | 25    | 0  | 0  | 0  | 3  | 1        | 15,5  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 6,4           |
| N-340     | 1233 | 8-B   | Convencional  | 4.509  | 2        | 50    | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 14,4  | 0  | 0    | 0  | 1  | 11,4          |
| N-340     | 1234 | 8-B   | Convencional  | 17.634 | 1        | 15    | 0  | 0  | 1  | 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  | 3             |
| N-340     | 1239 | 8-B   | Convencional  | 24.894 | 1        | 11,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2,5           |
| N-340     | 1241 | 8-B   | Convencional  | 24.894 | 6        | 70,3  | 0  | 0  | 0  | 7  | 5        | 55    | 0  | 0    | 0  | 7  | 2        | 23,5 | 0  | 0    | 0  | 4  | 5        | 56,5 | 0  | 0   | 0  | 6  | 3        | 34,8  | 0  | 0    | 0  | 5  | 48,2          |
| N-340     | 1242 | 8-B   | Convencional  | 24.894 | 6        | 67,7  | 0  | 0  | 0  | 6  | 2        | 22    | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,3 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 20            |
| N-340     | 1243 | 8-B   | Multicarril   | 39.626 | 5        | 35,5  | 0  | 0  | 0  | 5  | 4        | 27,7  | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 16,9 | 0  | 0   | 1  | 2  | 4        | 31,7  | 0  | 0    | 1  | 4  | 23,3          |
| N-340a    | 970  | 12-CS | Convencional  | 35.945 | 1        | 7,8   | 0  | 0  | 0  | 6  | 4        | 30,5  | 0  | 0    | 1  | 4  | 1        | 7,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,9   | 0  | 0    | 2  | 5  | 10,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM   | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|------|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|------|------|---------------|
|           |      |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-340a    | 971  | 12-CS | Convencional  | 35.945 | 1        | 7,8   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 7,6      | 0     | 0  | 1    | 0  | 0  | 0        | 0     | 0  | 0    | 3,1  |      |               |
| N-340a    | 978  | 12-CS | Convencional  | 35.945 | 1        | 7,8   | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 2,4  |      |      |               |
| N-340a    | 979  | 12-CS | Convencional  | 35.945 | 1        | 7,8   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 18,3  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 18,3     | 0     | 0  | 0    | 1    | 7,1  |               |
| N-340a    | 981  | 12-CS | Convencional  | 35.945 | 1        | 7,8   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 2,4  |      |               |
| N-340a    | 1041 | 12-CS | Convencional  | 17.518 | 1        | 34,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 10,7 |      |               |
| N-340a    | 1045 | 12-CS | Convencional  | 17.518 | 1        | 34,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 10,7 |      |               |
| N-340a    | 1046 | 12-CS | Convencional  | 17.518 | 2        | 68,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 21,5 |      |               |
| N-340a    | 1049 | 12-CS | Convencional  | 17.526 | 2        | 68,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 21,4 |      |               |
| N-340a    | 1050 | 12-CS | Convencional  | 17.541 | 1        | 33,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 10,6 |      |               |
| N-340a    | 1083 | 43-T  | Convencional  | 7.622  | 1        | 30,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 69,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 20,5 |      |               |
| N-347     | 0    | 4-AL  | Convencional  | 4.670  | 1        | 47,1  | 0  | 0  | 0  | 3  | 1        | 58,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 58,9  | 0  | 0    | 0  | 3  | 1        | 50,3  | 0  | 0    | 0    | 1    | 42,8          |
| N-347     | 0    | 18-GR | Convencional  | 8.347  | 3        | 69,9  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 28,3 |      |               |
| N-350     | 1    | 11-CA | Convencional  | 18.196 | 1        | 13,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 13,8  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 5,5  |      |               |
| N-351     | 3    | 11-CA | Multicarril   | 23.452 | 8        | 87,6  | 0  | 0  | 0  | 8  | 5        | 58,4  | 0  | 0    | 0  | 14 | 4        | 43,2  | 1  | 10,8 | 0  | 5  | 6        | 66,6  | 0  | 0    | 0  | 14 | 6        | 68,7  | 1  | 11,5 | 1    | 6    | 64,9          |
| N-351     | 4    | 11-CA | Multicarril   | 23.452 | 6        | 65,7  | 0  | 0  | 0  | 9  | 10       | 116,8 | 0  | 0    | 0  | 13 | 6        | 64,9  | 0  | 0    | 0  | 14 | 4        | 44,4  | 1  | 11,1 | 0  | 4  | 5        | 57,3  | 0  | 0    | 1    | 11   | 69,4          |
| N-351     | 5    | 11-CA | Multicarril   | 23.452 | 3        | 32,8  | 0  | 0  | 0  | 5  | 6        | 70,1  | 0  | 0    | 0  | 7  | 6        | 64,9  | 0  | 0    | 1  | 6  | 3        | 33,3  | 0  | 0    | 1  | 3  | 5        | 57,3  | 0  | 0    | 0    | 8    | 51,5          |
| N-351     | 6    | 11-CA | Multicarril   | 23.452 | 10       | 109,5 | 0  | 0  | 1  | 14 | 8        | 93,5  | 1  | 11,7 | 3  | 7  | 12       | 129,7 | 0  | 0    | 0  | 16 | 11       | 122,1 | 0  | 0    | 1  | 11 | 15       | 171,8 | 0  | 0    | 1    | 16   | 125,3         |
| N-351     | 7    | 11-CA | Multicarril   | 23.452 | 2        | 21,9  | 0  | 0  | 0  | 2  | 3        | 35    | 0  | 0    | 0  | 4  | 1        | 10,8  | 0  | 0    | 0  | 1  | 4        | 44,4  | 0  | 0    | 0  | 6  | 6        | 68,7  | 0  | 0    | 1    | 6    | 35,8          |
| N-357     | 1    | 11-CA | Convencional  | 9.270  | 1        | 31,8  | 0  | 0  | 0  | 2  | 1        | 29,6  | 0  | 0    | 0  | 1  | 1        | 30,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 16,7 |               |
| V-21      | 2    | 46-V  | Autovía       | 46.334 | 1        | 6,2   | 0  | 0  | 0  | 1  | 2        | 11,8  | 1  | 5,9  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 3,7  |      |               |
| V-21      | 3    | 46-V  | Autovía       | 46.334 | 1        | 6,2   | 0  | 0  | 2  | 1  | 1        | 5,9   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 6,3   | 0  | 0    | 1  | 0  | 2        | 12,4  | 0  | 0    | 1    | 1    | 6,2           |
| V-21      | 5    | 46-V  | Autovía       | 46.334 | 3        | 18,7  | 0  | 0  | 0  | 3  | 4        | 23,7  | 0  | 0    | 0  | 9  | 3        | 18,6  | 0  | 0    | 0  | 4  | 2        | 12,6  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 14,9 |               |
| V-21      | 6    | 46-V  | Autovía       | 46.334 | 1        | 6,2   | 0  | 0  | 0  | 1  | 1        | 5,9   | 0  | 0    | 0  | 1  | 3        | 18,6  | 0  | 0    | 0  | 5  | 1        | 6,3   | 0  | 0    | 2  | 0  | 3        | 19,1  | 0  | 0    | 0    | 3    | 11,2          |
| V-21      | 7    | 46-V  | Autovía       | 46.334 | 1        | 6,2   | 0  | 0  | 0  | 1  | 2        | 11,8  | 0  | 0    | 0  | 3  | 1        | 6,2   | 0  | 0    | 0  | 2  | 4        | 25,3  | 0  | 0    | 1  | 6  | 4        | 25,5  | 1  | 6,4  | 0    | 5    | 14,9          |
| V-21      | 8    | 46-V  | Autovía       | 46.334 | 2        | 9,4   | 0  | 0  | 0  | 3  | 1        | 5,9   | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 18,9  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0    | 6,8  |               |
| V-21      | 9    | 46-V  | Autovía       | 70.380 | 1        | 3,8   | 0  | 0  | 0  | 1  | 2        | 7,8   | 0  | 0    | 0  | 2  | 3        | 14,6  | 0  | 0    | 0  | 3  | 3        | 14,8  | 0  | 0    | 0  | 3  | 3        | 14,7  | 0  | 0    | 0    | 4    | 10,6          |
| V-21      | 10   | 46-V  | Autovía       | 70.380 | 2        | 7,6   | 0  | 0  | 0  | 2  | 1        | 3,9   | 0  | 0    | 0  | 2  | 1        | 4,9   | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 9,8   | 0  | 0    | 0    | 3    | 5,3           |
| V-21      | 11   | 46-V  | Autovía       | 70.380 | 1        | 3,8   | 0  | 0  | 0  | 2  | 1        | 3,9   | 0  | 0    | 0  | 4  | 2        | 9,8   | 0  | 0    | 1  | 3  | 4        | 19,7  | 0  | 0    | 0  | 4  | 1        | 4,9   | 0  | 0    | 0    | 1    | 8             |
| V-21      | 12   | 46-V  | Autovía       | 70.380 | 1        | 3,8   | 0  | 0  | 0  | 4  | 2        | 7,8   | 0  | 0    | 0  | 2  | 4        | 19,5  | 0  | 0    | 0  | 7  | 1        | 4,9   | 0  | 0    | 0  | 1  | 4        | 19,6  | 0  | 0    | 1    | 3    | 10,6          |
| V-21      | 13   | 46-V  | Autovía       | 70.380 | 3        | 11,5  | 0  | 0  | 0  | 4  | 1        | 3,9   | 0  | 0    | 0  | 2  | 5        | 24,4  | 0  | 0    | 0  | 9  | 4        | 19,7  | 0  | 0    | 0  | 5  | 2        | 9,8   | 0  | 0    | 0    | 4    | 13,3          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 7      N-340 Cádiz - Barcelona por Málaga (N-332)

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| V-21      | 14 | 46-V  | Autovía       | 70.380  | 3        | 11,5 | 0  | 0  | 1  | 2  | 1        | 3,9  | 0  | 0   | 0  | 1  | 1        | 4,9  | 0  | 0  | 0  | 1  | 1        | 4,9  | 0  | 0  | 0  | 1  | 3        | 14,7 | 0  | 0   | 0  | 4  | 8             |
| V-21      | 15 | 46-V  | Autovía       | 70.380  | 3        | 11,5 | 0  | 0  | 1  | 8  | 3        | 11,7 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 12,1 | 0  | 0  | 0  | 3  | 2        | 7,9  | 0  | 0   | 0  | 2  | 8,7           |
| V-21      | 16 | 46-V  | Autovía       | 70.380  | 4        | 15,3 | 0  | 0  | 2  | 4  | 3        | 11,7 | 0  | 0   | 0  | 5  | 4        | 16,1 | 1  | 4  | 0  | 8  | 3        | 12,1 | 0  | 0  | 1  | 5  | 4        | 15,9 | 0  | 0   | 1  | 6  | 14,2          |
| V-23      | 0  | 46-V  | Multicarril   | 17.141  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 16,2 | 0  | 0  | 0  | 1  | 1        | 16,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 9,9           |
| V-23      | 1  | 46-V  | Multicarril   | 17.725  | 2        | 33,8 | 0  | 0  | 0  | 5  | 1        | 15,5 | 0  | 0   | 0  | 1  | 3        | 48,7 | 0  | 0  | 0  | 3  | 2        | 32,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 26,1          |
| V-23      | 2  | 46-V  | Multicarril   | 17.141  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,4 | 0  | 0  | 0  | 1  | 2        | 33,5 | 0  | 0   | 0  | 2  | 13,2          |
| V-23      | 3  | 46-V  | Multicarril   | 17.725  | 1        | 16,9 | 0  | 0  | 0  | 2  | 1        | 15,5 | 0  | 0   | 0  | 1  | 1        | 16   | 0  | 0  | 0  | 1  | 1        | 16,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 13            |
| V-23      | 4  | 46-V  | Multicarril   | 17.102  | 1        | 16,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 32   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 49,7 | 0  | 0   | 0  | 3  | 19,6          |
| V-23      | 5  | 46-V  | Convencional  | 17.102  | 2        | 31,6 | 0  | 0  | 0  | 4  | 1        | 16   | 0  | 0   | 0  | 1  | 1        | 16   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,6 | 0  | 0   | 0  | 1  | 16,2          |
| V-31      | 0  | 46-V  | Autovía       | 56.054  | 2        | 6,2  | 0  | 0  | 0  | 3  | 3        | 14,7 | 0  | 0   | 0  | 4  | 4        | 21,6 | 0  | 0  | 0  | 5  | 3        | 16,8 | 0  | 0  | 1  | 2  | 5        | 27,1 | 0  | 0   | 0  | 5  | 15,8          |
| V-31      | 1  | 46-V  | Autovía       | 91.314  | 4        | 12,5 | 0  | 0  | 0  | 10 | 4        | 12   | 1  | 3   | 2  | 3  | 3        | 16,2 | 0  | 0  | 0  | 8  | 3        | 16,8 | 0  | 0  | 1  | 4  | 9        | 48,8 | 0  | 0   | 0  | 9  | 19,1          |
| V-31      | 2  | 46-V  | Autovía       | 91.314  | 3        | 8,9  | 0  | 0  | 0  | 6  | 3        | 9    | 0  | 0   | 0  | 3  | 3        | 16,2 | 0  | 0  | 3  | 5  | 1        | 5,6  | 0  | 0  | 0  | 4  | 2        | 10,8 | 0  | 0   | 0  | 5  | 9,8           |
| V-31      | 3  | 46-V  | Autovía       | 91.314  | 6        | 17,2 | 0  | 0  | 0  | 9  | 8        | 24   | 0  | 0   | 2  | 15 | 2        | 10,8 | 0  | 0  | 0  | 4  | 4        | 22,4 | 0  | 0  | 0  | 9  | 4        | 21,7 | 0  | 0   | 1  | 4  | 19,5          |
| V-31      | 4  | 46-V  | Autovía       | 93.699  | 1        | 2,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 21,6 | 0  | 0  | 0  | 11 | 1        | 5,6  | 0  | 0  | 2  | 0  | 4        | 21,7 | 0  | 0   | 0  | 7  | 7,8           |
| V-31      | 5  | 46-V  | Autovía       | 118.738 | 3        | 6,8  | 0  | 0  | 0  | 3  | 2        | 4,6  | 0  | 0   | 0  | 2  | 4        | 21,6 | 0  | 0  | 1  | 4  | 5        | 28   | 0  | 0  | 0  | 7  | 2        | 10,8 | 0  | 0   | 0  | 3  | 11,2          |
| V-31      | 6  | 46-V  | Autovía       | 118.738 | 4        | 9,1  | 0  | 0  | 0  | 5  | 5        | 11,5 | 0  | 0   | 0  | 5  | 4        | 21,6 | 0  | 0  | 0  | 4  | 5        | 28   | 0  | 0  | 0  | 6  | 6        | 32,5 | 0  | 0   | 3  | 10 | 16,9          |
| V-31      | 7  | 46-V  | Autovía       | 118.738 | 6        | 13,6 | 0  | 0  | 0  | 17 | 3        | 6,9  | 0  | 0   | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 28   | 0  | 0  | 0  | 5  | 1        | 5,4  | 0  | 0   | 0  | 2  | 10,5          |
| V-31      | 8  | 46-V  | Autovía       | 118.738 | 5        | 11,4 | 0  | 0  | 0  | 6  | 5        | 11,5 | 0  | 0   | 1  | 6  | 7        | 34,5 | 0  | 0  | 0  | 15 | 4        | 18,8 | 0  | 0  | 1  | 6  | 5        | 26   | 0  | 0   | 0  | 11 | 17,6          |
| V-31      | 9  | 46-V  | Autovía       | 118.738 | 4        | 9,1  | 0  | 0  | 0  | 6  | 2        | 4,6  | 0  | 0   | 0  | 4  | 4        | 16,4 | 0  | 0  | 0  | 10 | 2        | 8,4  | 0  | 0  | 0  | 4  | 5        | 20,5 | 0  | 0   | 3  | 5  | 10,6          |
| V-31      | 10 | 46-V  | Autovía       | 118.738 | 11       | 25   | 0  | 0  | 2  | 20 | 5        | 11,5 | 0  | 0   | 0  | 7  | 2        | 5,5  | 0  | 0  | 0  | 2  | 4        | 14,6 | 0  | 0  | 0  | 9  | 4        | 13,6 | 1  | 3,4 | 0  | 4  | 14,4          |
| V-31      | 11 | 46-V  | Autovía       | 118.738 | 26       | 59   | 0  | 0  | 1  | 44 | 18       | 41,5 | 0  | 0   | 2  | 28 | 15       | 36,9 | 0  | 0  | 0  | 33 | 14       | 37,3 | 0  | 0  | 0  | 20 | 12       | 30,7 | 0  | 0   | 0  | 26 | 41,5          |
| V-31      | 12 | 46-V  | Autovía       | 118.738 | 8        | 18,2 | 0  | 0  | 1  | 11 | 10       | 23,1 | 1  | 2,3 | 0  | 14 | 2        | 4,7  | 0  | 0  | 0  | 9  | 12       | 29,2 | 0  | 0  | 2  | 25 | 7        | 16,7 | 1  | 2,4 | 1  | 7  | 18,3          |
| V-31      | 13 | 46-V  | Autovía       | 118.738 | 2        | 4,5  | 0  | 0  | 0  | 2  | 1        | 2,3  | 0  | 0   | 1  | 0  | 2        | 4,7  | 0  | 0  | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 2,4  | 0  | 0   | 0  | 1  | 2,8           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| A-8       | 139 | 39-S  | Autovía       | 49.453 | 1        | 5,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 24,3 | 0  | 0   | 0  | 11 | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 11,5 | 0  | 0    | 0  | 4  | 8,1           |
| A-8       | 141 | 39-S  | Autovía       | 49.453 | 1        | 5,7  | 0  | 0  | 0  | 1  | 4        | 22,2 | 0  | 0  | 0  | 9  | 5        | 30,3 | 0  | 0   | 0  | 8  | 2        | 11,6 | 0  | 0   | 0  | 4  | 9        | 52   | 2  | 11,5 | 0  | 12 | 24,3          |
| A-8       | 142 | 39-S  | Autovía       | 49.453 | 1        | 5,7  | 0  | 0  | 0  | 1  | 2        | 11,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6    | 0  | 0   | 0  | 1  | 2        | 11,8 | 0  | 0    | 0  | 2  | 7             |
| A-8       | 143 | 39-S  | Autovía       | 44.231 | 6        | 36,1 | 0  | 0  | 1  | 6  | 11       | 68,1 | 0  | 0  | 2  | 17 | 9        | 56,1 | 0  | 0   | 1  | 11 | 10       | 59,9 | 0  | 0   | 0  | 12 | 2        | 12,2 | 0  | 0    | 0  | 3  | 46,4          |
| A-8       | 144 | 39-S  | Autovía       | 44.077 | 2        | 12   | 0  | 0  | 0  | 3  | 4        | 24,9 | 0  | 0  | 0  | 13 | 2        | 12,5 | 0  | 0   | 0  | 2  | 1        | 6    | 0  | 0   | 0  | 2  | 2        | 12,2 | 0  | 0    | 0  | 3  | 13,4          |
| A-8       | 145 | 39-S  | Autovía       | 44.077 | 1        | 6    | 0  | 0  | 0  | 1  | 6        | 37,3 | 0  | 0  | 0  | 10 | 5        | 31,9 | 1  | 6,4 | 1  | 4  | 2        | 12,4 | 0  | 0   | 0  | 3  | 1        | 6,5  | 0  | 0    | 0  | 3  | 18,8          |
| A-8       | 147 | 39-S  | Autovía       | 32.596 | 8        | 52,2 | 0  | 0  | 4  | 11 | 1        | 8,4  | 0  | 0  | 0  | 1  | 3        | 20,8 | 0  | 0   | 1  | 2  | 4        | 27,3 | 1  | 6,8 | 0  | 4  | 2        | 14,8 | 0  | 0    | 0  | 2  | 25,8          |
| A-8       | 150 | 39-S  | Autovía       | 32.596 | 1        | 8,6  | 0  | 0  | 0  | 4  | 1        | 8,4  | 0  | 0  | 0  | 1  | 1        | 7,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,4  | 0  | 0    | 0  | 3  | 6,2           |
| A-8       | 151 | 39-S  | Autovía       | 32.596 | 2        | 17,1 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,1  | 0  | 0   | 0  | 2  | 1        | 7,3  | 0  | 0   | 0  | 1  | 1        | 7,4  | 0  | 0    | 0  | 1  | 8,1           |
| A-8       | 153 | 39-S  | Autovía       | 32.577 | 1        | 8,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,2  | 0  | 0   | 0  | 1  | 1        | 9,1  | 1  | 9,1 | 1  | 2  | 1        | 8,9  | 0  | 0    | 0  | 2  | 7             |
| A-8       | 155 | 39-S  | Autovía       | 32.556 | 2        | 16,9 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 5,3           |
| A-8       | 157 | 39-S  | Autovía       | 32.536 | 1        | 8,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,2  | 0  | 0   | 0  | 1  | 1        | 9,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 5,3           |
| A-8       | 158 | 39-S  | Autovía       | 32.536 | 1        | 8,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 18,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 5,3           |
| A-8       | 159 | 39-S  | Autovía       | 32.536 | 2        | 16,7 | 0  | 0  | 0  | 2  | 1        | 8,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,4  | 0  | 0   | 0  | 1  | 1        | 9    | 0  | 0    | 0  | 4  | 8,9           |
| A-8       | 160 | 39-S  | Autovía       | 32.536 | 2        | 16,7 | 0  | 0  | 0  | 2  | 2        | 16,8 | 0  | 0  | 0  | 2  | 3        | 28,4 | 0  | 0   | 0  | 5  | 3        | 28,8 | 0  | 0   | 0  | 3  | 2        | 18,3 | 0  | 0    | 0  | 3  | 21,5          |
| A-8       | 161 | 39-S  | Autovía       | 32.536 | 1        | 8,4  | 0  | 0  | 0  | 4  | 2        | 16,8 | 0  | 0  | 0  | 2  | 1        | 9,5  | 0  | 0   | 0  | 1  | 1        | 9,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 9             |
| A-8       | 162 | 39-S  | Autovía       | 31.284 | 1        | 8,7  | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 19,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |
| A-8       | 163 | 39-S  | Autovía       | 31.207 | 2        | 17,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,3  | 0  | 0    | 0  | 2  | 9,2           |
| A-8       | 165 | 39-S  | Autovía       | 31.207 | 1        | 8,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,5  | 0  | 0   | 0  | 1  | 1        | 9,8  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |
| A-8       | 167 | 39-S  | Autovía       | 31.207 | 1        | 8,7  | 0  | 0  | 0  | 1  | 1        | 8,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 5,5           |
| A-8       | 170 | 39-S  | Autovía       | 36.417 | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,5  | 0  | 0    | 0  | 1  | 3,2           |
| A-8       | 171 | 39-S  | Autovía       | 38.708 | 2        | 13,3 | 0  | 0  | 0  | 6  | 1        | 7,1  | 0  | 0  | 0  | 2  | 1        | 8,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,1           |
| A-8       | 172 | 39-S  | Autovía       | 38.708 | 2        | 13,3 | 0  | 0  | 0  | 2  | 3        | 21,2 | 0  | 0  | 0  | 6  | 1        | 7,7  | 0  | 0   | 2  | 0  | 2        | 15,7 | 0  | 0   | 0  | 3  | 1        | 8    | 0  | 0    | 0  | 1  | 13,3          |
| A-8       | 173 | 39-S  | Autovía       | 38.708 | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,3  | 0  | 0   | 0  | 1  | 2        | 15,9 | 0  | 0    | 1  | 1  | 6,1           |
| A-8       | 176 | 39-S  | Autovía       | 37.789 | 1        | 6,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 16,7 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 4,6           |
| A-8       | 177 | 39-S  | Autovía       | 38.708 | 3        | 21,8 | 0  | 0  | 0  | 5  | 2        | 14,2 | 0  | 0  | 0  | 3  | 2        | 16,1 | 0  | 0   | 3  | 1  | 2        | 16,7 | 0  | 0   | 1  | 3  | 1        | 8    | 0  | 0    | 0  | 1  | 15,4          |
| A-8       | 180 | 39-S  | Autovía       | 33.286 | 1        | 7,3  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8    | 0  | 0    | 0  | 1  | 3,2           |
| A-8       | 181 | 39-S  | Autovía       | 33.286 | 2        | 14,6 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,3  | 0  | 0   | 0  | 4  | 1        | 8    | 0  | 0    | 0  | 2  | 6,4           |
| A-8       | 182 | 39-S  | Autovía       | 33.286 | 1        | 7,3  | 0  | 0  | 0  | 2  | 2        | 16,5 | 0  | 0  | 1  | 2  | 5        | 40,3 | 0  | 0   | 1  | 4  | 1        | 8,3  | 0  | 0   | 0  | 3  | 1        | 8    | 0  | 0    | 0  | 1  | 15,9          |
| A-8       | 183 | 39-S  | Autovía       | 33.286 | 1        | 7,3  | 0  | 0  | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 1  | 1        | 8,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 4,8           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

[illegible]

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |      |    |    |      | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|------|----|----|------|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL   | ACV      | IP   | VM | IM   | HG   | HL   |               |
| A-8       | 258 | 39-S  | Autovía       | 15.583 | 1        | 17,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 19,7     | 2    | 39,3 | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 7,4  |      |               |
| A-8       | 270 | 39-S  | Autovía       | 14.347 | 1        | 17,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 7,6  |      |      |               |
| A-8       | 284 | 33-O  | Autovía       | 10.963 | 1        | 23,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 6,9  |      |      |               |
| A-8       | 285 | 33-O  | Autovía       | 10.099 | 2        | 55,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 15,3 |      |      |               |
| A-8       | 288 | 33-O  | Autovía       | 9.069  | 1        | 27,6 | 0  | 0    | 0  | 1  | 1        | 30,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 15,8 |      |      |               |
| A-8       | 304 | 33-O  | Autovía       | 12.440 | 2        | 32,6 | 1  | 16,3 | 3  | 1  | 1        | 22   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 13   |      |      |               |
| A-8       | 305 | 33-O  | Autovía       | 12.623 | 1        | 16,3 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 24,2     | 0    | 0    | 1  | 1  | 0    | 0        | 0    | 0  | 8,6  |      |      |               |
| A-8       | 306 | 33-O  | Autovía       | 14.053 | 1        | 17,3 | 0  | 0    | 0  | 3  | 1        | 19,5 | 0  | 0  | 0  | 3  | 1        | 22,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 1        | 21,1 | 0  | 0    | 3    | 16,4 |               |
| A-8       | 311 | 33-O  | Autovía       | 14.033 | 1        | 19,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 4,2  |      |      |               |
| A-8       | 313 | 33-O  | Autovía       | 13.671 | 1        | 19,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 4,3  |      |      |               |
| A-8       | 325 | 33-O  | Autovía       | 12.878 | 1        | 19,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 4,4  |      |      |               |
| A-8       | 331 | 33-O  | Autovía       | 12.644 | 1        | 25,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 4,9  |      |      |               |
| A-8       | 345 | 33-O  | Autovía       | 15.919 | 1        | 16,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 19   | 0        | 0    | 0  | 2    | 7,2  |      |               |
| A-8       | 346 | 33-O  | Autovía       | 17.620 | 1        | 16,5 | 0  | 0    | 0  | 2  | 1        | 15,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 6,8  |      |      |               |
| A-8       | 350 | 33-O  | Autovía       | 17.620 | 1        | 16,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 3,4  |      |      |               |
| A-8       | 351 | 33-O  | Autovía       | 17.620 | 1        | 16,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 17,8 | 0        | 0    | 0  | 1    | 6,8  |      |               |
| A-8       | 353 | 33-O  | Autovía       | 18.566 | 1        | 14,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 2,9  |      |      |               |
| A-8       | 356 | 33-O  | Autovía       | 21.368 | 1        | 12   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,6 | 0  | 0  | 0  | 5  | 2        | 27,1 | 0    | 0  | 0  | 4    | 0        | 0    | 0  | 0    | 10,2 |      |               |
| A-8       | 357 | 33-O  | Autovía       | 21.368 | 1        | 12   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 2,5  |      |      |               |
| A-8       | 358 | 33-O  | Autovía       | 21.368 | 1        | 12   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 2,5  |      |      |               |
| A-8       | 359 | 33-O  | Autovía       | 19.062 | 1        | 12   | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 2,7  |      |      |               |
| A-8       | 361 | 33-O  | Autovía       | 14.882 | 1        | 20,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,3 | 0  | 0  | 0  | 2  | 1        | 17   | 0    | 0  | 0  | 2    | 0        | 0    | 0  | 0    | 10,4 |      |               |
| A-8       | 373 | 33-O  | Autovía       | 27.037 | 1        | 10,2 | 0  | 0    | 0  | 3  | 1        | 10,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,6 | 0    | 0  | 0  | 1    | 0        | 0    | 0  | 0    | 6,8  |      |               |
| A-8       | 375 | 33-O  | Autovía       | 27.037 | 1        | 10,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 4,6  |      |      |               |
| A-8       | 377 | 33-O  | Autovía       | 27.037 | 1        | 10,2 | 0  | 0    | 0  | 1  | 3        | 30,4 | 0  | 0  | 0  | 9  | 2        | 26,4 | 0  | 0  | 0  | 4  | 5        | 67,8 | 0    | 0  | 1  | 8    | 1        | 11,6 | 0  | 0    | 2    | 27,7 |               |
| A-8       | 378 | 33-O  | Autovía       | 21.025 | 5        | 51,4 | 0  | 0    | 0  | 9  | 3        | 39,1 | 0  | 0  | 0  | 7  | 2        | 26,4 | 0  | 0  | 0  | 10 | 4        | 54,2 | 0    | 0  | 0  | 9    | 2        | 23,2 | 1  | 11,6 | 0    | 3    | 39            |
| A-8       | 379 | 33-O  | Autovía       | 21.025 | 2        | 21,5 | 0  | 0    | 0  | 3  | 1        | 13   | 0  | 0  | 0  | 1  | 3        | 39,5 | 0  | 0  | 0  | 3  | 3        | 40,7 | 0    | 0  | 0  | 3    | 2        | 23,2 | 0  | 0    | 0    | 3    | 27,1          |
| A-8       | 380 | 33-O  | Autovía       | 21.025 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 26,4 | 0  | 0  | 0  | 5  | 1        | 13,6 | 0    | 0  | 0  | 2    | 1        | 11,6 | 0  | 0    | 0    | 1    | 12,9          |
| A-8       | 382 | 33-O  | Autovía       | 28.772 | 2        | 26,3 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 5,2  |      |      |               |
| A-8       | 384 | 33-O  | Autovía       | 40.091 | 1        | 5,3  | 0  | 0    | 1  | 2  | 2        | 13,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 3,7  |      |      |               |



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## Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |      |    |    |      | I.P.  |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|------|----|----|------|-------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL   | Medio |
| A-8       | 385 | 33-O  | Autovía       | 40.091 | 1        | 5,3  | 0  | 0    | 0  | 2  | 2        | 13,7 | 0  | 0    | 0  | 3  | 1        | 6,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0    | 0  | 0  | 3    | 6,1   |
| A-8       | 387 | 33-O  | Autovía       | 40.091 | 2        | 10,7 | 0  | 0    | 0  | 2  | 1        | 6,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 3,7  |       |
| A-8       | 389 | 33-O  | Autovía       | 40.091 | 2        | 10,7 | 0  | 0    | 0  | 2  | 1        | 6,8  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,1  | 0  | 0  | 0  | 1  | 1        | 5,8  | 0    | 0  | 0  | 1    | 6,1   |
| A-8       | 392 | 33-O  | Autovía       | 50.363 | 1        | 4,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,1  | 0  | 0  | 0  | 1  | 1        | 5,6  | 0  | 0  | 0  | 1  | 2        | 10,5 | 0    | 0  | 0  | 3    | 5,4   |
| A-8       | 395 | 33-O  | Autovía       | 59.671 | 1        | 4,1  | 0  | 0    | 0  | 2  | 1        | 4,6  | 0  | 0    | 0  | 2  | 1        | 5,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 2,9  |       |
| A-8       | 397 | 33-O  | Autovía       | 59.671 | 1        | 4,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 38,6 | 0  | 0  | 0  | 8  | 1        | 7,1  | 0    | 0  | 0  | 3    | 8,2   |
| A-8       | 399 | 33-O  | Autovía       | 59.671 | 1        | 5,1  | 0  | 0    | 0  | 2  | 1        | 4,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 3,7   |
| A-8       | 400 | 33-O  | Autovía       | 20.522 | 1        | 5,1  | 0  | 0    | 0  | 2  | 1        | 13,4 | 1  | 13,4 | 0  | 0  | 1        | 8    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 5,3  |       |
| A-8       | 402 | 33-O  | Autovía       | 20.522 | 2        | 25,8 | 0  | 0    | 0  | 4  | 2        | 26,7 | 0  | 0    | 0  | 2  | 2        | 30,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 16,7 |       |
| A-8       | 404 | 33-O  | Autovía       | 20.522 | 1        | 12,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 2,8  |       |
| A-8       | 405 | 33-O  | Autovía       | 20.522 | 1        | 12,8 | 0  | 0    | 1  | 4  | 1        | 13,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 13,6     | 0    | 0    | 0  | 1  | 8,3  |       |
| A-8       | 406 | 33-O  | Autovía       | 20.758 | 1        | 12,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,5 | 0  | 0  | 0  | 1  | 1        | 13,8 | 0    | 0  | 0  | 1    | 8,1   |
| A-8       | 410 | 33-O  | Autovía       | 19.099 | 1        | 13,2 | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 2,8  |       |
| A-8       | 414 | 33-O  | Autovía       | 27.573 | 2        | 21,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11   | 0  | 0  | 0  | 4  | 2        | 23,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0    | 10,8  |
| A-8       | 416 | 33-O  | Autovía       | 28.910 | 2        | 21,7 | 0  | 0    | 0  | 2  | 3        | 28,4 | 0  | 0    | 0  | 3  | 2        | 22,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,2 | 0    | 0  | 0  | 1    | 17    |
| A-8       | 417 | 33-O  | Autovía       | 23.637 | 2        | 22,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,8 | 0  | 0  | 0  | 1  | 1        | 10,2 | 0    | 0  | 0  | 2    | 9,2   |
| A-8       | 418 | 33-O  | Autovía       | 22.532 | 1        | 12   | 0  | 0    | 0  | 1  | 1        | 12,2 | 0  | 0    | 0  | 1  | 1        | 13,7 | 0  | 0  | 0  | 1  | 1        | 14,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0    | 10,5  |
| A-8       | 419 | 33-O  | Autovía       | 22.532 | 1        | 12   | 0  | 0    | 0  | 2  | 1        | 12,2 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 13,9     | 1    | 13,9 | 1  | 0  | 8    |       |
| A-8       | 436 | 33-O  | Autovía       | 12.068 | 1        | 21,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 9,4  |       |
| A-8       | 451 | 33-O  | Autovía       | 11.925 | 1        | 25,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 5,2  |       |
| A-8       | 453 | 33-O  | Autovía       | 11.925 | 1        | 25,7 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 52   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 15,7 |       |
| A-8       | 464 | 33-O  | Autovía       | 11.886 | 1        | 21,5 | 1  | 21,5 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26   | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 9,9  |       |
| A-8       | 471 | 33-O  | Autovía       | 10.598 | 1        | 27,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 6,5  |       |
| A-8       | 480 | 33-O  | Autovía       | 9.824  | 1        | 25,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 27,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 11,6 |       |
| A-8       | 485 | 33-O  | Autovía       | 9.417  | 1        | 24,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 5,4  |       |
| A-8       | 499 | 33-O  | Autovía       | 10.576 | 1        | 24,8 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 5,7  |       |
| A-8       | 513 | 27-LU | Autovía       | 8.755  | 1        | 28,3 | 1  | 28,3 | 2  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 6,6  |       |
| A-8       | 522 | 27-LU | Autovía       | 8.646  | 1        | 30,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 7    |       |
| A-8       | 525 | 27-LU | Autovía       | 8.003  | 1        | 30,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 7,4  |       |
| A-8       | 526 | 27-LU | Autovía       | 7.855  | 1        | 30,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 7,5  |       |

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## Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |      | Año 2012 |       |    |      |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|----------|-------|----|------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP    | VM | IM   | HG    | HL   |               |
| A-8       | 543 | 27-LU | Autovía       | 7.057  | 1        | 36,1  | 1  | 36,1 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 8,1  |       |      |               |
| A-8       | 588 | 27-LU | Autovía       | 9.615  | 1        | 27,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 31,4     | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 11,7 |       |      |               |
| A-8       | 593 | 27-LU | Autovía       | 9.615  | 1        | 27,8  | 1  | 27,8 | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 28,8     | 0     | 0  | 1  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 11,7 |       |      |               |
| AI-81     | 3   | 33-O  | Autovía       | 31.905 | 1        | 8,5   | 0  | 0    | 0  | 1  | 1        | 8,6   | 0  | 0  | 0  | 1  | 1        | 8,9   | 0  | 0  | 0  | 1  | 1        | 9,1   | 0  | 0  | 0  | 1    | 3        | 27    | 0  | 0    | 0     | 4    | 12,3          |
| AI-81     | 4   | 33-O  | Autovía       | 31.905 | 1        | 8,5   | 0  | 0    | 0  | 1  | 2        | 17,2  | 0  | 0  | 1  | 2  | 1        | 8,9   | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 0     | 7    |               |
| N-634     | 137 | 39-S  | Convencional  | 841    | 1        | 273,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 64,3  |      |               |
| N-634     | 138 | 39-S  | Convencional  | 841    | 1        | 273,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 64,3  |      |               |
| N-634     | 139 | 39-S  | Convencional  | 841    | 1        | 273,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 362,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 128,6 |      |               |
| N-634     | 141 | 39-S  | Convencional  | 841    | 2        | 546,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 299,1    | 0     | 0  | 0  | 1  | 0    | 0        | 0     | 0  | 0    | 192,9 |      |               |
| N-634     | 154 | 39-S  | Convencional  | 3.283  | 1        | 77,5  | 0  | 0    | 0  | 1  | 2        | 166,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2    | 159,6    | 0     | 0  | 0    | 2     | 80,5 |               |
| N-634     | 155 | 39-S  | Convencional  | 3.554  | 1        | 77,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 15,8  |      |               |
| N-634     | 172 | 39-S  | Convencional  | 13.689 | 3        | 80,9  | 0  | 0    | 1  | 2  | 3        | 60    | 0  | 0  | 0  | 3  | 2        | 49,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 5        | 126,9 | 0  | 0    | 1     | 5    | 63,7          |
| N-634     | 174 | 39-S  | Convencional  | 13.689 | 1        | 24,2  | 0  | 0    | 1  | 0  | 2        | 40    | 0  | 0  | 0  | 2  | 2        | 48,9  | 0  | 0  | 0  | 3  | 1        | 24,1  | 0  | 0  | 0  | 1    | 2        | 48,4  | 0  | 0    | 0     | 2    | 37,2          |
| N-634     | 177 | 39-S  | Convencional  | 10.564 | 1        | 25,5  | 0  | 0    | 0  | 2  | 1        | 25,9  | 0  | 0  | 0  | 1  | 1        | 26,5  | 0  | 0  | 0  | 1  | 1        | 24,1  | 0  | 0  | 0  | 2    | 1        | 23,9  | 0  | 0    | 0     | 1    | 25,2          |
| N-634     | 182 | 39-S  | Convencional  | 9.317  | 1        | 26,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 5,5   |      |               |
| N-634     | 184 | 39-S  | Convencional  | 9.317  | 1        | 26,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 3  | 101,9    | 0     | 0  | 0  | 3  | 0    | 0        | 0     | 0  | 0    | 0     | 23,1 |               |
| N-634     | 194 | 39-S  | Convencional  | 4.989  | 1        | 53,6  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 8,7   |      |               |
| N-634     | 195 | 39-S  | Convencional  | 4.989  | 1        | 53,6  | 0  | 0    | 0  | 1  | 2        | 109,8 | 0  | 0  | 0  | 2  | 1        | 38,9  | 0  | 0  | 0  | 1  | 3        | 119,5 | 0  | 0  | 0  | 4    | 1        | 36    | 0  | 0    | 0     | 2    | 69,3          |
| N-634     | 196 | 39-S  | Convencional  | 4.989  | 2        | 107,1 | 0  | 0    | 0  | 2  | 1        | 54,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 28,5  |      |               |
| N-634     | 197 | 39-S  | Convencional  | 4.989  | 1        | 53,6  | 0  | 0    | 0  | 1  | 1        | 54,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2    | 96,3     | 0     | 0  | 0    | 3     | 40,9 |               |
| N-634     | 208 | 39-S  | Convencional  | 9.353  | 1        | 28,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 6,2   |      |               |
| N-634     | 209 | 39-S  | Convencional  | 9.353  | 1        | 28,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 30,5 | 0        | 0     | 0  | 1    | 12,5  |      |               |
| N-634     | 233 | 39-S  | Convencional  | 8.146  | 1        | 32,2  | 0  | 0    | 0  | 3  | 3        | 100,9 | 0  | 0  | 0  | 8  | 2        | 50,9  | 0  | 0  | 0  | 3  | 3        | 76,4  | 0  | 0  | 0  | 8    | 0        | 0     | 0  | 0    | 0     | 49,4 |               |
| N-634     | 236 | 39-S  | Convencional  | 6.460  | 1        | 46,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 98,8  | 0  | 0  | 0  | 2  | 2        | 93,5  | 0  | 0  | 0  | 2    | 1        | 48,6  | 0  | 0    | 0     | 2    | 55,9          |
| N-634     | 237 | 39-S  | Convencional  | 4.879  | 1        | 46,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 9,9   |      |               |
| N-634     | 238 | 39-S  | Convencional  | 4.023  | 2        | 117   | 0  | 0    | 0  | 3  | 1        | 68,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 48,6 | 0        | 0     | 0  | 1    | 48,8  |      |               |
| N-634     | 240 | 39-S  | Convencional  | 4.023  | 2        | 117   | 0  | 0    | 0  | 2  | 1        | 68,1  | 0  | 0  | 0  | 1  | 2        | 154,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 68,6  |      |               |
| N-634     | 244 | 39-S  | Convencional  | 4.627  | 1        | 30,3  | 0  | 0    | 0  | 2  | 4        | 236,8 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 3  | 129  | 0        | 0     | 0  | 5    | 67,7  |      |               |
| N-634     | 249 | 39-S  | Convencional  | 8.858  | 1        | 119,1 | 0  | 0    | 0  | 1  | 1        | 30,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 50,8  | 0  | 0  | 0  | 3    | 2        | 99,1  | 0  | 0    | 0     | 2    | 49,8          |
| N-634     | 266 | 39-S  | Convencional  | 1.649  | 1        | 155,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 28,4  |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |      |      |       |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|------|------|-------|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM   | IM   | HG    | HL |               |
| N-634     | 275 | 39-S  | Convencional  | 4.201  | 1        | 76,6  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 14,3  |    |               |
| N-634     | 297 | 33-O  | Convencional  | 692    | 1        | 410,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 15   |       |    |               |
| N-634     | 331 | 33-O  | Convencional  | 5.019  | 2        | 112,2 | 0  | 0    | 0  | 2  | 1        | 54,6  | 0  | 0  | 0  | 1  | 1        | 66    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 51    | 0    | 0    | 59,2  |    |               |
| N-634     | 333 | 33-O  | Convencional  | 5.019  | 1        | 56,1  | 0  | 0    | 0  | 1  | 3        | 163,8 | 0  | 0  | 0  | 4  | 4        | 263,9 | 0  | 0  | 1  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 94,7  |    |               |
| N-634     | 334 | 33-O  | Convencional  | 5.019  | 1        | 56,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 66    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 23,7  |    |               |
| N-634     | 335 | 33-O  | Convencional  | 5.019  | 2        | 112,2 | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 73,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0    | 0    | 35,5  |    |               |
| N-634     | 336 | 33-O  | Convencional  | 5.019  | 2        | 112,2 | 0  | 0    | 0  | 5  | 2        | 109,2 | 0  | 0  | 0  | 3  | 4        | 263,9 | 0  | 0  | 1  | 4  | 6        | 442,2 | 0  | 0  | 1  | 5  | 3        | 153,1 | 0    | 0    | 201,3 |    |               |
| N-634     | 340 | 33-O  | Convencional  | 5.019  | 1        | 56,1  | 0  | 0    | 0  | 5  | 1        | 54,6  | 0  | 0  | 0  | 4  | 1        | 66    | 0  | 0  | 0  | 2  | 2        | 147,4 | 0  | 0  | 0  | 6  | 0        | 0     | 0    | 0    | 59,2  |    |               |
| N-634     | 344 | 33-O  | Convencional  | 6.881  | 1        | 44,4  | 0  | 0    | 0  | 3  | 1        | 39,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 44,8  | 0    | 1    | 27,2  |    |               |
| N-634     | 351 | 33-O  | Convencional  | 6.881  | 1        | 44,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,4  | 0    | 0    | 16,4  |    |               |
| N-634     | 352 | 33-O  | Convencional  | 6.881  | 1        | 44,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 79    | 0  | 0  | 0  | 2  | 1        | 40,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0    | 32,7  |    |               |
| N-634     | 354 | 33-O  | Convencional  | 7.071  | 1        | 42,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 40,4     | 2     | 80,8 | 0    | 16,2  |    |               |
| N-634     | 355 | 33-O  | Convencional  | 6.881  | 3        | 128,5 | 0  | 0    | 0  | 4  | 1        | 39,8  | 0  | 0  | 0  | 3  | 1        | 39,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 40,6  |    |               |
| N-634     | 356 | 33-O  | Convencional  | 7.175  | 1        | 40,6  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 40,4     | 0     | 0    | 15,9 |       |    |               |
| N-634     | 360 | 33-O  | Convencional  | 7.368  | 2        | 81,2  | 0  | 0    | 0  | 5  | 1        | 37,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0    | 0    | 31,7  |    |               |
| N-634     | 368 | 33-O  | Convencional  | 6.661  | 1        | 41    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 8,4   |    |               |
| N-634     | 370 | 33-O  | Convencional  | 6.661  | 1        | 41    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 43,5  | 0  | 0  | 1  | 4  | 0        | 0     | 0    | 0    | 16,9  |    |               |
| N-634     | 371 | 33-O  | Convencional  | 6.661  | 3        | 122,9 | 0  | 0    | 3  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 43,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0    | 33,8  |    |               |
| N-634     | 372 | 33-O  | Convencional  | 6.049  | 1        | 41    | 0  | 0    | 0  | 4  | 1        | 45,3  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 43,5  | 0  | 0  | 2  | 2  | 1        | 41,9  | 0    | 0    | 34,4  |    |               |
| N-634     | 374 | 33-O  | Convencional  | 6.865  | 1        | 41    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 30,9  | 0    | 1    | 15,3  |    |               |
| N-634     | 379 | 33-O  | Convencional  | 10.272 | 1        | 26,5  | 0  | 0    | 2  | 0  | 1        | 26,7  | 0  | 0  | 0  | 1  | 2        | 45    | 0  | 0  | 0  | 5  | 1        | 23    | 0  | 0  | 0  | 1  | 2        | 42,8  | 0    | 0    | 33,3  |    |               |
| N-634     | 381 | 33-O  | Convencional  | 9.941  | 2        | 53    | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 46    | 0  | 0  | 0  | 3  | 3        | 64,1  | 0    | 0    | 33,5  |    |               |
| N-634     | 384 | 33-O  | Convencional  | 4.996  | 3        | 233,4 | 1  | 77,8 | 2  | 1  | 1        | 54,8  | 0  | 0  | 0  | 1  | 1        | 22,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 30,2  |    |               |
| N-634     | 385 | 33-O  | Convencional  | 4.996  | 2        | 155,6 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,4  | 1    | 2    | 24,1  |    |               |
| N-634     | 392 | 33-O  | Convencional  | 13.361 | 2        | 39,4  | 0  | 0    | 0  | 3  | 3        | 61,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,4  | 0    | 2    | 25,6  |    |               |
| N-634     | 393 | 33-O  | Convencional  | 13.361 | 5        | 98,5  | 0  | 0    | 1  | 7  | 1        | 20,5  | 0  | 0  | 0  | 1  | 1        | 22,5  | 0  | 0  | 0  | 1  | 1        | 23    | 0  | 0  | 0  | 1  | 1        | 21,4  | 0    | 0    | 38,4  |    |               |
| N-634     | 394 | 33-O  | Convencional  | 13.361 | 1        | 19,7  | 0  | 0    | 0  | 1  | 4        | 82    | 0  | 0  | 1  | 4  | 2        | 45    | 0  | 0  | 0  | 5  | 2        | 46    | 0  | 0  | 0  | 2  | 2        | 42,8  | 0    | 0    | 47    |    |               |
| N-634     | 395 | 33-O  | Convencional  | 13.361 | 3        | 59,1  | 0  | 0    | 0  | 3  | 3        | 61,5  | 0  | 0  | 0  | 3  | 6        | 134,9 | 0  | 0  | 1  | 7  | 3        | 69    | 1  | 23 | 0  | 3  | 3        | 64,1  | 0    | 2    | 76,8  |    |               |
| N-634     | 396 | 33-O  | Convencional  | 13.361 | 1        | 19,7  | 0  | 0    | 0  | 1  | 2        | 41    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 12,8  |    |               |
| N-634     | 397 | 33-O  | Convencional  | 13.361 | 2        | 39,4  | 0  | 0    | 0  | 4  | 2        | 41    | 0  | 0  | 0  | 3  | 2        | 45    | 0  | 0  | 0  | 2  | 2        | 46    | 0  | 0  | 0  | 3  | 3        | 64,1  | 0    | 0    | 47    |    |               |

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL   |               |
| N-634     | 398 | 33-O  | Convencional  | 13.361 | 2        | 39,4  | 0  | 0     | 1  | 1  | 2        | 41   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 42,8     | 0     | 0  | 0    | 2  | 25,6 |               |
| N-634     | 399 | 33-O  | Convencional  | 13.361 | 1        | 19,7  | 0  | 0     | 0  | 1  | 3        | 61,5 | 0  | 0  | 0  | 6  | 3        | 65,5  | 0  | 0  | 0  | 5  | 1        | 23    | 0  | 0  | 0  | 2  | 2        | 42,8  | 0  | 0    | 0  | 2    | 42,5          |
| N-634     | 400 | 33-O  | Convencional  | 13.361 | 2        | 39,4  | 0  | 0     | 0  | 2  | 2        | 41   | 0  | 0  | 0  | 2  | 1        | 19,8  | 0  | 0  | 0  | 1  | 2        | 41,9  | 0  | 0  | 0  | 2  | 2        | 38    | 0  | 0    | 0  | 4    | 35,9          |
| N-634     | 401 | 33-O  | Convencional  | 13.361 | 2        | 39,4  | 0  | 0     | 0  | 7  | 1        | 20,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 12   |               |
| N-634     | 412 | 33-O  | Convencional  | 5.911  | 2        | 94,1  | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 94,8  | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 101,1 | 0  | 0    | 3  | 3    | 56,8          |
| N-634     | 413 | 33-O  | Convencional  | 5.911  | 1        | 47,1  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 33,7  | 0  | 0  | 0  | 1  | 2        | 67,4  | 0  | 0    | 1  | 1    | 32,5          |
| N-634     | 417 | 33-O  | Convencional  | 3.475  | 1        | 79,8  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 53,3     | 0     | 0  | 0    | 1  | 25,8 |               |
| N-634     | 423 | 33-O  | Convencional  | 3.475  | 1        | 79,8  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 67,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 25,8 |               |
| N-634     | 430 | 33-O  | Convencional  | 2.123  | 2        | 279,6 | 0  | 0     | 0  | 3  | 1        | 129  | 0  | 0  | 0  | 5  | 1        | 84,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 83,4 |               |
| N-634     | 431 | 33-O  | Convencional  | 2.123  | 1        | 139,8 | 0  | 0     | 0  | 1  | 1        | 129  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 39,8 |               |
| N-634     | 441 | 33-O  | Convencional  | 2.123  | 1        | 93,3  | 0  | 0     | 0  | 1  | 1        | 129  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 37,1 |               |
| N-634     | 442 | 33-O  | Convencional  | 4.261  | 1        | 93,3  | 0  | 0     | 1  | 0  | 1        | 64,3 | 0  | 0  | 0  | 2  | 2        | 168,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 168,9 | 0  | 0    | 0  | 2    | 97,3          |
| N-634     | 443 | 33-O  | Convencional  | 3.217  | 1        | 66,8  | 0  | 0     | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 84,4     | 0     | 0  | 0    | 2  | 32,2 |               |
| N-634     | 446 | 33-O  | Convencional  | 4.261  | 1        | 66,8  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 63,2     | 0     | 0  | 1    | 0  | 26   |               |
| N-634     | 455 | 33-O  | Convencional  | 3.019  | 1        | 112,7 | 0  | 0     | 0  | 2  | 1        | 90,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 41,7 |               |
| N-634     | 487 | 33-O  | Convencional  | 1.129  | 1        | 124,2 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 203,7 | 0  | 0  | 0  | 2  | 2        | 393,1 | 0  | 0    | 1  | 1    | 135,6         |
| N-634     | 498 | 33-O  | Convencional  | 726    | 1        | 445,5 | 1  | 445,5 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 77,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 43,8 |               |
| N-634     | 502 | 33-O  | Convencional  | 726    | 1        | 445,5 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 69,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 43,8 |               |
| N-634     | 507 | 33-O  | Convencional  | 7.636  | 1        | 50,1  | 0  | 0     | 0  | 1  | 1        | 35,9 | 0  | 0  | 1  | 1  | 1        | 53,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 29,7  | 0  | 0    | 0  | 3    | 28,8          |
| N-634     | 508 | 33-O  | Convencional  | 7.636  | 1        | 50,1  | 0  | 0     | 0  | 1  | 1        | 35,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 26    | 0  | 0  | 0  | 2  | 1        | 29,7  | 0  | 0    | 0  | 1    | 28,8          |
| N-634     | 528 | 33-O  | Convencional  | 4.079  | 1        | 68,8  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 80,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 17,7 |               |
| N-634     | 531 | 33-O  | Convencional  | 4.079  | 1        | 68,8  | 1  | 68,8  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 74,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 22,6 |               |
| N-634     | 533 | 33-O  | Convencional  | 4.079  | 2        | 137,5 | 0  | 0     | 1  | 1  | 1        | 67,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 66,6  | 0  | 0  | 0  | 1  | 1        | 44,8  | 0  | 0    | 0  | 2    | 62,9          |
| N-634     | 536 | 33-O  | Convencional  | 4.079  | 1        | 84,1  | 0  | 0     | 0  | 2  | 1        | 67,2 | 0  | 0  | 0  | 2  | 1        | 96,7  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 45,4 |               |
| N-634     | 538 | 33-O  | Convencional  | 4.064  | 1        | 84,1  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 98,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 30,3 |               |
| N-634     | 544 | 33-O  | Convencional  | 3.636  | 2        | 147,2 | 0  | 0     | 0  | 3  | 1        | 75,4 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 82,1  | 0  | 0  | 0  | 3  | 2        | 100,8 | 1  | 50,4 | 0  | 2    | 84,4          |
| N-634     | 545 | 33-O  | Convencional  | 3.636  | 1        | 73,6  | 1  | 73,6  | 1  | 0  | 1        | 75,4 | 0  | 0  | 0  | 8  | 1        | 81,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 100,8 | 0  | 0    | 0  | 2    | 70,3          |
| N-634     | 546 | 33-O  | Convencional  | 3.636  | 1        | 73,6  | 0  | 0     | 0  | 1  | 1        | 75,4 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 100,8 | 0  | 0    | 0  | 2    | 56,2          |
| N-634     | 547 | 33-O  | Convencional  | 3.636  | 1        | 73,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 82,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 27,7 |               |
| N-634     | 556 | 27-LU | Convencional  | 5.555  | 1        | 50,2  | 0  | 0     | 0  | 1  | 1        | 49,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 3  | 156,4    | 0     | 0  | 1    | 2  | 52,4 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 8      A-8 Santander a N-6 ( Baamonde )

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |     |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |      |      |    | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-----|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|------|------|----|-------|
|           |     |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP  | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG   | HL | Medio |
| N-634     | 557 | 27-LU | Convencional  | 5.555 | 1        | 50,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 10,5 |      |    |       |
| N-634     | 561 | 27-LU | Convencional  | 5.555 | 1        | 50,2  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 57  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 21   |      |    |       |
| N-634     | 568 | 27-LU | Convencional  | 5.555 | 1        | 50,2  | 0  | 0  | 0  | 1  | 1        | 49,3 | 0  | 0  | 0  | 1  | 1        | 57  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 52,1 | 0  | 0    | 41,9 |    |       |
| N-634     | 587 | 27-LU | Convencional  | 6.464 | 1        | 44,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 10,8 |      |    |       |
| N-634     | 605 | 27-LU | Convencional  | 2.546 | 1        | 187,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 22,9 |      |    |       |
| N-634     | 616 | 27-LU | Convencional  | 2.610 | 1        | 105   | 0  | 0  | 0  | 1  | 1        | 105  | 0  | 0  | 0  | 2  | 1        | 105 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 61,4 |      |    |       |
| N-634     | 620 | 27-LU | Convencional  | 2.610 | 1        | 105   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 105 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 40,9 |      |    |       |
| N-634     | 629 | 27-LU | Convencional  | 1.048 | 1        | 260,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 1        | 203,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 86,2 |    |       |
| N-634a    | 454 | 33-O  | Convencional  | 2.351 | 1        | 117,5 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 23,5 |      |    |       |
| N-634a    | 455 | 33-O  | Convencional  | 2.305 | 1        | 117,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 23,6 |      |    |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 9      N-550 A Coruña - Tuy

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |       |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |       |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|-------|----|----|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|-----|----|----|----------|-------|----|----|----|----|---------------|
|           |    |       |               |         | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL |               |
| A-55      | 2  | 36-PO | Autovía       | 39.150  | 4        | 28    | 0  | 0  | 1  | 15 | 5        | 35   | 0  | 0    | 0  | 14 | 4        | 27,8  | 0  | 0  | 0  | 7  | 6        | 42,2 | 0  | 0   | 0  | 15 | 5        | 34,5  | 0  | 0  | 0  | 15 | 33,5          |
| A-55      | 3  | 36-PO | Autovía       | 39.150  | 2        | 14    | 0  | 0  | 0  | 5  | 4        | 28   | 0  | 0    | 0  | 6  | 6        | 41,7  | 0  | 0  | 0  | 18 | 3        | 21,1 | 0  | 0   | 0  | 7  | 1        | 6,9   | 0  | 0  | 0  | 2  | 22,3          |
| A-55      | 4  | 36-PO | Autovía       | 39.150  | 1        | 7     | 0  | 0  | 0  | 2  | 5        | 35   | 0  | 0    | 2  | 9  | 7        | 48,6  | 0  | 0  | 0  | 9  | 6        | 42,2 | 0  | 0   | 0  | 10 | 21       | 145   | 0  | 0  | 0  | 34 | 55,8          |
| A-55      | 6  | 36-PO | Autovía       | 39.150  | 2        | 14    | 0  | 0  | 0  | 3  | 2        | 14   | 0  | 0    | 0  | 3  | 6        | 36,1  | 0  | 0  | 0  | 8  | 4        | 25,7 | 0  | 0   | 0  | 6  | 5        | 28,6  | 0  | 0  | 0  | 10 | 24,3          |
| A-55      | 7  | 36-PO | Autovía       | 51.726  | 9        | 57,5  | 0  | 0  | 1  | 23 | 7        | 37,1 | 0  | 0    | 0  | 11 | 23       | 129,7 | 0  | 0  | 0  | 37 | 12       | 67,9 | 0  | 0   | 1  | 13 | 16       | 87,8  | 0  | 0  | 0  | 25 | 76            |
| A-55      | 8  | 36-PO | Autovía       | 57.176  | 2        | 10,4  | 0  | 0  | 0  | 6  | 2        | 9,6  | 0  | 0    | 0  | 6  | 3        | 16,9  | 0  | 0  | 0  | 6  | 4        | 22,6 | 0  | 0   | 0  | 8  | 3        | 16,5  | 0  | 0  | 0  | 3  | 14,9          |
| A-55      | 9  | 36-PO | Autovía       | 57.176  | 8        | 41,3  | 0  | 0  | 0  | 17 | 13       | 62,3 | 0  | 0    | 0  | 16 | 11       | 62    | 0  | 0  | 0  | 18 | 12       | 67,9 | 0  | 0   | 0  | 17 | 19       | 104,3 | 0  | 0  | 0  | 24 | 67,1          |
| A-55      | 10 | 36-PO | Autovía       | 57.176  | 4        | 17,4  | 0  | 0  | 0  | 10 | 2        | 9,6  | 0  | 0    | 0  | 2  | 16       | 90,2  | 0  | 0  | 0  | 23 | 12       | 67,9 | 0  | 0   | 0  | 17 | 14       | 76,9  | 0  | 0  | 0  | 19 | 49,2          |
| A-55      | 11 | 36-PO | Autovía       | 57.176  | 1        | 4,3   | 0  | 0  | 0  | 1  | 3        | 14,4 | 0  | 0    | 0  | 5  | 9        | 50,7  | 0  | 0  | 0  | 10 | 1        | 5,7  | 0  | 0   | 0  | 1  | 6        | 32,9  | 0  | 0  | 0  | 12 | 20,5          |
| A-55      | 12 | 36-PO | Autovía       | 57.176  | 28       | 121,7 | 0  | 0  | 3  | 40 | 18       | 86,3 | 0  | 0    | 1  | 32 | 48       | 248,7 | 0  | 0  | 0  | 74 | 13       | 65,6 | 0  | 0   | 0  | 22 | 16       | 76,5  | 0  | 0  | 0  | 33 | 118,4         |
| A-55      | 13 | 36-PO | Autovía       | 57.176  | 9        | 41,3  | 0  | 0  | 0  | 17 | 8        | 38,3 | 0  | 0    | 0  | 12 | 9        | 56,8  | 0  | 0  | 0  | 10 | 2        | 14,9 | 0  | 0   | 0  | 4  | 3        | 23    | 0  | 0  | 1  | 6  | 36,5          |
| A-55      | 14 | 36-PO | Autovía       | 50.884  | 7        | 38,5  | 0  | 0  | 0  | 13 | 4        | 21,5 | 0  | 0    | 0  | 7  | 7        | 58,1  | 0  | 0  | 1  | 9  | 8        | 69,3 | 0  | 0   | 0  | 15 | 6        | 51    | 0  | 0  | 0  | 8  | 44,4          |
| A-55      | 15 | 36-PO | Autovía       | 43.075  | 2        | 15,4  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,2   | 0  | 0  | 0  | 1  | 2        | 17,3 | 1  | 8,7 | 0  | 1  | 3        | 24,1  | 0  | 0  | 0  | 4  | 12            |
| A-55      | 16 | 36-PO | Autovía       | 43.075  | 1        | 7,7   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 22,7  | 0  | 0  | 0  | 7  | 1        | 7,5  | 0  | 0   | 0  | 1  | 2        | 14,9  | 0  | 0  | 0  | 4  | 10,2          |
| A-55      | 17 | 36-PO | Autovía       | 32.006  | 1        | 7,7   | 0  | 0  | 0  | 2  | 3        | 25,7 | 0  | 0    | 0  | 8  | 1        | 7,9   | 0  | 0  | 0  | 1  | 4        | 32,3 | 0  | 0   | 0  | 6  | 1        | 8,2   | 0  | 0  | 0  | 1  | 16,1          |
| A-55      | 18 | 36-PO | Autovía       | 35.696  | 5        | 31    | 0  | 0  | 0  | 15 | 6        | 46,1 | 0  | 0    | 0  | 14 | 5        | 39,5  | 0  | 0  | 0  | 5  | 2        | 16,1 | 0  | 0   | 0  | 3  | 5        | 41    | 0  | 0  | 0  | 11 | 34,6          |
| A-55      | 23 | 36-PO | Autovía       | 43.075  | 3        | 16,9  | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 23,7  | 0  | 0  | 0  | 4  | 1        | 8,1  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 9,9           |
| A-55      | 24 | 36-PO | Autovía       | 43.075  | 7        | 39,5  | 0  | 0  | 1  | 10 | 4        | 25,4 | 0  | 0    | 0  | 6  | 8        | 63,1  | 0  | 0  | 0  | 15 | 3        | 24,2 | 0  | 0   | 0  | 4  | 5        | 41    | 0  | 0  | 0  | 8  | 38,2          |
| A-55      | 26 | 36-PO | Autovía       | 43.075  | 4        | 24,6  | 0  | 0  | 1  | 4  | 1        | 6,4  | 0  | 0    | 0  | 2  | 5        | 39,5  | 0  | 0  | 1  | 9  | 4        | 32,3 | 0  | 0   | 2  | 6  | 7        | 57,4  | 0  | 0  | 1  | 7  | 30,3          |
| A-55      | 27 | 36-PO | Autovía       | 26.460  | 3        | 19,5  | 0  | 0  | 0  | 5  | 3        | 31,1 | 0  | 0    | 2  | 4  | 5        | 39,5  | 0  | 0  | 0  | 7  | 9        | 76,1 | 0  | 0   | 0  | 14 | 6        | 52,8  | 0  | 0  | 0  | 11 | 42,7          |
| A-55      | 29 | 36-PO | Autovía       | 26.460  | 2        | 19,2  | 0  | 0  | 0  | 6  | 1        | 10,4 | 0  | 0    | 0  | 1  | 2        | 26,4  | 0  | 0  | 0  | 2  | 1        | 13,4 | 0  | 0   | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 14,1          |
| A-55      | 30 | 36-PO | Autovía       | 26.460  | 2        | 19,2  | 0  | 0  | 0  | 2  | 1        | 10,4 | 0  | 0    | 0  | 1  | 2        | 26,4  | 0  | 0  | 0  | 3  | 2        | 33,1 | 0  | 0   | 0  | 2  | 3        | 46,6  | 0  | 0  | 0  | 3  | 24,9          |
| AC-11     | 2  | 15-C  | Multicarril   | 120.230 | 6        | 13,8  | 0  | 0  | 1  | 9  | 3        | 6,8  | 0  | 0    | 1  | 2  | 3        | 7,1   | 0  | 0  | 2  | 4  | 3        | 6,9  | 0  | 0   | 0  | 5  | 6        | 13,1  | 0  | 0  | 0  | 12 | 9,6           |
| AC-11     | 3  | 15-C  | Multicarril   | 77.991  | 4        | 11,6  | 0  | 0  | 0  | 6  | 11       | 38,6 | 0  | 0    | 0  | 18 | 8        | 31    | 0  | 0  | 1  | 8  | 2        | 7,9  | 0  | 0   | 0  | 2  | 4        | 15,4  | 0  | 0  | 1  | 4  | 20,7          |
| AC-11     | 4  | 15-C  | Multicarril   | 85.043  | 1        | 3,5   | 0  | 0  | 0  | 1  | 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           |
| N-550     | 3  | 15-C  | Convencional  | 18.612  | 3        | 48    | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 13,3  | 0  | 0  | 0  | 1  | 2        | 27,1 | 0  | 0   | 1  | 2  | 1        | 13,8  | 0  | 0  | 0  | 1  | 19,9          |
| N-550     | 4  | 15-C  | Convencional  | 18.612  | 5        | 80    | 0  | 0  | 0  | 6  | 2        | 29,4 | 0  | 0    | 0  | 3  | 4        | 60,2  | 0  | 0  | 0  | 8  | 5        | 68,4 | 0  | 0   | 0  | 6  | 4        | 55,6  | 0  | 0  | 1  | 8  | 58,5          |
| N-550     | 5  | 15-C  | Convencional  | 17.102  | 2        | 34    | 0  | 0  | 1  | 3  | 2        | 32   | 0  | 0    | 0  | 4  | 2        | 31    | 0  | 0  | 0  | 2  | 3        | 46,7 | 0  | 0   | 0  | 3  | 3        | 47    | 0  | 0  | 1  | 3  | 38,2          |
| N-550     | 6  | 15-C  | Convencional  | 15.593  | 2        | 34,4  | 0  | 0  | 0  | 2  | 1        | 17,6 | 1  | 17,6 | 0  | 0  | 1        | 15,5  | 0  | 0  | 0  | 1  | 4        | 64,8 | 0  | 0   | 1  | 4  | 2        | 33,8  | 0  | 0  | 0  | 2  | 33,3          |
| N-550     | 7  | 15-C  | Convencional  | 15.593  | 1        | 17,3  | 0  | 0  | 0  | 2  | 1        | 17,6 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 54,6 | 0  | 0   | 0  | 6  | 1        | 18,2  | 0  | 0  | 0  | 1  | 21,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 9                      N-550 A Coruña - Tuy

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|------|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| N-550     | 9  | 15-C  | Convencional  | 15.593 | 2        | 34,7  | 0  | 0    | 0  | 3  | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 37,8 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 18,3          |
| N-550     | 11 | 15-C  | Convencional  | 15.593 | 3        | 52    | 0  | 0    | 1  | 6  | 3        | 52,7 | 0  | 0  | 0  | 4  | 1        | 18,6 | 0  | 0    | 0  | 2  | 2        | 37,8 | 0  | 0    | 1  | 1  | 3        | 58,4 | 0  | 0  | 1  | 3    | 44            |
| N-550     | 12 | 15-C  | Convencional  | 14.487 | 1        | 19,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 40,4 | 0  | 0  | 1  | 1    | 11,5          |
| N-550     | 13 | 15-C  | Convencional  | 14.487 | 2        | 38,5  | 0  | 0    | 1  | 2  | 1        | 18,9 | 0  | 0  | 0  | 1  | 1        | 28   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 17,9 |               |
| N-550     | 14 | 15-C  | Convencional  | 14.487 | 2        | 38,5  | 0  | 0    | 1  | 2  | 4        | 75,6 | 0  | 0  | 1  | 3  | 2        | 56   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 59,8 | 0  | 0  | 0  | 3    | 47,8          |
| N-550     | 17 | 15-C  | Convencional  | 7.909  | 4        | 115,3 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 56   | 0  | 0    | 0  | 2  | 2        | 56,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 47,6          |
| N-550     | 26 | 15-C  | Convencional  | 5.082  | 1        | 34,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 52,3 | 0  | 0  | 0  | 1    | 19,2          |
| N-550     | 32 | 15-C  | Convencional  | 8.608  | 2        | 69,4  | 1  | 34,7 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 28,1 | 1  | 28,1 | 0  | 1  | 2        | 56,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 29,5          |
| N-550     | 34 | 15-C  | Convencional  | 8.608  | 2        | 69,4  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 56,1 | 0  | 0    | 1  | 2  | 1        | 28,1 | 0  | 0    | 0  | 1  | 1        | 26,2 | 0  | 0  | 0  | 2    | 35,4          |
| N-550     | 35 | 15-C  | Convencional  | 8.656  | 1        | 34,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 56,1 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 17,7          |
| N-550     | 36 | 15-C  | Convencional  | 10.643 | 1        | 33,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 56,1 | 0  | 0    | 1  | 1  | 2        | 56,1 | 0  | 0    | 0  | 2  | 2        | 52,4 | 0  | 0  | 0  | 3    | 39,3          |
| N-550     | 37 | 15-C  | Convencional  | 11.185 | 1        | 23,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,4 | 0  | 0    | 1  | 0  | 1        | 25,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 14,6          |
| N-550     | 39 | 15-C  | Convencional  | 11.185 | 1        | 23,8  | 1  | 23,8 | 0  | 0  | 2        | 49   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 23,7 | 0  | 0  | 1  | 2    | 19,4          |
| N-550     | 45 | 15-C  | Convencional  | 11.185 | 1        | 23,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2  | 34,7     | 0    | 0  | 0  | 2  | 11,9 |               |
| N-550     | 48 | 15-C  | Convencional  | 12.535 | 2        | 25,6  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 35,3 | 0  | 0    | 0  | 2  | 1        | 18,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 17            |
| N-550     | 49 | 15-C  | Convencional  | 21.172 | 6        | 76,9  | 0  | 0    | 4  | 11 | 3        | 38,8 | 0  | 0  | 0  | 3  | 2        | 27,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 27,4 | 0  | 0  | 1  | 1    | 35,5          |
| N-550     | 50 | 15-C  | Convencional  | 21.172 | 3        | 42,7  | 0  | 0    | 0  | 6  | 1        | 12,9 | 0  | 0  | 1  | 0  | 1        | 14,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15   | 0  | 0  | 2  | 1    | 17,3          |
| N-550     | 54 | 15-C  | Convencional  | 17.042 | 1        | 15,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,1 | 0  | 0    | 0  | 1  | 1        | 16,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 9,7           |
| N-550     | 56 | 15-C  | Convencional  | 17.042 | 2        | 31    | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,1 | 0  | 0    | 0  | 1  | 3        | 50,5 | 1  | 16,8 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 19,4          |
| N-550     | 68 | 15-C  | Multicarril   | 28.355 | 1        | 10,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 47,4 | 0  | 0    | 0  | 4  | 1        | 16,2 | 0  | 0    | 0  | 1  | 2        | 33   | 0  | 0  | 1  | 2    | 18,1          |
| N-550     | 69 | 15-C  | Convencional  | 28.355 | 1        | 10,1  | 0  | 0    | 0  | 1  | 2        | 19,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,5 | 0  | 0  | 0  | 1    | 10,3          |
| N-550     | 71 | 15-C  | Convencional  | 12.193 | 4        | 79,5  | 0  | 0    | 0  | 9  | 2        | 44,9 | 0  | 0  | 2  | 3  | 2        | 31,6 | 0  | 0    | 0  | 2  | 4        | 65   | 0  | 0    | 1  | 7  | 0        | 0    | 0  | 0  | 0  | 0    | 42,8          |
| N-550     | 72 | 15-C  | Convencional  | 12.193 | 4        | 79,5  | 0  | 0    | 1  | 3  | 3        | 67,4 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,2 | 0  | 0    | 0  | 1  | 1        | 16,5 | 0  | 0  | 0  | 1    | 32,1          |
| N-550     | 73 | 15-C  | Convencional  | 12.193 | 1        | 19,9  | 0  | 0    | 0  | 2  | 1        | 22,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 10,7          |
| N-550     | 74 | 15-C  | Convencional  | 15.121 | 2        | 39,7  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 31,6 | 1  | 15,8 | 0  | 4  | 1        | 16,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 17,2          |
| N-550     | 75 | 15-C  | Convencional  | 12.193 | 3        | 59,6  | 0  | 0    | 0  | 9  | 4        | 89,9 | 0  | 0  | 3  | 8  | 3        | 47,4 | 0  | 0    | 1  | 3  | 4        | 65   | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0    | 49,9          |
| N-550     | 76 | 15-C  | Convencional  | 15.121 | 1        | 19,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 32,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 10,3          |
| N-550     | 77 | 15-C  | Convencional  | 12.193 | 2        | 40,1  | 1  | 20,1 | 3  | 3  | 2        | 44,9 | 0  | 0  | 0  | 3  | 2        | 31,6 | 1  | 15,8 | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 21,4          |
| N-550     | 78 | 15-C  | Convencional  | 12.193 | 1        | 21,8  | 0  | 0    | 0  | 1  | 3        | 67,4 | 0  | 0  | 0  | 3  | 1        | 15,8 | 0  | 0    | 0  | 1  | 1        | 15,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 21,5          |
| N-550     | 80 | 15-C  | Convencional  | 12.193 | 1        | 30,5  | 0  | 0    | 0  | 1  | 1        | 22,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 7,6           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 9      N-550 A Coruña - Tuy

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL |               |
| N-550     | 82  | 15-C  | Convencional  | 5.110  | 2        | 61    | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 49,3 | 0  | 0    | 2  | 4  | 1        | 16,7  | 0  | 0  | 1  | 0  | 1        | 17,1  | 0  | 0    | 1  | 0  | 30,3          |
| N-550     | 83  | 36-PO | Convencional  | 14.024 | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 37,9 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,1  | 0  | 0    | 0  | 1  | 15,8          |
| N-550     | 84  | 36-PO | Convencional  | 7.504  | 4        | 114,4 | 0  | 0    | 0  | 7  | 2        | 73   | 0  | 0    | 0  | 2  | 1        | 25,1 | 0  | 0    | 0  | 3  | 2        | 48,2  | 0  | 0  | 1  | 2  | 1        | 24,6  | 0  | 0    | 0  | 3  | 54,2          |
| N-550     | 92  | 36-PO | Convencional  | 6.601  | 1        | 37    | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 50,1 | 0  | 0    | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 49,2  | 0  | 0    | 0  | 2  | 30,9          |
| N-550     | 93  | 36-PO | Convencional  | 6.601  | 1        | 42,3  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 37,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 15            |
| N-550     | 96  | 36-PO | Convencional  | 7.504  | 1        | 60,7  | 0  | 0    | 0  | 1  | 1        | 36,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 18,6          |
| N-550     | 102 | 36-PO | Convencional  | 8.368  | 1        | 32,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 6,2           |
| N-550     | 107 | 36-PO | Convencional  | 8.368  | 2        | 64,4  | 0  | 0    | 0  | 3  | 2        | 65,5 | 0  | 0    | 0  | 3  | 5        | 144  | 0  | 0    | 1  | 6  | 4        | 111,2 | 0  | 0  | 0  | 5  | 1        | 27,8  | 2  | 55,6 | 0  | 1  | 83,2          |
| N-550     | 108 | 36-PO | Convencional  | 11.408 | 2        | 43,6  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 38,7 | 0  | 0    | 0  | 2  | 1        | 19    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 20,5          |
| N-550     | 109 | 36-PO | Convencional  | 10.588 | 2        | 43,6  | 0  | 0    | 0  | 5  | 1        | 25,9 | 0  | 0    | 0  | 1  | 2        | 38,7 | 0  | 0    | 1  | 3  | 1        | 19    | 0  | 0  | 0  | 1  | 1        | 18,7  | 0  | 0    | 0  | 1  | 28,9          |
| N-550     | 110 | 36-PO | Convencional  | 11.690 | 1        | 21,8  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 38,7 | 0  | 0    | 0  | 4  | 1        | 19    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 16,2          |
| N-550     | 115 | 36-PO | Convencional  | 12.928 | 3        | 65,4  | 0  | 0    | 0  | 4  | 3        | 63,6 | 0  | 0    | 3  | 1  | 2        | 38,7 | 0  | 0    | 0  | 4  | 4        | 75,9  | 0  | 0  | 1  | 4  | 6        | 112,2 | 0  | 0    | 1  | 9  | 71,7          |
| N-550     | 116 | 36-PO | Convencional  | 17.608 | 3        | 65,4  | 0  | 0    | 0  | 9  | 2        | 31,1 | 0  | 0    | 1  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19    | 0  | 0  | 0  | 1  | 4        | 74,8  | 0  | 0    | 0  | 4  | 37,3          |
| N-550     | 124 | 36-PO | Convencional  | 22.949 | 6        | 94,8  | 0  | 0    | 1  | 7  | 3        | 35,8 | 0  | 0    | 0  | 5  | 2        | 25,8 | 1  | 12,9 | 1  | 1  | 4        | 52,4  | 0  | 0  | 0  | 6  | 3        | 39,2  | 0  | 0    | 2  | 4  | 47,7          |
| N-550     | 125 | 36-PO | Convencional  | 22.949 | 3        | 47,4  | 0  | 0    | 0  | 4  | 1        | 11,9 | 0  | 0    | 0  | 3  | 3        | 38,8 | 0  | 0    | 0  | 5  | 4        | 52,4  | 0  | 0  | 2  | 6  | 4        | 52,3  | 0  | 0    | 0  | 8  | 39,7          |
| N-550     | 126 | 36-PO | Convencional  | 22.949 | 1        | 15,8  | 0  | 0    | 0  | 1  | 6        | 71,6 | 0  | 0    | 3  | 15 | 1        | 12,9 | 0  | 0    | 2  | 0  | 1        | 13,1  | 0  | 0  | 0  | 1  | 2        | 26,1  | 0  | 0    | 1  | 2  | 29,1          |
| N-550     | 129 | 36-PO | Convencional  | 21.529 | 1        | 15,8  | 0  | 0    | 2  | 1  | 2        | 25,5 | 1  | 12,7 | 0  | 3  | 1        | 12,9 | 0  | 0    | 1  | 0  | 1        | 13,1  | 0  | 0  | 0  | 4  | 1        | 13,1  | 0  | 0    | 0  | 1  | 16,1          |
| N-550     | 130 | 36-PO | Convencional  | 20.944 | 1        | 15,8  | 0  | 0    | 0  | 1  | 3        | 39,2 | 0  | 0    | 1  | 5  | 3        | 39,8 | 0  | 0    | 0  | 4  | 3        | 40,3  | 0  | 0  | 0  | 5  | 6        | 82    | 0  | 0    | 1  | 10 | 44,1          |
| N-550     | 131 | 36-PO | Convencional  | 14.709 | 1        | 18,4  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 22,8  | 0  | 0  | 0  | 1  | 1        | 18,2  | 0  | 0    | 3  | 0  | 11,7          |
| N-550     | 132 | 36-PO | Convencional  | 14.709 | 2        | 36,9  | 0  | 0    | 1  | 1  | 1        | 18,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 12,5          |
| N-550     | 133 | 36-PO | Convencional  | 14.709 | 4        | 73,8  | 0  | 0    | 1  | 3  | 2        | 37,3 | 0  | 0    | 1  | 1  | 4        | 91,5 | 0  | 0    | 0  | 5  | 2        | 45,6  | 0  | 0  | 1  | 1  | 2        | 45,5  | 0  | 0    | 0  | 2  | 58,5          |
| N-550     | 137 | 36-PO | Convencional  | 14.709 | 4        | 73,8  | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 22,8  | 0  | 0  | 0  | 3  | 2        | 45,5  | 0  | 0    | 0  | 3  | 29,2          |
| N-550     | 138 | 36-PO | Convencional  | 14.709 | 2        | 36,9  | 0  | 0    | 0  | 3  | 1        | 18,6 | 0  | 0    | 0  | 2  | 4        | 91,5 | 0  | 0    | 0  | 6  | 2        | 45,6  | 0  | 0  | 0  | 5  | 6        | 136,6 | 2  | 45,5 | 0  | 7  | 62,7          |
| N-550     | 140 | 36-PO | Convencional  | 14.709 | 1        | 18,4  | 0  | 0    | 0  | 1  | 3        | 55,9 | 0  | 0    | 0  | 3  | 3        | 68,7 | 0  | 0    | 0  | 3  | 2        | 45,6  | 0  | 0  | 0  | 2  | 2        | 45,5  | 0  | 0    | 0  | 6  | 46            |
| N-550     | 141 | 36-PO | Convencional  | 14.709 | 4        | 73,8  | 0  | 0    | 0  | 7  | 4        | 74,5 | 0  | 0    | 0  | 6  | 4        | 91,5 | 0  | 0    | 0  | 15 | 1        | 22,8  | 0  | 0  | 0  | 2  | 3        | 68,3  | 0  | 0    | 0  | 5  | 66,8          |
| N-550     | 142 | 36-PO | Convencional  | 13.360 | 3        | 56,7  | 1  | 18,9 | 2  | 1  | 2        | 41   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 45,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 30            |
| N-550     | 143 | 36-PO | Convencional  | 12.012 | 1        | 22,1  | 0  | 0    | 0  | 2  | 2        | 45,6 | 0  | 0    | 0  | 3  | 1        | 22,9 | 0  | 0    | 0  | 2  | 4        | 91,3  | 0  | 0  | 1  | 8  | 1        | 22,8  | 0  | 0    | 0  | 1  | 40,8          |
| N-550     | 144 | 36-PO | Convencional  | 12.012 | 1        | 22,1  | 0  | 0    | 0  | 1  | 2        | 45,6 | 1  | 22,8 | 0  | 1  | 1        | 28,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 91,4  | 0  | 0    | 1  | 3  | 36,9          |
| N-550     | 148 | 36-PO | Convencional  | 12.012 | 5        | 110,4 | 0  | 0    | 1  | 5  | 1        | 22,8 | 0  | 0    | 0  | 2  | 2        | 57,6 | 0  | 0    | 0  | 10 | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 30,5  | 1  | 30,5 | 0  | 1  | 47,4          |
| N-550     | 149 | 36-PO | Convencional  | 9.519  | 1        | 22,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 28,8 | 0  | 0    | 0  | 1  | 1        | 30,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 16,6          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 9      N-550 A Coruña - Tuy

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL   |               |
| N-550     | 151 | 36-PO | Convencional  | 12.012 | 2        | 44,2 | 0  | 0    | 0  | 4  | 3        | 68,4 | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 26   | 0  | 0  | 0  | 1  | 2        | 52,4  | 0  | 0    | 0  | 5    | 39,2          |
| N-550     | 154 | 36-PO | Convencional  | 12.012 | 3        | 66,2 | 0  | 0    | 2  | 3  | 2        | 45,6 | 0  | 0    | 0  | 3  | 2        | 47,2  | 0  | 0  | 0  | 3  | 1        | 22,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 36,6          |
| N-550     | 155 | 36-PO | Convencional  | 12.012 | 2        | 44,2 | 0  | 0    | 0  | 6  | 2        | 45,6 | 0  | 0    | 0  | 4  | 1        | 23,6  | 0  | 0  | 0  | 1  | 1        | 22,9 | 0  | 0  | 0  | 3  | 1        | 23    | 0  | 0    | 0  | 1    | 32            |
| N-550a    | 81  | 15-C  | Convencional  | 12.193 | 1        | 21,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 9,2  |               |
| N-550a    | 98  | 36-PO | Convencional  | 4.652  | 1        | 49,2 | 0  | 0    | 1  | 0  | 1        | 58,9 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 22,9 |               |
| N-550a    | 99  | 36-PO | Convencional  | 4.652  | 2        | 98,4 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 58,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 34,3          |
| N-551     | 0   | 36-PO | Convencional  | 10.394 | 1        | 45,7 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45,2 | 0  | 0  | 0  | 1  | 3        | 125,2 | 0  | 0    | 1  | 9    | 39,4          |
| N-552     | 0   | 36-PO | Convencional  | 14.286 | 4        | 76   | 0  | 0    | 0  | 7  | 4        | 76,7 | 0  | 0    | 0  | 8  | 2        | 36,2  | 0  | 0  | 0  | 2  | 3        | 55,2 | 0  | 0  | 0  | 5  | 5        | 87,4  | 1  | 17,5 | 0  | 4    | 66,3          |
| N-552     | 1   | 36-PO | Convencional  | 14.286 | 1        | 20   | 0  | 0    | 0  | 1  | 3        | 57,5 | 1  | 19,2 | 0  | 3  | 2        | 43,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 24,7 |               |
| N-552     | 4   | 36-PO | Convencional  | 14.286 | 2        | 40   | 0  | 0    | 0  | 4  | 1        | 19,2 | 0  | 0    | 0  | 3  | 4        | 87,6  | 0  | 0  | 0  | 7  | 1        | 22,2 | 0  | 0  | 0  | 1  | 3        | 64,3  | 0  | 0    | 0  | 6    | 45,9          |
| N-552     | 5   | 36-PO | Convencional  | 12.395 | 2        | 40   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 43,8  | 0  | 0  | 0  | 3  | 1        | 22,2 | 0  | 0  | 0  | 1  | 3        | 64,3  | 0  | 0    | 4  | 6    | 34,4          |
| N-552     | 6   | 36-PO | Convencional  | 12.395 | 4        | 84,2 | 0  | 0    | 0  | 7  | 4        | 88,4 | 0  | 0    | 2  | 7  | 2        | 43,8  | 0  | 0  | 1  | 1  | 2        | 44,4 | 0  | 0  | 0  | 2  | 5        | 107,2 | 0  | 0    | 0  | 7    | 73,9          |
| N-552     | 7   | 36-PO | Convencional  | 12.395 | 2        | 46,5 | 0  | 0    | 0  | 2  | 3        | 66,3 | 0  | 0    | 0  | 5  | 3        | 65,7  | 0  | 0  | 0  | 5  | 3        | 66,6 | 0  | 0  | 0  | 8  | 2        | 42,9  | 0  | 0    | 0  | 4    | 57,6          |
| N-554     | 0   | 36-PO | Convencional  | 10.312 | 1        | 27,4 | 0  | 0    | 0  | 2  | 1        | 26,6 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 26,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 16,1          |
| N-554     | 4   | 36-PO | Convencional  | 10.337 | 1        | 27,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 53,5  | 0  | 0  | 0  | 2  | 2        | 53,2 | 0  | 0  | 0  | 4  | 4        | 104,8 | 1  | 26,2 | 1  | 6    | 48,1          |
| N-554     | 5   | 36-PO | Convencional  | 10.418 | 1        | 27,7 | 1  | 27,7 | 0  | 0  | 2        | 52,6 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 79,8 | 0  | 0  | 1  | 2  | 3        | 78,6  | 0  | 0    | 0  | 4    | 48,1          |
| N-554     | 7   | 36-PO | Convencional  | 10.418 | 1        | 27,9 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 26,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 10,7          |
| N-554     | 8   | 36-PO | Convencional  | 10.418 | 1        | 27,9 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 5,3  |               |
| N-554     | 9   | 36-PO | Convencional  | 10.418 | 1        | 27,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 51,5  | 0  | 0    | 0  | 2    | 16            |
| N-555     | 3   | 36-PO | Convencional  | 4.618  | 1        | 41,6 | 0  | 0    | 0  | 1  | 1        | 59,3 | 0  | 0    | 0  | 1  | 4        | 242,3 | 0  | 0  | 0  | 7  | 1        | 57,6 | 0  | 0  | 0  | 3  | 1        | 57,1  | 0  | 0    | 0  | 3    | 86,7          |
| N-555     | 4   | 36-PO | Convencional  | 4.618  | 1        | 41,6 | 0  | 0    | 0  | 3  | 1        | 59,3 | 0  | 0    | 0  | 4  | 1        | 60,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 57,1  | 0  | 0    | 0  | 1    | 43,4          |
| N-555     | 5   | 36-PO | Convencional  | 4.618  | 1        | 41,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 60,6  | 0  | 0  | 0  | 1  | 1        | 57,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 32,5          |
| SC-20     | 1   | 15-C  | Multicarril   | 36.966 | 1        | 6,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1,5  |               |
| SC-20     | 9   | 15-C  | Multicarril   | 33.902 | 4        | 40,5 | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 5,5   | 0  | 0  | 0  | 3  | 2        | 14,5 | 0  | 0  | 0  | 3  | 2        | 18,2  | 0  | 0    | 0  | 5    | 13,8          |
| SC-20     | 10  | 15-C  | Multicarril   | 28.355 | 2        | 20,2 | 0  | 0    | 0  | 2  | 1        | 9,7  | 0  | 0    | 0  | 2  | 3        | 28,4  | 0  | 0  | 0  | 5  | 1        | 9,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 13,3          |
| VG-20     | 0   | 36-PO | Autovía       | 14.996 | 1        | 17,8 | 0  | 0    | 0  | 1  | 1        | 18,3 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 18,7     | 0     | 0  | 1    | 0  | 10,7 |               |
| VG-20     | 1   | 36-PO | Autovía       | 14.996 | 5        | 56,4 | 0  | 0    | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 2  | 29,3     | 0     | 0  | 1    | 1  | 23,3 |               |
| VG-20     | 2   | 36-PO | Autovía       | 24.561 | 2        | 22,6 | 0  | 0    | 0  | 2  | 3        | 33,5 | 0  | 0    | 0  | 3  | 3        | 45,1  | 0  | 0  | 0  | 4  | 1        | 15,4 | 0  | 0  | 0  | 3  | 5        | 73,4  | 0  | 0    | 0  | 5    | 37            |
| VG-20     | 4   | 36-PO | Autovía       | 24.561 | 3        | 31,8 | 0  | 0    | 0  | 3  | 6        | 66,9 | 0  | 0    | 1  | 7  | 4        | 52,7  | 0  | 0  | 0  | 8  | 1        | 15,4 | 0  | 0  | 0  | 2  | 1        | 14,7  | 0  | 0    | 0  | 1    | 38,1          |
| VG-20     | 5   | 36-PO | Autovía       | 24.561 | 3        | 31,8 | 0  | 0    | 0  | 4  | 1        | 11,2 | 0  | 0    | 0  | 1  | 2        | 14,3  | 0  | 0  | 0  | 4  | 4        | 29,1 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0    | 17            |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 9      N-550 A Coruña - Tuy

|           |    |       |               |        | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD    | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | Medio |
| VG-20     | 6  | 36-PO | Autovía       | 14.996 | 2        | 21,2 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 21,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 8,8   |
| VG-20     | 7  | 36-PO | Autovía       | 24.561 | 4        | 42,4 | 0  | 0  | 1  | 6  | 2        | 22,3 | 0  | 0  | 0  | 3  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11,6 |       |
| VG-20     | 8  | 36-PO | Autovía       | 14.996 | 1        | 10,6 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 14,3 | 0  | 0  | 0  | 2  | 1        | 7,3  | 0  | 0  | 0  | 3  | 1        | 7,1  | 0  | 0  | 0  | 4    | 8,8   |
| VG-20     | 12 | 36-PO | Autovía       | 55.670 | 7        | 74,1 | 0  | 0  | 0  | 12 | 5        | 24,6 | 0  | 0  | 1  | 5  | 6        | 30,4 | 0  | 0  | 0  | 9  | 7        | 35,8 | 0  | 0  | 1  | 11 | 3        | 14,9 | 0  | 0  | 0  | 3    | 31,4  |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 10      N-120 Logroño - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |      |    | Año 2012 |      |    |      |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|----|----------|------|----|------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL | ACV      | IP   | VM | IM   | HG    | HL   |               |
| A-12      | 8   | 26-LO | Autovía       | 15.125 | 1        | 17,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 19,9     | 0     | 0  | 0    | 3    | 4  | 78,3     | 0    | 0  | 0    | 8     | 22,6 |               |
| A-12      | 9   | 26-LO | Autovía       | 15.125 | 2        | 35,2  | 0  | 0     | 0  | 2  | 1        | 18,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 11,3  |      |               |
| A-12      | 11  | 26-LO | Autovía       | 15.125 | 1        | 17,6  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 3,8   |      |               |
| A-12      | 15  | 26-LO | Autovía       | 15.019 | 1        | 17,9  | 0  | 0     | 0  | 2  | 2        | 36,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 11,6  |      |               |
| A-12      | 16  | 26-LO | Autovía       | 14.161 | 1        | 18,5  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 4     |      |               |
| A-12      | 26  | 26-LO | Autovía       | 8.613  | 1        | 31,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1    | 36,9 | 2  | 73,8     | 0    | 1  | 13,8 |       |      |               |
| N-120     | 47  | 26-LO | Convencional  | 4.223  | 1        | 54,3  | 2  | 108,6 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 11,8  |      |               |
| N-120     | 48  | 26-LO | Convencional  | 4.194  | 2        | 107   | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 24,7  |      |               |
| N-120     | 50  | 26-LO | Convencional  | 4.180  | 1        | 53,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 12,4  |      |               |
| N-120     | 53  | 9-BU  | Convencional  | 4.385  | 1        | 63,8  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 13    |      |               |
| N-120     | 66  | 9-BU  | Convencional  | 4.385  | 1        | 63,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 64    | 0  | 0  | 1  | 0  | 2        | 122,8 | 0  | 0    | 0    | 2  | 0        | 0    | 0  | 0    | 0     | 50,6 |               |
| N-120     | 69  | 9-BU  | Convencional  | 4.385  | 1        | 63,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 12,7  |      |               |
| N-120     | 77  | 9-BU  | Convencional  | 4.595  | 1        | 64,2  | 0  | 0     | 0  | 1  | 1        | 59,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1    | 65,9 | 0  | 0        | 1    | 1  | 38,1 |       |      |               |
| N-120     | 83  | 9-BU  | Convencional  | 4.595  | 1        | 64,7  | 0  | 0     | 1  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 12,7  |      |               |
| N-120     | 87  | 9-BU  | Convencional  | 4.595  | 2        | 129,4 | 0  | 0     | 5  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 25,5  |      |               |
| N-120     | 94  | 9-BU  | Convencional  | 4.595  | 1        | 64,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 12,2  |      |               |
| N-120     | 95  | 9-BU  | Convencional  | 4.595  | 1        | 64,7  | 0  | 0     | 0  | 2  | 2        | 119,2 | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 31,3  |      |               |
| N-120     | 105 | 9-BU  | Convencional  | 7.252  | 1        | 35    | 0  | 0     | 0  | 1  | 1        | 37,8  | 0  | 0  | 0  | 2  | 5        | 150,6 | 0  | 0  | 2  | 6  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 44,9  |      |               |
| N-120     | 106 | 9-BU  | Convencional  | 7.252  | 2        | 69,9  | 0  | 0     | 0  | 3  | 1        | 37,8  | 0  | 0  | 0  | 2  | 1        | 30,1  | 0  | 0  | 0  | 1  | 2        | 58,6  | 0  | 0    | 0    | 5  | 0        | 0    | 0  | 0    | 0     | 38,5 |               |
| N-120     | 130 | 9-BU  | Convencional  | 568    | 1        | 397,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 83,2  |      |               |
| N-120     | 171 | 34-P  | Convencional  | 708    | 1        | 334,9 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 72,2  |      |               |
| N-120     | 193 | 34-P  | Convencional  | 421    | 1        | 629,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 138   |      |               |
| N-120     | 242 | 24-LE | Convencional  | 523    | 2        | 914,8 | 0  | 0     | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 878,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 376,6 |      |               |
| N-120     | 308 | 24-LE | Multicarril   | 16.719 | 2        | 38,6  | 0  | 0     | 0  | 4  | 2        | 32,8  | 0  | 0  | 1  | 5  | 1        | 57,5  | 0  | 0  | 0  | 2  | 3        | 51,2  | 0  | 0    | 1    | 3  | 1        | 16,9 | 0  | 0    | 0     | 2    | 36,3          |
| N-120     | 310 | 24-LE | Multicarril   | 16.719 | 1        | 21,9  | 0  | 0     | 0  | 1  | 4        | 65,5  | 0  | 0  | 0  | 7  | 1        | 30,8  | 0  | 0  | 0  | 3  | 1        | 25,5  | 0  | 0    | 0    | 1  | 1        | 22,7 | 0  | 0    | 0     | 1    | 36            |
| N-120     | 311 | 24-LE | Multicarril   | 16.719 | 1        | 21,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 4,4   |      |               |
| N-120     | 312 | 24-LE | Multicarril   | 16.719 | 1        | 26,7  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22    | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 8,2   |      |               |
| N-120     | 313 | 24-LE | Convencional  | 15.741 | 1        | 17,4  | 0  | 0     | 0  | 1  | 1        | 17,4  | 0  | 0  | 3  | 0  | 1        | 22    | 0  | 0  | 0  | 1  | 4        | 82,8  | 0  | 0    | 0    | 7  | 2        | 38   | 0  | 0    | 1     | 9    | 34,4          |
| N-120     | 314 | 24-LE | Convencional  | 15.741 | 1        | 16,3  | 0  | 0     | 1  | 0  | 2        | 34,8  | 0  | 0  | 0  | 4  | 2        | 43,9  | 0  | 0  | 0  | 6  | 2        | 41,4  | 1  | 20,7 | 0    | 5  | 2        | 38   | 0  | 0    | 0     | 4    | 33,9          |
| N-120     | 316 | 24-LE | Convencional  | 13.496 | 2        | 40,2  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 11,7  |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 10      N-120 Logroño - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |      |    |      |    |    | Año 2012 |       |      |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|-------|------|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM   | IM   | HG   | HL   |               |
| N-120     | 317 | 24-LE | Convencional  | 13.069 | 1        | 20,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,4  | 1  | 21,4 | 0  | 0  | 0        | 0    | 1  | 21,7 | 0  | 0  | 0        | 0     | 0    | 0    | 0    | 12,6 |               |
| N-120     | 322 | 24-LE | Convencional  | 15.741 | 2        | 41,5 | 0  | 0    | 0  | 2  | 2        | 34,8 | 0  | 0  | 0  | 2  | 1        | 21,4  | 0  | 0    | 0  | 1  | 4        | 86,8 | 0  | 0    | 0  | 0  | 1        | 0     | 0    | 40,3 |      |      |               |
| N-120     | 323 | 24-LE | Convencional  | 9.502  | 2        | 42,3 | 0  | 0    | 0  | 4  | 1        | 28,8 | 0  | 0  | 0  | 1  | 2        | 42,7  | 0  | 0    | 0  | 2  | 2        | 43,4 | 0  | 0    | 0  | 0  | 5        | 3     | 60,3 | 1    | 2    | 44,5 |               |
| N-120     | 324 | 24-LE | Convencional  | 10.111 | 1        | 26,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,1  | 0    | 0    | 13,8 |      |               |
| N-120     | 325 | 24-LE | Convencional  | 10.111 | 2        | 53,5 | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 21,7 | 0  | 0    | 0  | 0  | 2        | 1     | 20,1 | 0    | 1    | 18,4 |               |
| N-120     | 330 | 24-LE | Convencional  | 10.038 | 1        | 27   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 5,7  |      |               |
| N-120     | 331 | 24-LE | Convencional  | 10.038 | 1        | 27   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 5,7  |      |               |
| N-120     | 332 | 24-LE | Convencional  | 10.038 | 1        | 27   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 5,7  |      |               |
| N-120     | 333 | 24-LE | Convencional  | 10.038 | 1        | 27   | 1  | 27   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 30,6 | 0  | 0    | 0  | 0  | 2        | 0     | 0    | 0    | 0    | 11,5 |               |
| N-120     | 334 | 24-LE | Convencional  | 9.771  | 2        | 54   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 61,1 | 0  | 0    | 1  | 2  | 3        | 84,6  | 0    | 1    | 3    | 40,5 |               |
| N-120     | 335 | 24-LE | Convencional  | 8.426  | 1        | 37,2 | 0  | 0    | 0  | 1  | 1        | 32,5 | 0  | 0  | 0  | 2  | 1        | 33,7  | 0  | 0    | 0  | 2  | 1        | 32,5 | 0  | 0    | 0  | 0  | 5        | 0     | 0    | 0    | 0    | 27,7 |               |
| N-120     | 338 | 24-LE | Convencional  | 7.013  | 2        | 77,2 | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 15,5 |      |               |
| N-120     | 426 | 24-LE | Convencional  | 6.513  | 1        | 43,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 45,2  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 0    | 17   |               |
| N-120     | 430 | 24-LE | Convencional  | 6.513  | 1        | 43,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 9,1  |      |               |
| N-120     | 432 | 24-LE | Convencional  | 6.148  | 1        | 43,3 | 0  | 0    | 0  | 2  | 1        | 44,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 18,4 |      |               |
| N-120     | 433 | 24-LE | Convencional  | 6.513  | 1        | 43,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 47   | 0  | 0    | 0  | 1  | 0        | 0     | 0    | 0    | 18,1 |      |               |
| N-120     | 448 | 32-OR | Convencional  | 4.269  | 1        | 65,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 13,3 |      |               |
| N-120     | 459 | 32-OR | Convencional  | 6.104  | 1        | 59,8 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 48,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 18,8 |      |               |
| N-120     | 464 | 32-OR | Convencional  | 7.129  | 1        | 35,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 48,3  | 0  | 0    | 0  | 1  | 1        | 49,9 | 0  | 0    | 0  | 1  | 0        | 0     | 0    | 0    | 25,9 |      |               |
| N-120     | 467 | 32-OR | Convencional  | 4.259  | 1        | 66,6 | 1  | 66,6 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 10,8 |      |               |
| N-120     | 481 | 27-LU | Convencional  | 3.013  | 1        | 90,6 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 17   |      |               |
| N-120     | 482 | 27-LU | Convencional  | 3.013  | 1        | 90,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 84       | 0     | 0    | 1    | 34,1 |      |               |
| N-120     | 498 | 27-LU | Convencional  | 3.177  | 1        | 87,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 71,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 31,4 |      |               |
| N-120     | 505 | 27-LU | Convencional  | 3.177  | 1        | 87,6 | 1  | 87,6 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 71,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 31,4 |      |               |
| N-120     | 508 | 27-LU | Convencional  | 3.013  | 1        | 87,6 | 0  | 0    | 1  | 0  | 1        | 90,9 | 0  | 0  | 0  | 2  | 1        | 71,7  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 156,3 | 0    | 1    | 3    | 79,2 |               |
| N-120     | 509 | 27-LU | Convencional  | 3.177  | 1        | 87,6 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 71,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0    | 0    | 31,4 |      |               |
| N-120     | 525 | 27-LU | Convencional  | 4.576  | 1        | 68,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 12,7 |      |               |
| N-120     | 529 | 27-LU | Convencional  | 4.576  | 1        | 68,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 12,8 |      |               |
| N-120     | 532 | 27-LU | Convencional  | 4.576  | 1        | 68,1 | 0  | 0    | 0  | 2  | 1        | 59,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 25,7 |      |               |
| N-120     | 538 | 27-LU | Convencional  | 4.363  | 1        | 64,2 | 1  | 64,2 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 129,9 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0    | 0    | 38,5 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 10      N-120 Logroño - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|------|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG   | HL    |               |
| N-120     | 541 | 27-LU | Convencional  | 4.363  | 1        | 64,2  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 68,3     | 0     | 0  | 1    | 0  | 0  | 0        | 0     | 0  | 0    | 26   |       |               |
| N-120     | 543 | 27-LU | Convencional  | 4.363  | 2        | 128,4 | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 131,3 | 0  | 0  | 1  | 1  | 3        | 204,9 | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0    | 91   |       |               |
| N-120     | 545 | 27-LU | Convencional  | 4.363  | 1        | 64,2  | 0  | 0    | 0  | 1  | 1        | 62,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 68,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 38,9 |       |               |
| N-120     | 546 | 27-LU | Convencional  | 4.363  | 1        | 64,2  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 12,9 |      |       |               |
| N-120     | 547 | 27-LU | Convencional  | 4.363  | 1        | 64,2  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 12,9 |      |       |               |
| N-120     | 550 | 32-OR | Convencional  | 4.601  | 1        | 55,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 11,5 |      |       |               |
| N-120     | 553 | 32-OR | Convencional  | 4.601  | 1        | 55,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 59,1  | 0  | 0    | 0  | 1  | 1        | 53,9  | 0  | 0    | 2    | 0     | 34,6          |
| N-120     | 561 | 32-OR | Convencional  | 4.601  | 1        | 55,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 61,2  | 0  | 0  | 0  | 1  | 1        | 59,1  | 1  | 59,1 | 1  | 0  | 0        | 0     | 0  | 0    | 34,6 |       |               |
| N-120     | 562 | 32-OR | Convencional  | 4.601  | 1        | 55,3  | 1  | 55,3 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 11,5 |       |               |
| N-120     | 564 | 32-OR | Convencional  | 4.897  | 1        | 22,8  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 34,1  | 0  | 0    | 0  | 1  | 1        | 32,2  | 0  | 0    | 0    | 1     | 21,5          |
| N-120     | 566 | 32-OR | Multicarril   | 11.350 | 1        | 27,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 19,7  | 0  | 0  | 0  | 1  | 1        | 30,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 14,2  |               |
| N-120     | 571 | 32-OR | Multicarril   | 9.607  | 1        | 28,9  | 0  | 0    | 1  | 0  | 2        | 57    | 0  | 0  | 1  | 2  | 1        | 10,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 17,3  |               |
| N-120     | 573 | 32-OR | Convencional  | 6.410  | 1        | 39,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 42,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 16,1  |               |
| N-120     | 574 | 32-OR | Convencional  | 6.410  | 1        | 39,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 78,4  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 24,2  |               |
| N-120     | 584 | 32-OR | Convencional  | 6.896  | 1        | 37,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 9,6   |               |
| N-120     | 586 | 32-OR | Convencional  | 6.896  | 1        | 37,2  | 0  | 0    | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 9,6   |               |
| N-120     | 598 | 32-OR | Convencional  | 1.143  | 1        | 66,1  | 0  | 0    | 0  | 1  | 1        | 239,7 | 0  | 0  | 0  | 1  | 1        | 41,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 31,9  |               |
| N-120     | 601 | 32-OR | Convencional  | 3.957  | 1        | 66,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,2  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 19,2  |               |
| N-120     | 614 | 36-PO | Convencional  | 604    | 1        | 434,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 291,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 280,1 | 0  | 0    | 0    | 1     | 198           |
| N-120     | 615 | 36-PO | Convencional  | 551    | 1        | 434,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 92,7  |               |
| N-120     | 617 | 36-PO | Convencional  | 541    | 1        | 537,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 585,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 210,6 |               |
| N-120     | 619 | 36-PO | Convencional  | 541    | 1        | 537,2 | 0  | 0    | 0  | 2  | 1        | 506,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 1015  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0    | 0     | 421,2         |
| N-120     | 631 | 36-PO | Convencional  | 1.924  | 2        | 137,5 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 44,4  |               |
| N-120     | 632 | 36-PO | Convencional  | 4.008  | 1        | 68,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 14,5  |               |
| N-120     | 633 | 36-PO | Convencional  | 4.008  | 1        | 68,7  | 0  | 0    | 0  | 1  | 1        | 68,4  | 0  | 0  | 0  | 2  | 1        | 72,6  | 0  | 0  | 0  | 3  | 1        | 72,3  | 0  | 0    | 0  | 3  | 1        | 73,3  | 0  | 0    | 0    | 1     | 71            |
| N-120     | 634 | 36-PO | Convencional  | 4.008  | 1        | 68,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 146,6 | 0  | 0    | 0    | 5     | 42,6          |
| N-120     | 640 | 36-PO | Convencional  | 4.008  | 1        | 68,7  | 0  | 0    | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 72,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0    | 28,4  |               |
| N-120     | 642 | 36-PO | Convencional  | 4.514  | 1        | 35,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 28    | 0  | 0    | 0    | 2     | 17,6          |
| N-120     | 644 | 36-PO | Convencional  | 15.280 | 1        | 21,3  | 0  | 0    | 0  | 1  | 10       | 179,3 | 0  | 0  | 0  | 13 | 2        | 35,2  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 48,6  |               |
| N-120     | 645 | 36-PO | Convencional  | 15.280 | 2        | 42,6  | 0  | 0    | 1  | 2  | 1        | 17,9  | 0  | 0  | 0  | 4  | 2        | 35,2  | 0  | 0  | 0  | 4  | 1        | 17,7  | 0  | 0    | 0  | 1  | 1        | 17,3  | 1  | 17,3 | 0    | 3     | 25,6          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 10      N-120 Logroño - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| N-120     | 647 | 36-PO | Convencional  | 15.280 | 4        | 85,3  | 0  | 0    | 0  | 9  | 1        | 17,9 | 0  | 0  | 0  | 3  | 3        | 52,8 | 0  | 0    | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 34,7 | 0  | 0  | 0  | 2  | 36,6          |
| N-120     | 648 | 36-PO | Convencional  | 15.280 | 4        | 85,3  | 1  | 21,3 | 1  | 7  | 1        | 17,9 | 0  | 0  | 0  | 1  | 1        | 17,6 | 0  | 0    | 0  | 3  | 3        | 53,2  | 0  | 0  | 1  | 4  | 3        | 52   | 0  | 0  | 1  | 3  | 43,9          |
| N-120     | 650 | 36-PO | Convencional  | 15.280 | 3        | 64    | 1  | 21,3 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 35,2 | 0  | 0    | 0  | 2  | 7        | 124,2 | 0  | 0  | 0  | 9  | 1        | 17,3 | 0  | 0  | 0  | 1  | 47,5          |
| N-120     | 651 | 36-PO | Convencional  | 15.280 | 2        | 42,6  | 0  | 0    | 0  | 5  | 2        | 35,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,7  | 0  | 0  | 0  | 1  | 2        | 34,7 | 0  | 0  | 0  | 3  | 25,6          |
| N-120     | 652 | 36-PO | Convencional  | 15.280 | 1        | 21,3  | 0  | 0    | 0  | 1  | 4        | 71,7 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 18,3          |
| N-120a    | 47  | 26-LO | Convencional  | 3.778  | 1        | 75    | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 66,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 29,9          |
| N-120a    | 528 | 27-LU | Convencional  | 3.541  | 1        | 76,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 77,8 | 1  | 77,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 30,9          |
| N-559     | 4   | 36-PO | Convencional  | 621    | 1        | 529,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 108,9         |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 11      A-62 Burgos - Frontera con Portugal

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-62      | 11  | 9-BU  | Autovía       | 15.565 | 1        | 16,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,3 | 0  | 0  | 0  | 1    | 10,7          |
| A-62      | 21  | 9-BU  | Autovía       | 15.120 | 1        | 17   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,6  |               |
| A-62      | 27  | 9-BU  | Autovía       | 15.120 | 1        | 17   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18,8 | 0  | 0  | 0  | 1  | 2        | 38,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 14,6          |
| A-62      | 31  | 9-BU  | Autovía       | 14.830 | 1        | 20,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,3 | 0  | 0  | 0  | 2  | 1        | 20,1 | 0  | 0  | 0  | 1  | 1        | 19   | 0  | 0  | 0  | 1    | 15,6          |
| A-62      | 32  | 9-BU  | Autovía       | 14.830 | 1        | 20,5 | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4    |               |
| A-62      | 36  | 9-BU  | Autovía       | 14.830 | 1        | 20,5 | 0  | 0    | 1  | 1  | 1        | 18,5 | 1  | 18,5 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,3 | 0  | 0  | 0  | 1    | 12            |
| A-62      | 59  | 34-P  | Autovía       | 14.393 | 1        | 19,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 20,8     | 0    | 0  | 1  | 2  | 8,1  |               |
| A-62      | 69  | 34-P  | Autovía       | 15.249 | 1        | 17,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,3 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 7,7  |               |
| A-62      | 72  | 34-P  | Autovía       | 14.694 | 1        | 19   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,9  |               |
| A-62      | 88  | 34-P  | Autovía       | 23.820 | 1        | 13,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,1 | 0  | 0  | 0  | 5  | 1        | 14,5 | 0  | 0  | 1  | 1    | 10,8          |
| A-62      | 89  | 34-P  | Autovía       | 31.611 | 2        | 17,5 | 0  | 0    | 0  | 3  | 1        | 8,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 9,1           |
| A-62      | 90  | 34-P  | Autovía       | 31.611 | 1        | 8,8  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,1  |               |
| A-62      | 91  | 34-P  | Autovía       | 31.611 | 1        | 8,8  | 0  | 0    | 0  | 1  | 1        | 8,7  | 0  | 0    | 0  | 1  | 1        | 10,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 5,7           |
| A-62      | 96  | 34-P  | Autovía       | 30.402 | 2        | 19,4 | 2  | 19,4 | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 4             |
| A-62      | 98  | 34-P  | Autovía       | 29.139 | 1        | 10   | 0  | 0    | 0  | 1  | 1        | 9,4  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0  | 1  | 1    | 6,1           |
| A-62      | 101 | 47-VA | Autovía       | 32.138 | 1        | 8,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 2  | 1        | 10,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 5,4           |
| A-62      | 102 | 47-VA | Autovía       | 32.138 | 1        | 8,2  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,8  | 0  | 0  | 0  | 1    | 3,6           |
| A-62      | 103 | 47-VA | Autovía       | 32.138 | 1        | 8,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,3  | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,8  | 0  | 0  | 0  | 1    | 5,4           |
| A-62      | 105 | 47-VA | Autovía       | 32.138 | 1        | 8,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 3,6           |
| A-62      | 107 | 47-VA | Autovía       | 32.138 | 1        | 8,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,8  | 0  | 0  | 0  | 2    | 5,4           |
| A-62      | 113 | 47-VA | Autovía       | 28.628 | 1        | 8,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 19,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 5,5           |
| A-62      | 118 | 47-VA | Autovía       | 25.513 | 2        | 20,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4  | 41       | 0    | 0  | 1  | 5  | 13,1 |               |
| A-62      | 119 | 47-VA | Autovía       | 23.178 | 1        | 10,1 | 0  | 0    | 0  | 1  | 1        | 11,8 | 0  | 0    | 0  | 2  | 2        | 23,6 | 0  | 0  | 5  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,3 | 0  | 0  | 0  | 2    | 11,1          |
| A-62      | 120 | 47-VA | Autovía       | 23.178 | 1        | 9    | 0  | 0    | 0  | 1  | 1        | 11,8 | 0  | 0    | 0  | 1  | 1        | 8,5  | 0  | 0  | 0  | 1  | 2        | 17,4 | 0  | 0  | 0  | 3  | 2        | 16,9 | 0  | 0  | 0  | 2    | 12,8          |
| A-62      | 121 | 47-VA | Autovía       | 27.840 | 2        | 18   | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,4 | 0  | 0  | 1  | 1  | 2        | 15,3 | 0  | 0  | 0  | 2    | 10,4          |
| A-62      | 122 | 47-VA | Autovía       | 27.840 | 2        | 18   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 33,9 | 0  | 0  | 0  | 5  | 1        | 8,7  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 12,2          |
| A-62      | 126 | 47-VA | Autovía       | 41.218 | 1        | 6,9  | 0  | 0    | 0  | 1  | 1        | 6,6  | 0  | 0    | 0  | 2  | 3        | 22   | 0  | 0  | 0  | 4  | 1        | 7,1  | 0  | 0  | 0  | 2  | 3        | 18,8 | 0  | 0  | 0  | 3    | 12,3          |
| A-62      | 127 | 47-VA | Autovía       | 41.218 | 3        | 17,5 | 0  | 0    | 0  | 5  | 2        | 13,3 | 0  | 0    | 0  | 2  | 3        | 21   | 0  | 0  | 0  | 3  | 1        | 6,9  | 0  | 0  | 0  | 3  | 3        | 19,5 | 0  | 0  | 0  | 5    | 15,7          |
| A-62      | 128 | 47-VA | Autovía       | 41.218 | 3        | 17,5 | 0  | 0    | 0  | 5  | 6        | 39,9 | 0  | 0    | 1  | 6  | 4        | 28,3 | 0  | 0  | 0  | 4  | 3        | 20,7 | 0  | 0  | 2  | 6  | 4        | 26   | 0  | 0  | 0  | 6    | 26,3          |
| A-62      | 129 | 47-VA | Autovía       | 41.218 | 1        | 5,8  | 0  | 0    | 0  | 1  | 1        | 6,6  | 0  | 0    | 0  | 2  | 2        | 14,1 | 0  | 0  | 0  | 3  | 3        | 20,7 | 0  | 0  | 0  | 3  | 2        | 13   | 0  | 0  | 0  | 4    | 11,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 11      A-62 Burgos - Frontera con Portugal

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| A-62      | 131 | 47-VA | Autovía       | 36.261 | 2        | 13,6 | 0  | 0   | 0  | 4  | 1        | 7,6  | 0  | 0  | 0  | 2  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,5  | 0  | 0  | 0  | 1   | 7,1           |
| A-62      | 132 | 47-VA | Autovía       | 36.261 | 1        | 6,8  | 0  | 0   | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 1  | 2        | 16,1 | 0  | 0  | 0  | 2  | 3        | 25,5 | 0  | 0    | 0  | 5  | 1        | 7,7  | 0  | 0  | 0  | 2   | 12,3          |
| A-62      | 133 | 47-VA | Autovía       | 36.261 | 4        | 27,6 | 0  | 0   | 0  | 11 | 2        | 15,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,5  | 0  | 0    | 0  | 1  | 3        | 23,5 | 0  | 0  | 0  | 5   | 15,5          |
| A-62      | 134 | 47-VA | Autovía       | 36.261 | 2        | 13,9 | 0  | 0   | 0  | 2  | 3        | 22,7 | 0  | 0  | 1  | 9  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,8 |               |
| A-62      | 135 | 47-VA | Autovía       | 36.790 | 1        | 6,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,2  | 0  | 0  | 0  | 1  | 1        | 8,6  | 0  | 0    | 0  | 2  | 1        | 7,8  | 0  | 0  | 0  | 1   | 6,2           |
| A-62      | 137 | 47-VA | Autovía       | 33.983 | 2        | 14,8 | 0  | 0   | 0  | 4  | 2        | 16,1 | 0  | 0  | 0  | 6  | 1        | 8,2  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8   |               |
| A-62      | 139 | 47-VA | Autovía       | 33.983 | 2        | 14,8 | 0  | 0   | 1  | 3  | 2        | 16,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 8             |
| A-62      | 141 | 47-VA | Autovía       | 33.111 | 1        | 7,5  | 0  | 0   | 0  | 2  | 1        | 8,3  | 0  | 0  | 0  | 5  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 7,8  | 0  | 0  | 0  | 2   | 6,4           |
| A-62      | 145 | 47-VA | Autovía       | 33.111 | 1        | 7,5  | 0  | 0   | 0  | 2  | 1        | 8,3  | 0  | 0  | 0  | 3  | 1        | 10,7 | 0  | 0  | 0  | 1  | 2        | 22,5 | 0  | 0    | 0  | 2  | 2        | 20,9 | 0  | 0  | 0  | 6   | 13,2          |
| A-62      | 146 | 47-VA | Autovía       | 33.111 | 3        | 22,5 | 1  | 7,5 | 0  | 3  | 1        | 8,3  | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 22,5 | 1  | 11,2 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0   | 11,3          |
| A-62      | 149 | 47-VA | Autovía       | 33.893 | 1        | 7,5  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,7 |               |
| A-62      | 152 | 47-VA | Autovía       | 32.055 | 1        | 8    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1,9 |               |
| A-62      | 156 | 47-VA | Autovía       | 12.496 | 1        | 21,2 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,6 | 0  | 0  | 0  | 1   | 8,4           |
| A-62      | 157 | 47-VA | Autovía       | 12.385 | 1        | 21,4 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,4 |               |
| A-62      | 170 | 47-VA | Autovía       | 12.495 | 1        | 21   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 21,3 | 0  | 0  | 0  | 4   | 8,8           |
| A-62      | 176 | 47-VA | Autovía       | 12.495 | 2        | 41,9 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 47,2 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 17,6          |
| A-62      | 177 | 47-VA | Autovía       | 11.982 | 1        | 21   | 0  | 0   | 0  | 2  | 1        | 22,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,6 | 0  | 0    | 1  | 1  | 1        | 21,3 | 0  | 0  | 0  | 1   | 17,7          |
| A-62      | 179 | 47-VA | Autovía       | 12.495 | 1        | 21   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0   | 8,9           |
| A-62      | 180 | 47-VA | Autovía       | 11.982 | 1        | 21,5 | 0  | 0   | 0  | 1  | 1        | 22,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 9,1           |
| A-62      | 184 | 47-VA | Autovía       | 11.700 | 1        | 22,1 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,2 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 9,7           |
| A-62      | 185 | 47-VA | Autovía       | 11.700 | 1        | 22,1 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 4,8           |
| A-62      | 188 | 47-VA | Autovía       | 11.700 | 2        | 44,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,8 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0   | 14,4          |
| A-62      | 190 | 47-VA | Autovía       | 11.700 | 1        | 22,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,8 | 0  | 0    | 1  | 10 | 0        | 0    | 0  | 0  | 0  | 0   | 9,6           |
| A-62      | 193 | 49-ZA | Autovía       | 11.171 | 1        | 23   | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 9,7           |
| A-62      | 198 | 49-ZA | Autovía       | 11.171 | 1        | 23   | 0  | 0   | 0  | 1  | 1        | 24,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,1 | 0  | 0  | 0  | 3   | 14,6          |
| A-62      | 205 | 37-SA | Autovía       | 12.438 | 1        | 22,3 | 0  | 0   | 0  | 2  | 1        | 22   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 26,6 | 0  | 0  | 0  | 2   | 14,5          |
| A-62      | 206 | 37-SA | Autovía       | 12.438 | 1        | 22,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,7 | 0  | 0  | 0  | 1  | 1        | 27,4 | 0  | 0    | 1  | 1  | 2        | 53,1 | 0  | 0  | 1  | 2   | 24,2          |
| A-62      | 208 | 37-SA | Autovía       | 12.438 | 2        | 44,6 | 0  | 0   | 0  | 3  | 1        | 22   | 0  | 0  | 0  | 2  | 2        | 47,3 | 0  | 0  | 2  | 1  | 1        | 27,4 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0   | 29            |
| A-62      | 212 | 37-SA | Autovía       | 12.438 | 1        | 22,3 | 0  | 0   | 0  | 1  | 1        | 22   | 0  | 0  | 0  | 1  | 2        | 48,5 | 0  | 0  | 0  | 5  | 1        | 26,2 | 0  | 0    | 0  | 1  | 1        | 25,2 | 0  | 0  | 0  | 2   | 28,7          |
| A-62      | 220 | 37-SA | Autovía       | 12.669 | 1        | 21,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,5 |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 11      A-62 Burgos - Frontera con Portugal

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |     |    |    | Año 2013 |       |    |    |    |       | Año 2012 |       |    |    |       |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|-----|----|----|----------|-------|----|----|----|-------|----------|-------|----|----|-------|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL    | ACV      | IP    | VM | IM | HG    | HL    |               |
| A-62      | 225 | 37-SA | Autovía       | 12.669 | 1        | 21,1  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 21,7  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0     | 8,7   |               |
| A-62      | 226 | 37-SA | Autovía       | 12.669 | 1        | 21,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 4,4   |       |               |
| A-62      | 230 | 37-SA | Autovía       | 12.822 | 1        | 21    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 4,2   |       |               |
| A-62      | 234 | 37-SA | Autovía       | 13.907 | 1        | 19,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 21,1  | 0  | 0  | 0  | 1     | 0        | 0     | 0  | 0  | 0     | 8     |               |
| A-62      | 235 | 37-SA | Autovía       | 16.557 | 1        | 18,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 3,8   |       |               |
| A-62      | 238 | 37-SA | Autovía       | 23.107 | 1        | 13,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 1        | 15,3  | 0  | 0  | 1     | 5,6   |               |
| A-62      | 243 | 37-SA | Autovía       | 16.243 | 1        | 18,9  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 16,9  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 1        | 17,2  | 0  | 0  | 1     | 10,4  |               |
| A-62      | 244 | 37-SA | Autovía       | 12.382 | 1        | 18,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 50,7  | 0  | 0   | 0  | 6  | 2        | 34,4  | 0  | 0  | 1  | 5     | 2        | 34,4  | 0  | 0  | 3     | 29,2  |               |
| A-62      | 261 | 37-SA | Autovía       | 8.815  | 1        | 29,7  | 0  | 0    | 0  | 1  | 1        | 31,1  | 1  | 31,1 | 0  | 0  | 1        | 32,3  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0     | 18,6  |               |
| A-62      | 268 | 37-SA | Autovía       | 8.798  | 1        | 30,9  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 6,3   |       |               |
| A-62      | 272 | 37-SA | Autovía       | 8.466  | 1        | 33,1  | 0  | 0    | 0  | 2  | 1        | 32,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 13    |       |               |
| A-62      | 280 | 37-SA | Autovía       | 8.129  | 1        | 35,6  | 0  | 0    | 0  | 3  | 1        | 33,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 13,4  |       |               |
| A-62      | 287 | 37-SA | Autovía       | 8.129  | 2        | 71,3  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 13,5  |       |               |
| A-62      | 296 | 37-SA | Autovía       | 7.724  | 1        | 34    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 7,2   |       |               |
| A-62      | 335 | 37-SA | Autovía       | 6.771  | 2        | 87,6  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 17,4  |       |               |
| A-62      | 343 | 37-SA | Autovía       | 6.771  | 1        | 43,8  | 0  | 0    | 0  | 1  | 1        | 40,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 17,2  |       |               |
| A-62      | 345 | 37-SA | Autovía       | 6.771  | 1        | 43,8  | 0  | 0    | 1  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 8,6   |       |               |
| BU-11     | 0   | 9-BU  | Autovía       | 25.103 | 4        | 45,9  | 0  | 0    | 0  | 6  | 5        | 54,6  | 0  | 0    | 0  | 15 | 4        | 49,2  | 0  | 0   | 0  | 8  | 1        | 11,3  | 0  | 0  | 0  | 4     | 0        | 0     | 0  | 0  | 32,4  |       |               |
| BU-11     | 3   | 9-BU  | Autovía       | 25.103 | 2        | 22,9  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1     | 12,1     | 0     | 0  | 0  | 1     | 7     |               |
| BU-30     | 0   | 9-BU  | Autovía       | 28.720 | 2        | 21,2  | 1  | 10,6 | 0  | 5  | 1        | 9,5   | 0  | 0    | 0  | 1  | 1        | 10    | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0     | 3        | 33,1  | 0  | 0  | 0     | 6     | 14,3          |
| BU-30     | 2   | 9-BU  | Autovía       | 28.720 | 1        | 10,6  | 0  | 0    | 0  | 4  | 1        | 9,5   | 1  | 9,5  | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2     | 31,3     | 0     | 0  | 0  | 5     | 10    |               |
| BU-30     | 3   | 9-BU  | Autovía       | 22.237 | 1        | 17,8  | 0  | 0    | 3  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,7  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 5,9   |       |               |
| BU-30     | 4   | 9-BU  | Autovía       | 16.835 | 1        | 17,8  | 1  | 17,8 | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 14,7  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 1     | 15,7     | 0     | 0  | 0  | 1     | 9,4   |               |
| BU-30     | 7   | 9-BU  | Autovía       | 10.059 | 1        | 29,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 5,5   |       |               |
| N-620     | 87  | 34-P  | Convencional  | 1.775  | 1        | 86    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 27,8  |       |               |
| N-620     | 182 | 47-VA | Convencional  | 225    | 1        | 1442  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 508,3 | 0        | 0     | 0  | 4  | 296,2 |       |               |
| N-620     | 217 | 37-SA | Convencional  | 933    | 1        | 173,6 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 562,6 | 0  | 0  | 0  | 1     | 0        | 0     | 0  | 0  | 0     | 128,4 |               |
| N-620     | 230 | 37-SA | Convencional  | 6.301  | 2        | 154,7 | 0  | 0    | 0  | 3  | 5        | 217,4 | 0  | 0    | 1  | 4  | 3        | 368,9 | 1  | 123 | 1  | 8  | 2        | 222,7 | 0  | 0  | 0  | 7     | 0        | 0     | 0  | 0  | 0     | 192,1 |               |
| N-620     | 233 | 37-SA | Convencional  | 6.301  | 4        | 174,7 | 0  | 0    | 1  | 3  | 4        | 173,9 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 44,4  | 0  | 0  | 0  | 1     | 4        | 183,3 | 0  | 0  | 0     | 7     | 115,8         |
| N-620     | 243 | 37-SA | Convencional  | 535    | 1        | 452,1 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1     | 490,1    | 0     | 0  | 0  | 1     | 198   |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 11      A-62 Burgos - Frontera con Portugal

|           |     |       |               |        | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |       | I.P.  |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|-------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD    | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL    | Medio |
| N-620     | 246 | 37-SA | Convencional  | 535    | 1        | 452,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 99    |       |
| N-620     | 260 | 37-SA | Convencional  | 535    | 1        | 452,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 99    |       |
| N-620     | 266 | 37-SA | Convencional  | 554    | 1        | 496,3 | 0  | 0     | 0  | 1  | 1        | 494,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 603,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0     | 317,6 |
| N-620     | 291 | 37-SA | Convencional  | 440    | 1        | 496,3 | 1  | 496,3 | 0  | 1  | 1        | 622,7 | 0  | 0  | 0  | 2  | 1        | 587,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 326,4 |       |
| N-620     | 302 | 37-SA | Convencional  | 1.074  | 1        | 248,4 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 63,8  |       |
| N-620     | 320 | 37-SA | Convencional  | 428    | 1        | 552,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 103,6 |       |
| N-620     | 341 | 37-SA | Convencional  | 633    | 1        | 394,8 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 18,2  |       |
| N-620a    | 232 | 37-SA | Convencional  | 29.066 | 1        | 9,5   | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,4   |       |
| N-620a    | 233 | 37-SA | Convencional  | 29.066 | 1        | 9,5   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 9,7   | 0  | 0  | 0  | 1  | 1        | 20,6  | 0  | 0  | 0  | 1  | 1        | 18,8 | 0  | 0  | 0  | 1     | 9,6   |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 12      N-121 y N-122 Zaragoza - Frontera con Protuga

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |    |      |       |    | Año 2012 |    |    |       |      |    | I.P.  |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|------|-------|----|----------|----|----|-------|------|----|-------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM   | HG    | HL | ACV      | IP | VM | IM    | HG   | HL | Medio |
| A-11      | 105 | 9-BU  | Autovía       | 2.857  | 1        | 91,7  | 1  | 91,7  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 23,1  |      |    |       |
| A-11      | 107 | 9-BU  | Autovía       | 2.857  | 1        | 91,7  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 23,1  |      |    |       |
| A-11      | 356 | 47-VA | Autovía       | 19.003 | 1        | 13,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 2    | 25,3  | 0  | 0        | 0  | 6  | 8,6   |      |    |       |
| A-11      | 394 | 47-VA | Autovía       | 6.078  | 1        | 38,5  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 5,6   |      |    |       |
| A-11      | 401 | 47-VA | Autovía       | 6.712  | 1        | 38,5  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 1  | 0    | 0     | 0  | 0        | 0  | 0  | 17,2  |      |    |       |
| A-11      | 403 | 47-VA | Autovía       | 6.712  | 1        | 38,5  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 8,6   |      |    |       |
| A-11      | 431 | 49-ZA | Autovía       | 6.095  | 1        | 42,7  | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 9,6   |      |    |       |
| N-121     | 3   | 50-Z  | Convencional  | 3.755  | 2        | 109,3 | 0  | 0     | 0  | 4  | 1        | 73   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 35,7  |      |    |       |
| N-122     | 51  | 50-Z  | Convencional  | 7.155  | 4        | 160,5 | 0  | 0     | 0  | 6  | 2        | 76,6 | 0  | 0  | 1  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 1  | 1    | 40    | 0  | 0        | 0  | 2  | 63,7  |      |    |       |
| N-122     | 55  | 50-Z  | Convencional  | 7.155  | 1        | 40,1  | 0  | 0     | 0  | 1  | 1        | 38,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 1  | 1    | 40    | 0  | 0        | 0  | 2  | 31,8  |      |    |       |
| N-122     | 59  | 50-Z  | Convencional  | 5.852  | 2        | 88,9  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1  | 1  | 0    | 0     | 0  | 0        | 0  | 0  | 26    |      |    |       |
| N-122     | 64  | 50-Z  | Convencional  | 7.001  | 1        | 48,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 16,3  |      |    |       |
| N-122     | 72  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 0  | 0     | 0  | 2  | 1        | 59,6 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 1    | 50    | 0  | 0        | 0  | 2  | 31,1  |      |    |       |
| N-122     | 74  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 10,4  |      |    |       |
| N-122     | 75  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 0  | 0     | 0  | 1  | 1        | 59,6 | 0  | 0  | 0  | 2  | 1        | 46,3  | 0  | 0  | 0  | 1  | 0        | 1  | 1  | 47,2 | 0     | 0  | 0        | 1  | 2  | 100,1 | 62,2 |    |       |
| N-122     | 76  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 1  | 59    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 10,4  |      |    |       |
| N-122     | 77  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 10,4  |      |    |       |
| N-122     | 81  | 50-Z  | Convencional  | 4.600  | 1        | 59    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 10,4  |      |    |       |
| N-122     | 87  | 50-Z  | Convencional  | 4.594  | 1        | 64,4  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 22,5  |      |    |       |
| N-122     | 88  | 50-Z  | Convencional  | 4.594  | 1        | 64,4  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 22,5  |      |    |       |
| N-122     | 89  | 50-Z  | Convencional  | 4.594  | 1        | 64,4  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 22,5  |      |    |       |
| N-122     | 91  | 50-Z  | Convencional  | 4.594  | 1        | 64,4  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 254,9 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 45    |      |    |       |
| N-122     | 95  | 50-Z  | Convencional  | 4.594  | 1        | 64,4  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 22,5  |      |    |       |
| N-122     | 100 | 42-SO | Convencional  | 3.355  | 1        | 113,8 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 30,1  |      |    |       |
| N-122     | 102 | 42-SO | Convencional  | 3.355  | 1        | 235,8 | 1  | 235,8 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 1    | 235,4 | 0  | 0        | 0  | 1  | 69,8  |      |    |       |
| N-122     | 113 | 42-SO | Convencional  | 5.401  | 1        | 49,9  | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 11,2  |      |    |       |
| N-122     | 116 | 42-SO | Convencional  | 5.822  | 1        | 47,2  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 10,6  |      |    |       |
| N-122     | 117 | 42-SO | Convencional  | 5.822  | 1        | 47,2  | 0  | 0     | 0  | 3  | 1        | 47,1 | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 21,2  |      |    |       |
| N-122     | 135 | 42-SO | Convencional  | 5.400  | 1        | 46,9  | 2  | 93,8  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 11,2  |      |    |       |
| N-122     | 147 | 42-SO | Convencional  | 5.400  | 1        | 46,9  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 64,2  | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0    | 0     | 0  | 0        | 0  | 0  | 22,5  |      |    |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 12      N-121 y N-122 Zaragoza - Frontera con Protugal

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |       |    | Año 2012 |    |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|-------|----|----------|----|----|------|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG    | HL | ACV      | IP | VM | IM   | HG   | HL   |               |
| N-122     | 158 | 42-SO | Convencional  | 4.092 | 1        | 66,7  | 1  | 66,7 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 67,4  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 0    | 26,4 |               |
| N-122     | 161 | 42-SO | Convencional  | 4.092 | 1        | 66,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 13,6 |      |               |
| N-122     | 176 | 42-SO | Convencional  | 3.801 | 1        | 57,9  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 14,4 |      |               |
| N-122     | 194 | 42-SO | Convencional  | 3.801 | 1        | 57,9  | 0  | 0    | 0  | 2  | 1        | 72,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 26,1 |      |               |
| N-122     | 205 | 42-SO | Convencional  | 3.675 | 1        | 60,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 15,1 |      |               |
| N-122     | 209 | 42-SO | Convencional  | 3.675 | 1        | 60,8  | 1  | 60,8 | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 15,1 |      |               |
| N-122     | 213 | 42-SO | Convencional  | 1.862 | 2        | 277   | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 40,1 |      |               |
| N-122     | 216 | 42-SO | Convencional  | 3.283 | 2        | 174,2 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 26,7 |      |               |
| N-122     | 217 | 42-SO | Convencional  | 3.283 | 1        | 87,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 13,3 |      |               |
| N-122     | 222 | 42-SO | Convencional  | 3.520 | 1        | 56,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 12,5 |      |               |
| N-122     | 232 | 42-SO | Convencional  | 3.562 | 1        | 56,3  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 14,6 |      |               |
| N-122     | 234 | 42-SO | Convencional  | 3.562 | 1        | 56,3  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 80,7  | 0  | 0        | 0  | 1  | 29,3 |      |      |               |
| N-122     | 239 | 42-SO | Convencional  | 3.562 | 1        | 56,3  | 1  | 56,3 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 14,6 |      |               |
| N-122     | 248 | 9-BU  | Convencional  | 4.220 | 1        | 58,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 13,5 |      |               |
| N-122     | 250 | 9-BU  | Convencional  | 4.220 | 1        | 58,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 13,2 |      |               |
| N-122     | 255 | 9-BU  | Convencional  | 4.220 | 1        | 70,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 13,4 |      |               |
| N-122     | 258 | 9-BU  | Convencional  | 4.220 | 1        | 70,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 126,1 | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 40,3 |      |               |
| N-122     | 259 | 9-BU  | Convencional  | 4.220 | 1        | 70,9  | 0  | 0    | 0  | 2  | 3        | 194,8 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 53,8 |      |               |
| N-122     | 266 | 9-BU  | Convencional  | 4.220 | 1        | 118,6 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 2  | 100,2 | 0  | 0        | 3  | 1  | 40,3 |      |      |               |
| N-122     | 274 | 9-BU  | Convencional  | 4.765 | 1        | 58    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 105,3 | 0  | 0  | 0     | 2  | 0        | 0  | 0  | 0    | 31,9 |      |               |
| N-122     | 281 | 9-BU  | Convencional  | 4.483 | 2        | 115,3 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 63,3  | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 36,8 |      |               |
| N-122     | 286 | 9-BU  | Convencional  | 4.418 | 1        | 58,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 66,4  | 0  | 0  | 0     | 2  | 0        | 0  | 0  | 0    | 25,3 |      |               |
| N-122     | 298 | 47-VA | Convencional  | 5.248 | 1        | 55,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 51,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 20,7 |      |               |
| N-122     | 299 | 47-VA | Convencional  | 5.248 | 1        | 55,1  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 10,3 |      |               |
| N-122     | 301 | 47-VA | Convencional  | 5.248 | 1        | 55,1  | 0  | 0    | 3  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 99,4  | 0  | 0  | 0     | 4  | 0        | 0  | 0  | 0    | 31   |      |               |
| N-122     | 307 | 47-VA | Convencional  | 5.384 | 1        | 51,1  | 0  | 0    | 1  | 1  | 1        | 50,9  | 0  | 0  | 0  | 1  | 1        | 51,7  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 30,4 |      |               |
| N-122     | 314 | 47-VA | Convencional  | 5.384 | 1        | 49,6  | 0  | 0    | 0  | 2  | 2        | 101,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 29,9 |      |               |
| N-122     | 315 | 47-VA | Convencional  | 5.769 | 1        | 49,6  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0  | 0  | 0    | 9,7  |      |               |
| N-122     | 319 | 47-VA | Convencional  | 5.384 | 1        | 49,6  | 0  | 0    | 0  | 4  | 1        | 50,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 2  | 97,8  | 0  | 0        | 0  | 3  | 39,5 |      |      |               |
| N-122     | 321 | 47-VA | Convencional  | 5.769 | 1        | 49,6  | 1  | 49,6 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 48,3  | 0  | 0  | 0  | 1  | 1        | 49,5  | 0  | 0  | 0     | 2  | 0        | 0  | 0  | 0    | 29,2 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 12      N-121 y N-122 Zaragoza - Frontera con Protugal

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|--------|----|-------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP     | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL   |               |
| N-122     | 322 | 47-VA | Convencional  | 5.769  | 1        | 49,6   | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 9,7 |      |               |
| N-122     | 332 | 47-VA | Convencional  | 6.307  | 1        | 47,5   | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 9,2 |      |               |
| N-122     | 334 | 47-VA | Convencional  | 5.963  | 1        | 47,5   | 0  | 0     | 0  | 1  | 1        | 45,9 | 0  | 0  | 0  | 1  | 1        | 87,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 87,7 | 0  | 0  | 0   | 1    | 47            |
| N-122     | 358 | 47-VA | Multicarril   | 349    | 2        | 1513,7 | 0  | 0     | 0  | 2  | 4        | 3140 | 0  | 0  | 0  | 7  | 10       | 8983 | 0  | 0  | 0  | 13 | 3        | 2537 | 0  | 0  | 0  | 6  | 6        | 5186 | 0  | 0  | 0   | 9    | 4133,6        |
| N-122     | 423 | 49-ZA | Convencional  | 359    | 1        | 722,9  | 1  | 722,9 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 52   |               |
| N-122     | 437 | 49-ZA | Convencional  | 1.826  | 1        | 147,7  | 0  | 0     | 0  | 1  | 1        | 150  | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 55,3 |               |
| N-122     | 451 | 49-ZA | Convencional  | 3.316  | 1        | 91,7   | 0  | 0     | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 65,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 28,8 |               |
| N-122     | 506 | 49-ZA | Convencional  | 2.800  | 1        | 107,1  | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 22,2 |               |
| SO-20     | 12  | 42-SO | Convencional  | 8.214  | 1        | 51,7   | 0  | 0     | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 7,2  |               |
| SO-20     | 13  | 42-SO | Multicarril   | 11.522 | 1        | 23,4   | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 5,5  |               |
| SO-20     | 19  | 42-SO | Convencional  | 6.663  | 1        | 42,8   | 1  | 42,8  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 8,2  |               |
| SO-20     | 22  | 42-SO | Convencional  | 7.013  | 1        | 38     | 0  | 0     | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 7,7  |               |
| ZA-12     | 1   | 49-ZA | Autovía       | 6.366  | 1        | 35,5   | 0  | 0     | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 8,3  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 13      A-15   Medinaceli - Pamplona

|           |    |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| A-15      | 0  | 42-SO | Autovía       | 5.153 | 1        | 50,5 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 18,2 |       |
| A-15      | 15 | 42-SO | Autovía       | 4.974 | 1        | 51,9 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 11,9 |       |
| A-15      | 23 | 42-SO | Autovía       | 4.974 | 1        | 51,9 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 11,9 |       |
| A-15      | 24 | 42-SO | Autovía       | 4.974 | 1        | 50   | 1  | 50 | 9  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 11,7 |       |
| A-15      | 34 | 42-SO | Autovía       | 5.214 | 1        | 47,9 | 0  | 0  | 1  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 13,9 |       |
| A-15      | 48 | 42-SO | Autovía       | 4.804 | 1        | 56   | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 60,5 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 24,1 |       |
| A-15      | 62 | 42-SO | Autovía       | 8.301 | 1        | 31,8 | 0  | 0  | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 9,7  |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 14      N-330 Zaragoza - Frontera con Francia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-23      | 291 | 50-Z  | Autovía       | 16.513 | 2        | 30,7 | 0  | 0    | 0  | 2  | 2        | 33,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 16,9          |
| A-23      | 293 | 50-Z  | Autovía       | 16.513 | 1        | 15,4 | 0  | 0    | 1  | 0  | 1        | 16,6 | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2  | 35,9     | 0    | 0  | 0  | 2  | 13,6 |               |
| A-23      | 294 | 50-Z  | Autovía       | 16.513 | 1        | 15,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 18       | 0    | 0  | 0  | 1  | 6,8  |               |
| A-23      | 298 | 50-Z  | Autovía       | 16.513 | 1        | 8,9  | 0  | 0    | 0  | 1  | 1        | 16,6 | 0  | 0  | 0  | 1  | 1        | 12,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 2    | 9,1           |
| A-23      | 299 | 50-Z  | Autovía       | 29.756 | 2        | 17,7 | 2  | 17,7 | 0  | 2  | 2        | 18,4 | 0  | 0  | 0  | 2  | 1        | 12,2  | 0  | 0  | 0  | 1  | 1        | 12,4 | 0  | 0   | 0  | 3  | 2        | 19,5 | 0  | 0  | 0  | 3    | 16,5          |
| A-23      | 300 | 50-Z  | Autovía       | 29.756 | 1        | 8,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    |               |
| A-23      | 301 | 50-Z  | Autovía       | 29.756 | 1        | 8,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 1    | 5,9           |
| A-23      | 303 | 50-Z  | Autovía       | 25.935 | 1        | 11,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 22,7 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0    | 6,8           |
| A-23      | 305 | 50-Z  | Autovía       | 19.392 | 2        | 26,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 13,8 | 0  | 0   | 0  | 1  | 1        | 13,9 | 0  | 0  | 0  | 1    | 11,2          |
| A-23      | 307 | 50-Z  | Autovía       | 19.392 | 2        | 26,4 | 0  | 0    | 1  | 2  | 1        | 14,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 13,9     | 0    | 0  | 1  | 0  | 11,2 |               |
| A-23      | 310 | 50-Z  | Autovía       | 19.392 | 1        | 13,2 | 0  | 0    | 0  | 3  | 1        | 14,1 | 0  | 0  | 0  | 1  | 2        | 30    | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11,2 |               |
| A-23      | 312 | 50-Z  | Autovía       | 19.349 | 3        | 39,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 30    | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14   |               |
| A-23      | 316 | 50-Z  | Autovía       | 17.859 | 1        | 13,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 63,1  | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14,4 |               |
| A-23      | 325 | 50-Z  | Autovía       | 17.859 | 1        | 18,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,2  |               |
| A-23      | 332 | 22-HU | Autovía       | 14.903 | 1        | 17,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,9  |               |
| A-23      | 333 | 22-HU | Autovía       | 15.506 | 1        | 17,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,7  |               |
| A-23      | 334 | 22-HU | Autovía       | 15.598 | 1        | 16,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,7  |               |
| A-23      | 341 | 22-HU | Autovía       | 15.928 | 4        | 66,2 | 1  | 16,6 | 0  | 3  | 1        | 17,2 | 0  | 0  | 0  | 2  | 1        | 18,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 21,7 |               |
| A-23      | 343 | 22-HU | Autovía       | 15.928 | 1        | 16,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,6  |               |
| A-23      | 347 | 22-HU | Autovía       | 15.928 | 1        | 16,2 | 0  | 0    | 0  | 1  | 1        | 17,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7    |               |
| A-23      | 351 | 22-HU | Autovía       | 15.928 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2  | 36,8     | 0    | 0  | 0  | 2  | 10,4 |               |
| A-23      | 352 | 22-HU | Autovía       | 15.928 | 2        | 32,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,4 |               |
| A-23      | 355 | 22-HU | Autovía       | 15.928 | 1        | 16,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 18,4     | 0    | 0  | 0  | 1  | 6,9  |               |
| A-23      | 356 | 22-HU | Autovía       | 16.034 | 1        | 15,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 6,8  |               |
| A-23      | 377 | 22-HU | Autovía       | 7.786  | 1        | 40   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 9,8  |               |
| N-330     | 504 | 50-Z  | Multicarril   | 33.368 | 3        | 23   | 0  | 0    | 0  | 4  | 2        | 16,4 | 0  | 0  | 0  | 2  | 4        | 34,1  | 0  | 0  | 1  | 4  | 4        | 30,1 | 1  | 7,5 | 3  | 5  | 1        | 8,1  | 0  | 0  | 0  | 1    | 22,4          |
| N-330     | 505 | 50-Z  | Multicarril   | 33.368 | 1        | 7,7  | 0  | 0    | 0  | 2  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,4  |               |
| N-330     | 507 | 50-Z  | Autovía       | 33.368 | 3        | 23   | 0  | 0    | 0  | 3  | 2        | 16,4 | 0  | 0  | 0  | 2  | 1        | 13    | 0  | 0  | 0  | 1  | 3        | 33,6 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0    | 17,9          |
| N-330     | 508 | 50-Z  | Autovía       | 33.368 | 1        | 7,7  | 0  | 0    | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4    |               |
| N-330     | 521 | 50-Z  | Convencional  | 1.306  | 1        | 224  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 213,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 85   |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 14      N-330 Zaragoza - Frontera con Francia

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |      |       |    | Año 2012 |      |    |       |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|------|-------|----|----------|------|----|-------|-------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG    | HL | ACV      | IP   | VM | IM    | HG    | HL   |               |
| N-330     | 527 | 50-Z  | Convencional  | 1.306 | 1        | 371,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 77,9  |      |               |
| N-330     | 528 | 50-Z  | Convencional  | 1.306 | 1        | 371,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 77,9  |      |               |
| N-330     | 550 | 22-HU | Convencional  | 313   | 1        | 822,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1    | 782,8 | 1  | 782,8    | 0    | 1  | 332,5 |       |      |               |
| N-330     | 558 | 22-HU | Convencional  | 464   | 1        | 292,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 94,5  |      |               |
| N-330     | 574 | 22-HU | Convencional  | 8.106 | 1        | 365,3 | 0  | 0    | 1  | 0  | 1        | 33,8 | 1  | 33,8 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 27    |      |               |
| N-330     | 576 | 22-HU | Convencional  | 8.106 | 1        | 365,3 | 0  | 0    | 0  | 1  | 1        | 33,8 | 0  | 0    | 0  | 1  | 1        | 127,9 | 0  | 0  | 0  | 2  | 1        | 55,4 | 0  | 0    | 0     | 1  | 0        | 0    | 0  | 0     | 0     | 53,9 |               |
| N-330     | 580 | 22-HU | Convencional  | 8.106 | 1        | 365,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 13,5  |      |               |
| N-330     | 597 | 22-HU | Convencional  | 8.106 | 1        | 72,3  | 0  | 0    | 0  | 1  | 1        | 33,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 16,8  |      |               |
| N-330     | 610 | 22-HU | Convencional  | 6.702 | 2        | 144,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 66,9  | 0  | 0  | 4  | 5  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 35    |      |               |
| N-330     | 611 | 22-HU | Convencional  | 6.702 | 2        | 144,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1    | 42,9  | 0  | 0        | 0    | 3  | 26,3  |       |      |               |
| N-330     | 613 | 22-HU | Convencional  | 6.015 | 1        | 581,7 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1    | 39    | 0  | 0        | 0    | 1  | 20,5  |       |      |               |
| N-330     | 614 | 22-HU | Convencional  | 6.015 | 1        | 581,7 | 0  | 0    | 0  | 2  | 2        | 91,1 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 47,1 | 0  | 0    | 1     | 1  | 0        | 0    | 0  | 0     | 41,1  |      |               |
| N-330     | 622 | 22-HU | Convencional  | 6.015 | 1        | 581,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 50,7 | 1  | 50,7 | 1     | 4  | 1        | 35,7 | 0  | 1     | 31,5  |      |               |
| N-330     | 626 | 22-HU | Convencional  | 5.359 | 1        | 44,5  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 96       | 0    | 0  | 1    | 1     | 0  | 0        | 0    | 0  | 0     | 29,1  |      |               |
| N-330     | 628 | 22-HU | Convencional  | 5.359 | 1        | 44,5  | 1  | 44,5 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 52,5  | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0    | 0     | 0  | 2        | 94,8 | 0  | 0     | 3     | 38,8 |               |
| N-330     | 638 | 22-HU | Convencional  | 1.618 | 1        | 169,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 24,1  |      |               |
| N-330     | 652 | 22-HU | Convencional  | 3.751 | 1        | 90,7  | 0  | 0    | 0  | 3  | 1        | 73   | 0  | 0    | 1  | 1  | 1        | 67,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 45,5  |      |               |
| N-330     | 660 | 22-HU | Convencional  | 2.121 | 1        | 127,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 22,3  |      |               |
| N-330a    | 671 | 22-HU | Convencional  | 552   | 1        | 398,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0     | 125,4 |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 15      N-622   Lerma - Quintana del Puente

|           |    |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |       | I.P.  |   |       |   |       |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|-------|-------|---|-------|---|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL    | Medio |   |       |   |       |
| N-622     | 49 | 9-BU  | Convencional  | 1.775 | 1        | 147,9 | 0  | 0  | 0  | 1  | 1        | 154,4 | 0  | 0  | 1  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 1  | 167,5 | 0     | 0 | 1     | 2 | 101,5 |
| N-622     | 74 | 9-BU  | Convencional  | 354   | 1        | 769,6 | 0  | 0  | 0  | 2  | 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 | 153,7 |   |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 16      N-211 y N-420 Guadalajara - Tarragona

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL   |               |
| N-211     | 2   | 19-GU | Convencional  | 1.807 | 1        | 147,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 31,2 |      |               |
| N-211     | 13  | 19-GU | Convencional  | 1.807 | 1        | 147,5 | 0  | 0     | 1  | 0  | 1        | 151,6 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 62,3 |      |               |
| N-211     | 24  | 19-GU | Convencional  | 1.817 | 1        | 142,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 31   |      |               |
| N-211     | 29  | 19-GU | Convencional  | 1.817 | 1        | 142,1 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 169   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 61,9 |      |               |
| N-211     | 43  | 19-GU | Convencional  | 2.110 | 1        | 119,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 150,5 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 53,7 |      |               |
| N-211     | 54  | 19-GU | Convencional  | 2.110 | 1        | 119,7 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 125,6    | 0     | 0  | 0  | 1    | 53,6 |               |
| N-211     | 59  | 19-GU | Convencional  | 1.853 | 1        | 140,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 149,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 56,9 |      |               |
| N-211     | 61  | 19-GU | Convencional  | 1.817 | 1        | 145   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 125,6    | 0     | 0  | 0  | 1    | 58,9 |               |
| N-211     | 64  | 19-GU | Convencional  | 1.817 | 1        | 145   | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 157,2    | 0     | 0  | 1  | 0    | 61,9 |               |
| N-211     | 66  | 19-GU | Convencional  | 1.817 | 1        | 145   | 1  | 145   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 30,9 |      |               |
| N-211     | 81  | 19-GU | Convencional  | 1.817 | 1        | 161,8 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 32,9 |      |               |
| N-211     | 107 | 44-TE | Convencional  | 1.519 | 1        | 153,6 | 0  | 0     | 0  | 1  | 1        | 180,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 168   | 0  | 0  | 0  | 1  | 1        | 193,5 | 0  | 0  | 0    | 1    | 141,2         |
| N-211     | 133 | 44-TE | Convencional  | 784   | 1        | 368,7 | 1  | 368,7 | 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    | 82,6 |               |
| N-211     | 171 | 44-TE | Convencional  | 2.005 | 1        | 146,3 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 28,8 |               |
| N-211     | 214 | 44-TE | Convencional  | 1.473 | 1        | 129,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 28,7 |               |
| N-211     | 227 | 44-TE | Convencional  | 4.364 | 1        | 58,4  | 0  | 0     | 0  | 1  | 1        | 62,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 70,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 42,1 |               |
| N-211     | 235 | 44-TE | Convencional  | 4.248 | 2        | 116,8 | 0  | 0     | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 86,6     | 0     | 0  | 0  | 1    | 42,4 |               |
| N-211     | 240 | 44-TE | Convencional  | 4.248 | 1        | 58,4  | 0  | 0     | 1  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 160,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 42,4 |               |
| N-232     | 119 | 44-TE | Convencional  | 3.301 | 1        | 52,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 12,5 |               |
| N-232     | 123 | 44-TE | Convencional  | 5.122 | 1        | 52,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 51,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 20,2 |               |
| N-232     | 131 | 44-TE | Convencional  | 4.198 | 2        | 162,2 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 260,9 | 0  | 0  | 0  | 7  | 2        | 125,6 | 0  | 0  | 0    | 2    | 103           |
| N-420     | 758 | 44-TE | Convencional  | 1.666 | 2        | 342   | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 68   |               |
| N-420     | 761 | 44-TE | Convencional  | 1.666 | 1        | 171   | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 167,3    | 0     | 0  | 0  | 6    | 68   |               |
| N-420     | 764 | 44-TE | Convencional  | 1.666 | 1        | 171   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 33,9 |               |
| N-420     | 770 | 44-TE | Convencional  | 1.868 | 2        | 313,3 | 0  | 0     | 2  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 174,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 93,6 |               |
| N-420     | 776 | 44-TE | Convencional  | 2.090 | 1        | 143,4 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 178,4 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0    | 61,5 |               |
| N-420     | 784 | 43-T  | Convencional  | 1.684 | 1        | 129,5 | 0  | 0     | 0  | 2  | 1        | 162,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 64   |               |
| N-420     | 790 | 43-T  | Convencional  | 2.186 | 1        | 129,5 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 169,3    | 0     | 0  | 0  | 2    | 60,4 |               |
| N-420     | 792 | 43-T  | Convencional  | 2.186 | 1        | 129,5 | 0  | 0     | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 30,2 |               |
| N-420     | 793 | 43-T  | Convencional  | 2.186 | 1        | 129,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 30,2 |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 16      N-211 y N-420 Guadalajara - Tarragona

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |       |      |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|------|----------|-------|------|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP    | VM   | IM | HG   | HL   |               |
| N-420     | 794 | 43-T  | Convencional  | 3.053  | 1        | 77,7  | 0  | 0    | 0  | 2  | 1        | 89,7  | 0  | 0    | 0  | 1  | 1        | 162,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 67,3 |               |
| N-420     | 795 | 43-T  | Convencional  | 3.614  | 1        | 77,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 93   | 0        | 0     | 0    | 1  | 34,2 |      |               |
| N-420     | 801 | 43-T  | Convencional  | 3.976  | 1        | 72,2  | 0  | 0    | 2  | 0  | 1        | 68,9  | 0  | 0    | 0  | 1  | 1        | 77,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 77,5  | 0    | 0  | 0    | 1    | 60,1          |
| N-420     | 804 | 43-T  | Convencional  | 3.976  | 2        | 144,4 | 0  | 0    | 0  | 9  | 1        | 68,9  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 80,7 | 0  | 0  | 0  | 1    | 0        | 0     | 0    | 0  | 0    | 60,1 |               |
| N-420     | 808 | 43-T  | Convencional  | 3.851  | 1        | 72,2  | 0  | 0    | 3  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 66,5     | 0     | 0    | 0  | 2    | 27,8 |               |
| N-420     | 817 | 43-T  | Convencional  | 3.740  | 1        | 63,6  | 0  | 0    | 1  | 2  | 1        | 73,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 74,4 | 0  | 0  | 0  | 1    | 0        | 0     | 0    | 0  | 0    | 42,5 |               |
| N-420     | 820 | 43-T  | Convencional  | 3.740  | 1        | 63,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    | 142,4    | 0     | 0    | 2  | 1    | 42,5 |               |
| N-420     | 821 | 43-T  | Convencional  | 6.645  | 1        | 63,6  | 0  | 0    | 0  | 5  | 1        | 41,2  | 0  | 0    | 1  | 1  | 1        | 72,8  | 0  | 0  | 1  | 3  | 1        | 74,4 | 0  | 0  | 0  | 2    | 1        | 60,3  | 0    | 0  | 0    | 1    | 59,7          |
| N-420     | 823 | 43-T  | Convencional  | 6.645  | 1        | 43    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 52,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 19,7 |               |
| N-420     | 826 | 43-T  | Convencional  | 6.443  | 4        | 171,8 | 0  | 0    | 0  | 8  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 60,3 | 0        | 0     | 0    | 1  | 46,4 |      |               |
| N-420     | 828 | 43-T  | Convencional  | 6.425  | 1        | 41,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 43,8  | 0  | 0  | 0  | 1  | 1        | 45   | 0  | 0  | 0  | 2    | 0        | 0     | 0    | 0  | 0    | 26,5 |               |
| N-420     | 829 | 43-T  | Convencional  | 6.645  | 1        | 41,9  | 0  | 0    | 1  | 0  | 1        | 41,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45   | 0  | 0  | 0  | 2    | 1        | 48,3  | 0    | 0  | 0    | 1    | 35,1          |
| N-420     | 831 | 43-T  | Convencional  | 6.330  | 3        | 125,7 | 0  | 0    | 0  | 3  | 1        | 43,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 48,3     | 0     | 0    | 1  | 4    | 44,3 |               |
| N-420     | 832 | 43-T  | Convencional  | 6.425  | 1        | 41,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 8,8  |               |
| N-420     | 835 | 43-T  | Convencional  | 6.330  | 2        | 83,8  | 0  | 0    | 0  | 3  | 1        | 43,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 26,6 |               |
| N-420     | 836 | 43-T  | Convencional  | 6.330  | 2        | 83,8  | 0  | 0    | 0  | 3  | 1        | 43,3  | 1  | 43,3 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45   | 0  | 0  | 0  | 1    | 0        | 0     | 0    | 0  | 0    | 35,5 |               |
| N-420     | 837 | 43-T  | Convencional  | 6.425  | 3        | 125,7 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    | 96,5     | 1     | 48,3 | 0  | 1    | 44,2 |               |
| N-420     | 839 | 43-T  | Convencional  | 6.420  | 2        | 83,8  | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45   | 0  | 0  | 0  | 1    | 0        | 0     | 0    | 0  | 0    | 26,5 |               |
| N-420     | 840 | 43-T  | Convencional  | 6.330  | 1        | 41,4  | 0  | 0    | 0  | 1  | 1        | 43,3  | 0  | 0    | 0  | 1  | 1        | 44,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 43,6  | 0    | 0  | 0    | 1    | 34,8          |
| N-420     | 843 | 43-T  | Convencional  | 7.362  | 1        | 40,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 44,5  | 0  | 0  | 0  | 2  | 2        | 89,3 | 0  | 0  | 0  | 3    | 0        | 0     | 0    | 0  | 0    | 33,4 |               |
| N-420     | 844 | 43-T  | Convencional  | 7.728  | 4        | 160,4 | 0  | 0    | 0  | 5  | 3        | 106,4 | 0  | 0    | 1  | 3  | 3        | 133,5 | 0  | 0  | 0  | 10 | 2        | 89,3 | 0  | 0  | 0  | 3    | 3        | 130,9 | 0    | 0  | 0    | 5    | 124           |
| N-420     | 845 | 43-T  | Convencional  | 7.728  | 3        | 120,3 | 0  | 0    | 0  | 3  | 6        | 212,7 | 0  | 0    | 0  | 6  | 1        | 44,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 82,7 |               |
| N-420     | 846 | 43-T  | Convencional  | 7.728  | 2        | 80,2  | 0  | 0    | 0  | 2  | 1        | 35,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 44,6 | 0  | 0  | 0  | 2    | 1        | 43,6  | 0    | 0  | 0    | 1    | 41,3          |
| N-420     | 850 | 43-T  | Convencional  | 7.728  | 1        | 39,6  | 0  | 0    | 0  | 3  | 1        | 35,5  | 1  | 35,5 | 1  | 0  | 2        | 85,3  | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 31,4 |               |
| N-420     | 854 | 43-T  | Convencional  | 8.795  | 1        | 31,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 34,3     | 0     | 0    | 0  | 1    | 13,4 |               |
| N-420     | 858 | 43-T  | Convencional  | 9.272  | 1        | 29,3  | 0  | 0    | 0  | 4  | 1        | 29,5  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 30,6 | 0  | 0  | 0  | 1    | 0        | 0     | 0    | 0  | 0    | 17,8 |               |
| N-420     | 862 | 43-T  | Convencional  | 9.272  | 1        | 29,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 43,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 21,2  | 0    | 0  | 0    | 1    | 19,3          |
| N-420     | 863 | 43-T  | Convencional  | 9.272  | 1        | 29,3  | 0  | 0    | 0  | 3  | 1        | 29,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0    | 0  | 0    | 9,7  |               |
| N-420     | 864 | 43-T  | Convencional  | 9.272  | 1        | 29,3  | 1  | 29,3 | 0  | 0  | 1        | 29,5  | 0  | 0    | 0  | 1  | 1        | 21,6  | 0  | 0  | 0  | 2  | 1        | 22   | 0  | 0  | 0  | 1    | 1        | 21,2  | 0    | 0  | 0    | 1    | 24,2          |
| N-420     | 866 | 43-T  | Convencional  | 11.969 | 3        | 62,6  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 60,8  | 0  | 0  | 2  | 5  | 2        | 34,4 | 0  | 0  | 0  | 4    | 5        | 90    | 0    | 0  | 0    | 7    | 51,1          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 16      N-211 y N-420 Guadalajara - Tarragona

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| N-420     | 867 | 43-T  | Convencional  | 16.873 | 1        | 16,6  | 0  | 0  | 0  | 1  | 1        | 16,2 | 0  | 0    | 0  | 1  | 2        | 33,3 | 0  | 0  | 0  | 4  | 3        | 51,6  | 0  | 0  | 1  | 5  | 1        | 16,8 | 0  | 0  | 1  | 3   | 26,7          |
| T-11      | 0   | 43-T  | Autovía       | 15.969 | 2        | 33,4  | 0  | 0  | 0  | 2  | 1        | 17,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 26,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0   | 16,2          |
| T-11      | 2   | 43-T  | Autovía       | 15.969 | 2        | 33,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,8 |               |
| T-11      | 3   | 43-T  | Autovía       | 15.969 | 2        | 33,4  | 0  | 0  | 0  | 7  | 3        | 51,5 | 1  | 17,2 | 2  | 1  | 4        | 38,7 | 0  | 0  | 0  | 4  | 1        | 10,2  | 0  | 0  | 0  | 1  | 1        | 10,3 | 0  | 0  | 0  | 1   | 26,4          |
| T-11      | 5   | 43-T  | Autovía       | 39.981 | 2        | 22,8  | 0  | 0  | 0  | 2  | 1        | 6,9  | 0  | 0    | 0  | 1  | 2        | 19,3 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 10,3 | 0  | 0  | 0  | 1   | 10,8          |
| T-11      | 6   | 43-T  | Autovía       | 39.981 | 1        | 7     | 0  | 0  | 0  | 1  | 2        | 13,7 | 0  | 0    | 0  | 2  | 1        | 6,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,4 |               |
| T-11      | 7   | 43-T  | Autovía       | 49.775 | 3        | 19,1  | 0  | 0  | 0  | 5  | 1        | 5,5  | 0  | 0    | 0  | 1  | 2        | 12,5 | 0  | 0  | 0  | 2  | 1        | 6,2   | 0  | 0  | 0  | 1  | 2        | 12,7 | 0  | 0  | 0  | 3   | 11            |
| T-11      | 8   | 43-T  | Autovía       | 49.775 | 1        | 5,7   | 0  | 0  | 0  | 6  | 2        | 11   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,9  | 0  | 0  | 0  | 2  | 1        | 5,8  | 0  | 0  | 0  | 2   | 6,9           |
| T-11      | 9   | 43-T  | Autovía       | 49.775 | 6        | 35,8  | 0  | 0  | 1  | 7  | 2        | 11   | 0  | 0    | 0  | 2  | 5        | 31,6 | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 11,8 | 0  | 0  | 0  | 3   | 17,6          |
| T-11      | 10  | 43-T  | Autovía       | 38.195 | 1        | 8,4   | 0  | 0  | 0  | 2  | 1        | 7,2  | 0  | 0    | 0  | 1  | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 17,9 | 0  | 0  | 0  | 3   | 8,1           |
| T-11      | 11  | 43-T  | Autovía       | 38.195 | 3        | 21,1  | 0  | 0  | 0  | 5  | 1        | 7,2  | 0  | 0    | 0  | 1  | 2        | 13,4 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,8 |               |
| T-11      | 13  | 43-T  | Autovía       | 38.195 | 2        | 14    | 0  | 0  | 0  | 2  | 2        | 14,3 | 0  | 0    | 1  | 2  | 1        | 7,7  | 0  | 0  | 0  | 1  | 1        | 6,4   | 0  | 0  | 1  | 4  | 2        | 12,4 | 0  | 0  | 0  | 2   | 10,9          |
| T-11      | 14  | 43-T  | Autovía       | 24.935 | 2        | 14    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 15,3 | 0  | 0  | 0  | 3  | 2        | 12,7  | 0  | 0  | 0  | 2  | 3        | 18,6 | 0  | 0  | 0  | 3   | 13,2          |
| T-11      | 15  | 43-T  | Autovía       | 38.195 | 18       | 126,4 | 0  | 0  | 1  | 20 | 13       | 93,2 | 0  | 0    | 0  | 21 | 11       | 84,4 | 0  | 0  | 1  | 14 | 18       | 114,4 | 0  | 0  | 3  | 22 | 13       | 80,4 | 0  | 0  | 2  | 19  | 99,8          |
| T-11      | 16  | 43-T  | Autovía       | 38.195 | 6        | 42,1  | 0  | 0  | 0  | 9  | 6        | 43   | 0  | 0    | 1  | 10 | 7        | 53,7 | 0  | 0  | 0  | 8  | 3        | 19,1  | 0  | 0  | 0  | 3  | 3        | 18,6 | 0  | 0  | 2  | 1   | 34,2          |
| T-11      | 17  | 43-T  | Autovía       | 38.195 | 15       | 105,3 | 0  | 0  | 0  | 24 | 12       | 86,1 | 0  | 0    | 0  | 22 | 12       | 92   | 0  | 0  | 1  | 18 | 4        | 25,4  | 0  | 0  | 0  | 6  | 2        | 12,4 | 0  | 0  | 0  | 2   | 61,5          |
| T-11      | 18  | 43-T  | Multicarril   | 38.195 | 3        | 21,1  | 0  | 0  | 0  | 5  | 7        | 50,2 | 0  | 0    | 0  | 10 | 4        | 30,7 | 0  | 0  | 0  | 5  | 1        | 6,4   | 0  | 0  | 0  | 2  | 4        | 24,7 | 0  | 0  | 0  | 4   | 26            |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 17      N-232 Zaragoza - Burgos

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| A-68      | 245 | 50-Z  | Autovía       | 62.536 | 2        | 16,3 | 0  | 0  | 0  | 2  | 5        | 21,9 | 0  | 0  | 0  | 9  | 3        | 14,2 | 0  | 0  | 0  | 3  | 1        | 22,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 13,7          |
| A-68      | 246 | 50-Z  | Autovía       | 46.851 | 2        | 16,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 45,7 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 5,4 |               |
| A-68      | 247 | 50-Z  | Autovía       | 32.499 | 2        | 16,3 | 0  | 0  | 0  | 5  | 3        | 25,3 | 0  | 0  | 0  | 3  | 1        | 4,7  | 0  | 0  | 0  | 1  | 4        | 91,3 | 0  | 0  | 0  | 5  | 1        | 5    | 0  | 0  | 0  | 1   | 15,8          |
| A-68      | 248 | 50-Z  | Autovía       | 32.499 | 1        | 8,1  | 0  | 0  | 0  | 2  | 1        | 8,4  | 0  | 0  | 0  | 1  | 5        | 29,5 | 0  | 0  | 0  | 6  | 5        | 67,2 | 0  | 0  | 1  | 6  | 2        | 12,1 | 0  | 0  | 1  | 1   | 21,5          |
| A-68      | 249 | 50-Z  | Autovía       | 33.128 | 1        | 8,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1,6 |               |
| A-68      | 250 | 50-Z  | Autovía       | 33.269 | 1        | 8,1  | 0  | 0  | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 3  | 2        | 12,3 | 0  | 0  | 0  | 4  | 1        | 13,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 7,8           |
| A-68      | 251 | 50-Z  | Autovía       | 33.269 | 2        | 16,1 | 0  | 0  | 0  | 3  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 26,2 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 7,8           |
| A-68      | 252 | 50-Z  | Autovía       | 33.269 | 1        | 8    | 0  | 0  | 0  | 1  | 5        | 41,2 | 0  | 0  | 0  | 8  | 1        | 6,2  | 0  | 0  | 0  | 2  | 2        | 26,2 | 0  | 0  | 0  | 3  | 1        | 8,7  | 0  | 0  | 0  | 1   | 16,7          |
| A-68      | 255 | 50-Z  | Autovía       | 33.269 | 2        | 16,1 | 0  | 0  | 0  | 4  | 1        | 8,2  | 0  | 0  | 0  | 1  | 2        | 21,6 | 0  | 0  | 0  | 3  | 2        | 22,3 | 0  | 0  | 0  | 4  | 1        | 10,8 | 0  | 0  | 1  | 0   | 15,4          |
| A-68      | 256 | 50-Z  | Autovía       | 33.269 | 2        | 16,1 | 1  | 8  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0  | 0  | 2  | 2        | 21,7 | 0  | 0  | 0  | 2   | 9,6           |
| A-68      | 260 | 50-Z  | Autovía       | 33.269 | 1        | 8    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0  | 0  | 2  | 2  | 1        | 10,8 | 0  | 0  | 0  | 1   | 5,8           |
| A-68      | 261 | 50-Z  | Autovía       | 33.269 | 1        | 8    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,8 | 0  | 0  | 0  | 1   | 5,8           |
| A-68      | 262 | 50-Z  | Autovía       | 33.269 | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,2 | 0  | 0  | 0  | 1  | 2        | 28,9 | 0  | 0  | 0  | 3   | 11            |
| A-68      | 263 | 50-Z  | Autovía       | 24.041 | 1        | 12,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,5 | 0  | 0  | 0  | 6   | 8             |
| A-68      | 267 | 50-Z  | Autovía       | 21.271 | 3        | 37   | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,8 |               |
| A-68      | 268 | 50-Z  | Autovía       | 21.271 | 1        | 12,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 40   | 0  | 0  | 0  | 6  | 1        | 16,5 | 0  | 0  | 0  | 3   | 12,3          |
| LO-20     | 0   | 26-LO | Autovía       | 25.543 | 1        | 10,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,3 |               |
| LO-20     | 3   | 26-LO | Autovía       | 25.543 | 2        | 20,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,4  | 0  | 0  | 0  | 1  | 2        | 14,6 | 0  | 0  | 0  | 4  | 2        | 14,1 | 0  | 0  | 0  | 2   | 11,6          |
| LO-20     | 4   | 26-LO | Autovía       | 35.013 | 1        | 6,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,3 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,9  | 0  | 0  | 0  | 3   | 4,7           |
| LO-20     | 7   | 26-LO | Autovía       | 56.716 | 3        | 19,8 | 0  | 0  | 0  | 5  | 1        | 4,8  | 0  | 0  | 0  | 1  | 1        | 5,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 5,3           |
| LO-20     | 8   | 26-LO | Autovía       | 56.716 | 4        | 18,7 | 0  | 0  | 0  | 8  | 2        | 9,7  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,2 | 0  | 0  | 0  | 4   | 10,5          |
| LO-20     | 9   | 26-LO | Autovía       | 56.716 | 2        | 10,2 | 0  | 0  | 0  | 3  | 2        | 9,7  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 7,1           |
| LO-20     | 10  | 26-LO | Autovía       | 28.532 | 3        | 28   | 0  | 0  | 0  | 3  | 2        | 19,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,8 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0   | 13,6          |
| LO-20     | 11  | 26-LO | Autovía       | 28.601 | 1        | 9,4  | 0  | 0  | 0  | 3  | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 5,8           |
| LO-20     | 13  | 26-LO | Autovía       | 28.601 | 1        | 9,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 29,9 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 39,3 | 0  | 0  | 0  | 4   | 15,6          |
| LO-20     | 14  | 26-LO | Autovía       | 28.601 | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 9,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 3,9           |
| LO-20     | 16  | 26-LO | Autovía       | 28.601 | 1        | 9,5  | 0  | 0  | 0  | 1  | 1        | 9,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 6,4           |
| N-124     | 39  | 26-LO | Convencional  | 14.350 | 1        | 19,4 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 61,4 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 17,1          |
| N-126     | 3   | 26-LO | Convencional  | 5.117  | 1        | 49,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 52,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 21            |
| N-232     | 244 | 50-Z  | Multicarril   | 21.466 | 1        | 12,6 | 0  | 0  | 0  | 1  | 2        | 25,5 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,5 | 0  | 0  | 1  | 1  | 1        | 12,1 | 0  | 0  | 0  | 2   | 15,2          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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## Red del Estado. Ordenada por Itinerarios

Itinerario : 17 N-232 Zaragoza - Burgos

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |      |    |      | I.P.  |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|------|----|------|-------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL   | Medio |
| N-232     | 246 | 50-Z  | Multicarril   | 21.466 | 1        | 12,6 | 0  | 0    | 0  | 1  | 1        | 12,8 | 0  | 0  | 0  | 2  | 1        | 13,1 | 0  | 0    | 0  | 3  | 1        | 12,7 | 0  | 0    | 0  | 1  | 2        | 24,2 | 0  | 0    | 0  | 4    | 15,2  |
| N-232     | 248 | 50-Z  | Multicarril   | 21.466 | 3        | 37,8 | 0  | 0    | 1  | 5  | 3        | 38,3 | 0  | 0  | 0  | 6  | 2        | 26,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 48,5 | 0  | 0    | 0  | 5    | 30,4  |
| N-232     | 249 | 50-Z  | Multicarril   | 18.213 | 1        | 14,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,6 | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 6    |       |
| N-232     | 250 | 50-Z  | Multicarril   | 12.825 | 3        | 59,5 | 0  | 0    | 0  | 4  | 3        | 64,1 | 0  | 0  | 0  | 5  | 3        | 58   | 0  | 0    | 0  | 4  | 3        | 65,3 | 0  | 0    | 0  | 6  | 1        | 22,8 | 0  | 0    | 0  | 1    | 54,5  |
| N-232     | 269 | 50-Z  | Convencional  | 12.114 | 1        | 22,1 | 1  | 22,1 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 49,7 | 0  | 0    | 2  | 5  | 3        | 73,2 | 0  | 0    | 0  | 4    | 27,7  |
| N-232     | 270 | 50-Z  | Convencional  | 12.114 | 1        | 22,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,9 | 0  | 0    | 0  | 2  | 1        | 24,8 | 0  | 0    | 0  | 1  | 2        | 48,8 | 1  | 24,4 | 2  | 0    | 23,1  |
| N-232     | 271 | 50-Z  | Convencional  | 12.114 | 1        | 22,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 24,4     | 0    | 0  | 0    | 2  | 9,2  |       |
| N-232     | 272 | 50-Z  | Convencional  | 13.766 | 1        | 22,1 | 0  | 0    | 1  | 0  | 3        | 59,7 | 0  | 0  | 0  | 6  | 1        | 21,9 | 0  | 0    | 1  | 0  | 3        | 74,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0    | 35,9  |
| N-232     | 273 | 50-Z  | Convencional  | 11.503 | 1        | 22,1 | 0  | 0    | 0  | 1  | 1        | 23,8 | 0  | 0  | 0  | 1  | 1        | 21,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 14    |
| N-232     | 279 | 50-Z  | Convencional  | 12.114 | 1        | 22,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 9,2   |
| N-232     | 280 | 50-Z  | Convencional  | 11.503 | 1        | 22,1 | 1  | 22,1 | 0  | 0  | 2        | 47,6 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 14    |
| N-232     | 283 | 50-Z  | Convencional  | 12.114 | 1        | 22,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,9 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,4 | 0  | 0    | 0  | 1    | 13,9  |
| N-232     | 292 | 50-Z  | Convencional  | 11.930 | 1        | 22,3 | 1  | 22,3 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,9 | 0  | 0    | 2  | 0  | 1        | 23,6 | 0  | 0    | 0  | 3    | 14,1  |
| N-232     | 294 | 50-Z  | Convencional  | 11.930 | 1        | 22,3 | 0  | 0    | 0  | 1  | 1        | 23   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 9,4   |
| N-232     | 331 | 26-LO | Convencional  | 10.474 | 1        | 24,6 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 49,9 | 1  | 49,9 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 12,2  |
| N-232     | 332 | 26-LO | Convencional  | 10.026 | 2        | 52   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 25       | 0    | 0  | 0    | 1  | 15,8 |       |
| N-232     | 333 | 26-LO | Convencional  | 9.992  | 1        | 26,1 | 1  | 26,1 | 2  | 1  | 2        | 54,8 | 0  | 0  | 0  | 2  | 1        | 28   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 27   | 0  | 0    | 0  | 4    | 27    |
| N-232     | 334 | 26-LO | Convencional  | 9.992  | 2        | 52,1 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 26,8 | 0  | 0    | 0  | 1  | 1        | 27   | 0  | 0    | 0  | 4    | 21,6  |
| N-232     | 336 | 26-LO | Convencional  | 9.992  | 1        | 26,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 26,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0    | 10,8  |
| N-232     | 340 | 26-LO | Convencional  | 9.992  | 1        | 26,1 | 1  | 26,1 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 5,6   |
| N-232     | 341 | 26-LO | Convencional  | 9.992  | 1        | 26,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 58,1 | 1  | 29,1 | 3  | 12 | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 29,3 | 0  | 0    | 0  | 1    | 22,4  |
| N-232     | 344 | 26-LO | Convencional  | 9.992  | 1        | 26,1 | 0  | 0    | 0  | 2  | 1        | 27,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 29,3 | 0  | 0    | 0  | 2    | 16,8  |
| N-232     | 346 | 26-LO | Convencional  | 9.992  | 2        | 52,1 | 1  | 26,1 | 0  | 2  | 1        | 27,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 17    |
| N-232     | 347 | 26-LO | Convencional  | 9.647  | 1        | 26,5 | 0  | 0    | 0  | 2  | 2        | 56,8 | 0  | 0  | 0  | 2  | 1        | 29,9 | 0  | 0    | 0  | 2  | 2        | 58,3 | 0  | 0    | 0  | 3  | 1        | 29,8 | 0  | 0    | 0  | 1    | 40,2  |
| N-232     | 348 | 26-LO | Convencional  | 10.357 | 1        | 25,2 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 5,7   |
| N-232     | 354 | 26-LO | Convencional  | 10.719 | 1        | 24,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 5,2   |
| N-232     | 357 | 26-LO | Convencional  | 10.719 | 1        | 24,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 5,2   |
| N-232     | 359 | 26-LO | Convencional  | 10.719 | 1        | 24,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 28,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 10,8  |
| N-232     | 368 | 26-LO | Convencional  | 9.297  | 1        | 29,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,7 | 0  | 0    | 0  | 1  | 2        | 65,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0    | 24,4  |
| N-232     | 369 | 26-LO | Convencional  | 9.297  | 1        | 29,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 6,1   |

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## Red del Estado. Ordenada por Itinerarios

Itinerario : 17 N-232 Zaragoza - Burgos

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG   | HL   |               |
| N-232     | 371 | 26-LO | Convencional  | 9.297  | 1        | 29,3  | 0  | 0     | 0  | 1  | 1        | 29,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 12,3 |      |               |
| N-232     | 374 | 26-LO | Convencional  | 9.091  | 1        | 29,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 6,2  |      |      |               |
| N-232     | 386 | 26-LO | Convencional  | 11.574 | 3        | 66,8  | 1  | 22,3  | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,6 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 19,9 |      |               |
| N-232     | 388 | 26-LO | Convencional  | 11.574 | 2        | 44,6  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 23,6 | 0  | 0  | 0  | 4  | 1        | 26,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 19,9 |      |               |
| N-232     | 390 | 26-LO | Convencional  | 13.339 | 3        | 66,8  | 1  | 22,3  | 0  | 3  | 1        | 20,5  | 0  | 0    | 0  | 1  | 1        | 23,6 | 0  | 0  | 0  | 1  | 2        | 53,3 | 0  | 0    | 0  | 5  | 2        | 58,8 | 0  | 0    | 2    | 1    | 43,4          |
| N-232     | 393 | 26-LO | Convencional  | 13.339 | 1        | 18,3  | 0  | 0     | 0  | 12 | 1        | 20,5  | 0  | 0    | 0  | 2  | 1        | 22,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 13   |      |               |
| N-232     | 394 | 26-LO | Convencional  | 13.654 | 1        | 18,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 4,2  |      |               |
| N-232     | 395 | 26-LO | Convencional  | 13.339 | 1        | 18    | 0  | 0     | 0  | 2  | 1        | 20,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 8,3  |      |               |
| N-232     | 396 | 26-LO | Convencional  | 14.190 | 1        | 18    | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 43,1 | 0  | 0  | 0  | 5  | 1        | 22,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 16,3 |               |
| N-232     | 397 | 26-LO | Convencional  | 14.749 | 1        | 17,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 4,1  |      |               |
| N-232     | 398 | 26-LO | Convencional  | 14.749 | 1        | 17,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 4,3  |      |               |
| N-232     | 399 | 26-LO | Convencional  | 14.749 | 1        | 17,7  | 0  | 0     | 0  | 3  | 1        | 18,6  | 1  | 18,6 | 1  | 0  | 1        | 23,9 | 0  | 0  | 0  | 1  | 1        | 24,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 17   |               |
| N-232     | 421 | 26-LO | Convencional  | 9.847  | 1        | 27,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 64,7 | 0  | 0    | 0  | 3  | 1        | 32,2 | 0  | 0    | 0    | 1    | 23            |
| N-232     | 422 | 26-LO | Convencional  | 9.569  | 1        | 27,6  | 0  | 0     | 0  | 1  | 1        | 28,6  | 1  | 28,6 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 17,3 |               |
| N-232     | 425 | 26-LO | Convencional  | 9.786  | 1        | 27,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,4 | 0  | 0    | 0  | 1  | 1        | 32,2 | 0  | 0    | 1    | 1    | 17,2          |
| N-232     | 426 | 26-LO | Convencional  | 9.786  | 2        | 55,2  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0    | 17,2 |               |
| N-232     | 427 | 26-LO | Convencional  | 9.786  | 1        | 27,6  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 97,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0    | 22,9 |               |
| N-232     | 429 | 26-LO | Convencional  | 11.493 | 1        | 23,5  | 0  | 0     | 0  | 1  | 2        | 47,7  | 0  | 0    | 0  | 2  | 1        | 23,1 | 0  | 0  | 0  | 1  | 2        | 61,4 | 1  | 30,7 | 0  | 3  | 2        | 62,6 | 0  | 0    | 0    | 5    | 41,6          |
| N-232     | 431 | 26-LO | Convencional  | 11.493 | 1        | 23,5  | 0  | 0     | 1  | 1  | 1        | 23,8  | 0  | 0    | 0  | 1  | 1        | 23,1 | 0  | 0  | 0  | 5  | 2        | 61,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0    | 25,9 |               |
| N-232     | 432 | 26-LO | Convencional  | 11.493 | 2        | 47,1  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 10,3 |               |
| N-232     | 438 | 26-LO | Convencional  | 10.086 | 1        | 28,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 5,4  |               |
| N-232     | 440 | 26-LO | Convencional  | 9.700  | 1        | 28,9  | 1  | 28,9  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 27,6 | 0  | 0    | 1    | 0    | 10,8          |
| N-232     | 442 | 26-LO | Convencional  | 6.440  | 3        | 89,4  | 0  | 0     | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 23,3 | 0  | 0  | 0  | 3  | 1        | 31,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0    | 32,8 |               |
| N-232     | 445 | 26-LO | Convencional  | 4.908  | 1        | 56,1  | 2  | 112,3 | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 78,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 77,6 | 1  | 77,6 | 0    | 0    | 40,1          |
| N-232     | 449 | 26-LO | Convencional  | 4.908  | 1        | 56,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 78,3 | 0  | 0  | 0  | 1  | 1        | 74,2 | 0  | 0    | 2  | 2  | 0        | 0    | 0  | 0    | 0    | 40,1 |               |
| N-232     | 464 | 26-LO | Convencional  | 2.232  | 1        | 126,3 | 0  | 0     | 0  | 1  | 1        | 122,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 52,4 |               |
| N-232     | 466 | 26-LO | Convencional  | 2.232  | 2        | 252,6 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 52,4 |               |
| N-232     | 470 | 9-BU  | Convencional  | 1.926  | 1        | 116,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 27,3 |               |
| N-232     | 480 | 9-BU  | Convencional  | 838    | 1        | 344,2 | 0  | 0     | 1  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 57,9 |               |
| N-232     | 505 | 9-BU  | Convencional  | 1.593  | 1        | 170   | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 31,5 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 17      N-232 Zaragoza - Burgos

|           |     |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |       |    |    |    | Año 2012 |    |    |    |      |       | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|-------|----|----|----|----|----------|----|-------|----|----|----|----------|----|----|----|------|-------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM    | IM | HG | HL | ACV      | IP | VM | IM | HG   | HL    | Medio |
| N-232     | 512 | 9-BU  | Convencional  | 1.593 | 1        | 170   | 0  | 0  | 1  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0     | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 31,5  |       |
| N-232     | 547 | 9-BU  | Convencional  | 836   | 1        | 232,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 340,8 | 0  | 0  | 0  | 0  | 1        | 0  | 0     | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 115,6 |       |
| N-232     | 562 | 9-BU  | Convencional  | 959   | 1        | 285,1 | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0     | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 50,3 |       |       |
| N-232a    | 337 | 26-LO | Convencional  | 670   | 1        | 394,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1  | 498,1 | 0  | 0  | 0  | 3        | 0  | 0  | 0  | 0    | 0     | 165,3 |
| N-232a    | 338 | 26-LO | Convencional  | 670   | 1        | 394,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0     | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 82,7  |       |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 18 A-23 y N-330 Valencia - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL  |               |
| A-23      | 0   | 46-V  | Autovía       | 23.404 | 1        | 12,1 | 0  | 0    | 0  | 1  | 1        | 11,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,5 | 0  | 0    | 2  | 0  | 3        | 37,1 | 0  | 0  | 0  | 3   | 17,4          |
| A-23      | 4   | 46-V  | Autovía       | 22.392 | 1        | 11,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,4 | 0  | 0    | 0  | 1  | 1        | 13,5 | 0  | 0  | 0  | 2   | 7,6           |
| A-23      | 7   | 46-V  | Autovía       | 18.717 | 1        | 13,5 | 0  | 0    | 0  | 3  | 2        | 29,3 | 1  | 14,6 | 0  | 2  | 1        | 15,7 | 0  | 0  | 0  | 1  | 1        | 13,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 14,4          |
| A-23      | 8   | 46-V  | Autovía       | 18.717 | 1        | 13,5 | 0  | 0    | 0  | 1  | 1        | 14,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6   |               |
| A-23      | 9   | 46-V  | Autovía       | 18.717 | 1        | 13,5 | 0  | 0    | 0  | 3  | 1        | 14,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6   |               |
| A-23      | 12  | 46-V  | Autovía       | 18.717 | 1        | 13,5 | 1  | 13,5 | 0  | 0  | 1        | 14,6 | 2  | 29,3 | 1  | 0  | 2        | 31,3 | 0  | 0  | 1  | 2  | 3        | 46,1 | 0  | 0    | 0  | 3  | 1        | 15,6 | 0  | 0  | 0  | 1   | 23,9          |
| A-23      | 15  | 46-V  | Autovía       | 18.367 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,1 |               |
| A-23      | 18  | 12-CS | Autovía       | 18.048 | 1        | 14,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 5,9           |
| A-23      | 26  | 12-CS | Autovía       | 23.431 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,8 | 0  | 0  | 0  | 3   | 4,9           |
| A-23      | 28  | 12-CS | Autovía       | 22.986 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 5,4           |
| A-23      | 31  | 12-CS | Autovía       | 19.512 | 1        | 14   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,9 |               |
| A-23      | 33  | 12-CS | Autovía       | 16.039 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,9 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,4 | 0  | 0  | 1  | 0   | 10            |
| A-23      | 42  | 12-CS | Autovía       | 12.064 | 1        | 22,3 | 1  | 22,3 | 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   | 4,9           |
| A-23      | 47  | 12-CS | Autovía       | 12.064 | 1        | 22,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 4,9           |
| A-23      | 48  | 12-CS | Autovía       | 12.064 | 1        | 22,7 | 0  | 0    | 2  | 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   | 4,9           |
| A-23      | 53  | 12-CS | Autovía       | 11.416 | 1        | 22,7 | 0  | 0    | 0  | 1  | 1        | 24   | 0  | 0    | 0  | 1  | 1        | 25,8 | 0  | 0  | 0  | 2  | 1        | 25   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 20            |
| A-23      | 56  | 12-CS | Autovía       | 11.952 | 1        | 22,7 | 1  | 22,7 | 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   | 4,9           |
| A-23      | 57  | 12-CS | Autovía       | 11.952 | 1        | 23,2 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 9,9           |
| A-23      | 74  | 44-TE | Autovía       | 11.260 | 1        | 23,1 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 28,8 | 0  | 0  | 0  | 4   | 10,4          |
| A-23      | 81  | 44-TE | Autovía       | 10.069 | 1        | 23,9 | 0  | 0    | 0  | 1  | 1        | 27,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 10,8          |
| A-23      | 82  | 44-TE | Autovía       | 10.069 | 1        | 23,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 27,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 10,8          |
| A-23      | 132 | 44-TE | Autovía       | 9.230  | 1        | 32   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,3 | 2  | 58,6 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 11,9          |
| A-23      | 147 | 44-TE | Autovía       | 9.230  | 1        | 32   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 29,8 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 11,9          |
| A-23      | 152 | 44-TE | Autovía       | 9.230  | 2        | 64,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 12,3          |
| A-23      | 155 | 44-TE | Autovía       | 9.230  | 1        | 32   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 6,2           |
| A-23      | 161 | 44-TE | Autovía       | 9.230  | 2        | 64,1 | 0  | 0    | 1  | 2  | 1        | 29,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 18,5          |
| A-23      | 164 | 44-TE | Autovía       | 9.221  | 1        | 32   | 0  | 0    | 1  | 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   | 6,2           |
| A-23      | 177 | 44-TE | Autovía       | 8.301  | 1        | 30,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 6,8           |
| A-23      | 184 | 44-TE | Autovía       | 8.301  | 1        | 30,1 | 0  | 0    | 0  | 2  | 1        | 33   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 36,9 | 0  | 0  | 0  | 2   | 20,5          |
| A-23      | 198 | 44-TE | Autovía       | 7.964  | 1        | 32   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0   | 7,1           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 18      A-23 y N-330 Valencia - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |      |    |      |    | Año 2012 |      |      |       |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|--------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|------|----|------|----|----------|------|------|-------|------|----|---------------|
|           |     |       |               |        | ACV      | IP     | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM   | IM | HG   | HL | ACV      | IP   | VM   | IM    | HG   | HL |               |
| A-23      | 201 | 44-TE | Autovía       | 7.965  | 1        | 32     | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 7,1   |      |    |               |
| A-23      | 206 | 50-Z  | Autovía       | 8.785  | 1        | 28,7   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 6,3   |      |    |               |
| A-23      | 210 | 50-Z  | Autovía       | 8.851  | 2        | 52,1   | 1  | 26   | 0  | 2  | 1        | 31   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 1  | 31   | 0  | 0        | 1    | 2    | 24,9  |      |    |               |
| A-23      | 211 | 50-Z  | Autovía       | 8.851  | 1        | 26     | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 6,1   |      |    |               |
| A-23      | 215 | 50-Z  | Autovía       | 9.941  | 1        | 26,3   | 0  | 0    | 0  | 2  | 1        | 27,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 11,8  |      |    |               |
| A-23      | 219 | 50-Z  | Autovía       | 9.941  | 1        | 26,3   | 0  | 0    | 0  | 1  | 1        | 27,6 | 0  | 0  | 0  | 1  | 1        | 29,4  | 0  | 0  | 0  | 2  | 1        | 32    | 0    | 0  | 0    | 2  | 0        | 0    | 0    | 23,5  |      |    |               |
| A-23      | 229 | 50-Z  | Autovía       | 9.941  | 1        | 26,3   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 1     | 32,3 | 0  | 0    | 0  | 1        |      | 17,6 |       |      |    |               |
| A-23      | 231 | 50-Z  | Autovía       | 9.900  | 1        | 26,3   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 5,9   |      |    |               |
| A-23      | 241 | 50-Z  | Autovía       | 10.529 | 1        | 23     | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 11    |      |    |               |
| A-23      | 243 | 50-Z  | Autovía       | 10.529 | 1        | 23     | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 5,5   |      |    |               |
| A-23      | 251 | 50-Z  | Autovía       | 10.529 | 1        | 23     | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 10,1  |      |    |               |
| A-23      | 268 | 50-Z  | Autovía       | 24.251 | 1        | 12,7   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 2,8   |      |    |               |
| A-23      | 270 | 50-Z  | Autovía       | 24.251 | 2        | 25,4   | 1  | 12,7 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,8  | 0  | 0  | 0  | 3  | 1        | 13,5  | 0    | 0  | 0    | 1  | 1        | 13,2 | 0    | 1     | 12,6 |    |               |
| A-23      | 271 | 50-Z  | Autovía       | 24.251 | 1        | 12,7   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 27    | 0    | 0  | 2    | 2  | 0        | 0    | 0    | 7,6   |      |    |               |
| A-23      | 274 | 50-Z  | Autovía       | 24.251 | 2        | 25,4   | 0  | 0    | 0  | 2  | 2        | 22,6 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 10,1  |      |    |               |
| A-23      | 276 | 50-Z  | Autovía       | 24.251 | 1        | 12,7   | 0  | 0    | 1  | 0  | 2        | 22,6 | 0  | 0  | 0  | 4  | 1        | 12,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 10,1  |      |    |               |
| A-23      | 277 | 50-Z  | Autovía       | 24.251 | 1        | 12,7   | 0  | 0    | 0  | 1  | 1        | 11,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 13,5  | 0    | 0  | 0    | 1  | 3        | 39,5 | 0    | 5     | 15,2 |    |               |
| N-234     | 2   | 46-V  | Convencional  | 1.511  | 1        | 197    | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 1  | 23,6 | 0  | 0        | 1    | 0    | 31,1  |      |    |               |
| N-234     | 3   | 46-V  | Convencional  | 1.511  | 3        | 590,9  | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 178,7 | 0    | 0  | 1    | 0  | 0        | 0    | 0    | 62,3  |      |    |               |
| N-234     | 7   | 46-V  | Convencional  | 1.511  | 3        | 590,9  | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 178,6 |      |    |               |
| N-234     | 96  | 44-TE | Convencional  | 801    | 1        | 1151,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 91,2  |      |    |               |
| N-234     | 122 | 44-TE | Multicarril   | 10.473 | 1        | 47,6   | 0  | 0    | 1  | 1  | 1        | 26,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 13,7  |      |    |               |
| N-234     | 128 | 44-TE | Convencional  | 4.231  | 1        | 67,1   | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 73,1  | 0  | 0  | 0  | 4  | 1        | 76,8  | 0    | 0  | 0    | 1  | 0        | 0    | 0    | 42,5  |      |    |               |
| N-234     | 146 | 44-TE | Convencional  | 1.012  | 1        | 277,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 285,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 108,4 |      |    |               |
| N-234     | 172 | 44-TE | Convencional  | 623    | 1        | 422,8  | 0  | 0    | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 77,1  |      |    |               |
| N-234     | 188 | 44-TE | Convencional  | 1.505  | 1        | 193,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 37,4  |      |    |               |
| N-234     | 192 | 44-TE | Convencional  | 1.325  | 1        | 212,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 41,4  |      |    |               |
| N-234     | 197 | 44-TE | Convencional  | 1.325  | 1        | 212,4  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 41,7  |      |    |               |
| N-234     | 207 | 44-TE | Convencional  | 1.325  | 1        | 212,4  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 41,7  |      |    |               |
| N-330     | 424 | 50-Z  | Convencional  | 185    | 1        | 1180,9 | 1  | 1181 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0  | 0    | 0  | 0        | 0    | 0    | 254,4 |      |    |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 18      A-23 y N-330 Valencia - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |        |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |       |       | Año 2012 |       |    |       |       |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|--------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|-------|-------|----------|-------|----|-------|-------|----|---------------|
|           |     |       |               |       | ACV      | IP     | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG    | HL    | ACV      | IP    | VM | IM    | HG    | HL |               |
| N-330     | 428 | 50-Z  | Convencional  | 689   | 1        | 1180,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0     | 0        | 0     | 0  | 172   |       |    |               |
| N-330     | 467 | 50-Z  | Convencional  | 289   | 1        | 815,4  | 0  | 0    | 0  | 1  | 2        | 1896 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1     | 632,7 | 0        | 0     | 1  | 0     | 581,4 |    |               |
| N-330     | 468 | 50-Z  | Convencional  | 289   | 1        | 919,4  | 0  | 0    | 0  | 1  | 1        | 948  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0     | 0        | 0     | 0  | 284,2 |       |    |               |
| N-330     | 471 | 50-Z  | Convencional  | 289   | 1        | 919,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 311,7 | 0     | 0        | 0     | 1  | 190,6 |       |    |               |
| N-330     | 476 | 50-Z  | Convencional  | 289   | 1        | 919,4  | 2  | 1839 | 0  | 0  | 1        | 948  | 0  | 0  | 0  | 1  | 1        | 417   | 0  | 0  | 0  | 1  | 1        | 364,3 | 0  | 0  | 0     | 1     | 3        | 935,1 | 0  | 0     | 1     | 2  | 667,1         |
| N-330     | 477 | 50-Z  | Convencional  | 289   | 1        | 919,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0     | 0        | 0     | 0  | 0     | 95,3  |    |               |
| N-330     | 481 | 50-Z  | Multicarril   | 3.818 | 4        | 256,8  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0     | 0        | 0     | 0  | 0     | 54,4  |    |               |
| N-330     | 482 | 50-Z  | Multicarril   | 289   | 2        | 128,4  | 0  | 0    | 0  | 3  | 1        | 948  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 67,6  | 0     | 0        | 0     | 1  | 66    |       |    |               |
| N-330     | 485 | 50-Z  | Multicarril   | 4.163 | 1        | 64,2   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 67,6  | 0     | 0        | 1     | 0  | 26,8  |       |    |               |
| N-330     | 486 | 50-Z  | Multicarril   | 4.163 | 2        | 128,4  | 0  | 0    | 0  | 2  | 1        | 65,8 | 0  | 0  | 0  | 1  | 1        | 68,4  | 0  | 0  | 0  | 1  | 2        | 137,4 | 0  | 0  | 0     | 3     | 0        | 0     | 0  | 0     | 80,3  |    |               |
| N-330     | 487 | 50-Z  | Multicarril   | 4.163 | 4        | 256,8  | 0  | 0    | 0  | 5  | 1        | 65,8 | 0  | 0  | 0  | 1  | 4        | 273,7 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 2     | 135,2 | 0        | 0     | 0  | 2     | 147,2 |    |               |
| N-330     | 488 | 50-Z  | Multicarril   | 4.163 | 5        | 321    | 0  | 0    | 0  | 6  | 1        | 65,8 | 0  | 0  | 0  | 2  | 3        | 205,3 | 0  | 0  | 0  | 3  | 5        | 343,6 | 0  | 0  | 0     | 5     | 3        | 202,8 | 0  | 0     | 0     | 3  | 227,5         |
| N-330     | 489 | 50-Z  | Multicarril   | 4.163 | 1        | 64,2   | 0  | 0    | 0  | 1  | 1        | 65,8 | 0  | 0  | 0  | 1  | 1        | 68,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0     | 0        | 0     | 0  | 0     | 40,1  |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 19      N-627 Montorio - Aguilar de Campoo

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |    |    |    |      |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|----|----|----|------|------|-------|
|           |    |       |               |       | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG   | HL   | Medio |
| N-627     | 21 | 9-BU  | Convencional  | 2.723 | 1        | 77,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 98,8     | 0    | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0    | 36,3 |       |
| N-627     | 27 | 9-BU  | Convencional  | 2.723 | 1        | 77,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 84,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 36,3 |      |       |
| N-627     | 34 | 9-BU  | Convencional  | 2.779 | 1        | 77,7 | 0  | 0    | 3  | 0  | 1        | 98,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 36,2 |      |       |
| N-627     | 39 | 9-BU  | Convencional  | 2.779 | 1        | 74,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 88,3 | 1  | 88,3 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 36,1 |      |       |
| N-627     | 40 | 9-BU  | Convencional  | 2.779 | 1        | 74,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 100,3    | 0    | 0  | 0  | 2  | 0  | 0        | 0  | 0  | 0  | 0    | 36,1 |       |
| N-627     | 52 | 9-BU  | Convencional  | 2.885 | 1        | 73,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 85,6 | 0  | 0    | 0  | 2  | 1        | 97,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0    | 53   |       |
| N-627     | 64 | 9-BU  | Convencional  | 3.128 | 1        | 72,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 16,7 |      |       |
| N-627     | 65 | 9-BU  | Convencional  | 3.128 | 1        | 72,3 | 1  | 72,3 | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 83   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 33,5 |      |       |
| N-627     | 66 | 9-BU  | Convencional  | 3.128 | 1        | 72,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 16,7 |      |       |
| N-627     | 73 | 34-P  | Convencional  | 3.743 | 1        | 68   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 14,6 |      |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 20      N-240 Tarragona - Huesca

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-22      | 0  | 25-L  | Autovía       | 12.600 | 3        | 56,2 | 0  | 0  | 0  | 4  | 5        | 108,7 | 0  | 0  | 1  | 9  | 3        | 67,7 | 0  | 0  | 0  | 4  | 2        | 44,5 | 0  | 0  | 0  | 3  | 1        | 21,3 | 0  | 0  | 0  | 1    | 59,5          |
| A-22      | 1  | 25-L  | Autovía       | 12.600 | 1        | 18,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,6 | 0  | 0  | 1  | 0  | 1        | 22,3 | 0  | 0  | 0  | 3  | 1        | 21,3 | 0  | 0  | 0  | 1    | 17            |
| A-22      | 2  | 25-L  | Autovía       | 12.600 | 2        | 37,5 | 0  | 0  | 0  | 2  | 2        | 43,5  | 0  | 0  | 0  | 2  | 1        | 22,6 | 0  | 0  | 0  | 1  | 2        | 44,5 | 0  | 0  | 1  | 1  | 1        | 21,3 | 0  | 0  | 0  | 1    | 34            |
| A-22      | 4  | 25-L  | Autovía       | 12.600 | 1        | 18,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,2  |               |
| A-22      | 6  | 25-L  | Autovía       | 12.600 | 1        | 18,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,2  |               |
| A-22      | 7  | 25-L  | Autovía       | 12.600 | 1        | 18,7 | 0  | 0  | 0  | 1  | 1        | 21,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,5  |               |
| A-22      | 8  | 25-L  | Autovía       | 10.221 | 2        | 37,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,3 | 0  | 0  | 0  | 2    | 18,5          |
| A-22      | 13 | 25-L  | Autovía       | 8.844  | 1        | 22,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,2  |               |
| A-22      | 26 | 22-HU | Autovía       | 8.844  | 1        | 29   | 0  | 0  | 0  | 2  | 1        | 31    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,4 |               |
| A-22      | 28 | 22-HU | Autovía       | 8.844  | 1        | 29   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,7  |               |
| A-22      | 30 | 22-HU | Autovía       | 8.844  | 1        | 29   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,7  |               |
| A-22      | 40 | 22-HU | Autovía       | 7.427  | 1        | 33,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 42,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 15,4          |
| A-22      | 48 | 22-HU | Autovía       | 7.427  | 1        | 33,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,6  |               |
| A-22      | 60 | 22-HU | Autovía       | 4.924  | 1        | 52   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12   |               |
| A-22      | 63 | 22-HU | Autovía       | 9.715  | 1        | 34,8 | 0  | 0  | 0  | 2  | 1        | 28,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14,4 |               |
| A-22      | 92 | 22-HU | Autovía       | 9.124  | 1        | 28,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 35       | 0    | 0  | 0  | 1  | 12,7 |               |
| A-22      | 93 | 22-HU | Autovía       | 9.124  | 1        | 28,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,4  |               |
| A-27      | 0  | 43-T  | Multicarril   | 14.149 | 1        | 10,4 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,6  |               |
| A-27      | 1  | 43-T  | Multicarril   | 28.471 | 6        | 50,1 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 20,7 |               |
| A-27      | 3  | 43-T  | Autovía       | 19.475 | 1        | 12,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-27      | 4  | 43-T  | Autovía       | 16.854 | 2        | 25,3 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,6 |               |
| A-27      | 5  | 43-T  | Autovía       |        | 1        | 12,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12,6 |               |
| A-27      | 6  | 43-T  | Autovía       |        | 1        | 12,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12,6 |               |
| A-27      | 9  | 43-T  | Autovía       |        | 1        | 13,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,7 |               |
| A-27      | 13 | 43-T  | Autovía       |        | 1        | 13,7 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,7 |               |
| A-27      | 16 | 43-T  | Autovía       |        | 1        | 52,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 52,1 |               |
| A-27      | 17 | 43-T  | Autovía       |        | 1        | 52,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 52,1 |               |
| A-27      | 19 | 43-T  | Autovía       |        | 1        | 52,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 52,1 |               |
| N-240     | 0  | 43-T  | Multicarril   | 15.070 | 3        | 38,8 | 0  | 0  | 0  | 6  | 10       | 181,8 | 0  | 0  | 1  | 14 | 1        | 18,5 | 0  | 0  | 0  | 1  | 1        | 10,4 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 39,2 |               |
| N-240     | 1  | 43-T  | Convencional  | 27.867 | 3        | 34,2 | 0  | 0  | 0  | 7  | 7        | 68,8  | 0  | 0  | 0  | 11 | 2        | 18,9 | 0  | 0  | 0  | 4  | 1        | 10,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 26,3 |               |

Itinerario : 20      N-240 Tarragona - Huesca

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL |               |
| N-240     | 2  | 43-T  | Convencional  | 27.995 | 2        | 32,6  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 5        | 47,6 | 0  | 0  | 0  | 6  | 8        | 78,8  | 0  | 0  | 0  | 13 | 3        | 29,4  | 0  | 0  | 0  | 3  | 38,1          |
| N-240     | 3  | 43-T  | Multicarril   | 28.048 | 2        | 35,4  | 0  | 0    | 0  | 2  | 1        | 9,8   | 0  | 0    | 0  | 1  | 3        | 28,7 | 0  | 0  | 0  | 4  | 2        | 19,2  | 0  | 0  | 0  | 3  | 3        | 25,6  | 0  | 0  | 1  | 3  | 22,7          |
| N-240     | 5  | 43-T  | Convencional  | 16.678 | 2        | 43,2  | 1  | 21,6 | 1  | 2  | 1        | 16,4  | 0  | 0    | 0  | 1  | 1        | 16,2 | 0  | 0  | 0  | 1  | 1        | 14,6  | 0  | 0  | 0  | 1  | 2        | 27,4  | 0  | 0  | 1  | 2  | 22,6          |
| N-240     | 7  | 43-T  | Convencional  | 16.678 | 2        | 43,1  | 0  | 0    | 0  | 2  | 1        | 16,4  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 13,7          |
| N-240     | 9  | 43-T  | Convencional  | 16.383 | 1        | 25,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,5  | 0  | 0  | 0  | 3  | 11,2          |
| N-240     | 10 | 43-T  | Convencional  | 16.383 | 2        | 50,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 17,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,5  | 0  | 0  | 0  | 1  | 15            |
| N-240     | 13 | 43-T  | Convencional  | 15.739 | 1        | 34,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 36,2 | 0  | 0  | 1  | 1  | 3        | 56,8  | 0  | 0  | 0  | 3  | 1        | 21,2  | 0  | 0  | 1  | 1  | 29            |
| N-240     | 14 | 43-T  | Convencional  | 12.517 | 1        | 34,6  | 0  | 0    | 0  | 1  | 1        | 21,9  | 0  | 0    | 0  | 2  | 2        | 43,1 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 18,3          |
| N-240     | 15 | 43-T  | Convencional  | 12.517 | 1        | 31,6  | 0  | 0    | 1  | 0  | 1        | 21,9  | 1  | 21,9 | 0  | 2  | 1        | 18,5 | 0  | 0  | 0  | 1  | 1        | 18,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 17,3          |
| N-240     | 18 | 43-T  | Convencional  | 18.112 | 2        | 63,1  | 0  | 0    | 0  | 2  | 1        | 15,1  | 0  | 0    | 0  | 3  | 1        | 18,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,6  | 0  | 0  | 0  | 1  | 20,2          |
| N-240     | 19 | 43-T  | Convencional  | 18.112 | 1        | 34,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 50,8  | 0  | 0  | 2  | 3  | 1        | 30,9  | 0  | 0  | 0  | 1  | 19,3          |
| N-240     | 21 | 43-T  | Convencional  | 5.094  | 1        | 34,6  | 0  | 0    | 0  | 1  | 1        | 53,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 30,9  | 0  | 0  | 0  | 2  | 23,1          |
| N-240     | 22 | 43-T  | Convencional  | 5.094  | 2        | 78,9  | 0  | 0    | 0  | 2  | 1        | 53,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 55,3  | 0  | 0  | 0  | 1  | 1        | 52,6  | 0  | 0  | 0  | 11 | 49,4          |
| N-240     | 23 | 43-T  | Convencional  | 18.112 | 3        | 118,4 | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 52,6  | 0  | 0  | 0  | 1  | 26,9          |
| N-240     | 24 | 43-T  | Convencional  | 14.945 | 1        | 77,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 74    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 17            |
| N-240     | 26 | 43-T  | Convencional  | 2.576  | 3        | 231,6 | 0  | 0    | 0  | 5  | 1        | 106,4 | 0  | 0    | 0  | 1  | 1        | 68,2 | 0  | 0  | 1  | 0  | 1        | 74    | 0  | 0  | 0  | 1  | 5        | 352,2 | 0  | 0  | 0  | 7  | 170           |
| N-240     | 27 | 43-T  | Convencional  | 2.576  | 1        | 77,2  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 68,2 | 0  | 0  | 0  | 1  | 2        | 148,1 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 61,8          |
| N-240     | 28 | 43-T  | Convencional  | 2.576  | 1        | 77,2  | 0  | 0    | 0  | 1  | 1        | 106,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 74    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 46,4          |
| N-240     | 32 | 43-T  | Convencional  | 2.576  | 1        | 77,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 70,4  | 0  | 0  | 0  | 1  | 30,9          |
| N-240     | 34 | 43-T  | Convencional  | 2.576  | 1        | 77,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 36,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 24,4          |
| N-240     | 37 | 43-T  | Convencional  | 12.844 | 1        | 21,4  | 1  | 21,4 | 0  | 0  | 1        | 21,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 11,7          |
| N-240     | 38 | 43-T  | Convencional  | 12.844 | 4        | 85,7  | 0  | 0    | 0  | 4  | 4        | 85,3  | 0  | 0    | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 39,7  | 0  | 0  | 0  | 2  | 1        | 39,5  | 0  | 0  | 0  | 3  | 58,4          |
| N-240     | 39 | 43-T  | Convencional  | 12.844 | 1        | 21,4  | 1  | 21,4 | 1  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,1  | 0  | 0  | 0  | 1  | 1        | 24,2  | 0  | 0  | 0  | 1  | 14,6          |
| N-240     | 42 | 43-T  | Convencional  | 12.844 | 2        | 54,1  | 0  | 0    | 0  | 2  | 1        | 21,3  | 1  | 21,3 | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 21,4          |
| N-240     | 43 | 43-T  | Convencional  | 10.118 | 1        | 27    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 5,7           |
| N-240     | 44 | 43-T  | Convencional  | 10.118 | 1        | 27    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 27,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 58,8  | 0  | 0  | 1  | 4  | 22,6          |
| N-240     | 49 | 43-T  | Convencional  | 7.776  | 1        | 35    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 7,4           |
| N-240     | 49 | 25-L  | Convencional  | 6.597  | 1        | 41    | 0  | 0    | 0  | 1  | 1        | 41,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 41,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 23,7          |
| N-240     | 50 | 25-L  | Convencional  | 6.597  | 1        | 41    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 7,9           |
| N-240     | 51 | 25-L  | Convencional  | 6.597  | 1        | 41    | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 7,9           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 20      N-240 Tarragona - Huesca

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-240     | 52  | 25-L  | Convencional  | 6.597  | 1        | 41    | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 41,7     | 0     | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0    | 0    | 15,8 |               |
| N-240     | 54  | 25-L  | Convencional  | 6.597  | 3        | 123,1 | 0  | 0     | 2  | 7  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 24,7 |      |               |
| N-240     | 56  | 25-L  | Convencional  | 7.380  | 1        | 36,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 44    | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 16,5 |      |               |
| N-240     | 60  | 25-L  | Convencional  | 7.380  | 2        | 73,3  | 0  | 0     | 3  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 46,7     | 0     | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0    | 24,7 |               |
| N-240     | 62  | 25-L  | Convencional  | 7.380  | 1        | 36,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 8,2  |      |               |
| N-240     | 67  | 25-L  | Convencional  | 9.722  | 1        | 27,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 33,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 12,6 |      |               |
| N-240     | 72  | 25-L  | Convencional  | 9.926  | 1        | 27,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 5        | 136,5 | 0  | 0  | 1  | 7  | 4        | 115,3 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0    | 0    | 55,6 |               |
| N-240     | 74  | 25-L  | Convencional  | 9.722  | 1        | 27,3  | 0  | 0     | 0  | 1  | 2        | 56,4  | 0  | 0    | 0  | 3  | 2        | 54,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 28    | 0  | 0    | 1    | 33,5 |               |
| N-240     | 75  | 25-L  | Convencional  | 9.926  | 1        | 27,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 54,6  | 0  | 0  | 0  | 3  | 1        | 28,8  | 0  | 0  | 0  | 3  | 2        | 55,9  | 3  | 83,9 | 0    | 2    | 33,3          |
| N-240     | 78  | 25-L  | Convencional  | 9.926  | 1        | 27,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 57,6     | 0     | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0    | 0    | 16,7 |               |
| N-240     | 79  | 25-L  | Convencional  | 9.722  | 1        | 27,3  | 0  | 0     | 0  | 1  | 3        | 84,5  | 0  | 0    | 0  | 9  | 3        | 81,9  | 0  | 0  | 0  | 3  | 3        | 86,5  | 0  | 0  | 1  | 4  | 3        | 83,9  | 0  | 0    | 0    | 7    | 72,5          |
| N-240     | 81  | 25-L  | Convencional  | 10.351 | 2        | 54,6  | 0  | 0     | 0  | 2  | 1        | 26,5  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 55,9     | 0     | 0  | 0    | 6    | 27,6 |               |
| N-240     | 82  | 25-L  | Convencional  | 10.351 | 2        | 54,6  | 0  | 0     | 0  | 2  | 3        | 79,4  | 0  | 0    | 0  | 4  | 1        | 27,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 33,1 |               |
| N-240     | 83  | 25-L  | Convencional  | 10.351 | 3        | 82    | 1  | 27,3  | 1  | 9  | 1        | 26,5  | 0  | 0    | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 28       | 0     | 0  | 0    | 1    | 27,6 |               |
| N-240     | 84  | 25-L  | Convencional  | 10.351 | 3        | 82    | 0  | 0     | 0  | 4  | 3        | 79,4  | 0  | 0    | 1  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 33,1 |               |
| N-240     | 87  | 25-L  | Convencional  | 10.351 | 5        | 136,6 | 0  | 0     | 0  | 5  | 2        | 52,9  | 0  | 0    | 0  | 3  | 6        | 163,8 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 28    | 0  | 0    | 0    | 3    | 77,1          |
| N-240     | 88  | 25-L  | Convencional  | 9.956  | 1        | 27,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 28,3     | 0     | 0  | 0    | 1    | 11,3 |               |
| N-240     | 99  | 25-L  | Convencional  | 821    | 1        | 129,2 | 0  | 0     | 0  | 2  | 2        | 667,4 | 0  | 0    | 0  | 2  | 2        | 684,1 | 0  | 0  | 0  | 2  | 1        | 324,6 | 0  | 0  | 0  | 1  | 4        | 121,8 | 0  | 0    | 0    | 8    | 201,7         |
| N-240     | 100 | 25-L  | Convencional  | 821    | 1        | 129,2 | 0  | 0     | 0  | 1  | 4        | 1335  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 649,2 | 0  | 0  | 0  | 2  | 6        | 182,7 | 0  | 0    | 0    | 12   | 262,2         |
| N-240     | 110 | 25-L  | Convencional  | 821    | 1        | 129,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 20,2 |               |
| N-240     | 111 | 25-L  | Convencional  | 821    | 1        | 129,2 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 30,4     | 0     | 0  | 0    | 1    | 40,3 |               |
| N-240     | 127 | 22-HU | Convencional  | 731    | 1        | 367,3 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 38,1     | 0     | 0  | 0    | 1    | 51,2 |               |
| N-240     | 128 | 22-HU | Convencional  | 731    | 1        | 367,3 | 0  | 0     | 0  | 1  | 1        | 374,8 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 51,2 |               |
| N-240     | 130 | 22-HU | Convencional  | 469    | 1        | 503,6 | 1  | 503,6 | 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    | 27,8 |               |
| N-240     | 144 | 22-HU | Convencional  | 5.197  | 1        | 55,4  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 54,9  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 21,9 |               |
| N-240     | 145 | 22-HU | Convencional  | 4.993  | 2        | 97,7  | 0  | 0     | 1  | 6  | 2        | 109,7 | 0  | 0    | 1  | 1  | 1        | 54,9  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 53,5 |               |
| N-240     | 146 | 22-HU | Convencional  | 5.325  | 2        | 97,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 21,1 |               |
| N-240     | 147 | 22-HU | Convencional  | 5.325  | 1        | 48,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 10,6 |               |
| N-240     | 148 | 22-HU | Convencional  | 5.325  | 1        | 48,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 54,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 53,9  | 0  | 0    | 0    | 2    | 31,7          |
| N-240     | 153 | 22-HU | Convencional  | 3.980  | 1        | 48,8  | 0  | 0     | 0  | 1  | 1        | 68,8  | 1  | 68,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 53,9  | 0  | 0    | 0    | 2    | 33,4          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 20      N-240 Tarragona - Huesca

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |       |    |     |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|-------|----|-----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP    | VM | IM  | HG   | HL   |               |
| N-240     | 157 | 22-HU | Convencional  | 5.348  | 1        | 36,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 9,6 |      |      |               |
| N-240     | 160 | 22-HU | Convencional  | 4.921  | 1        | 103,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 52,2 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 2        | 137,4 | 0  | 0   | 3    | 3    | 51            |
| N-240     | 164 | 22-HU | Convencional  | 4.806  | 1        | 103,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 68,7 | 0        | 0     | 0  | 1   | 25,8 |      |               |
| N-240     | 200 | 22-HU | Convencional  | 11.862 | 1        | 22,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0   | 4,8  |      |               |
| N-240     | 202 | 22-HU | Convencional  | 11.862 | 2        | 44,7  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,5 | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0   | 0    | 14,4 |               |
| N-240     | 203 | 22-HU | Convencional  | 11.862 | 1        | 22,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 48,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0   | 0    | 14,4 |               |
| N-240     | 205 | 22-HU | Convencional  | 11.862 | 1        | 28,5  | 0  | 0  | 1  | 0  | 1        | 23,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0   | 10,2 |      |               |
| N-240     | 206 | 22-HU | Convencional  | 9.319  | 2        | 61,1  | 0  | 0  | 0  | 3  | 1        | 29,4 | 0  | 0  | 0  | 1  | 1        | 29,7 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0   | 23,9 |      |               |
| N-240a    | 19  | 43-T  | Multicarril   | 6.322  | 1        | 41,8  | 0  | 0  | 0  | 1  | 1        | 43,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0   | 17,6 |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 21      A-30 Toledo - Cartagena

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |      |    |    |    | Año 2012 |      |      |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|------|----|----|----|----------|------|------|-----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM   | IM | HG | HL | ACV      | IP   | VM   | IM  | HG | HL |               |
| A-30      | 25  | 2-AB  | Autovía       | 11.494 | 1        | 22,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 4,7 |    |    |               |
| A-30      | 40  | 2-AB  | Autovía       | 12.504 | 2        | 41   | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 8,8  |     |    |    |               |
| A-30      | 44  | 2-AB  | Autovía       | 12.504 | 1        | 20,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 4,5  |     |    |    |               |
| A-30      | 47  | 2-AB  | Autovía       | 12.504 | 1        | 20,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 4,5  |     |    |    |               |
| A-30      | 63  | 2-AB  | Autovía       | 11.496 | 1        | 23,9 | 1  | 23,9 | 0  | 0  | 1        | 23,8 | 0  | 0  | 0  | 2  | 2        | 52,8 | 1  | 26,4 | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 20  |    |    |               |
| A-30      | 71  | 2-AB  | Autovía       | 10.702 | 1        | 22,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 5,2  |     |    |    |               |
| A-30      | 93  | 30-MU | Autovía       | 14.333 | 1        | 20,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 3,9  |     |    |    |               |
| A-30      | 94  | 30-MU | Autovía       | 14.333 | 1        | 20,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 3,9  |     |    |    |               |
| A-30      | 96  | 30-MU | Autovía       | 14.333 | 1        | 20,3 | 1  | 20,3 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 3,9  |     |    |    |               |
| A-30      | 99  | 30-MU | Autovía       | 16.035 | 1        | 16,2 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17   | 0  | 0    | 0  | 6  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 18,2 | 10,5 |     |    |    |               |
| A-30      | 105 | 30-MU | Autovía       | 23.074 | 2        | 25   | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 5,2  |     |    |    |               |
| A-30      | 109 | 30-MU | Autovía       | 23.291 | 1        | 12,5 | 0  | 0    | 0  | 2  | 1        | 11,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 1    | 10,5 | 0  | 0  | 0  | 1        | 10,3 | 9,1  |     |    |    |               |
| A-30      | 112 | 30-MU | Autovía       | 30.171 | 1        | 9,8  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,2 | 0  | 0    | 1  | 2  | 3        | 31,5 | 0    | 0  | 0  | 0  | 0        | 0    | 11,8 |     |    |    |               |
| A-30      | 131 | 30-MU | Autovía       | 62.012 | 1        | 4,2  | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5    | 0  | 0    | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 3    | 2,8  |     |    |    |               |
| A-30      | 134 | 30-MU | Autovía       | 62.012 | 2        | 8,4  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5    | 0  | 0    | 1  | 0  | 3        | 14   | 0    | 0  | 0  | 5  | 1        | 4,9  | 6,5  |     |    |    |               |
| A-30      | 135 | 30-MU | Autovía       | 62.012 | 4        | 11,3 | 0  | 0    | 1  | 5  | 1        | 4,4  | 0  | 0  | 0  | 4  | 3        | 10,5 | 0  | 0    | 0  | 7  | 3        | 9    | 0    | 0  | 0  | 8  | 2        | 9,9  | 9,3  |     |    |    |               |
| A-30      | 136 | 30-MU | Autovía       | 98.018 | 1        | 2,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 2,7  | 0  | 0    | 0  | 2  | 3        | 7,8  | 0    | 0  | 0  | 4  | 1        | 4,1  | 3,5  |     |    |    |               |
| A-30      | 137 | 30-MU | Autovía       | 98.018 | 1        | 2,9  | 0  | 0    | 1  | 0  | 1        | 2,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 10,5 | 0    | 0  | 0  | 6  | 0        | 0    | 3,4  |     |    |    |               |
| A-30      | 140 | 30-MU | Autovía       | 97.265 | 3        | 8,7  | 0  | 0    | 1  | 4  | 1        | 2,8  | 0  | 0  | 0  | 2  | 1        | 2,6  | 0  | 0    | 0  | 5  | 0        | 0    | 0    | 0  | 0  | 0  | 4        | 9,6  | 4,7  |     |    |    |               |
| A-30      | 143 | 30-MU | Autovía       | 93.820 | 1        | 3    | 0  | 0    | 0  | 1  | 1        | 2,9  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 9    | 0    | 0  | 1  | 3  | 1        | 2,9  | 3,5  |     |    |    |               |
| A-30      | 147 | 30-MU | Autovía       | 56.062 | 1        | 4,7  | 0  | 0    | 0  | 1  | 2        | 9,8  | 0  | 0  | 0  | 4  | 1        | 5,7  | 0  | 0    | 0  | 3  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 4,4  |     |    |    |               |
| A-30      | 151 | 30-MU | Autovía       | 40.785 | 2        | 11,5 | 1  | 5,8  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 2,5  |     |    |    |               |
| A-30      | 153 | 30-MU | Autovía       | 40.785 | 1        | 5,8  | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 6,7  | 0    | 0  | 1  | 0  | 0        | 0    | 2,5  |     |    |    |               |
| A-30      | 156 | 30-MU | Autovía       | 40.785 | 1        | 5,8  | 0  | 0    | 1  | 0  | 1        | 6,7  | 0  | 0  | 0  | 3  | 1        | 6,8  | 0  | 0    | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 4,3  |     |    |    |               |
| A-30      | 157 | 30-MU | Autovía       | 37.823 | 1        | 6,9  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 9,6  | 3,2  |     |    |    |               |
| A-30      | 161 | 30-MU | Autovía       | 28.823 | 1        | 9,6  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 9,7  | 3,9  |     |    |    |               |
| A-30      | 167 | 30-MU | Autovía       | 30.745 | 1        | 8,5  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 9,7  | 3,7  |     |    |    |               |
| A-30      | 170 | 30-MU | Autovía       | 30.745 | 2        | 17,1 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 3,7  |     |    |    |               |
| A-30      | 171 | 30-MU | Autovía       | 30.745 | 2        | 17,2 | 0  | 0    | 1  | 3  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 5,6  |     |    |    |               |
| A-30      | 176 | 30-MU | Autovía       | 28.432 | 1        | 8,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 3,9  |     |    |    |               |

Itinerario : 21      A-30 Toledo - Cartagen

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |       | Año 2012 |      |    |    |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|-------|----------|------|----|----|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL    | ACV      | IP   | VM | IM | HG    | HL   |               |
| A-30      | 184 | 30-MU | Autovía       | 27.600 | 1        | 10    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 2     |      |               |
| A-30      | 185 | 30-MU | Autovía       | 27.600 | 1        | 10    | 0  | 0     | 0  | 3  | 1        | 9,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 4,1   |      |               |
| A-30      | 190 | 30-MU | Autovía       | 28.162 | 1        | 9,9   | 0  | 0     | 0  | 1  | 1        | 9,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 9,8   | 0        | 0    | 0  | 1  | 6     |      |               |
| MU-30     | 4   | 30-MU | Autovía       | 28.075 | 1        | 9,3   | 0  | 0     | 0  | 1  | 1        | 9,8  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 19,7 | 0  | 0  | 0  | 3     | 1        | 8,9  | 0  | 0  | 1     | 0    | 9,5           |
| MU-30     | 7   | 30-MU | Autovía       | 28.075 | 1        | 9,1   | 0  | 0     | 0  | 1  | 1        | 9,8  | 0  | 0  | 1  | 0  | 1        | 9,9  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0     | 1        | 8,1  | 0  | 0  | 1     | 0    | 7,2           |
| N-301     | 69  | 45-TO | Convencional  | 4.755  | 1        | 69,5  | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 12,4 |               |
| N-301     | 71  | 45-TO | Convencional  | 5.172  | 1        | 69,5  | 0  | 0     | 1  | 1  | 1        | 53   | 0  | 0  | 1  | 3  | 1        | 62,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 36,3 |               |
| N-301     | 85  | 45-TO | Convencional  | 4.779  | 1        | 69,5  | 1  | 69,5  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 58,6  | 0        | 0    | 0  | 1  | 24,6  |      |               |
| N-301     | 91  | 45-TO | Convencional  | 4.779  | 1        | 69,5  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 12,3 |               |
| N-301     | 121 | 45-TO | Convencional  | 2.891  | 1        | 106   | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 16,5 |               |
| N-301     | 129 | 45-TO | Convencional  | 2.891  | 2        | 217,6 | 0  | 0     | 0  | 3  | 1        | 94,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 52,4 |               |
| N-301     | 133 | 45-TO | Convencional  | 3.029  | 1        | 108,8 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 82    | 0        | 0    | 1  | 0  | 34,6  |      |               |
| N-301     | 142 | 16-CU | Convencional  | 3.162  | 2        | 135,8 | 1  | 67,9  | 0  | 2  | 1        | 86,6 | 0  | 0  | 0  | 1  | 1        | 69   | 1  | 69   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 56,4 |               |
| N-301     | 149 | 16-CU | Convencional  | 4.254  | 1        | 67,9  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 13,3 |               |
| N-301     | 152 | 16-CU | Convencional  | 4.254  | 1        | 67,9  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 69   | 0  | 0    | 0  | 1  | 1        | 65,9 | 0  | 0  | 0  | 1     | 1        | 64,8 | 0  | 0  | 0     | 1    | 53,1          |
| N-301     | 160 | 16-CU | Convencional  | 4.642  | 1        | 60,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 60   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 24   |               |
| N-301     | 161 | 16-CU | Convencional  | 4.642  | 1        | 60,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 60,4 | 0  | 0  | 0  | 1     | 0        | 0    | 0  | 0  | 0     | 24   |               |
| N-301     | 162 | 16-CU | Convencional  | 4.642  | 2        | 120,6 | 3  | 180,8 | 3  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 24   |               |
| N-301     | 171 | 16-CU | Convencional  | 4.642  | 1        | 60,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 2  | 119,4 | 0        | 0    | 1  | 2  | 35,9  |      |               |
| N-301     | 178 | 16-CU | Convencional  | 4.635  | 1        | 63,2  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 12,1 |               |
| N-301     | 188 | 16-CU | Convencional  | 3.492  | 1        | 82,8  | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 15,3 |               |
| N-301     | 308 | 2-AB  | Convencional  | 3.488  | 1        | 72,4  | 0  | 0     | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 86,8 | 1  | 86,8 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 32,2 |               |
| N-301     | 320 | 2-AB  | Convencional  | 3.267  | 1        | 74,7  | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 23   |               |
| N-301     | 358 | 30-MU | Convencional  | 1.000  | 1        | 187,3 | 0  | 0     | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0     | 0        | 0    | 0  | 0  | 0     | 50,8 |               |
| N-301     | 363 | 30-MU | Convencional  | 1.000  | 1        | 187,3 | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 280,1 | 0        | 0    | 0  | 2  | 101,5 |      |               |
| N-344     | 4   | 30-MU | Convencional  | 21.361 | 1        | 10,8  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,8 | 0  | 0    | 0  | 1  | 1        | 16,8 | 0  | 0  | 0  | 1     | 1        | 17,2 | 0  | 0  | 0     | 1    | 11,1          |
| N-344     | 9   | 30-MU | Convencional  | 22.700 | 1        | 14    | 0  | 0     | 0  | 1  | 3        | 36,2 | 0  | 0  | 0  | 7  | 2        | 36   | 0  | 0    | 0  | 2  | 2        | 31   | 0  | 0  | 0  | 7     | 0        | 0    | 0  | 0  | 0     | 24   |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 23      A-44 Bailen - Motril

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |      |    |    |    | Año 2012 |      |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|------|----|----|----|----------|------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM   | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL   |               |
| A-44      | 7   | 23-J  | Autovía       | 15.919 | 1        | 15   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 17,9     | 0    | 0    | 0  | 1  | 1  | 17,6     | 0    | 0  | 0    | 3  | 10,2 |               |
| A-44      | 12  | 23-J  | Autovía       | 16.125 | 1        | 13,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 16,9     | 1    | 16,9 | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 6,6  |               |
| A-44      | 18  | 23-J  | Autovía       | 21.521 | 3        | 37,1 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 14,9 | 1  | 14,9 | 3  | 0    | 13,5          |
| A-44      | 21  | 23-J  | Autovía       | 21.575 | 1        | 12,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,6  |               |
| A-44      | 26  | 23-J  | Autovía       | 23.243 | 1        | 11,8 | 0  | 0    | 1  | 1  | 1        | 11,8 | 0  | 0  | 0  | 1  | 1        | 12,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 13,1 | 0  | 0    | 0  | 1    | 9,9           |
| A-44      | 27  | 23-J  | Autovía       | 23.243 | 1        | 11,4 | 1  | 11,4 | 1  | 0  | 1        | 11,8 | 0  | 0  | 0  | 1  | 1        | 12,1 | 0  | 0    | 0  | 3  | 1        | 12,8 | 0    | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0    | 9,8           |
| A-44      | 31  | 23-J  | Autovía       | 23.243 | 2        | 22,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 1  | 13       | 0    | 0  | 0    | 1  | 7,3  |               |
| A-44      | 37  | 23-J  | Autovía       | 23.243 | 1        | 11,4 | 0  | 0    | 0  | 1  | 2        | 23,6 | 0  | 0  | 0  | 4  | 1        | 13,2 | 3  | 39,6 | 2  | 4  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 9,9           |
| A-44      | 39  | 23-J  | Autovía       | 22.320 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,5  |               |
| A-44      | 47  | 23-J  | Autovía       | 19.755 | 1        | 13,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,8  |               |
| A-44      | 51  | 23-J  | Autovía       | 18.534 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 15   | 0  | 0    | 0  | 1    | 8,8           |
| A-44      | 59  | 23-J  | Autovía       | 18.510 | 1        | 13,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3    |               |
| A-44      | 63  | 23-J  | Autovía       | 18.586 | 1        | 13,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,5 | 0    | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 5,9           |
| A-44      | 66  | 23-J  | Autovía       | 19.202 | 1        | 13,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,9  |               |
| A-44      | 68  | 23-J  | Autovía       | 17.884 | 1        | 13,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 15,9 | 0  | 0    | 0  | 2    | 6,2           |
| A-44      | 69  | 23-J  | Autovía       | 17.884 | 1        | 13,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 15,9 | 0  | 0    | 0  | 1    | 12,3          |
| A-44      | 71  | 23-J  | Autovía       | 16.417 | 1        | 13,4 | 0  | 0    | 0  | 1  | 3        | 50,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 33,2 | 0    | 0  | 1  | 2  | 1        | 15,9 | 0  | 0    | 0  | 1    | 21,9          |
| A-44      | 72  | 23-J  | Autovía       | 17.884 | 2        | 26,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 15,9 | 0  | 0    | 0  | 3    | 15,4          |
| A-44      | 73  | 23-J  | Autovía       | 17.587 | 1        | 13,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 15,9 | 0  | 0    | 0  | 1    | 6,2           |
| A-44      | 80  | 18-GR | Autovía       | 18.903 | 1        | 13,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3    |               |
| A-44      | 91  | 18-GR | Autovía       | 19.373 | 2        | 26,4 | 0  | 0    | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,7 | 1  | 14,7 | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 8,7           |
| A-44      | 92  | 18-GR | Autovía       | 19.373 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 8,7           |
| A-44      | 95  | 18-GR | Autovía       | 19.373 | 1        | 13,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,3 | 1  | 14,7 | 1  | 2  | 1        | 15,4 | 0    | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 11,6          |
| A-44      | 97  | 18-GR | Autovía       | 20.231 | 1        | 13,2 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 28,5 | 0  | 0    | 0  | 5  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 14,9 | 0  | 0    | 1  | 0    | 11,2          |
| A-44      | 105 | 18-GR | Autovía       | 21.694 | 1        | 12,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2,6  |               |
| A-44      | 106 | 18-GR | Autovía       | 21.694 | 3        | 38   | 0  | 0    | 0  | 6  | 1        | 12,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 10,6 |               |
| A-44      | 108 | 18-GR | Autovía       | 22.747 | 1        | 11,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 27,3 | 0    | 0  | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0    | 7,7           |
| A-44      | 112 | 18-GR | Autovía       | 23.070 | 1        | 10,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,3 | 4  | 32,6 | 4  | 0  | 1        | 7,9  | 0    | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0    | 7,1           |
| A-44      | 117 | 18-GR | Autovía       | 29.647 | 2        | 20,3 | 0  | 0    | 1  | 3  | 2        | 18,5 | 0  | 0  | 0  | 2  | 1        | 27,4 | 0  | 0    | 0  | 2  | 3        | 23,8 | 0    | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0    | 15,8          |
| A-44      | 118 | 18-GR | Autovía       | 29.647 | 2        | 20,3 | 0  | 0    | 0  | 4  | 5        | 46,2 | 0  | 0  | 1  | 8  | 1        | 27,4 | 0  | 0    | 0  | 3  | 10       | 79,4 | 0    | 0  | 0  | 12 | 6        | 43,9 | 0  | 0    | 0  | 12   | 47,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 23      A-44 Bailen - Motril

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|-------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| A-44      | 119 | 18-GR | Autovía       | 29.647  | 4        | 40,7 | 0  | 0  | 0  | 8  | 3        | 27,7 | 0  | 0   | 0  | 3  | 5        | 137   | 0  | 0  | 1  | 5  | 1        | 7,9  | 0  | 0   | 0  | 1  | 1        | 7,3  | 0  | 0    | 0  | 3  | 27,7          |
| A-44      | 120 | 18-GR | Autovía       | 29.647  | 3        | 30,5 | 0  | 0  | 0  | 5  | 5        | 46,2 | 0  | 0   | 0  | 13 | 3        | 82,2  | 0  | 0  | 0  | 7  | 2        | 12,9 | 0  | 0   | 0  | 2  | 1        | 7,3  | 0  | 0    | 0  | 1  | 26,2          |
| A-44      | 121 | 18-GR | Autovía       | 29.647  | 7        | 71,2 | 0  | 0  | 0  | 9  | 1        | 9,2  | 0  | 0   | 0  | 4  | 4        | 109,6 | 0  | 0  | 1  | 8  | 6        | 27,2 | 0  | 0   | 1  | 10 | 9        | 39,2 | 0  | 0    | 2  | 8  | 39            |
| A-44      | 122 | 18-GR | Autovía       | 29.647  | 7        | 20,9 | 0  | 0  | 0  | 11 | 1        | 9,2  | 0  | 0   | 0  | 1  | 8        | 219,2 | 0  | 0  | 0  | 22 | 5        | 19,7 | 0  | 0   | 0  | 13 | 10       | 34,6 | 0  | 0    | 3  | 12 | 30,3          |
| A-44      | 123 | 18-GR | Autovía       | 130.753 | 18       | 36,6 | 0  | 0  | 1  | 49 | 19       | 39,8 | 1  | 2,1 | 3  | 42 | 18       | 493,2 | 0  | 0  | 0  | 38 | 7        | 23,5 | 0  | 0   | 0  | 9  | 17       | 49,4 | 0  | 0    | 1  | 33 | 48            |
| A-44      | 124 | 18-GR | Autovía       | 130.753 | 8        | 16,3 | 0  | 0  | 0  | 22 | 6        | 12,6 | 0  | 0   | 0  | 11 | 4        | 109,6 | 0  | 0  | 0  | 8  | 5        | 13,7 | 0  | 0   | 0  | 7  | 5        | 12   | 0  | 0    | 0  | 15 | 15,7          |
| A-44      | 125 | 18-GR | Autovía       | 130.753 | 23       | 46,8 | 0  | 0  | 1  | 44 | 14       | 29,3 | 0  | 0   | 0  | 26 | 3        | 24,2  | 0  | 0  | 0  | 4  | 13       | 33,9 | 0  | 0   | 2  | 30 | 20       | 46,7 | 0  | 0    | 2  | 33 | 38,3          |
| A-44      | 126 | 18-GR | Autovía       | 130.753 | 8        | 16,3 | 0  | 0  | 0  | 22 | 9        | 18,9 | 0  | 0   | 2  | 14 | 9        | 19,9  | 0  | 0  | 0  | 17 | 9        | 21,4 | 0  | 0   | 2  | 16 | 3        | 6,9  | 0  | 0    | 0  | 8  | 16,7          |
| A-44      | 127 | 18-GR | Autovía       | 130.753 | 15       | 30,5 | 0  | 0  | 0  | 30 | 13       | 27,2 | 0  | 0   | 0  | 27 | 5        | 13,6  | 0  | 0  | 0  | 12 | 4        | 10,5 | 0  | 0   | 1  | 6  | 7        | 18,1 | 0  | 0    | 1  | 8  | 20,9          |
| A-44      | 128 | 18-GR | Autovía       | 130.753 | 6        | 12,2 | 0  | 0  | 0  | 15 | 6        | 12,6 | 0  | 0   | 0  | 8  | 3        | 10,2  | 0  | 0  | 1  | 7  | 7        | 24,1 | 0  | 0   | 0  | 10 | 13       | 44,1 | 1  | 3,4  | 2  | 17 | 18,9          |
| A-44      | 129 | 18-GR | Autovía       | 130.753 | 3        | 6,1  | 0  | 0  | 0  | 4  | 1        | 2,1  | 0  | 0   | 0  | 2  | 6        | 20,5  | 0  | 0  | 1  | 8  | 5        | 17,2 | 1  | 3,4 | 0  | 8  | 2        | 6,8  | 0  | 0    | 0  | 3  | 9,2           |
| A-44      | 130 | 18-GR | Autovía       | 123.584 | 8        | 22,5 | 0  | 0  | 0  | 15 | 8        | 17,7 | 0  | 0   | 0  | 10 | 8        | 64,1  | 0  | 0  | 0  | 15 | 3        | 18,4 | 0  | 0   | 0  | 4  | 4        | 17,8 | 0  | 0    | 0  | 8  | 23,5          |
| A-44      | 131 | 18-GR | Autovía       | 102.079 | 17       | 50,3 | 0  | 0  | 1  | 25 | 18       | 48,3 | 0  | 0   | 0  | 22 | 15       | 120,1 | 0  | 0  | 0  | 23 | 20       | 144  | 0  | 0   | 3  | 25 | 10       | 68,3 | 0  | 0    | 0  | 15 | 71,4          |
| A-44      | 132 | 18-GR | Autovía       | 79.653  | 5        | 14,8 | 0  | 0  | 0  | 12 | 5        | 17,2 | 0  | 0   | 0  | 10 | 4        | 32    | 0  | 0  | 0  | 10 | 2        | 14,4 | 0  | 0   | 0  | 6  | 2        | 15,6 | 0  | 0    | 1  | 2  | 17,6          |
| A-44      | 133 | 18-GR | Autovía       | 36.013  | 2        | 12,3 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 16,8 | 0  | 0   | 0  | 4  | 2        | 15,6 | 1  | 7,8  | 1  | 0  | 9,1           |
| A-44      | 134 | 18-GR | Autovía       | 36.013  | 3        | 18,4 | 0  | 0  | 0  | 4  | 4        | 30,4 | 0  | 0   | 0  | 9  | 3        | 25    | 0  | 0  | 0  | 4  | 1        | 8,4  | 0  | 0   | 1  | 0  | 4        | 31,2 | 0  | 0    | 0  | 8  | 22,7          |
| A-44      | 135 | 18-GR | Autovía       | 36.013  | 2        | 12,3 | 0  | 0  | 0  | 2  | 6        | 45,6 | 0  | 0   | 1  | 7  | 3        | 25    | 0  | 0  | 0  | 7  | 1        | 8,4  | 0  | 0   | 0  | 2  | 2        | 15,6 | 0  | 0    | 1  | 1  | 21,2          |
| A-44      | 136 | 18-GR | Autovía       | 36.013  | 1        | 6,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 16,8 | 0  | 0   | 2  | 3  | 1        | 7,8  | 0  | 0    | 0  | 1  | 6,1           |
| A-44      | 137 | 18-GR | Autovía       | 36.013  | 5        | 31,1 | 0  | 0  | 0  | 11 | 3        | 22,8 | 0  | 0   | 0  | 4  | 7        | 58,4  | 0  | 0  | 0  | 18 | 1        | 8,4  | 0  | 0   | 0  | 1  | 2        | 15,6 | 0  | 0    | 2  | 3  | 27,3          |
| A-44      | 138 | 18-GR | Autovía       | 36.013  | 1        | 6,3  | 0  | 0  | 0  | 4  | 1        | 7,6  | 0  | 0   | 0  | 2  | 1        | 8,3   | 0  | 0  | 0  | 1  | 1        | 8,4  | 0  | 0   | 0  | 1  | 3        | 23,4 | 0  | 0    | 1  | 5  | 10,7          |
| A-44      | 139 | 18-GR | Autovía       | 32.748  | 1        | 7,5  | 0  | 0  | 0  | 6  | 3        | 25,1 | 0  | 0   | 5  | 6  | 1        | 8,3   | 0  | 0  | 0  | 1  | 6        | 50,5 | 1  | 8,4 | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 17,8          |
| A-44      | 141 | 18-GR | Autovía       | 32.748  | 1        | 7,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 20,2 | 0  | 0   | 1  | 1  | 1        | 9,1  | 1  | 9,1  | 0  | 0  | 6,9           |
| A-44      | 144 | 18-GR | Autovía       | 24.955  | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 20,2  | 0  | 0  | 0  | 3  | 4        | 50,6 | 0  | 0   | 0  | 7  | 1        | 10,5 | 0  | 0    | 0  | 2  | 17            |
| A-44      | 145 | 18-GR | Autovía       | 24.565  | 1        | 10,7 | 0  | 0  | 2  | 0  | 1        | 11,2 | 0  | 0   | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 4,7           |
| A-44      | 148 | 18-GR | Autovía       | 24.565  | 1        | 10,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2,4           |
| A-44      | 150 | 18-GR | Autovía       | 24.565  | 1        | 10,7 | 0  | 0  | 1  | 0  | 2        | 22,3 | 0  | 0   | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 12,9 | 0  | 0   | 0  | 5  | 1        | 12,4 | 1  | 12,4 | 0  | 1  | 11,8          |
| A-44      | 152 | 18-GR | Autovía       | 24.535  | 2        | 21,5 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 12,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 7,1           |
| A-44      | 153 | 18-GR | Autovía       | 23.970  | 1        | 10,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2,4           |
| A-44      | 154 | 18-GR | Autovía       | 23.848  | 2        | 21,1 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 13,2 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 7,2           |
| A-44      | 160 | 18-GR | Autovía       | 21.611  | 3        | 34,4 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,8 | 0  | 0    | 0  | 1  | 10,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 23      A-44 Bailen - Motril

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.  |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|----------|------|----|----|------|------|-------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   | Medio |
| A-44      | 162 | 18-GR | Autovía       | 21.611 | 3        | 34,4  | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 14,8 | 0        | 0    | 0  | 3  | 10,7 |      |       |
| A-44      | 163 | 18-GR | Autovía       | 21.611 | 1        | 11,7  | 0  | 0  | 0  | 1  | 1        | 12,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 14,9 | 0        | 0    | 0  | 4  | 8,1  |      |       |
| A-44      | 166 | 18-GR | Autovía       | 21.582 | 1        | 12,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,8  |      |       |
| A-44      | 169 | 18-GR | Autovía       | 21.582 | 1        | 12,2  | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,5  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |       |
| A-44      | 170 | 18-GR | Autovía       | 21.582 | 1        | 12,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,8  |      |       |
| A-44      | 172 | 18-GR | Autovía       | 21.582 | 2        | 24,4  | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |       |
| A-44      | 178 | 18-GR | Autovía       | 17.810 | 1        | 13,1  | 0  | 0  | 0  | 2  | 1        | 15,4  | 0  | 0  | 0  | 1  | 1        | 17,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9,6  |      |       |
| GR-14     | 2   | 18-GR | Autovía       | 8.877  | 3        | 102   | 0  | 0  | 1  | 3  | 4        | 123,5 | 0  | 0  | 2  | 2  | 1        | 18,3  | 0  | 0  | 0  | 1  | 9        | 138,5 | 0  | 0  | 0  | 14   | 2        | 31,2 | 0  | 0  | 0    | 2    | 77,4  |
| GR-14     | 3   | 18-GR | Autovía       | 8.877  | 1        | 34    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,1  |      |       |
| N-323     | 168 | 18-GR | Convencional  | 1.180  | 2        | 497,7 | 0  | 0  | 0  | 2  | 1        | 232,2 | 0  | 0  | 2  | 0  | 1        | 635,7 | 0  | 0  | 0  | 1  | 1        | 598,2 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 0    | 368,2 |
| N-323     | 177 | 18-GR | Convencional  | 2.016  | 1        | 132   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 99,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 42   |       |
| N-323     | 181 | 18-GR | Convencional  | 2.016  | 1        | 132   | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 21   |       |
| N-323     | 183 | 18-GR | Convencional  | 2.016  | 2        | 263,9 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 91,1 | 0        | 0    | 0  | 1  | 0    | 63   |       |
| N-323     | 191 | 18-GR | Convencional  | 5.100  | 1        | 55,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 10,7 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 24      A-91 Puerto Lumbreras-Límite MU-AL

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |    |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL |               |
| A-91      | 1  | 30-MU | Autovía       | 10.552 | 1        | 23,7 | 1  | 23,7 | 0  | 1  | 1        | 26 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 26,3 | 0  | 0  | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 15,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 26      N-501   Ávila - Salamanca

| Carretera | KM | Prov. | tipocarretera   | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |       |    | Año 2012 |      |    |       |      |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|--------|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|-------|----|----------|------|----|-------|------|----|---------------|
|           |    |       |                 |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG    | HL | ACV      | IP   | VM | IM    | HG   | HL |               |
| A-50      | 1  | 5-AV  | Autopista Libre | 9.745  | 1        | 26,2  | 0  | 0  | 0  | 1  | 1        | 28,1  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 0     | 11,1 |    |               |
| A-50      | 3  | 5-AV  | Autopista Libre | 9.350  | 1        | 26,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 31,1  | 0  | 0        | 0    | 1  | 11,6  |      |    |               |
| A-50      | 5  | 5-AV  | Autopista Libre | 7.933  | 2        | 61,8  | 0  | 0  | 0  | 5  | 1        | 34,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 34,1  | 0  | 0        | 0    | 1  | 26,7  |      |    |               |
| A-50      | 8  | 5-AV  | Autopista Libre | 7.933  | 1        | 30,9  | 0  | 0  | 0  | 1  | 1        | 34,5  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 13,4  |      |    |               |
| A-50      | 14 | 5-AV  | Autopista Libre | 7.413  | 1        | 33,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 37    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 14,5  |      |    |               |
| A-50      | 24 | 5-AV  | Autopista Libre | 7.388  | 1        | 37,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 7,6   |      |    |               |
| A-50      | 53 | 5-AV  | Autopista Libre | 7.247  | 1        | 37,4  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 7,6   |      |    |               |
| A-50      | 58 | 37-SA | Autopista Libre | 7.428  | 1        | 36,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 7,6   |      |    |               |
| A-50      | 78 | 37-SA | Autopista Libre | 10.946 | 1        | 24,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 5,7   |      |    |               |
| A-50      | 81 | 37-SA | Autopista Libre | 10.946 | 1        | 24,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 31,6  | 0  | 0  | 0     | 1  | 0        | 0    | 0  | 11,5  |      |    |               |
| A-50      | 89 | 37-SA | Autopista Libre | 11.541 | 1        | 23,4  | 0  | 0  | 1  | 0  | 2        | 47,5  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 13,9  |      |    |               |
| A-50      | 90 | 37-SA | Autopista Libre | 11.541 | 1        | 23,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 4,6   |      |    |               |
| A-50      | 91 | 37-SA | Autopista Libre | 11.541 | 1        | 23,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 23,1  | 0  | 0  | 1     | 0  | 1        | 22,5 | 0  | 0     | 13,9 |    |               |
| A-50      | 92 | 37-SA | Autopista Libre | 11.541 | 1        | 23,4  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 22,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 9,2   |      |    |               |
| A-50      | 93 | 37-SA | Autopista Libre | 11.541 | 1        | 23,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 4,6   |      |    |               |
| N-501     | 2  | 5-AV  | Convencional    | 1.105  | 1        | 231,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 54,3  |      |    |               |
| N-501     | 5  | 5-AV  | Convencional    | 1.167  | 1        | 231,6 | 0  | 0  | 0  | 1  | 1        | 234,8 | 1  | 234,8 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 282,7 | 0  | 0        | 0    | 1  | 161   |      |    |               |
| N-501     | 9  | 5-AV  | Convencional    | 855    | 1        | 335,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 70    |      |    |               |
| N-501     | 12 | 5-AV  | Convencional    | 855    | 1        | 335,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 70    |      |    |               |
| N-501     | 27 | 5-AV  | Convencional    | 615    | 1        | 453,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 84,2  |      |    |               |
| N-501     | 44 | 5-AV  | Convencional    | 840    | 1        | 339,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 62,4  |      |    |               |
| N-501     | 63 | 37-SA | Convencional    | 436    | 1        | 624,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 402,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 191   |      |    |               |
| N-501     | 79 | 37-SA | Convencional    | 3.561  | 2        | 398,5 | 0  | 0  | 0  | 5  | 1        | 76,9  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 131,9 |      |    |               |
| N-501     | 80 | 37-SA | Convencional    | 1.350  | 1        | 199,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 68,1  |      |    |               |
| N-501     | 81 | 37-SA | Convencional    | 3.561  | 1        | 199,3 | 0  | 0  | 0  | 1  | 1        | 76,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 87,9  |      |    |               |
| N-501     | 83 | 37-SA | Convencional    | 1.487  | 1        | 199,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 591,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0    | 0  | 125,8 |      |    |               |
| SA-20     | 91 | 37-SA | Multicarril     | 19.468 | 3        | 41,8  | 0  | 0  | 0  | 3  | 4        | 56,3  | 0  | 0     | 0  | 8  | 8        | 118,9 | 0  | 0  | 0  | 10 | 6        | 128,2 | 0  | 0  | 0     | 8  | 6        | 76,6 | 0  | 0     | 80,5 |    |               |
| SA-20     | 92 | 37-SA | Multicarril     | 19.694 | 5        | 69,6  | 0  | 0  | 1  | 4  | 1        | 13,9  | 0  | 0     | 0  | 2  | 1        | 14,9  | 0  | 0  | 0  | 1  | 4        | 85,5  | 0  | 0  | 0     | 4  | 2        | 25,5 | 0  | 0     | 38,7 |    |               |
| SA-20     | 93 | 37-SA | Multicarril     | 19.694 | 7        | 97,4  | 0  | 0  | 1  | 6  | 5        | 69,6  | 0  | 0     | 0  | 13 | 3        | 44,6  | 0  | 0  | 0  | 3  | 1        | 21,4  | 0  | 0  | 0     | 2  | 1        | 12,8 | 0  | 0     | 50,6 |    |               |
| SA-20     | 95 | 37-SA | Multicarril     | 19.393 | 1        | 15,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 30,3  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0     | 1  | 12,8     | 0    | 0  | 11,8  |      |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 27      A-40 Toledo - Cuenca

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|--------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|----|---------------|
|           |     |       |               |        | ACV      | IP     | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL |               |
| A-40      | 89  | 45-TO | Autovía       | 8.018  | 1        | 34,5   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 7,1  |      |    |               |
| A-40      | 97  | 45-TO | Autovía       | 9.421  | 1        | 29     | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 6,4  |      |    |               |
| A-40      | 103 | 45-TO | Autovía       | 9.421  | 1        | 29     | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 6,2  |      |    |               |
| A-40      | 104 | 45-TO | Autovía       | 9.421  | 1        | 25,3   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 59,2 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 17,8 |      |    |               |
| A-40      | 105 | 45-TO | Autovía       | 11.786 | 1        | 25,3   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 4,5  |      |    |               |
| A-40      | 106 | 45-TO | Autovía       | 12.151 | 1        | 22,7   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 8,5  |    |               |
| A-40      | 108 | 45-TO | Autovía       | 12.151 | 2        | 45,3   | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 8,5  |      |    |               |
| A-40      | 117 | 45-TO | Autovía       | 9.009  | 1        | 22,7   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 5,4  |      |    |               |
| A-40      | 123 | 45-TO | Autovía       | 4.715  | 1        | 58,1   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 11,2 |      |    |               |
| A-40      | 138 | 45-TO | Autovía       | 665    | 1        | 449,9  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 30,5 |      |    |               |
| A-40      | 190 | 45-TO | Autovía       | 3.929  | 1        | 66,4   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 78,4     | 0     | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 29,2 |      |    |               |
| A-40      | 273 | 16-CU | Autovía       | 4.029  | 1        | 56,4   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 13,7 |      |    |               |
| A-40      | 297 | 16-CU | Autovía       | 4.727  | 1        | 49,3   | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 1  | 75 | 0  | 0        | 0     | 2  | 24,2 |      |    |               |
| A-40      | 300 | 16-CU | Autovía       | 4.966  | 1        | 49,9   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 11,4 |      |    |               |
| A-40      | 305 | 16-CU | Autovía       | 7.358  | 1        | 40,5   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 7,8  |      |    |               |
| A-40      | 306 | 16-CU | Autovía       | 7.358  | 1        | 31,5   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 7,4  |      |    |               |
| N-400     | 0   | 45-TO | Multicarril   | 52.480 | 3        | 15,1   | 0  | 0  | 0  | 5  | 2        | 10,4  | 0  | 0  | 1  | 1  | 4        | 21,5 | 0  | 0    | 1  | 4  | 4        | 21,4  | 0  | 0  | 0  | 5  | 3        | 16    | 0  | 1    | 16,8 |    |               |
| N-400     | 1   | 45-TO | Multicarril   | 52.480 | 2        | 10,1   | 0  | 0  | 0  | 4  | 1        | 5,2   | 0  | 0  | 0  | 3  | 2        | 19,2 | 0  | 0    | 0  | 4  | 2        | 19    | 0  | 0  | 0  | 2  | 1        | 5,3   | 0  | 0    | 10,2 |    |               |
| N-400     | 2   | 45-TO | Multicarril   | 6.549  | 3        | 121,1  | 0  | 0  | 0  | 4  | 1        | 41,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 19    | 0  | 0  | 0  | 4  | 4        | 37,7  | 0  | 0    | 27,5 |    |               |
| N-400     | 3   | 45-TO | Multicarril   | 6.549  | 4        | 161,5  | 0  | 0  | 0  | 4  | 2        | 83,7  | 0  | 0  | 0  | 2  | 3        | 28,7 | 0  | 0    | 0  | 3  | 1        | 9,5   | 0  | 0  | 0  | 2  | 1        | 9,4   | 0  | 0    | 30,2 |    |               |
| N-400     | 4   | 45-TO | Multicarril   | 6.549  | 4        | 161,5  | 0  | 0  | 0  | 7  | 5        | 209,2 | 0  | 0  | 0  | 5  | 1        | 43,5 | 0  | 0    | 0  | 1  | 4        | 174,2 | 0  | 0  | 0  | 9  | 3        | 123,7 | 0  | 0    | 143  |    |               |
| N-400     | 6   | 45-TO | Multicarril   | 6.549  | 2        | 80,7   | 0  | 0  | 0  | 2  | 1        | 41,8  | 0  | 0  | 0  | 3  | 1        | 44,9 | 1  | 44,9 | 0  | 0  | 1        | 43,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 42,4 |    |               |
| N-400     | 19  | 28-M  | Convencional  | 5.748  | 1        | 48,1   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 9,5  |      |    |               |
| N-400     | 22  | 28-M  | Convencional  | 5.748  | 1        | 48,1   | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 9,5  |      |    |               |
| N-400     | 23  | 28-M  | Convencional  | 5.748  | 1        | 48,1   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 45,5     | 0     | 0  | 19,1 |      |    |               |
| N-400     | 27  | 28-M  | Convencional  | 5.748  | 1        | 48,1   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 9,6  |      |    |               |
| N-400     | 29  | 28-M  | Convencional  | 5.748  | 1        | 48,1   | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 9,9  |      |    |               |
| N-400     | 53  | 45-TO | Convencional  | 3.253  | 1        | 88,4   | 0  | 0  | 1  | 0  | 1        | 84,2  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 40,6 |      |    |               |
| N-400     | 56  | 45-TO | Convencional  | 3.050  | 1        | 88,4   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 28,4 |      |    |               |
| N-400     | 81  | 45-TO | Convencional  | 143    | 1        | 2424,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 75,1 |      |    |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 27      A-40 Toledo - Cuenca

|           |     |       |               |     | Año 2016 |        |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |       | I.P.  |
|-----------|-----|-------|---------------|-----|----------|--------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|-------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD | ACV      | IP     | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL    | Medio |
| N-400     | 166 | 16-CU | Convencional  | 141 | 1        | 1539,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 388,6 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 28      N-401 Madrid - Ciudad Real

| Carretera | KM | Prov. | tipocarretera | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|---------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |               |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| A-42      | 6  | 28-M  | Autovía       | 137.923 | 3        | 6,1  | 0  | 0   | 0  | 4  | 5        | 9,9  | 0  | 0  | 0  | 5  | 5        | 12,1 | 0  | 0   | 0  | 6  | 16       | 39,1 | 0  | 0   | 2  | 21 | 3        | 6,1  | 0  | 0   | 0  | 8  | 13,9          |
| A-42      | 7  | 28-M  | Autovía       | 141.133 | 6        | 12,2 | 0  | 0   | 0  | 7  | 4        | 7,8  | 0  | 0  | 1  | 6  | 5        | 11,5 | 0  | 0   | 0  | 5  | 3        | 7    | 0  | 0   | 0  | 8  | 6        | 12,5 | 0  | 0   | 0  | 12 | 10,2          |
| A-42      | 8  | 28-M  | Autovía       | 141.133 | 6        | 12,2 | 1  | 2   | 2  | 6  | 4        | 7,8  | 0  | 0  | 1  | 6  | 8        | 18,4 | 0  | 0   | 0  | 11 | 6        | 14   | 0  | 0   | 0  | 8  | 4        | 8,3  | 0  | 0   | 0  | 4  | 11,9          |
| A-42      | 9  | 28-M  | Autovía       | 141.133 | 17       | 34,7 | 0  | 0   | 2  | 25 | 16       | 31,1 | 0  | 0  | 0  | 25 | 11       | 25,3 | 0  | 0   | 0  | 19 | 9        | 21   | 0  | 0   | 0  | 21 | 9        | 18,8 | 0  | 0   | 1  | 9  | 26,4          |
| A-42      | 10 | 28-M  | Autovía       | 126.109 | 6        | 12,6 | 0  | 0   | 0  | 7  | 10       | 21,7 | 0  | 0  | 0  | 10 | 7        | 15,3 | 0  | 0   | 0  | 10 | 7        | 15,7 | 0  | 0   | 0  | 8  | 8        | 17,1 | 0  | 0   | 0  | 10 | 16,5          |
| A-42      | 11 | 28-M  | Autovía       | 122.028 | 8        | 17,1 | 0  | 0   | 1  | 9  | 5        | 11,2 | 0  | 0  | 0  | 7  | 5        | 10,8 | 0  | 0   | 0  | 7  | 5        | 11,1 | 0  | 0   | 0  | 9  | 3        | 6,3  | 0  | 0   | 0  | 5  | 11,3          |
| A-42      | 12 | 28-M  | Autovía       | 120.441 | 6        | 12,2 | 0  | 0   | 0  | 10 | 4        | 9,1  | 0  | 0  | 0  | 4  | 2        | 4,3  | 0  | 0   | 0  | 2  | 4        | 8,7  | 0  | 0   | 0  | 7  | 6        | 12,6 | 0  | 0   | 0  | 9  | 9,4           |
| A-42      | 13 | 28-M  | Autovía       | 120.441 | 5        | 9,7  | 0  | 0   | 0  | 7  | 4        | 9,1  | 0  | 0  | 0  | 6  | 3        | 6,4  | 0  | 0   | 0  | 3  | 7        | 15,2 | 0  | 0   | 0  | 13 | 4        | 8,4  | 0  | 0   | 0  | 4  | 9,7           |
| A-42      | 14 | 28-M  | Autovía       | 119.041 | 7        | 15,3 | 0  | 0   | 0  | 11 | 3        | 6,9  | 0  | 0  | 0  | 3  | 9        | 18,3 | 0  | 0   | 0  | 13 | 7        | 14,5 | 0  | 0   | 0  | 13 | 7        | 14,2 | 0  | 0   | 0  | 11 | 14            |
| A-42      | 15 | 28-M  | Autovía       | 118.295 | 8        | 19,5 | 0  | 0   | 0  | 14 | 6        | 13,9 | 0  | 0  | 0  | 13 | 14       | 37,8 | 0  | 0   | 0  | 21 | 3        | 5,8  | 0  | 0   | 0  | 5  | 8        | 19,3 | 0  | 0   | 0  | 15 | 18,2          |
| A-42      | 16 | 28-M  | Autovía       | 103.444 | 3        | 7,7  | 0  | 0   | 0  | 10 | 2        | 5,3  | 0  | 0  | 0  | 3  | 7        | 21,9 | 0  | 0   | 0  | 12 | 5        | 15,9 | 0  | 0   | 0  | 5  | 8        | 25   | 0  | 0   | 1  | 13 | 14,5          |
| A-42      | 17 | 28-M  | Autovía       | 87.003  | 15       | 46   | 0  | 0   | 0  | 27 | 10       | 31,5 | 0  | 0  | 0  | 13 | 5        | 15,7 | 1  | 3,1 | 0  | 6  | 7        | 22,4 | 0  | 0   | 0  | 13 | 11       | 33,5 | 0  | 0   | 0  | 14 | 29,9          |
| A-42      | 18 | 28-M  | Autovía       | 85.942  | 6        | 18,3 | 0  | 0   | 0  | 6  | 8        | 25,5 | 0  | 0  | 0  | 9  | 11       | 34,5 | 0  | 0   | 0  | 24 | 3        | 9,6  | 0  | 0   | 1  | 3  | 6        | 18,3 | 0  | 0   | 0  | 11 | 21,2          |
| A-42      | 19 | 28-M  | Autovía       | 85.942  | 7        | 21,4 | 0  | 0   | 1  | 10 | 5        | 15,9 | 0  | 0  | 0  | 8  | 5        | 15,7 | 0  | 0   | 1  | 6  | 5        | 16   | 0  | 0   | 0  | 6  | 5        | 15,1 | 0  | 0   | 1  | 7  | 16,8          |
| A-42      | 20 | 28-M  | Autovía       | 85.942  | 1        | 3,1  | 0  | 0   | 0  | 2  | 2        | 6,4  | 0  | 0  | 0  | 2  | 2        | 6,3  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 5,9  | 0  | 0   | 0  | 2  | 4,4           |
| A-42      | 21 | 28-M  | Autovía       | 85.942  | 5        | 15,3 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 14,4 | 0  | 0   | 0  | 4  | 8        | 29,5 | 0  | 0   | 0  | 16 | 4        | 14   | 0  | 0   | 0  | 7  | 14,2          |
| A-42      | 22 | 28-M  | Autovía       | 85.942  | 1        | 3,1  | 0  | 0   | 0  | 1  | 1        | 3,2  | 0  | 0  | 0  | 1  | 5        | 18   | 0  | 0   | 0  | 9  | 1        | 3,7  | 0  | 0   | 0  | 3  | 4        | 14   | 0  | 0   | 0  | 7  | 8,1           |
| A-42      | 23 | 28-M  | Autovía       | 82.453  | 5        | 15,4 | 0  | 0   | 0  | 11 | 4        | 13,3 | 0  | 0  | 1  | 9  | 9        | 35   | 0  | 0   | 0  | 11 | 6        | 24,8 | 0  | 0   | 0  | 7  | 4        | 14,4 | 0  | 0   | 0  | 6  | 20            |
| A-42      | 24 | 28-M  | Autovía       | 64.372  | 2        | 8    | 0  | 0   | 0  | 2  | 4        | 17   | 0  | 0  | 0  | 4  | 2        | 8,3  | 0  | 0   | 0  | 2  | 4        | 17,2 | 0  | 0   | 0  | 5  | 2        | 8,5  | 0  | 0   | 0  | 2  | 11,7          |
| A-42      | 25 | 28-M  | Autovía       | 64.372  | 6        | 24,1 | 0  | 0   | 0  | 9  | 4        | 17   | 0  | 0  | 0  | 7  | 2        | 8,3  | 0  | 0   | 0  | 3  | 4        | 17   | 1  | 4,3 | 2  | 5  | 6        | 25,3 | 0  | 0   | 0  | 8  | 18,4          |
| A-42      | 26 | 28-M  | Autovía       | 64.372  | 1        | 4    | 0  | 0   | 0  | 1  | 3        | 12,8 | 0  | 0  | 0  | 6  | 3        | 12,4 | 1  | 4,1 | 0  | 2  | 2        | 8,5  | 0  | 0   | 0  | 3  | 2        | 8,4  | 0  | 0   | 0  | 2  | 9,2           |
| A-42      | 27 | 28-M  | Autovía       | 69.730  | 3        | 11,2 | 0  | 0   | 1  | 7  | 1        | 3,9  | 0  | 0  | 0  | 1  | 2        | 8,3  | 0  | 0   | 0  | 6  | 5        | 21,3 | 0  | 0   | 2  | 6  | 2        | 8,4  | 0  | 0   | 0  | 3  | 10,5          |
| A-42      | 28 | 28-M  | Autovía       | 69.730  | 2        | 7,4  | 0  | 0   | 0  | 2  | 2        | 7,9  | 0  | 0  | 0  | 2  | 5        | 20,6 | 0  | 0   | 0  | 9  | 3        | 12,8 | 1  | 4,3 | 0  | 3  | 1        | 4,2  | 0  | 0   | 0  | 1  | 10,5          |
| A-42      | 30 | 28-M  | Autovía       | 69.730  | 1        | 3,7  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,3  | 0  | 0   | 0  | 1  | 2        | 8,4  | 0  | 0   | 0  | 3  | 3,2           |
| A-42      | 31 | 45-TO | Autovía       | 69.730  | 1        | 3,7  | 0  | 0   | 0  | 1  | 2        | 7,9  | 0  | 0  | 0  | 3  | 2        | 9,8  | 0  | 0   | 0  | 3  | 1        | 5    | 0  | 0   | 0  | 1  | 12       | 59   | 1  | 4,9 | 1  | 19 | 15,9          |
| A-42      | 32 | 45-TO | Autovía       | 69.730  | 4        | 14,9 | 1  | 3,7 | 0  | 5  | 4        | 15,7 | 0  | 0  | 3  | 4  | 3        | 14,6 | 0  | 0   | 1  | 6  | 3        | 15   | 0  | 0   | 0  | 5  | 3        | 14,7 | 0  | 0   | 0  | 4  | 15            |
| A-42      | 33 | 45-TO | Autovía       | 69.730  | 2        | 7,4  | 0  | 0   | 0  | 2  | 2        | 7,9  | 0  | 0  | 0  | 7  | 5        | 24,4 | 0  | 0   | 0  | 10 | 2        | 10   | 0  | 0   | 0  | 2  | 2        | 9,8  | 1  | 4,9 | 0  | 1  | 11,5          |
| A-42      | 34 | 45-TO | Autovía       | 69.730  | 2        | 7,4  | 0  | 0   | 1  | 3  | 4        | 15,7 | 0  | 0  | 0  | 4  | 7        | 34,1 | 0  | 0   | 1  | 8  | 4        | 20   | 0  | 0   | 2  | 5  | 5        | 24,6 | 0  | 0   | 1  | 5  | 19,4          |
| A-42      | 35 | 45-TO | Autovía       | 57.292  | 2        | 9,1  | 0  | 0   | 0  | 7  | 9        | 43   | 0  | 0  | 0  | 21 | 2        | 9,8  | 0  | 0   | 0  | 2  | 1        | 5    | 0  | 0   | 0  | 1  | 3        | 14,7 | 0  | 0   | 1  | 3  | 16,4          |
| A-42      | 36 | 45-TO | Autovía       | 46.512  | 4        | 23,1 | 0  | 0   | 0  | 11 | 4        | 23,6 | 0  | 0  | 2  | 7  | 5        | 24,4 | 0  | 0   | 0  | 7  | 1        | 5    | 0  | 0   | 0  | 1  | 4        | 19,7 | 0  | 0   | 0  | 8  | 18,9          |



Itinerario : 28      N-401 Madrid - Ciudad Real

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL   |               |
| A-42      | 37 | 45-TO | Autovía       | 46.512 | 3        | 17,3 | 0  | 0  | 0  | 4  | 2        | 11,8 | 0  | 0  | 0  | 5  | 1        | 4,9  | 0  | 0   | 0  | 3  | 2        | 10   | 0  | 0   | 1  | 5  | 1        | 4,9  | 0  | 0   | 0  | 2    | 9,5           |
| A-42      | 38 | 45-TO | Autovía       | 43.904 | 2        | 11,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 4,9      | 0    | 0  | 0   | 2  | 3,3  |               |
| A-42      | 39 | 45-TO | Autovía       | 46.512 | 1        | 5,8  | 0  | 0  | 0  | 2  | 1        | 5,9  | 0  | 0  | 0  | 1  | 3        | 18,2 | 0  | 0   | 0  | 3  | 2        | 12,3 | 0  | 0   | 0  | 5  | 3        | 18,1 | 0  | 0   | 0  | 6    | 12            |
| A-42      | 40 | 45-TO | Autovía       | 38.050 | 1        | 5,8  | 0  | 0  | 0  | 1  | 2        | 14,4 | 0  | 0  | 0  | 3  | 1        | 6,1  | 0  | 0   | 0  | 1  | 4        | 26,2 | 1  | 6,5 | 1  | 7  | 0        | 0    | 0  | 0   | 0  | 10,2 |               |
| A-42      | 41 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,9  | 0  | 0   | 0  | 1  | 1        | 6,7  | 0  | 0   | 0  | 1    | 4,1           |
| A-42      | 42 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1,4  |               |
| A-42      | 43 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 2  | 1        | 7,2  | 0  | 0  | 0  | 7  | 3        | 20,1 | 1  | 6,7 | 3  | 2  | 3        | 20,6 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0    | 11            |
| A-42      | 44 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 3  | 1        | 7,2  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,7  | 0  | 0   | 0  | 1    | 4,1           |
| A-42      | 45 | 45-TO | Autovía       | 38.050 | 2        | 14,1 | 0  | 0  | 0  | 3  | 3        | 21,6 | 0  | 0  | 0  | 3  | 2        | 13,4 | 0  | 0   | 0  | 3  | 2        | 13,8 | 0  | 0   | 0  | 2  | 2        | 13,5 | 0  | 0   | 0  | 3    | 15,2          |
| A-42      | 47 | 45-TO | Autovía       | 38.050 | 2        | 14,1 | 0  | 0  | 0  | 3  | 2        | 14,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 6,9           |
| A-42      | 48 | 45-TO | Autovía       | 38.050 | 3        | 21,1 | 0  | 0  | 0  | 6  | 1        | 7,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,9  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0    | 6,9           |
| A-42      | 52 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 1        | 7,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 4,4           |
| A-42      | 53 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 4,4           |
| A-42      | 54 | 45-TO | Autovía       | 38.050 | 1        | 7    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 2,9           |
| A-42      | 56 | 45-TO | Autovía       | 38.050 | 2        | 14,2 | 0  | 0  | 1  | 4  | 2        | 14,4 | 0  | 0  | 0  | 3  | 1        | 7,4  | 0  | 0   | 0  | 1  | 3        | 23   | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0    | 11,8          |
| A-42      | 57 | 45-TO | Autovía       | 37.544 | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 15,3 | 0  | 0   | 0  | 2  | 1        | 7,4  | 0  | 0   | 0  | 1    | 5,9           |
| A-42      | 58 | 45-TO | Autovía       | 36.980 | 4        | 28,7 | 0  | 0  | 3  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 15,3 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 8,9           |
| A-42      | 59 | 45-TO | Autovía       | 35.412 | 4        | 30,5 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 22,3 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 1  | 7,2      | 0    | 0  | 0   | 1  | 12   |               |
| A-42      | 60 | 45-TO | Autovía       | 35.412 | 1        | 7,6  | 0  | 0  | 0  | 2  | 2        | 15,5 | 0  | 0  | 0  | 2  | 3        | 22,3 | 0  | 0   | 0  | 8  | 3        | 22,7 | 0  | 0   | 2  | 3  | 0        | 0    | 0  | 0   | 0  | 0    | 13,5          |
| A-42      | 61 | 45-TO | Autovía       | 35.412 | 1        | 7,6  | 0  | 0  | 0  | 1  | 2        | 15,5 | 0  | 0  | 1  | 1  | 2        | 14,9 | 0  | 0   | 0  | 3  | 1        | 7,6  | 0  | 0   | 0  | 1  | 3        | 21,7 | 0  | 0   | 0  | 3    | 13,5          |
| A-42      | 63 | 45-TO | Autovía       | 35.412 | 2        | 15,2 | 0  | 0  | 0  | 3  | 3        | 23,2 | 0  | 0  | 1  | 3  | 1        | 7,6  | 0  | 0   | 0  | 1  | 1        | 7,8  | 0  | 0   | 0  | 4  | 4        | 29,7 | 0  | 0   | 0  | 5    | 16,8          |
| A-42      | 64 | 45-TO | Autovía       | 36.893 | 3        | 22,8 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 15,3 | 0  | 0   | 0  | 5  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 9,2           |
| A-42      | 67 | 45-TO | Autovía       | 36.297 | 3        | 22,6 | 0  | 0  | 0  | 7  | 1        | 7,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,1  | 0  | 0   | 0  | 1    | 6,7           |
| A-42      | 68 | 45-TO | Autovía       | 49.818 | 2        | 10,7 | 0  | 0  | 0  | 3  | 3        | 16,5 | 0  | 0  | 0  | 3  | 2        | 11,5 | 0  | 0   | 0  | 4  | 2        | 11,3 | 0  | 0   | 0  | 3  | 2        | 12,1 | 0  | 0   | 0  | 2    | 12,4          |
| A-42      | 69 | 45-TO | Autovía       | 49.818 | 1        | 4,8  | 0  | 0  | 0  | 1  | 1        | 5,5  | 0  | 0  | 0  | 2  | 3        | 14,8 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 1  | 4,9      | 0    | 0  | 0   | 1  | 6    |               |
| A-42      | 70 | 45-TO | Autovía       | 57.635 | 1        | 4,8  | 0  | 0  | 0  | 2  | 2        | 9,5  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 14,5 | 1  | 4,8 | 0  | 5  | 1        | 4,9  | 0  | 0   | 0  | 3    | 6,9           |
| A-42      | 71 | 45-TO | Autovía       | 57.635 | 1        | 4,6  | 0  | 0  | 0  | 1  | 5        | 23,8 | 0  | 0  | 1  | 10 | 3        | 17,9 | 0  | 0   | 1  | 6  | 6        | 35,7 | 0  | 0   | 0  | 11 | 3        | 17,6 | 0  | 0   | 0  | 6    | 19,3          |
| A-42      | 72 | 45-TO | Autovía       | 57.635 | 3        | 15,8 | 0  | 0  | 2  | 3  | 7        | 33,3 | 0  | 0  | 0  | 10 | 2        | 12   | 0  | 0   | 0  | 2  | 4        | 23,8 | 0  | 0   | 0  | 9  | 3        | 17,6 | 1  | 5,9 | 0  | 2    | 21            |
| A-42      | 73 | 45-TO | Autovía       | 37.194 | 3        | 19,9 | 0  | 0  | 0  | 9  | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6    | 0  | 0   | 0  | 2  | 1        | 5,9  | 0  | 0   | 0  | 1    | 7,8           |
| A-42      | 74 | 45-TO | Autovía       | 37.194 | 1        | 7    | 0  | 0  | 0  | 2  | 3        | 22,1 | 0  | 0  | 3  | 7  | 1        | 7,6  | 0  | 0   | 1  | 3  | 1        | 7,7  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0    | 8,9           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 28      N-401 Madrid - Ciudad Real

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |       |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|-------|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL   |               |
| A-42      | 75  | 45-TO | Autovía       | 37.194 | 1        | 7     | 0  | 0  | 0  | 4  | 4        | 29,5  | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 7,4  |               |
| A-42      | 76  | 45-TO | Autovía       | 37.194 | 3        | 21    | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 7,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 22,1  | 0  | 0     | 0  | 4    | 10,4          |
| A-42      | 77  | 45-TO | Autovía       | 37.194 | 1        | 7     | 0  | 0  | 0  | 1  | 1        | 7,4   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 7,4      | 0     | 0  | 1     | 0  | 4,4  |               |
| N-401     | 79  | 45-TO | Convencional  | 9.520  | 1        | 20,4  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 44,4  | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0     | 0  | 13,2 |               |
| N-401     | 82  | 45-TO | Convencional  | 8.347  | 1        | 32,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 6,4  |               |
| N-401     | 83  | 45-TO | Convencional  | 5.073  | 1        | 58,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31,4  | 0  | 0  | 0  | 1  | 1        | 32,8  | 0  | 0     | 0  | 5    | 24,5          |
| N-401     | 88  | 45-TO | Convencional  | 3.864  | 1        | 81,1  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 35    | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 18,6 |               |
| N-401     | 91  | 45-TO | Convencional  | 3.567  | 1        | 84    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 10,9 |               |
| N-401     | 99  | 45-TO | Convencional  | 4.290  | 1        | 64,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 12,5 |               |
| N-401     | 103 | 45-TO | Convencional  | 4.278  | 2        | 129,7 | 0  | 0  | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 62,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 58,8  | 0  | 0     | 0  | 3    | 50,1          |
| N-401     | 107 | 45-TO | Convencional  | 3.601  | 1        | 62,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 13,3 |               |
| N-401     | 118 | 45-TO | Convencional  | 2.408  | 1        | 108,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 22,2 |               |
| N-401     | 119 | 45-TO | Convencional  | 2.408  | 1        | 108,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 22,2 |               |
| N-401     | 126 | 45-TO | Convencional  | 2.408  | 1        | 108,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 98,6     | 0     | 0  | 0     | 1  | 44,4 |               |
| N-401     | 144 | 45-TO | Convencional  | 2.373  | 1        | 111,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 22,9 |               |
| N-401     | 145 | 45-TO | Convencional  | 2.373  | 1        | 111,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 22,9 |               |
| N-401     | 150 | 13-CR | Convencional  | 2.729  | 1        | 91,8  | 0  | 0  | 0  | 2  | 1        | 100,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 113,7 | 0  | 0  | 0  | 2  | 3        | 318,3 | 1  | 106,1 | 0  | 2    | 124           |
| N-401     | 151 | 13-CR | Convencional  | 3.132  | 1        | 91,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 20,1 |               |
| TO-22     | 0   | 45-TO | Autovía       | 1.135  | 1        | 243,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 50,3 |               |
| TO-22     | 1   | 45-TO | Autovía       | 1.135  | 1        | 243,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 50,3 |               |
| TO-22     | 3   | 45-TO | Autovía       | 1.135  | 1        | 243,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 50,3 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 29      N-601 Adanero - León

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |     |    |      | Año 2012 |      |      |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|-----|----|------|----------|------|------|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL   | ACV      | IP   | VM   | IM   | HG   | HL   |               |
| A-60      | 4   | 47-VA | Autovía       | 11.515 | 1        | 23,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 6,4  |      |      |               |
| A-60      | 7   | 47-VA | Autovía       | 11.515 | 1        | 23,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 6,4  |      |      |      |               |
| A-60      | 11  | 47-VA | Autovía       | 9.574  | 1        | 27,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 7,5  |      |      |      |               |
| A-60      | 127 | 24-LE | Autovía       | 3.046  | 1        | 82,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 82,1     | 0    | 0  | 0   | 2  | 0    | 0        | 0    | 0    | 42,1 |      |      |               |
| A-60      | 130 | 24-LE | Autovía       | 3.046  | 1        | 82,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 21,1 |      |      |      |               |
| N-601     | 116 | 40-SG | Convencional  | 2.906  | 1        | 89,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 19   |      |      |      |               |
| N-601     | 134 | 40-SG | Convencional  | 2.953  | 1        | 90,4  | 0  | 0  | 1  | 0  | 1        | 92,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 1  | 99,1 | 0        | 0    | 0    | 1    | 57,9 |      |               |
| N-601     | 152 | 47-VA | Convencional  | 6.307  | 1        | 43,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 1  | 53,3 | 0        | 0    | 0    | 1    | 20,2 |      |               |
| N-601     | 159 | 47-VA | Convencional  | 6.307  | 1        | 43,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 10,1 |      |      |               |
| N-601     | 160 | 47-VA | Convencional  | 4.355  | 1        | 43,5  | 0  | 0  | 1  | 4  | 1        | 62,9  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 54,3 | 0  | 0   | 0  | 1    | 1        | 53,3 | 0    | 0    | 0    | 1    | 43,5          |
| N-601     | 165 | 47-VA | Convencional  | 8.408  | 1        | 29,3  | 0  | 0  | 0  | 1  | 1        | 32,6  | 0  | 0    | 0  | 2  | 3        | 101,8 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0    | 1        | 38,6 | 0    | 0    | 0    | 1    | 39,6          |
| N-601     | 166 | 47-VA | Convencional  | 8.408  | 1        | 29,3  | 0  | 0  | 0  | 3  | 1        | 32,6  | 2  | 65,2 | 0  | 0  | 1        | 31,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 18,5 |      |               |
| N-601     | 170 | 47-VA | Convencional  | 8.851  | 1        | 29,3  | 0  | 0  | 0  | 1  | 1        | 31    | 0  | 0    | 0  | 2  | 2        | 63,5  | 0  | 0  | 0  | 4  | 1        | 30,9 | 0  | 0   | 0  | 1    | 1        | 29,7 | 0    | 0    | 0    | 1    | 36,6          |
| N-601     | 173 | 47-VA | Convencional  | 10.138 | 1        | 29,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 5,9  |      |               |
| N-601     | 175 | 47-VA | Convencional  | 16.884 | 1        | 16,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 3,3  |      |               |
| N-601     | 177 | 47-VA | Convencional  | 19.337 | 2        | 28,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 6,2  |      |               |
| N-601     | 181 | 47-VA | Multicarril   | 47.809 | 1        | 8,6   | 0  | 0  | 0  | 1  | 1        | 5,7   | 0  | 0    | 0  | 1  | 1        | 11,3  | 0  | 0  | 0  | 1  | 2        | 23,8 | 0  | 0   | 0  | 2    | 2        | 22,1 | 0    | 0    | 0    | 3    | 12,6          |
| N-601     | 182 | 47-VA | Multicarril   | 47.809 | 1        | 5,6   | 0  | 0  | 0  | 2  | 1        | 5,7   | 0  | 0    | 0  | 1  | 2        | 11,5  | 0  | 0  | 0  | 4  | 3        | 16,9 | 0  | 0   | 0  | 5    | 2        | 11,9 | 0    | 0    | 0    | 2    | 10,3          |
| N-601     | 183 | 47-VA | Multicarril   | 47.809 | 1        | 5,6   | 0  | 0  | 0  | 1  | 3        | 17,2  | 0  | 0    | 0  | 4  | 4        | 36,8  | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0    | 3        | 20,5 | 0    | 0    | 0    | 3    | 14,6          |
| N-601     | 184 | 47-VA | Multicarril   | 47.809 | 4        | 22,2  | 0  | 0  | 0  | 4  | 2        | 11,5  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 18,4 | 1  | 9,2 | 0  | 2    | 6        | 57,1 | 0    | 0    | 1    | 11   | 20,7          |
| N-601     | 186 | 47-VA | Multicarril   | 47.809 | 1        | 5,6   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 9,2   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 0    | 3    |               |
| N-601     | 194 | 47-VA | Multicarril   | 11.691 | 3        | 64,7  | 0  | 0  | 0  | 6  | 1        | 23,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 18,4 | 0  | 0   | 1  | 1    | 4        | 53,6 | 1    | 13,4 | 0    | 3    | 30            |
| N-601     | 195 | 47-VA | Multicarril   | 8.344  | 1        | 82,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 25   | 0  | 0   | 0  | 1    | 1        | 22,1 | 0    | 0    | 0    | 1    | 18,6          |
| N-601     | 196 | 47-VA | Multicarril   | 571    | 2        | 164,8 | 0  | 0  | 0  | 3  | 2        | 959,6 | 0  | 0    | 0  | 5  | 1        | 44,7  | 0  | 0  | 0  | 1  | 2        | 49,8 | 0  | 0   | 0  | 2    | 2        | 44,2 | 0    | 0    | 0    | 4    | 73,8          |
| N-601     | 201 | 47-VA | Convencional  | 533    | 1        | 539,3 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 90,1  | 0  | 0  | 0  | 1  | 2        | 69,5 | 0  | 0   | 0  | 2    | 1        | 30,5 | 0    | 0    | 0    | 3    | 65,4          |
| N-601     | 204 | 47-VA | Convencional  | 5.204  | 1        | 47,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 34,8 | 0  | 0   | 0  | 1    | 1        | 30,5 | 0    | 0    | 0    | 1    | 26,6          |
| N-601     | 216 | 47-VA | Convencional  | 5.204  | 1        | 47,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 180,2 | 0  | 0  | 0  | 4  | 1        | 34,8 | 0  | 0   | 0  | 3    | 0        | 0    | 0    | 0    | 0    | 35,5 |               |
| N-601     | 218 | 47-VA | Convencional  | 5.542  | 1        | 47,6  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 10,5 |      |               |
| N-601     | 223 | 47-VA | Convencional  | 5.546  | 1        | 50,6  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 52,8  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 21,2 |      |               |
| N-601     | 226 | 47-VA | Convencional  | 5.546  | 1        | 50,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 52,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0    | 0        | 0    | 0    | 0    | 21,2 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 29      N-601 Adanero - León

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| N-601     | 228 | 47-VA | Convencional  | 5.546  | 1        | 50,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 52,8 | 0  | 0  | 0  | 1  | 2        | 115,2 | 0  | 0  | 0  | 3  | 1        | 55,6 | 0  | 0  | 0  | 1    | 53            |
| N-601     | 232 | 47-VA | Convencional  | 5.187  | 3        | 239,2 | 0  | 0    | 2  | 1  | 1        | 52,8 | 0  | 0  | 0  | 1  | 1        | 65,3 | 0  | 0  | 0  | 1  | 1        | 69,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 78,6          |
| N-601     | 233 | 47-VA | Convencional  | 5.187  | 1        | 79,7  | 1  | 79,7 | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 69,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 26,2          |
| N-601     | 276 | 24-LE | Convencional  | 2.410  | 1        | 119,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 25,2 |               |
| N-601     | 286 | 24-LE | Convencional  | 2.363  | 1        | 111,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 22,9 |               |
| N-601     | 303 | 24-LE | Convencional  | 4.374  | 1        | 53,9  | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,1 |               |
| N-601     | 309 | 24-LE | Convencional  | 9.241  | 1        | 38,2  | 1  | 38,2 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 32,8     | 0    | 0  | 0  | 2  | 12,9 |               |
| N-601     | 310 | 24-LE | Convencional  | 9.271  | 2        | 57,3  | 0  | 0    | 1  | 2  | 1        | 29,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,6  | 0  | 0  | 0  | 1  | 1        | 26,3 | 0  | 0  | 0  | 1    | 28,7          |
| N-601     | 314 | 24-LE | Convencional  | 9.519  | 1        | 27,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 27,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 10,7          |
| N-601     | 315 | 24-LE | Convencional  | 10.934 | 2        | 53,8  | 0  | 0    | 0  | 3  | 2        | 50,1 | 0  | 0  | 1  | 3  | 1        | 29,5 | 0  | 0  | 0  | 3  | 1        | 27,1  | 0  | 0  | 0  | 1  | 2        | 44,8 | 0  | 0  | 0  | 2    | 41,6          |
| N-601     | 318 | 24-LE | Convencional  | 10.934 | 3        | 79,3  | 0  | 0    | 0  | 5  | 1        | 25,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,1  | 0  | 0  | 0  | 1  | 1        | 19,5 | 0  | 0  | 1  | 0    | 29,8          |
| N-601     | 320 | 24-LE | Convencional  | 10.934 | 1        | 26,4  | 0  | 0    | 1  | 0  | 1        | 25,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 3  | 41       | 0    | 0  | 1  | 3  | 19,1 |               |
| N-601     | 322 | 24-LE | Convencional  | 14.386 | 1        | 24,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,4 | 0  | 0  | 1  | 0  | 1        | 16,7  | 0  | 0  | 0  | 3  | 3        | 41   | 0  | 0  | 0  | 3    | 21,6          |
| VA-12     | 184 | 47-VA | Autovía       | 30.670 | 1        | 8,6   | 0  | 0    | 0  | 1  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,9  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 30 N-420 Córdoba - Ademuz

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |     |    |    | Año 2013 |      |    |    |       |      | Año 2012 |    |    |      |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|-----|----|----|----------|------|----|----|-------|------|----------|----|----|------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG    | HL   | ACV      | IP | VM | IM   | HG    | HL   |               |
| A-41      | 185 | 13-CR | Autovía       | 9.901  | 1        | 31,6  | 0  | 0     | 0  | 1  | 1        | 27,7  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 1     | 28,6 | 0        | 0  | 0  | 3    | 17,6  |      |               |
| A-41      | 188 | 13-CR | Autovía       | 9.218  | 1        | 31,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 6    |       |      |               |
| A-41      | 191 | 13-CR | Autovía       | 10.817 | 1        | 34,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 5,8  |       |      |               |
| N-420     | 52  | 14-CO | Convencional  | 1.851  | 1        | 136,2 | 1  | 136,2 | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 26,5 |       |      |               |
| N-420     | 56  | 14-CO | Convencional  | 1.851  | 1        | 136,2 | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 129   | 1  | 129 | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 52,9  |      |               |
| N-420     | 66  | 14-CO | Convencional  | 1.851  | 1        | 136,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 1  | 128,7 | 0    | 0        | 0  | 6  | 1    | 122,4 | 79,4 |               |
| N-420     | 122 | 13-CR | Convencional  | 1.469  | 1        | 180   | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 39,9  |      |               |
| N-420     | 127 | 13-CR | Convencional  | 1.469  | 1        | 180   | 1  | 180   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 39,9  |      |               |
| N-420     | 137 | 13-CR | Convencional  | 1.469  | 1        | 180   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 39,9  |      |               |
| N-420     | 147 | 13-CR | Convencional  | 4.949  | 1        | 60,5  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 13,7  |      |               |
| N-420     | 150 | 13-CR | Convencional  | 5.434  | 1        | 55,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 11,4  |      |               |
| N-420     | 162 | 13-CR | Convencional  | 2.728  | 2        | 202,5 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 37    | 0  | 0   | 0  | 2  | 1        | 37,1 | 0  | 0  | 0     | 1    | 0        | 0  | 0  | 0    | 0     | 39,1 |               |
| N-420     | 165 | 13-CR | Convencional  | 2.728  | 1        | 794,1 | 0  | 0     | 0  | 1  | 1        | 100,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 0     | 43,6 |               |
| N-420     | 179 | 13-CR | Convencional  | 579    | 1        | 573,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 100,2 |      |               |
| N-420     | 355 | 16-CU | Convencional  | 794    | 1        | 259,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 63,7  |      |               |
| N-420     | 376 | 16-CU | Convencional  | 1.351  | 1        | 208,7 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 45,7  |      |               |
| N-420     | 405 | 16-CU | Convencional  | 3.914  | 2        | 145,7 | 0  | 0     | 0  | 3  | 1        | 70    | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 42,8  |      |               |
| N-420     | 411 | 16-CU | Convencional  | 3.914  | 1        | 72,9  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 14,3  |      |               |
| N-420     | 418 | 16-CU | Convencional  | 3.914  | 1        | 72,9  | 0  | 0     | 0  | 2  | 1        | 70    | 1  | 70 | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 1  | 68,7  | 0    | 0        | 0  | 1  | 42,8 |       |      |               |
| N-420     | 421 | 16-CU | Convencional  | 3.914  | 1        | 72,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 14,3  |      |               |
| N-420     | 432 | 16-CU | Convencional  | 3.602  | 1        | 72,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 15,7  |      |               |
| N-420     | 443 | 16-CU | Convencional  | 3.027  | 1        | 96,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 18,8  |      |               |
| N-420     | 449 | 16-CU | Convencional  | 1.539  | 1        | 233,4 | 0  | 0     | 0  | 1  | 1        | 178   | 0  | 0  | 0  | 1  | 1        | 234,2 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 130,6 |      |               |
| N-420     | 453 | 16-CU | Convencional  | 1.188  | 1        | 233,4 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 46,3  |      |               |
| N-420     | 471 | 16-CU | Convencional  | 1.188  | 1        | 233,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 46,3  |      |               |
| N-420     | 472 | 16-CU | Convencional  | 1.334  | 1        | 233,4 | 0  | 0     | 0  | 1  | 1        | 205,4 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 90,4  |      |               |
| N-420     | 490 | 16-CU | Convencional  | 1.167  | 1        | 294,3 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 48,8  |      |               |
| N-420     | 491 | 16-CU | Convencional  | 924    | 1        | 294,3 | 1  | 294,3 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 54,2  |      |               |
| N-420     | 512 | 16-CU | Convencional  | 791    | 1        | 344,2 | 0  | 0     | 0  | 1  | 2        | 692,7 | 0  | 0  | 1  | 5  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 1  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 292,3 |      |               |
| N-420     | 515 | 16-CU | Convencional  | 791    | 1        | 344,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 0    | 0        | 0  | 0  | 0    | 73,1  |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 30      N-420 Córdoba - Ademuz

|           |     |       |               |     | Año 2016 |       |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|-----|-------|---------------|-----|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-420     | 523 | 16-CU | Convencional  | 791 | 1        | 344,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 73,1 |       |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 31      A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-66      | 11  | 33-O  | Autovía       | 54.606 | 1        | 4,9  | 0  | 0    | 0  | 1  | 2        | 10   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,9  | 0  | 0  | 1  | 0  | 4             |
| A-66      | 12  | 33-O  | Autovía       | 54.606 | 7        | 34,4 | 1  | 4,9  | 1  | 8  | 1        | 5    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5    | 0  | 0  | 0  | 3  | 2        | 9,8  | 0  | 0  | 0  | 3  | 10,9          |
| A-66      | 14  | 33-O  | Autovía       | 54.606 | 8        | 39,3 | 0  | 0    | 0  | 18 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 7        | 35,1 | 0  | 0  | 0  | 22 | 4        | 19,5 | 0  | 0  | 0  | 11 | 18,9          |
| A-66      | 19  | 33-O  | Autovía       | 54.606 | 1        | 4,9  | 0  | 0    | 0  | 1  | 1        | 5    | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 4             |
| A-66      | 20  | 33-O  | Autovía       | 54.606 | 3        | 14,7 | 0  | 0    | 0  | 5  | 1        | 5    | 0  | 0  | 0  | 1  | 1        | 5    | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9,8  | 0  | 0  | 0  | 2  | 7             |
| A-66      | 21  | 33-O  | Autovía       | 54.606 | 2        | 9,8  | 0  | 0    | 0  | 6  | 2        | 10   | 0  | 0  | 1  | 11 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 14,6 | 0  | 0  | 0  | 6  | 7             |
| A-66      | 22  | 33-O  | Autovía       | 54.606 | 1        | 4,9  | 0  | 0    | 0  | 3  | 1        | 5    | 0  | 0  | 0  | 1  | 4        | 26   | 0  | 0  | 0  | 6  | 4        | 25,4 | 0  | 0  | 0  | 8  | 1        | 6,1  | 0  | 0  | 0  | 1  | 12,5          |
| A-66      | 23  | 33-O  | Autovía       | 54.606 | 4        | 22,6 | 0  | 0    | 0  | 6  | 3        | 15,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,4  | 0  | 0  | 0  | 3  | 1        | 6,1  | 0  | 0  | 0  | 2  | 10,6          |
| A-66      | 24  | 33-O  | Autovía       | 47.308 | 3        | 21,7 | 0  | 0    | 0  | 3  | 3        | 17,4 | 0  | 0  | 1  | 3  | 2        | 13   | 0  | 0  | 0  | 3  | 3        | 19,1 | 0  | 0  | 0  | 4  | 1        | 6,1  | 0  | 0  | 0  | 1  | 15,3          |
| A-66      | 25  | 33-O  | Autovía       | 41.299 | 1        | 8    | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18,5 | 0  | 0  | 0  | 3  | 3        | 24,6 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 9,4           |
| A-66      | 27  | 33-O  | Autovía       | 56.902 | 5        | 26,8 | 0  | 0    | 0  | 6  | 1        | 4,8  | 0  | 0  | 0  | 2  | 1        | 9,2  | 0  | 0  | 0  | 1  | 2        | 12,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 10,9          |
| A-66      | 28  | 33-O  | Autovía       | 56.902 | 3        | 13,9 | 0  | 0    | 0  | 3  | 4        | 19,3 | 0  | 0  | 1  | 5  | 2        | 10,5 | 0  | 0  | 0  | 2  | 2        | 10,1 | 0  | 0  | 1  | 1  | 6        | 27,6 | 0  | 0  | 4  | 35 | 16,5          |
| A-66      | 29  | 33-O  | Autovía       | 50.583 | 2        | 10,4 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,7  | 0  | 0  | 0  | 1  | 3        | 16,2 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 6,4           |
| A-66      | 30  | 33-O  | Autovía       | 43.940 | 1        | 5,6  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,1  | 0  | 0  | 0  | 1  | 4        | 23,6 | 0  | 0  | 2  | 7  | 2        | 10,9 | 0  | 0  | 1  | 1  | 9,4           |
| A-66      | 35  | 33-O  | Autovía       | 40.973 | 3        | 34,8 | 0  | 0    | 0  | 4  | 2        | 13,4 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 1  | 4  | 10,1          |
| A-66      | 36  | 33-O  | Autovía       | 40.973 | 1        | 11,6 | 0  | 0    | 0  | 1  | 1        | 6,7  | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 2  | 2        | 18,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 8,9           |
| A-66      | 37  | 33-O  | Autovía       | 40.973 | 1        | 11,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19,1 | 0  | 0  | 0  | 2  | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 7,1           |
| A-66      | 40  | 33-O  | Autovía       | 40.973 | 4        | 46,4 | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 17,8 | 0  | 0  | 2  | 3  | 11,1          |
| A-66      | 44  | 33-O  | Autovía       | 25.394 | 1        | 11,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 1  | 1        | 11,1 | 0  | 0  | 0  | 1  | 6,8           |
| A-66      | 47  | 33-O  | Autovía       | 26.571 | 1        | 10,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,2           |
| A-66      | 50  | 33-O  | Autovía       | 27.286 | 1        | 10,5 | 0  | 0    | 0  | 2  | 2        | 20,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 19   | 0  | 0  | 0  | 2  | 10            |
| A-66      | 51  | 33-O  | Autovía       | 27.286 | 2        | 21   | 0  | 0    | 0  | 4  | 2        | 20,1 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10   | 0  | 0  | 0  | 1  | 1        | 9,5  | 0  | 0  | 0  | 1  | 12            |
| A-66      | 56  | 33-O  | Autovía       | 19.452 | 1        | 15,9 | 0  | 0    | 0  | 2  | 1        | 14,1 | 0  | 0  | 0  | 1  | 1        | 13,6 | 0  | 0  | 0  | 5  | 1        | 15   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 11,7          |
| A-66      | 58  | 33-O  | Autovía       | 19.452 | 1        | 15,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,5 | 0  | 0  | 0  | 2  | 8,9           |
| A-66      | 60  | 33-O  | Autovía       | 16.615 | 1        | 18,2 | 1  | 18,2 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,5           |
| A-66      | 62  | 33-O  | Autovía       | 11.329 | 2        | 49,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,3 | 0  | 0  | 0  | 1  | 14,1          |
| A-66      | 156 | 24-LE | Autovía       | 11.495 | 1        | 22,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,7 | 0  | 0  | 0  | 1  | 9,5           |
| A-66      | 157 | 24-LE | Autovía       | 12.603 | 1        | 22,8 | 0  | 0    | 0  | 1  | 2        | 43,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 14            |
| A-66      | 161 | 24-LE | Autovía       | 10.931 | 1        | 26,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,6 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 10,3          |
| A-66      | 166 | 24-LE | Autovía       | 11.621 | 1        | 26,8 | 0  | 0    | 0  | 1  | 1        | 23,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 15,3          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 31 A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |      |    | Año 2012 |      |      |      |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|------|----|----------|------|------|------|------|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG   | HL | ACV      | IP   | VM   | IM   | HG   | HL |               |
| A-66      | 171 | 24-LE | Autovía       | 10.931 | 1        | 26,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0    | 5,1  |      |    |               |
| A-66      | 178 | 24-LE | Autovía       | 10.935 | 1        | 22,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 24,5     | 0    | 0  | 0  | 1    | 0  | 0        | 0    | 0    | 9,9  |      |    |               |
| A-66      | 183 | 24-LE | Autovía       | 10.935 | 1        | 22,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 4,9  |      |      |    |               |
| A-66      | 193 | 24-LE | Autovía       | 10.782 | 1        | 22,8 | 0  | 0    | 0  | 1  | 1        | 25,4 | 1  | 25,4 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 9,9  |      |      |    |               |
| A-66      | 194 | 24-LE | Autovía       | 11.690 | 1        | 25,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 23,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 1  | 26,3     | 0    | 0    | 14,8 |      |    |               |
| A-66      | 197 | 49-ZA | Autovía       | 11.474 | 1        | 25,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5    |      |      |    |               |
| A-66      | 205 | 49-ZA | Autovía       | 11.474 | 1        | 25,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5,6  |      |      |    |               |
| A-66      | 231 | 49-ZA | Autovía       | 5.779  | 1        | 49,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 15   |      |      |    |               |
| A-66      | 259 | 49-ZA | Autovía       | 16.140 | 1        | 31,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 8,6  |      |      |    |               |
| A-66      | 261 | 49-ZA | Autovía       | 16.140 | 1        | 31,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 8,6  |      |      |    |               |
| A-66      | 262 | 49-ZA | Autovía       | 16.140 | 1        | 31,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 8,6  |      |      |    |               |
| A-66      | 319 | 37-SA | Autovía       | 6.974  | 1        | 39,5 | 1  | 39,5 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 8,1  |      |      |    |               |
| A-66      | 332 | 37-SA | Autovía       | 8.037  | 1        | 32,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 37,7 | 0  | 0        | 1    | 14,3 |      |      |    |               |
| A-66      | 334 | 37-SA | Autovía       | 6.978  | 1        | 35,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 8    |      |      |    |               |
| A-66      | 339 | 37-SA | Autovía       | 19.932 | 1        | 13,1 | 0  | 0    | 0  | 2  | 2        | 27,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 61,8 | 0  | 0  | 0    | 4  | 0        | 0    | 0    | 20   |      |    |               |
| A-66      | 340 | 37-SA | Autovía       | 19.932 | 3        | 39,2 | 0  | 0    | 0  | 4  | 1        | 13,7 | 0  | 0    | 0  | 1  | 1        | 14,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 1  | 14,9     | 0    | 0    | 17,1 |      |    |               |
| A-66      | 350 | 37-SA | Autovía       | 10.612 | 1        | 26,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 10,1 |      |      |    |               |
| A-66      | 351 | 37-SA | Autovía       | 10.947 | 1        | 26,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5    |      |      |    |               |
| A-66      | 359 | 37-SA | Autovía       | 12.104 | 1        | 21,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 4,7  |      |      |    |               |
| A-66      | 361 | 37-SA | Autovía       | 12.411 | 1        | 20,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 4,6  |      |      |    |               |
| A-66      | 377 | 37-SA | Autovía       | 9.933  | 1        | 24,8 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5,3  |      |      |    |               |
| A-66      | 378 | 37-SA | Autovía       | 9.933  | 2        | 49,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 26,1 | 0  | 0  | 0  | 2  | 1        | 27,1 | 0  | 0  | 0    | 1  | 1        | 26,8 | 0    | 1    | 26,4 |    |               |
| A-66      | 383 | 37-SA | Autovía       | 9.933  | 2        | 49,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 10,6 |      |      |    |               |
| A-66      | 385 | 37-SA | Autovía       | 9.933  | 1        | 24,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5,3  |      |      |    |               |
| A-66      | 390 | 37-SA | Autovía       | 10.871 | 1        | 24   | 0  | 0    | 0  | 1  | 1        | 25,2 | 0  | 0    | 1  | 0  | 2        | 59   | 0  | 0  | 1  | 3  | 1        | 30,5 | 0  | 0  | 0    | 2  | 0        | 0    | 0    | 27,6 |      |    |               |
| A-66      | 392 | 37-SA | Autovía       | 10.436 | 1        | 24   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5,5  |      |      |    |               |
| A-66      | 396 | 37-SA | Autovía       | 10.871 | 1        | 23,1 | 0  | 0    | 0  | 3  | 1        | 25,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 10,7 |      |      |    |               |
| A-66      | 401 | 37-SA | Autovía       | 10.871 | 2        | 50,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29   | 0  | 0  | 0    | 5  | 0        | 0    | 0    | 16,3 |      |    |               |
| A-66      | 404 | 37-SA | Autovía       | 10.871 | 1        | 27,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 5,3  |      |      |    |               |
| A-66      | 406 | 37-SA | Autovía       | 11.558 | 1        | 27,3 | 0  | 0    | 0  | 1  | 1        | 23,7 | 0  | 0    | 1  | 1  | 1        | 25,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 15,4 |      |      |    |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 31      A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-66      | 408 | 37-SA | Autovía       | 11.558 | 4        | 109,2 | 0  | 0    | 7  | 7  | 1        | 23,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 25,2 |               |
| A-66      | 409 | 37-SA | Autovía       | 10.871 | 1        | 27,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,3 |               |
| A-66      | 410 | 37-SA | Autovía       | 10.535 | 2        | 54,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 16,1 |               |
| A-66      | 415 | 37-SA | Autovía       | 9.862  | 3        | 85,4  | 0  | 0    | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 26,2     | 0    | 0  | 0  | 1  | 21,9 |               |
| A-66      | 416 | 37-SA | Autovía       | 9.862  | 2        | 57    | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 28,1 | 0  | 0  | 0  | 1  | 1        | 26,2 | 0  | 0  | 0  | 1    | 21,9          |
| A-66      | 418 | 37-SA | Autovía       | 9.795  | 1        | 28,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,1 | 0  | 0  | 0  | 3  | 2        | 60,1 | 0  | 0  | 0  | 3    | 23,3          |
| A-66      | 427 | 10-CC | Autovía       | 9.136  | 1        | 30,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 35,3     | 0    | 0  | 0  | 2  | 13   |               |
| A-66      | 434 | 10-CC | Autovía       | 9.137  | 1        | 31,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,5  |               |
| A-66      | 435 | 10-CC | Autovía       | 9.137  | 1        | 31,1  | 0  | 0    | 0  | 1  | 1        | 30   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 34,8 | 0  | 0  | 0  | 1  | 1        | 35,3 | 0  | 0  | 1  | 1    | 26            |
| A-66      | 436 | 10-CC | Autovía       | 10.158 | 1        | 30,5  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11,9 |               |
| A-66      | 444 | 10-CC | Autovía       | 9.571  | 1        | 25,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,7  |               |
| A-66      | 459 | 10-CC | Autovía       | 10.172 | 2        | 50,9  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11   |               |
| A-66      | 464 | 10-CC | Autovía       | 9.238  | 1        | 28,6  | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 33,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 12,8 |               |
| A-66      | 479 | 10-CC | Autovía       | 10.798 | 1        | 24,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,4  |               |
| A-66      | 488 | 10-CC | Autovía       | 10.898 | 1        | 25,5  | 1  | 25,5 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,2  |               |
| A-66      | 491 | 10-CC | Autovía       | 10.461 | 1        | 28,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,5  |               |
| A-66      | 494 | 10-CC | Autovía       | 10.461 | 1        | 28,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26   | 0  | 0  | 0  | 4    | 16,4          |
| A-66      | 498 | 10-CC | Autovía       | 10.435 | 1        | 26,7  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,5  |               |
| A-66      | 501 | 10-CC | Autovía       | 10.435 | 1        | 26,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,5  |               |
| A-66      | 502 | 10-CC | Autovía       | 10.374 | 1        | 26,7  | 0  | 0    | 0  | 1  | 1        | 26,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11,1 |               |
| A-66      | 506 | 10-CC | Autovía       | 10.102 | 1        | 22,4  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 27,8 | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,3 |               |
| A-66      | 513 | 10-CC | Autovía       | 11.240 | 1        | 20,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,7  |               |
| A-66      | 519 | 10-CC | Autovía       | 11.240 | 1        | 20,4  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,7  |               |
| A-66      | 526 | 10-CC | Autovía       | 11.224 | 1        | 19,8  | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,3  |               |
| A-66      | 534 | 10-CC | Autovía       | 11.224 | 1        | 19,8  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,5  |               |
| A-66      | 536 | 10-CC | Autovía       | 11.224 | 2        | 39,6  | 1  | 19,8 | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,9  |               |
| A-66      | 542 | 10-CC | Autovía       | 11.461 | 1        | 20,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,8  |               |
| A-66      | 554 | 10-CC | Autovía       | 10.445 | 1        | 24,2  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,3  |               |
| A-66      | 574 | 10-CC | Convencional  | 9.664  | 1        | 23,1  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,5  |               |
| A-66      | 580 | 10-CC | Convencional  | 9.651  | 1        | 25,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 29,6     | 0    | 0  | 0  | 3  | 11,4 |               |

Itinerario : 31 A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|-----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG  | HL   |               |
| A-66      | 584 | 10-CC | Convencional  | 10.209 | 1        | 25,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,6  |     |      |               |
| A-66      | 605 | 6-BA  | Autovía       | 9.542  | 2        | 51,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 11,8 |     |      |               |
| A-66      | 607 | 6-BA  | Autovía       | 10.131 | 1        | 25,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,5  |     |      |               |
| A-66      | 614 | 6-BA  | Autovía       | 11.119 | 1        | 24,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 10,1 |     |      |               |
| A-66      | 617 | 6-BA  | Autovía       | 11.413 | 1        | 23,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 4,7  |     |      |               |
| A-66      | 625 | 6-BA  | Autovía       | 16.672 | 2        | 32,1 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 63,6  | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,3 | 1  | 23,3 | 0   | 0    | 22,8          |
| A-66      | 628 | 6-BA  | Autovía       | 17.259 | 1        | 14,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 3,5 |      |               |
| A-66      | 638 | 6-BA  | Autovía       | 18.059 | 1        | 14,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16    | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,4 | 0  | 0    | 2   | 0    | 9,5           |
| A-66      | 639 | 6-BA  | Autovía       | 18.059 | 1        | 14,3 | 0  | 0    | 1  | 0  | 1        | 15,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 6,3  |               |
| A-66      | 641 | 6-BA  | Autovía       | 19.063 | 2        | 27,2 | 1  | 13,6 | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0   | 9,1  |               |
| A-66      | 644 | 6-BA  | Autovía       | 19.125 | 2        | 27,1 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 5,9  |               |
| A-66      | 654 | 6-BA  | Autovía       | 15.580 | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 7,2  |               |
| A-66      | 666 | 6-BA  | Autovía       | 14.668 | 1        | 17,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,1 | 0  | 0    | 2   | 2    | 7,8           |
| A-66      | 672 | 6-BA  | Autovía       | 14.816 | 1        | 18,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 3,8  |               |
| A-66      | 678 | 6-BA  | Autovía       | 9.682  | 1        | 24,9 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 285,4 | 0  | 0  | 0  | 1  | 1        | 32,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0   | 0    | 20,5          |
| A-66      | 684 | 6-BA  | Autovía       | 12.900 | 1        | 22,5 | 0  | 0    | 1  | 0  | 1        | 21,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 9,5  |               |
| A-66      | 685 | 6-BA  | Autovía       | 12.520 | 1        | 20,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,6  |               |
| A-66      | 688 | 6-BA  | Autovía       | 13.478 | 2        | 38,7 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 13,1 |               |
| A-66      | 695 | 6-BA  | Autovía       | 13.728 | 1        | 19   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,2  |               |
| A-66      | 699 | 6-BA  | Autovía       | 13.567 | 1        | 20,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,5  |               |
| A-66      | 700 | 6-BA  | Autovía       | 13.371 | 1        | 20,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 9,6  |               |
| A-66      | 705 | 6-BA  | Autovía       | 12.107 | 1        | 21,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,2 | 0  | 0    | 0   | 1    | 14,8          |
| A-66      | 723 | 6-BA  | Autovía       | 13.125 | 2        | 38,5 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,7  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 13,2 |               |
| A-66      | 724 | 6-BA  | Autovía       | 13.259 | 1        | 19,2 | 0  | 0    | 0  | 1  | 1        | 20,7 | 0  | 0  | 0  | 1  | 1        | 21,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 13,1 |               |
| A-66      | 725 | 6-BA  | Autovía       | 13.259 | 1        | 19,2 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,4  |               |
| A-66      | 726 | 6-BA  | Autovía       | 13.259 | 1        | 19,2 | 0  | 0    | 0  | 2  | 2        | 41,3 | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 13,1 |               |
| A-66      | 735 | 6-BA  | Autovía       | 13.427 | 1        | 18,7 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 8,4  |               |
| A-66      | 753 | 21-H  | Autovía       | 13.938 | 1        | 20,2 | 0  | 0    | 0  | 1  | 1        | 19,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 8,9  |               |
| A-66      | 755 | 21-H  | Autovía       | 12.306 | 1        | 20,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,6  |               |
| A-66      | 767 | 41-SE | Autovía       | 13.509 | 1        | 17,3 | 1  | 17,3 | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0   | 4,5  |               |

Itinerario : 31      A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG  | HL   |               |
| A-66      | 772 | 41-SE | Autovía       | 11.410 | 2        | 33    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 9,1 |      |               |
| A-66      | 773 | 41-SE | Autovía       | 11.410 | 1        | 16,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 4,6 |      |               |
| A-66      | 774 | 41-SE | Autovía       | 11.410 | 1        | 16,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 26,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 9,1  |               |
| A-66      | 777 | 41-SE | Autovía       | 11.410 | 1        | 16,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 4,6 |      |               |
| A-66      | 779 | 41-SE | Autovía       | 11.495 | 1        | 16,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 4,5 |      |               |
| A-66      | 782 | 41-SE | Autovía       | 20.542 | 1        | 14,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 28,8  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 8,7  |               |
| A-66      | 786 | 41-SE | Autovía       | 20.919 | 1        | 13,3  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 14,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 5,6  |               |
| A-66      | 788 | 41-SE | Autovía       | 20.919 | 3        | 39,8  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 8,4  |               |
| A-66      | 790 | 41-SE | Autovía       | 22.084 | 1        | 11,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 13,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 5,1  |               |
| A-66      | 791 | 41-SE | Autovía       | 22.084 | 1        | 11,8  | 0  | 0    | 0  | 2  | 1        | 12,4  | 0  | 0  | 2  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 13,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0   | 7,7  |               |
| A-66      | 792 | 41-SE | Autovía       | 22.084 | 1        | 11,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 2,6  |               |
| A-66      | 795 | 41-SE | Autovía       | 31.384 | 1        | 8,3   | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 22,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0   | 0    | 6             |
| A-66      | 799 | 41-SE | Autovía       | 31.384 | 2        | 16,6  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 19,1  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 7,3  |               |
| A-66      | 801 | 41-SE | Autovía       | 31.384 | 2        | 16,6  | 2  | 16,6 | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 9,6   | 0  | 0    | 0  | 1  | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 0    | 7,3           |
| A-66      | 808 | 41-SE | Autovía       | 43.838 | 1        | 6,9   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 6,9   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 2,7  |               |
| A-66a     | 0   | 33-O  | Autovía       | 19.936 | 2        | 26,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 5,4  |               |
| LE-11     | 2   | 24-LE | Autovía       | 7.921  | 1        | 26,1  | 0  | 0    | 0  | 1  | 1        | 34,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 14   |               |
| LE-11     | 3   | 24-LE | Autovía       | 10.443 | 2        | 52,1  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 13,1 |               |
| LE-20     | 143 | 24-LE | Multicarril   | 14.352 | 2        | 38,6  | 2  | 38,6 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 16,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 10,4 |               |
| LE-30     | 1   | 24-LE | Multicarril   | 16.785 | 1        | 13    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 3,2  |               |
| LE-30     | 2   | 24-LE | Multicarril   | 14.220 | 2        | 33,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 21,7 | 0  | 0  | 0  | 3  | 1        | 19,4  | 0  | 0  | 0   | 1    | 15,4          |
| N-630     | 47  | 33-O  | Convencional  | 5.607  | 2        | 122   | 0  | 0    | 1  | 2  | 2        | 97,7  | 0  | 0  | 0  | 3  | 1        | 53,7  | 1  | 53,7 | 2  | 0  | 2        | 86,6 | 0  | 0  | 0  | 4  | 2        | 82,9  | 0  | 0  | 0   | 4    | 87,6          |
| N-630     | 48  | 33-O  | Convencional  | 5.607  | 1        | 61    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 9,7  |               |
| N-630     | 73  | 33-O  | Convencional  | 4.012  | 2        | 145,6 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 75,5  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 74,7  | 0  | 0  | 0   | 1    | 57,6          |
| N-630     | 75  | 33-O  | Convencional  | 4.012  | 1        | 72,8  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 250,1 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 86    | 0  | 0  | 0   | 1    | 79,2          |
| N-630     | 79  | 33-O  | Convencional  | 4.012  | 2        | 145,6 | 1  | 72,8 | 0  | 1  | 4        | 273,2 | 0  | 0  | 1  | 10 | 1        | 83,4  | 0  | 0    | 0  | 3  | 1        | 89,6 | 0  | 0  | 0  | 1  | 1        | 86    | 0  | 0  | 0   | 3    | 142,5         |
| N-630     | 86  | 33-O  | Convencional  | 4.012  | 2        | 145,6 | 0  | 0    | 0  | 2  | 1        | 68,3  | 0  | 0  | 0  | 1  | 2        | 166,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 171,9 | 0  | 0  | 0   | 3    | 110,8         |
| N-630     | 87  | 24-LE | Convencional  | 3.116  | 1        | 109,9 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 83,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 36,2 |               |
| N-630     | 88  | 24-LE | Convencional  | 3.058  | 1        | 109,9 | 0  | 0    | 0  | 1  | 1        | 89,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 81,2 | 0  | 0  | 0  | 2  | 1        | 86    | 0  | 0  | 0   | 1    | 70,4          |
| N-630     | 89  | 24-LE | Convencional  | 3.116  | 1        | 109,9 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 77,7  | 0  | 0  | 0   | 1    | 34,2          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 31 A-66 y N-430 Oviedo - Sevilla

[illegible]

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 31      A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |       |    |    |       | I.P.<br>Medio |       |
|-----------|-----|-------|---------------|--------|----------|--------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|-------|----|----|-------|---------------|-------|
|           |     |       |               |        | ACV      | IP     | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM    | IM | HG | HL    |               |       |
| N-630     | 357 | 37-SA | Convencional  | 1.083  | 1        | 283    | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 789,5    | 0    | 0  | 0  | 0  | 0  | 1        | 0     | 0     | 0  | 0  | 0     | 0             | 172,4 |
| N-630     | 358 | 37-SA | Convencional  | 1.083  | 1        | 283    | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 86,2  |               |       |
| N-630     | 360 | 37-SA | Convencional  | 1.083  | 3        | 849,1  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 1579     | 0    | 0  | 0  | 0  | 3  | 3        | 1885  | 0     | 0  | 0  | 6     | 689,7         |       |
| N-630     | 371 | 37-SA | Convencional  | 403    | 2        | 1356,3 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 647,7    | 0     | 0     | 0  | 2  | 396,1 |               |       |
| N-630     | 373 | 37-SA | Convencional  | 403    | 1        | 678,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 132   |               |       |
| N-630     | 387 | 37-SA | Convencional  | 430    | 1        | 614,3  | 0  | 0     | 1  | 1  | 1        | 637,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 192,6 |               |       |
| N-630     | 411 | 37-SA | Convencional  | 5.385  | 2        | 98,2   | 1  | 49,1  | 0  | 1  | 1        | 50,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 32,2  |               |       |
| N-630     | 414 | 37-SA | Convencional  | 543    | 1        | 422,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 288,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 132,3 |               |       |
| N-630     | 416 | 37-SA | Convencional  | 543    | 1        | 422,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 66,2  |               |       |
| N-630     | 418 | 37-SA | Convencional  | 543    | 1        | 422,8  | 0  | 0     | 0  | 2  | 1        | 504,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 132,3 |               |       |
| N-630     | 428 | 10-CC | Convencional  | 1.111  | 1        | 215,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 54    |               |       |
| N-630     | 435 | 10-CC | Convencional  | 1.111  | 1        | 215,9  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 296,2    | 0    | 0  | 0  | 4  | 3  | 711,6    | 0     | 0     | 0  | 6  | 234,4 |               |       |
| N-630     | 464 | 10-CC | Convencional  | 1.093  | 1        | 226,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 184,7    | 0    | 0  | 0  | 3  | 3  | 557,6    | 1     | 185,9 | 4  | 2  | 201,4 |               |       |
| N-630     | 467 | 10-CC | Convencional  | 1.093  | 1        | 226,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 185,9    | 0     | 0     | 0  | 1  | 80,6  |               |       |
| N-630     | 477 | 10-CC | Convencional  | 4.513  | 1        | 57,7   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 12,2  |               |       |
| N-630     | 479 | 10-CC | Convencional  | 2.111  | 1        | 110,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 904,2 | 0  | 0  | 0  | 6  | 1        | 1038 | 0  | 0  | 0  | 1  | 1        | 864,3 | 0     | 0  | 0  | 1     | 200,1         |       |
| N-630     | 487 | 10-CC | Convencional  | 2.111  | 1        | 110,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 50    |               |       |
| N-630     | 506 | 10-CC | Convencional  | 301    | 1        | 426,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 89,3  |               |       |
| N-630     | 525 | 10-CC | Convencional  | 608    | 1        | 348,6  | 1  | 348,6 | 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  | 71,9  |               |       |
| N-630     | 548 | 10-CC | Multicarril   | 17.130 | 1        | 16,9   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 3,3   |               |       |
| N-630     | 571 | 10-CC | Convencional  | 513    | 1        | 526,9  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 174,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 94,5  |               |       |
| N-630     | 583 | 10-CC | Convencional  | 513    | 1        | 572    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 107,7 |               |       |
| N-630     | 587 | 10-CC | Convencional  | 513    | 1        | 572    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 107,7 |               |       |
| N-630     | 592 | 10-CC | Convencional  | 148    | 1        | 1465,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 328,1 |               |       |
| N-630     | 615 | 6-BA  | Convencional  | 1.533  | 1        | 393,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 87,2  |               |       |
| N-630     | 629 | 6-BA  | Convencional  | 3.367  | 1        | 83     | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 16,4  |               |       |
| N-630     | 647 | 6-BA  | Convencional  | 1.068  | 1        | 258,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 66    |               |       |
| N-630     | 666 | 6-BA  | Convencional  | 3.038  | 2        | 191,9  | 0  | 0     | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 44,7  |               |       |
| N-630     | 667 | 6-BA  | Convencional  | 3.038  | 1        | 95,9   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 22,3  |               |       |
| N-630     | 686 | 6-BA  | Convencional  | 1.732  | 1        | 165,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 146,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0     | 0  | 0  | 62,5  |               |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 31      A-66 y N-430 Oviedo - Sevilla

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |       |     |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|--------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|-------|-----|-------|---------------|
|           |     |       |               |        | ACV      | IP     | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG  | HL    |               |
| N-630     | 730 | 6-BA  | Convencional  | 332    | 1        | 2490,7 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 186,9 |     |       |               |
| N-630     | 775 | 41-SE | Convencional  | 317    | 1        | 1030   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 170,4 |     |       |               |
| N-630     | 776 | 41-SE | Convencional  | 317    | 1        | 1030   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 170,4 |     |       |               |
| N-630     | 785 | 41-SE | Convencional  | 1.220  | 1        | 254,4  | 0  | 0     | 0  | 1  | 1        | 224,6 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 280,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 161   |     |       |               |
| N-630     | 791 | 41-SE | Convencional  | 1.846  | 1        | 135,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 33,3  |     |       |               |
| N-630     | 798 | 41-SE | Convencional  | 1.846  | 1        | 135,6  | 1  | 135,6 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 33,3  |     |       |               |
| N-630     | 801 | 41-SE | Convencional  | 2.609  | 2        | 271,1  | 0  | 0     | 0  | 2  | 3        | 315   | 0  | 0  | 0  | 9  | 2        | 454,7 | 0  | 0  | 0  | 5  | 1        | 240,1 | 0  | 0  | 1  | 0  | 3        | 408,5 | 0  | 0     | 0   | 3     | 335,3         |
| N-630     | 813 | 41-SE | Multicarril   | 61.411 | 4        | 25     | 0  | 0     | 2  | 2  | 1        | 4,5   | 0  | 0  | 0  | 2  | 1        | 6,2   | 0  | 0  | 0  | 1  | 2        | 12,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 9,2 |       |               |
| N-630     | 814 | 41-SE | Multicarril   | 61.411 | 3        | 18,8   | 0  | 0     | 1  | 3  | 8        | 35,7  | 0  | 0  | 0  | 10 | 9        | 55,6  | 0  | 0  | 0  | 16 | 9        | 55,9  | 0  | 0  | 2  | 15 | 3        | 18    | 0  | 0     | 0   | 6     | 36,6          |
| N-630a    | 415 | 37-SA | Convencional  | 953    | 1        | 289,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 280,7 | 0  | 0  | 1  | 0  | 1        | 302,1 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0   | 170,8 |               |
| SA-11     | 337 | 37-SA | Multicarril   | 12.173 | 1        | 23,2   | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 24,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 9,5 |       |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 32      A-45 y N-331 Córdoba - Málaga

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| A-45      | 14  | 14-CO | Autovía       | 21.118 | 1        | 12,5 | 0  | 0  | 0  | 1  | 1        | 13    | 1  | 13 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 8,9  |               |
| A-45      | 23  | 14-CO | Autovía       | 16.924 | 1        | 14,7 | 0  | 0  | 0  | 4  | 1        | 16,2  | 0  | 0  | 0  | 1  | 1        | 17,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 10   |      |               |
| A-45      | 27  | 14-CO | Autovía       | 15.537 | 1        | 17,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 17,8     | 0     | 0  | 0    | 1    | 7,2  |               |
| A-45      | 38  | 14-CO | Autovía       | 17.535 | 1        | 14,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 34,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 9,6  |      |               |
| A-45      | 41  | 14-CO | Autovía       | 14.120 | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 3,8  |      |               |
| A-45      | 44  | 14-CO | Autovía       | 13.913 | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 20,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 20,6  | 0  | 0    | 0    | 1    | 11,9          |
| A-45      | 45  | 14-CO | Autovía       | 13.913 | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 4    |      |               |
| A-45      | 49  | 14-CO | Autovía       | 13.764 | 1        | 18,8 | 0  | 0  | 0  | 4  | 1        | 19,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 8,2  |      |               |
| A-45      | 56  | 14-CO | Autovía       | 13.413 | 1        | 19   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 4,2  |      |               |
| A-45      | 57  | 14-CO | Autovía       | 13.370 | 1        | 19   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 4,2  |      |               |
| A-45      | 59  | 14-CO | Autovía       | 13.370 | 1        | 19   | 1  | 19 | 1  | 1  | 1        | 20,5  | 0  | 0  | 0  | 1  | 2        | 43,1 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 16,8 |      |               |
| A-45      | 62  | 14-CO | Autovía       | 13.370 | 3        | 56,9 | 0  | 0  | 2  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 44,6  | 0  | 0    | 0    | 6    | 25,2          |
| A-45      | 69  | 14-CO | Autovía       | 13.370 | 1        | 19   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 22,4     | 0     | 0  | 1    | 1    | 8,4  |               |
| A-45      | 92  | 29-MA | Autovía       | 14.755 | 1        | 17   | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 21,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 7,7  |      |               |
| A-45      | 97  | 29-MA | Autovía       | 13.352 | 1        | 21,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 3,9  |      |               |
| A-45      | 98  | 29-MA | Autovía       | 15.432 | 2        | 33,5 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 9    |               |
| A-45      | 100 | 29-MA | Autovía       | 17.926 | 1        | 10,4 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 2,6  |      |               |
| A-45      | 102 | 29-MA | Autovía       | 26.258 | 3        | 29,5 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 36,4 | 0  | 0  | 3  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 13,7 |      |               |
| A-45      | 103 | 29-MA | Autovía       | 26.258 | 1        | 9,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 51,4  | 0  | 0  | 0  | 8  | 1        | 12,4  | 0  | 0    | 0    | 1    | 13,7          |
| A-45      | 108 | 29-MA | Autovía       | 26.258 | 1        | 9,8  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 12,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 4,6  |               |
| A-45      | 109 | 29-MA | Autovía       | 26.258 | 1        | 9,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 12,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 12,4  | 1  | 12,4 | 0    | 2    | 6,8           |
| A-45      | 115 | 29-MA | Autovía       | 30.729 | 2        | 18,2 | 0  | 0  | 0  | 3  | 2        | 17,8  | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 19,4  | 0  | 0    | 1    | 1    | 11,4          |
| A-45      | 117 | 29-MA | Autovía       | 30.729 | 1        | 9,1  | 0  | 0  | 0  | 3  | 1        | 8,9   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 5  | 48,5     | 0     | 0  | 0    | 10   | 13,3 |               |
| A-45      | 119 | 29-MA | Autovía       | 30.729 | 1        | 9,1  | 0  | 0  | 0  | 2  | 1        | 8,9   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 9,7      | 0     | 0  | 0    | 2    | 5,6  |               |
| A-45      | 130 | 29-MA | Autovía       | 36.841 | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 8,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 7,8   | 0  | 0    | 1    | 0    | 4,6           |
| A-45      | 136 | 29-MA | Autovía       | 36.841 | 1        | 7,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 6,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 6,7   | 0  | 0    | 0    | 1    | 4,2           |
| A-45      | 139 | 29-MA | Autovía       | 36.841 | 1        | 7,3  | 0  | 0  | 0  | 1  | 1        | 7,4   | 0  | 0  | 0  | 1  | 1        | 6,9  | 0  | 0  | 0  | 1  | 1        | 6,9   | 0  | 0  | 0  | 1  | 3        | 20    | 0  | 0    | 0    | 4    | 9,8           |
| N-331     | 35  | 14-CO | Convencional  | 3.899  | 1        | 74,9 | 0  | 0  | 0  | 5  | 2        | 140,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 109,7 | 0  | 0  | 0  | 1  | 1        | 113,1 | 0  | 0    | 0    | 1    | 78,6          |
| N-331     | 40  | 14-CO | Convencional  | 5.456  | 2        | 100  | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 19,5 |               |
| N-331     | 41  | 14-CO | Convencional  | 5.456  | 1        | 50   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 46,1     | 0     | 0  | 0    | 1    | 19,5 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 32      A-45 y N-331 Córdoba - Málaga

|           |     |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |    | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | Medio |
| N-331     | 46  | 14-CO | Convencional  | 6.079 | 1        | 47,3  | 0  | 0  | 0  | 1  | 1        | 45,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 17,6  |
| N-331     | 49  | 14-CO | Convencional  | 6.079 | 1        | 47,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 9     |
| N-331     | 50  | 14-CO | Convencional  | 6.079 | 1        | 47,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 44,1 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 17,9  |
| N-331     | 87  | 14-CO | Convencional  | 421   | 1        | 778,3 | 0  | 0  | 1  | 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  | 173,7 |
| N-331     | 126 | 29-MA | Convencional  | 3.824 | 1        | 71,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 10,9  |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 33      N-521 Trujillo - Frontera con Portugal

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL   |               |
| N-521     | 51  | 10-CC | Multicarril   | 12.738 | 1        | 20,8  | 0  | 0     | 0  | 1  | 1        | 21,5  | 0  | 0  | 0  | 1  | 3        | 85,1  | 0  | 0  | 0  | 3  | 2        | 63,2 | 0  | 0  | 0  | 3  | 4        | 106,1 | 0  | 0  | 1    | 5    | 55,2          |
| N-521     | 59  | 10-CC | Convencional  | 4.480  | 1        | 50    | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 58,8 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0    | 22,6 |               |
| N-521     | 60  | 10-CC | Convencional  | 2.219  | 1        | 95,2  | 1  | 95,2  | 1  | 0  | 2        | 246,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 64,3 |               |
| N-521     | 64  | 10-CC | Convencional  | 2.360  | 1        | 95,2  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 22   |      |               |
| N-521     | 83  | 10-CC | Convencional  | 1.369  | 1        | 187,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 39,9 |      |               |
| N-521     | 131 | 10-CC | Convencional  | 1.280  | 1        | 222   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 41,9 |      |               |
| N-521     | 137 | 10-CC | Convencional  | 1.280  | 1        | 222   | 1  | 222   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 196,7    | 0     | 0  | 0  | 2    | 83,8 |               |
| N-521     | 147 | 10-CC | Convencional  | 1.529  | 2        | 283,9 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 162,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 158,6 | 0  | 0  | 1    | 0    | 126,4         |
| N-521     | 150 | 10-CC | Convencional  | 1.227  | 2        | 398,5 | 1  | 199,3 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 80,8 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 34      N- 634 Portobello - Santiago

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |    |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|----|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP | VM | IM   | HG   | HL   |               |
| A-54      | 93  | 15-C  | Autovía       | 18.461 | 2        | 28,8 | 0  | 0    | 1  | 2  | 1        | 14,8  | 1  | 14,8 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 15   |      |               |
| N-634     | 658 | 15-C  | Convencional  | 5.708  | 1        | 46,5 | 0  | 0    | 0  | 1  | 1        | 48    | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 19,2 |      |               |
| N-634     | 660 | 15-C  | Convencional  | 5.708  | 1        | 46,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 9,6  |      |               |
| N-634     | 661 | 15-C  | Convencional  | 5.708  | 2        | 93   | 1  | 46,5 | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 19,2 |      |               |
| N-634     | 666 | 15-C  | Convencional  | 5.708  | 1        | 46,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 47   | 0  | 0  | 0  | 5  | 1        | 48,6 | 0  | 0    | 1  | 0  | 0        | 0  | 0  | 0    | 28,7 |      |               |
| N-634     | 672 | 15-C  | Convencional  | 5.708  | 1        | 46,5 | 1  | 46,5 | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 48,3 | 1  | 48,3 | 0  | 1  | 0        | 0  | 0  | 0    | 19   |      |               |
| N-634     | 675 | 15-C  | Convencional  | 6.342  | 1        | 46,5 | 0  | 0    | 0  | 2  | 1        | 43,2  | 0  | 0    | 1  | 6  | 1        | 45,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 27,7 |      |               |
| N-634     | 676 | 15-C  | Convencional  | 5.505  | 2        | 104  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3  | 144,9    | 0  | 0  | 4    | 2    | 49   |               |
| N-634     | 678 | 15-C  | Convencional  | 5.489  | 1        | 52,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 46,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 19,7 |      |               |
| N-634     | 682 | 15-C  | Convencional  | 5.489  | 1        | 52,4 | 0  | 0    | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 46,6 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 48,3     | 0  | 0  | 0    | 1    | 29,5 |               |
| N-634     | 685 | 15-C  | Convencional  | 5.489  | 1        | 52,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 9,8  |      |               |
| N-634     | 687 | 15-C  | Convencional  | 5.489  | 1        | 52,4 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 9,8  |      |               |
| N-634     | 688 | 15-C  | Convencional  | 5.489  | 1        | 52,4 | 1  | 52,4 | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 46,6 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 19,7 |      |               |
| N-634     | 692 | 15-C  | Convencional  | 5.327  | 1        | 49,8 | 0  | 0    | 2  | 4  | 1        | 51,4  | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0    | 19,9 |      |               |
| N-634     | 705 | 15-C  | Convencional  | 5.663  | 1        | 49,8 | 0  | 0    | 0  | 2  | 3        | 145,1 | 0  | 0    | 2  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 51,9 | 0  | 0    | 0  | 1  | 0        | 0  | 0  | 0    | 49,3 |      |               |
| SC-21     | 0   | 15-C  | Multicarril   | 7.463  | 2        | 76,3 | 0  | 0    | 0  | 5  | 1        | 36,7  | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 21,5 |      |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 35      N-623 Burgos - Santander

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL    |               |
| N-623     | 4   | 9-BU  | Convencional  | 3.860  | 1        | 69,4  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 28,1  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 15    |               |
| N-623     | 5   | 9-BU  | Convencional  | 5.214  | 2        | 138,8 | 0  | 0  | 1  | 1  | 2        | 105,1 | 0  | 0    | 0  | 6  | 1        | 38,1  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 46,5 | 0  | 0  | 1  | 3     | 50,6          |
| N-623     | 7   | 9-BU  | Convencional  | 3.860  | 1        | 69,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,5   |               |
| N-623     | 8   | 9-BU  | Convencional  | 3.860  | 1        | 69,4  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 38,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 23,3 | 0  | 0  | 0  | 3     | 22,5          |
| N-623     | 31  | 9-BU  | Convencional  | 1.046  | 1        | 242,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 52,1  |               |
| N-623     | 50  | 9-BU  | Convencional  | 805    | 1        | 284,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 63    |               |
| N-623     | 84  | 9-BU  | Convencional  | 917    | 1        | 401,7 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 316,4    | 0    | 0  | 0  | 1  | 128,2 |               |
| N-623     | 95  | 39-S  | Convencional  | 877    | 1        | 307,5 | 0  | 0  | 0  | 1  | 1        | 312,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 121,3 |               |
| N-623     | 99  | 39-S  | Convencional  | 1.352  | 2        | 388,9 | 0  | 0  | 0  | 3  | 1        | 202,6 | 0  | 0    | 1  | 1  | 1        | 204   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 178,4 |               |
| N-623     | 112 | 39-S  | Convencional  | 2.264  | 1        | 151,1 | 0  | 0  | 0  | 2  | 4        | 484,1 | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 60,9     | 0    | 0  | 0  | 1  | 101,5 |               |
| N-623     | 113 | 39-S  | Convencional  | 2.264  | 1        | 151,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 64,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0     | 33,8          |
| N-623     | 116 | 39-S  | Convencional  | 4.096  | 1        | 63,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12,6  |               |
| N-623     | 124 | 39-S  | Convencional  | 6.429  | 1        | 39,9  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,8   |               |
| N-623     | 125 | 39-S  | Convencional  | 6.429  | 1        | 39,9  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 37,5     | 0    | 0  | 0  | 2  | 15,5  |               |
| N-623     | 126 | 39-S  | Convencional  | 4.096  | 1        | 39,9  | 0  | 0  | 0  | 1  | 2        | 133,8 | 1  | 66,9 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 24,9  |               |
| N-623     | 128 | 39-S  | Convencional  | 4.096  | 2        | 77,1  | 0  | 0  | 0  | 5  | 1        | 66,9  | 0  | 0    | 1  | 0  | 4        | 128,7 | 0  | 0  | 0  | 6  | 1        | 32,8  | 0  | 0  | 0  | 1  | 2        | 69,8 | 0  | 0  | 0  | 3     | 76,3          |
| N-623     | 132 | 39-S  | Convencional  | 7.290  | 2        | 77,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 36,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 58,5 | 0  | 0  | 0  | 3     | 35,4          |
| N-623     | 133 | 39-S  | Convencional  | 7.932  | 4        | 154,6 | 0  | 0  | 0  | 6  | 1        | 34,5  | 0  | 0    | 0  | 1  | 1        | 36,4  | 0  | 0  | 0  | 1  | 2        | 73,8  | 0  | 0  | 0  | 2  | 3        | 87,7 | 0  | 0  | 2  | 2     | 76,6          |
| N-623     | 134 | 39-S  | Convencional  | 7.015  | 2        | 77,3  | 0  | 0  | 0  | 2  | 1        | 39,1  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 110,7 | 0  | 0  | 0  | 5  | 3        | 87,7 | 0  | 0  | 2  | 3     | 64,2          |
| N-623     | 137 | 39-S  | Convencional  | 7.015  | 1        | 38,2  | 0  | 0  | 0  | 1  | 1        | 39,1  | 0  | 0    | 0  | 1  | 1        | 36,4  | 0  | 0  | 0  | 6  | 1        | 36,9  | 0  | 0  | 0  | 3  | 1        | 29,2 | 0  | 0  | 0  | 2     | 35,6          |
| N-623     | 144 | 39-S  | Convencional  | 6.266  | 1        | 30,2  | 0  | 0  | 0  | 2  | 1        | 43,7  | 0  | 0    | 0  | 1  | 1        | 24,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 17,9 | 0  | 0  | 0  | 2     | 21,4          |
| N-623     | 146 | 39-S  | Convencional  | 11.902 | 2        | 43,4  | 0  | 0  | 0  | 5  | 3        | 69,1  | 0  | 0    | 2  | 1  | 1        | 16,8  | 0  | 0  | 0  | 1  | 2        | 33,9  | 0  | 0  | 0  | 3  | 4        | 62,6 | 0  | 0  | 1  | 8     | 44,1          |
| N-623     | 147 | 39-S  | Convencional  | 16.411 | 2        | 37,5  | 0  | 0  | 0  | 2  | 3        | 50,1  | 0  | 0    | 0  | 5  | 3        | 49,5  | 0  | 0  | 0  | 5  | 2        | 34,2  | 0  | 0  | 0  | 2  | 4        | 63,5 | 0  | 0  | 0  | 6     | 47,4          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 36      A-49 y N-431 Sevilla- Ayamonte

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-49      | 0  | 41-SE | Autopista Libre | 107.923 | 14       | 33,3 | 0  | 0  | 0  | 22 | 22       | 55,8 | 0  | 0   | 0  | 41 | 15       | 34,1 | 0  | 0  | 0  | 24 | 10       | 23,4 | 0  | 0  | 1  | 18 | 16       | 36,5 | 0  | 0  | 0  | 23 | 36,3          |
| A-49      | 1  | 41-SE | Autopista Libre | 106.402 | 9        | 21,7 | 0  | 0  | 1  | 18 | 5        | 12,9 | 0  | 0   | 0  | 5  | 9        | 21,4 | 0  | 0  | 0  | 16 | 5        | 11,9 | 0  | 0  | 0  | 10 | 5        | 11,5 | 0  | 0  | 1  | 12 | 15,9          |
| A-49      | 2  | 41-SE | Autopista Libre | 91.175  | 12       | 29,1 | 0  | 0  | 1  | 31 | 8        | 24   | 0  | 0   | 0  | 16 | 4        | 10,2 | 0  | 0  | 0  | 11 | 8        | 20,6 | 0  | 0  | 1  | 15 | 7        | 17,4 | 0  | 0  | 1  | 6  | 20,2          |
| A-49      | 3  | 41-SE | Autopista Libre | 89.000  | 5        | 12,8 | 0  | 0  | 0  | 7  | 3        | 9,2  | 0  | 0   | 0  | 6  | 1        | 2,7  | 0  | 0  | 0  | 2  | 3        | 8,4  | 0  | 0  | 0  | 4  | 2        | 5    | 0  | 0  | 0  | 2  | 7,6           |
| A-49      | 4  | 41-SE | Autopista Libre | 89.000  | 2        | 6,2  | 0  | 0  | 0  | 2  | 5        | 15,4 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 9,2  | 0  | 0  | 1  | 3  | 1        | 3,2  | 0  | 0  | 0  | 3  | 6,7           |
| A-49      | 5  | 41-SE | Autopista Libre | 89.000  | 5        | 17,3 | 0  | 0  | 1  | 4  | 2        | 6,2  | 0  | 0   | 0  | 2  | 1        | 3,3  | 0  | 0  | 0  | 1  | 1        | 3,1  | 0  | 0  | 0  | 4  | 4        | 13,1 | 0  | 0  | 0  | 15 | 8,4           |
| A-49      | 6  | 41-SE | Autopista Libre | 62.166  | 3        | 14,3 | 0  | 0  | 0  | 6  | 3        | 13,2 | 0  | 0   | 0  | 5  | 3        | 12,4 | 0  | 0  | 1  | 4  | 1        | 3,5  | 0  | 0  | 0  | 2  | 1        | 4,2  | 0  | 0  | 0  | 3  | 9,1           |
| A-49      | 8  | 41-SE | Autopista Libre | 62.166  | 1        | 4,8  | 0  | 0  | 0  | 3  | 1        | 4,4  | 0  | 0   | 0  | 1  | 1        | 4,1  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 16,6 | 0  | 0  | 3  | 2  | 5,8           |
| A-49      | 11 | 41-SE | Autopista Libre | 52.436  | 1        | 4,9  | 0  | 0  | 0  | 1  | 4        | 20,9 | 0  | 0   | 0  | 5  | 2        | 9,6  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 10       | 47,3 | 0  | 0  | 0  | 18 | 16,1          |
| A-49      | 12 | 41-SE | Autopista Libre | 49.192  | 1        | 5    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1,9           |
| A-49      | 13 | 41-SE | Autopista Libre | 49.192  | 1        | 5    | 0  | 0  | 1  | 0  | 2        | 11,1 | 0  | 0   | 0  | 3  | 1        | 4,8  | 0  | 0  | 0  | 1  | 1        | 4,2  | 0  | 0  | 0  | 3  | 1        | 4,7  | 0  | 0  | 0  | 1  | 5,8           |
| A-49      | 14 | 41-SE | Autopista Libre | 49.192  | 1        | 5    | 0  | 0  | 0  | 1  | 2        | 11,1 | 0  | 0   | 0  | 2  | 2        | 10,7 | 0  | 0  | 0  | 3  | 2        | 8,3  | 0  | 0  | 0  | 2  | 2        | 10,4 | 0  | 0  | 0  | 2  | 9             |
| A-49      | 15 | 41-SE | Autopista Libre | 49.192  | 1        | 5    | 0  | 0  | 0  | 2  | 1        | 5,6  | 0  | 0   | 0  | 1  | 1        | 5,7  | 0  | 0  | 0  | 4  | 4        | 20,5 | 0  | 0  | 1  | 7  | 2        | 11   | 0  | 0  | 1  | 4  | 9,6           |
| A-49      | 16 | 41-SE | Autopista Libre | 49.192  | 5        | 34,3 | 0  | 0  | 1  | 12 | 3        | 16,7 | 0  | 0   | 0  | 22 | 5        | 31,8 | 0  | 0  | 0  | 16 | 1        | 6,2  | 0  | 0  | 0  | 1  | 3        | 19,5 | 0  | 0  | 0  | 9  | 21,3          |
| A-49      | 17 | 41-SE | Autopista Libre | 36.241  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,2  | 0  | 0  | 0  | 1  | 3        | 19,5 | 0  | 0  | 0  | 5  | 6,7           |
| A-49      | 18 | 41-SE | Autopista Libre | 36.241  | 2        | 14,1 | 0  | 0  | 0  | 7  | 2        | 15,1 | 0  | 0   | 0  | 2  | 1        | 6,5  | 0  | 0  | 0  | 3  | 1        | 6,2  | 0  | 0  | 0  | 1  | 2        | 13   | 0  | 0  | 0  | 3  | 10,8          |
| A-49      | 23 | 41-SE | Autopista Libre | 36.241  | 2        | 14,1 | 0  | 0  | 1  | 2  | 1        | 7,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,5  | 0  | 0  | 0  | 3  | 5,5           |
| A-49      | 29 | 41-SE | Autopista Libre | 36.241  | 2        | 14,1 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 38,1 | 0  | 0  | 1  | 8  | 11,6          |
| A-49      | 30 | 41-SE | Autopista Libre | 36.241  | 1        | 7,1  | 0  | 0  | 0  | 3  | 3        | 22,7 | 0  | 0   | 0  | 14 | 1        | 8,6  | 0  | 0  | 1  | 1  | 1        | 9,4  | 0  | 0  | 0  | 2  | 2        | 19   | 0  | 0  | 1  | 2  | 13,3          |
| A-49      | 31 | 21-H  | Autopista Libre | 32.211  | 1        | 7,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3,5           |
| A-49      | 31 | 41-SE | Autopista Libre | 36.241  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 28,1 | 0  | 0  | 2  | 3  | 2        | 19   | 0  | 0  | 2  | 4  | 10            |
| A-49      | 33 | 21-H  | Autopista Libre | 32.211  | 1        | 7,8  | 0  | 0  | 0  | 2  | 2        | 17   | 1  | 8,5 | 0  | 2  | 1        | 8,9  | 0  | 0  | 0  | 1  | 3        | 28,1 | 0  | 0  | 0  | 10 | 2        | 18,8 | 0  | 0  | 0  | 3  | 15,7          |
| A-49      | 34 | 21-H  | Autopista Libre | 31.406  | 2        | 16,6 | 0  | 0  | 0  | 4  | 1        | 8,7  | 0  | 0   | 0  | 2  | 2        | 18,4 | 0  | 0  | 0  | 4  | 1        | 9,4  | 0  | 0  | 0  | 1  | 3        | 27,8 | 0  | 0  | 1  | 4  | 16,1          |
| A-49      | 35 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3,6           |
| A-49      | 36 | 21-H  | Autopista Libre | 31.406  | 2        | 16,6 | 0  | 0  | 0  | 3  | 1        | 8,7  | 0  | 0   | 0  | 2  | 2        | 18,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 2  | 10,7          |
| A-49      | 37 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 1  | 2        | 17,4 | 0  | 0   | 0  | 3  | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 4  | 0  | 9             |
| A-49      | 38 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 2  | 1        | 8,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0  | 0  | 0  | 2  | 5,4           |
| A-49      | 39 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 2  | 1        | 8,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 5,4           |
| A-49      | 42 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 18,7 | 0  | 0  | 0  | 7  | 1        | 9,3  | 0  | 0  | 0  | 2  | 7,2           |
| A-49      | 46 | 21-H  | Autopista Libre | 31.406  | 1        | 8,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,6           |

Itinerario : 36      A-49 y N-431 Sevilla- Ayamonte

[illegible]

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 36      A-49 y N-431 Sevilla- Ayamonte

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |      | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|------|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-431     | 99  | 21-H  | Convencional  | 4.213  | 1        | 65,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 10,9 |      |      |               |
| N-431     | 102 | 21-H  | Convencional  | 4.213  | 1        | 65,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 50,4     | 0    | 0  | 0  | 1  | 0    | 0        | 0     | 0  | 0    | 21,9 |      |               |
| N-431     | 103 | 21-H  | Convencional  | 2.606  | 2        | 131,2 | 0  | 0  | 0  | 6  | 1        | 105,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 50,4     | 0    | 0  | 0  | 2  | 1    | 47,6     | 0     | 0  | 0    | 1    | 58,4 |               |
| N-431     | 104 | 21-H  | Convencional  | 4.213  | 1        | 65,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 10,9 |      |               |
| N-431     | 105 | 21-H  | Convencional  | 4.213  | 1        | 65,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 49,9 | 1  | 49,9 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 21,9 |      |               |
| N-431     | 109 | 21-H  | Convencional  | 4.213  | 1        | 65,6  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 47,6 | 0        | 0     | 0  | 1    | 21,9 |      |               |
| N-431     | 113 | 21-H  | Convencional  | 11.072 | 1        | 28,4  | 0  | 0  | 2  | 0  | 1        | 24,7  | 0  | 0    | 0  | 1  | 1        | 29,4 | 0  | 0    | 0  | 1  | 2        | 59,4 | 0  | 0  | 0  | 5    | 0        | 0     | 0  | 0    | 0    | 28,8 |               |
| N-431     | 114 | 21-H  | Convencional  | 6.976  | 2        | 56,8  | 0  | 0  | 0  | 3  | 1        | 39,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 59,4 | 0  | 0  | 0  | 4    | 1        | 33,1  | 0  | 0    | 0    | 3    | 37,8          |
| N-431     | 115 | 21-H  | Convencional  | 6.976  | 2        | 56,8  | 0  | 0  | 2  | 2  | 1        | 39,3  | 2  | 78,5 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 18,9 |      |               |
| N-431     | 119 | 21-H  | Convencional  | 6.976  | 1        | 47,5  | 0  | 0  | 0  | 1  | 1        | 39,3  | 0  | 0    | 0  | 1  | 1        | 47,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 28,3 |      |               |
| N-431     | 121 | 21-H  | Convencional  | 5.667  | 3        | 142,6 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 47,6     | 0    | 0  | 0  | 2  | 1    | 57,5     | 0     | 0  | 0    | 8    | 49,4 |               |
| N-431     | 122 | 21-H  | Convencional  | 4.495  | 1        | 47,5  | 0  | 0  | 0  | 4  | 1        | 61    | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 1  | 47,6     | 0    | 0  | 0  | 3  | 0    | 0        | 0     | 0  | 0    | 0    | 30,9 |               |
| N-431     | 127 | 21-H  | Convencional  | 7.558  | 4        | 175,8 | 0  | 0  | 0  | 7  | 2        | 72,5  | 0  | 0    | 0  | 5  | 1        | 47,3 | 0  | 0    | 0  | 1  | 1        | 47,6 | 0  | 0  | 0  | 2    | 5        | 287,7 | 0  | 0    | 0    | 12   | 118,3         |
| N-431     | 130 | 21-H  | Convencional  | 7.558  | 2        | 67,6  | 0  | 0  | 1  | 2  | 2        | 72,5  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 1  | 47       | 0    | 0  | 0  | 2  | 0    | 0        | 0     | 0  | 0    | 0    | 41,4 |               |
| N-431     | 131 | 21-H  | Convencional  | 7.558  | 3        | 101,4 | 0  | 0  | 0  | 4  | 3        | 108,7 | 0  | 0    | 1  | 10 | 1        | 47,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 0    | 58   |               |
| N-444     | 3   | 21-H  | Convencional  | 3.235  | 1        | 79    | 0  | 0  | 0  | 2  | 1        | 84,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 35,5 |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 37      N-632 Llovio - Canero

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |        |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |       |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |      |    |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|--------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|-------|----|------|----|-------|---------------|
|           |     |       |               |        | ACV      | IP     | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL    |               |
| N-632     | 0   | 33-O  | Convencional  | 5.014  | 1        | 56,4   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1  | 45,5     | 0     | 0  | 0    | 1  | 20,4  |               |
| N-632     | 12  | 33-O  | Convencional  | 1.142  | 1        | 320,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 1  | 396,5    | 0     | 0  | 1     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 131,7 |               |
| N-632     | 38  | 33-O  | Convencional  | 431    | 1        | 590,5  | 0  | 0  | 0  | 2  | 1        | 635,7 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 257,4 |               |
| N-632     | 42  | 33-O  | Convencional  | 596    | 1        | 640,1  | 0  | 0  | 1  | 0  | 2        | 919,4 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 302,7 | 0  | 0    | 0  | 3  | 2        | 691   | 0  | 0    | 0  | 2     | 497,1         |
| N-632     | 43  | 33-O  | Convencional  | 596    | 1        | 640,1  | 0  | 0  | 0  | 2  | 1        | 459,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 163,7 |               |
| N-632     | 46  | 33-O  | Convencional  | 596    | 1        | 640,1  | 0  | 0  | 0  | 1  | 1        | 459,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 163,7 |               |
| N-632     | 55  | 33-O  | Convencional  | 428    | 2        | 1251   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 4        | 2673  | 1  | 668,2 | 0  | 5  | 1        | 594,3 | 0  | 0    | 0  | 2  | 1        | 580,5 | 0  | 0    | 0  | 2     | 992,2         |
| N-632     | 58  | 33-O  | Convencional  | 428    | 1        | 625,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 1337  | 0  | 0     | 0  | 5  | 1        | 594,3 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 496,1         |
| N-632     | 59  | 33-O  | Convencional  | 428    | 1        | 625,5  | 0  | 0  | 0  | 1  | 1        | 640,1 | 0  | 0    | 1  | 0  | 1        | 668,2 | 0  | 0     | 0  | 2  | 1        | 594,3 | 0  | 0    | 0  | 2  | 1        | 580,5 | 0  | 0    | 0  | 1     | 620,1         |
| N-632     | 63  | 33-O  | Convencional  | 428    | 1        | 625,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 27,7  | 0  | 0    | 0  | 1  | 2        | 55,3  | 0  | 0    | 0  | 2     | 49,1          |
| N-632     | 97  | 33-O  | Convencional  | 18.507 | 2        | 27,6   | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 85    | 0  | 0     | 0  | 14 | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 20,2  |               |
| N-632     | 98  | 33-O  | Convencional  | 18.507 | 1        | 13,8   | 0  | 0  | 0  | 2  | 2        | 29,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 27,7  | 1  | 27,7 | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 16,2          |
| N-632     | 99  | 33-O  | Convencional  | 18.507 | 4        | 55,2   | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 56,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 27,6  | 0  | 0    | 0  | 3     | 26,6          |
| N-632     | 101 | 33-O  | Convencional  | 18.507 | 1        | 13,8   | 0  | 0  | 0  | 1  | 1        | 14,8  | 0  | 0    | 0  | 2  | 1        | 17,9  | 0  | 0     | 0  | 1  | 1        | 16,6  | 0  | 0    | 0  | 1  | 3        | 51,9  | 1  | 17,3 | 1  | 5     | 22,3          |
| N-632     | 102 | 33-O  | Convencional  | 18.507 | 1        | 19,6   | 0  | 0  | 1  | 1  | 3        | 44,4  | 0  | 0    | 0  | 6  | 3        | 88,2  | 0  | 0     | 0  | 8  | 5        | 131,1 | 0  | 0    | 0  | 6  | 2        | 57,3  | 0  | 0    | 0  | 2     | 62,1          |
| N-632     | 109 | 33-O  | Convencional  | 4.783  | 1        | 58     | 0  | 0  | 0  | 2  | 2        | 114,6 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 131,1 | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 58,4          |
| N-632     | 112 | 33-O  | Convencional  | 4.783  | 1        | 58     | 0  | 0  | 0  | 1  | 3        | 171,8 | 1  | 57,3 | 0  | 2  | 1        | 60,4  | 0  | 0     | 0  | 1  | 1        | 65,5  | 0  | 0    | 0  | 1  | 2        | 104,9 | 0  | 0    | 0  | 2     | 93,5          |
| N-632     | 113 | 33-O  | Convencional  | 5.002  | 1        | 58     | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 131,1 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 34,7          |
| N-632     | 120 | 33-O  | Convencional  | 3.272  | 2        | 172    | 0  | 0  | 0  | 3  | 1        | 83,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 45,7  | 0  | 0    | 0  | 3  | 2        | 34,7  | 0  | 0    | 0  | 8     | 52,3          |
| N-632     | 146 | 33-O  | Convencional  | 245    | 1        | 1109,2 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 322,3 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 180,1         |
| N-632a    | 129 | 33-O  | Convencional  | 110    | 1        | 2174,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 108           |
| N-632a    | 140 | 33-O  | Convencional  | 110    | 1        | 2174,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 431,5         |
| N-633     | 0   | 33-O  | Convencional  | 16.782 | 1        | 15,1   | 0  | 0  | 0  | 1  | 2        | 32,7  | 0  | 0    | 0  | 2  | 4        | 67,5  | 0  | 0     | 0  | 8  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 22,1          |
| N-633     | 1   | 33-O  | Convencional  | 16.782 | 2        | 30,3   | 0  | 0  | 0  | 3  | 6        | 98    | 0  | 0    | 0  | 8  | 4        | 67,5  | 0  | 0     | 0  | 9  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 37,9          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 38      A-63 y A-64 Villaviciosa - Oviedo - Salas

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-63      | 0  | 33-O  | Autovía       | 20.238 | 1        | 12,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,5 | 0  | 0  | 0  | 2  | 5,4           |
| A-63      | 1  | 33-O  | Autovía       | 20.238 | 3        | 38,4 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,5 | 0  | 0  | 1  | 2  | 2        | 28,3 | 0  | 0  | 0  | 4  | 2        | 27   | 0  | 0  | 0  | 2  | 24,4          |
| A-63      | 4  | 33-O  | Autovía       | 14.673 | 1        | 15,3 | 0  | 0   | 0  | 1  | 1        | 18,7 | 0  | 0  | 0  | 1  | 3        | 46,4 | 0  | 0  | 1  | 6  | 2        | 30,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 22,7          |
| A-63      | 6  | 33-O  | Autovía       | 14.673 | 1        | 18   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17   | 0  | 0  | 0  | 1  | 10,6          |
| A-63      | 7  | 33-O  | Autovía       | 14.673 | 1        | 18   | 0  | 0   | 0  | 1  | 1        | 18,7 | 0  | 0  | 0  | 1  | 1        | 17,7 | 0  | 0  | 1  | 0  | 1        | 17   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 14,1          |
| A-63      | 18 | 33-O  | Autovía       | 11.227 | 1        | 22,9 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,8 | 0  | 0  | 0  | 1  | 10,2          |
| A-63      | 19 | 33-O  | Autovía       | 12.197 | 1        | 27,9 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 5,4           |
| A-63      | 20 | 33-O  | Autovía       | 12.416 | 2        | 71,2 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 16,9          |
| A-63      | 25 | 33-O  | Autovía       | 13.885 | 1        | 34,8 | 0  | 0   | 1  | 0  | 1        | 19,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 64,9 | 0  | 0  | 0  | 1  | 17            |
| A-64      | 4  | 33-O  | Autovía       | 9.346  | 1        | 21,4 | 0  | 0   | 0  | 2  | 1        | 29,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 10,4          |
| A-64      | 11 | 33-O  | Autovía       | 9.595  | 2        | 42,9 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 9,8           |
| A-64      | 14 | 33-O  | Autovía       | 31.445 | 3        | 27,5 | 0  | 0   | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6,2           |
| A-64      | 15 | 33-O  | Autovía       | 31.445 | 1        | 8,8  | 0  | 0   | 0  | 1  | 2        | 17,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 6,2           |
| A-64      | 20 | 33-O  | Autovía       | 31.445 | 1        | 8,8  | 0  | 0   | 0  | 1  | 3        | 26,1 | 0  | 0  | 5  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 10,3          |
| A-64      | 24 | 33-O  | Autovía       | 31.445 | 1        | 8,8  | 0  | 0   | 0  | 1  | 1        | 8,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8    | 0  | 0  | 0  | 2  | 5,2           |
| A-64      | 25 | 33-O  | Autovía       | 31.445 | 2        | 17,6 | 1  | 8,8 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4,9           |
| A-64      | 29 | 33-O  | Autovía       | 49.467 | 1        | 5,6  | 0  | 0   | 0  | 1  | 1        | 5,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 20,3 | 0  | 0  | 0  | 3  | 1        | 6,1  | 0  | 0  | 1  | 1  | 7,3           |
| A-64      | 30 | 33-O  | Autovía       | 49.467 | 3        | 16,7 | 0  | 0   | 0  | 8  | 6        | 33,2 | 0  | 0  | 1  | 10 | 4        | 26,3 | 0  | 0  | 1  | 6  | 4        | 27,1 | 0  | 0  | 0  | 7  | 4        | 24,3 | 0  | 0  | 0  | 8  | 25,5          |
| A-64      | 31 | 33-O  | Autovía       | 49.467 | 2        | 11,2 | 0  | 0   | 0  | 5  | 2        | 11,1 | 0  | 0  | 0  | 2  | 1        | 5,5  | 0  | 0  | 0  | 1  | 2        | 12,4 | 0  | 0  | 0  | 2  | 5        | 24,5 | 0  | 0  | 0  | 9  | 13,2          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 39      N-442 Huelva - Puerto Exterior

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |    |    |    |    |      | Año 2012 |    |    |      |      |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|----|----|----|----|------|----------|----|----|------|------|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP | VM | IM | HG | HL   | ACV      | IP | VM | IM   | HG   | HL |               |
| H-30      | 2  | 21-H  | Multicarril   | 13.528 | 2        | 39,7 | 0  | 0   | 0  | 5  | 2        | 40,5 | 0  | 0  | 0  | 2  | 3        | 69,8 | 0  | 0   | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0    | 29,6 |    |               |
| H-30      | 5  | 21-H  | Multicarril   | 12.851 | 1        | 20,6 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 41,9 | 0  | 0   | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 12,5 |      |    |               |
| H-30      | 8  | 21-H  | Multicarril   | 12.851 | 3        | 53,9 | 0  | 0   | 0  | 8  | 1        | 21,3 | 0  | 0  | 0  | 1  | 1        | 11,6 | 0  | 0   | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 16,4 |      |    |               |
| H-30      | 9  | 21-H  | Multicarril   | 35.555 | 2        | 14,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 3    |      |    |               |
| H-30      | 10 | 21-H  | Multicarril   | 34.889 | 1        | 7,4  | 1  | 7,4 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,2  | 1  | 8,2 | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 3    |      |    |               |
| H-30      | 13 | 21-H  | Multicarril   | 15.083 | 1        | 18,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 53,8 | 0  | 0   | 0  | 4  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 13,8 |      |    |               |
| H-30      | 14 | 21-H  | Multicarril   | 15.542 | 1        | 18,3 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0  | 0  | 0  | 1  | 14,5 | 0        | 0  | 0  | 1    | 6,7  |    |               |
| N-442     | 6  | 21-H  | Multicarril   | 9.283  | 3        | 47,4 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 12,7 |      |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 40      C-547 Lugo - Santiago

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|------|------|---------------|
|           |    |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL   |               |
| N-547     | 30 | 27-LU | Convencional  | 1.482 | 1        | 192   | 0  | 0  | 0  | 1  | 1        | 184,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 56,1 |      |               |
| N-547     | 34 | 27-LU | Convencional  | 3.234 | 1        | 88    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 15,6 |      |               |
| N-547     | 37 | 27-LU | Convencional  | 3.234 | 1        | 88    | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 68    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 30   |      |               |
| N-547     | 47 | 15-C  | Convencional  | 5.122 | 1        | 57,6  | 0  | 0  | 0  | 1  | 1        | 53,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 23   |      |               |
| N-547     | 48 | 15-C  | Convencional  | 5.122 | 1        | 65,1  | 0  | 0  | 0  | 2  | 1        | 53,5  | 0  | 0  | 0  | 5  | 1        | 68,1 | 0  | 0    | 1  | 0  | 5        | 323,9 | 0  | 0  | 2  | 3  | 1        | 66    | 0  | 0  | 0    | 1    | 113,5         |
| N-547     | 49 | 15-C  | Convencional  | 3.564 | 1        | 69,7  | 0  | 0  | 1  | 1  | 1        | 76,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 27,5 |      |               |
| N-547     | 52 | 15-C  | Convencional  | 3.564 | 1        | 69,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 68,1 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 27,5 |      |               |
| N-547     | 53 | 15-C  | Convencional  | 3.564 | 1        | 69,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 13,8 |      |               |
| N-547     | 65 | 15-C  | Convencional  | 4.070 | 1        | 62,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 73,8     | 0     | 0  | 0  | 1    | 28,3 |               |
| N-547     | 68 | 15-C  | Convencional  | 4.117 | 2        | 124,4 | 0  | 0  | 0  | 3  | 1        | 66,5  | 0  | 0  | 0  | 1  | 1        | 77,4 | 1  | 77,4 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 73,8  | 0  | 0  | 0    | 2    | 70,5          |
| N-547     | 69 | 15-C  | Convencional  | 4.117 | 1        | 62,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 74,8  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0    | 27,6 |               |
| N-547     | 71 | 15-C  | Convencional  | 4.117 | 1        | 62,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 13,6 |               |
| N-547     | 77 | 15-C  | Convencional  | 4.117 | 2        | 103,5 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 51    | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0    | 32,4 |               |
| N-547     | 78 | 15-C  | Convencional  | 4.117 | 1        | 51,8  | 0  | 0  | 0  | 2  | 1        | 66,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 21,6 |               |
| N-547     | 81 | 15-C  | Convencional  | 4.434 | 1        | 51,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 10,7 |               |
| N-547     | 83 | 15-C  | Convencional  | 7.026 | 1        | 36,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 41,9 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 15,8 |               |
| N-547     | 85 | 15-C  | Convencional  | 7.026 | 1        | 36,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 83,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 121,2 | 0  | 0  | 1    | 3    | 47,4          |
| N-547     | 86 | 15-C  | Convencional  | 7.026 | 2        | 73    | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 83,8 | 0  | 0    | 0  | 2  | 1        | 40,1  | 0  | 0  | 0  | 2  | 2        | 80,8  | 0  | 0  | 0    | 4    | 55,3          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 41      A-52 Benavente - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |     |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|-----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM  | HG   | HL   |               |
| A-52      | 1   | 49-ZA | Autovía       | 6.787  | 1        | 38   | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 8,3  |      |               |
| A-52      | 2   | 49-ZA | Autovía       | 6.787  | 1        | 38   | 1  | 38   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 8,3 |      |      |               |
| A-52      | 6   | 49-ZA | Autovía       | 8.389  | 1        | 30,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 6,1 |      |      |               |
| A-52      | 19  | 49-ZA | Autovía       | 8.395  | 1        | 31   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 6,6 |      |      |               |
| A-52      | 41  | 49-ZA | Autovía       | 8.452  | 1        | 31,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 34,5 | 0  | 0  | 0  | 1  | 1        | 34,3 | 0  | 0  | 0  | 2    | 0        | 0    | 0  | 0   | 19,9 |      |               |
| A-52      | 50  | 49-ZA | Autovía       | 9.168  | 1        | 28,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 31,2 | 0        | 0    | 0  | 1   | 12,2 |      |               |
| A-52      | 54  | 49-ZA | Autovía       | 9.369  | 1        | 28,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31,9 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 31,2 | 0  | 0   | 0    | 1    | 18,3          |
| A-52      | 57  | 49-ZA | Autovía       | 9.369  | 2        | 56,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31,9 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0   | 0    | 17,8 |               |
| A-52      | 69  | 49-ZA | Autovía       | 9.369  | 1        | 28,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 5,8  |      |               |
| A-52      | 74  | 49-ZA | Autovía       | 9.288  | 1        | 28,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 29,5 | 0        | 0    | 0  | 1   | 11,8 |      |               |
| A-52      | 82  | 49-ZA | Autovía       | 7.502  | 1        | 41,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 7,1  |      |               |
| A-52      | 88  | 49-ZA | Autovía       | 7.502  | 1        | 41,6 | 0  | 0    | 0  | 2  | 1        | 36,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 14,3 |      |               |
| A-52      | 96  | 49-ZA | Autovía       | 8.778  | 1        | 28,5 | 0  | 0    | 0  | 1  | 1        | 31,2 | 0  | 0  | 0  | 2  | 1        | 35,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 32,9 | 0  | 0   | 0    | 1    | 25,8          |
| A-52      | 105 | 49-ZA | Autovía       | 9.268  | 1        | 29,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 6,4  |      |               |
| A-52      | 114 | 32-OR | Autovía       | 8.595  | 1        | 31,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 12,5 |      |               |
| A-52      | 132 | 32-OR | Autovía       | 10.169 | 3        | 83   | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 22,9 |      |               |
| A-52      | 135 | 32-OR | Autovía       | 10.169 | 1        | 27,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 5,7  |      |               |
| A-52      | 140 | 32-OR | Autovía       | 10.169 | 1        | 27,7 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 28,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 11,4 |      |               |
| A-52      | 151 | 32-OR | Autovía       | 11.278 | 1        | 24,2 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 5,4  |      |               |
| A-52      | 190 | 32-OR | Autovía       | 13.038 | 1        | 20,2 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 24,2 | 0        | 0    | 0  | 4   | 9    |      |               |
| A-52      | 193 | 32-OR | Autovía       | 13.038 | 1        | 20,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 4,2  |      |               |
| A-52      | 202 | 32-OR | Autovía       | 13.384 | 1        | 19,8 | 1  | 19,8 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 4,1  |      |               |
| A-52      | 216 | 32-OR | Autovía       | 20.290 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 3,1  |      |               |
| A-52      | 218 | 32-OR | Autovía       | 20.290 | 1        | 13,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 28,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 8,8  |      |               |
| A-52      | 224 | 32-OR | Autovía       | 17.608 | 3        | 42,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,8 | 0  | 0  | 0  | 2    | 0        | 0    | 0  | 0   | 0    | 11,9 |               |
| A-52      | 233 | 32-OR | Autovía       | 29.604 | 2        | 17,9 | 0  | 0    | 2  | 5  | 2        | 18,5 | 0  | 0  | 0  | 4  | 1        | 9,5  | 0  | 0  | 0  | 1  | 2        | 21,1 | 0  | 0  | 0  | 4    | 1        | 9,8  | 0  | 0   | 0    | 1    | 15,3          |
| A-52      | 234 | 32-OR | Autovía       | 29.604 | 1        | 8,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 1,9  |      |               |
| A-52      | 235 | 32-OR | Autovía       | 29.604 | 1        | 8,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 4    |      |               |
| A-52      | 250 | 32-OR | Autovía       | 14.101 | 1        | 17   | 0  | 0    | 0  | 1  | 1        | 19,4 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0   | 7,4  |      |               |
| A-52      | 261 | 32-OR | Autovía       | 14.738 | 1        | 18,2 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,2 | 0  | 0  | 1  | 1    | 0        | 0    | 0  | 0   | 0    | 7,9  |               |

Itinerario : 41      A-52 Benavente - Vigo

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |      |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|------|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG   | HL  |               |
| A-52      | 269 | 36-PO | Autovía       | 14.929 | 1        | 19   | 0  | 0   | 0  | 1  | 2        | 36,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 10,7 |     |               |
| A-52      | 270 | 36-PO | Autovía       | 14.929 | 1        | 19   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,6 | 0  | 0  | 0    | 1   | 9,6           |
| A-52      | 271 | 36-PO | Autovía       | 14.929 | 1        | 19   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 3,2 |               |
| A-52      | 272 | 36-PO | Autovía       | 14.929 | 1        | 19   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 0   | 6,4           |
| A-52      | 283 | 36-PO | Autovía       | 23.759 | 1        | 12,1 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 0   | 5,3           |
| A-52      | 284 | 36-PO | Autovía       | 23.759 | 2        | 24,2 | 0  | 0   | 0  | 2  | 1        | 11,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,6 | 0  | 0  | 0    | 2   | 10,7          |
| A-52      | 286 | 36-PO | Autovía       | 23.759 | 2        | 24,2 | 0  | 0   | 0  | 2  | 2        | 23,1 | 0  | 0  | 0  | 3  | 1        | 15   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,6 | 0  | 0  | 0    | 1   | 16            |
| A-52      | 287 | 36-PO | Autovía       | 23.759 | 1        | 12,1 | 0  | 0   | 1  | 0  | 1        | 11,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 28,3 | 0  | 0  | 0  | 2  | 3        | 43,9 | 0  | 0  | 1    | 2   | 18,7          |
| A-52      | 288 | 36-PO | Autovía       | 23.759 | 1        | 12,1 | 0  | 0   | 0  | 1  | 2        | 23,1 | 0  | 0  | 1  | 1  | 2        | 30   | 0  | 0  | 0  | 3  | 3        | 42,4 | 0  | 0  | 1  | 3  | 1        | 14,6 | 0  | 0  | 0    | 4   | 24            |
| A-52      | 291 | 36-PO | Autovía       | 23.759 | 2        | 24,2 | 0  | 0   | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15   | 0  | 0  | 0  | 1  | 1        | 14,1 | 0  | 0  | 0  | 1  | 1        | 14,6 | 0  | 0  | 0    | 3   | 13,3          |
| A-52      | 294 | 36-PO | Autovía       | 23.759 | 1        | 10,8 | 0  | 0   | 0  | 1  | 2        | 23,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 23,3 | 0  | 0  | 0  | 5  | 2        | 24,4 | 0  | 0  | 0    | 5   | 16,4          |
| A-52      | 295 | 36-PO | Autovía       | 25.997 | 1        | 10,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 2  | 1        | 12   | 0  | 0  | 0    | 2   | 6,8           |
| A-52      | 297 | 36-PO | Autovía       | 25.997 | 1        | 10,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0   | 2,3           |
| A-52      | 302 | 36-PO | Autovía       | 35.590 | 1        | 7,5  | 0  | 0   | 0  | 1  | 2        | 15,4 | 0  | 0  | 0  | 2  | 2        | 16,2 | 0  | 0  | 0  | 5  | 1        | 9,2  | 0  | 0  | 0  | 1  | 1        | 9,6  | 0  | 0  | 0    | 1   | 11,7          |
| A-52      | 303 | 36-PO | Autovía       | 35.590 | 2        | 15   | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 31,2 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 24   | 0  | 0  | 0    | 6   | 13,9          |
| A-52      | 304 | 36-PO | Autovía       | 35.590 | 1        | 7,5  | 1  | 7,5 | 0  | 0  | 1        | 7,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,7  | 0  | 0  | 0  | 1  | 1        | 8    | 0  | 0  | 0    | 9   | 6,2           |
| A-52      | 305 | 36-PO | Autovía       | 35.590 | 3        | 22,5 | 0  | 0   | 1  | 6  | 3        | 23,1 | 0  | 0  | 0  | 9  | 3        | 23,4 | 0  | 0  | 0  | 6  | 2        | 15,3 | 0  | 0  | 0  | 3  | 1        | 8    | 0  | 0  | 0    | 3   | 18,5          |
| A-52      | 306 | 36-PO | Autovía       | 35.590 | 6        | 44,9 | 0  | 0   | 0  | 9  | 5        | 38,5 | 0  | 0  | 0  | 8  | 8        | 62,3 | 0  | 0  | 0  | 9  | 1        | 7,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 0   | 30,9          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 43      A-31 Atalaya - Alicante

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |     |      |    |    |      | Año 2012 |      |      |     |     |     | I.P.  |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|-----|------|----|----|------|----------|------|------|-----|-----|-----|-------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP  | VM   | IM | HG | HL   | ACV      | IP   | VM   | IM  | HG  | HL  | Medio |
| A-31      | 12  | 16-CU | Autovía       | 11.503 | 1        | 22,6 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 0    | 4,9 |     |     |       |
| A-31      | 31  | 2-AB  | Autovía       | 12.328 | 1        | 15,9 | 0  | 0    | 2  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,5  |     |     |     |       |
| A-31      | 37  | 2-AB  | Autovía       | 21.501 | 1        | 11,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,5 | 0  | 0  | 1  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 5,2  |     |     |     |       |
| A-31      | 38  | 2-AB  | Autovía       | 21.501 | 1        | 11,9 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 2,6  |     |     |     |       |
| A-31      | 40  | 2-AB  | Autovía       | 21.407 | 2        | 21,4 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 12,8     | 0   | 0    | 0  | 2  | 1    | 12,7     | 0    | 0    | 9,9 |     |     |       |
| A-31      | 46  | 2-AB  | Autovía       | 21.407 | 1        | 10,6 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 2,4  |     |     |     |       |
| A-31      | 48  | 2-AB  | Autovía       | 21.407 | 1        | 10,6 | 1  | 10,6 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 12,3     | 0   | 0    | 0  | 1  | 0    | 0        | 0    | 4,8  |     |     |     |       |
| A-31      | 53  | 2-AB  | Autovía       | 24.867 | 1        | 10,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 10,4     | 0   | 0    | 0  | 1  | 0    | 0        | 0    | 4,3  |     |     |     |       |
| A-31      | 61  | 2-AB  | Autovía       | 30.695 | 1        | 8,5  | 0  | 0    | 1  | 3  | 1        | 8,9  | 1  | 8,9 | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,6  |     |     |     |       |
| A-31      | 63  | 2-AB  | Autovía       | 30.695 | 1        | 8,5  | 0  | 0    | 0  | 1  | 1        | 8,9  | 1  | 8,9 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,6  |     |     |     |       |
| A-31      | 66  | 2-AB  | Autovía       | 30.695 | 1        | 8,5  | 0  | 0    | 1  | 0  | 1        | 8,9  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9 | 0    | 0  | 0  | 3    | 0        | 0    | 5,4  |     |     |     |       |
| A-31      | 69  | 2-AB  | Autovía       | 30.695 | 1        | 9,1  | 0  | 0    | 0  | 1  | 1        | 8,9  | 0  | 0   | 1  | 0  | 1        | 10,2 | 0  | 0  | 2  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 5,9  |     |     |     |       |
| A-31      | 71  | 2-AB  | Autovía       | 22.456 | 1        | 11,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 2,4  |     |     |     |       |
| A-31      | 74  | 2-AB  | Autovía       | 30.495 | 1        | 9,9  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,2  | 0  | 0  | 0  | 2  | 1        | 8   | 0    | 0  | 0  | 1    | 1        | 8,6  | 0    | 0   | 7,1 |     |       |
| A-31      | 76  | 2-AB  | Autovía       | 33.957 | 1        | 9,1  | 1  | 9,1  | 0  | 0  | 2        | 16,1 | 0  | 0   | 0  | 3  | 1        | 10,1 | 0  | 0  | 0  | 1  | 0        | 0   | 0    | 0  | 0  | 0    | 1        | 1    | 9,5  | 0   | 0   | 9,4 |       |
| A-31      | 90  | 2-AB  | Autovía       | 17.970 | 1        | 14,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,2  |     |     |     |       |
| A-31      | 97  | 2-AB  | Autovía       | 14.460 | 1        | 17,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 4    |     |     |     |       |
| A-31      | 100 | 2-AB  | Autovía       | 14.460 | 1        | 17,8 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 4,1  |     |     |     |       |
| A-31      | 101 | 2-AB  | Autovía       | 14.460 | 1        | 17,8 | 0  | 0    | 0  | 1  | 1        | 18,9 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 8,1  |     |     |     |       |
| A-31      | 129 | 2-AB  | Autovía       | 14.121 | 1        | 17,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22  | 0    | 0  | 0  | 1    | 0        | 0    | 0    | 7,7 |     |     |       |
| A-31      | 147 | 2-AB  | Autovía       | 16.482 | 1        | 16,5 | 1  | 16,5 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 18,7     | 2   | 37,4 | 0  | 0  | 0    | 0        | 0    | 6,9  |     |     |     |       |
| A-31      | 148 | 2-AB  | Autovía       | 16.482 | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,5  |     |     |     |       |
| A-31      | 153 | 2-AB  | Autovía       | 16.564 | 1        | 16,2 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 3,4  |     |     |     |       |
| A-31      | 155 | 2-AB  | Autovía       | 15.659 | 1        | 17,3 | 1  | 17,3 | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 1  | 17,7 | 1        | 17,7 | 0    | 7,2 |     |     |       |
| A-31      | 163 | 2-AB  | Autovía       | 13.247 | 1        | 18,5 | 0  | 0    | 2  | 2  | 1        | 20,7 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 7,9  |     |     |     |       |
| A-31      | 166 | 3-A   | Autovía       | 11.153 | 1        | 18,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 4,1  |     |     |     |       |
| A-31      | 169 | 3-A   | Autovía       | 11.153 | 1        | 18,5 | 2  | 37   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 25,1 | 0  | 0  | 0  | 2  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 8,3  |     |     |     |       |
| A-31      | 172 | 3-A   | Autovía       | 23.707 | 6        | 66,4 | 0  | 0    | 0  | 13 | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0   | 0    | 0  | 3  | 0    | 0        | 0    | 16,7 |     |     |     |       |
| A-31      | 173 | 3-A   | Autovía       | 24.293 | 1        | 11,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 11,7     | 0   | 0    | 0  | 1  | 1    | 11,1     | 0    | 0    | 6,8 |     |     |       |
| A-31      | 175 | 3-A   | Autovía       | 24.332 | 1        | 11,1 | 0  | 0    | 0  | 3  | 1        | 11,3 | 0  | 0   | 0  | 7  | 1        | 11,5 | 0  | 0  | 0  | 4  | 0        | 0   | 0    | 0  | 0  | 0    | 0        | 0    | 6,8  |     |     |     |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 43      A-31 Atalaya - Alicante

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |      |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|------|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL  |               |
| A-31      | 181 | 3-A   | Autovía       | 24.332 | 3        | 33   | 0  | 0   | 1  | 2  | 1        | 11,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,3  | 0    | 0  | 0  | 1   | 10,3          |
| A-31      | 184 | 3-A   | Autovía       | 34.978 | 2        | 17,8 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,6  | 0  | 0   | 0  | 1  | 1        | 9,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0   | 6,8           |
| A-31      | 185 | 3-A   | Autovía       | 37.969 | 2        | 15   | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,6  | 0  | 0   | 0  | 1  | 2        | 17,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0   | 7,9           |
| A-31      | 186 | 3-A   | Autovía       | 38.181 | 2        | 14,9 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,7  | 0  | 0  | 1  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 4,8           |
| A-31      | 189 | 3-A   | Autovía       | 38.181 | 1        | 7,4  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 7,8      | 2    | 15,7 | 0  | 0  | 3,1 |               |
| A-31      | 190 | 3-A   | Autovía       | 38.181 | 1        | 7,4  | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 24,7 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 6,2           |
| A-31      | 191 | 3-A   | Autovía       | 38.181 | 2        | 14,9 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 15,6     | 0    | 0    | 1  | 4  | 6,2 |               |
| A-31      | 192 | 3-A   | Autovía       | 38.181 | 1        | 7,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 1,6           |
| A-31      | 196 | 3-A   | Autovía       | 39.437 | 2        | 13,8 | 1  | 6,9 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,8  | 0  | 0   | 0  | 3  | 3        | 23,8 | 0  | 0  | 0  | 3  | 1        | 6,8  | 0    | 0  | 1  | 0   | 10,2          |
| A-31      | 197 | 3-A   | Autovía       | 39.437 | 2        | 13,8 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,8  | 0  | 0   | 0  | 2  | 1        | 7,9  | 0  | 0  | 1  | 3  | 0        | 0    | 0    | 0  | 0  | 0   | 5,8           |
| A-31      | 199 | 3-A   | Autovía       | 39.437 | 2        | 13,8 | 0  | 0   | 0  | 2  | 1        | 6,9  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0   | 5,8           |
| A-31      | 200 | 3-A   | Autovía       | 39.437 | 1        | 6,7  | 0  | 0   | 0  | 1  | 1        | 6,9  | 0  | 0  | 0  | 1  | 1        | 7,8  | 0  | 0   | 1  | 1  | 2        | 15,9 | 0  | 0  | 0  | 2  | 1        | 6,8  | 0    | 0  | 0  | 1   | 8,7           |
| A-31      | 201 | 3-A   | Autovía       | 45.357 | 2        | 13   | 1  | 6,5 | 4  | 7  | 2        | 12,1 | 0  | 0  | 0  | 4  | 2        | 15,7 | 0  | 0   | 0  | 2  | 3        | 23,8 | 0  | 0  | 0  | 4  | 1        | 6,8  | 0    | 0  | 0  | 1   | 13,9          |
| A-31      | 202 | 3-A   | Autovía       | 45.110 | 1        | 6,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 23,5 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 5,4           |
| A-31      | 203 | 3-A   | Autovía       | 45.110 | 1        | 6,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,3  | 0  | 0  | 1  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 2,7           |
| A-31      | 204 | 3-A   | Autovía       | 45.357 | 1        | 6,5  | 0  | 0   | 0  | 1  | 1        | 6    | 0  | 0  | 0  | 1  | 4        | 26,8 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,9  | 0    | 0  | 1  | 4   | 8,9           |
| A-31      | 205 | 3-A   | Autovía       | 45.357 | 1        | 6,5  | 0  | 0   | 0  | 2  | 1        | 6    | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0   | 3,8           |
| A-31      | 207 | 3-A   | Autovía       | 56.432 | 1        | 5,8  | 0  | 0   | 0  | 1  | 1        | 4,9  | 0  | 0  | 0  | 3  | 1        | 6,7  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,8 | 0    | 0  | 1  | 4   | 5,9           |
| A-31      | 208 | 3-A   | Autovía       | 56.432 | 3        | 15,9 | 0  | 0   | 0  | 5  | 1        | 4,9  | 0  | 0  | 0  | 2  | 2        | 13,4 | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,8 | 0    | 0  | 0  | 2   | 9,2           |
| A-31      | 210 | 3-A   | Autovía       | 50.033 | 1        | 5,3  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0   | 2,3           |
| A-31      | 211 | 3-A   | Autovía       | 49.843 | 3        | 15,9 | 0  | 0   | 0  | 7  | 1        | 5,5  | 0  | 0  | 0  | 2  | 3        | 18   | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,7  | 0    | 0  | 0  | 2   | 9,1           |
| A-31      | 213 | 3-A   | Autovía       | 49.843 | 2        | 10,8 | 0  | 0   | 0  | 2  | 1        | 5,5  | 0  | 0  | 0  | 3  | 1        | 6,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 4,7           |
| A-31      | 214 | 3-A   | Autovía       | 49.843 | 2        | 11,3 | 0  | 0   | 1  | 1  | 1        | 5,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 3,6           |
| A-31      | 216 | 3-A   | Autovía       | 50.672 | 1        | 5,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12,5 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 3,5           |
| A-31      | 217 | 3-A   | Autovía       | 50.401 | 2        | 10,9 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,3  | 1  | 6,3 | 0  | 1  | 3        | 18,8 | 0  | 0  | 1  | 3  | 1        | 6,1  | 0    | 0  | 0  | 1   | 8,2           |
| A-31      | 218 | 3-A   | Autovía       | 48.357 | 1        | 5,4  | 0  | 0   | 0  | 2  | 1        | 5,7  | 0  | 0  | 0  | 3  | 1        | 6,3  | 0  | 0   | 0  | 1  | 2        | 12,5 | 0  | 0  | 1  | 2  | 0        | 0    | 0    | 0  | 0  | 0   | 5,9           |
| A-31      | 219 | 3-A   | Autovía       | 48.357 | 3        | 16,2 | 0  | 0   | 0  | 10 | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0   | 4,7           |
| A-31      | 220 | 3-A   | Autovía       | 48.357 | 2        | 10,8 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12,5 | 0  | 0   | 0  | 4  | 3        | 18,8 | 0  | 0  | 0  | 3  | 1        | 6,1  | 0    | 0  | 0  | 1   | 9,5           |
| A-31      | 221 | 3-A   | Autovía       | 48.357 | 2        | 10,8 | 0  | 0   | 0  | 10 | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 17,6 | 0    | 0  | 1  | 3   | 6,9           |
| A-31      | 222 | 3-A   | Autovía       | 48.357 | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0   | 2,3           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 43      A-31 Atalaya - Alicante

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |     |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|-----|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP  | VM | IM | HG | HL |               |
| A-31      | 223 | 3-A   | Autovía       | 41.650 | 1        | 7,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,3  | 0  | 0  | 0  | 2  | 0        | 0   | 0  | 0  | 0  | 0  | 2,7           |
| A-31      | 224 | 3-A   | Autovía       | 28.437 | 2        | 14,8 | 0  | 0   | 0  | 2  | 1        | 9,6  | 0  | 0  | 0  | 1  | 2        | 14,2 | 0  | 0  | 0  | 4  | 2        | 14,6 | 0  | 0  | 0  | 3  | 0        | 0   | 0  | 0  | 0  | 0  | 10,6          |
| A-31      | 230 | 3-A   | Autovía       | 32.239 | 2        | 19,1 | 0  | 0   | 0  | 4  | 3        | 25,5 | 0  | 0  | 0  | 6  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7   | 0  | 0  | 0  | 1  | 10,9          |
| A-31      | 231 | 3-A   | Autovía       | 32.239 | 3        | 28,6 | 1  | 9,5 | 1  | 2  | 2        | 17   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 7,8           |
| A-31      | 232 | 3-A   | Autovía       | 32.239 | 1        | 9,5  | 0  | 0   | 1  | 0  | 1        | 8,5  | 0  | 0  | 0  | 2  | 2        | 14,2 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 6,4           |
| A-31      | 234 | 3-A   | Autovía       | 44.250 | 2        | 17,9 | 0  | 0   | 0  | 2  | 3        | 18,6 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 6,3           |
| A-31      | 235 | 3-A   | Autovía       | 48.770 | 1        | 7    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12,3 | 0  | 0  | 0  | 3  | 2        | 14,2 | 0  | 0  | 0  | 3  | 1        | 6,8 | 0  | 0  | 0  | 1  | 7,8           |
| A-31      | 236 | 3-A   | Autovía       | 38.638 | 4        | 24,9 | 0  | 0   | 0  | 8  | 1        | 7,1  | 0  | 0  | 0  | 1  | 3        | 22,3 | 0  | 0  | 0  | 4  | 4        | 28,4 | 0  | 0  | 0  | 6  | 0        | 0   | 0  | 0  | 0  | 0  | 16,6          |
| A-31      | 238 | 3-A   | Multicarril   | 38.638 | 4        | 24,7 | 0  | 0   | 0  | 4  | 5        | 35,5 | 0  | 0  | 0  | 12 | 1        | 7,4  | 0  | 0  | 1  | 0  | 1        | 7,1  | 0  | 0  | 0  | 2  | 1        | 6,8 | 0  | 0  | 1  | 6  | 16,6          |
| A-31      | 239 | 3-A   | Multicarril   | 38.638 | 1        | 6,2  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,1  | 0  | 0  | 0  | 1  | 1        | 6,8 | 0  | 0  | 0  | 1  | 4,1           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 47      N-603 San rafael - Segovia

|           |    |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-603     | 69 | 40-SG | Convencional  | 6.863 | 1        | 45,9 | 0  | 0  | 0  | 1  | 1        | 39,9 | 0  | 0    | 0  | 1  | 1        | 49,9 | 0  | 0  | 0  | 1  | 2        | 97,7 | 0  | 0  | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0    | 47,2  |
| N-603     | 73 | 40-SG | Convencional  | 6.124 | 1        | 45,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 49,9 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 19,4 |       |
| N-603     | 88 | 40-SG | Convencional  | 6.037 | 1        | 44,9 | 0  | 0  | 0  | 3  | 2        | 90,8 | 1  | 45,4 | 0  | 5  | 1        | 41,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 34,2 |       |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 48      Carreteras de Ceuta

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |       |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|-------|----|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG    | HL |               |
| N-352     | 0  | 51-CE | Convencional  | 19.772 | 4        | 53,5  | 0  | 0  | 0  | 5  | 3        | 41,6  | 0  | 0    | 1  | 3  | 4        | 55,4  | 0  | 0  | 0  | 8  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 50,2  |    |               |
| N-352     | 1  | 51-CE | Convencional  | 19.772 | 3        | 40,1  | 0  | 0  | 0  | 4  | 2        | 27,7  | 0  | 0    | 0  | 2  | 1        | 13,9  | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 27,4  |    |               |
| N-352     | 2  | 51-CE | Convencional  | 16.647 | 19       | 316,1 | 0  | 0  | 3  | 26 | 16       | 263,3 | 1  | 16,5 | 2  | 22 | 11       | 177,8 | 0  | 0  | 1  | 14 | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 251,7 |    |               |
| N-352     | 3  | 51-CE | Convencional  | 15.892 | 5        | 83,2  | 0  | 0  | 0  | 7  | 3        | 51,7  | 0  | 0    | 0  | 5  | 9        | 155,2 | 0  | 0  | 1  | 11 | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 96,5  |    |               |
| N-354     | 1  | 51-CE | Convencional  | 16.682 | 1        | 15,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 9,8   | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 8,8   |    |               |
| N-354     | 2  | 51-CE | Convencional  | 16.682 | 4        | 63,4  | 0  | 0  | 0  | 7  | 5        | 82,1  | 0  | 0    | 3  | 6  | 3        | 54    | 0  | 0  | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 66,8  |    |               |
| N-354     | 3  | 51-CE | Convencional  | 16.682 | 1        | 15,8  | 0  | 0  | 2  | 0  | 2        | 32,8  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 22,4  |    |               |
| N-354     | 5  | 51-CE | Convencional  | 16.682 | 1        | 15,8  | 0  | 0  | 0  | 3  | 2        | 32,8  | 0  | 0    | 0  | 2  | 1        | 101,5 | 0  | 0  | 1  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 29,9  |    |               |
| N-354     | 6  | 51-CE | Convencional  | 16.682 | 2        | 31,7  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 101,5 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 22,4  |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 49      B-40

|           |    |       |                 |        | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.  |
|-----------|----|-------|-----------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera   | IMD    | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | Medio |
| B-40      | 1  | 8-B   | Autopista Libre | 3.610  | 3        | 226,4 | 0  | 0  | 0  | 10 | 2        | 151,8 | 0  | 0  | 0  | 4  | 3        | 187,3 | 0  | 0  | 0  | 4  | 3        | 184,8 | 0  | 0  | 0  | 6  | 1        | 90,8 | 0  | 0  | 0  | 1    | 172,2 |
| B-40      | 2  | 8-B   | Autopista Libre | 3.610  | 1        | 75,5  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 9,1  |       |
| B-40      | 8  | 8-B   | Autopista Libre | 14.611 | 4        | 70,7  | 0  | 0  | 0  | 6  | 2        | 37,5  | 0  | 0  | 0  | 3  | 1        | 22,3  | 0  | 0  | 0  | 2  | 3        | 71,1  | 0  | 0  | 0  | 4  | 1        | 25,1 | 0  | 0  | 0  | 4    | 46,5  |
| B-40      | 9  | 8-B   | Autopista Libre | 14.611 | 1        | 17,7  | 0  | 0  | 0  | 1  | 2        | 37,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12,7 |       |
| B-40      | 11 | 8-B   | Autopista Libre | 14.611 | 1        | 17,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,2  |       |
| B-40      | 12 | 8-B   | Autopista Libre | 14.611 | 5        | 88,4  | 0  | 0  | 0  | 5  | 3        | 56,3  | 0  | 0  | 2  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 50,1 | 0  | 0  | 0  | 3    | 42,2  |
| B-40      | 13 | 8-B   | Autopista Libre | 14.611 | 2        | 35,4  | 0  | 0  | 0  | 2  | 1        | 18,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 47,4  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 21,1  |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 50      N-541 Orense - Pontevedra

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |      |    |       | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|-------|----------|------|----|------|------|------|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL    | ACV      | IP   | VM | IM   | HG   | HL   |               |
| N-541     | 15 | 32-OR | Convencional  | 2.235  | 1        | 111,5 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 18,6 |      |      |               |
| N-541     | 17 | 32-OR | Convencional  | 2.235  | 1        | 111,5 | 0  | 0     | 1  | 2  | 2        | 245,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 55,7 |      |      |               |
| N-541     | 18 | 32-OR | Convencional  | 2.235  | 1        | 111,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 18,6 |      |      |               |
| N-541     | 23 | 32-OR | Convencional  | 2.235  | 2        | 223   | 0  | 0     | 2  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 79,6  | 0  | 0    | 0  | 1     | 0        | 0    | 0  | 0    | 55,7 |      |               |
| N-541     | 26 | 32-OR | Convencional  | 4.520  | 2        | 133,7 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 25,9 |      |      |               |
| N-541     | 27 | 32-OR | Convencional  | 4.520  | 2        | 133,7 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 60,3     | 0     | 0  | 0    | 1  | 1     | 60,6     | 0    | 0  | 1    | 0    | 50,4 |               |
| N-541     | 28 | 32-OR | Convencional  | 4.520  | 1        | 66,8  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 60,3     | 0     | 0  | 0    | 2  | 1     | 60,6     | 0    | 0  | 0    | 1    | 37,8 |               |
| N-541     | 32 | 32-OR | Convencional  | 4.520  | 1        | 66,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 12,6 |      |               |
| N-541     | 60 | 36-PO | Convencional  | 3.953  | 1        | 76    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 1  | 74    | 0        | 0    | 0  | 1    | 30   |      |               |
| N-541     | 61 | 36-PO | Convencional  | 3.953  | 1        | 76    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 1  | 74    | 0        | 0    | 0  | 1    | 74,9 |      |               |
| N-541     | 65 | 36-PO | Convencional  | 4.010  | 1        | 75,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 76,6     | 0     | 0  | 0    | 1  | 0     | 0        | 0    | 0  | 0    | 30,1 |      |               |
| N-541     | 66 | 36-PO | Convencional  | 4.010  | 2        | 150,7 | 2  | 150,7 | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 2  | 152,8 | 0        | 0    | 0  | 3    | 75,3 |      |               |
| N-541     | 69 | 36-PO | Convencional  | 4.010  | 1        | 75,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 2  | 152,8 | 0        | 0    | 0  | 2    | 60,2 |      |               |
| N-541     | 77 | 36-PO | Convencional  | 4.053  | 1        | 73,6  | 0  | 0     | 0  | 1  | 1        | 67,6  | 0  | 0    | 0  | 1  | 1        | 72,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 1    | 55,3 |      |               |
| N-541     | 78 | 36-PO | Convencional  | 4.053  | 1        | 73,6  | 0  | 0     | 1  | 1  | 2        | 135,2 | 0  | 0    | 1  | 1  | 1        | 72,1 | 0  | 0  | 0  | 1  | 2        | 136,4 | 0  | 0    | 0  | 3     | 1        | 64,6 | 0  | 0    | 0    | 1    | 96,7          |
| N-541     | 87 | 36-PO | Convencional  | 4.053  | 2        | 147,3 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 136,4 | 0  | 0    | 0  | 3     | 0        | 0    | 0  | 0    | 0    | 55,3 |               |
| PO-10     | 0  | 36-PO | Multicarril   | 24.328 | 3        | 23,9  | 1  | 8     | 0  | 6  | 2        | 22,5  | 0  | 0    | 0  | 2  | 1        | 9,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 12,2 |      |               |
| PO-11     | 0  | 36-PO | Autovía       | 20.870 | 2        | 23,5  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,8  | 0  | 0    | 0  | 1     | 0        | 0    | 0  | 0    | 0    | 7,9  |               |
| PO-11     | 1  | 36-PO | Autovía       | 20.696 | 1        | 10,3  | 0  | 0     | 0  | 3  | 2        | 26,5  | 1  | 13,2 | 0  | 1  | 5        | 65,8 | 0  | 0  | 1  | 7  | 3        | 41,8  | 0  | 0    | 0  | 5     | 7        | 86,3 | 0  | 0    | 1    | 8    | 44,9          |
| PO-11     | 2  | 36-PO | Autovía       | 20.696 | 1        | 10,3  | 0  | 0     | 1  | 0  | 1        | 13,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 25,4  | 0  | 0    | 0  | 2     | 1        | 11,3 | 0  | 0    | 0    | 4    | 12            |
| PO-11     | 3  | 36-PO | Autovía       | 20.696 | 1        | 10,3  | 0  | 0     | 0  | 1  | 1        | 13,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,7  | 1  | 12,7 | 0  | 0     | 1        | 11,3 | 0  | 0    | 0    | 2    | 9,6           |
| PO-11     | 4  | 36-PO | Convencional  | 19.144 | 1        | 13,2  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0    | 0  | 0    | 0    | 2,5  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 51      N-642 Barreiros - San Ciprián

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |      |      |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|------|------|----|----|---------------|
|           |    |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM   | IM   | HG | HL |               |
| N-642     | 7  | 27-LU | Multicarril   | 2.986 | 1        | 102,3 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 21,3 |    |    |               |
| N-642     | 34 | 27-LU | Convencional  | 9.263 | 1        | 29    | 0  | 0    | 0  | 3  | 1        | 29,6 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,4 | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 17,9 |    |    |               |
| N-642     | 35 | 27-LU | Convencional  | 9.263 | 1        | 29    | 0  | 0    | 1  | 0  | 1        | 29,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31,7 | 0  | 0  | 0  | 0  | 1        | 1    | 31,5 | 24,3 |    |    |               |
| N-642     | 40 | 27-LU | Convencional  | 9.263 | 1        | 29    | 0  | 0    | 1  | 0  | 1        | 29,6 | 0  | 0  | 1  | 1  | 2        | 60,5 | 0  | 0  | 0  | 2  | 1        | 34,8 | 0  | 0  | 0  | 0  | 1        | 1    | 33,4 | 37,5 |    |    |               |
| N-642     | 41 | 27-LU | Convencional  | 8.743 | 1        | 31,1  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 1        | 33,4 | 12,8 |      |    |    |               |
| N-642     | 46 | 27-LU | Convencional  | 7.402 | 1        | 37,6  | 2  | 75,2 | 0  | 1  | 1        | 37   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 13,8 |    |    |               |
| N-642     | 47 | 27-LU | Convencional  | 7.402 | 1        | 37,6  | 0  | 0    | 0  | 1  | 1        | 37   | 0  | 0  | 0  | 1  | 1        | 30,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 33,4 | 0    | 27,5 |    |    |               |
| N-642     | 48 | 27-LU | Convencional  | 7.402 | 1        | 50,6  | 0  | 0    | 0  | 2  | 2        | 74   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 24,8 |    |    |               |
| N-642     | 50 | 27-LU | Convencional  | 7.402 | 1        | 50,6  | 0  | 0    | 1  | 0  | 1        | 37   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 17,9 |    |    |               |
| N-642     | 51 | 27-LU | Convencional  | 5.488 | 1        | 50,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 9,5  |    |    |               |
| N-642     | 54 | 27-LU | Convencional  | 3.145 | 1        | 50,6  | 0  | 0    | 0  | 1  | 1        | 87,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 90,5     | 0    | 41,6 |      |    |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 52      N-621 León - Unquera

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |       |       |    |    | Año 2012 |       |       |      |    |    | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|------|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|------|-------|-------|----|----|----------|-------|-------|------|----|----|-------|
|           |     |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM    | IM    | HG | HL | ACV      | IP    | VM    | IM   | HG | HL | Medio |
| N-621     | 9   | 24-LE | Convencional  | 1.628 | 1        | 183,5 | 0  | 0    | 0  | 2  | 1        | 168,3 | 1  | 168,3 | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 0     | 65,7 |    |    |       |
| N-621     | 10  | 24-LE | Convencional  | 1.526 | 2        | 367   | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 66,5  |      |    |    |       |
| N-621     | 13  | 24-LE | Convencional  | 1.627 | 1        | 183,5 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 32,9  |      |    |    |       |
| N-621     | 21  | 24-LE | Convencional  | 1.628 | 1        | 183,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 1     | 152,8 | 0  | 0  | 0        | 1     | 65,7  |      |    |    |       |
| N-621     | 62  | 24-LE | Convencional  | 2.534 | 2        | 197,6 | 1  | 98,8 | 0  | 1  | 1        | 108,1 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 61,9  |      |    |    |       |
| N-621     | 64  | 24-LE | Convencional  | 3.110 | 1        | 98,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 19,8  |      |    |    |       |
| N-621     | 66  | 24-LE | Convencional  | 3.110 | 1        | 98,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 19,8  |      |    |    |       |
| N-621     | 87  | 24-LE | Convencional  | 995   | 1        | 320,1 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 64    |      |    |    |       |
| N-621     | 91  | 24-LE | Convencional  | 939   | 1        | 342,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 319,3 | 0  | 0  | 1  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 137,7 |      |    |    |       |
| N-621     | 111 | 24-LE | Convencional  | 402   | 1        | 637,1 | 0  | 0    | 0  | 2  | 2        | 1363  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 488,1 |      |    |    |       |
| N-621     | 112 | 24-LE | Convencional  | 343   | 1        | 805,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1    | 1631  | 0     | 0  | 0  | 1        | 385,6 |       |      |    |    |       |
| N-621     | 143 | 39-S  | Convencional  | 828   | 1        | 358,6 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 73,5  |      |    |    |       |
| N-621     | 162 | 39-S  | Convencional  | 2.893 | 1        | 126,3 | 0  | 0    | 1  | 9  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1    | 111,6 | 0     | 0  | 2  | 0        | 46,2  |       |      |    |    |       |
| N-621     | 166 | 33-O  | Convencional  | 2.519 | 1        | 113,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 103,4 | 0  | 0  | 1  | 1  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 42,6  |      |    |    |       |
| N-621     | 168 | 33-O  | Convencional  | 2.519 | 1        | 113,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 21,3  |      |    |    |       |
| N-621     | 169 | 33-O  | Convencional  | 2.519 | 1        | 113,5 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 2    | 205,9 | 0     | 0  | 0  | 4        | 63,9  |       |      |    |    |       |
| N-621     | 176 | 33-O  | Convencional  | 3.852 | 1        | 91,6  | 0  | 0    | 0  | 1  | 1        | 71,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 31,6  |      |    |    |       |
| N-621     | 183 | 39-S  | Convencional  | 3.852 | 1        | 70,5  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 76,4 | 0     | 0     | 0  | 2  | 1        | 74    | 44,1  |      |    |    |       |
| N-621     | 184 | 39-S  | Convencional  | 3.852 | 1        | 70,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 14,7  |      |    |    |       |
| N-621     | 187 | 39-S  | Convencional  | 3.852 | 2        | 140,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 76,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 44,1  |      |    |    |       |
| N-625     | 18  | 24-LE | Convencional  | 3.079 | 1        | 86,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 17,5  |      |    |    |       |
| N-625     | 31  | 24-LE | Convencional  | 3.079 | 1        | 86,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1    | 84,3  | 0     | 0  | 3  | 0        | 35    |       |      |    |    |       |
| N-625     | 33  | 24-LE | Convencional  | 3.079 | 1        | 86,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 130   | 0  | 0  | 0  | 1  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 42,9  |      |    |    |       |
| N-625     | 39  | 24-LE | Convencional  | 3.079 | 1        | 86,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 2    | 236,1 | 0     | 0  | 0  | 3        | 64,4  |       |      |    |    |       |
| N-625     | 41  | 24-LE | Convencional  | 1.524 | 1        | 117,8 | 0  | 0    | 2  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 32    |      |    |    |       |
| N-625     | 48  | 24-LE | Convencional  | 1.134 | 1        | 199,3 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 158,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 68,7  |      |    |    |       |
| N-625     | 53  | 24-LE | Convencional  | 1.134 | 1        | 199,3 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 34,3  |      |    |    |       |
| N-625     | 58  | 24-LE | Convencional  | 1.134 | 1        | 199,3 | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0     | 0     | 0  | 0  | 0        | 0     | 34,3  |      |    |    |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 53      N-322 Bailén - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |      |    |    |    | Año 2012 |      |      |    |     |      | I.P.<br>Medio |      |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|------|----|----|----|----------|------|------|----|-----|------|---------------|------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL | ACV      | IP   | VM   | IM | HG  | HL   |               |      |
| A-32      | 2   | 23-J  | Autovía       | 12.937 | 1        | 19,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 5,5 |      |               |      |
| A-32      | 3   | 23-J  | Autovía       | 11.588 | 1        | 19,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 16,6 | 0    |    | 0  | 1  | 0        | 0    | 0    | 0  | 0   | 8,4  |               |      |
| A-32      | 5   | 23-J  | Autovía       | 7.711  | 2        | 47,5  | 0  | 0     | 0  | 3  | 1        | 35,5 | 0  | 0  | 0  | 1  | 1        | 45,7  | 0  | 0  | 0  | 1  | 1        | 16,6 | 0    |    | 0  | 1  | 1        | 16,6 | 0    | 0  | 0   | 1    | 33            |      |
| N-322     | 137 | 23-J  | Convencional  | 9.891  | 1        | 24,3  | 2  | 48,7  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 5,7  |               |      |
| N-322     | 142 | 23-J  | Convencional  | 9.891  | 1        | 24,3  | 0  | 0     | 0  | 1  | 1        | 27,7 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1    | 28,6 | 0  | 0  | 0  | 1        | 2    | 87,9 | 0  | 0   | 0    | 2             | 29,6 |
| N-322     | 146 | 23-J  | Convencional  | 9.037  | 1        | 29,6  | 1  | 29,6  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,1  | 0  | 0  | 0  | 1  | 1        | 30,2 | 0    | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0   | 0    | 18,7          |      |
| N-322     | 149 | 23-J  | Convencional  | 9.037  | 1        | 29,6  | 0  | 0     | 0  | 1  | 1        | 30,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 36,6 | 0    | 0  | 0   | 2    | 18,7          |      |
| N-322     | 164 | 23-J  | Convencional  | 4.723  | 1        | 60,2  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 11,6 |               |      |
| N-322     | 168 | 23-J  | Convencional  | 4.723  | 1        | 60,2  | 0  | 0     | 6  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 56,7 | 0    | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0   | 0    | 23,1          |      |
| N-322     | 173 | 23-J  | Convencional  | 4.769  | 1        | 54,4  | 0  | 0     | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 56,2 | 0    | 0  | 0   | 1    | 22,2          |      |
| N-322     | 181 | 23-J  | Convencional  | 3.951  | 1        | 71,4  | 1  | 71,4  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 12,2 |               |      |
| N-322     | 191 | 23-J  | Convencional  | 3.951  | 1        | 71,4  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 67    | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 27,3          |      |
| N-322     | 193 | 23-J  | Convencional  | 3.642  | 1        | 75,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 14            |      |
| N-322     | 199 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 14,1          |      |
| N-322     | 200 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 2  | 1        | 76   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 28,2          |      |
| N-322     | 201 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 14,1          |      |
| N-322     | 203 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 67    | 0  | 0  | 0  | 1  | 1        | 70,1 | 0    | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0   | 0    | 0             | 42,3 |
| N-322     | 204 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 63,5 | 0    | 0  | 1   | 1    | 28,3          |      |
| N-322     | 205 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 70,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 30            |      |
| N-322     | 214 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 15,4          |      |
| N-322     | 221 | 23-J  | Convencional  | 3.605  | 1        | 77,6  | 0  | 0     | 0  | 3  | 2        | 152  | 0  | 0  | 4  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 71,5 | 0    | 0  | 0   | 2    | 61,5          |      |
| N-322     | 223 | 23-J  | Convencional  | 3.460  | 1        | 78,1  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 15,5          |      |
| N-322     | 241 | 23-J  | Convencional  | 1.142  | 1        | 233,2 | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 47            |      |
| N-322     | 244 | 23-J  | Convencional  | 1.142  | 1        | 233,2 | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 48,6          |      |
| N-322     | 246 | 2-AB  | Convencional  | 906    | 1        | 258,5 | 0  | 0     | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 51,9          |      |
| N-322     | 283 | 2-AB  | Convencional  | 1.766  | 1        | 158,4 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 135,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 57,4          |      |
| N-322     | 294 | 2-AB  | Convencional  | 2.186  | 1        | 121,5 | 1  | 121,5 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 127  | 0    | 0  | 1  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 49,5          |      |
| N-322     | 302 | 2-AB  | Convencional  | 2.049  | 1        | 114,6 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 24,7          |      |
| N-322     | 345 | 2-AB  | Convencional  | 4.311  | 1        | 64,1  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0    | 12,8          |      |
| N-322     | 358 | 2-AB  | Convencional  | 12.449 | 1        | 22    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 1  | 33,6     | 0    | 0    | 2  | 1   | 11,1 |               |      |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 53      N-322 Bailén - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |    |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |    |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|----|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|----|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG   | HL   |               |
| N-322     | 366 | 2-AB  | Convencional  | 6.001 | 1        | 46,4  | 0  | 0     | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 65,8     | 0  | 0  | 0  | 1    | 23,4 |               |
| N-322     | 373 | 2-AB  | Convencional  | 6.001 | 1        | 46,4  | 0  | 0     | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 77,9  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 23,4 |      |               |
| N-322     | 404 | 2-AB  | Convencional  | 1.034 | 1        | 245,7 | 0  | 0     | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 51   |      |               |
| N-322     | 407 | 2-AB  | Convencional  | 1.053 | 1        | 231,2 | 1  | 231,2 | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 49,5 |      |               |
| N-322     | 433 | 46-V  | Convencional  | 1.572 | 1        | 184,6 | 0  | 0     | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 261,4 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 87,4 |      |               |
| N-322     | 443 | 46-V  | Convencional  | 1.964 | 1        | 157,9 | 0  | 0     | 1  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 185,5 | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 66,9 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 54      N-610 y N-525 Palencia - Santiago

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |      |    |      |       |    | Año 2012 |      |    |      |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|------|-------|----|----------|------|----|------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG    | HL | ACV      | IP   | VM | IM   | HG    | HL   |               |
| A-75      | 1   | 32-OR | Autovía       | 3.103  | 1        | 79,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 17,1  |      |               |
| A-75      | 7   | 32-OR | Autovía       | 3.103  | 1        | 79,5  | 1  | 79,5  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 17,1  |      |               |
| N-525     | 2   | 49-ZA | Convencional  | 5.458  | 1        | 50,1  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 3    | 143,1 | 0  | 0        | 0    | 6  | 40,1 |       |      |               |
| N-525     | 3   | 49-ZA | Convencional  | 5.458  | 1        | 50,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 10    |      |               |
| N-525     | 16  | 49-ZA | Convencional  | 1.319  | 1        | 192,8 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 39,2  |      |               |
| N-525     | 18  | 49-ZA | Convencional  | 1.319  | 1        | 192,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 39,2  |      |               |
| N-525     | 52  | 49-ZA | Convencional  | 754    | 1        | 332,9 | 1  | 332,9 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 66,9  |      |               |
| N-525     | 57  | 49-ZA | Convencional  | 834    | 1        | 335,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 376,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 129,6 |      |               |
| N-525     | 75  | 49-ZA | Convencional  | 1.318  | 2        | 383,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 86,8  |      |               |
| N-525     | 82  | 49-ZA | Convencional  | 1.395  | 1        | 153,9 | 0  | 0     | 0  | 1  | 1        | 196,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 69,3  |      |               |
| N-525     | 158 | 32-OR | Convencional  | 934    | 1        | 347,7 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 36,3  |      |               |
| N-525     | 190 | 32-OR | Convencional  | 534    | 1        | 552,4 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 26,9  |      |               |
| N-525     | 194 | 32-OR | Convencional  | 1.309  | 2        | 400,5 | 0  | 0     | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 46,4  |      |               |
| N-525     | 210 | 32-OR | Convencional  | 11.970 | 1        | 21,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 7,5   |      |               |
| N-525     | 213 | 32-OR | Convencional  | 11.970 | 1        | 21,1  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 1    | 68,5  | 0  | 0        | 0    | 1  | 15   |       |      |               |
| N-525     | 219 | 32-OR | Convencional  | 11.970 | 1        | 21,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 7,5   |      |               |
| N-525     | 223 | 32-OR | Convencional  | 11.970 | 1        | 21,1  | 1  | 21,1  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 72,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 15    |      |               |
| N-525     | 225 | 32-OR | Convencional  | 20.553 | 1        | 21,1  | 0  | 0     | 0  | 4  | 1        | 13,3  | 0  | 0  | 0  | 2  | 1        | 72,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 1        | 68,5 | 0  | 0    | 0     | 24,3 |               |
| N-525     | 226 | 32-OR | Convencional  | 20.553 | 1        | 21,1  | 0  | 0     | 1  | 0  | 1        | 13,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 12,2  |      |               |
| N-525     | 233 | 32-OR | Convencional  | 22.325 | 2        | 24,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 1    | 15,5  | 0  | 0        | 2    | 2  | 7,6  |       |      |               |
| N-525     | 236 | 32-OR | Multicarril   | 31.417 | 1        | 9,6   | 0  | 0     | 0  | 1  | 1        | 8,7   | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 3,8   |      |               |
| N-525     | 237 | 32-OR | Multicarril   | 29.505 | 1        | 9,6   | 0  | 0     | 0  | 1  | 4        | 37,1  | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 9,8   |      |               |
| N-525     | 238 | 32-OR | Convencional  | 23.393 | 3        | 41    | 0  | 0     | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 8,7   |      |               |
| N-525     | 243 | 32-OR | Convencional  | 8.972  | 1        | 33,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 34,9  | 1  | 34,9 | 1  | 1  | 2        | 68,1 | 2  | 68,1 | 0     | 5  | 0        | 0    | 0  | 0    | 26,5  |      |               |
| N-525     | 248 | 32-OR | Convencional  | 8.972  | 1        | 38,3  | 0  | 0     | 0  | 1  | 2        | 61,1  | 0  | 0  | 1  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 20,2  |      |               |
| N-525     | 250 | 32-OR | Convencional  | 4.653  | 1        | 62,7  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 12,2  |      |               |
| N-525     | 251 | 32-OR | Convencional  | 4.653  | 2        | 131,7 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 63,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 37,4  |      |               |
| N-525     | 262 | 32-OR | Convencional  | 2.386  | 1        | 158,3 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 25,8  |      |               |
| N-525     | 264 | 32-OR | Convencional  | 2.386  | 1        | 158,3 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 25,8  |      |               |
| N-525     | 286 | 36-PO | Convencional  | 1.384  | 2        | 501,8 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 212,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0     | 0  | 0        | 0    | 0  | 0    | 133,3 |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 54      N-610 y N-525 Palencia - Santiago

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| N-525     | 288 | 36-PO | Convencional  | 1.384  | 1        | 250,9 | 0  | 0     | 1  | 0  | 1        | 198  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 88,8 |      |               |
| N-525     | 300 | 36-PO | Convencional  | 9.537  | 2        | 56,8  | 0  | 0     | 1  | 3  | 1        | 28,7 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,3 | 0  | 0    | 0  | 1    | 1        | 28,5 | 0  | 0  | 0    | 2    | 28,8          |
| N-525     | 301 | 36-PO | Convencional  | 9.537  | 1        | 28,4  | 0  | 0     | 0  | 1  | 1        | 28,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 11,5 |      |               |
| N-525     | 303 | 36-PO | Convencional  | 6.946  | 1        | 28,4  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 13,4 |      |               |
| N-525     | 305 | 36-PO | Convencional  | 8.030  | 1        | 39    | 1  | 39    | 1  | 1  | 2        | 68,2 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 21,7 |      |               |
| N-525     | 315 | 36-PO | Convencional  | 5.907  | 1        | 46,4  | 0  | 0     | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 9,4  |      |               |
| N-525     | 319 | 36-PO | Convencional  | 5.907  | 1        | 46,4  | 0  | 0     | 0  | 1  | 1        | 46,4 | 0  | 0  | 0  | 1  | 1        | 48,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 1        | 49,2 | 0  | 0  | 0    | 1    | 38,2          |
| N-525     | 321 | 15-C  | Convencional  | 5.821  | 1        | 40,8  | 0  | 0     | 0  | 1  | 1        | 47,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1    | 49,2     | 0    | 0  | 1  | 0    | 27,5 |               |
| N-525     | 322 | 15-C  | Convencional  | 5.821  | 1        | 40,8  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 45,2 | 0  | 0    | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 17,5 |               |
| N-525     | 326 | 15-C  | Convencional  | 5.821  | 2        | 81,5  | 0  | 0     | 0  | 3  | 1        | 47,1 | 0  | 0  | 1  | 0  | 1        | 35,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 30,4 |               |
| N-525     | 327 | 15-C  | Convencional  | 5.821  | 1        | 40,8  | 0  | 0     | 0  | 1  | 1        | 47,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 15,2 |               |
| N-525     | 328 | 15-C  | Convencional  | 5.821  | 1        | 40,8  | 0  | 0     | 0  | 2  | 1        | 47,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 2    | 70,1     | 0    | 0  | 1  | 1    | 28,2 |               |
| N-525     | 329 | 15-C  | Convencional  | 6.840  | 2        | 71,9  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 56,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 24,8 |               |
| N-525     | 330 | 15-C  | Convencional  | 6.840  | 3        | 107,8 | 0  | 0     | 4  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 1  | 27,2 | 0        | 0    | 0  | 1  | 24,8 |      |               |
| N-525     | 332 | 15-C  | Convencional  | 9.964  | 1        | 19,9  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 4,4  |               |
| N-525     | 334 | 15-C  | Convencional  | 13.089 | 1        | 19,9  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,8 | 1  | 16,8 | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 7,4  |               |
| N-525     | 337 | 15-C  | Convencional  | 16.440 | 1        | 15,9  | 0  | 0     | 0  | 1  | 1        | 16,7 | 0  | 0  | 0  | 2  | 1        | 17,9 | 0  | 0  | 0  | 2  | 2        | 33,7 | 0  | 0    | 0  | 2    | 2        | 34,3 | 0  | 0  | 1    | 2    | 23,6          |
| N-532     | 7   | 32-OR | Convencional  | 3.139  | 1        | 80,5  | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 14,5 |               |
| N-542     | 0   | 32-OR | Multicarril   | 22.680 | 1        | 11    | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 2,4  |               |
| N-610     | 22  | 34-P  | Convencional  | 2.362  | 1        | 110,6 | 0  | 0     | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 22,6 |               |
| N-610     | 45  | 47-VA | Convencional  | 1.833  | 1        | 107,4 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 27,6 |               |
| N-610     | 51  | 47-VA | Convencional  | 1.781  | 1        | 115,2 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 28,2 |               |
| N-610     | 57  | 47-VA | Convencional  | 1.781  | 1        | 115,2 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1    | 144,4    | 0    | 0  | 0  | 1    | 59   |               |
| N-610     | 58  | 47-VA | Convencional  | 1.781  | 1        | 115,2 | 1  | 115,2 | 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    | 29,5 |               |
| N-610     | 91  | 49-ZA | Convencional  | 1.779  | 1        | 158,4 | 0  | 0     | 2  | 17 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 30,5 |               |
| N-631     | 2   | 49-ZA | Convencional  | 2.748  | 1        | 111,7 | 1  | 111,7 | 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    | 18,5 |               |
| N-631     | 30  | 49-ZA | Convencional  | 1.714  | 1        | 172,7 | 0  | 0     | 1  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 28   |               |
| OU-11     | 0   | 32-OR | Multicarril   | 15.883 | 1        | 15,7  | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1    | 18,9     | 0    | 0  | 0  | 1    | 6,8  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 55      N-640 Vegadeo - Villagarcía Arosa

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |      |    |    |      | Año 2012 |      |    |    |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|------|----|----|------|----------|------|----|----|------|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL    |               |
| N-540     | 1   | 27-LU | Convencional  | 11.626 | 1        | 18,8  | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 35,3     | 0     | 0  | 2  | 0  | 1  | 17       | 0    | 0    | 1  | 8  | 1    | 17,1     | 0    | 0  | 0  | 2    | 18,5  |               |
| N-540     | 5   | 27-LU | Convencional  | 5.273  | 1        | 55    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 33,3     | 2    | 66,6 | 1  | 1  | 0    | 0        | 0    | 0  | 0  | 15,5 |       |               |
| N-540     | 14  | 27-LU | Convencional  | 4.926  | 1        | 55    | 0  | 0  | 0  | 1  | 1        | 55,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 32,4 | 1        | 32,4 | 1  | 0  | 23,5 |       |               |
| N-540     | 15  | 27-LU | Convencional  | 4.926  | 1        | 55    | 0  | 0  | 1  | 0  | 1        | 55,6  | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 15,7 |       |               |
| N-540     | 16  | 27-LU | Convencional  | 5.273  | 1        | 55    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 32,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 15,5 |       |               |
| N-540     | 22  | 27-LU | Convencional  | 4.599  | 3        | 168,9 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 112,6    | 0    | 0    | 0  | 3  | 1    | 53,8     | 0    | 0  | 0  | 1    | 70,9  |               |
| N-640     | 0   | 33-O  | Convencional  | 4.758  | 1        | 53,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 51,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 21,9 |       |               |
| N-640     | 2   | 33-O  | Convencional  | 5.182  | 1        | 60,9  | 0  | 0  | 0  | 4  | 2        | 105,7 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 53,2 | 0        | 0    | 0  | 1  | 44,8 |       |               |
| N-640     | 4   | 33-O  | Convencional  | 4.720  | 2        | 121,7 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 53,2 | 0        | 0    | 2  | 2  | 34,3 |       |               |
| N-640     | 11  | 33-O  | Convencional  | 4.666  | 1        | 67,4  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 78,1     | 0    | 0    | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 26   |       |               |
| N-640     | 25  | 33-O  | Convencional  | 2.353  | 2        | 219,7 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 93,8 | 0        | 0    | 0  | 1  | 65,3 |       |               |
| N-640     | 26  | 33-O  | Convencional  | 2.353  | 2        | 219,7 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 43,6 |       |               |
| N-640     | 53  | 27-LU | Convencional  | 2.117  | 1        | 134   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 197,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 61,4 |       |               |
| N-640     | 58  | 27-LU | Convencional  | 4.923  | 2        | 113,8 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 88,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 38   |       |               |
| N-640     | 62  | 27-LU | Convencional  | 4.931  | 1        | 54,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,9 |       |               |
| N-640     | 68  | 27-LU | Convencional  | 4.931  | 1        | 54,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 198   | 0  | 0  | 0  | 4  | 1        | 62   | 0    | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 59,5 |       |               |
| N-640     | 81  | 27-LU | Convencional  | 8.137  | 2        | 62,5  | 0  | 0  | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 31,1     | 0    | 0    | 0  | 1  | 1    | 43,1     | 0    | 0  | 0  | 2    | 27,6  |               |
| N-640     | 84  | 27-LU | Convencional  | 8.855  | 1        | 33,2  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,4  | 0  | 0  | 0  | 2  | 1        | 29,1 | 0    | 0  | 2  | 1    | 0        | 0    | 0  | 0  | 17,9 |       |               |
| N-640     | 86  | 27-LU | Convencional  | 8.928  | 1        | 33,2  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 1    | 29,1     | 0    | 0  | 0  | 1    | 17,6  |               |
| N-640     | 87  | 27-LU | Convencional  | 8.928  | 1        | 33,2  | 0  | 0  | 0  | 3  | 1        | 30,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,6 |       |               |
| N-640     | 91  | 27-LU | Convencional  | 10.958 | 1        | 23,7  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,1  |       |               |
| N-640     | 132 | 27-LU | Convencional  | 2.346  | 1        | 120,6 | 0  | 0  | 0  | 1  | 1        | 116,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 93,7 | 0        | 0    | 0  | 1  | 61,9 |       |               |
| N-640     | 133 | 27-LU | Convencional  | 2.523  | 2        | 241,2 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 1  | 93,7 | 0        | 0    | 0  | 1  | 58,3 |       |               |
| N-640     | 137 | 27-LU | Convencional  | 3.376  | 1        | 79,4  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 83,9     | 0    | 0    | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 32,2 |       |               |
| N-640     | 138 | 27-LU | Convencional  | 3.376  | 1        | 79,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 20,9 |       |               |
| N-640     | 152 | 36-PO | Convencional  | 3.690  | 1        | 76,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 98,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 4    | 414,3    | 0    | 0  | 2  | 3    | 107,8 |               |
| N-640     | 156 | 36-PO | Convencional  | 3.664  | 3        | 221,8 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 38,5 |       |               |
| N-640     | 160 | 36-PO | Convencional  | 3.664  | 1        | 73,9  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 110,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 38,5 |       |               |
| N-640     | 163 | 36-PO | Convencional  | 3.664  | 1        | 73,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 12,8 |       |               |
| N-640     | 185 | 36-PO | Convencional  | 3.486  | 1        | 77,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 14,2 |       |               |

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Red del Estado. Ordenada por Itinerarios

Itinerario : 55      N-640 Vegadeo - Villagarcía Arosa

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-640     | 187 | 36-PO | Convencional  | 3.486 | 2        | 155,6 | 0  | 0    | 2  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 67    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 42,5 |      |               |
| N-640     | 189 | 36-PO | Convencional  | 3.486 | 1        | 77,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 14,2 |      |      |               |
| N-640     | 202 | 36-PO | Convencional  | 3.486 | 1        | 77,8  | 0  | 0    | 0  | 3  | 1        | 78,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 27,5 |      |      |               |
| N-640     | 206 | 36-PO | Convencional  | 5.145 | 1        | 54    | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 133,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 123,9 | 0  | 0    | 1    | 3    | 59,3          |
| N-640     | 207 | 36-PO | Convencional  | 5.145 | 1        | 54    | 0  | 0    | 0  | 1  | 1        | 53,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 62,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 33,8 |      |               |
| N-640     | 208 | 36-PO | Convencional  | 5.145 | 1        | 54    | 0  | 0    | 0  | 1  | 1        | 53,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 54,8  | 0  | 0  | 0  | 2  | 1        | 53,8  | 0  | 0    | 0    | 1    | 43,3          |
| N-640     | 209 | 36-PO | Convencional  | 5.145 | 3        | 161,9 | 0  | 0    | 0  | 3  | 1        | 53,3  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 41,4 |      |               |
| N-640     | 210 | 36-PO | Convencional  | 5.145 | 1        | 54    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 90,1  | 1  | 45 | 0  | 1  | 0        | 0     | 0  | 0    | 29,1 |      |               |
| N-640     | 218 | 36-PO | Convencional  | 6.702 | 1        | 40,5  | 0  | 0    | 0  | 1  | 3        | 122,6 | 0  | 0    | 2  | 2  | 1        | 36,8  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 37,7 |      |               |
| N-640     | 219 | 36-PO | Convencional  | 6.702 | 1        | 40,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 35,1     | 0     | 0  | 0    | 1    | 15,1 |               |
| N-640     | 227 | 36-PO | Convencional  | 8.347 | 1        | 31,8  | 0  | 0    | 0  | 1  | 1        | 32,8  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 35,1     | 0     | 0  | 0    | 3    | 20,6 |               |
| N-640     | 228 | 36-PO | Convencional  | 8.574 | 1        | 26,3  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 34    | 0  | 0  | 0  | 2  | 2        | 68,3  | 0  | 0    | 1    | 5    | 25,6          |
| N-640     | 229 | 36-PO | Convencional  | 9.400 | 2        | 49,9  | 1  | 24,9 | 6  | 0  | 1        | 29,1  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 29,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 22,8 |               |
| N-640     | 230 | 36-PO | Convencional  | 9.400 | 1        | 24,7  | 0  | 0    | 0  | 1  | 2        | 58,3  | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 28,5     | 0     | 0  | 0    | 1    | 22,6 |               |
| N-640     | 231 | 36-PO | Convencional  | 9.400 | 6        | 148,2 | 0  | 0    | 1  | 14 | 3        | 87,4  | 0  | 0    | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 3  | 85,4     | 0     | 0  | 2    | 3    | 67,8 |               |
| N-640     | 233 | 36-PO | Convencional  | 9.400 | 3        | 74,1  | 0  | 0    | 0  | 4  | 3        | 87,4  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 104,5 | 0  | 0  | 1  | 5  | 0        | 0     | 0  | 0    | 0    | 54,6 |               |
| N-640     | 234 | 36-PO | Convencional  | 9.400 | 1        | 24,7  | 0  | 0    | 1  | 0  | 2        | 58,3  | 0  | 0    | 1  | 1  | 1        | 30    | 0  | 0  | 0  | 1  | 1        | 26,1  | 0  | 0  | 0  | 1  | 2        | 51,3  | 0  | 0    | 0    | 4    | 37,8          |
| N-640     | 235 | 36-PO | Convencional  | 9.400 | 1        | 24,7  | 0  | 0    | 0  | 4  | 1        | 29,1  | 1  | 29,1 | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 51,3     | 0     | 0  | 0    | 3    | 21,2 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 56      N- 611 Palencia - Santander y S-20 Bezana - Sant

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-67      | 0   | 34-P  | Autovía       | 17.887 | 1        | 12,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12,8 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 12   | 0  | 0  | 0  | 2    | 7,6           |
| A-67      | 7   | 34-P  | Autovía       | 14.149 | 1        | 21,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,1  |               |
| A-67      | 19  | 34-P  | Autovía       | 8.213  | 1        | 36,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,5  |               |
| A-67      | 37  | 34-P  | Autovía       | 6.556  | 1        | 45,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 47,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 18   |               |
| A-67      | 43  | 34-P  | Autovía       | 5.947  | 1        | 54,6 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,1 |               |
| A-67      | 63  | 34-P  | Autovía       | 6.253  | 1        | 46,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 46,6 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 18,6 |               |
| A-67      | 69  | 34-P  | Autovía       | 6.253  | 1        | 46,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 9,3  |               |
| A-67      | 81  | 34-P  | Autovía       | 7.974  | 1        | 32,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,2  |               |
| A-67      | 85  | 34-P  | Autovía       | 7.974  | 1        | 32,5 | 0  | 0  | 0  | 1  | 1        | 34,4 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14,4 |               |
| A-67      | 96  | 34-P  | Autovía       | 7.256  | 1        | 36   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,5  |               |
| A-67      | 103 | 34-P  | Autovía       | 7.726  | 1        | 36,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 40,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 16,2 |               |
| A-67      | 106 | 34-P  | Autovía       | 8.822  | 1        | 31,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31,4 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,4 |               |
| A-67      | 124 | 39-S  | Autovía       | 11.877 | 1        | 22,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,2  |               |
| A-67      | 125 | 39-S  | Autovía       | 11.877 | 1        | 22,3 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 27,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 10,4 |               |
| A-67      | 133 | 39-S  | Autovía       | 11.584 | 1        | 25,4 | 0  | 0  | 0  | 1  | 1        | 23,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,3 |               |
| A-67      | 138 | 39-S  | Autovía       | 14.586 | 1        | 17,7 | 0  | 0  | 0  | 2  | 1        | 18,8 | 0  | 0  | 0  | 2  | 1        | 20   | 0  | 0  | 0  | 1  | 2        | 41,8 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 19,5 |               |
| A-67      | 147 | 39-S  | Autovía       | 13.234 | 1        | 21,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 8,8  |               |
| A-67      | 148 | 39-S  | Autovía       | 13.234 | 2        | 42,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,6 | 0  | 0  | 0  | 1  | 1        | 23,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 17,6 |               |
| A-67      | 151 | 39-S  | Autovía       | 13.234 | 1        | 21,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 4,4  |               |
| A-67      | 153 | 39-S  | Autovía       | 13.234 | 1        | 21,4 | 0  | 0  | 0  | 1  | 1        | 20,7 | 0  | 0  | 0  | 1  | 1        | 21,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 13,2 |               |
| A-67      | 158 | 39-S  | Autovía       | 13.766 | 1        | 22,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 8,5  |               |
| A-67      | 167 | 39-S  | Autovía       | 19.229 | 2        | 35,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 29,6 | 0  | 0  | 0  | 2    | 18,6          |
| A-67      | 168 | 39-S  | Autovía       | 22.072 | 3        | 36,1 | 0  | 0  | 0  | 6  | 2        | 24,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 30,1 | 0  | 0  | 0  | 3  | 1        | 14,8 | 0  | 0  | 0  | 1    | 22,3          |
| A-67      | 170 | 39-S  | Autovía       | 22.072 | 1        | 12   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 0  | 0  | 0  | 2    | 4,7           |
| A-67      | 172 | 39-S  | Autovía       | 27.836 | 2        | 18,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,2 | 0  | 0  | 0  | 1  | 1        | 11,1 | 0  | 0  | 0  | 1  | 2        | 19,8 | 0  | 0  | 0  | 2    | 12,2          |
| A-67      | 173 | 39-S  | Autovía       | 27.836 | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    |               |
| A-67      | 174 | 39-S  | Autovía       | 27.836 | 1        | 9,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2    |               |
| A-67      | 175 | 39-S  | Autovía       | 28.889 | 1        | 8,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 20,7 | 0  | 0  | 0  | 2  | 2        | 21,1 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 9,7  |               |
| A-67      | 176 | 39-S  | Autovía       | 31.967 | 1        | 8,6  | 0  | 0  | 0  | 2  | 1        | 8,6  | 0  | 0  | 2  | 0  | 1        | 9,6  | 0  | 0  | 0  | 1  | 1        | 10,3 | 0  | 0  | 0  | 1  | 1        | 9,2  | 0  | 0  | 0  | 2    | 9,2           |
| A-67      | 177 | 39-S  | Autovía       | 31.967 | 1        | 7,8  | 0  | 0  | 0  | 1  | 1        | 8,6  | 0  | 0  | 0  | 1  | 1        | 9    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,6  | 0  | 0  | 0  | 1    | 6,9           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 56      N- 611 Palencia - Santander y S-20 Bezana - Sant

| Carretera | KM  | Prov. | tipocarretera   | IMD    | Año 2016 |       |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |       |    |    |    |     | Año 2012 |      |     |    |       |       | I.P.<br>Medio |
|-----------|-----|-------|-----------------|--------|----------|-------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|-------|----|----|----|-----|----------|------|-----|----|-------|-------|---------------|
|           |     |       |                 |        | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL  | ACV      | IP   | VM  | IM | HG    | HL    |               |
| A-67      | 178 | 39-S  | Autovía         | 34.596 | 2        | 15,7  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 8,4      | 0     | 0  | 0  | 2  | 2   | 16,2     | 0    | 0   | 1  | 1     | 8,2   |               |
| A-67      | 179 | 39-S  | Autovía         | 35.197 | 2        | 15,7  | 0  | 0   | 0  | 4  | 2        | 15,6 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 2  | 14,2     | 0     | 0  | 0  | 3  | 1   | 6,5      | 0    | 0   | 0  | 3     | 10,1  |               |
| A-67      | 180 | 39-S  | Autovía         | 35.197 | 1        | 7,9   | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,2  | 0  | 0   | 0  | 3  | 3        | 19,6  | 0  | 0  | 0  | 3   | 2        | 13,1 | 0   | 0  | 0     | 3     | 9,7           |
| A-67      | 183 | 39-S  | Autovía         | 54.997 | 2        | 10,7  | 0  | 0   | 0  | 3  | 3        | 14,9 | 0  | 0  | 0  | 3  | 2        | 12,5 | 0  | 0   | 0  | 5  | 2        | 13,1  | 0  | 0  | 0  | 4   | 4        | 21,9 | 0   | 0  | 0     | 7     | 14,7          |
| A-67      | 184 | 39-S  | Autopista Libre | 54.997 | 7        | 37,3  | 1  | 5,3 | 1  | 15 | 4        | 19,9 | 0  | 0  | 0  | 4  | 4        | 19,7 | 0  | 0   | 0  | 5  | 5        | 26,8  | 0  | 0  | 0  | 6   | 3        | 16,4 | 0   | 0  | 0     | 6     | 24            |
| A-67      | 185 | 39-S  | Autopista Libre | 54.997 | 1        | 5,3   | 0  | 0   | 0  | 2  | 1        | 5    | 0  | 0  | 0  | 1  | 2        | 9,9  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0   | 1        | 5,5  | 0   | 0  | 0     | 3     | 5,2           |
| A-67      | 186 | 39-S  | Autopista Libre | 54.997 | 1        | 4,8   | 0  | 0   | 0  | 1  | 2        | 10   | 0  | 0  | 0  | 3  | 1        | 4,6  | 0  | 0   | 0  | 1  | 3        | 14,7  | 0  | 0  | 0  | 8   | 2        | 10,9 | 0   | 0  | 0     | 2     | 8,9           |
| A-67      | 187 | 39-S  | Autopista Libre | 61.421 | 5        | 23,6  | 0  | 0   | 0  | 7  | 2        | 8,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 14,7  | 0  | 0  | 0  | 8   | 7        | 35,2 | 0   | 0  | 0     | 17    | 16,1          |
| A-67      | 189 | 39-S  | Autopista Libre | 61.421 | 2        | 9,3   | 0  | 0   | 0  | 4  | 2        | 8,9  | 0  | 0  | 0  | 7  | 1        | 4,6  | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 4   | 20,1     | 0    | 0   | 0  | 5     | 8,5   |               |
| A-67      | 190 | 39-S  | Autopista Libre | 61.421 | 2        | 9,3   | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 1        | 4,6  | 0  | 0   | 0  | 2  | 1        | 4,9   | 0  | 0  | 0  | 4   | 2        | 10,1 | 0   | 0  | 0     | 4     | 6,6           |
| A-67      | 191 | 39-S  | Autopista Libre | 61.421 | 3        | 13,9  | 0  | 0   | 0  | 3  | 1        | 4,5  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1   | 5        | 0    | 0   | 0  | 1     | 4,7   |               |
| A-67      | 192 | 39-S  | Autopista Libre | 61.421 | 2        | 9,3   | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2   | 10,1     | 0    | 0   | 0  | 3     | 4,7   |               |
| A-67      | 193 | 39-S  | Autopista Libre | 61.421 | 1        | 4,6   | 0  | 0   | 0  | 1  | 1        | 4,5  | 0  | 0  | 0  | 2  | 5        | 22,9 | 0  | 0   | 1  | 13 | 0        | 0     | 0  | 0  | 0  | 3   | 15,1     | 0    | 0   | 0  | 3     | 9,4   |               |
| A-67      | 194 | 39-S  | Autopista Libre | 61.421 | 1        | 4,6   | 0  | 0   | 0  | 5  | 5        | 22,3 | 0  | 0  | 0  | 11 | 3        | 13,7 | 0  | 0   | 0  | 9  | 1        | 4,9   | 0  | 0  | 0  | 6   | 1        | 5    | 0   | 0  | 0     | 1     | 10,4          |
| A-67      | 195 | 39-S  | Autopista Libre | 61.421 | 1        | 4,6   | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 1  | 4        | 17,1 | 0  | 0   | 0  | 11 | 3        | 13,5  | 0  | 0  | 0  | 3   | 0        | 0    | 0   | 0  | 0     | 0     | 8,1           |
| A-67      | 196 | 39-S  | Autopista Libre | 61.421 | 1        | 4,5   | 0  | 0   | 0  | 2  | 2        | 8,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,2   | 0  | 0  | 0  | 1   | 0        | 0    | 0   | 0  | 0     | 0     | 3,5           |
| A-67      | 197 | 39-S  | Autopista Libre | 76.836 | 1        | 3,8   | 0  | 0   | 0  | 1  | 1        | 3,6  | 0  | 0  | 0  | 1  | 1        | 4    | 0  | 0   | 0  | 1  | 1        | 4,2   | 0  | 0  | 0  | 5   | 3        | 12,9 | 0   | 0  | 0     | 7     | 5,5           |
| A-67      | 198 | 39-S  | Autopista Libre | 76.836 | 2        | 7,6   | 0  | 0   | 1  | 2  | 2        | 7,1  | 0  | 0  | 0  | 4  | 2        | 8,9  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 4   | 17       | 0    | 0   | 0  | 10    | 8     |               |
| A-67      | 199 | 39-S  | Autopista Libre | 56.495 | 4        | 18,7  | 0  | 0   | 2  | 18 | 2        | 9,7  | 0  | 0  | 0  | 2  | 2        | 8,9  | 0  | 0   | 0  | 3  | 1        | 4,8   | 0  | 0  | 0  | 1   | 2        | 9,4  | 0   | 0  | 0     | 2     | 10,3          |
| A-67      | 200 | 39-S  | Autopista Libre | 51.569 | 1        | 5,1   | 0  | 0   | 0  | 2  | 1        | 5,3  | 0  | 0  | 0  | 1  | 2        | 8,9  | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 1   | 4,7      | 1    | 4,7 | 0  | 0     | 4,9   |               |
| A-67      | 201 | 39-S  | Autopista Libre | 51.569 | 3        | 15,3  | 0  | 0   | 0  | 6  | 6        | 31,9 | 0  | 0  | 0  | 11 | 5        | 22,2 | 0  | 0   | 0  | 9  | 4        | 19,2  | 0  | 0  | 0  | 5   | 0        | 0    | 0   | 0  | 0     | 0     | 17,5          |
| A-67      | 202 | 39-S  | Autopista Libre | 51.569 | 3        | 15,3  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9,9  | 0  | 0   | 0  | 2  | 2        | 9,6   | 0  | 0  | 0  | 4   | 5        | 26,8 | 0   | 0  | 0     | 10    | 12,2          |
| A-67      | 204 | 39-S  | Autopista Libre | 38.330 | 5        | 29,9  | 0  | 0   | 0  | 8  | 2        | 14,3 | 0  | 0  | 0  | 2  | 1        | 7,3  | 1  | 7,3 | 0  | 0  | 2        | 16,2  | 0  | 0  | 0  | 6   | 1        | 7,2  | 0   | 0  | 0     | 1     | 15,6          |
| N-611     | 22  | 34-P  | Convencional    | 648    | 1        | 458,1 | 0  | 0   | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1   | 451,4    | 0    | 0   | 0  | 1     | 175,6 |               |
| N-611     | 86  | 34-P  | Convencional    | 972    | 1        | 288,4 | 0  | 0   | 1  | 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     | 63,3          |
| N-611     | 152 | 39-S  | Convencional    | 537    | 1        | 564,9 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 271 | 0        | 0    | 0   | 8  | 140,6 |       |               |
| N-611     | 158 | 39-S  | Convencional    | 721    | 1        | 397,1 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0   | 0        | 0    | 0   | 0  | 0     | 0     | 59,1          |
| N-611     | 160 | 39-S  | Convencional    | 721    | 1        | 397,1 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 274,8 | 0  | 0  | 0  | 2   | 0        | 0    | 0   | 0  | 0     | 0     | 118,2         |
| N-611     | 165 | 39-S  | Convencional    | 2.035  | 1        | 122,6 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0   | 0        | 0    | 0   | 0  | 0     | 0     | 22,9          |
| N-611     | 170 | 39-S  | Convencional    | 2.035  | 1        | 122,6 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1   | 110      | 0    | 0   | 0  | 1     | 45,8  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 56      N- 611 Palencia - Santander y S-20 Bezana - Sant

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   |               |
| N-611     | 188 | 39-S  | Convencional  | 10.889 | 1        | 26    | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 43       | 0     | 0  | 0  | 1  | 1  | 43,7     | 0     | 0  | 0  | 1  | 20   |               |
| N-611     | 189 | 39-S  | Convencional  | 5.047  | 2        | 112,7 | 0  | 0    | 0  | 2  | 3        | 162,9 | 0  | 0  | 0  | 4  | 4        | 477,3 | 0  | 0  | 0  | 5  | 1        | 94    | 0  | 0  | 0  | 3  | 1        | 43,7  | 0  | 0  | 0  | 2    | 140,9         |
| N-611     | 196 | 39-S  | Convencional  | 11.555 | 1        | 22,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 73,2     | 0     | 0  | 1  | 2  | 3  | 108,6    | 0     | 0  | 0  | 3  | 35,5 |               |
| N-611     | 197 | 39-S  | Convencional  | 14.189 | 2        | 44,3  | 1  | 22,2 | 0  | 5  | 3        | 57,9  | 0  | 0  | 0  | 4  | 1        | 36,4  | 0  | 0  | 0  | 1  | 3        | 106,9 | 0  | 0  | 0  | 3  | 1        | 34,5  | 0  | 0  | 0  | 1    | 55,1          |
| N-611     | 198 | 39-S  | Convencional  | 12.869 | 2        | 44,3  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 72,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 21,9 |               |
| N-611     | 201 | 39-S  | Convencional  | 14.189 | 4        | 75,8  | 0  | 0    | 0  | 6  | 2        | 38,6  | 0  | 0  | 0  | 2  | 3        | 76,1  | 0  | 0  | 0  | 6  | 1        | 27,7  | 0  | 0  | 0  | 1  | 2        | 49    | 0  | 0  | 0  | 4    | 54,3          |
| N-611     | 202 | 39-S  | Convencional  | 14.189 | 2        | 37,9  | 0  | 0    | 0  | 2  | 4        | 77,2  | 0  | 0  | 1  | 4  | 5        | 97,4  | 0  | 0  | 0  | 10 | 2        | 45,3  | 0  | 0  | 0  | 5  | 3        | 56,9  | 0  | 0  | 0  | 4    | 63,3          |
| N-611     | 203 | 39-S  | Convencional  | 14.189 | 2        | 70,6  | 0  | 0    | 0  | 2  | 1        | 19,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 78,2  | 0  | 0  | 0  | 3  | 4        | 171,2 | 0  | 0  | 0  | 5    | 55,3          |
| P-11      | 0   | 34-P  | Autovía       | 21.896 | 1        | 12,9  | 0  | 0    | 1  | 0  | 1        | 12,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 13,8  | 0  | 0  | 0  | 1  | 1        | 13,2  | 0  | 0  | 0  | 2    | 10,7          |
| P-12      | 4   | 34-P  | Convencional  | 6.563  | 1        | 37,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 7,9  |               |
| S-20      | 0   | 39-S  | Autovía       | 28.648 | 2        | 18,3  | 0  | 0    | 0  | 2  | 1        | 9,6   | 0  | 0  | 0  | 1  | 6        | 60,6  | 0  | 0  | 0  | 11 | 3        | 29,5  | 0  | 0  | 0  | 5  | 2        | 18,3  | 0  | 0  | 0  | 6    | 26,8          |
| S-20      | 1   | 39-S  | Autovía       | 28.648 | 3        | 27,5  | 0  | 0    | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 10,1  | 0  | 0  | 0  | 2  | 2        | 19,7  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0    | 11,5          |
| S-20      | 2   | 39-S  | Autovía       | 28.648 | 4        | 36,7  | 0  | 0    | 1  | 6  | 5        | 47,8  | 0  | 0  | 0  | 8  | 5        | 50,5  | 0  | 0  | 0  | 7  | 4        | 39,3  | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0    | 34,4          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 57      N-625 Riaño - Arriendas

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |    |    |    |       | Año 2012 |    |       |       |       |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|----|----|-------|----------|----|-------|-------|-------|----|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL    | ACV      | IP | VM    | IM    | HG    | HL |               |
| N-625     | 116 | 24-LE | Convencional  | 274   | 1        | 975   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 151,7 |       |    |               |
| N-625     | 123 | 24-LE | Convencional  | 274   | 1        | 975   | 1  | 975   | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 160,5 |       |       |    |               |
| N-625     | 131 | 33-O  | Convencional  | 1.746 | 1        | 166,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 325,8 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 88,3  |       |    |               |
| N-625     | 135 | 33-O  | Convencional  | 1.746 | 1        | 166,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 44,2  |       |    |               |
| N-625     | 139 | 33-O  | Convencional  | 1.746 | 1        | 166,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 44,2  |       |    |               |
| N-625     | 145 | 33-O  | Convencional  | 741   | 1        | 166,5 | 1  | 166,5 | 0  | 0  | 1        | 369,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 1  | 260,4 | 0        | 0  | 0     | 1     | 158,1 |    |               |
| N-625     | 156 | 33-O  | Convencional  | 8.674 | 1        | 29,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 66,8  | 0  | 0  | 0  | 6  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 19,3  |       |    |               |
| N-625     | 157 | 33-O  | Convencional  | 8.674 | 2        | 59,1  | 0  | 0     | 0  | 2  | 1        | 31,6  | 0  | 0  | 1  | 2  | 1        | 33,4  | 0  | 0  | 0  | 5  | 1        | 35 | 0  | 0  | 0  | 1     | 0        | 0  | 0     | 0     | 32,2  |    |               |
| N-625     | 158 | 33-O  | Convencional  | 8.674 | 1        | 29,6  | 0  | 0     | 0  | 2  | 1        | 31,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 12,9  |       |    |               |
| N-625     | 159 | 33-O  | Convencional  | 8.674 | 1        | 29,6  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 33,4  | 0  | 0  | 0  | 3  | 1        | 35 | 0  | 0  | 0  | 1     | 1        | 32 | 1     | 32    | 0     | 0  | 25,8          |
| N-625     | 160 | 33-O  | Convencional  | 8.674 | 1        | 29,6  | 0  | 0     | 0  | 3  | 1        | 31,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 0     | 12,9  |    |               |
| N-625     | 161 | 33-O  | Convencional  | 8.674 | 2        | 59,1  | 0  | 0     | 0  | 2  | 1        | 31,6  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 0     | 19,3  |    |               |
| N-625     | 162 | 33-O  | Convencional  | 8.674 | 1        | 29,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0     | 0        | 0  | 0     | 0     | 6,4   |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 58      N-110 Soria- Cáceres

| Carretera | KM  | Prov. | tipocarretera   | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |      | Año 2012 |      |    |    |      |       | I.P.  |
|-----------|-----|-------|-----------------|--------|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|------|----------|------|----|----|------|-------|-------|
|           |     |       |                 |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL   | ACV      | IP   | VM | IM | HG   | HL    | Medio |
| A-51      | 109 | 5-AV  | Autopista Libre | 11.670 | 1        | 40,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 22,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 2        | 45,5 | 0  | 0  | 0    | 3     | 20,5  |
| N-110     | 69  | 42-SO | Convencional    | 1.328  | 1        | 185,9 | 0  | 0  | 0  | 2  | 2        | 412,6 | 1  | 206,3 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 128,9 |       |
| N-110     | 101 | 40-SG | Convencional    | 2.006  | 1        | 149,1 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 28,3 |       |       |
| N-110     | 114 | 40-SG | Convencional    | 2.212  | 1        | 149,1 | 0  | 0  | 0  | 1  | 1        | 123,9 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 148,2 | 0  | 0    | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 83    |       |
| N-110     | 123 | 40-SG | Convencional    | 3.175  | 1        | 84,7  | 0  | 0  | 0  | 9  | 1        | 86,3  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 35,2 |       |       |
| N-110     | 137 | 40-SG | Convencional    | 2.201  | 1        | 111,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 25,2 |       |       |
| N-110     | 147 | 40-SG | Convencional    | 2.201  | 1        | 111,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 276,7    | 0     | 0  | 0    | 3  | 0    | 0        | 0    | 0  | 0  | 0    | 75,5  |       |
| N-110     | 187 | 40-SG | Convencional    | 5.935  | 1        | 44,4  | 0  | 0  | 0  | 1  | 1        | 46,2  | 0  | 0     | 0  | 1  | 1        | 56,4  | 0  | 0  | 0  | 1  | 1        | 55,5  | 0  | 0    | 1  | 0    | 0        | 0    | 0  | 0  | 0    | 40,7  |       |
| N-110     | 203 | 40-SG | Convencional    | 1.640  | 1        | 66,2  | 0  | 0  | 1  | 10 | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 18,7 |       |       |
| N-110     | 208 | 40-SG | Convencional    | 2.144  | 1        | 110,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 20,5 |       |       |
| N-110     | 210 | 40-SG | Convencional    | 2.345  | 1        | 110,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 21,2 |       |       |
| N-110     | 235 | 5-AV  | Convencional    | 4.097  | 2        | 165   | 0  | 0  | 0  | 5  | 1        | 66,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 31,4 |       |       |
| N-110     | 245 | 5-AV  | Convencional    | 3.846  | 1        | 82,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 1  | 43,6 | 0        | 0    | 1  | 0  | 21,1 |       |       |
| N-110     | 248 | 5-AV  | Convencional    | 3.846  | 1        | 82,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 10,6 |       |       |
| N-110     | 262 | 5-AV  | Convencional    | 8.103  | 2        | 75,5  | 0  | 0  | 0  | 2  | 1        | 33,8  | 0  | 0     | 0  | 3  | 3        | 118,5 | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 47    |       |
| N-110     | 263 | 5-AV  | Convencional    | 3.310  | 1        | 79,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 3        | 136   | 0  | 0  | 2  | 4  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 44,9 |       |       |
| N-110     | 268 | 5-AV  | Convencional    | 4.419  | 1        | 79,6  | 0  | 0  | 0  | 4  | 1        | 62    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 21,5 |       |       |
| N-110     | 278 | 5-AV  | Convencional    | 3.040  | 1        | 91,1  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 15,1 |       |       |
| N-110     | 280 | 5-AV  | Convencional    | 3.040  | 1        | 91,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 139,7 | 0  | 0  | 0  | 3  | 1        | 62    | 0  | 0    | 0  | 3    | 0        | 0    | 0  | 0  | 0    | 60,5  |       |
| N-110     | 281 | 5-AV  | Convencional    | 4.419  | 1        | 91,1  | 0  | 0  | 0  | 1  | 1        | 62    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 62    | 0  | 0    | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 42,2  |       |
| N-110     | 284 | 5-AV  | Convencional    | 3.065  | 1        | 95    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 75,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 31,5 |       |       |
| N-110     | 285 | 5-AV  | Convencional    | 3.093  | 1        | 95    | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 16   |       |       |
| N-110     | 290 | 5-AV  | Convencional    | 4.010  | 1        | 95    | 0  | 0  | 1  | 0  | 1        | 68,3  | 0  | 0     | 0  | 1  | 1        | 75,4  | 0  | 0  | 1  | 2  | 1        | 68,3  | 0  | 0    | 0  | 3    | 1        | 78,8 | 0  | 0  | 0    | 2     | 76    |
| N-110     | 308 | 5-AV  | Convencional    | 3.191  | 1        | 118,1 | 0  | 0  | 0  | 1  | 2        | 171,7 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 257,6 | 1  | 85,9 | 0  | 3    | 0        | 0    | 0  | 0  | 0    | 107,6 |       |
| N-110     | 314 | 5-AV  | Convencional    | 2.530  | 2        | 283,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 210,8 | 0  | 0  | 1  | 1  | 2        | 205,3 | 0  | 0    | 0  | 2    | 0        | 0    | 0  | 0  | 0    | 132,7 |       |
| N-110     | 320 | 5-AV  | Convencional    | 2.105  | 3        | 568,4 | 0  | 0  | 0  | 9  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 84,3 |       |       |
| N-110     | 329 | 5-AV  | Convencional    | 1.943  | 1        | 146,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 28,1 |       |       |
| N-110     | 330 | 5-AV  | Convencional    | 1.943  | 1        | 146,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 28,1 |       |       |
| N-110     | 335 | 5-AV  | Convencional    | 1.940  | 2        | 243,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 127,9 | 0  | 0    | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 80    |       |
| N-110     | 338 | 5-AV  | Convencional    | 2.462  | 1        | 112,7 | 0  | 0  | 0  | 1  | 1        | 111,3 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0    | 0  | 0  | 45,2 |       |       |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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## Red del Estado. Ordenada por Itinerarios

Itinerario : 58      N-110 Soria- Cáceres

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |    |       |    |    | Año 2012 |      |      |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|-------|----|----|----------|------|------|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM    | HG | HL | ACV      | IP   | VM   | IM   | HG | HL |               |
| N-110     | 342 | 5-AV  | Convencional  | 1.927  | 1        | 112,7 | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 0    | 23,6 |      |    |    |               |
| N-110     | 346 | 5-AV  | Convencional  | 1.927  | 1        | 112,7 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 23,6 |      |      |    |    |               |
| N-110     | 354 | 10-CC | Convencional  | 1.331  | 1        | 202,9 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 41,6 |      |      |    |    |               |
| N-110     | 362 | 10-CC | Convencional  | 1.331  | 1        | 202,9 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 1  | 251,8 | 0  | 0  | 0        | 1    | 95,1 |      |    |    |               |
| N-110     | 369 | 10-CC | Convencional  | 1.331  | 1        | 202,9 | 0  | 0    | 0  | 1  | 1        | 205,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 57,1 |      |      |    |    |               |
| N-110     | 375 | 10-CC | Convencional  | 4.509  | 1        | 63,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 105,5 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 30,2 |      |      |    |    |               |
| N-110     | 376 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 14   |      |      |    |    |               |
| N-110     | 378 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 14   |      |      |    |    |               |
| N-110     | 386 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 14   |      |      |    |    |               |
| N-110     | 390 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 14   |      |      |    |    |               |
| N-110     | 392 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 14   |      |      |    |    |               |
| N-110     | 393 | 10-CC | Convencional  | 4.536  | 1        | 63,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 75,9     | 0  | 0  | 0     | 3  | 1  | 83,9     | 0    | 1    | 42   |    |    |               |
| N-110     | 397 | 10-CC | Convencional  | 5.451  | 2        | 104,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 20,1 |      |      |    |    |               |
| N-110a    | 97  | 40-SG | Convencional  | 1.184  | 1        | 254,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 79,2 |      |      |    |    |               |
| SG-20     | 0   | 40-SG | Convencional  | 13.634 | 1        | 33,6  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 40,7     | 0  | 0  | 0     | 1  | 3  | 119,2    | 0    | 3    | 32,5 |    |    |               |
| SG-20     | 1   | 40-SG | Convencional  | 13.737 | 1        | 33,6  | 1  | 33,6 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 6,5  |      |      |    |    |               |
| SG-20     | 4   | 40-SG | Convencional  | 13.737 | 1        | 22,4  | 1  | 22,4 | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 1  | 18,7  | 0  | 0  | 0        | 1    | 8,3  |      |    |    |               |
| SG-20     | 11  | 40-SG | Multicarril   | 6.834  | 1        | 28    | 0  | 0    | 0  | 1  | 1        | 40,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0     | 0  | 0  | 0        | 11   |      |      |    |    |               |

Itinerario : 59      N-403 Toledo - Adanero

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |      | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|------|----------|-------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL   | ACV      | IP    | VM | IM | HG   | HL   |               |
| N-403     | 13  | 45-TO | Convencional  | 421    | 1        | 528,9 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 3  | 65,1 | 0        | 0     | 0  | 5  | 74,3 |      |               |
| N-403     | 36  | 45-TO | Convencional  | 2.315  | 1        | 116,8 | 0  | 0     | 0  | 9  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 137,7    | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 50,5 |      |               |
| N-403     | 37  | 45-TO | Convencional  | 2.315  | 1        | 116,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 25,2 |      |               |
| N-403     | 44  | 45-TO | Convencional  | 4.933  | 1        | 50,4  | 0  | 0     | 0  | 1  | 1        | 55,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 54,3  | 1  | 54,3 | 0  | 0    | 0        | 0     | 0  | 0  | 32   |      |               |
| N-403     | 45  | 45-TO | Convencional  | 5.255  | 1        | 50,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 10,3 |      |               |
| N-403     | 48  | 45-TO | Convencional  | 5.703  | 1        | 50,4  | 0  | 0     | 0  | 1  | 1        | 48    | 0  | 0     | 0  | 1  | 1        | 57,2  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 1        | 45,6  | 0  | 0  | 0    | 2    | 40,6          |
| N-403     | 50  | 45-TO | Convencional  | 5.703  | 1        | 50,4  | 0  | 0     | 0  | 2  | 1        | 48    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 20,3 |      |               |
| N-403     | 51  | 45-TO | Convencional  | 5.425  | 1        | 63,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 78    | 0  | 0  | 2  | 3  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 23,6 |      |               |
| N-403     | 58  | 45-TO | Convencional  | 2.234  | 1        | 130,9 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 25,3 |      |               |
| N-403     | 61  | 45-TO | Convencional  | 2.256  | 1        | 130,9 | 0  | 0     | 0  | 1  | 1        | 121,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 51   |      |               |
| N-403     | 64  | 45-TO | Convencional  | 2.256  | 1        | 142,8 | 1  | 142,8 | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 26,1 |      |               |
| N-403     | 74  | 28-M  | Convencional  | 2.343  | 1        | 119,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 129,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 1        | 110,7 | 0  | 0  | 0    | 1    | 71,4          |
| N-403     | 81  | 28-M  | Convencional  | 2.661  | 1        | 70,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 18,7 |      |               |
| N-403     | 83  | 5-AV  | Convencional  | 4.675  | 2        | 113,8 | 0  | 0     | 0  | 3  | 3        | 175,8 | 0  | 0     | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 109,4 | 0  | 0    | 2  | 0    | 1        | 56,3  | 0  | 0  | 0    | 1    | 90,6          |
| N-403     | 85  | 5-AV  | Convencional  | 4.970  | 1        | 56,9  | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 113,1 | 0  | 0  | 0  | 2  | 3        | 164,2 | 1  | 54,7 | 2  | 4    | 0        | 0     | 0  | 0  | 0    | 67,1 |               |
| N-403     | 87  | 5-AV  | Convencional  | 5.339  | 1        | 56,9  | 0  | 0     | 0  | 1  | 1        | 51,3  | 5  | 256,6 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 22   |      |               |
| N-403     | 91  | 5-AV  | Convencional  | 5.339  | 2        | 119   | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 22,5 |      |               |
| N-403     | 93  | 5-AV  | Convencional  | 5.339  | 1        | 59,5  | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 58,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 22,4 |      |               |
| N-403     | 98  | 5-AV  | Convencional  | 4.459  | 1        | 72,8  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 60,9  | 0  | 0  | 0  | 2  | 1        | 59,1  | 0  | 0    | 0  | 1    | 0        | 0     | 0  | 0  | 0    | 37,9 |               |
| N-403     | 111 | 5-AV  | Convencional  | 3.062  | 1        | 85,5  | 0  | 0     | 0  | 1  | 1        | 89,5  | 0  | 0     | 0  | 3  | 1        | 89,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 0    | 44,8 |               |
| N-403     | 117 | 5-AV  | Convencional  | 3.062  | 1        | 85,5  | 1  | 85,5  | 0  | 0  | 1        | 89,5  | 0  | 0     | 1  | 2  | 2        | 179   | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0    | 1        | 62,8  | 0  | 0  | 2    | 3    | 74,7          |
| N-403     | 124 | 5-AV  | Convencional  | 3.114  | 1        | 87,1  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 1    | 113,1    | 0     | 0  | 0  | 2    | 41,7 |               |
| N-403     | 141 | 5-AV  | Convencional  | 3.740  | 1        | 61    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 69,3  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 27   |      |               |
| N-403     | 158 | 5-AV  | Convencional  | 3.193  | 1        | 84,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 17,6 |      |               |
| TO-21     | 1   | 45-TO | Autovía       | 10.499 | 1        | 24    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 5,5  |      |               |
| TO-21     | 2   | 45-TO | Autovía       | 10.499 | 1        | 24    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 0        | 0     | 0  | 0  | 5,5  |      |               |
| TO-21     | 5   | 45-TO | Autovía       | 10.499 | 3        | 71,9  | 0  | 0     | 0  | 6  | 6        | 156,6 | 1  | 26,1  | 1  | 7  | 1        | 28,4  | 0  | 0  | 0  | 1  | 3        | 81    | 0  | 0    | 0  | 5    | 0        | 0     | 0  | 0  | 0    | 71,1 |               |

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 60      N-651 Betanzos - Ferrol

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |      |      | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|------|------|----------|------|----|------|------|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG   | HL   | ACV      | IP   | VM | IM   | HG   | HL   |               |
| FE-11     | 0  | 15-C  | Multicarril   | 18.352 | 1        | 39,5 | 0  | 0    | 0  | 2  | 2        | 29,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 9,4  |      |      |               |
| FE-11     | 1  | 15-C  | Multicarril   | 21.361 | 1        | 48,6 | 1  | 48,6 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 3  |      |      |      |               |
| FE-11     | 4  | 15-C  | Multicarril   | 21.473 | 1        | 48,6 | 0  | 0    | 0  | 2  | 2        | 25,5 | 1  | 12,8 | 0  | 1  | 1        | 13,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0    | 2    | 24,9     | 0    | 0  | 1    | 1    | 18,2 |               |
| FE-12     | 0  | 15-C  | Multicarril   | 22.502 | 3        | 40,9 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1    | 12,8 | 0    | 0        | 0    | 1  | 10,3 |      |      |               |
| FE-12     | 2  | 15-C  | Multicarril   | 22.502 | 1        | 13,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 1    | 12,8 | 0        | 0    | 0  | 1    | 7,7  |      |               |
| FE-13     | 0  | 15-C  | Multicarril   | 22.863 | 3        | 36,3 | 0  | 0    | 0  | 7  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 6,8  |      |      |               |
| FE-13     | 1  | 15-C  | Multicarril   | 21.089 | 1        | 12,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 1  | 11   | 0    | 0    | 0        | 0    | 0  | 5    |      |      |               |
| FE-13     | 2  | 15-C  | Multicarril   | 19.581 | 4        | 55,7 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 12,4 |      |      |               |
| FE-14     | 0  | 15-C  | Multicarril   | 13.889 | 1        | 14,8 | 0  | 0    | 0  | 1  | 1        | 19,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 7    |      |      |               |
| FE-14     | 1  | 15-C  | Multicarril   | 19.924 | 1        | 14,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,6 | 0  | 0    | 0    | 1    | 0        | 0    | 0  | 0    | 5,5  |      |               |
| FE-14     | 3  | 15-C  | Multicarril   | 21.455 | 2        | 25,4 | 0  | 0    | 1  | 1  | 2        | 25,5 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 9,9  |      |      |               |
| FE-14     | 4  | 15-C  | Multicarril   | 21.455 | 1        | 12,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 2    | 23,9 | 0        | 0    | 0  | 3    | 7,7  |      |               |
| FE-15     | 0  | 15-C  | Multicarril   | 8.511  | 2        | 69,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 11,9 |      |      |               |
| FE-15     | 1  | 15-C  | Multicarril   | 8.511  | 2        | 69,1 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 11,9 |      |      |               |
| FE-15     | 3  | 15-C  | Multicarril   | 8.511  | 1        | 34,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 6    |      |      |               |
| N-651     | 4  | 15-C  | Convencional  | 3.493  | 1        | 74,5 | 0  | 0    | 0  | 1  | 1        | 78,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 30,9 |      |      |               |
| N-651     | 7  | 15-C  | Convencional  | 7.247  | 2        | 74,5 | 0  | 0    | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 9,5  |      |      |               |
| N-651     | 8  | 15-C  | Convencional  | 14.139 | 1        | 37,2 | 0  | 0    | 0  | 1  | 1        | 19,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,1 | 1  | 19,1 | 0    | 0    | 0        | 0    | 0  | 12,8 |      |      |               |
| N-651     | 20 | 15-C  | Convencional  | 17.842 | 3        | 66,6 | 0  | 0    | 1  | 5  | 1        | 15,4 | 0  | 0    | 0  | 1  | 2        | 33,1 | 0  | 0  | 0  | 3  | 2        | 33,2 | 0  | 0    | 0    | 3    | 3        | 49,2 | 0  | 0    | 2    | 2    | 37,7          |
| N-651     | 21 | 15-C  | Convencional  | 12.673 | 1        | 22,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 63,7 | 0  | 0    | 0    | 8    | 3        | 48,8 | 1  | 16,3 | 0    | 2    | 29            |
| N-651     | 24 | 15-C  | Convencional  | 11.143 | 3        | 75,3 | 0  | 0    | 0  | 4  | 1        | 24,6 | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 0    | 0        | 0    | 0  | 0    | 16,6 |      |               |

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Itinerario : 61      N-432 Badajoz - Granada

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |      |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|-------|------|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM   | IM   | HG | HL   |               |
| CO-31     | 2   | 14-CO | Multicarril   | 17.855 | 1        | 14,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 31,6     | 0     | 0    | 0    | 4  | 9,3  |               |
| N-432     | 3   | 6-BA  | Multicarril   | 11.826 | 1        | 23,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 4,4  |               |
| N-432     | 11  | 6-BA  | Convencional  | 7.659  | 1        | 34,9  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 7,4  |               |
| N-432     | 14  | 6-BA  | Convencional  | 7.139  | 1        | 34,9  | 0  | 0     | 0  | 2  | 1        | 38,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 14,9 |               |
| N-432     | 26  | 6-BA  | Convencional  | 4.318  | 1        | 65,5  | 0  | 0     | 2  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 62,7 | 0  | 0  | 0  | 3  | 0        | 0     | 0    | 0    | 0  | 0    | 25,7          |
| N-432     | 34  | 6-BA  | Convencional  | 4.318  | 1        | 65,5  | 1  | 65,5  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 62,7 | 0  | 0  | 1  | 1  | 0        | 0     | 0    | 0    | 0  | 0    | 25,7          |
| N-432     | 39  | 6-BA  | Convencional  | 4.179  | 1        | 65,5  | 1  | 65,5  | 0  | 0  | 1        | 65,6  | 0  | 0    | 0  | 1  | 1        | 73,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 116,9 | 1    | 58,4 | 0  | 2    | 65,1          |
| N-432     | 53  | 6-BA  | Convencional  | 3.987  | 1        | 65,3  | 0  | 0     | 0  | 1  | 1        | 68,7  | 1  | 68,7 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 0    | 24,3          |
| N-432     | 56  | 6-BA  | Convencional  | 4.932  | 2        | 130,6 | 0  | 0     | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 105,2    | 0     | 0    | 0    | 5  | 46,7 |               |
| N-432     | 60  | 6-BA  | Convencional  | 4.932  | 1        | 65,3  | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 62,8 | 0  | 0  | 0  | 1  | 1        | 57,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0    | 0    | 0  | 0    | 35            |
| N-432     | 70  | 6-BA  | Convencional  | 4.932  | 1        | 65,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 11,7 |               |
| N-432     | 72  | 6-BA  | Multicarril   | 9.851  | 2        | 78,1  | 0  | 0     | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 51,7 | 0  | 0  | 0  | 3  | 0        | 0     | 0    | 0    | 0  | 0    | 22,2          |
| N-432     | 79  | 6-BA  | Convencional  | 4.455  | 1        | 43,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 64,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 20,1 |               |
| N-432     | 81  | 6-BA  | Convencional  | 4.027  | 1        | 65,9  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 68,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0    | 0  | 0    | 26,2          |
| N-432     | 103 | 6-BA  | Convencional  | 3.667  | 1        | 81,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 14,8 |               |
| N-432     | 104 | 6-BA  | Convencional  | 3.667  | 1        | 81,9  | 1  | 81,9  | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 74,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 29,6 |               |
| N-432     | 107 | 6-BA  | Convencional  | 3.934  | 1        | 75,1  | 1  | 75,1  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 13,4 |               |
| N-432     | 130 | 6-BA  | Convencional  | 3.372  | 1        | 86,1  | 1  | 86,1  | 0  | 0  | 1        | 81,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 33,4 |               |
| N-432     | 135 | 6-BA  | Convencional  | 3.028  | 1        | 83,2  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 17,3 |               |
| N-432     | 138 | 6-BA  | Convencional  | 3.028  | 1        | 83,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 17,3 |               |
| N-432     | 145 | 6-BA  | Convencional  | 2.620  | 1        | 104,8 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 203,8    | 0     | 0    | 0    | 3  | 61,8 |               |
| N-432     | 149 | 6-BA  | Convencional  | 2.620  | 2        | 209,7 | 1  | 104,8 | 3  | 1  | 1        | 104,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 71,9 |               |
| N-432     | 162 | 14-CO | Convencional  | 2.687  | 1        | 92,2  | 1  | 92,2  | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 24,1 |               |
| N-432     | 174 | 14-CO | Convencional  | 2.687  | 1        | 92,2  | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 24,1 |               |
| N-432     | 178 | 14-CO | Convencional  | 3.862  | 1        | 65,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 14,9 |               |
| N-432     | 185 | 14-CO | Convencional  | 3.862  | 1        | 65,7  | 0  | 0     | 0  | 2  | 2        | 141,9 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 44,8 |               |
| N-432     | 190 | 14-CO | Convencional  | 3.862  | 1        | 65,7  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 14,9 |               |
| N-432     | 192 | 14-CO | Convencional  | 4.548  | 1        | 57    | 0  | 0     | 0  | 5  | 1        | 60,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 25,8 |               |
| N-432     | 198 | 14-CO | Convencional  | 4.548  | 2        | 114   | 1  | 57    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0    | 0  | 25,4 |               |
| N-432     | 235 | 14-CO | Convencional  | 6.482  | 1        | 32,5  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 41,8     | 1     | 41,8 | 1    | 0  | 16   |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 61      N-432 Badajoz - Granada

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |      |      |      | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|------|------|------|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG   | HL   | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-432     | 237 | 14-CO | Convencional  | 6.482  | 1        | 32,5  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 8    |      |      |               |
| N-432     | 252 | 14-CO | Convencional  | 8.605  | 1        | 31    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 1    | 32,5 | 0    | 0        | 1     | 0  | 13   |      |      |               |
| N-432     | 254 | 14-CO | Convencional  | 8.276  | 1        | 22,7  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 32,9  | 1  | 32,9 | 1  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 11,9 |      |      |               |
| N-432     | 256 | 14-CO | Convencional  | 8.221  | 1        | 22,7  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 32,7  | 0  | 0    | 0    | 1    | 1        | 29,4  | 1  | 29,4 | 0    | 0    | 17,8          |
| N-432     | 259 | 14-CO | Convencional  | 13.735 | 1        | 29,4  | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 2    | 39,1 | 0    | 0        | 0     | 3  | 12,6 |      |      |               |
| N-432     | 260 | 14-CO | Convencional  | 13.735 | 1        | 29,4  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 19,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 8,4  |      |               |
| N-432     | 277 | 14-CO | Convencional  | 6.529  | 1        | 41    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 8,2  |      |               |
| N-432     | 286 | 14-CO | Convencional  | 6.529  | 1        | 41    | 0  | 0    | 0  | 2  | 3        | 125,9 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 124,5 | 0  | 0    | 0    | 6    | 2        | 77,5  | 0  | 0    | 0    | 2    | 74            |
| N-432     | 295 | 14-CO | Convencional  | 6.397  | 1        | 41    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 9,2  |      |               |
| N-432     | 302 | 14-CO | Convencional  | 4.470  | 2        | 130,5 | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 64,2  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 1        | 60,2  | 0  | 0    | 0    | 1    | 49,8          |
| N-432     | 304 | 14-CO | Convencional  | 4.327  | 3        | 195,7 | 0  | 0    | 2  | 3  | 1        | 63,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 60,9  | 0  | 0    | 1    | 0    | 0        | 0     | 0  | 0    | 0    | 62,7 |               |
| N-432     | 309 | 14-CO | Convencional  | 4.757  | 1        | 60,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 11,2 |      |               |
| N-432     | 320 | 14-CO | Convencional  | 3.624  | 1        | 73,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 14,7 |      |               |
| N-432     | 321 | 14-CO | Convencional  | 3.624  | 1        | 73,5  | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 74,5  | 1  | 74,5 | 0    | 0    | 0        | 0     | 0  | 0    | 0    | 29,3 |               |
| N-432     | 324 | 14-CO | Convencional  | 3.624  | 1        | 73,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 14,7 |      |               |
| N-432     | 344 | 14-CO | Convencional  | 4.274  | 1        | 68,7  | 0  | 0    | 0  | 2  | 1        | 64,1  | 0  | 0  | 0  | 1  | 1        | 74,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 43,3 |      |               |
| N-432     | 348 | 14-CO | Convencional  | 3.814  | 1        | 68,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 14,8 |      |               |
| N-432     | 352 | 14-CO | Convencional  | 3.814  | 1        | 68,7  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 14,8 |      |               |
| N-432     | 352 | 23-J  | Convencional  | 3.873  | 1        | 62,3  | 0  | 0    | 0  | 1  | 2        | 141,5 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 1    | 68,2 | 0        | 0     | 0  | 1    | 53,9 |      |               |
| N-432     | 353 | 23-J  | Convencional  | 3.873  | 1        | 62,3  | 1  | 62,3 | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 130,5 | 0  | 0    | 0  | 3  | 1        | 71,1  | 0  | 0    | 0    | 1    | 1        | 68,2  | 0  | 0    | 0    | 1    | 67,4          |
| N-432     | 354 | 23-J  | Convencional  | 3.873  | 1        | 62,3  | 0  | 0    | 0  | 3  | 1        | 70,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 71,1  | 0  | 0    | 1    | 0    | 0        | 0     | 0  | 0    | 0    | 40,4 |               |
| N-432     | 355 | 23-J  | Convencional  | 3.883  | 1        | 62,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 13,5 |      |               |
| N-432     | 373 | 23-J  | Convencional  | 3.965  | 1        | 64,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 13,4 |      |               |
| N-432     | 374 | 23-J  | Convencional  | 4.179  | 1        | 62,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 13   |      |               |
| N-432     | 384 | 23-J  | Convencional  | 4.335  | 3        | 185,1 | 1  | 61,7 | 1  | 3  | 1        | 63,2  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 63,1  | 0  | 0    | 0    | 2    | 0        | 0     | 0  | 0    | 0    | 62,6 |               |
| N-432     | 389 | 23-J  | Convencional  | 4.445  | 1        | 73,6  | 0  | 0    | 1  | 2  | 2        | 123,3 | 0  | 0  | 0  | 2  | 1        | 62,6  | 0  | 0    | 1  | 4  | 0        | 0     | 0  | 0    | 0    | 0    | 2        | 125,5 | 0  | 0    | 1    | 2    | 77,3          |
| N-432     | 397 | 23-J  | Convencional  | 4.445  | 1        | 73,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 12,9 |      |               |
| N-432     | 406 | 18-GR | Convencional  | 5.956  | 1        | 44,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 155,3 | 1  | 51,8 | 0  | 4  | 0        | 0     | 0  | 0    | 0    | 0    | 1        | 49,8  | 0  | 0    | 0    | 1    | 48,2          |
| N-432     | 407 | 18-GR | Convencional  | 6.457  | 1        | 39,7  | 0  | 0    | 0  | 1  | 2        | 84,9  | 0  | 0  | 0  | 2  | 1        | 51,8  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0    | 0    | 0    | 1        | 49,8  | 0  | 0    | 0    | 1    | 46,2          |
| N-432     | 408 | 18-GR | Convencional  | 6.457  | 1        | 39,7  | 0  | 0    | 0  | 2  | 1        | 42,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0    | 0    | 0    | 0        | 0     | 0  | 0    | 18,5 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 61      N-432 Badajoz - Granada

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL  |               |
| N-432     | 410 | 18-GR | Convencional  | 6.457  | 2        | 79,3  | 0  | 0    | 0  | 7  | 1        | 42,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 99,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0   | 46,2          |
| N-432     | 413 | 18-GR | Convencional  | 7.453  | 1        | 34,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,5  | 0  | 0  | 1  | 0   | 15,8          |
| N-432     | 416 | 18-GR | Convencional  | 7.453  | 1        | 34,5  | 1  | 34,5 | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 7,9 |               |
| N-432     | 421 | 18-GR | Convencional  | 12.198 | 2        | 42,3  | 0  | 0    | 0  | 2  | 2        | 44,9  | 0  | 0  | 0  | 6  | 3        | 68,4  | 1  | 22,8 | 3  | 4  | 3        | 68,1  | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0   | 45,3          |
| N-432     | 422 | 18-GR | Convencional  | 12.198 | 1        | 21,1  | 0  | 0    | 0  | 2  | 1        | 22,5  | 0  | 0  | 0  | 1  | 1        | 22,8  | 0  | 0    | 0  | 2  | 3        | 68,1  | 0  | 0  | 0  | 6  | 2        | 49    | 0  | 0  | 0  | 2   | 36,3          |
| N-432     | 423 | 18-GR | Convencional  | 12.198 | 1        | 21,1  | 0  | 0    | 2  | 3  | 1        | 22,5  | 0  | 0  | 0  | 3  | 2        | 43,1  | 1  | 21,6 | 0  | 1  | 1        | 21,5  | 0  | 0  | 0  | 6  | 1        | 21    | 0  | 0  | 1  | 1   | 25,8          |
| N-432     | 424 | 18-GR | Convencional  | 12.198 | 2        | 42,3  | 0  | 0    | 0  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 86,3  | 0  | 0    | 0  | 5  | 2        | 43    | 0  | 0  | 0  | 4  | 3        | 62,9  | 0  | 0  | 2  | 1   | 47,3          |
| N-432     | 426 | 18-GR | Convencional  | 12.223 | 6        | 128,4 | 0  | 0    | 0  | 12 | 2        | 44,8  | 0  | 0  | 0  | 5  | 2        | 43,1  | 0  | 0    | 0  | 3  | 3        | 64,5  | 0  | 0  | 1  | 7  | 3        | 62,9  | 0  | 0  | 0  | 6   | 69            |
| N-432     | 427 | 18-GR | Convencional  | 12.576 | 15       | 227,8 | 0  | 0    | 0  | 27 | 7        | 152,5 | 0  | 0  | 1  | 11 | 9        | 135,5 | 0  | 0    | 2  | 17 | 8        | 126,4 | 0  | 0  | 0  | 17 | 12       | 181,5 | 0  | 0  | 3  | 20  | 165,8         |
| N-432     | 428 | 18-GR | Convencional  | 21.370 | 1        | 15,2  | 0  | 0    | 0  | 3  | 4        | 51,3  | 0  | 0  | 0  | 6  | 4        | 60,2  | 0  | 0    | 1  | 6  | 5        | 79    | 0  | 0  | 0  | 6  | 3        | 45,4  | 0  | 0  | 0  | 11  | 50            |
| N-432     | 429 | 18-GR | Convencional  | 19.698 | 4        | 60,7  | 1  | 15,2 | 1  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 15,1  | 0  | 0    | 2  | 4  | 3        | 47,4  | 0  | 0  | 0  | 7  | 3        | 45,4  | 0  | 0  | 1  | 6   | 33            |
| N-432     | 430 | 18-GR | Convencional  | 21.370 | 2        | 30,4  | 0  | 0    | 0  | 4  | 1        | 12,8  | 0  | 0  | 0  | 1  | 1        | 15,1  | 0  | 0    | 0  | 1  | 1        | 15,8  | 0  | 0  | 1  | 1  | 1        | 15,1  | 0  | 0  | 0  | 1   | 17,7          |
| N-432     | 431 | 18-GR | Convencional  | 22.629 | 2        | 25,4  | 0  | 0    | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 6     | 0  | 0    | 0  | 1  | 2        | 12,2  | 0  | 0  | 0  | 2  | 2        | 12,1  | 0  | 0  | 1  | 3   | 10,6          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 62      N-435 Badajoz - Huelva

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |       |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|------|-------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL    |               |
| N-435     | 26  | 6-BA  | Convencional  | 3.108  | 1        | 87,8  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 18,7 |       |               |
| N-435     | 33  | 6-BA  | Convencional  | 3.099  | 2        | 177,7 | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 96,5  | 0  | 0     | 0  | 2  | 2        | 195,5 | 0  | 0  | 1  | 1  | 1        | 94,1  | 0  | 0  | 1    | 1     | 111,6         |
| N-435     | 45  | 6-BA  | Convencional  | 2.632  | 1        | 94,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 19,7 |       |               |
| N-435     | 107 | 21-H  | Convencional  | 1.396  | 1        | 188,2 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 222,6 | 0  | 0     | 1  | 3  | 1        | 232,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 123,5 |               |
| N-435     | 114 | 21-H  | Convencional  | 1.387  | 2        | 376,3 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 82,7 |       |               |
| N-435     | 118 | 21-H  | Convencional  | 1.387  | 1        | 188,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 222,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 82,7 |       |               |
| N-435     | 121 | 21-H  | Convencional  | 1.406  | 1        | 188,2 | 1  | 188,2 | 0  | 0  | 1        | 194,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 232,8 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0    | 123,7 |               |
| N-435     | 130 | 21-H  | Convencional  | 1.343  | 1        | 204,5 | 1  | 204,5 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 208,7 | 0  | 0  | 0  | 1  | 1        | 191,5 | 0  | 0  | 0    | 1     | 122,3         |
| N-435     | 140 | 21-H  | Convencional  | 1.636  | 1        | 145,4 | 0  | 0     | 0  | 1  | 1        | 167,5 | 0  | 0  | 0  | 1  | 1        | 95,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 98,6  | 0  | 0  | 0    | 1     | 91,9          |
| N-435     | 142 | 21-H  | Convencional  | 1.838  | 1        | 145,4 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 22,6 |       |               |
| N-435     | 160 | 21-H  | Convencional  | 1.838  | 1        | 145,4 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 22,6 |       |               |
| N-435     | 168 | 21-H  | Convencional  | 1.602  | 1        | 145,4 | 0  | 0     | 0  | 2  | 1        | 171   | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 46,1 |       |               |
| N-435     | 170 | 21-H  | Convencional  | 1.931  | 1        | 45,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 99,3  | 0  | 0  | 0  | 3  | 1        | 98,6  | 0  | 0  | 0    | 1     | 50            |
| N-435     | 172 | 21-H  | Convencional  | 5.010  | 1        | 58,7  | 0  | 0     | 0  | 1  | 1        | 54,7  | 0  | 0  | 0  | 1  | 1        | 53,3  | 0  | 0     | 0  | 2  | 1        | 51,5  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0    | 44,9  |               |
| N-435     | 173 | 21-H  | Convencional  | 5.010  | 1        | 53,7  | 0  | 0     | 0  | 2  | 3        | 164,1 | 0  | 0  | 3  | 4  | 3        | 194,4 | 0  | 0     | 1  | 7  | 2        | 112,6 | 0  | 0  | 0  | 4  | 1        | 65,2  | 0  | 0  | 0    | 1     | 117           |
| N-435     | 177 | 21-H  | Convencional  | 5.010  | 1        | 53,7  | 0  | 0     | 0  | 1  | 1        | 54,7  | 0  | 0  | 0  | 1  | 1        | 64,8  | 0  | 0     | 0  | 1  | 1        | 56,3  | 0  | 0  | 0  | 2  | 1        | 65,2  | 0  | 0  | 0    | 1     | 58,5          |
| N-435     | 179 | 21-H  | Convencional  | 5.010  | 2        | 107,4 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 129,6 | 0  | 0     | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 46,8  |               |
| N-435     | 185 | 21-H  | Convencional  | 5.010  | 1        | 53,7  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 64,8  | 2  | 129,6 | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 65,2  | 0  | 0  | 0    | 1     | 35,1          |
| N-435     | 187 | 21-H  | Convencional  | 5.010  | 1        | 43,3  | 0  | 0     | 0  | 1  | 1        | 54,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 21,9  |               |
| N-435     | 193 | 21-H  | Convencional  | 6.834  | 1        | 43,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 47,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0    | 17,1  |               |
| N-435     | 196 | 21-H  | Convencional  | 6.834  | 1        | 43,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 82,2  | 0  | 0  | 0  | 4  | 2        | 81,3  | 0  | 0  | 0    | 6     | 41,1          |
| N-435     | 198 | 21-H  | Convencional  | 6.834  | 1        | 43,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,7  | 0  | 0  | 0    | 1     | 16,4          |
| N-435     | 201 | 21-H  | Convencional  | 6.834  | 2        | 86,5  | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 40,4  | 0  | 0     | 0  | 3  | 2        | 82,2  | 0  | 0  | 0  | 3  | 3        | 122   | 0  | 0  | 0    | 5     | 65,7          |
| N-435     | 202 | 21-H  | Convencional  | 6.834  | 1        | 43,3  | 0  | 0     | 0  | 1  | 1        | 40,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 16,4  |               |
| N-435     | 205 | 21-H  | Convencional  | 6.834  | 1        | 43,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 8,2   |               |
| N-435     | 209 | 21-H  | Convencional  | 8.656  | 1        | 31    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 36,4  | 0  | 0  | 0  | 1  | 2        | 72,7  | 0  | 0  | 0    | 5     | 27,3          |
| N-435     | 211 | 21-H  | Convencional  | 8.656  | 1        | 31    | 0  | 0     | 0  | 2  | 1        | 31,7  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 32,9  | 0  | 0  | 0    | 1     | 19,3          |
| N-435     | 215 | 21-H  | Convencional  | 10.503 | 1        | 22,3  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,1  | 0  | 0     | 0  | 1  | 2        | 53,8  | 0  | 0  | 0  | 2  | 1        | 27    | 0  | 0  | 0    | 1     | 25,7          |
| N-435     | 218 | 21-H  | Convencional  | 12.144 | 2        | 44,6  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 9,1   |               |
| N-435     | 221 | 21-H  | Convencional  | 12.144 | 2        | 44,6  | 1  | 22,3  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 45,7  | 0  | 0  | 0  | 2  | 1        | 22,9  | 0  | 0  | 0    | 1     | 22,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 63      N-502   Ávila - Córdoba

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |       |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|-------|----|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG    | HL |               |
| N-502     | 13  | 5-AV  | Convencional  | 2.197 | 1        | 107,7 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 21,7  |    |               |
| N-502     | 14  | 5-AV  | Convencional  | 2.197 | 1        | 107,7 | 3  | 323,2 | 5  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 21,7  |    |               |
| N-502     | 18  | 5-AV  | Convencional  | 2.197 | 1        | 107,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 203,8 | 0  | 0  | 0  | 0  | 0        | 4     | 0  | 0    | 65    |    |               |
| N-502     | 23  | 5-AV  | Convencional  | 1.782 | 1        | 128,4 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 104,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 51,1  |    |               |
| N-502     | 41  | 5-AV  | Convencional  | 1.592 | 1        | 157,5 | 0  | 0     | 0  | 2  | 1        | 172,1 | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 168,4 | 0  | 0    | 100,9 |    |               |
| N-502     | 48  | 5-AV  | Convencional  | 1.695 | 1        | 162,3 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 173   | 0  | 0  | 1  | 1  | 1        | 158,7 | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 97,8  |    |               |
| N-502     | 53  | 5-AV  | Convencional  | 1.695 | 2        | 324,6 | 0  | 0     | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 65,1 |       |    |               |
| N-502     | 60  | 5-AV  | Convencional  | 1.726 | 1        | 162,3 | 0  | 0     | 0  | 1  | 1        | 158,7 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 52,1  |    |               |
| N-502     | 66  | 5-AV  | Convencional  | 1.695 | 1        | 162,3 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 26,5  |    |               |
| N-502     | 67  | 5-AV  | Convencional  | 1.760 | 1        | 145   | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 25,8  |    |               |
| N-502     | 73  | 5-AV  | Convencional  | 2.124 | 1        | 131,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 30,5  |    |               |
| N-502     | 74  | 5-AV  | Convencional  | 2.124 | 1        | 131,2 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 30,5  |    |               |
| N-502     | 79  | 5-AV  | Convencional  | 2.996 | 1        | 92,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 19,9  |    |               |
| N-502     | 91  | 45-TO | Convencional  | 3.528 | 1        | 73,5  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 15,4  |    |               |
| N-502     | 92  | 45-TO | Convencional  | 3.528 | 1        | 73,5  | 1  | 73,5  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 78,6  | 0  | 0  | 0  | 5  | 1        | 76    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 46,1  |    |               |
| N-502     | 94  | 45-TO | Convencional  | 3.528 | 1        | 73,5  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 76    | 0  | 0  | 0  | 3  | 3        | 235   | 0  | 0    | 76,8  |    |               |
| N-502     | 96  | 45-TO | Convencional  | 3.528 | 1        | 73,5  | 1  | 73,5  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 76    | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 30,7  |    |               |
| N-502     | 106 | 45-TO | Convencional  | 3.528 | 1        | 73,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 15,4  |    |               |
| N-502     | 111 | 45-TO | Convencional  | 3.408 | 1        | 73,8  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 27,5  | 0  | 0  | 1  | 0  | 2        | 53,9  | 0  | 0    | 29    |    |               |
| N-502     | 140 | 45-TO | Convencional  | 2.025 | 1        | 113   | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 27,3  |    |               |
| N-502     | 179 | 45-TO | Convencional  | 980   | 1        | 295,9 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 59,4  |    |               |
| N-502     | 195 | 10-CC | Convencional  | 575   | 2        | 944,7 | 1  | 472,4 | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 147,4 |    |               |
| N-502     | 216 | 6-BA  | Convencional  | 1.210 | 1        | 244,6 | 0  | 0     | 3  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 51,4  |    |               |
| N-502     | 219 | 6-BA  | Convencional  | 1.251 | 1        | 232,2 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 48,9  |    |               |
| N-502     | 279 | 13-CR | Convencional  | 465   | 1        | 867   | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 551,3    | 0     | 0  | 0    | 249   |    |               |
| N-502     | 283 | 13-CR | Convencional  | 475   | 1        | 607,5 | 1  | 607,5 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 116,4 |    |               |
| N-502     | 322 | 13-CR | Convencional  | 1.164 | 1        | 253,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 235,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 94,1  |    |               |
| N-502     | 366 | 14-CO | Convencional  | 3.708 | 1        | 72,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 70    | 1  | 70 | 2  | 0  | 0        | 0     | 0  | 0    | 29,2  |    |               |
| N-502     | 367 | 14-CO | Convencional  | 3.708 | 1        | 72,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 14,6  |    |               |
| N-502     | 371 | 14-CO | Convencional  | 3.708 | 2        | 144,8 | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 76,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 43,8  |    |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 63      N-502   Ávila - Córdoba

|           |     |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.  |
|-----------|-----|-------|---------------|-------|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | Medio |
| N-502     | 373 | 14-CO | Convencional  | 3.708 | 1        | 72,4 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 14,6 |       |
| N-502     | 377 | 14-CO | Convencional  | 4.563 | 1        | 72,4 | 0  | 0  | 0  | 1  | 1        | 60 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 27,9 |       |
| N-502     | 378 | 14-CO | Convencional  | 3.708 | 1        | 72,4 | 0  | 0  | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 2        | 153,3 | 0  | 0  | 3  | 2  | 1        | 70 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 58,4 |       |
| N-502     | 380 | 14-CO | Convencional  | 3.708 | 1        | 72,4 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 72,2 | 0  | 0  | 0  | 1    | 29,2  |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 64 S-10 y N-636 Acceso aeropuerto Santander

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|-------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | Medio |
| N-636     | 0  | 39-S  | Convencional  | 7.009  | 1        | 32,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 85,6     | 0    | 0  | 0  | 4  | 2  | 78,1     | 0    | 0  | 1  | 1  | 4  | 148,4    | 0    | 0  | 0  | 5  | 68,2 |       |
| S-10      | 1  | 39-S  | Autovía       | 88.883 | 4        | 12,4 | 0  | 0  | 0  | 9  | 4        | 12,3 | 0  | 0  | 0  | 5  | 4        | 13,9 | 0  | 0  | 0  | 16 | 9        | 33,1 | 0  | 0  | 0  | 17 | 4        | 13,8 | 0  | 0  | 0  | 5    | 16,7  |
| S-10      | 2  | 39-S  | Autovía       | 69.646 | 6        | 23,3 | 0  | 0  | 1  | 10 | 14       | 55,1 | 0  | 0  | 0  | 17 | 10       | 34,8 | 0  | 0  | 1  | 11 | 11       | 40,5 | 0  | 0  | 0  | 16 | 17       | 58,8 | 0  | 0  | 0  | 39   | 42,7  |
| S-10      | 4  | 39-S  | Autovía       | 69.646 | 5        | 19,4 | 0  | 0  | 0  | 7  | 8        | 31,5 | 0  | 0  | 0  | 10 | 9        | 37,1 | 0  | 0  | 0  | 10 | 9        | 39,4 | 0  | 0  | 0  | 10 | 9        | 32,7 | 0  | 0  | 1  | 14   | 31,8  |
| S-10      | 5  | 39-S  | Autovía       | 69.646 | 3        | 11,7 | 0  | 0  | 0  | 7  | 2        | 7,9  | 0  | 0  | 0  | 4  | 2        | 10,7 | 0  | 0  | 0  | 5  | 3        | 16,6 | 0  | 0  | 0  | 6  | 6        | 28,4 | 0  | 0  | 0  | 10   | 14,7  |
| S-10      | 6  | 39-S  | Autovía       | 69.646 | 2        | 7,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,7 | 0  | 0  | 0  | 2  | 6        | 33,3 | 0  | 0  | 0  | 11 | 3        | 14,2 | 0  | 0  | 0  | 8    | 11,9  |
| S-10      | 7  | 39-S  | Autovía       | 48.543 | 1        | 7,9  | 0  | 0  | 0  | 1  | 2        | 11,3 | 0  | 0  | 0  | 5  | 1        | 7,8  | 0  | 0  | 0  | 1  | 4        | 33,7 | 0  | 0  | 0  | 5  | 6        | 41,3 | 0  | 0  | 0  | 6    | 20,1  |
| S-10      | 8  | 39-S  | Autovía       | 48.575 | 1        | 5,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 6,9      | 0    | 0  | 0  | 1  | 2,5  |       |
| S-10      | 9  | 39-S  | Autovía       | 51.796 | 1        | 5,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1,2  |       |
| S-10      | 10 | 39-S  | Autovía       | 51.796 | 1        | 5,9  | 0  | 0  | 0  | 1  | 1        | 5,3  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2,4  |       |
| S-10      | 11 | 39-S  | Autovía       | 51.796 | 1        | 5,9  | 0  | 0  | 0  | 1  | 4        | 21,2 | 0  | 0  | 0  | 11 | 1        | 5,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,2  |       |
| S-10      | 12 | 39-S  | Autovía       | 51.796 | 3        | 17,8 | 0  | 0  | 0  | 3  | 2        | 10,6 | 0  | 0  | 0  | 3  | 2        | 10,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,4  |       |
| S-30      | 0  | 39-S  | Autovía       | 20.240 | 1        | 13,7 | 0  | 0  | 0  | 4  | 1        | 13,5 | 0  | 0  | 0  | 1  | 1        | 13,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,1 | 0  | 0  | 0  | 4    | 11    |
| S-30      | 1  | 39-S  | Autovía       | 24.065 | 2        | 24,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 3  | 42,4     | 0    | 0  | 0  | 3  | 18,1 |       |
| S-30      | 2  | 39-S  | Autovía       | 29.962 | 1        | 11,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,6 | 0  | 0  | 0  | 2  | 1        | 13,7 | 0  | 0  | 0  | 1  | 6        | 84,9 | 0  | 0  | 0  | 6    | 21,8  |
| S-30      | 3  | 39-S  | Autovía       | 28.386 | 1        | 11,5 | 0  | 0  | 0  | 1  | 2        | 19,3 | 0  | 0  | 0  | 3  | 2        | 17   | 0  | 0  | 0  | 6  | 1        | 10,2 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0    | 12,9  |
| S-30      | 8  | 39-S  | Autovía       | 20.121 | 1        | 16,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3,6  |       |
| S-30      | 10 | 39-S  | Autovía       | 28.386 | 2        | 47,4 | 0  | 0  | 2  | 2  | 1        | 9,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 11,4 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 65      N-655 Ferrol - Puerto nuevo

|           |    |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-655     | 0  | 15-C  | Convencional  | 1.286 | 1        | 248,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 29,1 |       |
| N-655     | 3  | 15-C  | Convencional  | 3.643 | 1        | 86,3  | 0  | 0  | 0  | 7  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 17,8 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 66      N-330 y N-420 Alabacete - teruel

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |       |    | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|-------|----|----------|-------|----|------|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG    | HL | ACV      | IP    | VM | IM   | HG   | HL   |               |
| N-330     | 94  | 2-AB  | Convencional  | 2.668 | 1        | 99,9  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 20,5 |      |               |
| N-330     | 100 | 46-V  | Convencional  | 3.051 | 1        | 91,5  | 1  | 91,5 | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 19,2 |      |               |
| N-330     | 109 | 46-V  | Convencional  | 3.051 | 1        | 91,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 195,2 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 57,5 |      |               |
| N-330     | 121 | 46-V  | Convencional  | 3.231 | 1        | 80,4  | 0  | 0    | 0  | 1  | 1        | 84,8  | 1  | 84,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 111,1    | 0     | 0  | 0  | 1     | 0  | 0        | 0     | 0  | 0    | 0    | 58,5 |               |
| N-330     | 140 | 46-V  | Convencional  | 1.567 | 1        | 215,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 44,8 |      |               |
| N-330     | 144 | 46-V  | Convencional  | 1.765 | 1        | 193,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 39,6 |      |               |
| N-330     | 145 | 46-V  | Convencional  | 1.765 | 1        | 193,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 39,6 |      |               |
| N-330     | 147 | 46-V  | Convencional  | 1.765 | 1        | 193,8 | 0  | 0    | 2  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 39,6 |      |               |
| N-330     | 156 | 46-V  | Convencional  | 1.881 | 1        | 159,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 23,4 |      |               |
| N-330     | 157 | 46-V  | Convencional  | 1.881 | 1        | 159,8 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 1  | 100,5 | 0  | 0        | 0     | 1  | 46,8 |      |      |               |
| N-330     | 159 | 46-V  | Convencional  | 1.881 | 1        | 159,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 116,6 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 46,8 |      |               |
| N-330     | 161 | 46-V  | Convencional  | 1.881 | 1        | 159,8 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 23,4 |      |               |
| N-330     | 165 | 46-V  | Convencional  | 1.881 | 1        | 159,8 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 23,4 |      |               |
| N-330     | 191 | 46-V  | Convencional  | 2.367 | 1        | 150,7 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 22,6 |      |               |
| N-330     | 201 | 46-V  | Convencional  | 2.469 | 1        | 120,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 105,4    | 0     | 0  | 0  | 1     | 0  | 0        | 0     | 0  | 0    | 42,2 |      |               |
| N-330     | 208 | 46-V  | Convencional  | 2.469 | 1        | 120,7 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 21,1 |      |               |
| N-330     | 211 | 46-V  | Convencional  | 2.583 | 1        | 114,4 | 0  | 0    | 0  | 1  | 1        | 106,1 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 152,2 | 0  | 0  | 0     | 1  | 1        | 109,6 | 0  | 0    | 0    | 1    | 101,3         |
| N-330     | 212 | 46-V  | Convencional  | 2.583 | 1        | 114,4 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 182,6 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 50,8 |      |               |
| N-330     | 215 | 46-V  | Convencional  | 2.583 | 1        | 114,4 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 25,4 |      |               |
| N-330     | 225 | 16-CU | Convencional  | 1.124 | 1        | 214,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 182,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 66,8 |      |               |
| N-330     | 258 | 46-V  | Convencional  | 831   | 1        | 283,6 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 70,1 |      |               |
| N-330     | 276 | 44-TE | Convencional  | 1.258 | 1        | 218,8 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 48   |      |               |
| N-330     | 297 | 44-TE | Convencional  | 2.534 | 1        | 95    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 20,9 |      |               |
| N-330a    | 270 | 46-V  | Convencional  | 271   | 1        | 765,3 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 160  |      |               |
| N-420     | 590 | 44-TE | Convencional  | 3.050 | 1        | 88,1  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 20,8 |      |               |
| N-420     | 619 | 44-TE | Convencional  | 1.763 | 1        | 152,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 33,2 |      |               |
| N-420     | 622 | 44-TE | Convencional  | 1.763 | 1        | 152,7 | 0  | 0    | 1  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 33,2 |      |               |
| N-420     | 629 | 44-TE | Convencional  | 1.763 | 1        | 152,7 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 33,2 |      |               |
| N-420     | 630 | 44-TE | Convencional  | 1.763 | 1        | 152,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 33,2 |      |               |
| N-420     | 638 | 44-TE | Convencional  | 1.395 | 1        | 166   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0  | 0        | 0     | 0  | 0    | 40,9 |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 66      N-330 y N-420 Alabacete - teruel

|           |     |       |               |       | Año 2016 |     |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |    | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP  | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | Medio |
| N-420     | 641 | 44-TE | Convencional  | 1.395 | 1        | 166 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 40,9  |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 67      N-433 Sevilla - Frontera con Portugal

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |      | Año 2012 |    |    |    |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|----------|----|----|----|------|-------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP | VM | IM | HG   | HL    |               |
| N-433     | 37  | 41-SE | Convencional  | 4.854 | 1        | 55,2  | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 137,3    | 0     | 0  | 0  | 2  | 0    | 0        | 0  | 0  | 0  | 0    | 36,3  |               |
| N-433     | 50  | 41-SE | Convencional  | 4.079 | 1        | 66,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 73,8 | 0        | 0  | 0  | 4  | 29,5 |       |               |
| N-433     | 55  | 41-SE | Convencional  | 4.079 | 1        | 66,3  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 82       | 0     | 0  | 0  | 3  | 0    | 0        | 0  | 0  | 0  | 29,5 |       |               |
| N-433     | 61  | 21-H  | Convencional  | 2.745 | 1        | 123,7 | 0  | 0     | 1  | 0  | 1        | 99,8 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 44,3 |       |               |
| N-433     | 65  | 21-H  | Convencional  | 2.745 | 1        | 123,7 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 237,9 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 66,5 |       |               |
| N-433     | 68  | 21-H  | Convencional  | 2.745 | 1        | 123,7 | 1  | 123,7 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 110,6 | 0  | 0  | 0  | 2    | 0        | 0  | 0  | 0  | 0    | 44,3  |               |
| N-433     | 69  | 21-H  | Convencional  | 2.745 | 1        | 123,7 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 237,9 | 0  | 0  | 0  | 2  | 1        | 110,6 | 0  | 0  | 0  | 6    | 0        | 0  | 0  | 0  | 0    | 88,7  |               |
| N-433     | 81  | 21-H  | Convencional  | 4.463 | 1        | 65    | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 68,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 26,1 |       |               |
| N-433     | 86  | 21-H  | Convencional  | 4.708 | 2        | 130,1 | 0  | 0     | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 67,2     | 0     | 0  | 0  | 2  | 4    | 233,2    | 0  | 0  | 1  | 4    | 87,5  |               |
| N-433     | 93  | 21-H  | Convencional  | 5.227 | 1        | 55,2  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 10,7 |       |               |
| N-433     | 102 | 21-H  | Convencional  | 5.183 | 2        | 131   | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 60   | 0        | 0  | 2  | 0  | 34,1 |       |               |
| N-433     | 107 | 21-H  | Convencional  | 3.125 | 1        | 89,9  | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 18   |       |               |
| N-433     | 120 | 21-H  | Convencional  | 1.430 | 2        | 424,8 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 146,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 0    | 103,6 |               |
| N-433     | 125 | 21-H  | Convencional  | 1.430 | 1        | 212,4 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 34,5 |       |               |
| N-433     | 147 | 21-H  | Convencional  | 1.045 | 1        | 229,1 | 0  | 0     | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 50,8 |       |               |
| N-433     | 154 | 21-H  | Convencional  | 1.225 | 1        | 171   | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 0  | 40   |       |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 68      N-232 Vinaroz - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |       |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG  | HL   |               |
| A-68      | 226 | 50-Z  | Autovía       | 15.702 | 2        | 40,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 7,8 |      |               |
| A-68      | 229 | 50-Z  | Autovía       | 15.702 | 1        | 20,2  | 0  | 0  | 0  | 1  | 1        | 17,4  | 0  | 0  | 0  | 1  | 1        | 13,6  | 0  | 0     | 0  | 1  | 1        | 10,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0   | 11,2 |               |
| A-68      | 233 | 50-Z  | Autovía       | 26.588 | 2        | 18,9  | 0  | 0  | 0  | 5  | 8        | 82,4  | 0  | 0  | 1  | 9  | 11       | 108,1 | 0  | 0     | 0  | 15 | 2        | 21,6  | 0  | 0  | 0  | 3  | 8        | 77,1  | 0  | 0  | 1   | 8    | 61,8          |
| N-232     | 1   | 12-CS | Convencional  | 5.120  | 1        | 47,8  | 0  | 0  | 0  | 1  | 1        | 53,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 55,9  | 0  | 0  | 0   | 2    | 31,8          |
| N-232     | 2   | 12-CS | Convencional  | 5.120  | 3        | 143,3 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 49,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 42,4 |               |
| N-232     | 11  | 12-CS | Convencional  | 5.120  | 1        | 47,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 10,6 |               |
| N-232     | 19  | 12-CS | Convencional  | 4.101  | 1        | 78,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 62,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 45,7 |               |
| N-232     | 26  | 12-CS | Convencional  | 3.433  | 1        | 87,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 109,4 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0   | 47,1 |               |
| N-232     | 29  | 12-CS | Convencional  | 2.667  | 1        | 101,3 | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 21,2 |               |
| N-232     | 46  | 12-CS | Convencional  | 2.669  | 1        | 101,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 19,9 |               |
| N-232     | 48  | 12-CS | Convencional  | 2.667  | 1        | 101,7 | 0  | 0  | 0  | 1  | 1        | 102,7 | 0  | 0  | 1  | 0  | 1        | 96,8  | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 94,9  | 0  | 0  | 0   | 1    | 79,3          |
| N-232     | 60  | 12-CS | Convencional  | 2.703  | 1        | 101,7 | 0  | 0  | 0  | 1  | 1        | 101,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 39,6 |               |
| N-232     | 65  | 12-CS | Convencional  | 836    | 1        | 303,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 65,6 |               |
| N-232     | 74  | 12-CS | Convencional  | 836    | 1        | 303,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 65,4 |               |
| N-232     | 100 | 44-TE | Convencional  | 910    | 1        | 257   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 392,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0   | 0    | 123,9         |
| N-232     | 118 | 44-TE | Convencional  | 641    | 1        | 278,4 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 27,3 |               |
| N-232     | 142 | 44-TE | Convencional  | 4.100  | 1        | 63,3  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,1 |               |
| N-232     | 144 | 44-TE | Convencional  | 4.100  | 1        | 63,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,1 |               |
| N-232     | 155 | 44-TE | Convencional  | 3.430  | 2        | 126,5 | 0  | 0  | 0  | 3  | 1        | 79,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 46,9 |               |
| N-232     | 157 | 44-TE | Convencional  | 4.100  | 1        | 63,3  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,1 |               |
| N-232     | 162 | 44-TE | Convencional  | 4.100  | 1        | 63,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,1 |               |
| N-232     | 163 | 44-TE | Convencional  | 4.100  | 1        | 63,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,1 |               |
| N-232     | 164 | 44-TE | Convencional  | 4.067  | 1        | 72,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 15,6 |               |
| N-232     | 165 | 44-TE | Convencional  | 3.132  | 1        | 72,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 17,3 |               |
| N-232     | 169 | 44-TE | Convencional  | 3.100  | 1        | 86,8  | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 18,1 |               |
| N-232     | 170 | 44-TE | Convencional  | 3.100  | 1        | 86,8  | 0  | 0  | 0  | 1  | 1        | 88,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 96,3  | 0  | 0  | 0  | 1  | 2        | 198,2 | 0  | 0  | 1   | 1    | 90,6          |
| N-232     | 174 | 44-TE | Convencional  | 3.100  | 1        | 86,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 18,1 |               |
| N-232     | 179 | 44-TE | Convencional  | 3.100  | 1        | 86,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 94,9     | 0     | 0  | 0  | 1   | 35,2 |               |
| N-232     | 183 | 44-TE | Convencional  | 3.100  | 2        | 173,5 | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 171,2 | 2  | 171,2 | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0   | 70,4 |               |
| N-232     | 188 | 50-Z  | Convencional  | 4.675  | 1        | 55,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 85    | 0  | 0  | 0  | 1  | 2        | 189,9 | 0  | 0  | 1   | 1    | 58,1          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 68      N-232 Vinaroz - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |      |    |      |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|------|----|------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|------|---------------|
|           |     |       |               |       | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL   |               |
| N-232     | 193 | 50-Z  | Convencional  | 2.919 | 1        | 55,6 | 0  | 0    | 0  | 1  | 1        | 93,9  | 0  | 0    | 0  | 1  | 1        | 86,9  | 0  | 0  | 0  | 1  | 2        | 169,9 | 0  | 0  | 0  | 5  | 1        | 94,9  | 0  | 0    | 0  | 1    | 96,1          |
| N-232     | 195 | 50-Z  | Convencional  | 5.610 | 2        | 96,6 | 0  | 0    | 0  | 2  | 4        | 195,3 | 0  | 0    | 0  | 5  | 2        | 118,5 | 0  | 0  | 1  | 1  | 1        | 58,9  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 99,7          |
| N-232     | 196 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 134,9 | 0  | 0  | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 100,5 | 0  | 0    | 0  | 5    | 57,2          |
| N-232     | 197 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 0  | 0    | 2  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 45    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 18,9 |               |
| N-232     | 200 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45,1  | 0  | 0  | 0  | 1  | 2        | 100,5 | 1  | 50,2 | 0  | 2    | 37,9          |
| N-232     | 201 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 1  | 48,2 | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 45    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 201   | 0  | 0    | 2  | 4    | 56,8          |
| N-232     | 205 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 0  | 0    | 0  | 3  | 4        | 195,3 | 2  | 97,7 | 1  | 3  | 1        | 45    | 0  | 0  | 0  | 1  | 1        | 45,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 66,3          |
| N-232     | 206 | 50-Z  | Convencional  | 5.610 | 1        | 48,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 45    | 0  | 0  | 0  | 1  | 1        | 45,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0    | 28,4          |
| N-232     | 207 | 50-Z  | Convencional  | 5.610 | 2        | 96,4 | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 100,5 | 1  | 50,2 | 0  | 3    | 37,9          |
| N-232     | 210 | 50-Z  | Convencional  | 5.464 | 1        | 48   | 0  | 0    | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 48,2  | 0  | 0  | 0  | 1  | 1        | 47    | 0  | 0  | 0  | 1  | 1        | 55,1  | 0  | 0    | 0  | 1    | 39,6          |
| N-232     | 215 | 50-Z  | Convencional  | 7.984 | 3        | 92,6 | 1  | 30,9 | 2  | 3  | 2        | 68,6  | 0  | 0    | 0  | 2  | 1        | 36,8  | 0  | 0  | 0  | 1  | 2        | 76    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0    | 57,3          |
| N-232     | 216 | 50-Z  | Convencional  | 7.984 | 1        | 29   | 0  | 0    | 0  | 1  | 2        | 68,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 20,4          |
| N-232     | 217 | 50-Z  | Convencional  | 9.888 | 2        | 58,1 | 0  | 0    | 0  | 2  | 1        | 27,7  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 32,5  | 0  | 0    | 1  | 1    | 27,5          |
| N-232     | 218 | 50-Z  | Convencional  | 9.888 | 1        | 28,2 | 1  | 28,2 | 2  | 2  | 1        | 27,7  | 1  | 27,7 | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 15,4          |
| N-232     | 219 | 50-Z  | Convencional  | 9.888 | 1        | 28,2 | 0  | 0    | 1  | 1  | 2        | 55,4  | 0  | 0    | 0  | 4  | 1        | 52,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 30,7          |
| N-232     | 220 | 50-Z  | Convencional  | 9.888 | 1        | 28,2 | 0  | 0    | 6  | 0  | 1        | 27,7  | 0  | 0    | 0  | 3  | 1        | 52,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0    | 23            |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 70      N-230 Lleida - Frontera francesa

[illegible]

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 70      N-230 Lleida - Frontera francesa

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|------|------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL   |               |
| N-230     | 112 | 22-HU | Convencional  | 3.176 | 1        | 86,2  | 0  | 0     | 1  | 6  | 1        | 86,3  | 0  | 0    | 1  | 0  | 1        | 88,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 55,4 |               |
| N-230     | 117 | 22-HU | Convencional  | 3.154 | 1        | 86,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 18,5 |      |               |
| N-230     | 125 | 25-L  | Convencional  | 4.244 | 1        | 74,5  | 0  | 0     | 0  | 1  | 1        | 64,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 27,5 |      |               |
| N-230     | 132 | 25-L  | Convencional  | 3.364 | 1        | 86,1  | 0  | 0     | 0  | 1  | 1        | 81,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 120,6 | 0  | 0  | 0    | 1    | 53,8          |
| N-230     | 135 | 22-HU | Convencional  | 3.364 | 1        | 86,1  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 180,4 | 0  | 0  | 2    | 1    | 52,4          |
| N-230     | 153 | 25-L  | Convencional  | 2.475 | 1        | 134,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 24,6 |               |
| N-230     | 157 | 25-L  | Convencional  | 2.475 | 3        | 403,7 | 0  | 0     | 2  | 3  | 1        | 110,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 98,3 |               |
| N-230     | 158 | 25-L  | Convencional  | 2.475 | 1        | 134,6 | 1  | 134,6 | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 24,6 |               |
| N-230     | 160 | 25-L  | Convencional  | 2.475 | 1        | 134,6 | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 126,9    | 0     | 0  | 0  | 2    | 49,1 |               |
| N-230     | 162 | 25-L  | Convencional  | 2.608 | 1        | 134,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 83,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 43,7 |               |
| N-230     | 164 | 25-L  | Convencional  | 4.258 | 1        | 61,3  | 0  | 0     | 0  | 2  | 1        | 64,3  | 0  | 0    | 0  | 1  | 2        | 166,9 | 0  | 0  | 0  | 3  | 1        | 88,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 0    | 74,7          |
| N-230     | 165 | 25-L  | Convencional  | 4.258 | 1        | 61,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3  | 255,4    | 0     | 0  | 2  | 5    | 59,8 |               |
| N-230     | 172 | 25-L  | Convencional  | 4.258 | 2        | 122,6 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 64,1  | 0  | 0  | 0  | 1  | 1        | 68,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 0    | 51,5          |
| N-230     | 174 | 25-L  | Convencional  | 4.258 | 1        | 61,3  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 128,1 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 64    | 0  | 0  | 0    | 1    | 51,5          |
| N-230     | 175 | 25-L  | Convencional  | 4.258 | 1        | 61,3  | 0  | 0     | 0  | 1  | 1        | 64,3  | 1  | 64,3 | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 64       | 0     | 0  | 0  | 1    | 38,6 |               |
| N-230     | 180 | 25-L  | Convencional  | 3.881 | 1        | 62,7  | 0  | 0     | 0  | 4  | 1        | 70,6  | 1  | 70,6 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 62       | 0     | 0  | 0  | 1    | 40,5 |               |
| N-230     | 182 | 25-L  | Convencional  | 3.849 | 1        | 67,4  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 13,8 |               |
| N-230     | 183 | 25-L  | Convencional  | 3.849 | 2        | 134,8 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 27,6 |               |
| N-230     | 184 | 25-L  | Convencional  | 3.849 | 1        | 67,4  | 0  | 0     | 0  | 1  | 1        | 71,2  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 27,6 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 71      N-234 Daroca - Burgos

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |      |       |    |    | Año 2012 |      |      |      |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|------|-------|----|----|----------|------|------|------|------|----|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM   | IM    | HG | HL | ACV      | IP   | VM   | IM   | HG   | HL |               |
| N-234     | 250 | 50-Z  | Convencional  | 3.315 | 1        | 80,4  | 0  | 0     | 1  | 1  | 1        | 82,6  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 100,6 | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 0    | 51,1 |    |               |
| N-234     | 251 | 50-Z  | Convencional  | 3.315 | 1        | 80,4  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 16,7 |      |    |               |
| N-234     | 253 | 50-Z  | Convencional  | 3.315 | 1        | 80,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 75,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 33   |      |    |               |
| N-234     | 255 | 50-Z  | Convencional  | 3.315 | 1        | 80,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 17,5 |      |    |               |
| N-234     | 263 | 50-Z  | Convencional  | 2.372 | 1        | 111,1 | 1  | 111,1 | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 1    | 123,6 | 0  | 0  | 0        | 1    | 48,2 |      |      |    |               |
| N-234     | 275 | 50-Z  | Convencional  | 1.575 | 1        | 160,1 | 0  | 0     | 0  | 1  | 1        | 174   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 62,9 |      |    |               |
| N-234     | 297 | 50-Z  | Convencional  | 1.444 | 1        | 193,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 38,2 |      |    |               |
| N-234     | 337 | 42-SO | Convencional  | 2.600 | 1        | 95,5  | 3  | 286,6 | 0  | 4  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 21,9 |      |    |               |
| N-234     | 340 | 42-SO | Convencional  | 2.600 | 1        | 95,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 21,9 |      |    |               |
| N-234     | 352 | 42-SO | Convencional  | 8.289 | 2        | 86,5  | 0  | 0     | 1  | 1  | 2        | 66,1  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 87,2  | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 47,7 |      |    |               |
| N-234     | 353 | 42-SO | Convencional  | 6.772 | 1        | 40    | 1  | 40    | 0  | 0  | 2        | 80,9  | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 1    | 39,4  | 0  | 0  | 0        | 1    | 32,3 |      |      |    |               |
| N-234     | 365 | 42-SO | Convencional  | 4.330 | 1        | 60,1  | 1  | 60,1  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 10,9 |      |    |               |
| N-234     | 368 | 42-SO | Convencional  | 3.436 | 1        | 72,7  | 0  | 0     | 0  | 1  | 1        | 79,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 30,1 |      |    |               |
| N-234     | 377 | 42-SO | Convencional  | 2.785 | 1        | 82,9  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 17,8 |      |    |               |
| N-234     | 382 | 42-SO | Convencional  | 2.785 | 1        | 82,9  | 1  | 82,9  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 17,8 |      |    |               |
| N-234     | 394 | 42-SO | Convencional  | 2.785 | 1        | 82,9  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 17,8 |      |    |               |
| N-234     | 396 | 42-SO | Convencional  | 2.785 | 1        | 82,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 17,8 |      |    |               |
| N-234     | 401 | 42-SO | Convencional  | 2.792 | 1        | 103,1 | 0  | 0     | 1  | 2  | 1        | 98,1  | 3  | 294,4 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 1    | 101,9 | 0  | 0  | 0        | 3    | 61,3 |      |      |    |               |
| N-234     | 403 | 42-SO | Convencional  | 2.005 | 1        | 107,7 | 0  | 0     | 2  | 0  | 1        | 136,6 | 0  | 0     | 0  | 1  | 1        | 120,5 | 0  | 0  | 0  | 2  | 1        | 123   | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 97,2 |      |    |               |
| N-234     | 416 | 9-BU  | Convencional  | 1.682 | 1        | 124,8 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 28,7 |      |    |               |
| N-234     | 423 | 9-BU  | Convencional  | 1.682 | 1        | 124,8 | 1  | 124,8 | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 28,7 |      |    |               |
| N-234     | 429 | 9-BU  | Convencional  | 2.157 | 1        | 116,2 | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 26,4 |      |    |               |
| N-234     | 438 | 9-BU  | Convencional  | 3.406 | 1        | 86,3  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 96,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 36,4 |      |    |               |
| N-234     | 441 | 9-BU  | Convencional  | 3.406 | 1        | 86,3  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 18,5 |      |    |               |
| N-234     | 446 | 9-BU  | Convencional  | 3.406 | 1        | 86,3  | 0  | 0     | 0  | 2  | 1        | 80,4  | 0  | 0     | 0  | 3  | 1        | 101,3 | 0  | 0  | 0  | 2  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 55,4 |      |    |               |
| N-234     | 450 | 9-BU  | Convencional  | 3.254 | 1        | 86,3  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 16,8 |      |    |               |
| N-234     | 453 | 9-BU  | Convencional  | 3.236 | 1        | 72,1  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 84,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 32,1 |      |    |               |
| N-234     | 455 | 9-BU  | Convencional  | 3.236 | 1        | 72,1  | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 16,1 |      |    |               |
| N-234     | 469 | 9-BU  | Convencional  | 4.382 | 1        | 57,5  | 1  | 57,5  | 1  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 1     | 75,1 | 0     | 0  | 0  | 1        | 26,8 |      |      |      |    |               |
| N-234     | 473 | 9-BU  | Convencional  | 4.181 | 1        | 57,5  | 0  | 0     | 0  | 2  | 1        | 65,5  | 0  | 0     | 0  | 1  | 1        | 70,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0    | 0     | 0  | 0  | 0        | 0    | 0    | 40,6 |      |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 71      N-234 Daroca - Burgos

|           |     |       |               |       | Año 2016 |      |    |       |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |     |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|-----|-------|---------------|-------|----------|------|----|-------|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|-----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM    | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP  | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-234     | 476 | 9-BU  | Convencional  | 4.382 | 1        | 57,5 | 3  | 172,5 | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 145 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0    | 40,2  |
| N-234     | 479 | 9-BU  | Convencional  | 6.456 | 1        | 39,2 | 0  | 0     | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 8,8  |       |
| N-234     | 482 | 9-BU  | Convencional  | 6.456 | 1        | 39,2 | 0  | 0     | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 57,8 | 0  | 0  | 0  | 1  | 0        | 0   | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 17,5 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 72      N- 111   Medinaceli - Pamplona

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL   |               |
| A-13      | 0   | 26-LO | Autovía       | 32.349 | 5        | 49    | 0  | 0     | 0  | 9  | 2        | 16,9  | 0  | 0  | 0  | 4  | 2        | 16,7  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 14,8 |               |
| A-13      | 1   | 26-LO | Autovía       | 32.349 | 1        | 9,8   | 0  | 0     | 0  | 1  | 6        | 50,8  | 0  | 0  | 0  | 10 | 4        | 33,4  | 0  | 0  | 0  | 4  | 1        | 7,6   | 0  | 0    | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 19,8 |               |
| A-13      | 2   | 26-LO | Autovía       | 30.347 | 1        | 12,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 7,4   | 0  | 0  | 0  | 3    | 3,6           |
| A-13      | 4   | 26-LO | Autovía       | 9.805  | 1        | 27,8  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 5,5  |               |
| N-111     | 228 | 42-SO | Autovía       | 7.155  | 1        | 41,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 45,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 16,9 |               |
| N-111     | 229 | 42-SO | Autovía       | 7.155  | 1        | 41,3  | 0  | 0     | 0  | 1  | 1        | 38,3  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 17   |               |
| N-111     | 239 | 42-SO | Autovía       | 1.806  | 1        | 140   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 26,3 |               |
| N-111     | 275 | 26-LO | Convencional  | 2.029  | 1        | 126,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 249,1 | 0  | 0    | 0  | 1  | 1        | 237,2 | 0  | 0  | 0  | 1    | 105,2         |
| N-111     | 276 | 26-LO | Convencional  | 2.029  | 1        | 126,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 237,2 | 0  | 0  | 1  | 0    | 70,2          |
| N-111     | 277 | 26-LO | Convencional  | 2.029  | 1        | 126,5 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 201,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 70,2 |               |
| N-111     | 278 | 26-LO | Convencional  | 2.029  | 1        | 125,7 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 324,2 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 237,2 | 0  | 0  | 1  | 2    | 132,2         |
| N-111     | 280 | 26-LO | Convencional  | 2.118  | 1        | 125,7 | 2  | 251,4 | 0  | 1  | 1        | 129,4 | 0  | 0  | 0  | 1  | 2        | 324,2 | 0  | 0  | 0  | 3  | 2        | 368   | 0  | 0    | 0  | 2  | 1        | 177,3 | 0  | 0  | 0  | 2    | 212,6         |
| N-111     | 293 | 26-LO | Convencional  | 3.335  | 1        | 92    | 0  | 0     | 0  | 2  | 2        | 164,3 | 0  | 0  | 0  | 3  | 1        | 111,6 | 0  | 0  | 0  | 2  | 2        | 299,1 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 130,4         |
| N-111     | 297 | 26-LO | Convencional  | 2.118  | 1        | 92    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 22,5 |               |
| N-111     | 298 | 26-LO | Convencional  | 3.335  | 1        | 92    | 0  | 0     | 0  | 1  | 1        | 82,2  | 0  | 0  | 0  | 2  | 1        | 102   | 0  | 0  | 0  | 1  | 1        | 128,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 81,7          |
| N-111     | 299 | 26-LO | Convencional  | 3.335  | 1        | 92    | 0  | 0     | 0  | 1  | 1        | 82,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 128,7 | 0  | 0    | 0  | 1  | 2        | 239,2 | 0  | 0  | 0  | 2    | 102,1         |
| N-111     | 300 | 26-LO | Convencional  | 2.118  | 1        | 92    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 204,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 67,4 |               |
| N-111     | 309 | 26-LO | Convencional  | 6.292  | 1        | 42,9  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 10,8 |               |
| N-111     | 310 | 26-LO | Convencional  | 6.292  | 1        | 42,9  | 0  | 0     | 0  | 1  | 1        | 43,5  | 0  | 0  | 0  | 1  | 2        | 124,6 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 40,5          |
| N-111     | 312 | 26-LO | Convencional  | 6.292  | 1        | 31,2  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 47,3  | 0  | 0  | 0  | 2  | 1        | 50,4  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 26            |
| N-111     | 316 | 26-LO | Convencional  | 23.995 | 2        | 23,7  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 6,6  |               |
| N-111     | 317 | 26-LO | Convencional  | 22.418 | 1        | 11,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 45,1  | 0  | 0    | 1  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 10            |
| N-111     | 319 | 26-LO | Convencional  | 21.104 | 2        | 23,7  | 0  | 0     | 0  | 2  | 1        | 13    | 0  | 0  | 1  | 1  | 1        | 22,2  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 45,5  | 0  | 0  | 0  | 4    | 20,4          |
| N-111     | 320 | 26-LO | Convencional  | 21.104 | 1        | 11,8  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 22,6  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 6,8           |
| N-111     | 321 | 26-LO | Multicarril   | 21.104 | 2        | 23,7  | 0  | 0     | 0  | 2  | 1        | 13    | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 12,8  | 0  | 0  | 0  | 2    | 10,5          |
| N-111     | 322 | 26-LO | Multicarril   | 23.995 | 2        | 23,7  | 0  | 0     | 0  | 3  | 1        | 11,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 11,9  | 1  | 11,9 | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 9,4           |
| N-111     | 323 | 26-LO | Multicarril   | 23.995 | 1        | 11,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 11,2  | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 22,9  | 0  | 0  | 0  | 6    | 9,4           |
| N-111     | 324 | 26-LO | Multicarril   | 23.995 | 5        | 59,2  | 0  | 0     | 0  | 9  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 3        | 52,3  | 0  | 0  | 0  | 6    | 23,4          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 73      N-113 Soria - Cruce con N-121

|           |    |       |               |       | Año 2016 |      |    |       |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |      |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|-------|----|----|----------|----|----|----|----|----|----------|------|----|------|----|----|----------|----|----|----|----|----|----------|----|----|----|------|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM    | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG   | HL   | Medio |
| N-113     | 55 | 42-SO | Convencional  | 3.570 | 1        | 48,8 | 0  | 0     | 1  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 14,6 |       |
| N-113     | 59 | 42-SO | Convencional  | 3.570 | 1        | 48,8 | 0  | 0     | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 14,6 |       |
| N-113     | 68 | 26-LO | Convencional  | 3.772 | 1        | 66,3 | 2  | 132,5 | 3  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 14,8 |      |       |
| N-113     | 81 | 26-LO | Convencional  | 2.312 | 1        | 72,5 | 0  | 0     | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 95,4 | 1  | 95,4 | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0    | 35   |       |



Itinerario : 74      N-320   Albacete - Venturada

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |       | Año 2013 |       |    |    |      |      | Año 2012 |      |    |      |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|-------|----------|-------|----|----|------|------|----------|------|----|------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL    | ACV      | IP    | VM | IM | HG   | HL   | ACV      | IP   | VM | IM   | HG    | HL   |               |
| N-320     | 135 | 16-CU | Convencional  | 2.918  | 1        | 93    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 18,3  |      |               |
| N-320     | 145 | 16-CU | Convencional  | 3.810  | 1        | 71,8  | 1  | 71,8 | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1     | 72,4     | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 28,7  |      |               |
| N-320     | 146 | 16-CU | Convencional  | 3.810  | 1        | 71,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 14,4  |      |               |
| N-320     | 151 | 16-CU | Convencional  | 2.677  | 1        | 111,3 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 122,5 | 0        | 0     | 0  | 0  | 4    | 1    | 115,2    | 0    | 0  | 0    | 2     | 67,3 |               |
| N-320     | 166 | 16-CU | Convencional  | 980    | 1        | 275,9 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 54,5  |      |               |
| N-320     | 177 | 16-CU | Convencional  | 980    | 2        | 551,8 | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 108,9 |      |               |
| N-320     | 181 | 16-CU | Convencional  | 930    | 2        | 578   | 0  | 0    | 1  | 2  | 3        | 883,8 | 0  | 0  | 1  | 4  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 274,7 |      |               |
| N-320     | 184 | 16-CU | Convencional  | 930    | 1        | 289   | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 54,3  |      |               |
| N-320     | 193 | 16-CU | Convencional  | 930    | 1        | 289   | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 54,3  |      |               |
| N-320     | 196 | 16-CU | Convencional  | 930    | 1        | 289   | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 54,3  |      |               |
| N-320     | 201 | 19-GU | Convencional  | 1.164  | 1        | 226,4 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 49,5  |      |               |
| N-320     | 214 | 19-GU | Convencional  | 2.128  | 1        | 135,1 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 26,5  |      |               |
| N-320     | 216 | 19-GU | Convencional  | 2.128  | 1        | 135,1 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 1    | 145  | 0        | 0    | 1  | 2    | 53    |      |               |
| N-320     | 232 | 19-GU | Convencional  | 2.646  | 1        | 96,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 100,5 | 0  | 0  | 1  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 41,3  |      |               |
| N-320     | 234 | 19-GU | Convencional  | 2.646  | 1        | 96,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1     | 112,3    | 0     | 0  | 0  | 2    | 0    | 0        | 0    | 0  | 0    | 0     | 41,6 |               |
| N-320     | 240 | 19-GU | Convencional  | 3.983  | 1        | 64,1  | 0  | 0    | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 13,7  |      |               |
| N-320     | 249 | 19-GU | Convencional  | 5.714  | 1        | 46,6  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 10,4  |      |               |
| N-320     | 253 | 19-GU | Convencional  | 5.846  | 1        | 46,6  | 0  | 0    | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 10,4  |      |               |
| N-320     | 262 | 19-GU | Convencional  | 6.692  | 1        | 42    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 9     |      |               |
| N-320     | 267 | 19-GU | Convencional  | 13.148 | 1        | 15,9  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 1  | 34,7 | 0    | 0        | 0    | 4  | 9,9  |       |      |               |
| N-320     | 290 | 19-GU | Convencional  | 10.616 | 1        | 25    | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 1  | 29,8 | 0    | 0        | 0    | 1  | 10,1 |       |      |               |
| N-320     | 291 | 19-GU | Convencional  | 10.616 | 1        | 25    | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1     | 28,9     | 0     | 0  | 0  | 1    | 0    | 0        | 0    | 0  | 0    | 10,9  |      |               |
| N-320     | 298 | 19-GU | Convencional  | 6.906  | 1        | 36,8  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 46,8  | 0  | 0  | 0  | 2     | 0        | 0     | 0  | 0  | 1    | 47,8 | 0        | 0    | 0  | 2    | 26    |      |               |
| N-320     | 299 | 19-GU | Convencional  | 5.692  | 2        | 73,5  | 0  | 0    | 0  | 2  | 1        | 48,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 27,2  |      |               |
| N-320     | 300 | 19-GU | Convencional  | 5.692  | 1        | 36,8  | 0  | 0    | 2  | 0  | 1        | 48,1  | 0  | 0  | 1  | 1  | 2        | 93,6  | 0  | 0  | 0  | 5     | 0        | 0     | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 36,3  |      |               |
| N-320     | 303 | 19-GU | Convencional  | 6.846  | 3        | 109,2 | 0  | 0    | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 1        | 43,4  | 0  | 0  | 0    | 0    | 0        | 0    | 0  | 0    | 31,5  |      |               |
| N-320     | 304 | 19-GU | Convencional  | 6.799  | 1        | 36,5  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0  | 0  | 1    | 37,5 | 0        | 0    | 0  | 2    | 15,4  |      |               |
| N-320     | 305 | 19-GU | Convencional  | 6.799  | 1        | 36,5  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 3        | 119,5 | 0  | 0  | 1  | 2     | 4        | 152,6 | 0  | 0  | 0    | 4    | 2        | 74,9 | 0  | 0    | 1     | 1    | 76,8          |
| N-320     | 306 | 19-GU | Convencional  | 7.556  | 1        | 36,5  | 0  | 0    | 0  | 2  | 1        | 36,3  | 0  | 0  | 0  | 1  | 2        | 79,7  | 0  | 0  | 1  | 1     | 1        | 38,2  | 0  | 0  | 0    | 1    | 0        | 0    | 0  | 0    | 0     | 37,6 |               |
| N-320     | 309 | 19-GU | Convencional  | 7.556  | 2        | 72,9  | 0  | 0    | 0  | 4  | 2        | 72,5  | 0  | 0  | 2  | 1  | 1        | 39,8  | 0  | 0  | 0  | 1     | 2        | 76,3  | 0  | 0  | 0    | 2    | 2        | 74,9 | 1  | 37,5 | 1     | 2    | 67,7          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 74      N-320 Albacete - Venturada

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |       |    |    |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|------|-------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG   | HL    |               |
| N-320     | 311 | 19-GU | Convencional  | 6.799 | 1        | 36,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 38,2     | 0    | 0  | 0  | 4  | 0  | 0        | 0     | 0  | 0  | 0    | 15,4  |               |
| N-320     | 313 | 19-GU | Convencional  | 6.799 | 1        | 36,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 7,7  |       |               |
| N-320     | 314 | 19-GU | Convencional  | 4.048 | 2        | 75,6  | 0  | 0  | 0  | 5  | 2        | 135,4 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 35,5 |       |               |
| N-320     | 315 | 19-GU | Convencional  | 4.048 | 1        | 45,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 2  | 147      | 0    | 0  | 1  | 5  | 1  | 67,9     | 0     | 0  | 1  | 0    | 50,7  |               |
| N-320     | 316 | 19-GU | Convencional  | 4.048 | 3        | 136,1 | 0  | 0  | 0  | 6  | 3        | 203   | 0  | 0  | 0  | 7  | 2        | 145   | 0  | 0  | 0  | 2  | 1        | 73,5 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0    | 114   |               |
| N-320     | 320 | 28-M  | Convencional  | 2.377 | 1        | 112,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 90,5     | 0    | 0  | 0  | 1  | 1  | 87,4     | 0     | 0  | 0  | 1    | 58,4  |               |
| N-320     | 323 | 28-M  | Convencional  | 2.377 | 4        | 450,8 | 0  | 0  | 1  | 10 | 1        | 115,3 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 1  | 90,5     | 0    | 0  | 0  | 1  | 2  | 174,9    | 0     | 0  | 2  | 5    | 155,6 |               |
| N-320     | 332 | 28-M  | Convencional  | 2.422 | 2        | 224,2 | 0  | 0  | 0  | 7  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 213,5 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 1  | 98       | 0     | 0  | 0  | 2    | 108,5 |               |
| N-320     | 333 | 28-M  | Convencional  | 5.645 | 5        | 265,1 | 0  | 0  | 1  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 103,2 | 0  | 0  | 0  | 2  | 2        | 93,7 | 0  | 0  | 0  | 3  | 3        | 146,3 | 0  | 0  | 1    | 6     | 120,9         |
| N-320     | 337 | 28-M  | Convencional  | 6.017 | 1        | 48,3  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 9     |               |
| N-320     | 339 | 28-M  | Convencional  | 6.017 | 1        | 48,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 43,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0    | 0     | 17,9          |
| N-320a    | 239 | 19-GU | Convencional  | 341   | 1        | 778,3 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0    | 139,6 |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 75      N-340 Alicante - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| A-7       | 357 | 46-V  | Autovía       | 89.944 | 3        | 8,9  | 0  | 0   | 0  | 5  | 5        | 15,2 | 0  | 0  | 1  | 6  | 3        | 10,1 | 0  | 0   | 0  | 8  | 2        | 6,9  | 1  | 3,4 | 1  | 3  | 1        | 3,8  | 0  | 0  | 0  | 1  | 9,2           |
| A-7       | 359 | 46-V  | Autovía       | 89.944 | 1        | 3    | 0  | 0   | 0  | 1  | 1        | 3    | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 10,3 | 0  | 0   | 0  | 4  | 1        | 3,8  | 0  | 0  | 0  | 2  | 4             |
| A-7       | 360 | 46-V  | Autovía       | 89.944 | 2        | 5,9  | 0  | 0   | 0  | 3  | 1        | 3    | 1  | 3  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 10,3 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 4             |
| A-7       | 361 | 46-V  | Autovía       | 89.944 | 2        | 5,9  | 0  | 0   | 0  | 2  | 1        | 3    | 0  | 0  | 0  | 2  | 2        | 7    | 0  | 0   | 0  | 3  | 3        | 10,9 | 0  | 0   | 1  | 4  | 2        | 7,6  | 0  | 0  | 0  | 2  | 6,7           |
| A-7       | 362 | 46-V  | Autovía       | 89.944 | 1        | 3    | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 8,4  | 0  | 0   | 1  | 5  | 2        | 8,5  | 0  | 0   | 0  | 2  | 1        | 4,5  | 0  | 0  | 0  | 2  | 4,4           |
| A-7       | 364 | 46-V  | Autovía       | 89.944 | 1        | 3    | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 16,8 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 22,7 | 0  | 0  | 2  | 7  | 7,4           |
| A-7       | 365 | 46-V  | Autovía       | 89.944 | 1        | 3    | 1  | 3   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,5  | 0  | 0   | 0  | 2  | 3        | 13,6 | 0  | 0  | 3  | 3  | 4,4           |
| A-7       | 367 | 46-V  | Autovía       | 53.774 | 3        | 8,9  | 0  | 0   | 1  | 3  | 1        | 5,1  | 0  | 0  | 0  | 1  | 1        | 4,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,5  | 0  | 0  | 0  | 1  | 4,9           |
| A-7       | 368 | 46-V  | Autovía       | 53.774 | 1        | 3    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,2  | 0  | 0   | 0  | 1  | 1        | 4,3  | 0  | 0   | 0  | 3  | 1        | 4,5  | 0  | 0  | 0  | 2  | 3,3           |
| A-7       | 369 | 46-V  | Autovía       | 53.774 | 2        | 5,9  | 0  | 0   | 0  | 2  | 1        | 5,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,5  | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4,1           |
| A-7       | 371 | 46-V  | Autovía       | 53.774 | 1        | 3    | 1  | 3   | 0  | 1  | 1        | 5,1  | 0  | 0  | 0  | 1  | 1        | 5,6  | 1  | 5,6 | 0  | 1  | 2        | 10,8 | 1  | 5,4 | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 4,6           |
| A-7       | 372 | 46-V  | Autovía       | 53.625 | 2        | 6,2  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 1  | 4        | 22,6 | 3  | 17  | 2  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 6,7           |
| A-7       | 373 | 46-V  | Autovía       | 52.775 | 1        | 3,4  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,2 | 0  | 0   | 0  | 2  | 1        | 5,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3,9           |
| A-7       | 375 | 46-V  | Autovía       | 52.394 | 2        | 10   | 0  | 0   | 0  | 4  | 2        | 10,5 | 0  | 0  | 0  | 2  | 2        | 11,2 | 0  | 0   | 1  | 3  | 1        | 5,6  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 7,6           |
| A-7       | 376 | 46-V  | Autovía       | 51.058 | 1        | 5,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2,2           |
| A-7       | 377 | 46-V  | Autovía       | 50.724 | 2        | 10,6 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3,4           |
| A-7       | 378 | 46-V  | Autovía       | 50.724 | 3        | 15,9 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4,5           |
| A-7       | 380 | 46-V  | Autovía       | 49.255 | 1        | 5,3  | 0  | 0   | 0  | 1  | 1        | 5,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3,4           |
| A-7       | 381 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 1  | 5,2 | 0  | 0  | 1        | 5,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2,3           |
| A-7       | 382 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6    | 0  | 0   | 0  | 2  | 1        | 5,8  | 0  | 0  | 0  | 1  | 3,4           |
| A-7       | 384 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 17,5 | 0  | 0  | 0  | 4  | 4,5           |
| A-7       | 385 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 0  | 0   | 1  | 0  | 1        | 5,4  | 0  | 0  | 0  | 2  | 3        | 17,5 | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 2  | 6,8           |
| A-7       | 386 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 0  | 0   | 0  | 1  | 1        | 5,4  | 0  | 0  | 0  | 1  | 1        | 5,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 11,7 | 0  | 0  | 0  | 3  | 5,6           |
| A-7       | 387 | 46-V  | Autovía       | 50.508 | 2        | 10,4 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,8  | 0  | 0   | 0  | 1  | 3        | 17,5 | 0  | 0  | 0  | 3  | 6,7           |
| A-7       | 388 | 46-V  | Autovía       | 50.508 | 2        | 10,4 | 0  | 0   | 0  | 3  | 2        | 10,8 | 0  | 0  | 1  | 3  | 1        | 5,7  | 0  | 0   | 0  | 1  | 2        | 13,3 | 0  | 0   | 0  | 2  | 2        | 11,7 | 0  | 0  | 0  | 5  | 10,3          |
| A-7       | 389 | 46-V  | Autovía       | 50.508 | 2        | 10,4 | 0  | 0   | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,3  | 0  | 0   | 1  | 3  | 1        | 7,4  | 0  | 0   | 0  | 2  | 1        | 7,1  | 0  | 0  | 0  | 1  | 6,4           |
| A-7       | 390 | 46-V  | Autovía       | 50.508 | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 7,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2,5           |
| A-7       | 391 | 46-V  | Autovía       | 50.508 | 2        | 10,4 | 0  | 0   | 1  | 2  | 3        | 16,3 | 0  | 0  | 0  | 6  | 1        | 7,3  | 0  | 0   | 0  | 3  | 1        | 7,4  | 0  | 0   | 0  | 4  | 1        | 7,1  | 0  | 0  | 0  | 5  | 10,2          |
| A-7       | 392 | 46-V  | Autovía       | 50.508 | 2        | 10,4 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,3  | 0  | 0   | 0  | 1  | 1        | 7,4  | 0  | 0   | 0  | 1  | 1        | 7,1  | 0  | 0  | 0  | 3  | 6,4           |
| A-7       | 394 | 46-V  | Autovía       | 49.263 | 1        | 5,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,3  | 0  | 0   | 0  | 2  | 2        | 14,9 | 0  | 0   | 0  | 3  | 1        | 7,1  | 0  | 0  | 0  | 1  | 6,6           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 75      N-340 Alicante - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |       |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG   | HL   |               |
| A-7       | 395 | 46-V  | Autovía       | 24.038 | 2        | 11,8 | 0  | 0    | 1  | 2  | 2        | 22,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 7,4   | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 7,7  |      |               |
| A-7       | 396 | 46-V  | Autovía       | 24.038 | 2        | 23,9 | 0  | 0    | 0  | 3  | 1        | 11,4 | 0  | 0  | 0  | 2  | 1        | 10,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 9,2   | 0  | 0  | 0    | 10,5 |               |
| A-7       | 398 | 46-V  | Autovía       | 24.038 | 1        | 13,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,1  | 0  | 0  | 0  | 1  | 1        | 10,3  | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0  | 6,4  |      |               |
| A-7       | 399 | 46-V  | Autovía       | 20.425 | 1        | 14,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 5,8  |      |               |
| A-7       | 400 | 46-V  | Autovía       | 19.522 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 5,9  |      |               |
| A-7       | 401 | 46-V  | Autovía       | 21.483 | 1        | 14,1 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 5,7  |      |               |
| A-7       | 403 | 46-V  | Autovía       | 22.087 | 1        | 11,4 | 1  | 11,4 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 5,1  |      |               |
| A-7       | 404 | 46-V  | Autovía       | 22.087 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 5,1  |      |               |
| A-7       | 406 | 46-V  | Autovía       | 22.087 | 2        | 22,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 10,2 |      |               |
| A-7       | 407 | 46-V  | Autovía       | 22.293 | 2        | 22,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 10,1 |      |               |
| A-7       | 408 | 46-V  | Autovía       | 23.364 | 1        | 10   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 4,7  |      |               |
| A-7       | 411 | 46-V  | Autovía       | 23.364 | 3        | 29,9 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 14,1 |      |               |
| A-7       | 421 | 46-V  | Autovía       | 17.965 | 3        | 40,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 19,8 |      |               |
| A-7       | 424 | 46-V  | Autovía       | 17.747 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,4 | 0  | 0  | 0  | 1  | 1        | 16,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 9,7  |      |               |
| A-7       | 425 | 46-V  | Autovía       | 17.747 | 1        | 14,3 | 0  | 0    | 0  | 1  | 1        | 15,4 | 0  | 0  | 0  | 1  | 2        | 33,1  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 12,9 |      |               |
| A-7       | 429 | 46-V  | Autovía       | 17.747 | 2        | 28,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 6,5  |      |               |
| A-7       | 432 | 3-A   | Autovía       | 16.337 | 1        | 15,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 6,9  |      |               |
| A-7       | 437 | 3-A   | Autovía       | 16.080 | 1        | 15,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 3,5  |      |               |
| A-7       | 448 | 3-A   | Autovía       | 16.755 | 1        | 15,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,3  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 6,5  |      |               |
| A-7       | 449 | 3-A   | Autovía       | 16.755 | 2        | 30,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 51,4  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 15,9 |      |               |
| A-7       | 459 | 3-A   | Autovía       | 21.459 | 1        | 11,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,2  | 0  | 0  | 0  | 1  | 1        | 15,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 8,3  |      |               |
| A-7       | 463 | 3-A   | Autovía       | 21.459 | 1        | 11,7 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 2,8  |      |               |
| A-7       | 480 | 3-A   | Autovía       | 18.830 | 1        | 12,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 2,8  |      |               |
| A-7       | 483 | 3-A   | Autovía       | 21.197 | 1        | 10,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 27,5  | 0  | 0  | 0  | 6  | 1        | 13,8  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 10,5 |      |               |
| A-7       | 484 | 3-A   | Autovía       | 21.197 | 1        | 10,8 | 0  | 0    | 0  | 1  | 1        | 12,9 | 0  | 0  | 0  | 1  | 2        | 27,5  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 10,5 |      |               |
| A-7       | 485 | 3-A   | Autovía       | 21.197 | 1        | 10,8 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 2,6  |      |               |
| A-7       | 487 | 3-A   | Autovía       | 21.197 | 1        | 10,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 2,6  |      |               |
| A-7       | 488 | 3-A   | Autovía       | 21.197 | 2        | 21,6 | 0  | 0    | 0  | 2  | 1        | 12,9 | 0  | 0  | 0  | 2  | 1        | 13,8  | 0  | 0  | 0  | 1  | 3        | 41,3  | 0  | 0    | 0  | 4  | 0        | 0     | 0  | 0  | 18,3 |      |               |
| A-77      | 0   | 3-A   | Autovía       | 18.179 | 2        | 28,2 | 0  | 0    | 1  | 2  | 3        | 45,2 | 0  | 0  | 0  | 3  | 9        | 144,1 | 0  | 0  | 0  | 12 | 7        | 109,6 | 1  | 15,7 | 0  | 7  | 8        | 121,8 | 0  | 0  | 0    | 14   | 88,1          |
| A-77      | 5   | 3-A   | Autovía       | 18.179 | 1        | 14,1 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,7  | 0  | 0  | 0  | 10 | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 7,9  |      |               |

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Itinerario : 75      N-340 Alicante - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| A-77a     | 0   | 3-A   | Autovía       | 33.384 | 12       | 93    | 0  | 0  | 0  | 12 | 17       | 139,5 | 0  | 0  | 0  | 23 | 10       | 82,3 | 0  | 0  | 0  | 13 | 19       | 160,2 | 0  | 0  | 1  | 25 | 8        | 68,2 | 0  | 0  | 0  | 16   | 108,5         |
| A-77a     | 3   | 3-A   | Autovía       | 33.384 | 1        | 7,7   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 8,2  | 0  | 0  | 1  | 0  | 1        | 8,4   | 0  | 0  | 0  | 1  | 1        | 8,5  | 0  | 0  | 0  | 1    | 6,6           |
| CV-80     | 19  | 3-A   | Autovía       | 8.274  | 1        | 32    | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,3  |               |
| N-340     | 789 | 3-A   | Convencional  | 785    | 1        | 368,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 55,9 |               |
| N-340     | 797 | 3-A   | Multicarril   | 14.547 | 1        | 10,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 9,9  | 0  | 0  | 0  | 1    | 7,5           |
| N-340     | 799 | 3-A   | Multicarril   | 24.551 | 1        | 10,5  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 32   | 0  | 0  | 0  | 2  | 2        | 30,4  | 0  | 0  | 1  | 1  | 1        | 14,4 | 0  | 0  | 0  | 1    | 15,7          |
| N-340     | 803 | 3-A   | Multicarril   | 7.937  | 5        | 166,9 | 0  | 0  | 1  | 7  | 2        | 69    | 0  | 0  | 0  | 2  | 1        | 30,3 | 0  | 0  | 0  | 1  | 1        | 30,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 56,9          |
| N-340     | 804 | 3-A   | Multicarril   | 7.937  | 1        | 33,4  | 0  | 0  | 0  | 1  | 1        | 34,5  | 0  | 0  | 0  | 1  | 1        | 30,3 | 0  | 0  | 0  | 1  | 1        | 30,3  | 0  | 0  | 0  | 1  | 1        | 30,1 | 0  | 0  | 0  | 1    | 31,6          |
| N-340     | 805 | 3-A   | Convencional  | 7.937  | 2        | 68,1  | 0  | 0  | 0  | 4  | 1        | 34,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 60,6  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 32            |
| N-340     | 819 | 46-V  | Convencional  | 3.308  | 1        | 82,8  | 0  | 0  | 0  | 3  | 1        | 82,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 22,5 |               |
| N-340     | 824 | 46-V  | Convencional  | 3.349  | 1        | 81,8  | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 12,4 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 76      N-430 Badajoz - Albacete

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |       |    |    | Año 2015 |       |    |       |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |      |    |       | Año 2012 |       |    |    |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-------|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|-------|----------|-------|----|----|------|----|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL    | ACV      | IP    | VM | IM | HG   | HL |               |
| N-430     | 89  | 6-BA  | Convencional  | 5.799 | 1        | 47    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 10   |    |               |
| N-430     | 109 | 6-BA  | Convencional  | 4.260 | 1        | 70,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 12,9 |    |               |
| N-430     | 119 | 6-BA  | Convencional  | 4.260 | 1        | 70,3  | 0  | 0     | 2  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 61,4  | 0  | 0    | 0  | 1     | 1        | 54,3  | 0  | 0  | 0    | 2  | 38,7          |
| N-430     | 122 | 6-BA  | Convencional  | 4.260 | 1        | 70,3  | 0  | 0     | 0  | 5  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 12,9 |    |               |
| N-430     | 123 | 6-BA  | Convencional  | 4.260 | 1        | 70,3  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 12,9 |    |               |
| N-430     | 124 | 6-BA  | Convencional  | 4.260 | 1        | 70,3  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 61,4  | 1  | 61,4 | 0  | 0     | 1        | 54,3  | 0  | 0  | 0    | 1  | 38,7          |
| N-430     | 178 | 6-BA  | Convencional  | 1.392 | 1        | 179,2 | 0  | 0     | 1  | 3  | 1        | 196,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 84,8 |    |               |
| N-430     | 199 | 6-BA  | Convencional  | 1.709 | 1        | 248,2 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 40,8 |    |               |
| N-430     | 203 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 1  | 248,8 | 0        | 0     | 0  | 1  | 93,5 |    |               |
| N-430     | 204 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 46,8 |    |               |
| N-430     | 217 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 1  | 201,6 | 2  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 249,1    | 0     | 0  | 0    | 2  | 0     | 0        | 0     | 0  | 0  | 93,5 |    |               |
| N-430     | 219 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 46,8 |    |               |
| N-430     | 224 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 249,1 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 93,5 |    |               |
| N-430     | 227 | 13-CR | Convencional  | 1.199 | 1        | 201,6 | 0  | 0     | 0  | 2  | 1        | 228,5 | 0  | 0     | 0  | 2  | 2        | 498,1 | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 187  |    |               |
| N-430     | 245 | 13-CR | Convencional  | 2.005 | 1        | 133,1 | 1  | 133,1 | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 28,4 |    |               |
| N-430     | 249 | 13-CR | Convencional  | 2.005 | 1        | 133,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 28,4 |    |               |
| N-430     | 251 | 13-CR | Convencional  | 2.263 | 1        | 133,1 | 0  | 0     | 0  | 2  | 1        | 121,1 | 2  | 242,1 | 3  | 6  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 129,8 | 0  | 0    | 0  | 1     | 1        | 222,2 | 0  | 0  | 0    | 2  | 110,5         |
| N-430     | 260 | 13-CR | Convencional  | 2.005 | 1        | 133,1 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 28,4 |    |               |
| N-430     | 288 | 13-CR | Convencional  | 4.020 | 1        | 70,4  | 1  | 70,4  | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 13,2 |    |               |
| N-430     | 291 | 13-CR | Convencional  | 4.020 | 1        | 70,4  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 13,2 |    |               |
| N-430     | 293 | 13-CR | Convencional  | 4.020 | 1        | 70,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 13,2 |    |               |
| N-430     | 304 | 13-CR | Convencional  | 4.535 | 1        | 54,1  | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 59,3  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0     | 2        | 61,1  | 0  | 0  | 1    | 3  | 37,1          |
| N-430     | 310 | 13-CR | Multicarril   | 9.271 | 1        | 24,7  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 5,7  |    |               |
| N-430     | 314 | 13-CR | Convencional  | 4.129 | 1        | 46,5  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 16,8 |    |               |
| N-430     | 328 | 13-CR | Convencional  | 751   | 1        | 389,7 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 69,9 |    |               |
| N-430     | 371 | 13-CR | Convencional  | 3.867 | 1        | 111,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 1  | 115,6 | 0        | 0     | 0  | 1  | 42   |    |               |
| N-430     | 389 | 13-CR | Convencional  | 3.077 | 1        | 207,6 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 34,7 |    |               |
| N-430     | 398 | 13-CR | Convencional  | 912   | 1        | 332,5 | 1  | 332,5 | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 60,1 |    |               |
| N-430     | 449 | 2-AB  | Convencional  | 1.325 | 1        | 192,8 | 1  | 192,8 | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 42,9 |    |               |
| N-430     | 462 | 2-AB  | Convencional  | 3.168 | 1        | 78,4  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 134,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0     | 0        | 0     | 0  | 0  | 42,8 |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 76      N-430 Badajoz - Albacete

|           |     |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |    | I.P.  |      |
|-----------|-----|-------|---------------|-------|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|-------|------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | Medio |      |
| N-430     | 464 | 2-AB  | Convencional  | 3.168 | 1        | 78,4 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 21,4  |      |
| N-430     | 493 | 2-AB  | Convencional  | 3.327 | 1        | 75,3 | 0  | 0  | 2  | 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  | 16,2  |      |
| N-430     | 510 | 2-AB  | Convencional  | 3.327 | 1        | 75,3 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 75,9 | 0  | 0  | 0  | 2  | 1        | 88 | 0  | 0  | 0  | 5  | 0        | 0  | 0  | 0  | 0  | 0  | 0     | 48,6 |
| N-430a    | 367 | 13-CR | Convencional  | 4.010 | 1        | 65,9 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 12,9  |      |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 77      A-35 Almansa - Alcudia

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |      | Año 2013 |      |    |      |      |    | Año 2012 |      |    |      |      |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|------|------|----|----------|------|----|------|------|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM   | HG   | HL | ACV      | IP   | VM | IM   | HG   | HL |               |
| A-35      | 8  | 2-AB  | Autovía       | 6.559  | 1        | 38,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 0    | 8,1  |    |               |
| A-35      | 9  | 46-V  | Autovía       | 6.559  | 1        | 38,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 1    | 21,9 | 0  | 0        | 1    | 0  | 11,6 |      |    |               |
| A-35      | 11 | 46-V  | Autovía       | 9.282  | 1        | 17,7 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 18,1 | 0        | 0    | 0  | 1    | 0    | 0  | 0        | 0    | 0  | 8,3  |      |    |               |
| A-35      | 12 | 46-V  | Autovía       | 16.245 | 1        | 17,7 | 0  | 0    | 0  | 2  | 3        | 50,6 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 18,1 | 0  | 0    | 0    | 2  | 0        | 0    | 0  | 0    | 17,2 |    |               |
| A-35      | 13 | 46-V  | Autovía       | 16.245 | 1        | 16,1 | 0  | 0    | 0  | 1  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 2        | 35,1 | 0  | 0    | 0    | 4  | 0        | 0    | 0  | 0    | 13,4 |    |               |
| A-35      | 19 | 46-V  | Autovía       | 16.245 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,3 | 0  | 0  | 8  | 3    | 0        | 0    | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 6,1  |      |    |               |
| A-35      | 20 | 46-V  | Autovía       | 16.245 | 1        | 16,1 | 0  | 0    | 0  | 1  | 2        | 33,7 | 0  | 0  | 0  | 2  | 1        | 15,3 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0    | 0    | 0  | 1        | 13,7 | 0  | 0    | 15,3 |    |               |
| A-35      | 24 | 46-V  | Autovía       | 16.245 | 1        | 14,5 | 0  | 0    | 0  | 1  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 6    |      |    |               |
| A-35      | 27 | 46-V  | Autovía       | 21.258 | 2        | 24,3 | 0  | 0    | 2  | 2  | 1        | 12,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 2        | 29,8 | 0  | 0    | 0    | 4  | 0        | 0    | 0  | 0    | 13,7 |    |               |
| A-35      | 28 | 46-V  | Autovía       | 21.258 | 1        | 12,1 | 0  | 0    | 0  | 1  | 2        | 25,8 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 2        | 29,8 | 0  | 0    | 0    | 2  | 0        | 0    | 0  | 0    | 13,4 |    |               |
| A-35      | 34 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 12,4 | 0  | 0    | 0    | 4  | 1        | 11,4 | 0  | 0    | 7,1  |    |               |
| A-35      | 35 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 12,4 | 2  | 24,9 | 0    | 0  | 2        | 22,7 | 0  | 0    | 9,5  |    |               |
| A-35      | 37 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 2        | 24,9 | 0  | 0    | 0    | 3  | 0        | 0    | 0  | 0    | 7,1  |    |               |
| A-35      | 38 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 0  | 0    | 0  | 3  | 1        | 11,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 3        | 36,1 | 0  | 0    | 0    | 7  | 1        | 10,4 | 1  | 10,4 | 13,8 |    |               |
| A-35      | 39 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 1  | 11,6 | 0  | 1  | 1        | 11,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 0  | 2        | 22,1 | 1  | 11,1 | 9,3  |    |               |
| A-35      | 44 | 46-V  | Autovía       | 23.373 | 1        | 11,6 | 0  | 0    | 0  | 4  | 1        | 11,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0    | 0    | 0  | 0        | 0    | 0  | 4,8  |      |    |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 78      N-123 Barbastro - Benabarre

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |     |      | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|-----|------|---------------|
|           |    |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL   |               |
| N-123     | 1  | 22-HU | Convencional  | 5.889 | 1        | 35,3  | 0  | 0  | 1  | 1  | 1        | 46,5 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 49,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 26,9          |
| N-123     | 4  | 22-HU | Convencional  | 7.985 | 1        | 32,4  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 6,9 |      |               |
| N-123     | 5  | 22-HU | Convencional  | 7.985 | 1        | 32,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 36,6     | 0     | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0   | 13,8 |               |
| N-123     | 6  | 22-HU | Convencional  | 7.985 | 1        | 32,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 34,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 34,7 | 0  | 0  | 0   | 1    | 20,7          |
| N-123     | 7  | 22-HU | Convencional  | 7.985 | 2        | 64,7  | 0  | 0  | 1  | 3  | 2        | 68,6 | 0  | 0  | 1  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 36,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 34,5          |
| N-123     | 14 | 22-HU | Convencional  | 3.961 | 1        | 68,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 14,5 |               |
| N-123     | 15 | 22-HU | Convencional  | 3.961 | 1        | 68,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 76,8     | 0    | 0  | 0  | 1   | 28,9 |               |
| N-123     | 16 | 22-HU | Convencional  | 3.961 | 1        | 69,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 14,5 |               |
| N-123     | 21 | 22-HU | Convencional  | 863   | 1        | 290,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 30,9 |               |
| N-123a    | 22 | 22-HU | Convencional  | 3.190 | 1        | 138,3 | 0  | 0  | 0  | 2  | 1        | 85,9 | 0  | 0  | 0  | 1  | 3        | 273,8 | 0  | 0  | 1  | 6  | 2        | 185,4 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0   | 0    | 134,2         |
| N-123a    | 28 | 22-HU | Convencional  | 1.770 | 1        | 138,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 21,3 |               |
| N-123a    | 31 | 22-HU | Convencional  | 1.017 | 1        | 277,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 54,2 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 79      N-260 y N-240   Frontera Francia - Pamplona

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |      | Año 2012 |       |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|----------|-------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | ACV      | IP    | VM | IM   | HG   | HL   |               |
| A-21      | 72  | 50-Z  | Autovía       | 2.552  | 1        | 95    | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 22,9 |      |               |
| A-26      | 73  | 17-GI | Autovía       | 13.838 | 1        | 19,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 20,1 | 0        | 0     | 0  | 1    | 8    |      |               |
| A-26      | 79  | 17-GI | Autovía       | 13.992 | 1        | 18,6  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 3,9  |      |               |
| A-26      | 81  | 17-GI | Autovía       | 14.917 | 1        | 17,3  | 1  | 17,3 | 1  | 0  | 1        | 18,4 | 0  | 0  | 0  | 1  | 2        | 37,7  | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 0    | 14,8 |               |
| N-145     | 0   | 25-L  | Convencional  | 15.286 | 1        | 17,7  | 0  | 0    | 0  | 4  | 1        | 17,9 | 0  | 0  | 0  | 1  | 1        | 18,7  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 1    | 20       | 0     | 0  | 0    | 1    | 14,8 |               |
| N-145     | 5   | 25-L  | Convencional  | 15.286 | 2        | 35,4  | 0  | 0    | 1  | 1  | 2        | 35,8 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 37,2  | 0  | 0  | 5  | 4    | 0        | 0     | 0  | 0    | 0    | 22,3 |               |
| N-145     | 6   | 25-L  | Convencional  | 15.286 | 2        | 35,4  | 1  | 17,7 | 3  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,6  | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0    | 0    | 11,1 |               |
| N-145     | 8   | 25-L  | Convencional  | 15.286 | 1        | 17,7  | 0  | 0    | 0  | 1  | 1        | 17,9 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 18,6  | 0  | 0  | 0  | 1    | 1        | 20    | 0  | 0    | 0    | 1    | 14,8          |
| N-145     | 9   | 25-L  | Convencional  | 15.286 | 1        | 17,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,7  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 2    | 40,1     | 0     | 0  | 0    | 2    | 14,8 |               |
| N-152     | 0   | 17-GI | Convencional  | 8.866  | 3        | 86    | 0  | 0    | 0  | 4  | 2        | 61,8 | 0  | 0  | 0  | 2  | 4        | 124,5 | 0  | 0  | 1  | 3  | 2        | 64,9  | 0  | 0  | 0  | 3    | 1        | 34,7  | 0  | 0    | 0    | 1    | 75,5          |
| N-152     | 1   | 17-GI | Convencional  | 8.866  | 3        | 86    | 0  | 0    | 1  | 2  | 1        | 30,9 | 0  | 0  | 0  | 1  | 1        | 31,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 1    | 34,7     | 0     | 0  | 0    | 1    | 37,7 |               |
| N-154     | 0   | 17-GI | Convencional  | 5.243  | 1        | 44,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 63,9  | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0    | 0    | 22,3 |               |
| N-154     | 3   | 17-GI | Convencional  | 5.243  | 1        | 44,6  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 123,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0    | 1        | 61,7  | 0  | 0    | 0    | 1    | 44,6          |
| N-154     | 4   | 17-GI | Convencional  | 6.009  | 1        | 44,6  | 0  | 0    | 0  | 1  | 1        | 45,6 | 0  | 0  | 2  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 61,7     | 0     | 0  | 1    | 0    | 32,4 |               |
| N-154     | 5   | 17-GI | Convencional  | 5.243  | 2        | 89,1  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1    | 61,7     | 0     | 0  | 0    | 1    | 33,5 |               |
| N-240     | 284 | 22-HU | Convencional  | 2.677  | 1        | 72,7  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 115,9 | 0  | 0  | 1  | 0    | 0        | 0     | 0  | 0    | 0    | 39,5 |               |
| N-260     | 14  | 17-GI | Convencional  | 4.534  | 2        | 121,5 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 159,7 | 0  | 0  | 0  | 3    | 0        | 0     | 0  | 0    | 0    | 56   |               |
| N-260     | 15  | 17-GI | Convencional  | 8.318  | 1        | 60,7  | 0  | 0    | 0  | 1  | 2        | 65,9 | 0  | 0  | 0  | 3  | 1        | 75    | 0  | 0  | 0  | 1  | 3        | 239,5 | 0  | 0  | 2  | 4    | 3        | 238,2 | 0  | 0    | 1    | 2    | 117,3         |
| N-260     | 18  | 17-GI | Convencional  | 4.534  | 1        | 60,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 150,1 | 0  | 0  | 0  | 2  | 1        | 79,8  | 0  | 0  | 0  | 1    | 2        | 158,8 | 1  | 79,4 | 0    | 1    | 84            |
| N-260     | 21  | 17-GI | Convencional  | 4.534  | 1        | 60,7  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 75    | 0  | 0  | 0  | 1  | 2        | 159,7 | 0  | 0  | 0  | 5    | 4        | 317,6 | 0  | 0    | 2    | 7    | 112           |
| N-260     | 24  | 17-GI | Convencional  | 8.318  | 2        | 121,5 | 0  | 0    | 0  | 3  | 3        | 98,8 | 0  | 0  | 0  | 3  | 2        | 150,1 | 0  | 0  | 0  | 2  | 4        | 319,3 | 0  | 0  | 1  | 6    | 0        | 0     | 0  | 0    | 0    | 0    | 129           |
| N-260     | 26  | 17-GI | Convencional  | 11.610 | 3        | 73,3  | 0  | 0    | 2  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 29,3  | 0  | 0  | 0  | 1    | 0        | 0     | 0  | 0    | 0    | 0    | 21,5          |
| N-260     | 28  | 17-GI | Convencional  | 11.610 | 3        | 73,3  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 53,1  | 0  | 0  | 0  | 2  | 1        | 25,9  | 0  | 0  | 0  | 2    | 0        | 0     | 0  | 0    | 0    | 0    | 29,8          |
| N-260     | 31  | 17-GI | Convencional  | 11.610 | 1        | 23,4  | 0  | 0    | 0  | 1  | 1        | 23,6 | 0  | 0  | 0  | 1  | 1        | 24,7  | 0  | 0  | 0  | 3  | 2        | 48,7  | 0  | 0  | 0  | 4    | 0        | 0     | 0  | 0    | 0    | 0    | 23,7          |
| N-260     | 32  | 17-GI | Convencional  | 12.490 | 1        | 22,1  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,1  | 0  | 0  | 1  | 2  | 1        | 22,9  | 0  | 0  | 0  | 1    | 2        | 43,6  | 0  | 0    | 1    | 3    | 22,4          |
| N-260     | 34  | 17-GI | Convencional  | 12.490 | 1        | 22,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 3        | 65,4  | 0  | 0    | 0    | 3    | 22,4          |
| N-260     | 36  | 17-GI | Convencional  | 12.490 | 2        | 44,2  | 0  | 0    | 0  | 3  | 1        | 21,9 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0    | 0        | 0     | 0  | 0    | 0    | 0    | 13,7          |
| N-260     | 38  | 17-GI | Convencional  | 11.414 | 2        | 54,6  | 0  | 0    | 0  | 3  | 6        | 144  | 0  | 0  | 0  | 7  | 2        | 46,7  | 0  | 0  | 0  | 2  | 3        | 73    | 0  | 0  | 0  | 9    | 5        | 127,3 | 1  | 25,5 | 0    | 6    | 89,4          |
| N-260     | 40  | 17-GI | Convencional  | 9.131  | 2        | 60,7  | 0  | 0    | 0  | 3  | 1        | 30   | 0  | 0  | 0  | 1  | 6        | 175,8 | 0  | 0  | 1  | 8  | 2        | 53,8  | 0  | 0  | 0  | 5    | 3        | 89,8  | 0  | 0    | 0    | 4    | 81,9          |
| N-260     | 41  | 17-GI | Convencional  | 10.101 | 1        | 35,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,1  | 0  | 0  | 0  | 4  | 1        | 27,9  | 0  | 0  | 0  | 1    | 1        | 34,3  | 0  | 0    | 0    | 2    | 24,5          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 79      N-260 y N-240 Frontera Francia - Pamplona

[illegible]

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 79      N-260 y N-240   Frontera Francia - Pamplona

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |      |    |    | Año 2014 |       |    |       |    |    | Año 2013 |       |    |    |       |      | Año 2012 |       |    |       |       |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|-------|----|----|----------|-------|----|----|-------|------|----------|-------|----|-------|-------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG    | HL   | ACV      | IP    | VM | IM    | HG    | HL   |               |
| N-260     | 166 | 17-GI | Convencional  | 665    | 2        | 959,6 | 0  | 0  | 1  | 1  | 1        | 412   | 0  | 0    | 1  | 0  | 1        | 491,9 | 0  | 0     | 1  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 385,2 |      |               |
| N-260     | 167 | 17-GI | Convencional  | 665    | 2        | 959,6 | 0  | 0  | 1  | 1  | 1        | 412   | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 2  | 1009  | 0    | 0        | 1     | 2  | 481,5 |       |      |               |
| N-260     | 174 | 17-GI | Convencional  | 515    | 1        | 479,8 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 491,9 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 1  | 504,6 | 0    | 0        | 1     | 0  | 305   |       |      |               |
| N-260     | 176 | 17-GI | Convencional  | 1.418  | 1        | 479,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 491,9 | 1  | 491,9 | 0  | 0  | 1        | 538,3 | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 184,1 |       |      |               |
| N-260     | 177 | 17-GI | Convencional  | 8.143  | 1        | 30,7  | 0  | 0  | 2  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 34,5  | 0  | 0  | 2     | 69,6 | 1        | 34,8  | 1  | 3     | 26,9  |      |               |
| N-260     | 178 | 17-GI | Convencional  | 8.143  | 1        | 30,7  | 0  | 0  | 0  | 4  | 2        | 67,3  | 1  | 33,6 | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 1  | 34,8  | 0    | 0        | 1     | 0  | 26,9  |       |      |               |
| N-260     | 179 | 17-GI | Convencional  | 8.341  | 1        | 30,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 69    | 0  | 0  | 0     | 2    | 2        | 69,6  | 0  | 0     | 1     | 7    | 33,4          |
| N-260     | 182 | 17-GI | Convencional  | 6.097  | 1        | 41,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 49,3  | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 21,7  |      |               |
| N-260     | 184 | 17-GI | Convencional  | 8.818  | 1        | 41,8  | 0  | 0  | 0  | 1  | 1        | 31,1  | 1  | 31,1 | 1  | 0  | 1        | 49,3  | 0  | 0     | 0  | 2  | 2        | 154,4 | 0  | 0  | 1     | 1    | 0        | 0     | 0  | 0     | 48,9  |      |               |
| N-260     | 186 | 17-GI | Convencional  | 6.097  | 1        | 41,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 1  | 77,2  | 0    | 0        | 0     | 5  | 21,7  |       |      |               |
| N-260     | 188 | 17-GI | Convencional  | 6.097  | 1        | 41,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 10,8  |      |               |
| N-260     | 189 | 17-GI | Convencional  | 4.017  | 1        | 41,8  | 0  | 0  | 0  | 1  | 1        | 68,2  | 0  | 0    | 4  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 23,6  |      |               |
| N-260     | 199 | 25-L  | Convencional  | 5.176  | 2        | 96,3  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 2        | 105   | 0  | 0  | 1     | 1    | 0        | 0     | 0  | 0     | 40,7  |      |               |
| N-260     | 200 | 25-L  | Convencional  | 5.176  | 1        | 48,1  | 0  | 0  | 0  | 1  | 1        | 52,9  | 0  | 0    | 1  | 3  | 1        | 50    | 0  | 0     | 1  | 1  | 1        | 52,5  | 0  | 0  | 2     | 1    | 2        | 102,1 | 0  | 0     | 0     | 4    | 61,1          |
| N-260     | 201 | 25-L  | Convencional  | 5.176  | 1        | 48,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 50    | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0     | 0    | 1        | 51,1  | 0  | 0     | 0     | 1    | 30,5          |
| N-260     | 205 | 25-L  | Convencional  | 5.176  | 1        | 48,1  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 2    | 92,8     | 0     | 0  | 3     | 0     | 29,5 |               |
| N-260     | 206 | 25-L  | Convencional  | 5.176  | 2        | 96,3  | 0  | 0  | 1  | 7  | 1        | 52,9  | 0  | 0    | 0  | 7  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 29,5  |      |               |
| N-260     | 208 | 25-L  | Convencional  | 5.176  | 1        | 47,8  | 0  | 0  | 0  | 1  | 2        | 105,9 | 0  | 0    | 0  | 3  | 2        | 97,8  | 0  | 0     | 0  | 3  | 2        | 92,1  | 0  | 0  | 0     | 5    | 5        | 211,8 | 0  | 0     | 1     | 10   | 113,7         |
| N-260     | 209 | 25-L  | Convencional  | 5.318  | 1        | 47,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 46,1  | 0  | 0  | 0     | 1    | 0        | 0     | 0  | 0     | 0     | 18,9 |               |
| N-260     | 215 | 25-L  | Convencional  | 5.176  | 1        | 47,8  | 0  | 0  | 0  | 1  | 2        | 105,9 | 0  | 0    | 0  | 2  | 1        | 48,9  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0     | 0    | 1        | 42,4  | 1  | 42,4  | 0     | 0    | 47,4          |
| N-260     | 217 | 25-L  | Convencional  | 5.176  | 2        | 95,7  | 0  | 0  | 0  | 2  | 2        | 105,9 | 0  | 0    | 0  | 2  | 2        | 97,8  | 0  | 0     | 0  | 2  | 1        | 46,1  | 0  | 0  | 0     | 1    | 2        | 84,7  | 0  | 0     | 0     | 2    | 85,3          |
| N-260     | 221 | 25-L  | Convencional  | 5.176  | 1        | 47,8  | 0  | 0  | 0  | 3  | 1        | 52,9  | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 0     | 18,9 |               |
| N-260     | 222 | 25-L  | Convencional  | 5.318  | 1        | 47,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 97,8  | 0  | 0     | 0  | 3  | 1        | 46,1  | 0  | 0  | 1     | 2    | 0        | 0     | 0  | 0     | 0     | 37,7 |               |
| N-260     | 225 | 25-L  | Convencional  | 5.318  | 1        | 47,8  | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 0     | 9,4  |               |
| N-260     | 226 | 25-L  | Convencional  | 6.247  | 2        | 95,7  | 0  | 0  | 0  | 4  | 1        | 43,9  | 0  | 0    | 0  | 1  | 1        | 48,9  | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0     | 0    | 0        | 0     | 0  | 0     | 0     | 34   |               |
| N-260     | 228 | 25-L  | Convencional  | 15.208 | 2        | 46,9  | 0  | 0  | 0  | 2  | 2        | 36    | 0  | 0    | 0  | 3  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 20,9  | 0  | 0  | 0     | 1    | 0        | 0     | 0  | 0     | 0     | 20   |               |
| N-260     | 230 | 25-L  | Convencional  | 15.208 | 1        | 17,7  | 0  | 0  | 0  | 1  | 2        | 36    | 0  | 0    | 1  | 4  | 2        | 36,9  | 0  | 0     | 0  | 3  | 0        | 0     | 0  | 0  | 0     | 0    | 6        | 125,8 | 0  | 0     | 1     | 7    | 43,1          |
| N-260     | 231 | 25-L  | Convencional  | 15.208 | 2        | 35,4  | 0  | 0  | 1  | 5  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 30,4  | 0  | 0  | 0     | 1    | 1        | 28,8  | 0  | 0     | 0     | 1    | 18,8          |
| N-260     | 232 | 25-L  | Convencional  | 15.208 | 1        | 17,7  | 0  | 0  | 0  | 1  | 2        | 36    | 0  | 0    | 0  | 2  | 1        | 29,6  | 0  | 0     | 0  | 2  | 1        | 30,4  | 0  | 0  | 0     | 2    | 0        | 0     | 0  | 0     | 0     | 23,4 |               |
| N-260     | 233 | 25-L  | Convencional  | 7.948  | 2        | 174,1 | 0  | 0  | 0  | 6  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 36,5  | 0  | 0     | 0  | 1  | 5        | 158,3 | 0  | 0  | 0     | 9    | 2        | 59,2  | 1  | 29,6  | 0     | 3    | 75,1          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 79      N-260 y N-240   Frontera Francia - Pamplona

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |       |    |     |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |      |    |    | Año 2013 |       |    |    |    |       | Año 2012 |       |       |       |      |       | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|-------|----|-----|----|----|----------|-------|----|----|----|----|----------|-------|----|------|----|----|----------|-------|----|----|----|-------|----------|-------|-------|-------|------|-------|---------------|
|           |     |       |               |       | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP    | VM | IM | HG | HL    | ACV      | IP    | VM    | IM    | HG   | HL    |               |
| N-260     | 237 | 25-L  | Convencional  | 1.226 | 1        | 280,1 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0     | 51,2  |      |       |               |
| N-260     | 239 | 25-L  | Convencional  | 1.226 | 1        | 280,1 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 575   | 0  | 0    | 1  | 1  | 1        | 238,4 | 0  | 0  | 1  | 0     | 0        | 0     | 0     | 205,4 |      |       |               |
| N-260     | 240 | 25-L  | Convencional  | 1.226 | 1        | 280,1 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 51,4  |       |      |       |               |
| N-260     | 241 | 25-L  | Convencional  | 1.226 | 1        | 280,1 | 0  | 0   | 1  | 0  | 1        | 223,5 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 2        | 476,9 | 0  | 0  | 0  | 2     | 3        | 798,8 | 0     | 0     | 2    | 359,5 |               |
| N-260     | 245 | 25-L  | Convencional  | 1.226 | 1        | 280,1 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 51,4  |       |      |       |               |
| N-260     | 267 | 25-L  | Convencional  | 1.119 | 1        | 287,2 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 58,9  |       |      |       |               |
| N-260     | 276 | 25-L  | Convencional  | 1.119 | 2        | 574,4 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 117,8 |       |      |       |               |
| N-260     | 277 | 25-L  | Convencional  | 950   | 1        | 287,2 | 0  | 0   | 1  | 0  | 2        | 576,8 | 0  | 0  | 0  | 2  | 1        | 351,7 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 244,4 |       |      |       |               |
| N-260     | 282 | 25-L  | Convencional  | 3.150 | 1        | 74,2  | 0  | 0   | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 86,3  | 0        | 0     | 0     | 33,6  |      |       |               |
| N-260     | 290 | 25-L  | Convencional  | 3.150 | 2        | 148,5 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 96,8  | 1  | 96,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 54,8  |       |      |       |               |
| N-260     | 291 | 25-L  | Convencional  | 3.068 | 1        | 74,2  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 18,4  |       |      |       |               |
| N-260     | 305 | 25-L  | Convencional  | 2.476 | 2        | 187,9 | 0  | 0   | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 44,8  |       |      |       |               |
| N-260     | 307 | 25-L  | Convencional  | 2.476 | 1        | 94    | 0  | 0   | 0  | 5  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 149   | 0  | 0  | 0  | 1     | 0        | 0     | 0     | 49,7  |      |       |               |
| N-260     | 318 | 25-L  | Convencional  | 1.422 | 2        | 353,5 | 0  | 0   | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 86,8  |       |      |       |               |
| N-260     | 322 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 50,6  |       |      |       |               |
| N-260     | 328 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 217,1 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 101,1 |       |      |       |               |
| N-260     | 329 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 1  | 482,3 | 0        | 0     | 0     | 101,1 |      |       |               |
| N-260     | 330 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 50,6  |       |      |       |               |
| N-260     | 338 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 50,6  |       |      |       |               |
| N-260     | 342 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 50,6  |       |      |       |               |
| N-260     | 345 | 25-L  | Convencional  | 1.409 | 1        | 188,9 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 217,1 | 0  | 0    | 0  | 2  | 2        | 750,6 | 0  | 0  | 1  | 2     | 0        | 0     | 0     | 202,2 |      |       |               |
| N-260     | 381 | 22-HU | Convencional  | 1.096 | 2        | 928,7 | 0  | 0   | 0  | 2  | 1        | 250   | 0  | 0  | 0  | 2  | 1        | 355,8 | 0  | 0    | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 0     | 262   |      |       |               |
| N-260     | 387 | 22-HU | Convencional  | 1.879 | 1        | 144   | 1  | 144 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 30,9  |       |      |       |               |
| N-260     | 405 | 22-HU | Convencional  | 2.071 | 1        | 127,7 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 27,2  |       |      |       |               |
| N-260     | 413 | 22-HU | Convencional  | 1.281 | 1        | 178,1 | 0  | 0   | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 34,7  |       |      |       |               |
| N-260     | 421 | 22-HU | Convencional  | 1.281 | 1        | 178,1 | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 34,7  |       |      |       |               |
| N-260     | 426 | 22-HU | Convencional  | 1.281 | 1        | 178,1 | 0  | 0   | 5  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 40,7  |       |      |       |               |
| N-260     | 437 | 22-HU | Convencional  | 2.835 | 1        | 86,1  | 0  | 0   | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 18,9  |       |      |       |               |
| N-260     | 439 | 22-HU | Convencional  | 2.835 | 1        | 86,1  | 0  | 0   | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0     | 0        | 0     | 18,6  |       |      |       |               |
| N-260     | 443 | 22-HU | Convencional  | 2.835 | 1        | 86,1  | 0  | 0   | 0  | 2  | 1        | 96,6  | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 1        | 152,6 | 0  | 0  | 0  | 1     | 1        | 143,8 | 0     | 1     | 94,3 |       |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 79      N-260 y N-240   Frontera Francia - Pamplona

|           |     |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-260     | 454 | 22-HU | Convencional  | 1.400 | 1        | 248,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 54,4 |       |
| N-260     | 470 | 22-HU | Convencional  | 1.894 | 1        | 132,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 35,6 |       |
| N-260a    | 507 | 22-HU | Convencional  | 5.082 | 2        | 107,6 | 0  | 0  | 1  | 1  | 1        | 53,9 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 33,2 |       |
| N-260a    | 508 | 22-HU | Convencional  | 5.082 | 1        | 53,8  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 11,1 |       |
| N-260a    | 516 | 22-HU | Convencional  | 5.082 | 1        | 53,8  | 0  | 0  | 1  | 0  | 1        | 53,9 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 22,1 |       |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 80      N-344 Murcia - Valencia

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| N-344     | 64  | 30-MU | Convencional  | 6.253  | 1        | 41,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 47,6  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 18,6 |               |
| N-344     | 75  | 30-MU | Convencional  | 5.589  | 1        | 48,1 | 1  | 48,1 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 47,7     | 0     | 0  | 0  | 3  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 19,7 |      |               |
| N-344     | 78  | 30-MU | Convencional  | 5.589  | 1        | 48,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,1 |      |               |
| N-344     | 83  | 30-MU | Convencional  | 5.589  | 1        | 48,1 | 1  | 48,1 | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 52,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 20,3 |      |               |
| N-344     | 87  | 30-MU | Convencional  | 5.589  | 1        | 48,1 | 1  | 48,1 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,2 |      |               |
| N-344     | 90  | 30-MU | Convencional  | 5.589  | 1        | 48,1 | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 10,2 |      |               |
| N-344     | 106 | 2-AB  | Convencional  | 3.721  | 1        | 71   | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 80,9     | 0    | 0  | 0  | 1    | 30,6 |               |
| N-344     | 110 | 2-AB  | Convencional  | 3.721  | 1        | 71   | 0  | 0    | 1  | 0  | 1        | 73,6 | 0  | 0  | 0  | 2  | 2        | 155,7 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 0    | 61,4 |               |
| N-344     | 120 | 3-A   | Convencional  | 13.778 | 2        | 40   | 2  | 40   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 20,2 | 3        | 60,5 | 0  | 0  | 11,9 |      |               |
| N-344     | 123 | 3-A   | Convencional  | 13.778 | 1        | 20   | 0  | 0    | 1  | 0  | 2        | 39,8 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 20,2 | 0        | 0    | 0  | 1  | 15,9 |      |               |
| N-344     | 124 | 3-A   | Convencional  | 13.778 | 1        | 20   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 39,6  | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,9 |      |               |
| N-344     | 125 | 46-V  | Convencional  | 13.703 | 1        | 23   | 0  | 0    | 1  | 3  | 3        | 60   | 0  | 0  | 0  | 10 | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 15,8 |      |               |
| N-344     | 126 | 46-V  | Convencional  | 13.703 | 4        | 92,1 | 0  | 0    | 0  | 6  | 1        | 20   | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 38   | 0  | 0  | 1  | 5    | 0        | 0    | 0  | 0  | 0    | 27,7 |               |
| N-344     | 127 | 46-V  | Convencional  | 13.703 | 1        | 23   | 0  | 0    | 0  | 1  | 3        | 60   | 0  | 0  | 0  | 3  | 1        | 18,9  | 0  | 0  | 0  | 1  | 2        | 38   | 0  | 0  | 0  | 4    | 4        | 74,3 | 0  | 0  | 0    | 8    | 43,5          |
| N-344     | 130 | 46-V  | Convencional  | 14.125 | 1        | 20,3 | 0  | 0    | 0  | 1  | 1        | 19,4 | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 4        | 75,5 | 0  | 0  | 0  | 6    | 1        | 18,3 | 0  | 0  | 1    | 1    | 26,8          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 81      N-332 Cartagena - Alicante

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |       |    |     |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |      |    |     |    | I.P.<br>Medio |      |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|-------|----|-----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|------|----|-----|----|---------------|------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM   | IM | HG  | HL |               |      |
| CT-32     | 5  | 30-MU | Autovía       | 32.868 | 1        | 7,6  | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 1,6 |    |               |      |
| N-332     | 39 | 3-A   | Convencional  | 7.593  | 2        | 68,6 | 0  | 0    | 0  | 4  | 3        | 108,2 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 84,6 | 0  | 0    | 1  | 2  | 1        | 30,9 | 0    | 0  | 0   | 1  | 58,9          |      |
| N-332     | 41 | 3-A   | Convencional  | 7.593  | 2        | 68,6 | 0  | 0    | 0  | 2  | 2        | 72,2  | 0  | 0   | 0  | 4  | 1        | 21   | 1  | 21   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 102  | 0    | 0  | 2   | 8  | 47,6          |      |
| N-332     | 44 | 3-A   | Multicarril   | 18.471 | 1        | 17,6 | 0  | 0    | 0  | 1  | 1        | 14,8  | 0  | 0   | 0  | 1  | 1        | 15,1 | 0  | 0    | 0  | 4  | 2        | 55,8 | 0  | 0    | 0  | 4  | 2        | 69,4 | 0    | 0  | 0   | 2  | 27,4          |      |
| N-332     | 46 | 3-A   | Multicarril   | 18.471 | 1        | 17,6 | 0  | 0    | 0  | 1  | 1        | 14,8  | 0  | 0   | 0  | 2  | 2        | 30,1 | 0  | 0    | 0  | 2  | 1        | 27,9 | 0  | 0    | 0  | 3  | 1        | 34,7 | 0    | 0  | 0   | 3  | 23,5          |      |
| N-332     | 47 | 3-A   | Multicarril   | 18.471 | 2        | 35,2 | 0  | 0    | 0  | 2  | 1        | 14,8  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 27,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0    | 0  | 0   | 0  | 15,2          |      |
| N-332     | 49 | 3-A   | Multicarril   | 18.471 | 3        | 42,8 | 0  | 0    | 0  | 5  | 2        | 29,7  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 47,2 | 0  | 0    | 0  | 8  | 1        | 8,2  | 0    | 0  | 0   | 1  | 21,2          |      |
| N-332     | 50 | 3-A   | Multicarril   | 18.471 | 4        | 32,1 | 0  | 0    | 0  | 5  | 4        | 59,3  | 0  | 0   | 0  | 10 | 10       | 71,5 | 0  | 0    | 1  | 21 | 6        | 44,9 | 0  | 0    | 0  | 8  | 2        | 16,4 | 0    | 0  | 0   | 2  | 44,2          |      |
| N-332     | 51 | 3-A   | Multicarril   | 39.766 | 2        | 16   | 0  | 0    | 1  | 2  | 3        | 20,7  | 0  | 0   | 0  | 3  | 4        | 28,6 | 0  | 0    | 0  | 6  | 5        | 37,4 | 0  | 0    | 0  | 10 | 3        | 24,6 | 0    | 0  | 1   | 6  | 25,5          |      |
| N-332     | 52 | 3-A   | Multicarril   | 39.766 | 3        | 24,1 | 0  | 0    | 0  | 4  | 4        | 27,6  | 1  | 6,9 | 0  | 4  | 2        | 14,3 | 0  | 0    | 0  | 6  | 4        | 29,9 | 0  | 0    | 0  | 8  | 3        | 24,6 | 0    | 0  | 0   | 4  | 24            |      |
| N-332     | 53 | 3-A   | Multicarril   | 39.766 | 6        | 48,1 | 0  | 0    | 0  | 15 | 4        | 27,6  | 0  | 0   | 0  | 5  | 5        | 35,8 | 0  | 0    | 0  | 7  | 8        | 59,9 | 0  | 0    | 0  | 9  | 5        | 41,8 | 0    | 0  | 1   | 5  | 42,2          |      |
| N-332     | 54 | 3-A   | Convencional  | 39.766 | 11       | 73,6 | 0  | 0    | 0  | 19 | 9        | 62    | 1  | 6,9 | 0  | 24 | 2        | 18,1 | 0  | 0    | 0  | 3  | 7        | 77,2 | 0  | 0    | 0  | 13 | 4        | 38,1 | 0    | 0  | 3   | 2  | 54,9          |      |
| N-332     | 56 | 3-A   | Convencional  | 39.766 | 4        | 26,8 | 0  | 0    | 0  | 10 | 7        | 48,2  | 0  | 0   | 1  | 15 | 7        | 63,2 | 0  | 0    | 0  | 14 | 5        | 55,1 | 0  | 0    | 0  | 13 | 4        | 38,1 | 0    | 0  | 0   | 12 | 44,9          |      |
| N-332     | 57 | 3-A   | Convencional  | 39.766 | 5        | 33,5 | 0  | 0    | 0  | 8  | 3        | 20,7  | 0  | 0   | 0  | 8  | 6        | 54,2 | 0  | 0    | 0  | 7  | 3        | 33,1 | 0  | 0    | 0  | 9  | 2        | 19   | 0    | 0  | 0   | 3  | 31,6          |      |
| N-332     | 58 | 3-A   | Convencional  | 39.766 | 2        | 13,4 | 0  | 0    | 0  | 4  | 1        | 6,9   | 0  | 0   | 0  | 1  | 1        | 9    | 0  | 0    | 0  | 3  | 1        | 11   | 0  | 0    | 0  | 2  | 3        | 28,6 | 0    | 0  | 0   | 3  | 13,3          |      |
| N-332     | 63 | 3-A   | Multicarril   | 23.515 | 1        | 10,2 | 0  | 0    | 0  | 1  | 2        | 23,3  | 0  | 0   | 1  | 2  | 2        | 24,5 | 0  | 0    | 1  | 3  | 2        | 41,8 | 0  | 0    | 1  | 1  | 0        | 0    | 0    | 0  | 0   | 0  | 17,4          |      |
| N-332     | 64 | 3-A   | Multicarril   | 23.570 | 2        | 20,4 | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,9 | 0  | 0    | 1  | 2  | 1        | 11,4 | 0    | 0  | 0   | 2  | 10            |      |
| N-332     | 66 | 3-A   | Multicarril   | 23.570 | 1        | 10,2 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 12,2 | 0  | 0    | 0  | 1  | 1        | 20,9 | 0  | 0    | 0  | 1  | 3        | 34,1 | 0    | 0  | 2   | 3  | 14,9          |      |
| N-332     | 67 | 3-A   | Multicarril   | 23.587 | 5        | 50,9 | 1  | 10,2 | 1  | 8  | 2        | 23,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0  | 17,5          |      |
| N-332     | 68 | 3-A   | Multicarril   | 23.587 | 4        | 40,5 | 0  | 0    | 1  | 5  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0    | 0  | 0   | 2  | 12,9          |      |
| N-332     | 69 | 3-A   | Multicarril   | 23.587 | 2        | 20,2 | 0  | 0    | 0  | 3  | 1        | 11,6  | 0  | 0   | 0  | 1  | 5        | 61   | 0  | 0    | 0  | 7  | 3        | 73,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0    | 0  | 0   | 0  | 28,5          |      |
| N-332     | 70 | 3-A   | Multicarril   | 23.587 | 2        | 20,2 | 0  | 0    | 0  | 2  | 5        | 58,1  | 0  | 0   | 1  | 6  | 2        | 24,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 2    | 25,8 | 0  | 0   | 1  | 1             | 28,5 |
| N-332     | 72 | 3-A   | Convencional  | 22.638 | 3        | 33,9 | 0  | 0    | 2  | 5  | 1        | 12,1  | 0  | 0   | 0  | 1  | 3        | 37,7 | 1  | 12,6 | 0  | 7  | 1        | 13,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0    | 0  | 0   | 0  | 19,9          |      |
| N-332     | 73 | 3-A   | Convencional  | 22.638 | 1        | 11,5 | 0  | 0    | 0  | 2  | 1        | 12,1  | 0  | 0   | 0  | 1  | 1        | 12,6 | 0  | 0    | 0  | 1  | 1        | 13,2 | 0  | 0    | 0  | 1  | 1        | 13,3 | 0    | 0  | 0   | 5  | 12,5          |      |
| N-332     | 74 | 3-A   | Convencional  | 22.638 | 3        | 34,6 | 0  | 0    | 0  | 5  | 4        | 48,4  | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 4        | 52,8 | 1  | 13,2 | 1  | 8  | 0        | 0    | 0    | 0  | 0   | 0  | 27,3          |      |
| N-332     | 76 | 3-A   | Convencional  | 22.638 | 2        | 23,1 | 1  | 11,5 | 2  | 3  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0  | 4,9           |      |
| N-332     | 79 | 3-A   | Convencional  | 22.863 | 1        | 11,5 | 0  | 0    | 0  | 1  | 0        | 0     | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0    | 0  | 1   | 4  | 4,9           |      |
| N-332     | 84 | 3-A   | Convencional  | 23.790 | 1        | 11   | 0  | 0    | 0  | 2  | 0        | 0     | 0  | 0   | 0  | 0  | 1        | 11,7 | 2  | 23,5 | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0    | 0  | 0   | 0  | 4,8           |      |
| N-332     | 86 | 3-A   | Convencional  | 23.790 | 1        | 11   | 0  | 0    | 0  | 3  | 2        | 23    | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 12,9 | 0    | 0  | 0   | 2  | 9,6           |      |
| N-332     | 88 | 3-A   | Convencional  | 23.790 | 7        | 73,9 | 1  | 10,6 | 0  | 9  | 4        | 46,1  | 0  | 0   | 3  | 7  | 9        | 98,7 | 0  | 0    | 0  | 19 | 4        | 51,9 | 0  | 0    | 0  | 7  | 2        | 24,9 | 0    | 0  | 0   | 2  | 60,4          |      |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 81      N-332 Cartagena - Alicante

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|------|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| N-332     | 89 | 3-A   | Convencional  | 23.790 | 1        | 10,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 7  |      |               |
| N-332     | 90 | 3-A   | Convencional  | 23.790 | 1        | 10,6  | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 1  | 11 | 5  | 0  | 4        | 51,9 | 0  | 0    | 1  | 4  | 3        | 37,3 | 0  | 0  | 0  | 4    | 20,9          |
| N-332     | 91 | 3-A   | Convencional  | 23.790 | 4        | 42,2  | 0  | 0  | 0  | 5  | 2        | 23   | 0  | 0  | 0  | 2  | 1        | 11   | 0  | 0  | 2  | 2  | 2        | 25,8 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 20,9 |               |
| N-332     | 92 | 3-A   | Convencional  | 23.790 | 1        | 10,6  | 0  | 0  | 0  | 1  | 1        | 11,5 | 0  | 0  | 0  | 1  | 3        | 32   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,9 | 0  | 0  | 0  | 4    | 13,6          |
| N-332     | 95 | 3-A   | Multicarril   | 23.790 | 1        | 10,6  | 0  | 0  | 0  | 2  | 1        | 11,5 | 2  | 23 | 3  | 1  | 1        | 10,4 | 0  | 0  | 0  | 1  | 2        | 23,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 11,2          |
| N-332     | 97 | 3-A   | Multicarril   | 27.274 | 3        | 34,6  | 0  | 0  | 1  | 2  | 2        | 20,1 | 0  | 0  | 0  | 2  | 3        | 36,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,4 | 0  | 0  | 0  | 1    | 20,5          |
| N-332     | 98 | 3-A   | Convencional  | 27.274 | 1        | 15,6  | 0  | 0  | 3  | 1  | 1        | 10   | 0  | 0  | 0  | 4  | 1        | 14,9 | 0  | 0  | 0  | 1  | 1        | 11,9 | 1  | 11,9 | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 9,9  |               |
| N-338     | 0  | 3-A   | Multicarril   | 24.244 | 3        | 29,5  | 0  | 0  | 0  | 3  | 3        | 33,9 | 0  | 0  | 0  | 3  | 4        | 44,1 | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 21,5 |               |
| N-338     | 1  | 3-A   | Convencional  | 25.080 | 1        | 9,5   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 4,3           |
| N-338     | 2  | 3-A   | Convencional  | 26.342 | 1        | 9,5   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11   | 0  | 0  | 0  | 1  | 3        | 34,2 | 0  | 0    | 0  | 9  | 0        | 0    | 0  | 0  | 0  | 0    | 10,6          |
| N-338     | 5  | 3-A   | Convencional  | 26.769 | 1        | 9,3   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 22,6 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0    | 6,3           |
| N-345     | 0  | 30-MU | Convencional  | 1.803  | 1        | 104,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 22,9 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 82      Venta del Pobre - Carboneras

|           |    |       |               |       | Año 2016 |    |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| N-341     | 4  | 4-AL  | Convencional  | 4.000 | 1        | 62 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 14,2 |       |
| N-341     | 14 | 4-AL  | Convencional  | 4.000 | 1        | 62 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 14,2 |       |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 83      Ventas de Narón - Orense (N-525)

|           |    |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.  |      |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|-------|------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | Medio |      |
| N-540     | 33 | 27-LU | Convencional  | 2.738 | 1        | 101,7 | 0  | 0  | 0  | 1  | 1        | 100,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 95,2 | 0  | 0  | 0  | 0  | 0        | 3    | 0  | 0  | 0  | 0  | 0     | 58,7 |
| N-540     | 40 | 27-LU | Convencional  | 2.738 | 1        | 101,7 | 0  | 0  | 0  | 1  | 1        | 100,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 33,9  |      |
| N-540     | 47 | 27-LU | Convencional  | 4.130 | 1        | 65,4  | 0  | 0  | 0  | 1  | 2        | 132,7 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 43,6  |      |
| N-540     | 49 | 27-LU | Convencional  | 4.130 | 1        | 65,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 82,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 29    |      |
| N-540     | 58 | 27-LU | Convencional  | 2.360 | 1        | 95,5  | 0  | 0  | 0  | 2  | 1        | 116,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 99,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 58,5  |      |
| N-540     | 65 | 27-LU | Convencional  | 3.099 | 2        | 183,6 | 0  | 0  | 2  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 89,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 53    |      |
| N-540     | 74 | 32-OR | Convencional  | 3.266 | 1        | 87,6  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 62,4 | 0  | 0  | 1  | 0  | 28,9  |      |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 84      Enlace A-23 (Algar) -Moncofar

|           |    |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | Medio |
| N-225     | 2  | 46-V  | Convencional  | 5.253 | 1        | 50,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 56,3 | 0  | 0  | 0  | 1  | 1        | 56,3 | 0  | 0  | 0  | 1    | 32,4  |
| N-225     | 3  | 46-V  | Convencional  | 5.253 | 1        | 50,9 | 0  | 0  | 0  | 1  | 1        | 52,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 21,6 |       |
| N-225     | 19 | 12-CS | Convencional  | 6.285 | 2        | 74,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 41,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 43,5 | 0  | 0  | 1  | 0    | 34    |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 85      Enlace A-31 (Novelda) - Enlace A-7 (Crevillente)

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |       |    |       |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|-------|----|----|----------|------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|---------------|
|           |    |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   |               |
| N-325     | 0  | 3-A   | Convencional  | 9.766 | 1        | 32    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 35,4 | 0  | 0  | 0  | 6  | 1        | 35,7  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 19,6          |
| N-325     | 1  | 3-A   | Convencional  | 9.702 | 1        | 32    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 1        | 35,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 12,9 |               |
| N-325     | 3  | 3-A   | Multicarril   | 9.656 | 2        | 55,4  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 32,2  | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0    | 18,1          |
| N-325     | 7  | 3-A   | Convencional  | 9.656 | 1        | 24,9  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0     | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,4  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 11,4          |
| N-325     | 12 | 3-A   | Convencional  | 6.042 | 1        | 68,3  | 0  | 0  | 0  | 1  | 1        | 45,3  | 0  | 0     | 0  | 2  | 1        | 75,1 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 66,3  | 0  | 0  | 1  | 0    | 50,7          |
| N-325     | 15 | 3-A   | Convencional  | 1.532 | 1        | 68,3  | 0  | 0  | 2  | 0  | 2        | 357,7 | 0  | 0     | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 48   |               |
| N-325     | 16 | 3-A   | Convencional  | 1.532 | 2        | 136,5 | 0  | 0  | 1  | 1  | 1        | 178,8 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 289,8 | 0  | 0  | 0  | 5  | 1        | 66,3  | 0  | 0  | 1  | 0    | 128,1         |
| N-325     | 17 | 3-A   | Convencional  | 1.532 | 1        | 68,3  | 0  | 0  | 0  | 1  | 1        | 178,8 | 1  | 178,8 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 144,9 | 0  | 0  | 2  | 0  | 2        | 132,5 | 0  | 0  | 0  | 3    | 96,1          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 86      Oña (N-232) - Colindres (N-634)

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |       |    |       |    |    | Año 2015 |       |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |       |    |      |    |    | Año 2012 |      |    |    |       |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|-------|----|-------|----|----|----------|-------|----|----|----|----|----------|------|----|----|----|----|----------|-------|----|------|----|----|----------|------|----|----|-------|------|---------------|
|           |    |       |               |        | ACV      | IP    | VM | IM    | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG    | HL   |               |
| N-629     | 6  | 9-BU  | Convencional  | 1.790  | 1        | 118   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0     | 53,7 |               |
| N-629     | 13 | 9-BU  | Convencional  | 2.655  | 1        | 109,8 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 21,7  |      |               |
| N-629     | 23 | 9-BU  | Convencional  | 2.684  | 5        | 413,2 | 0  | 0     | 1  | 4  | 2        | 204,2 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 132,1 |      |               |
| N-629     | 24 | 9-BU  | Convencional  | 2.730  | 1        | 82,6  | 0  | 0     | 0  | 1  | 3        | 301,1 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 75,2  |      |               |
| N-629     | 27 | 9-BU  | Convencional  | 2.730  | 2        | 165,3 | 0  | 0     | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 35,1  |      |               |
| N-629     | 28 | 9-BU  | Convencional  | 2.730  | 1        | 82,6  | 0  | 0     | 0  | 4  | 1        | 100,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 35,1  |      |               |
| N-629     | 40 | 9-BU  | Convencional  | 3.434  | 1        | 63    | 1  | 63    | 2  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 15,4  |      |               |
| N-629     | 41 | 9-BU  | Convencional  | 2.969  | 1        | 117,5 | 1  | 117,5 | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 18,6  |      |               |
| N-629     | 55 | 39-S  | Convencional  | 1.336  | 1        | 173   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 42,5  |      |               |
| N-629     | 56 | 39-S  | Convencional  | 1.336  | 1        | 173   | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 42,5  |      |               |
| N-629     | 67 | 39-S  | Convencional  | 1.830  | 1        | 129,8 | 1  | 129,8 | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 29,7  |      |               |
| N-629     | 68 | 39-S  | Convencional  | 2.330  | 1        | 129,8 | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 148,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0     | 47,8 |               |
| N-629     | 78 | 39-S  | Convencional  | 9.337  | 1        | 27,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 38,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 13,7  |      |               |
| N-629     | 82 | 39-S  | Convencional  | 9.337  | 1        | 27,8  | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 41,5  | 0  | 0    | 0  | 1  | 1        | 38,8 | 0  | 0  | 0     | 1    | 20,5          |
| N-629     | 85 | 39-S  | Convencional  | 13.300 | 1        | 21    | 0  | 0     | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 26,1  | 1  | 26,1 | 1  | 0  | 0        | 0    | 0  | 0  | 0     | 9,4  |               |
| N-629     | 87 | 39-S  | Convencional  | 13.300 | 2        | 42    | 0  | 0     | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 8,7   |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 87      Alcañiz (N-232)- Fraga (N-II)

|           |     |       |               |       | Año 2016 |       |    |     |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |      | I.P.  |
|-----------|-----|-------|---------------|-------|----------|-------|----|-----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM  | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   | Medio |
| N-211     | 254 | 44-TE | Convencional  | 2.028 | 1        | 132,4 | 0  | 0   | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 26,4 |       |
| N-211     | 256 | 44-TE | Convencional  | 2.028 | 1        | 132,4 | 0  | 0   | 0  | 3  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 26,4 |       |
| N-211     | 257 | 44-TE | Convencional  | 2.028 | 1        | 132,4 | 0  | 0   | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 158   | 0  | 0  | 0  | 0  | 1        | 0     | 0  | 0  | 0  | 0    | 52,8  |
| N-211     | 271 | 50-Z  | Convencional  | 1.522 | 1        | 190,7 | 0  | 0   | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 31,1 |       |
| N-211     | 295 | 50-Z  | Convencional  | 1.541 | 3        | 603   | 2  | 402 | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 202,9 | 0  | 0  | 0  | 1    | 157,5 |
| N-211     | 318 | 22-HU | Convencional  | 4.449 | 1        | 61,7  | 0  | 0   | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 100,8 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 32,6  |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 88      Sacedón (N-320) - Enlace A-2 (Almadrones)

|           |    |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |     |    |    |    | I.P.  |     |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|-----|----|----|----|-------|-----|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM  | IM | HG | HL | Medio |     |
| N-204     | 0  | 19-GU | Convencional  | 1.085 | 1        | 349   | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 1  | 259 | 0  | 0  | 0  | 1     | 110 |
| N-204     | 4  | 19-GU | Convencional  | 1.085 | 1        | 349   | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0   | 0  | 0  | 0  | 55    |     |
| N-204     | 30 | 19-GU | Convencional  | 820   | 1        | 268,6 | 0  | 0  | 1  | 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  | 66,6  |     |
| N-204     | 38 | 19-GU | Convencional  | 820   | 1        | 268,6 | 0  | 0  | 1  | 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  | 66,6  |     |
| N-204     | 48 | 19-GU | Convencional  | 1.881 | 1        | 147,9 | 0  | 0  | 1  | 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  | 29,7  |     |
| N-204     | 50 | 19-GU | Convencional  | 1.881 | 1        | 147,9 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0   | 0  | 0  | 0  | 29,7  |     |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

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Fecha de edición: 15-12-2017

## Red del Estado. Ordenada por Itinerarios

Itinerario : 89      A-43 y N-310    Manzanares - Villanueva de la Jara

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |      |      | Año 2012 |    |      |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|------|------|----------|----|------|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG   | HL   | ACV      | IP | VM   | IM   | HG   | HL   |               |
| A-43      | 2   | 13-CR | Autovía       | 13.326 | 1        | 18,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 4,1  |      |      |               |
| A-43      | 4   | 13-CR | Autovía       | 13.326 | 2        | 36,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 8,2  |      |      |      |               |
| A-43      | 13  | 13-CR | Autovía       | 13.326 | 1        | 18,1 | 0  | 0    | 0  | 1  | 1        | 20,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 8,5  |      |      |      |               |
| A-43      | 15  | 13-CR | Autovía       | 11.042 | 1        | 21,4 | 1  | 21,4 | 0  | 0  | 1        | 24,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 9,1  |      |      |      |               |
| A-43      | 17  | 13-CR | Autovía       | 11.042 | 1        | 23,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 23,5     | 0    | 0  | 0  | 2    | 2    | 49       | 3  | 73,6 | 3    | 2    | 19,4 |               |
| A-43      | 19  | 13-CR | Autovía       | 11.042 | 1        | 23,5 | 0  | 0    | 0  | 1  | 1        | 24,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 9,7  |      |      |               |
| A-43      | 21  | 13-CR | Autovía       | 11.042 | 1        | 23,5 | 1  | 23,5 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 4,8  |      |      |               |
| A-43      | 23  | 13-CR | Autovía       | 11.042 | 1        | 23,5 | 0  | 0    | 0  | 1  | 1        | 24,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 9,7  |      |      |               |
| A-43      | 24  | 13-CR | Autovía       | 11.042 | 1        | 23,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 23,5     | 0    | 0  | 1  | 2    | 2    | 49       | 0  | 0    | 2    | 5    | 19,4 |               |
| A-43      | 25  | 13-CR | Autovía       | 10.973 | 1        | 23,3 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 9,8  |      |      |               |
| A-43      | 28  | 13-CR | Autovía       | 9.050  | 1        | 22,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 5,1  |      |      |               |
| A-43      | 30  | 13-CR | Autovía       | 10.584 | 1        | 24,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,2 | 0  | 0  | 0  | 1  | 1        | 24,9 | 0  | 0  | 0    | 1    | 0        | 0  | 0    | 0    | 14,8 |      |               |
| A-43      | 50  | 13-CR | Autovía       | 9.392  | 2        | 57,5 | 2  | 57,5 | 2  | 1  | 1        | 29,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 72,9 | 0  | 0  | 1    | 1    | 0        | 0  | 0    | 0    | 35,2 |      |               |
| A-43      | 54  | 13-CR | Autovía       | 9.392  | 1        | 22,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 5,6  |      |      |               |
| A-43      | 58  | 13-CR | Autovía       | 9.279  | 1        | 26,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 6,1  |      |      |               |
| A-43      | 63  | 13-CR | Autovía       | 9.269  | 1        | 26,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 6,1  |      |      |               |
| A-43      | 64  | 13-CR | Autovía       | 9.223  | 1        | 27,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 31   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 12   |      |      |               |
| A-43      | 69  | 13-CR | Autovía       | 9.174  | 1        | 32,4 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1    | 27,7 | 0        | 0  | 1    | 0    | 12   |      |               |
| A-43      | 71  | 13-CR | Autovía       | 9.174  | 1        | 32,4 | 0  | 0    | 0  | 1  | 1        | 29,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 12   |      |      |               |
| A-43      | 74  | 13-CR | Autovía       | 9.174  | 1        | 32,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 27,7 | 0    | 0        | 0  | 1    | 12   |      |      |               |
| A-43      | 94  | 13-CR | Autovía       | 7.753  | 1        | 28,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 6,4  |      |      |               |
| A-43      | 96  | 13-CR | Autovía       | 9.067  | 2        | 54,2 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 12,4 |      |      |               |
| A-43      | 100 | 13-CR | Autovía       | 9.067  | 1        | 27,1 | 0  | 0    | 0  | 1  | 1        | 30,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 12,3 |      |      |               |
| A-43      | 101 | 13-CR | Autovía       | 9.067  | 1        | 27,1 | 0  | 0    | 0  | 1  | 1        | 30,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 12,3 |      |      |               |
| A-43      | 102 | 13-CR | Autovía       | 9.067  | 1        | 27,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 32,3 | 0    | 0        | 0  | 3    | 12,3 |      |      |               |
| A-43      | 108 | 2-AB  | Autovía       | 9.751  | 1        | 25,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 11,9 |      |      |               |
| A-43      | 114 | 2-AB  | Autovía       | 9.751  | 1        | 25,4 | 0  | 0    | 2  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 6    |      |      |               |
| A-43      | 121 | 2-AB  | Autovía       | 9.751  | 1        | 25,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 5,9  |      |      |               |
| A-43      | 126 | 2-AB  | Autovía       | 9.751  | 1        | 25,4 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 5,8  |      |      |               |
| A-43      | 130 | 2-AB  | Autovía       | 9.990  | 1        | 25,4 | 0  | 0    | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0    | 0        | 0  | 0    | 5,8  |      |      |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 89      A-43 y N-310    Manzanares - Villanueva de la Jara

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG   | HL   |               |
| A-43      | 132 | 2-AB  | Autovía       | 10.562 | 2        | 50    | 0  | 0  | 0  | 4  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 16,8 |      |               |
| A-43      | 139 | 2-AB  | Autovía       | 10.651 | 1        | 24,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 5,5  |      |               |
| A-43      | 143 | 16-CU | Autovía       | 9.199  | 1        | 34,8  | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 8,4  |      |               |
| A-43      | 144 | 16-CU | Autovía       | 7.517  | 1        | 34,8  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 2        | 102,2 | 0  | 0  | 2  | 3  | 1        | 52,3  | 0  | 0  | 0  | 1  | 1        | 55,5 | 0  | 0  | 2    | 2    | 44,3          |
| A-43      | 146 | 16-CU | Autovía       | 5.834  | 1        | 44    | 0  | 0  | 1  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 9,9  |      |               |
| A-43      | 154 | 16-CU | Autovía       | 5.834  | 1        | 44    | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 9,9  |      |               |
| N-310     | 133 | 2-AB  | Convencional  | 2.017  | 1        | 135,6 | 0  | 0  | 1  | 3  | 1        | 135,8 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 135,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0    | 86,3 |               |
| N-310     | 137 | 2-AB  | Convencional  | 2.017  | 1        | 135,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 27,3 |      |               |
| N-310     | 154 | 16-CU | Convencional  | 2.083  | 1        | 143,6 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 26,6 |      |               |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 90      Ponferrada (N-VI) - La Rua (N-120)

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |       |    |    |    |    | Año 2015 |       |    |    |    |    | Año 2014 |       |    |    |    |    | Año 2013 |       |    |    |    |    | Año 2012 |       |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|----|----------|-------|----|----|----|------|---------------|
|           |    |       |               |       | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL | ACV      | IP    | VM | IM | HG | HL   |               |
| N-536     | 0  | 24-LE | Convencional  | 1.679 | 1        | 161,2 | 0  | 0  | 0  | 2  | 2        | 326,4 | 0  | 0  | 1  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 163,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 126,5         |
| N-536     | 2  | 24-LE | Convencional  | 1.722 | 1        | 161,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 142,7 | 0  | 0  | 0  | 1    | 62,9          |
| N-536     | 6  | 24-LE | Convencional  | 1.722 | 1        | 161,2 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 162,6 | 0  | 0  | 0  | 1  | 1        | 163,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0    | 94,4          |
| N-536     | 8  | 24-LE | Convencional  | 1.722 | 1        | 161,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 31,5 |               |
| N-536     | 15 | 24-LE | Convencional  | 1.297 | 1        | 170,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 1  | 142,7    | 0     | 0  | 0  | 1  | 66,9 |               |
| N-536     | 28 | 24-LE | Convencional  | 1.018 | 1        | 177   | 0  | 0  | 1  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 36,6 |               |
| N-536     | 29 | 24-LE | Convencional  | 1.018 | 1        | 177   | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 215,7 | 0  | 0  | 1  | 0  | 1        | 213,7 | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0    | 109,8         |
| N-536     | 39 | 32-OR | Convencional  | 1.590 | 1        | 196,4 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 172,2 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 56,3 |               |
| N-536     | 44 | 32-OR | Convencional  | 3.437 | 1        | 79,1  | 0  | 0  | 0  | 2  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 16,6 |               |
| N-536     | 48 | 32-OR | Convencional  | 3.437 | 2        | 158,1 | 0  | 0  | 0  | 3  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 33,3 |               |
| N-536     | 49 | 32-OR | Convencional  | 3.437 | 3        | 237,2 | 0  | 0  | 0  | 8  | 0        | 0     | 0  | 0  | 0  | 0  | 1        | 102,7 | 0  | 0  | 0  | 1  | 0        | 0     | 0  | 0  | 0  | 0  | 0        | 0     | 0  | 0  | 0  | 66,5 |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 92      VA-30 Ronda exterior de Valladolid

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |     |    |    |      |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|-----|----|----|------|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP  | VM | IM | HG   | HL |               |
| VA-30     | 10 | 47-VA | Autovía       | 10.426 | 1        | 18,4 | 0  | 0  | 0  | 2  | 1        | 26,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0   | 0  | 0  | 15,3 |    |               |
| VA-30     | 12 | 47-VA | Autovía       | 14.527 | 3        | 40,5 | 0  | 0  | 0  | 10 | 1        | 18,9 | 0  | 0  | 2  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 23,4 | 0        | 0   | 0  | 2  | 19   |    |               |
| VA-30     | 13 | 47-VA | Autovía       | 14.527 | 1        | 13,5 | 0  | 0  | 0  | 2  | 1        | 18,9 | 0  | 0  | 0  | 2  | 2        | 37,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0   | 0  | 0  | 15   |    |               |
| VA-30     | 14 | 47-VA | Autovía       | 22.705 | 1        | 9,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 22,9 | 0  | 0  | 0  | 0    | 0        | 0   | 0  | 0  | 6,1  |    |               |
| VA-30     | 15 | 47-VA | Autovía       | 14.527 | 2        | 16,8 | 0  | 0  | 1  | 1  | 1        | 18,9 | 0  | 0  | 0  | 1  | 1        | 10,8 | 0  | 0  | 0  | 1  | 3        | 68,8 | 0  | 0  | 0  | 0    | 0        | 0   | 0  | 0  | 19,4 |    |               |
| VA-30     | 16 | 47-VA | Autovía       | 36.185 | 1        | 6,5  | 0  | 0  | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 3  | 1        | 8    | 0  | 0  | 0  | 3    | 0        | 0   | 0  | 0  | 6,1  |    |               |
| VA-30     | 18 | 47-VA | Autovía       | 37.567 | 1        | 7    | 1  | 7  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,9  | 0  | 0  | 0  | 1  | 1        | 8,1  | 0  | 0  | 0  | 1    | 1        | 8,6 | 0  | 0  | 6,2  |    |               |
| VA-30     | 20 | 47-VA | Autovía       | 36.872 | 1        | 7    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0   | 0  | 0  | 1,6  |    |               |
| VA-30     | 21 | 47-VA | Autovía       | 34.518 | 1        | 7    | 0  | 0  | 0  | 2  | 1        | 7,9  | 0  | 0  | 0  | 1  | 1        | 7,9  | 0  | 0  | 0  | 1  | 1        | 8,2  | 0  | 0  | 0  | 2    | 1        | 8,6 | 0  | 0  | 7,9  |    |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 93      Z-40 Ronda de Zaragoza

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL   |               |
| Z-40      | 14 | 50-Z  | Autovía       | 28.311 | 3        | 28,6 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 10,5     | 0    | 0  | 0  | 1  | 4  | 47,4     | 0    | 0  | 0  | 4   | 16,7 |               |
| Z-40      | 15 | 50-Z  | Autovía       | 33.473 | 1        | 8,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 3,5 |      |               |
| Z-40      | 17 | 50-Z  | Autovía       | 33.676 | 1        | 8    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 3,5 |      |               |
| Z-40      | 19 | 50-Z  | Autovía       | 33.676 | 1        | 6,8  | 0  | 0  | 0  | 1  | 1        | 8,1  | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 8,3      | 0    | 0  | 0  | 1   | 4,8  |               |
| Z-40      | 22 | 50-Z  | Autovía       | 42.244 | 3        | 18,7 | 0  | 0  | 0  | 8  | 1        | 6,5  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 5,8 |      |               |
| Z-40      | 23 | 50-Z  | Autovía       | 42.244 | 3        | 18,7 | 0  | 0  | 0  | 5  | 4        | 25,9 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 32,1 | 0  | 0  | 2  | 4  | 5        | 41,4 | 0  | 0  | 0   | 8    | 22,8          |
| Z-40      | 24 | 50-Z  | Autovía       | 42.244 | 1        | 6,2  | 0  | 0  | 0  | 1  | 5        | 32,4 | 0  | 0  | 0  | 18 | 2        | 13,7 | 0  | 0  | 0  | 3  | 2        | 14,3 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0   | 13,6 |               |
| Z-40      | 25 | 50-Z  | Autovía       | 42.244 | 1        | 6,2  | 0  | 0  | 0  | 2  | 2        | 13   | 0  | 0  | 0  | 2  | 1        | 6,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 5,4 |      |               |
| Z-40      | 27 | 50-Z  | Autovía       | 42.244 | 1        | 6,4  | 0  | 0  | 0  | 1  | 1        | 6,5  | 0  | 0  | 0  | 2  | 1        | 7    | 0  | 0  | 0  | 1  | 1        | 7,4  | 0  | 0  | 0  | 1  | 2        | 14,8 | 0  | 0  | 0   | 6    | 8,3           |
| Z-40      | 28 | 50-Z  | Autovía       | 40.563 | 5        | 31,8 | 0  | 0  | 0  | 9  | 3        | 20,3 | 0  | 0  | 0  | 5  | 3        | 21,1 | 0  | 0  | 0  | 4  | 5        | 37,1 | 0  | 0  | 0  | 10 | 5        | 37,2 | 0  | 0  | 0   | 6    | 29,3          |
| Z-40      | 29 | 50-Z  | Autovía       | 39.723 | 1        | 6,6  | 0  | 0  | 0  | 3  | 1        | 6,9  | 0  | 0  | 0  | 2  | 2        | 14,1 | 0  | 0  | 0  | 3  | 1        | 7,4  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 7,1  |               |
| Z-40      | 31 | 50-Z  | Autovía       | 39.723 | 1        | 6,6  | 0  | 0  | 1  | 0  | 1        | 6,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2,9  |               |
| Z-40      | 32 | 50-Z  | Autovía       | 39.723 | 3        | 19,8 | 0  | 0  | 0  | 6  | 1        | 6,9  | 0  | 0  | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 1        | 7,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 8,6  |               |
| Z-40      | 33 | 50-Z  | Autovía       | 39.723 | 1        | 6,6  | 0  | 0  | 3  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 7,5      | 0    | 0  | 0  | 2   | 2,9  |               |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 94      M-50 Circunvalación exterior de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|--------|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|------|----|----|---------------|
|           |    |       |                 |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| M-50      | 1  | 28-M  | Autopista Libre | 33.875 | 2        | 15,5 | 0  | 0   | 0  | 3  | 1        | 8,1  | 0  | 0  | 0  | 1  | 2        | 17,8 | 0  | 0  | 0  | 8  | 2        | 18,3 | 0  | 0   | 1  | 1  | 2        | 18,7 | 0  | 0    | 0  | 2  | 15,5          |
| M-50      | 2  | 28-M  | Autopista Libre | 33.875 | 3        | 23,2 | 1  | 7,7 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9    | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 6,8           |
| M-50      | 5  | 28-M  | Autopista Libre | 39.530 | 2        | 13,1 | 0  | 0   | 1  | 2  | 1        | 6,9  | 0  | 0  | 0  | 1  | 1        | 7,4  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,8  | 0  | 0    | 0  | 1  | 7,5           |
| M-50      | 6  | 28-M  | Autopista Libre | 39.530 | 1        | 6,6  | 0  | 0   | 0  | 1  | 2        | 13,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 15,6 | 0  | 0   | 0  | 4  | 1        | 8,8  | 1  | 8,8  | 0  | 0  | 8,9           |
| M-50      | 7  | 28-M  | Autopista Libre | 39.530 | 1        | 6,6  | 0  | 0   | 0  | 2  | 1        | 6,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3             |
| M-50      | 10 | 28-M  | Autopista Libre | 36.271 | 1        | 7,4  | 0  | 0   | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 1  | 2        | 16,2 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,3           |
| M-50      | 12 | 28-M  | Autopista Libre | 36.271 | 1        | 7,8  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,5  | 0  | 0  | 0  | 1  | 1        | 7,7  | 0  | 0   | 0  | 4  | 2        | 14,6 | 0  | 0    | 0  | 4  | 7,6           |
| M-50      | 14 | 28-M  | Autopista Libre | 36.271 | 1        | 7,8  | 1  | 7,8 | 0  | 0  | 1        | 7,6  | 0  | 0  | 0  | 1  | 2        | 14,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 14   | 0  | 0    | 0  | 3  | 8,8           |
| M-50      | 15 | 28-M  | Autopista Libre | 36.271 | 4        | 31,3 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,4  | 0  | 0   | 0  | 2  | 1        | 6,7  | 0  | 0    | 0  | 1  | 7,3           |
| M-50      | 17 | 28-M  | Autopista Libre | 39.398 | 2        | 15,2 | 0  | 0   | 0  | 3  | 3        | 20,9 | 1  | 7  | 0  | 4  | 2        | 8,6  | 0  | 0  | 0  | 2  | 3        | 13,1 | 0  | 0   | 0  | 3  | 3        | 12,9 | 0  | 0    | 0  | 3  | 13,4          |
| M-50      | 18 | 28-M  | Autopista Libre | 40.962 | 2        | 13,9 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 13,1 | 0  | 0   | 0  | 4  | 1        | 4,3  | 0  | 0    | 0  | 1  | 6,1           |
| M-50      | 19 | 28-M  | Autopista Libre | 40.962 | 1        | 6,9  | 0  | 0   | 0  | 1  | 3        | 20,1 | 0  | 0  | 0  | 4  | 1        | 4,3  | 0  | 0  | 0  | 1  | 1        | 4,4  | 1  | 4,4 | 0  | 0  | 1        | 4,3  | 0  | 0    | 0  | 1  | 7,1           |
| M-50      | 20 | 28-M  | Autopista Libre | 40.962 | 3        | 20,8 | 0  | 0   | 0  | 6  | 1        | 6,7  | 0  | 0  | 0  | 1  | 1        | 4,3  | 0  | 0  | 0  | 1  | 1        | 4,4  | 0  | 0   | 0  | 1  | 1        | 4,3  | 0  | 0    | 0  | 1  | 7,1           |
| M-50      | 21 | 28-M  | Autopista Libre | 44.439 | 1        | 5,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 7,8  | 0  | 0    | 0  | 2  | 2,8           |
| M-50      | 24 | 28-M  | Autopista Libre | 53.248 | 3        | 17,6 | 0  | 0   | 0  | 3  | 1        | 5,1  | 0  | 0  | 1  | 0  | 2        | 7,9  | 0  | 0  | 0  | 3  | 2        | 8    | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 7,1           |
| M-50      | 26 | 28-M  | Autopista Libre | 53.248 | 1        | 5,1  | 0  | 0   | 0  | 2  | 2        | 10,3 | 0  | 0  | 0  | 2  | 2        | 10,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10   | 0  | 0    | 0  | 2  | 7,2           |
| M-50      | 28 | 28-M  | Autopista Libre | 53.248 | 2        | 10,3 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,3 | 0  | 0  | 0  | 3  | 1        | 5,3  | 0  | 0   | 0  | 1  | 1        | 5    | 0  | 0    | 0  | 1  | 6,2           |
| M-50      | 30 | 28-M  | Autopista Libre | 53.248 | 2        | 10,3 | 0  | 0   | 1  | 1  | 1        | 5,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,5 | 0  | 0   | 0  | 3  | 1        | 5    | 0  | 0    | 0  | 1  | 6,2           |
| M-50      | 31 | 28-M  | Autopista Libre | 53.248 | 1        | 5,2  | 0  | 0   | 1  | 0  | 1        | 5,1  | 0  | 0  | 0  | 1  | 2        | 10,3 | 0  | 0  | 0  | 7  | 1        | 5,3  | 0  | 0   | 0  | 1  | 5        | 25,4 | 2  | 10,2 | 0  | 7  | 10,3          |
| M-50      | 33 | 28-M  | Autopista Libre | 53.043 | 2        | 10,3 | 0  | 0   | 0  | 3  | 2        | 10,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,1  | 1  | 5,1  | 0  | 1  | 5,2           |
| M-50      | 34 | 28-M  | Autopista Libre | 53.043 | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,1  | 0  | 0    | 0  | 2  | 3,1           |
| M-50      | 35 | 28-M  | Autopista Libre | 53.043 | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,2  | 0  | 0  | 0  | 1  | 1        | 5,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3,1           |
| M-50      | 36 | 28-M  | Autopista Libre | 53.043 | 2        | 10,3 | 1  | 5,2 | 1  | 0  | 1        | 5,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,6 | 1  | 5,3 | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 5,1           |
| M-50      | 37 | 28-M  | Autopista Libre | 67.456 | 3        | 12,7 | 0  | 0   | 0  | 6  | 1        | 4,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,1  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 4,1           |
| M-50      | 38 | 28-M  | Autopista Libre | 67.456 | 1        | 3,8  | 0  | 0   | 0  | 2  | 2        | 8,1  | 0  | 0  | 0  | 2  | 1        | 4,7  | 0  | 0  | 0  | 1  | 1        | 3,1  | 0  | 0   | 0  | 1  | 1        | 4,7  | 0  | 0    | 0  | 1  | 4,8           |
| M-50      | 39 | 28-M  | Autopista Libre | 67.456 | 2        | 7,5  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 9,4  | 0  | 0  | 0  | 3  | 2        | 6,2  | 0  | 0   | 0  | 2  | 2        | 9,3  | 0  | 0    | 0  | 4  | 6,4           |
| M-50      | 40 | 28-M  | Autopista Libre | 67.456 | 1        | 3,8  | 0  | 0   | 0  | 3  | 1        | 4,1  | 0  | 0  | 0  | 1  | 1        | 4,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2,4           |
| M-50      | 41 | 28-M  | Autopista Libre | 67.456 | 1        | 3,8  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,7  | 0  | 0  | 0  | 1  | 1        | 3,1  | 0  | 0   | 1  | 0  | 3        | 14   | 0  | 0    | 0  | 3  | 4,8           |
| M-50      | 42 | 28-M  | Autopista Libre | 67.456 | 1        | 3,8  | 0  | 0   | 0  | 1  | 1        | 4,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,7  | 0  | 0    | 0  | 2  | 2,4           |
| M-50      | 43 | 28-M  | Autopista Libre | 67.456 | 1        | 3,8  | 0  | 0   | 0  | 1  | 2        | 8,1  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,7  | 0  | 0    | 1  | 0  | 3,2           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 94      M-50 Circunvalación exterior de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|--------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |                 |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| M-50      | 44 | 28-M  | Autopista Libre | 67.456 | 4        | 15,1 | 0  | 0  | 0  | 7  | 3        | 12,2 | 0  | 0   | 0  | 4  | 1        | 4,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,7  | 0  | 0   | 0  | 2  | 6,7           |
| M-50      | 45 | 28-M  | Autopista Libre | 67.456 | 2        | 7,2  | 0  | 0  | 0  | 2  | 1        | 4,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 2    | 0  | 0  | 0  | 2  | 4        | 15,6 | 0  | 0   | 0  | 4  | 5,2           |
| M-50      | 46 | 28-M  | Autopista Libre | 81.829 | 2        | 7,2  | 0  | 0  | 0  | 3  | 4        | 13,4 | 0  | 0   | 1  | 9  | 6        | 23,4 | 0  | 0  | 1  | 8  | 3        | 6    | 0  | 0  | 0  | 5  | 5        | 19,4 | 1  | 3,9 | 1  | 4  | 12,6          |
| M-50      | 47 | 28-M  | Autopista Libre | 81.829 | 5        | 15,7 | 0  | 0  | 0  | 9  | 2        | 6,7  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 3,7  | 0  | 0  | 0  | 2  | 1        | 3,6  | 0  | 0   | 0  | 1  | 5,9           |
| M-50      | 48 | 28-M  | Autopista Libre | 77.125 | 4        | 12,6 | 0  | 0  | 0  | 8  | 1        | 3,6  | 0  | 0   | 1  | 0  | 2        | 7,2  | 0  | 0  | 0  | 2  | 3        | 5,6  | 0  | 0  | 0  | 4  | 1        | 3,6  | 0  | 0   | 0  | 1  | 6,5           |
| M-50      | 49 | 28-M  | Autopista Libre | 77.125 | 5        | 16,6 | 0  | 0  | 0  | 6  | 3        | 10,7 | 0  | 0   | 0  | 3  | 4        | 14,9 | 0  | 0  | 2  | 4  | 3        | 5,8  | 0  | 0  | 0  | 5  | 2        | 7,5  | 1  | 3,7 | 1  | 3  | 10,4          |
| M-50      | 50 | 28-M  | Autopista Libre | 82.556 | 4        | 13,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 10,9 | 0  | 0  | 0  | 5  | 3        | 6,6  | 0  | 0  | 0  | 4  | 3        | 11,7 | 0  | 0   | 1  | 5  | 8,2           |
| M-50      | 51 | 28-M  | Autopista Libre | 83.000 | 4        | 13,2 | 0  | 0  | 0  | 5  | 3        | 9,9  | 0  | 0   | 0  | 9  | 1        | 3,5  | 0  | 0  | 0  | 1  | 7        | 17,1 | 0  | 0  | 0  | 10 | 4        | 14,1 | 1  | 3,5 | 1  | 4  | 12            |
| M-50      | 52 | 28-M  | Autopista Libre | 83.000 | 7        | 23,1 | 0  | 0  | 1  | 8  | 1        | 3,3  | 0  | 0   | 0  | 1  | 1        | 3,5  | 0  | 0  | 0  | 1  | 2        | 4,9  | 0  | 0  | 0  | 2  | 2        | 7,1  | 0  | 0   | 0  | 3  | 8,2           |
| M-50      | 53 | 28-M  | Autopista Libre | 83.000 | 4        | 13,2 | 0  | 0  | 0  | 6  | 3        | 9,9  | 0  | 0   | 0  | 5  | 2        | 7    | 0  | 0  | 0  | 3  | 3        | 7,3  | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 7,5           |
| M-50      | 54 | 28-M  | Autopista Libre | 83.000 | 1        | 3,3  | 0  | 0  | 0  | 1  | 2        | 6,6  | 0  | 0   | 0  | 6  | 3        | 9,9  | 0  | 0  | 0  | 5  | 2        | 6,5  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 5,2           |
| M-50      | 55 | 28-M  | Autopista Libre | 72.916 | 8        | 27,2 | 0  | 0  | 0  | 10 | 6        | 22,5 | 0  | 0   | 0  | 11 | 1        | 4,3  | 0  | 0  | 0  | 1  | 1        | 3,9  | 0  | 0  | 0  | 2  | 12       | 42   | 0  | 0   | 0  | 15 | 20,9          |
| M-50      | 56 | 28-M  | Autopista Libre | 74.843 | 2        | 7,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,3  | 0  | 0  | 0  | 1  | 7        | 27,5 | 0  | 0  | 0  | 7  | 1        | 6,5  | 0  | 0   | 1  | 0  | 9,3           |
| M-50      | 57 | 28-M  | Autopista Libre | 70.899 | 2        | 7,6  | 0  | 0  | 0  | 2  | 3        | 11,6 | 0  | 0   | 0  | 7  | 1        | 6    | 0  | 0  | 0  | 1  | 3        | 12,7 | 0  | 0  | 0  | 3  | 2        | 13   | 0  | 0   | 0  | 2  | 10,2          |
| M-50      | 58 | 28-M  | Autopista Libre | 70.899 | 1        | 3,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,2  | 0  | 0  | 0  | 2  | 1        | 4    | 0  | 0  | 0  | 1  | 1        | 6,5  | 0  | 0   | 0  | 1  | 3,4           |
| M-50      | 59 | 28-M  | Autopista Libre | 70.899 | 4        | 15,2 | 0  | 0  | 0  | 6  | 2        | 7,7  | 0  | 0   | 0  | 7  | 2        | 6,6  | 0  | 0  | 0  | 2  | 2        | 6,7  | 0  | 0  | 0  | 6  | 2        | 13   | 0  | 0   | 0  | 2  | 9,4           |
| M-50      | 60 | 28-M  | Autopista Libre | 70.899 | 2        | 7,6  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 21,2 | 0  | 0  | 0  | 5  | 1        | 3,2  | 0  | 0  | 0  | 1  | 2        | 13   | 0  | 0   | 0  | 2  | 8,2           |
| M-50      | 61 | 28-M  | Autopista Libre | 70.899 | 5        | 19,1 | 0  | 0  | 0  | 6  | 7        | 27   | 0  | 0   | 1  | 10 | 7        | 38,8 | 0  | 0  | 0  | 10 | 4        | 12,8 | 0  | 0  | 0  | 5  | 6        | 38,9 | 0  | 0   | 0  | 10 | 24,8          |
| M-50      | 62 | 28-M  | Autopista Libre | 70.899 | 6        | 22,9 | 0  | 0  | 0  | 11 | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6    | 0  | 0  | 0  | 1  | 2        | 6,1  | 0  | 0  | 0  | 2  | 3        | 19,4 | 0  | 0   | 0  | 4  | 10,3          |
| M-50      | 63 | 28-M  | Autopista Libre | 70.899 | 6        | 24,9 | 0  | 0  | 0  | 7  | 2        | 7,7  | 0  | 0   | 0  | 3  | 2        | 12   | 0  | 0  | 0  | 4  | 4        | 13,9 | 0  | 0  | 0  | 4  | 6        | 39,1 | 0  | 0   | 0  | 8  | 18,1          |
| M-50      | 64 | 28-M  | Autopista Libre | 70.899 | 1        | 4,3  | 0  | 0  | 0  | 1  | 2        | 7,7  | 0  | 0   | 0  | 2  | 1        | 6    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,5  | 0  | 0   | 0  | 1  | 4,6           |
| M-50      | 65 | 28-M  | Autopista Libre | 48.974 | 2        | 10,3 | 0  | 0  | 0  | 6  | 1        | 5,6  | 0  | 0   | 0  | 1  | 2        | 11,3 | 0  | 0  | 0  | 2  | 1        | 5,4  | 0  | 0  | 0  | 1  | 4        | 23,5 | 0  | 0   | 0  | 6  | 11            |
| M-50      | 66 | 28-M  | Autopista Libre | 48.974 | 4        | 20,7 | 0  | 0  | 0  | 7  | 3        | 16,8 | 1  | 5,6 | 0  | 2  | 1        | 5,7  | 0  | 0  | 0  | 1  | 1        | 5,4  | 0  | 0  | 0  | 2  | 2        | 11,5 | 0  | 0   | 0  | 4  | 12,1          |
| M-50      | 67 | 28-M  | Autopista Libre | 48.974 | 6        | 31   | 0  | 0  | 0  | 9  | 1        | 5,6  | 0  | 0   | 0  | 1  | 2        | 11,3 | 0  | 0  | 0  | 2  | 2        | 10,7 | 0  | 0  | 0  | 3  | 2        | 11,5 | 0  | 0   | 0  | 2  | 14,3          |
| M-50      | 69 | 28-M  | Autopista Libre | 48.974 | 3        | 15   | 0  | 0  | 0  | 3  | 3        | 16,8 | 0  | 0   | 0  | 4  | 3        | 17   | 0  | 0  | 0  | 5  | 2        | 10,6 | 0  | 0  | 0  | 3  | 4        | 22,9 | 0  | 0   | 0  | 10 | 16,3          |
| M-50      | 70 | 28-M  | Autopista Libre | 54.615 | 2        | 9,6  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 21,2 | 0  | 0  | 2  | 4  | 4        | 22,9 | 0  | 0   | 0  | 4  | 10,6          |
| M-50      | 71 | 28-M  | Autopista Libre | 48.974 | 6        | 28,8 | 0  | 0  | 0  | 8  | 1        | 5,6  | 0  | 0   | 0  | 1  | 3        | 17   | 0  | 0  | 0  | 4  | 4        | 21   | 0  | 0  | 0  | 5  | 2        | 11,4 | 0  | 0   | 0  | 10 | 17,2          |
| M-50      | 72 | 28-M  | Autopista Libre | 48.974 | 5        | 24,4 | 0  | 0  | 0  | 7  | 4        | 22,4 | 0  | 0   | 0  | 5  | 1        | 5,7  | 0  | 0  | 0  | 1  | 3        | 15,7 | 0  | 0  | 0  | 3  | 3        | 17,2 | 0  | 0   | 1  | 2  | 17,3          |
| M-50      | 73 | 28-M  | Autopista Libre | 48.974 | 1        | 5,2  | 0  | 0  | 0  | 3  | 1        | 5,6  | 0  | 0   | 0  | 1  | 4        | 22,8 | 0  | 0  | 0  | 4  | 3        | 15,5 | 0  | 0  | 0  | 3  | 4        | 23,6 | 0  | 0   | 0  | 4  | 14,3          |
| M-50      | 74 | 28-M  | Autopista Libre | 48.974 | 4        | 15,7 | 0  | 0  | 0  | 6  | 1        | 5,6  | 0  | 0   | 0  | 1  | 2        | 11,5 | 0  | 0  | 0  | 3  | 2        | 10,9 | 0  | 0  | 0  | 3  | 1        | 6,1  | 0  | 0   | 0  | 3  | 10,5          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 94      M-50 Circunvalación exterior de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| M-50      | 75 | 28-M  | Autopista Libre | 48.974  | 4        | 15,7 | 0  | 0  | 0  | 8  | 3        | 16,8 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,9 | 0  | 0   | 0  | 2  | 2        | 12,3 | 0  | 0  | 0  | 7  | 11,5          |
| M-50      | 76 | 28-M  | Autopista Libre | 48.974  | 5        | 19,6 | 0  | 0  | 0  | 8  | 1        | 5,6  | 0  | 0   | 0  | 3  | 2        | 11,5 | 0  | 0   | 0  | 2  | 2        | 10,9 | 0  | 0   | 0  | 2  | 4        | 24,5 | 0  | 0  | 0  | 4  | 14,7          |
| M-50      | 77 | 28-M  | Autopista Libre | 58.202  | 4        | 12,7 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 15   | 0  | 0   | 0  | 4  | 6        | 26,3 | 0  | 0   | 0  | 7  | 5        | 30,2 | 0  | 0  | 0  | 8  | 16            |
| M-50      | 78 | 28-M  | Autopista Libre | 82.057  | 7        | 22,2 | 0  | 0  | 0  | 10 | 4        | 13,4 | 0  | 0   | 0  | 5  | 3        | 15   | 0  | 0   | 0  | 6  | 4        | 15,4 | 1  | 3,9 | 0  | 7  | 4        | 20,4 | 0  | 0  | 0  | 8  | 17,3          |
| M-50      | 79 | 28-M  | Autopista Libre | 82.057  | 9        | 28,5 | 0  | 0  | 0  | 12 | 10       | 33,4 | 1  | 3,3 | 0  | 11 | 4        | 19,5 | 0  | 0   | 0  | 6  | 5        | 18,3 | 0  | 0   | 0  | 6  | 2        | 9,5  | 0  | 0  | 0  | 3  | 23            |
| M-50      | 80 | 28-M  | Autopista Libre | 82.057  | 2        | 6,3  | 0  | 0  | 0  | 5  | 5        | 16,7 | 0  | 0   | 0  | 10 | 1        | 4,4  | 0  | 0   | 0  | 1  | 1        | 2,9  | 0  | 0   | 0  | 1  | 3        | 13,1 | 0  | 0  | 0  | 5  | 8,5           |
| M-50      | 81 | 28-M  | Autopista Libre | 82.057  | 4        | 12,2 | 0  | 0  | 0  | 5  | 6        | 20   | 0  | 0   | 0  | 7  | 4        | 17,7 | 1  | 4,4 | 2  | 5  | 6        | 27,3 | 0  | 0   | 0  | 8  | 3        | 12,9 | 0  | 0  | 0  | 3  | 17,6          |
| M-50      | 82 | 28-M  | Autopista Libre | 101.431 | 15       | 40,5 | 0  | 0  | 0  | 20 | 4        | 10,8 | 0  | 0   | 0  | 4  | 5        | 22,1 | 0  | 0   | 0  | 5  | 8        | 41,2 | 0  | 0   | 0  | 14 | 7        | 30,2 | 0  | 0  | 0  | 10 | 28            |
| M-50      | 83 | 28-M  | Autopista Libre | 101.431 | 4        | 10,4 | 0  | 0  | 0  | 4  | 4        | 10,8 | 0  | 0   | 0  | 6  | 1        | 4,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,3  | 0  | 0  | 0  | 1  | 7,3           |
| M-50      | 84 | 28-M  | Autopista Libre | 101.431 | 2        | 5,2  | 0  | 0  | 0  | 2  | 6        | 16,2 | 0  | 0   | 0  | 15 | 5        | 22,1 | 0  | 0   | 0  | 7  | 4        | 28   | 0  | 0   | 0  | 7  | 7        | 30,3 | 0  | 0  | 0  | 10 | 17,7          |
| M-50      | 85 | 28-M  | Autopista Libre | 101.431 | 1        | 2,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 13,3 | 0  | 0   | 0  | 4  | 1        | 7    | 0  | 0   | 0  | 1  | 1        | 4,3  | 0  | 0  | 0  | 1  | 4,4           |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 95      VA-20 Ronda Esta de Valladolid

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |    |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |               |        | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| VA-20     | 5  | 47-VA | Multicarril   | 22.525 | 1        | 12 | 0  | 0  | 0  | 1  | 1        | 12,2 | 0  | 0  | 0  | 2  | 3        | 32,7 | 0  | 0  | 1  | 2  | 1        | 10,1 | 0  | 0  | 0  | 3  | 4        | 39,5 | 0  | 0  | 0  | 9  | 21,9          |
| VA-20     | 7  | 47-VA | Multicarril   | 22.481 | 1        | 12 | 0  | 0  | 0  | 1  | 5        | 60,9 | 0  | 0  | 2  | 13 | 6        | 65,3 | 0  | 0  | 2  | 9  | 4        | 41,4 | 0  | 0  | 0  | 8  | 4        | 42   | 0  | 0  | 0  | 9  | 44,6          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 96      B-20 Barcelona ( Trinidad ) Mongat

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| B-20      | 0  | 8-B   | Autovía         | 149.843 | 2        | 3,5  | 0  | 0  | 0  | 5  | 5        | 9,1  | 0  | 0  | 0  | 7  | 6        | 9,7  | 0  | 0   | 1  | 8  | 2        | 3,9  | 0  | 0  | 0  | 3  | 3        | 5,9  | 0  | 0  | 0  | 3  | 6,5           |
| B-20      | 1  | 8-B   | Autovía         | 149.843 | 10       | 17,7 | 0  | 0  | 0  | 15 | 9        | 16,5 | 0  | 0  | 0  | 12 | 3        | 4,9  | 0  | 0   | 0  | 4  | 3        | 5,8  | 0  | 0  | 0  | 5  | 3        | 5,9  | 0  | 0  | 0  | 6  | 10,2          |
| B-20      | 2  | 8-B   | Autovía         | 149.843 | 13       | 23   | 0  | 0  | 1  | 19 | 10       | 18,3 | 0  | 0  | 1  | 10 | 7        | 11,3 | 0  | 0   | 1  | 8  | 8        | 15,5 | 0  | 0  | 1  | 9  | 3        | 5,9  | 0  | 0  | 1  | 4  | 14,9          |
| B-20      | 3  | 8-B   | Autovía         | 149.843 | 4        | 7,1  | 0  | 0  | 0  | 6  | 3        | 5,5  | 0  | 0  | 0  | 4  | 7        | 11,3 | 0  | 0   | 0  | 8  | 7        | 13,6 | 0  | 0  | 0  | 7  | 7        | 13,7 | 0  | 0  | 0  | 7  | 10,2          |
| B-20      | 16 | 8-B   | Autopista Libre | 99.574  | 1        | 2,7  | 0  | 0  | 0  | 1  | 2        | 5,5  | 0  | 0  | 0  | 2  | 4        | 8,2  | 0  | 0   | 0  | 7  | 2        | 4,7  | 0  | 0  | 0  | 2  | 2        | 4,6  | 0  | 0  | 0  | 3  | 5,3           |
| B-20      | 17 | 8-B   | Autopista Libre | 99.574  | 17       | 46,1 | 0  | 0  | 1  | 22 | 15       | 41,3 | 0  | 0  | 0  | 30 | 15       | 30,8 | 0  | 0   | 2  | 27 | 6        | 14   | 0  | 0  | 0  | 8  | 11       | 25,1 | 0  | 0  | 0  | 13 | 30,6          |
| B-20      | 18 | 8-B   | Autopista Libre | 99.574  | 5        | 13,5 | 0  | 0  | 1  | 6  | 4        | 11   | 0  | 0  | 0  | 8  | 7        | 16,4 | 0  | 0   | 0  | 9  | 4        | 9,8  | 0  | 0  | 1  | 4  | 4        | 9,5  | 0  | 0  | 0  | 10 | 12,1          |
| B-20      | 19 | 8-B   | Autopista Libre | 99.574  | 4        | 10,8 | 0  | 0  | 0  | 4  | 6        | 16,5 | 0  | 0  | 1  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 6        | 17,5 | 0  | 0  | 0  | 8  | 5        | 13,7 | 0  | 0  | 0  | 10 | 11,7          |
| B-20      | 20 | 8-B   | Autopista Libre | 99.574  | 4        | 10,8 | 0  | 0  | 0  | 5  | 3        | 8,3  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 4        | 11,6 | 0  | 0  | 0  | 5  | 4        | 11   | 0  | 0  | 2  | 5  | 8,3           |
| B-20      | 21 | 8-B   | Autopista Libre | 99.574  | 1        | 2,7  | 0  | 0  | 0  | 4  | 2        | 5,5  | 0  | 0  | 0  | 3  | 2        | 5,6  | 0  | 0   | 0  | 4  | 2        | 5,8  | 0  | 0  | 0  | 2  | 6        | 16,5 | 0  | 0  | 0  | 8  | 7,2           |
| B-20      | 23 | 8-B   | Autopista Libre | 99.574  | 3        | 8,1  | 0  | 0  | 0  | 7  | 6        | 16,5 | 0  | 0  | 0  | 6  | 3        | 8,4  | 0  | 0   | 0  | 3  | 1        | 2,9  | 0  | 0  | 0  | 1  | 2        | 5,5  | 0  | 0  | 0  | 5  | 8,3           |
| B-20      | 24 | 8-B   | Autopista Libre | 99.574  | 3        | 8,1  | 0  | 0  | 0  | 6  | 4        | 11   | 0  | 0  | 1  | 3  | 2        | 5,6  | 0  | 0   | 3  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 8,2  | 0  | 0  | 0  | 3  | 6,7           |
| B-20      | 25 | 8-B   | Autopista Libre | 99.574  | 4        | 10,8 | 0  | 0  | 0  | 7  | 3        | 8,3  | 0  | 0  | 1  | 2  | 11       | 30,7 | 1  | 2,8 | 2  | 14 | 3        | 8,7  | 0  | 0  | 0  | 3  | 3        | 8,2  | 0  | 0  | 0  | 3  | 13,3          |
| B-20      | 26 | 8-B   | Autopista Libre | 99.574  | 4        | 10,8 | 0  | 0  | 0  | 4  | 5        | 13,8 | 0  | 0  | 1  | 4  | 4        | 11,2 | 0  | 0   | 2  | 3  | 4        | 11,6 | 0  | 0  | 0  | 4  | 8        | 22   | 0  | 0  | 1  | 11 | 13,9          |



Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 97      B-30 ( Calzadas laterales A-7 )

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| B-30      | 0  | 8-B   | Multicarril   | 54.396 | 3        | 13,5 | 0  | 0  | 0  | 3  | 1        | 5    | 0  | 0  | 1  | 0  | 2        | 8,9  | 0  | 0  | 0  | 3  | 2        | 9,2  | 0  | 0  | 0  | 2  | 2        | 9,3  | 0  | 0  | 0  | 3  | 9,3           |
| B-30      | 1  | 8-B   | Multicarril   | 54.396 | 5        | 22,5 | 0  | 0  | 1  | 4  | 8        | 40,3 | 0  | 0  | 2  | 12 | 7        | 31,1 | 0  | 0  | 0  | 7  | 2        | 9,2  | 0  | 0  | 0  | 3  | 4        | 18,5 | 0  | 0  | 0  | 6  | 24,1          |
| B-30      | 2  | 8-B   | Multicarril   | 54.396 | 3        | 13,5 | 0  | 0  | 0  | 5  | 4        | 20,1 | 0  | 0  | 0  | 4  | 2        | 8,9  | 0  | 0  | 0  | 2  | 2        | 9,2  | 0  | 0  | 0  | 8  | 4        | 18,5 | 0  | 0  | 0  | 5  | 13,9          |
| B-30      | 3  | 8-B   | Multicarril   | 54.396 | 2        | 9    | 0  | 0  | 1  | 3  | 4        | 20,1 | 0  | 0  | 1  | 4  | 2        | 8,9  | 0  | 0  | 0  | 2  | 3        | 13,8 | 0  | 0  | 0  | 3  | 1        | 4,6  | 0  | 0  | 0  | 1  | 11,1          |
| B-30      | 4  | 8-B   | Multicarril   | 54.396 | 1        | 4,5  | 2  | 9  | 0  | 1  | 5        | 25,2 | 0  | 0  | 0  | 8  | 1        | 4,4  | 0  | 0  | 0  | 1  | 2        | 9,2  | 0  | 0  | 0  | 2  | 3        | 13,9 | 0  | 0  | 0  | 3  | 11,1          |
| B-30      | 5  | 8-B   | Multicarril   | 54.396 | 6        | 27   | 0  | 0  | 0  | 8  | 2        | 10,1 | 0  | 0  | 0  | 2  | 3        | 13,3 | 0  | 0  | 0  | 4  | 5        | 23,1 | 0  | 0  | 0  | 8  | 5        | 23,1 | 0  | 0  | 0  | 7  | 19,5          |
| B-30      | 6  | 8-B   | Multicarril   | 54.396 | 2        | 9    | 0  | 0  | 0  | 3  | 3        | 15,1 | 0  | 0  | 0  | 8  | 3        | 13,3 | 0  | 0  | 0  | 4  | 1        | 4,6  | 0  | 0  | 0  | 1  | 3        | 13,9 | 0  | 0  | 0  | 3  | 11,1          |
| B-30      | 7  | 8-B   | Multicarril   | 54.396 | 7        | 31,5 | 0  | 0  | 0  | 17 | 2        | 10,1 | 0  | 0  | 0  | 4  | 8        | 35,5 | 0  | 0  | 0  | 8  | 9        | 41,5 | 0  | 0  | 1  | 10 | 5        | 23,1 | 0  | 0  | 0  | 6  | 28,7          |
| B-30      | 8  | 8-B   | Multicarril   | 54.396 | 12       | 54   | 0  | 0  | 1  | 17 | 11       | 55,4 | 0  | 0  | 2  | 11 | 13       | 57,8 | 0  | 0  | 0  | 19 | 6        | 27,7 | 0  | 0  | 0  | 8  | 9        | 41,7 | 0  | 0  | 2  | 7  | 47,3          |
| B-30      | 9  | 8-B   | Multicarril   | 54.396 | 10       | 45   | 0  | 0  | 0  | 14 | 5        | 25,2 | 0  | 0  | 0  | 7  | 3        | 13,3 | 0  | 0  | 0  | 4  | 7        | 32,3 | 0  | 0  | 0  | 13 | 9        | 41,7 | 0  | 0  | 0  | 14 | 31,5          |
| B-30      | 10 | 8-B   | Multicarril   | 54.396 | 14       | 63   | 0  | 0  | 0  | 24 | 11       | 55,4 | 0  | 0  | 0  | 12 | 12       | 53,3 | 0  | 0  | 0  | 26 | 8        | 36,9 | 0  | 0  | 1  | 9  | 14       | 64,8 | 0  | 0  | 0  | 25 | 54,7          |
| B-30      | 11 | 8-B   | Multicarril   | 54.396 | 10       | 45   | 0  | 0  | 0  | 22 | 11       | 55,4 | 0  | 0  | 1  | 16 | 10       | 44,4 | 0  | 0  | 0  | 18 | 5        | 23,1 | 0  | 0  | 0  | 9  | 2        | 9,3  | 0  | 0  | 1  | 1  | 35,2          |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 98      M-40 Ronda de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |     | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|-----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL  |               |
| M-11      | 1  | 28-M  | Autopista Libre | 99.584  | 2        | 5,5  | 0  | 0   | 0  | 3  | 2        | 5,5  | 0  | 0   | 0  | 2  | 4        | 11,1 | 0  | 0  | 1  | 4  | 3        | 8,5  | 0  | 0   | 0  | 5  | 3        | 8,5  | 0  | 0   | 0  | 4   | 7,8           |
| M-11      | 2  | 28-M  | Autopista Libre | 99.584  | 1        | 3,9  | 0  | 0   | 0  | 2  | 1        | 2,8  | 0  | 0   | 1  | 1  | 6        | 16,6 | 0  | 0  | 2  | 5  | 1        | 2,8  | 0  | 0   | 0  | 1  | 3        | 8,5  | 0  | 0   | 0  | 6   | 7,1           |
| M-11      | 3  | 28-M  | Autopista Libre | 74.026  | 3        | 12,1 | 0  | 0   | 0  | 3  | 5        | 18,5 | 0  | 0   | 0  | 13 | 2        | 5,9  | 0  | 0  | 0  | 2  | 7        | 21,7 | 0  | 0   | 0  | 8  | 2        | 6,1  | 0  | 0   | 0  | 4   | 12,6          |
| M-11      | 5  | 28-M  | Autopista Libre | 52.302  | 1        | 5,1  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1,1 |               |
| M-11      | 7  | 28-M  | Autopista Libre | 47.050  | 1        | 5,5  | 0  | 0   | 1  | 0  | 4        | 23,3 | 0  | 0   | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12,2 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0   | 8,1           |
| M-11      | 8  | 28-M  | Autopista Libre | 47.050  | 1        | 6    | 0  | 0   | 0  | 1  | 2        | 11,6 | 0  | 0   | 0  | 2  | 1        | 6,1  | 0  | 0  | 0  | 3  | 1        | 6,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0   | 6             |
| M-11      | 10 | 28-M  | Autopista Libre | 47.050  | 1        | 6    | 0  | 0   | 0  | 1  | 1        | 5,8  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2,4 |               |
| M-31      | 0  | 28-M  | Autovía         | 35.414  | 1        | 7,8  | 0  | 0   | 0  | 1  | 2        | 15,5 | 1  | 7,7 | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 6        | 40,7 | 0  | 0   | 2  | 5  | 1        | 10,1 | 0  | 0   | 0  | 1   | 17,1          |
| M-31      | 2  | 28-M  | Autovía         | 35.414  | 1        | 7,6  | 0  | 0   | 0  | 1  | 1        | 7,7  | 0  | 0   | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 4,7 |               |
| M-31      | 4  | 28-M  | Autovía         | 36.825  | 2        | 15,1 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 3,2 |               |
| M-40      | 0  | 28-M  | Autopista Libre | 73.734  | 1        | 2,6  | 0  | 0   | 0  | 2  | 2        | 7,4  | 1  | 3,7 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 11,8 | 0  | 0   | 1  | 2   | 4,2           |
| M-40      | 2  | 28-M  | Autopista Libre | 130.942 | 2        | 5,3  | 0  | 0   | 1  | 4  | 2        | 4,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 7,9  | 0  | 0   | 0  | 4  | 1        | 3,9  | 0  | 0   | 0  | 2   | 4,3           |
| M-40      | 3  | 28-M  | Autopista Libre | 65.045  | 1        | 2,6  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 7,7  | 0  | 0  | 0  | 4  | 4        | 15,8 | 0  | 0   | 0  | 5  | 5        | 19,6 | 0  | 0   | 0  | 6   | 8,7           |
| M-40      | 4  | 28-M  | Autopista Libre | 130.942 | 4        | 10   | 1  | 2,5 | 1  | 7  | 1        | 2,1  | 0  | 0   | 0  | 1  | 8        | 22,1 | 0  | 0  | 0  | 8  | 9        | 24,8 | 0  | 0   | 0  | 12 | 9        | 24,3 | 0  | 0   | 1  | 9   | 15,7          |
| M-40      | 5  | 28-M  | Autopista Libre | 130.942 | 4        | 8,4  | 0  | 0   | 0  | 5  | 4        | 8,4  | 0  | 0   | 2  | 3  | 3        | 6,8  | 0  | 0  | 1  | 2  | 1        | 2,6  | 0  | 0   | 0  | 1  | 1        | 2,1  | 0  | 0   | 0  | 1   | 5,7           |
| M-40      | 6  | 28-M  | Autopista Libre | 130.942 | 1        | 2,1  | 0  | 0   | 0  | 1  | 2        | 4,2  | 0  | 0   | 0  | 2  | 7        | 17,9 | 0  | 0  | 0  | 8  | 1        | 2,6  | 0  | 0   | 0  | 1  | 7        | 17,6 | 0  | 0   | 2  | 7   | 8,4           |
| M-40      | 7  | 28-M  | Autopista Libre | 118.909 | 12       | 25,4 | 0  | 0   | 1  | 18 | 6        | 13,8 | 0  | 0   | 1  | 14 | 4        | 10,2 | 0  | 0  | 0  | 4  | 4        | 10,3 | 1  | 2,6 | 1  | 3  | 13       | 32,7 | 0  | 0   | 0  | 21  | 18,7          |
| M-40      | 8  | 28-M  | Autopista Libre | 82.810  | 5        | 16,1 | 0  | 0   | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 12,8 | 0  | 0  | 0  | 5  | 2        | 5,2  | 0  | 0   | 0  | 2  | 4        | 10,1 | 0  | 0   | 0  | 5   | 8,9           |
| M-40      | 9  | 28-M  | Autopista Libre | 82.810  | 4        | 8,7  | 0  | 0   | 0  | 6  | 5        | 16,5 | 0  | 0   | 0  | 8  | 6        | 18,9 | 0  | 0  | 0  | 10 | 13       | 42,1 | 0  | 0   | 0  | 21 | 6        | 18,9 | 0  | 0   | 0  | 11  | 20            |
| M-40      | 10 | 28-M  | Autopista Libre | 162.872 | 5        | 10,5 | 0  | 0   | 0  | 5  | 4        | 6,7  | 0  | 0   | 0  | 6  | 9        | 29,8 | 0  | 0  | 0  | 15 | 5        | 16,5 | 0  | 0   | 0  | 10 | 10       | 32,2 | 0  | 0   | 0  | 15  | 16,6          |
| M-40      | 11 | 28-M  | Autopista Libre | 162.872 | 4        | 7,4  | 0  | 0   | 0  | 4  | 6        | 10,1 | 0  | 0   | 0  | 6  | 8        | 24,1 | 1  | 3  | 0  | 10 | 10       | 28,9 | 0  | 0   | 0  | 19 | 4        | 10,3 | 0  | 0   | 0  | 6   | 14,5          |
| M-40      | 12 | 28-M  | Autopista Libre | 162.872 | 2        | 3,4  | 0  | 0   | 0  | 2  | 5        | 8,4  | 0  | 0   | 0  | 5  | 3        | 6,8  | 0  | 0  | 0  | 3  | 3        | 6,8  | 0  | 0   | 0  | 5  | 6        | 13,4 | 0  | 0   | 1  | 7   | 7,6           |
| M-40      | 13 | 28-M  | Autopista Libre | 162.872 | 3        | 5,1  | 0  | 0   | 1  | 3  | 3        | 5    | 0  | 0   | 0  | 6  | 6        | 13,6 | 0  | 0  | 1  | 7  | 4        | 9,1  | 0  | 0   | 0  | 4  | 6        | 13,4 | 0  | 0   | 0  | 9   | 8,7           |
| M-40      | 14 | 28-M  | Autopista Libre | 162.872 | 5        | 8,5  | 0  | 0   | 0  | 5  | 6        | 10,1 | 0  | 0   | 0  | 6  | 3        | 5,8  | 0  | 0  | 0  | 8  | 11       | 22,2 | 0  | 0   | 0  | 17 | 9        | 16,8 | 0  | 0   | 1  | 10  | 12,5          |
| M-40      | 15 | 28-M  | Autopista Libre | 162.872 | 5        | 8,9  | 0  | 0   | 0  | 7  | 4        | 6,7  | 0  | 0   | 0  | 5  | 16       | 28,6 | 0  | 0  | 0  | 28 | 11       | 20,2 | 0  | 0   | 1  | 15 | 6        | 10,7 | 0  | 0   | 0  | 9   | 14,9          |
| M-40      | 16 | 28-M  | Autopista Libre | 141.045 | 8        | 14,7 | 0  | 0   | 1  | 7  | 7        | 13,6 | 0  | 0   | 1  | 8  | 4        | 7,4  | 0  | 0  | 0  | 4  | 7        | 13   | 0  | 0   | 0  | 8  | 6        | 11   | 1  | 1,8 | 0  | 8   | 11,9          |
| M-40      | 17 | 28-M  | Autopista Libre | 141.045 | 1        | 1,9  | 0  | 0   | 0  | 1  | 3        | 5,8  | 0  | 0   | 0  | 3  | 2        | 3,7  | 0  | 0  | 0  | 6  | 4        | 7,4  | 0  | 0   | 2  | 5  | 2        | 3,7  | 0  | 0   | 0  | 2   | 4,5           |
| M-40      | 18 | 28-M  | Autopista Libre | 141.045 | 6        | 11,3 | 0  | 0   | 0  | 7  | 3        | 5,8  | 0  | 0   | 0  | 6  | 4        | 7,4  | 0  | 0  | 1  | 6  | 4        | 7,8  | 0  | 0   | 1  | 4  | 7        | 13   | 0  | 0   | 0  | 9   | 9,1           |
| M-40      | 19 | 28-M  | Autopista Libre | 141.045 | 18       | 34   | 0  | 0   | 0  | 27 | 11       | 21,4 | 0  | 0   | 0  | 13 | 9        | 16,4 | 0  | 0  | 0  | 10 | 3        | 5,4  | 0  | 0   | 0  | 5  | 18       | 32,8 | 0  | 0   | 2  | 24  | 21,9          |
| M-40      | 20 | 28-M  | Autopista Libre | 141.045 | 2        | 3,8  | 0  | 0   | 0  | 2  | 7        | 13,6 | 0  | 0   | 0  | 11 | 4        | 7,2  | 0  | 0  | 0  | 4  | 3        | 5,4  | 0  | 0   | 0  | 3  | 5        | 9    | 0  | 0   | 0  | 5   | 7,8           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Red del Estado. Ordenada por Itinerarios

Itinerario : 98      M-40 Ronda de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| M-40      | 21 | 28-M  | Autopista Libre | 165.277 | 19       | 33,6 | 0  | 0  | 1  | 26 | 21       | 34,8 | 0  | 0  | 1  | 24 | 22       | 36,3 | 1  | 1,7 | 1  | 25 | 16       | 26,2 | 0  | 0  | 0  | 18 | 17       | 28   | 0  | 0   | 0  | 24 | 31,7          |
| M-40      | 22 | 28-M  | Autopista Libre | 184.784 | 4        | 6,1  | 0  | 0  | 0  | 5  | 9        | 13,3 | 0  | 0  | 0  | 15 | 3        | 4,7  | 0  | 0   | 0  | 7  | 11       | 17,5 | 0  | 0  | 0  | 15 | 2        | 3,2  | 0  | 0   | 0  | 3  | 9             |
| M-40      | 23 | 28-M  | Autopista Libre | 184.784 | 5        | 7,3  | 0  | 0  | 0  | 6  | 16       | 23,7 | 0  | 0  | 0  | 23 | 4        | 6,2  | 0  | 0   | 0  | 6  | 3        | 4,7  | 0  | 0  | 0  | 4  | 7        | 10,9 | 0  | 0   | 0  | 10 | 10,6          |
| M-40      | 24 | 28-M  | Autopista Libre | 184.784 | 9        | 13,9 | 0  | 0  | 0  | 15 | 6        | 8,9  | 0  | 0  | 1  | 6  | 6        | 9,6  | 0  | 0   | 0  | 8  | 3        | 5,6  | 0  | 0  | 1  | 3  | 5        | 8,9  | 0  | 0   | 0  | 6  | 9,5           |
| M-40      | 25 | 28-M  | Autopista Libre | 122.250 | 6        | 10,6 | 0  | 0  | 0  | 6  | 6        | 13,4 | 0  | 0  | 1  | 5  | 6        | 10,9 | 0  | 0   | 1  | 8  | 2        | 3,7  | 0  | 0  | 1  | 2  | 3        | 5,6  | 0  | 0   | 0  | 7  | 8,7           |
| M-40      | 26 | 28-M  | Autopista Libre | 122.250 | 1        | 2,3  | 0  | 0  | 0  | 1  | 3        | 6,7  | 0  | 0  | 0  | 4  | 4        | 9,2  | 0  | 0   | 0  | 7  | 4        | 8,7  | 0  | 0  | 0  | 6  | 1        | 2,3  | 0  | 0   | 0  | 1  | 5,9           |
| M-40      | 27 | 28-M  | Autopista Libre | 122.250 | 14       | 31,8 | 0  | 0  | 1  | 13 | 7        | 15,7 | 0  | 0  | 0  | 10 | 12       | 27,9 | 0  | 0   | 0  | 19 | 19       | 44,4 | 0  | 0  | 0  | 26 | 17       | 39,8 | 0  | 0   | 0  | 25 | 31,8          |
| M-40      | 28 | 28-M  | Autopista Libre | 122.250 | 9        | 20,5 | 0  | 0  | 0  | 11 | 1        | 2,2  | 0  | 0  | 0  | 1  | 4        | 10,3 | 1  | 2,6 | 1  | 6  | 12       | 31,8 | 0  | 0  | 0  | 16 | 3        | 8    | 0  | 0   | 0  | 6  | 14,3          |
| M-40      | 29 | 28-M  | Autopista Libre | 122.250 | 3        | 6,8  | 0  | 0  | 0  | 4  | 7        | 15,7 | 0  | 0  | 0  | 13 | 6        | 17,5 | 0  | 0   | 0  | 6  | 9        | 26,9 | 0  | 0  | 1  | 9  | 5        | 15,3 | 1  | 3,1 | 1  | 5  | 15,9          |
| M-40      | 30 | 28-M  | Autopista Libre | 122.250 | 7        | 17   | 0  | 0  | 0  | 8  | 9        | 20,2 | 0  | 0  | 0  | 11 | 10       | 29,3 | 0  | 0   | 1  | 20 | 6        | 18,5 | 0  | 0  | 0  | 7  | 12       | 37,6 | 0  | 0   | 0  | 18 | 23,9          |
| M-40      | 32 | 28-M  | Autopista Libre | 82.708  | 2        | 7,5  | 0  | 0  | 0  | 4  | 3        | 9,9  | 0  | 0  | 0  | 4  | 3        | 9,6  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 10,1 | 0  | 0   | 0  | 5  | 7,5           |
| M-40      | 33 | 28-M  | Autopista Libre | 80.295  | 2        | 7,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 3,4  | 0  | 0   | 0  | 1  | 2,1           |
| M-40      | 34 | 28-M  | Autopista Libre | 62.359  | 2        | 7,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 7,1  | 0  | 0   | 0  | 3  | 3        | 10,6 | 0  | 0  | 0  | 5  | 5        | 17,1 | 0  | 0   | 0  | 6  | 8,9           |
| M-40      | 35 | 28-M  | Autopista Libre | 80.295  | 1        | 3,7  | 0  | 0  | 0  | 2  | 2        | 6,8  | 0  | 0  | 1  | 1  | 1        | 3,5  | 0  | 0   | 0  | 2  | 2        | 7,1  | 0  | 0  | 0  | 4  | 1        | 3,4  | 0  | 0   | 2  | 3  | 4,9           |
| M-40      | 36 | 28-M  | Autopista Libre | 80.295  | 1        | 3,7  | 0  | 0  | 0  | 1  | 2        | 6,8  | 0  | 0  | 0  | 3  | 1        | 3,5  | 0  | 0   | 0  | 1  | 2        | 7,1  | 0  | 0  | 0  | 2  | 4        | 13,7 | 1  | 3,4 | 1  | 4  | 7,1           |
| M-40      | 37 | 28-M  | Autopista Libre | 80.295  | 1        | 3,7  | 0  | 0  | 0  | 1  | 1        | 3,4  | 0  | 0  | 0  | 1  | 3        | 10,1 | 0  | 0   | 0  | 4  | 5        | 17,2 | 0  | 0  | 1  | 6  | 2        | 6,4  | 0  | 0   | 0  | 3  | 8,2           |
| M-40      | 38 | 28-M  | Autopista Libre | 80.295  | 1        | 3,7  | 0  | 0  | 0  | 1  | 3        | 10,2 | 0  | 0  | 0  | 3  | 3        | 9,3  | 0  | 0   | 0  | 3  | 2        | 6,2  | 0  | 0  | 0  | 4  | 2        | 6,1  | 0  | 0   | 0  | 2  | 7,2           |
| M-40      | 39 | 28-M  | Autopista Libre | 80.295  | 5        | 18,7 | 0  | 0  | 0  | 8  | 2        | 6,8  | 0  | 0  | 0  | 2  | 1        | 3,1  | 0  | 0   | 0  | 1  | 4        | 12,4 | 0  | 0  | 0  | 6  | 4        | 12,1 | 0  | 0   | 1  | 7  | 10,4          |
| M-40      | 40 | 28-M  | Autopista Libre | 80.295  | 1        | 3,7  | 0  | 0  | 0  | 1  | 2        | 6,8  | 0  | 0  | 0  | 2  | 3        | 9,3  | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 9,1  | 0  | 0   | 0  | 3  | 5,9           |
| M-40      | 41 | 28-M  | Autopista Libre | 102.183 | 5        | 15,4 | 0  | 0  | 0  | 6  | 1        | 2,7  | 0  | 0  | 0  | 1  | 2        | 6,2  | 0  | 0   | 0  | 3  | 3        | 9,3  | 0  | 0  | 0  | 4  | 3        | 9,1  | 0  | 0   | 0  | 4  | 8,4           |
| M-40      | 42 | 28-M  | Autopista Libre | 102.183 | 2        | 5,7  | 0  | 0  | 0  | 2  | 2        | 5,4  | 0  | 0  | 0  | 5  | 4        | 12   | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 11,8 | 0  | 0   | 0  | 4  | 6,9           |
| M-40      | 45 | 28-M  | Autopista Libre | 102.183 | 5        | 13,3 | 0  | 0  | 0  | 7  | 2        | 5,4  | 0  | 0  | 0  | 2  | 6        | 16,3 | 0  | 0   | 0  | 8  | 6        | 15,7 | 0  | 0  | 0  | 8  | 4        | 10,6 | 0  | 0   | 0  | 5  | 12,3          |
| M-40      | 46 | 28-M  | Autopista Libre | 105.512 | 4        | 10,3 | 0  | 0  | 0  | 4  | 5        | 13   | 0  | 0  | 0  | 6  | 2        | 5,1  | 0  | 0   | 0  | 2  | 2        | 5,1  | 0  | 0  | 0  | 3  | 9        | 22,7 | 0  | 0   | 1  | 10 | 11,3          |
| M-40      | 47 | 28-M  | Autopista Libre | 114.071 | 3        | 7,3  | 0  | 0  | 0  | 4  | 3        | 7,2  | 0  | 0  | 0  | 3  | 9        | 23   | 0  | 0   | 1  | 14 | 9        | 23   | 0  | 0  | 0  | 16 | 8        | 20,2 | 0  | 0   | 1  | 11 | 16            |
| M-40      | 48 | 28-M  | Autopista Libre | 114.071 | 1        | 2,4  | 0  | 0  | 0  | 2  | 1        | 2,4  | 0  | 0  | 0  | 1  | 1        | 2,4  | 0  | 0   | 0  | 1  | 5        | 12,3 | 0  | 0  | 1  | 5  | 1        | 2,4  | 0  | 0   | 0  | 1  | 4,3           |
| M-40      | 49 | 28-M  | Autopista Libre | 114.071 | 3        | 7,3  | 0  | 0  | 0  | 3  | 1        | 2,4  | 0  | 0  | 0  | 1  | 2        | 4,7  | 0  | 0   | 0  | 2  | 5        | 11,9 | 0  | 0  | 0  | 6  | 6        | 14,1 | 0  | 0   | 0  | 6  | 8,1           |
| M-40      | 50 | 28-M  | Autopista Libre | 114.071 | 2        | 4,5  | 0  | 0  | 0  | 2  | 1        | 2,4  | 0  | 0  | 0  | 1  | 1        | 2,3  | 0  | 0   | 0  | 1  | 2        | 4,7  | 0  | 0  | 0  | 2  | 1        | 2,4  | 0  | 0   | 0  | 1  | 3,3           |
| M-40      | 51 | 28-M  | Autopista Libre | 123.846 | 4        | 8,9  | 0  | 0  | 0  | 4  | 6        | 13,3 | 0  | 0  | 0  | 6  | 5        | 11,6 | 0  | 0   | 1  | 5  | 5        | 11,8 | 0  | 0  | 0  | 6  | 3        | 7,1  | 0  | 0   | 0  | 6  | 10,5          |
| M-40      | 52 | 28-M  | Autopista Libre | 123.846 | 6        | 13,1 | 0  | 0  | 0  | 6  | 4        | 8,8  | 0  | 0  | 0  | 4  | 4        | 9,3  | 0  | 0   | 1  | 5  | 6        | 14,1 | 0  | 0  | 0  | 7  | 2        | 4,7  | 0  | 0   | 0  | 4  | 10            |
| M-40      | 53 | 28-M  | Autopista Libre | 123.846 | 3        | 6,6  | 0  | 0  | 0  | 3  | 1        | 2,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 4,7  | 0  | 0  | 0  | 2  | 1        | 2,4  | 0  | 0   | 0  | 2  | 3,2           |

Tramos de 1 Km. ( Incluye Intersecciones ) con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

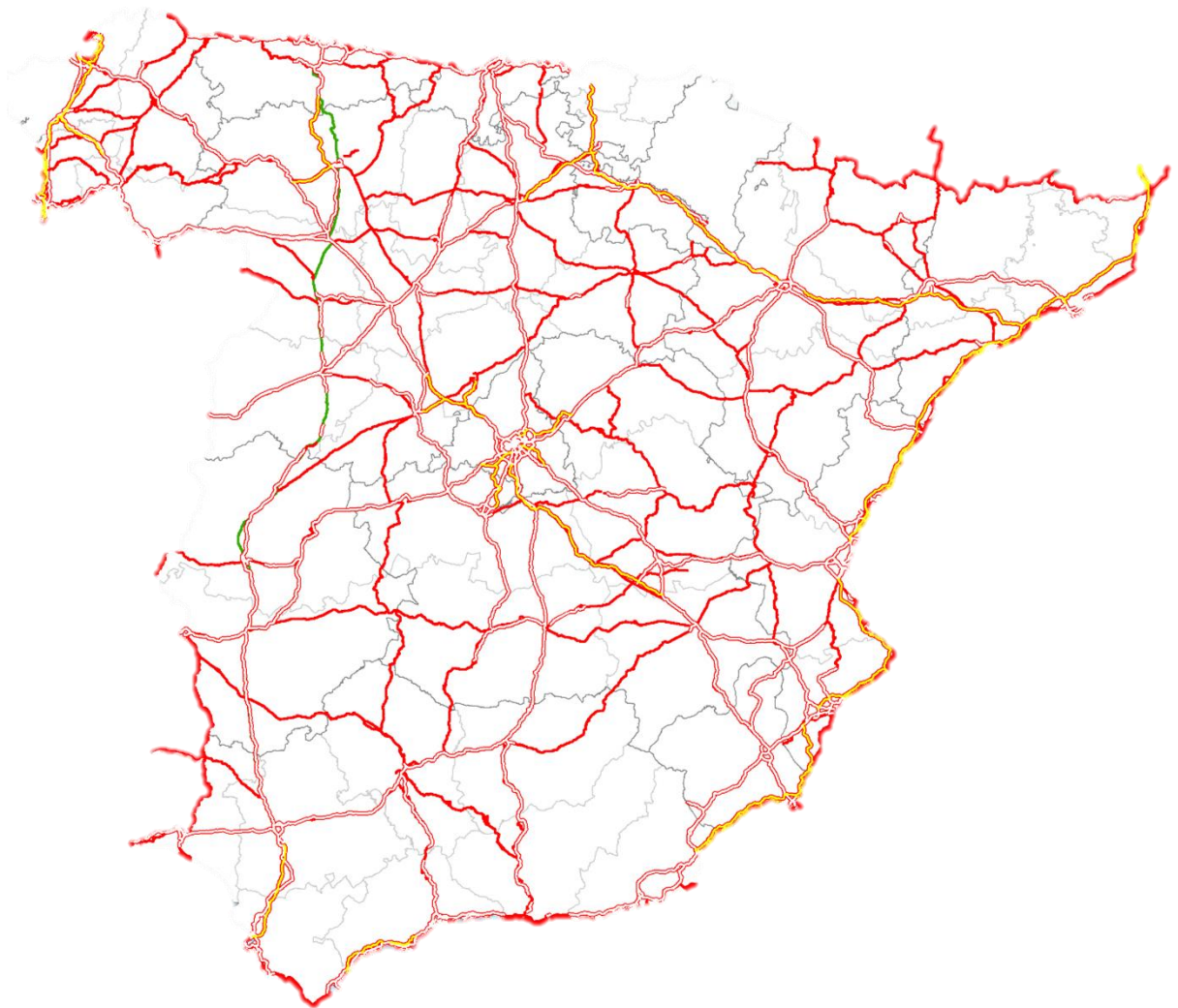
Red del Estado. Ordenada por Itinerarios

Itinerario : 98      M-40 Ronda de Madrid

| Carretera | KM | Prov. | tipocarretera   | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |     |    |    |    |    | Año 2014 |     |    |    |    |    | Año 2013 |     |    |     |    |    | Año 2012 |      |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|-----------------|---------|----------|------|----|----|----|----|----------|-----|----|----|----|----|----------|-----|----|----|----|----|----------|-----|----|-----|----|----|----------|------|----|----|----|----|---------------|
|           |    |       |                 |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP  | VM | IM | HG | HL | ACV      | IP  | VM | IM | HG | HL | ACV      | IP  | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL |               |
| M-40      | 54 | 28-M  | Autopista Libre | 123.846 | 1        | 2,2  | 0  | 0  | 0  | 1  | 3        | 6,6 | 0  | 0  | 0  | 6  | 4        | 9,1 | 0  | 0  | 0  | 6  | 3        | 7   | 0  | 0   | 0  | 3  | 6        | 14,1 | 0  | 0  | 1  | 5  | 7,7           |
| M-40      | 55 | 28-M  | Autopista Libre | 123.846 | 2        | 4,4  | 0  | 0  | 0  | 3  | 4        | 8,8 | 0  | 0  | 1  | 3  | 3        | 6,7 | 0  | 0  | 0  | 4  | 2        | 4,6 | 0  | 0   | 0  | 3  | 2        | 4,7  | 0  | 0  | 0  | 2  | 5,9           |
| M-40      | 56 | 28-M  | Autopista Libre | 123.846 | 3        | 6,6  | 0  | 0  | 0  | 3  | 4        | 8,8 | 0  | 0  | 0  | 5  | 4        | 9   | 0  | 0  | 0  | 5  | 2        | 4,6 | 0  | 0   | 0  | 2  | 2        | 4,7  | 0  | 0  | 0  | 3  | 6,8           |
| M-40      | 57 | 28-M  | Autopista Libre | 113.458 | 5        | 11,1 | 0  | 0  | 0  | 10 | 1        | 2,4 | 0  | 0  | 0  | 1  | 3        | 7,2 | 0  | 0  | 0  | 3  | 4        | 9,8 | 1  | 2,4 | 1  | 6  | 3        | 7,2  | 0  | 0  | 0  | 3  | 7,6           |
| M-40      | 58 | 28-M  | Autopista Libre | 113.458 | 3        | 6,7  | 0  | 0  | 0  | 5  | 0        | 0   | 0  | 0  | 0  | 0  | 2        | 4,9 | 0  | 0  | 0  | 3  | 1        | 2,6 | 0  | 0   | 0  | 2  | 7        | 17,5 | 0  | 0  | 3  | 6  | 6,3           |
| M-40      | 59 | 28-M  | Autopista Libre | 113.458 | 1        | 2,2  | 0  | 0  | 0  | 1  | 1        | 2,4 | 0  | 0  | 0  | 1  | 2        | 4,9 | 0  | 0  | 0  | 2  | 2        | 5,2 | 0  | 0   | 0  | 2  | 4        | 10   | 0  | 0  | 0  | 4  | 4,9           |
| M-40      | 60 | 28-M  | Autopista Libre | 113.458 | 2        | 4,7  | 0  | 0  | 0  | 3  | 1        | 2,4 | 0  | 0  | 0  | 1  | 4        | 9,9 | 0  | 0  | 1  | 4  | 2        | 5,2 | 0  | 0   | 0  | 2  | 2        | 5    | 0  | 0  | 1  | 2  | 5,4           |

## **11- TRAMOS DE 1 KM CON >1 ACV (AUTOPISTA PEAJE)**

# 2016



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 901    AP-1 Burgos - Armiñón

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |     | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|-----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL  |               |
| AP-1      | 3  | 9-BU  | AP            | 17.119 | 1        | 15,4 | 0  | 0    | 0  | 2  | 1        | 16   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 6,5 |     |               |
| AP-1      | 6  | 9-BU  | AP            | 17.119 | 1        | 15,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,2 | 0  | 0  | 0   | 2   | 9,7           |
| AP-1      | 11 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 2  | 1        | 14,8 | 0  | 0  | 0  | 2  | 1        | 15,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 9   |               |
| AP-1      | 12 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 1        | 14,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 31,4 | 0  | 0  | 2  | 6  | 0        | 0    | 0  | 0  | 0   | 0   | 12            |
| AP-1      | 16 | 9-BU  | AP            | 18.555 | 2        | 28,3 | 1  | 14,1 | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 9   |               |
| AP-1      | 20 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6   |               |
| AP-1      | 25 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 6             |
| AP-1      | 26 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6   |               |
| AP-1      | 27 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 1        | 14,8 | 0  | 0  | 0  | 2  | 2        | 30,8 | 0  | 0    | 0  | 3  | 1        | 15,7 | 0  | 0  | 0  | 1  | 1        | 15,1 | 0  | 0  | 1   | 3   | 18            |
| AP-1      | 29 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 3  | 1        | 14,8 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6   |               |
| AP-1      | 30 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 1        | 14,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 31,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0   | 0   | 12            |
| AP-1      | 32 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0    | 1  | 3  | 1        | 15,7 | 0  | 0  | 0  | 3  | 1        | 15,1 | 0  | 0  | 0   | 1   | 12            |
| AP-1      | 35 | 9-BU  | AP            | 18.555 | 1        | 14,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3   |               |
| AP-1      | 36 | 9-BU  | AP            | 18.551 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,4 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,1 | 0  | 0  | 0   | 2   | 9             |
| AP-1      | 37 | 9-BU  | AP            | 18.288 | 2        | 28,7 | 0  | 0    | 1  | 11 | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,3 | 0  | 0  | 0   | 1   | 15,4          |
| AP-1      | 41 | 9-BU  | AP            | 18.280 | 1        | 14,4 | 2  | 28,7 | 0  | 0  | 1        | 15   | 0  | 0  | 0  | 2  | 1        | 16,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,8 | 0  | 0  | 0   | 1   | 12,4          |
| AP-1      | 42 | 9-BU  | AP            | 18.280 | 1        | 14,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,2 | 0  | 0    | 0  | 1  | 1        | 16,5 | 0  | 0  | 0  | 1  | 3        | 47,5 | 0  | 0  | 1   | 5   | 18,6          |
| AP-1      | 43 | 9-BU  | AP            | 18.280 | 1        | 14,4 | 0  | 0    | 0  | 3  | 2        | 30   | 0  | 0  | 0  | 3  | 1        | 16,2 | 0  | 0    | 1  | 0  | 2        | 32,9 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0   | 0   | 18,6          |
| AP-1      | 44 | 9-BU  | AP            | 18.280 | 1        | 14,4 | 0  | 0    | 0  | 1  | 1        | 15   | 0  | 0  | 1  | 3  | 3        | 48,5 | 2  | 32,3 | 2  | 2  | 1        | 16,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 18,6          |
| AP-1      | 46 | 9-BU  | AP            | 18.280 | 1        | 14,4 | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0   | 0   | 6,2           |
| AP-1      | 56 | 9-BU  | AP            | 18.280 | 2        | 28,7 | 0  | 0    | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,5 | 0  | 0  | 0  | 1  | 1        | 15,8 | 0  | 0  | 1   | 3   | 12,4          |
| AP-1      | 60 | 9-BU  | AP            | 16.853 | 1        | 15,7 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,5 | 0  | 0  | 0   | 6   | 6,6           |
| AP-1      | 64 | 9-BU  | AP            | 16.853 | 1        | 15,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,2 |               |
| AP-1      | 68 | 9-BU  | AP            | 18.669 | 1        | 14,1 | 0  | 0    | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 32,5     | 0    | 0  | 2  | 3   | 9   |               |
| AP-1      | 70 | 9-BU  | AP            | 18.669 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3   |               |
| AP-1      | 71 | 9-BU  | AP            | 18.669 | 1        | 14,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,1 | 0  | 0    | 0  | 1  | 2        | 35,9 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0   | 0   | 12            |
| AP-1      | 72 | 9-BU  | AP            | 18.669 | 1        | 14,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6   |               |
| AP-1      | 74 | 9-BU  | AP            | 21.902 | 1        | 12,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18   | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 5,7           |
| AP-1      | 75 | 9-BU  | AP            | 21.745 | 1        | 12,1 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2,9 |               |
| AP-1      | 78 | 1-VI  | AP            | 21.745 | 1        | 12,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 13,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 5,8 |               |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 902    AP-2 Alfajarin-Vendrell y Molins de Rei - Papiol

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| AP-2      | 12  | 8-B   | AP            | 105.779 | 1        | 2,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5  | 14       | 0    | 0  | 0  | 7  | 2    | 5,5      | 0    | 0  | 0  | 2    | 4,3  |               |
| AP-2      | 13  | 8-B   | AP            | 105.779 | 1        | 2,5  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3  | 8,4      | 0    | 0  | 0  | 3  | 2    | 5,5      | 0    | 0  | 0  | 2    | 3,2  |               |
| AP-2      | 19  | 50-Z  | AP            | 14.337  | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,1  |      |               |
| AP-2      | 22  | 50-Z  | AP            | 14.337  | 1        | 17,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21   | 0  | 0  | 0  | 1  | 1        | 22,3 | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 12,2 |               |
| AP-2      | 25  | 50-Z  | AP            | 14.337  | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 22,6     | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 0    | 8,2  |               |
| AP-2      | 41  | 50-Z  | AP            | 14.337  | 2        | 35,5 | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,4 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 12,3 |      |               |
| AP-2      | 42  | 50-Z  | AP            | 14.337  | 1        | 17,8 | 0  | 0  | 0  | 1  | 2        | 38,2 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 12,3 |      |               |
| AP-2      | 52  | 50-Z  | AP            | 13.897  | 1        | 18,4 | 0  | 0  | 0  | 1  | 1        | 19,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 8,3  |      |               |
| AP-2      | 68  | 50-Z  | AP            | 12.434  | 1        | 20,4 | 0  | 0  | 0  | 3  | 1        | 22   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9,3  |      |               |
| AP-2      | 85  | 22-HU | AP            | 12.434  | 1        | 20,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-2      | 86  | 22-HU | AP            | 12.434  | 1        | 20,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-2      | 93  | 22-HU | AP            | 12.434  | 1        | 20,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-2      | 114 | 22-HU | AP            | 12.434  | 2        | 42,1 | 0  | 0  | 2  | 4  | 1        | 22   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 14,7 |      |               |
| AP-2      | 115 | 22-HU | AP            | 9.331   | 1        | 27   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 26,9 | 0        | 0    | 0  | 1  | 11,2 |      |               |
| AP-2      | 126 | 25-L  | AP            | 7.832   | 1        | 31,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,4  |      |               |
| AP-2      | 143 | 25-L  | AP            | 8.277   | 1        | 30,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,7  |      |               |
| AP-2      | 151 | 25-L  | AP            | 8.277   | 1        | 30,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 35,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 13,4 |      |               |
| AP-2      | 164 | 25-L  | AP            | 8.487   | 1        | 30,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,5  |      |               |
| AP-2      | 181 | 43-T  | AP            | 8.489   | 1        | 30,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 35,2     | 0    | 0  | 0  | 2  | 0    | 0        | 0    | 0  | 0  | 0    | 13   |               |
| AP-2      | 186 | 43-T  | AP            | 8.489   | 1        | 30,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 2  | 62,3 | 0        | 0    | 0  | 2  | 19,6 |      |               |
| AP-2      | 204 | 43-T  | AP            | 7.623   | 1        | 33,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 7,2  |      |               |
| AP-2      | 210 | 43-T  | AP            | 7.787   | 1        | 33,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,4  |      |               |
| AP-2      | 218 | 43-T  | AP            | 9.971   | 1        | 25,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 24,2 | 0        | 0    | 0  | 1  | 10,5 |      |               |
| AP-2      | 226 | 43-T  | AP            | 9.971   | 1        | 25,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,2  |      |               |
| AP-2      | 229 | 43-T  | AP            | 11.059  | 1        | 24,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 27,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 1    | 24,2     | 0    | 0  | 0  | 1    | 15,2 |               |
| M-12      | 0   | 28-M  | AP            | 2.828   | 1        | 88   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 105,3    | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 0    | 39   |               |
| M-12      | 3   | 28-M  | AP            | 20.430  | 2        | 12,9 | 0  | 0  | 1  | 1  | 2        | 26,8 | 0  | 0  | 0  | 5  | 1        | 9,7  | 0  | 0  | 0  | 1  | 2        | 16,4 | 0  | 0  | 1  | 5    | 1        | 9,8  | 0  | 0  | 0    | 2    | 14,4          |
| M-12      | 4   | 28-M  | AP            | 53.327  | 2        | 10   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 3  | 16,9     | 0    | 0  | 0  | 5  | 0    | 0        | 0    | 0  | 0  | 0    | 5,8  |               |
| M-12      | 5   | 28-M  | AP            | 52.157  | 1        | 5,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,6  | 0  | 0  | 0  | 1  | 2        | 15,6 | 0  | 0  | 0  | 2    | 1        | 7,8  | 0  | 0  | 0    | 1    | 6,5           |
| M-12      | 8   | 28-M  | AP            | 20.289  | 2        | 26,2 | 0  | 0  | 0  | 2  | 2        | 27   | 0  | 0  | 0  | 2  | 3        | 39,7 | 0  | 0  | 0  | 4  | 5        | 67,1 | 0  | 0  | 0  | 5    | 5        | 66,2 | 0  | 0  | 0    | 7    | 45,2          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 902    AP-2 Alfajarin-Vendrell y Molins de Rei - Papiol

|           |    |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL   | Medio |
| M-12      | 10 | 28-M  | AP            | 7.060 | 2        | 31,6 | 0  | 0  | 0  | 2  | 1        | 38,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,2 | 0  | 0  | 0  | 2  | 1        | 14,1 | 0  | 0  | 0   | 1    | 16,6  |
| R-2       | 7  | 28-M  | AP            | 4.162 | 1        | 60,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 40,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 17,9 |       |
| R-2       | 25 | 28-M  | AP            | 5.884 | 1        | 44,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 8,6 |      |       |
| R-2       | 49 | 19-GU | AP            | 2.570 | 1        | 92   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 19  |      |       |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 903    R-3 Madrid - Arganda

|           |    |       |               |        | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.  |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|-----|-------|
| Carretera | KM | Prov. | tipocarretera | IMD    | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  | Medio |
| R-3       | 4  | 28-M  | AP            | 11.464 | 1        | 22,3 | 0  | 0  | 0  | 1  | 1        | 23,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 24,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0   | 13,4  |
| R-3       | 5  | 28-M  | AP            | 11.464 | 1        | 22,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,7 | 0  | 0  | 0  | 1   | 8,9   |
| R-3       | 7  | 28-M  | AP            | 11.464 | 1        | 22,3 | 0  | 0  | 1  | 1  | 1        | 23,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 8,9 |       |
| R-3       | 9  | 28-M  | AP            | 10.114 | 1        | 26,1 | 0  | 0  | 1  | 1  | 1        | 27,1 | 0  | 0  | 0  | 1  | 1        | 28,7 | 1  | 28,7 | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,7 | 0  | 0  | 0  | 1   | 20,6  |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 904    AP-4 Dos Hermanas - Puerto Real

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| AP-4      | 22  | 41-SE | AP            | 22.914 | 1        | 11,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 13       | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 0    | 4,9  |               |
| AP-4      | 26  | 41-SE | AP            | 23.191 | 1        | 11,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 26       | 0    | 0  | 0  | 2  | 1    | 11,9     | 0    | 0  | 0  | 1    | 9,8  |               |
| AP-4      | 32  | 41-SE | AP            | 23.191 | 1        | 11,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 2  | 26,6 | 0        | 0    | 0  | 2  | 7,7  |      |               |
| AP-4      | 34  | 41-SE | AP            | 23.191 | 1        | 11,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,6  |      |               |
| AP-4      | 54  | 41-SE | AP            | 18.415 | 1        | 14   | 0  | 0  | 0  | 2  | 1        | 14,9 | 0  | 0    | 1  | 2  | 1        | 16   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9,1  |      |               |
| AP-4      | 57  | 41-SE | AP            | 18.415 | 1        | 14   | 0  | 0  | 0  | 2  | 1        | 14,9 | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,1  |      |               |
| AP-4      | 79  | 11-CA | AP            | 23.848 | 1        | 13,1 | 0  | 0  | 0  | 2  | 1        | 11,5 | 0  | 0    | 0  | 2  | 2        | 27,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0    | 1        | 11,9 | 0  | 0  | 0    | 1    | 12,7          |
| AP-4      | 80  | 11-CA | AP            | 23.848 | 2        | 21,7 | 0  | 0  | 0  | 10 | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-4      | 82  | 11-CA | AP            | 23.848 | 1        | 10,9 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,4  |      |               |
| AP-4      | 88  | 11-CA | AP            | 16.606 | 1        | 15,8 | 0  | 0  | 1  | 2  | 1        | 16,5 | 1  | 16,5 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,8  |      |               |
| AP-4      | 89  | 11-CA | AP            | 16.606 | 1        | 15,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 3,4  |      |               |
| AP-4      | 90  | 11-CA | AP            | 16.606 | 1        | 15,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 17,8 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 16,8     | 0    | 0  | 0  | 1    | 10,2 |               |
| AP-4      | 101 | 11-CA | AP            | 16.509 | 1        | 15,9 | 0  | 0  | 0  | 1  | 1        | 16,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 17,4 | 0        | 0    | 0  | 1  | 10,4 |      |               |
| R-4       | 17  | 28-M  | AP            | 4.536  | 1        | 56,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,7 |      |               |
| R-4       | 31  | 28-M  | AP            | 4.536  | 1        | 56,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 11,7 |      |               |
| R-4       | 32  | 28-M  | AP            | 4.536  | 1        | 56,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 61,5 | 0  | 0  | 0  | 4    | 0        | 0    | 0  | 0  | 0    | 23,5 |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 905    R-5 Madrid - Navalcalnero

|           |    |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| R-5       | 2  | 28-M  | AP            | 8.496 | 1        | 27,7 | 0  | 0  | 1  | 1  | 1        | 32,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 12,5 |       |
| R-5       | 4  | 28-M  | AP            | 8.496 | 1        | 27,7 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 6,2  |       |
| R-5       | 14 | 28-M  | AP            | 6.501 | 1        | 36,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 8,3  |       |
| R-5       | 22 | 28-M  | AP            | 6.501 | 1        | 36,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 8,3  |       |
| R-5       | 30 | 28-M  | AP            | 6.501 | 1        | 36,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 8,3  |       |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 906    AP-6 Villalba - Adanero

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|-----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL  |               |
| AP-6      | 41  | 28-M  | AP            | 78.341 | 1        | 3,3  | 0  | 0    | 0  | 1  | 4        | 14   | 1  | 3,5 | 0  | 5  | 3        | 13,7 | 0  | 0  | 0  | 3  | 1        | 4,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0   | 7,4           |
| AP-6      | 43  | 28-M  | AP            | 78.341 | 1        | 3,3  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 15,4 | 1  | 5,1 | 1  | 5   | 4,2           |
| AP-6      | 44  | 28-M  | AP            | 78.341 | 1        | 3,3  | 0  | 0    | 0  | 1  | 1        | 3,5  | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1,8 |               |
| AP-6      | 47  | 28-M  | AP            | 33.147 | 1        | 4,7  | 0  | 0    | 4  | 3  | 1        | 8,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 13,4 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0   | 5             |
| AP-6      | 49  | 28-M  | AP            | 33.147 | 1        | 7,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 6,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,4  | 0  | 0   | 0  | 1   | 4,2           |
| AP-6      | 50  | 28-M  | AP            | 33.147 | 1        | 7,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 0  | 1  | 2        | 12,7 | 0  | 0   | 0  | 3   | 5,6           |
| AP-6      | 51  | 28-M  | AP            | 33.147 | 1        | 7,9  | 0  | 0    | 0  | 3  | 1        | 8,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0   | 4,2           |
| AP-6      | 52  | 28-M  | AP            | 33.147 | 3        | 23,8 | 2  | 15,9 | 0  | 3  | 2        | 16,5 | 1  | 8,3 | 0  | 2  | 3        | 19,4 | 0  | 0  | 2  | 7  | 1        | 6,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0   | 12,7          |
| AP-6      | 53  | 28-M  | AP            | 33.147 | 2        | 15,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2,8 |               |
| AP-6      | 54  | 40-SG | AP            | 33.147 | 1        | 7,9  | 1  | 7,9  | 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  | 1,7 |               |
| AP-6      | 67  | 40-SG | AP            | 23.150 | 2        | 22,9 | 1  | 11,4 | 1  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,8  | 0  | 0   | 0  | 1   | 6,4           |
| AP-6      | 73  | 40-SG | AP            | 23.150 | 1        | 11,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 10,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 4,3           |
| AP-6      | 76  | 40-SG | AP            | 23.150 | 1        | 11,4 | 0  | 0    | 0  | 1  | 1        | 11,8 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 4,3           |
| AP-6      | 93  | 40-SG | AP            | 13.976 | 2        | 37,8 | 0  | 0    | 0  | 2  | 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             |
| AP-6      | 100 | 5-AV  | AP            | 12.801 | 2        | 37,6 | 0  | 0    | 0  | 2  | 2        | 42,8 | 0  | 0   | 0  | 5  | 2        | 42,4 | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 77,7 | 0  | 0   | 0  | 8   | 40,8          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |     |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|-----|-----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG  | HL   |               |
| AP-7      | 0  | 17-GI | AP            | 32.292 | 1        | 8,4  | 0  | 0   | 0  | 2  | 1        | 8,5  | 0  | 0   | 0  | 2  | 2        | 18,3 | 1  | 9,2 | 1  | 1  | 1        | 9,4  | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0   | 9   |      |               |
| AP-7      | 1  | 17-GI | AP            | 32.292 | 1        | 8,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1,8 |     |      |               |
| AP-7      | 6  | 17-GI | AP            | 28.448 | 1        | 9,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 23,3 | 0  | 0  | 0  | 2  | 3        | 38,9 | 0  | 0   | 0   | 4    | 12,8          |
| AP-7      | 7  | 17-GI | AP            | 26.825 | 1        | 10   | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2,3 |     |      |               |
| AP-7      | 12 | 17-GI | AP            | 26.845 | 1        | 9,9  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2,3 |     |      |               |
| AP-7      | 14 | 17-GI | AP            | 26.845 | 1        | 9,9  | 0  | 0   | 0  | 1  | 1        | 10,2 | 0  | 0   | 2  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 4,7 |     |      |               |
| AP-7      | 17 | 17-GI | AP            | 26.845 | 1        | 9,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 11,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 4,7 |     |      |               |
| AP-7      | 20 | 17-GI | AP            | 22.391 | 1        | 10,5 | 0  | 0   | 0  | 1  | 1        | 12,2 | 0  | 0   | 0  | 1  | 1        | 11,8 | 0  | 0   | 0  | 1  | 1        | 13   | 0  | 0  | 0  | 1  | 1        | 17,1 | 0  | 0   | 0   | 1    | 12,6          |
| AP-7      | 23 | 17-GI | AP            | 22.391 | 1        | 11,7 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 17,1     | 0    | 0  | 0   | 3   | 5,4  |               |
| AP-7      | 26 | 17-GI | AP            | 22.391 | 2        | 23,4 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 13,2 | 0  | 0   | 0  | 3  | 1        | 14,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0   | 10,9 |               |
| AP-7      | 28 | 17-GI | AP            | 22.708 | 1        | 10,2 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 2,6 |      |               |
| AP-7      | 29 | 17-GI | AP            | 28.389 | 2        | 20,4 | 0  | 0   | 0  | 2  | 1        | 9,7  | 0  | 0   | 0  | 1  | 2        | 26,4 | 0  | 0   | 0  | 2  | 5        | 74,7 | 0  | 0  | 0  | 13 | 2        | 28,3 | 0  | 0   | 0   | 4    | 28,9          |
| AP-7      | 33 | 17-GI | AP            | 28.389 | 1        | 9,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 13,8     | 0    | 0  | 0   | 1   | 4,4  |               |
| AP-7      | 34 | 17-GI | AP            | 28.389 | 1        | 9,3  | 1  | 9,3 | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,9  | 0  | 0   | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,5 | 0  | 0   | 0   | 3    | 6,2           |
| AP-7      | 35 | 17-GI | AP            | 28.389 | 1        | 9,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,9  | 0  | 0   | 0  | 3  | 1        | 10,3 | 0  | 0  | 0  | 2  | 1        | 11,5 | 0  | 0   | 0   | 3    | 8,1           |
| AP-7      | 37 | 17-GI | AP            | 28.389 | 2        | 18,5 | 0  | 0   | 0  | 3  | 2        | 19,3 | 1  | 9,7 | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,5 | 0  | 0   | 0   | 1    | 10,1          |
| AP-7      | 38 | 17-GI | AP            | 28.389 | 1        | 9,3  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 20,6 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0   | 6    |               |
| AP-7      | 42 | 17-GI | AP            | 34.974 | 1        | 7,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 19,6 | 0  | 0  | 0  | 4  | 2        | 21,3 | 0  | 0   | 1   | 2    | 8,9           |
| AP-7      | 44 | 17-GI | AP            | 34.974 | 1        | 7,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0   | 3,6  |               |
| AP-7      | 45 | 17-GI | AP            | 29.652 | 1        | 7,5  | 0  | 0   | 0  | 1  | 4        | 37   | 0  | 0   | 0  | 9  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 4  | 1        | 10,6 | 0  | 0   | 0   | 4    | 12,9          |
| AP-7      | 47 | 17-GI | AP            | 29.652 | 2        | 15   | 1  | 7,5 | 0  | 1  | 1        | 9,2  | 0  | 0   | 0  | 2  | 1        | 9,6  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 7,4  |               |
| AP-7      | 49 | 17-GI | AP            | 34.974 | 1        | 7,5  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 2  | 1        | 10,6 | 0  | 0   | 0   | 1    | 5,3           |
| AP-7      | 50 | 17-GI | AP            | 34.974 | 1        | 7,5  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 29,3 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0   | 0   | 7,1  |               |
| AP-7      | 52 | 17-GI | AP            | 39.803 | 1        | 7,5  | 0  | 0   | 0  | 1  | 2        | 13,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 9,8  | 0  | 0  | 0  | 1  | 2        | 21,3 | 0  | 0   | 0   | 2    | 10,3          |
| AP-7      | 54 | 17-GI | AP            | 60.113 | 2        | 10,9 | 0  | 0   | 0  | 3  | 1        | 4,6  | 0  | 0   | 1  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0   | 4,2  |               |
| AP-7      | 55 | 17-GI | AP            | 60.113 | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 4,6  | 0  | 0   | 0  | 3  | 1        | 6,7  | 0  | 0   | 0  | 1  | 4        | 29,5 | 0  | 0  | 0  | 6  | 3        | 24,7 | 0  | 0   | 0   | 4    | 12,3          |
| AP-7      | 56 | 17-GI | AP            | 60.113 | 3        | 12,4 | 0  | 0   | 0  | 3  | 2        | 9,1  | 0  | 0   | 0  | 7  | 1        | 5,3  | 0  | 0   | 0  | 5  | 1        | 5,7  | 0  | 0  | 0  | 1  | 1        | 6,7  | 0  | 0   | 0   | 2    | 8,2           |
| AP-7      | 57 | 17-GI | AP            | 60.113 | 4        | 16,5 | 1  | 4,1 | 1  | 6  | 2        | 9,1  | 0  | 0   | 0  | 2  | 1        | 5,3  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0   | 0   | 1    | 8,2           |
| AP-7      | 60 | 17-GI | AP            | 65.512 | 2        | 8,2  | 1  | 4,1 | 0  | 2  | 1        | 4,2  | 0  | 0   | 0  | 1  | 5        | 26,7 | 0  | 0   | 1  | 8  | 2        | 11,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0   | 10,1 |               |
| AP-7      | 61 | 17-GI | AP            | 62.678 | 1        | 4,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,3  | 0  | 0   | 0  | 1  | 1        | 5,7  | 0  | 0  | 0  | 1  | 2        | 13,4 | 0  | 0   | 0   | 2    | 5,1           |

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Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |     |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |     | I.P.<br>Medio |     |
|-----------|-----|-------|---------------|--------|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|-----|---------------|-----|
|           |     |       |               |        | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL  |               |     |
| AP-7      | 62  | 17-GI | AP            | 65.512 | 1        | 4,1  | 0  | 0   | 0  | 3  | 2        | 8,4  | 0  | 0   | 0  | 3  | 2        | 10,7 | 0  | 0  | 0  | 2  | 2        | 11,5 | 0  | 0  | 0  | 3  | 1        | 6,7  | 0  | 0   | 0  | 3   | 8,1           |     |
| AP-7      | 63  | 17-GI | AP            | 62.626 | 2        | 8,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 4,1 |               |     |
| AP-7      | 64  | 17-GI | AP            | 60.752 | 3        | 12,4 | 0  | 0   | 1  | 6  | 2        | 9    | 0  | 0   | 0  | 6  | 4        | 22,4 | 0  | 0  | 0  | 5  | 3        | 20,4 | 0  | 0  | 0  | 4  | 4        | 29,6 | 0  | 0   | 2  | 3   | 17,3          |     |
| AP-7      | 65  | 17-GI | AP            | 55.991 | 3        | 19,1 | 0  | 0   | 0  | 7  | 6        | 29,4 | 0  | 0   | 0  | 11 | 1        | 5,5  | 0  | 0  | 0  | 4  | 2        | 14,1 | 0  | 0  | 0  | 2  | 2        | 16,6 | 0  | 0   | 0  | 2   | 17,4          |     |
| AP-7      | 66  | 17-GI | AP            | 49.716 | 1        | 6,4  | 0  | 0   | 0  | 1  | 7        | 38,6 | 1  | 5,5 | 0  | 9  | 2        | 11   | 0  | 0  | 0  | 2  | 1        | 7    | 1  | 7  | 0  | 0  | 1        | 8,3  | 0  | 0   | 1  | 4   | 15,3          |     |
| AP-7      | 69  | 17-GI | AP            | 34.030 | 1        | 6,4  | 0  | 0   | 0  | 1  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7    | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0   | 4,1           |     |
| AP-7      | 71  | 17-GI | AP            | 34.030 | 2        | 15,8 | 0  | 0   | 1  | 2  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,5  | 0  | 0  | 0  | 2  | 4        | 33,1 | 0  | 0   | 0  | 7   | 12,7          |     |
| AP-7      | 73  | 17-GI | AP            | 33.695 | 1        | 7,9  | 0  | 0   | 0  | 1  | 2        | 16,3 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,3  | 0  | 0  | 1  | 2  | 1        | 8,3  | 0  | 0   | 0  | 1   | 8,1           |     |
| AP-7      | 75  | 17-GI | AP            | 33.695 | 1        | 7,9  | 0  | 0   | 0  | 1  | 1        | 8,1  | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,5 | 1  | 8,3 | 0  | 2   | 6,5           |     |
| AP-7      | 76  | 17-GI | AP            | 33.695 | 2        | 15,8 | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 33,1 | 0  | 0  | 1  | 3  | 2        | 16,5 | 0  | 0   | 0  | 3   | 13            |     |
| AP-7      | 78  | 17-GI | AP            | 33.695 | 2        | 15,8 | 0  | 0   | 0  | 2  | 1        | 8,1  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 4,9           |     |
| AP-7      | 81  | 17-GI | AP            | 33.695 | 1        | 7,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,3  | 0  | 0  | 1  | 0  | 1        | 8,3  | 0  | 0   | 0  | 4   | 4,9           |     |
| AP-7      | 82  | 17-GI | AP            | 33.695 | 1        | 7,9  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 1,6           |     |
| AP-7      | 83  | 17-GI | AP            | 34.203 | 1        | 7,9  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 8,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0   | 3,2           |     |
| AP-7      | 84  | 17-GI | AP            | 33.695 | 1        | 6,7  | 0  | 0   | 0  | 1  | 1        | 8,1  | 0  | 0   | 0  | 1  | 2        | 13,5 | 0  | 0  | 1  | 1  | 2        | 14,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0   | 0             | 8,7 |
| AP-7      | 85  | 17-GI | AP            | 49.042 | 1        | 6,7  | 0  | 0   | 0  | 2  | 3        | 16,8 | 0  | 0   | 0  | 4  | 4        | 24,9 | 0  | 0  | 0  | 4  | 2        | 12,9 | 0  | 0  | 0  | 3  | 3        | 17,9 | 1  | 6   | 1  | 4   | 16            |     |
| AP-7      | 87  | 17-GI | AP            | 49.042 | 1        | 5,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 1  | 4        | 24   | 0  | 0  | 0  | 6  | 2        | 11,4 | 0  | 0   | 0  | 3   | 9,1           |     |
| AP-7      | 89  | 17-GI | AP            | 49.042 | 2        | 10,7 | 0  | 0   | 1  | 4  | 1        | 5,6  | 0  | 0   | 0  | 2  | 1        | 5,8  | 0  | 0  | 0  | 2  | 1        | 6    | 0  | 0  | 0  | 1  | 1        | 5,7  | 0  | 0   | 0  | 1   | 6,8           |     |
| AP-7      | 90  | 17-GI | AP            | 49.042 | 1        | 5,3  | 0  | 0   | 0  | 3  | 1        | 5,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 12   | 0  | 0  | 0  | 3  | 3        | 17,1 | 0  | 0   | 0  | 6   | 7,9           |     |
| AP-7      | 94  | 8-B   | AP            | 49.042 | 3        | 16   | 0  | 0   | 0  | 6  | 1        | 5,6  | 0  | 0   | 0  | 1  | 1        | 5,7  | 0  | 0  | 0  | 3  | 1        | 6    | 0  | 0  | 0  | 5  | 3        | 17,1 | 0  | 0   | 0  | 9   | 10,2          |     |
| AP-7      | 95  | 8-B   | AP            | 50.477 | 1        | 5,2  | 0  | 0   | 0  | 1  | 2        | 10,9 | 0  | 0   | 1  | 1  | 2        | 11,5 | 0  | 0  | 0  | 3  | 1        | 5,9  | 0  | 0  | 0  | 2  | 1        | 5,6  | 0  | 0   | 0  | 2   | 7,8           |     |
| AP-7      | 97  | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 2  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 5,6  | 0  | 0  | 0  | 2  | 2        | 11,5 | 0  | 0  | 0  | 3  | 1        | 5,4  | 0  | 0   | 0  | 1   | 6,6           |     |
| AP-7      | 99  | 8-B   | AP            | 50.736 | 3        | 15,5 | 0  | 0   | 1  | 3  | 3        | 16,2 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 1  | 2        | 10,9 | 0  | 0   | 0  | 2   | 9,9           |     |
| AP-7      | 100 | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 1  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 5,6  | 0  | 0  | 0  | 1  | 2        | 11,5 | 0  | 0  | 0  | 5  | 1        | 5,4  | 0  | 0   | 0  | 1   | 6,6           |     |
| AP-7      | 102 | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 1  | 3        | 16,2 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 1  | 1        | 5,4  | 0  | 0   | 0  | 1   | 6,6           |     |
| AP-7      | 104 | 8-B   | AP            | 50.736 | 2        | 10,3 | 1  | 5,2 | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 1   | 4,4           |     |
| AP-7      | 107 | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 3  | 3        | 16,2 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,8  | 0  | 0  | 0  | 1  | 1        | 5,4  | 0  | 0   | 0  | 1   | 6,6           |     |
| AP-7      | 108 | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 2   | 3,3           |     |
| AP-7      | 109 | 8-B   | AP            | 50.736 | 1        | 5,2  | 0  | 0   | 0  | 2  | 4        | 21,6 | 0  | 0   | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 10,9 | 0  | 0   | 0  | 3   | 7,7           |     |
| AP-7      | 110 | 8-B   | AP            | 50.934 | 1        | 5,2  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0  | 0  | 1  | 3        | 17,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0   | 5,5           |     |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |     |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| AP-7      | 111 | 8-B   | AP            | 53.884  | 1        | 4,9  | 0  | 0  | 0  | 1  | 1        | 5,1  | 0  | 0   | 0  | 1  | 2        | 11,3 | 0  | 0   | 0  | 3  | 3        | 17,3 | 0  | 0   | 0  | 4  | 1        | 5,4  | 0  | 0   | 0  | 1  | 8,5           |
| AP-7      | 112 | 8-B   | AP            | 57.003  | 1        | 4,6  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 11,3 | 0  | 0   | 0  | 3  | 4        | 23   | 1  | 5,8 | 0  | 4  | 1        | 5,4  | 0  | 0   | 0  | 1  | 8,3           |
| AP-7      | 113 | 8-B   | AP            | 57.653  | 2        | 9,1  | 0  | 0  | 0  | 6  | 1        | 4,8  | 0  | 0   | 0  | 1  | 3        | 16,9 | 0  | 0   | 0  | 7  | 2        | 11,5 | 0  | 0   | 0  | 2  | 1        | 5,4  | 0  | 0   | 0  | 1  | 9,3           |
| AP-7      | 114 | 8-B   | AP            | 57.653  | 1        | 4,6  | 0  | 0  | 0  | 3  | 2        | 9,5  | 0  | 0   | 0  | 5  | 1        | 5,6  | 0  | 0   | 0  | 2  | 2        | 11,5 | 0  | 0   | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 6,2           |
| AP-7      | 115 | 8-B   | AP            | 57.653  | 3        | 13,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 10,9 | 0  | 0   | 0  | 2  | 6,2           |
| AP-7      | 116 | 8-B   | AP            | 57.653  | 1        | 4,6  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,6  | 0  | 0   | 0  | 1  | 1        | 5,8  | 0  | 0   | 0  | 1  | 5        | 27,1 | 1  | 5,4 | 1  | 4  | 8,3           |
| AP-7      | 117 | 8-B   | AP            | 57.653  | 1        | 4,6  | 0  | 0  | 0  | 1  | 2        | 9,5  | 1  | 4,8 | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 2  | 4        | 20,6 | 0  | 0   | 0  | 8  | 8             |
| AP-7      | 119 | 8-B   | AP            | 57.653  | 1        | 4,6  | 0  | 0  | 0  | 1  | 1        | 4,8  | 0  | 0   | 0  | 7  | 1        | 5,3  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,1  | 0  | 0   | 0  | 1  | 4             |
| AP-7      | 120 | 8-B   | AP            | 57.653  | 4        | 18,3 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 5,1  | 0  | 0   | 0  | 1  | 6             |
| AP-7      | 121 | 8-B   | AP            | 57.653  | 1        | 4,6  | 0  | 0  | 0  | 2  | 1        | 4,8  | 0  | 0   | 0  | 1  | 1        | 5,3  | 0  | 0   | 0  | 1  | 1        | 5,4  | 0  | 0   | 0  | 3  | 1        | 5,1  | 0  | 0   | 0  | 3  | 5             |
| AP-7      | 123 | 8-B   | AP            | 57.653  | 4        | 18,3 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 1  | 1        | 5,1  | 0  | 0   | 0  | 1  | 6             |
| AP-7      | 124 | 8-B   | AP            | 57.823  | 1        | 4,5  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 5,4  | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 2             |
| AP-7      | 125 | 8-B   | AP            | 71.391  | 5        | 20,6 | 0  | 0  | 0  | 10 | 2        | 7,7  | 0  | 0   | 0  | 3  | 1        | 4,5  | 0  | 0   | 0  | 3  | 3        | 12,8 | 0  | 0   | 0  | 3  | 2        | 8,2  | 0  | 0   | 2  | 0  | 10,8          |
| AP-7      | 126 | 8-B   | AP            | 79.020  | 3        | 10   | 0  | 0  | 1  | 2  | 7        | 24,3 | 0  | 0   | 0  | 10 | 6        | 22,8 | 0  | 0   | 0  | 7  | 3        | 11,6 | 0  | 0   | 1  | 2  | 2        | 7,4  | 0  | 0   | 0  | 2  | 15,2          |
| AP-7      | 128 | 8-B   | AP            | 80.889  | 4        | 13   | 0  | 0  | 1  | 7  | 4        | 13,5 | 0  | 0   | 0  | 7  | 4        | 12,6 | 0  | 0   | 0  | 7  | 4        | 12,9 | 0  | 0   | 1  | 6  | 4        | 12,2 | 0  | 0   | 1  | 3  | 12,9          |
| AP-7      | 129 | 8-B   | AP            | 80.889  | 1        | 3,3  | 0  | 0  | 0  | 2  | 4        | 13,5 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,2  | 0  | 0   | 0  | 1  | 5        | 15,3 | 0  | 0   | 0  | 11 | 7,1           |
| AP-7      | 130 | 8-B   | AP            | 80.889  | 2        | 6,5  | 0  | 0  | 0  | 3  | 2        | 6,8  | 0  | 0   | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 6,1  | 0  | 0   | 0  | 2  | 3,9           |
| AP-7      | 131 | 8-B   | AP            | 80.889  | 2        | 6,5  | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,2  | 0  | 0   | 0  | 1  | 3        | 9,2  | 0  | 0   | 0  | 5  | 3,9           |
| AP-7      | 133 | 8-B   | AP            | 87.509  | 2        | 5,1  | 0  | 0  | 0  | 3  | 2        | 6,3  | 0  | 0   | 0  | 2  | 3        | 8,4  | 0  | 0   | 1  | 2  | 4        | 11,3 | 1  | 2,8 | 0  | 3  | 2        | 5,4  | 0  | 0   | 0  | 4  | 7,2           |
| AP-7      | 134 | 8-B   | AP            | 101.416 | 2        | 5,1  | 0  | 0  | 1  | 7  | 2        | 5,4  | 0  | 0   | 0  | 4  | 3        | 8,3  | 0  | 0   | 0  | 3  | 1        | 2,8  | 0  | 0   | 0  | 1  | 1        | 2,7  | 0  | 0   | 1  | 1  | 4,9           |
| AP-7      | 135 | 8-B   | AP            | 101.982 | 2        | 5,1  | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 8,3  | 0  | 0   | 0  | 6  | 5        | 14,1 | 0  | 0   | 1  | 5  | 4        | 10,8 | 0  | 0   | 1  | 7  | 7,6           |
| AP-7      | 136 | 8-B   | AP            | 106.699 | 5        | 12,3 | 0  | 0  | 0  | 11 | 4        | 10,3 | 0  | 0   | 0  | 9  | 1        | 2,7  | 0  | 0   | 0  | 2  | 3        | 8,2  | 0  | 0   | 1  | 2  | 4        | 10,6 | 0  | 0   | 0  | 4  | 8,9           |
| AP-7      | 137 | 8-B   | AP            | 106.699 | 3        | 7,4  | 0  | 0  | 0  | 4  | 3        | 7,7  | 0  | 0   | 0  | 3  | 1        | 2,7  | 0  | 0   | 0  | 1  | 5        | 13,7 | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 6,3           |
| AP-7      | 138 | 8-B   | AP            | 112.655 | 8        | 19,4 | 0  | 0  | 2  | 14 | 5        | 12,2 | 0  | 0   | 0  | 9  | 3        | 8,1  | 0  | 0   | 0  | 4  | 11       | 30,2 | 0  | 0   | 0  | 12 | 8        | 21,2 | 1  | 2,7 | 4  | 7  | 18,1          |
| AP-7      | 139 | 8-B   | AP            | 112.649 | 5        | 11,7 | 0  | 0  | 0  | 6  | 7        | 17   | 0  | 0   | 2  | 11 | 6        | 16,1 | 1  | 2,7 | 1  | 6  | 2        | 5,5  | 0  | 0   | 0  | 2  | 2        | 5,3  | 0  | 0   | 0  | 2  | 11,3          |
| AP-7      | 140 | 8-B   | AP            | 112.625 | 4        | 9,4  | 0  | 0  | 0  | 7  | 2        | 4,9  | 0  | 0   | 0  | 4  | 2        | 5,4  | 0  | 0   | 0  | 2  | 3        | 8,2  | 0  | 0   | 0  | 3  | 3        | 8    | 0  | 0   | 0  | 5  | 7,2           |
| AP-7      | 141 | 8-B   | AP            | 113.433 | 5        | 11,6 | 0  | 0  | 0  | 11 | 6        | 14,5 | 0  | 0   | 0  | 13 | 1        | 2,7  | 0  | 0   | 0  | 1  | 3        | 8,2  | 0  | 0   | 0  | 4  | 2        | 5,3  | 0  | 0   | 0  | 3  | 8,7           |
| AP-7      | 142 | 8-B   | AP            | 113.649 | 4        | 9,3  | 0  | 0  | 0  | 6  | 10       | 24,1 | 1  | 2,4 | 9  | 19 | 6        | 16,1 | 0  | 0   | 1  | 10 | 9        | 24,7 | 0  | 0   | 0  | 9  | 7        | 18,6 | 0  | 0   | 0  | 9  | 18,4          |
| AP-7      | 143 | 8-B   | AP            | 113.982 | 11       | 25,4 | 0  | 0  | 1  | 15 | 5        | 12   | 0  | 0   | 0  | 7  | 3        | 8,1  | 0  | 0   | 1  | 4  | 6        | 16,5 | 1  | 2,7 | 0  | 10 | 6        | 15,9 | 0  | 0   | 0  | 8  | 15,8          |
| AP-7      | 144 | 8-B   | AP            | 113.745 | 4        | 9,2  | 0  | 0  | 0  | 5  | 7        | 16,9 | 0  | 0   | 0  | 11 | 5        | 13,4 | 0  | 0   | 0  | 8  | 7        | 19,2 | 0  | 0   | 0  | 7  | 4        | 10,6 | 0  | 0   | 2  | 3  | 13,8          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |     |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL |               |
| AP-7      | 145 | 8-B   | AP            | 114.124 | 6        | 13,9 | 0  | 0  | 0  | 6  | 4        | 9,6  | 0  | 0  | 0  | 6  | 6        | 16,1 | 0  | 0   | 0  | 9  | 8        | 21,9 | 1  | 2,7 | 0  | 11 | 11       | 29,2 | 0  | 0   | 0  | 13 | 17,8          |
| AP-7      | 146 | 8-B   | AP            | 119.029 | 16       | 35,6 | 0  | 0  | 0  | 28 | 19       | 43,7 | 0  | 0  | 0  | 25 | 17       | 45,7 | 0  | 0   | 1  | 20 | 9        | 24,7 | 0  | 0   | 0  | 13 | 13       | 34,5 | 0  | 0   | 0  | 16 | 37            |
| AP-7      | 147 | 8-B   | AP            | 99.707  | 13       | 31,7 | 0  | 0  | 1  | 20 | 13       | 35,7 | 0  | 0  | 0  | 23 | 12       | 32,2 | 0  | 0   | 1  | 22 | 12       | 32,9 | 1  | 2,7 | 0  | 18 | 12       | 31,8 | 0  | 0   | 1  | 17 | 32,8          |
| AP-7      | 148 | 8-B   | AP            | 86.512  | 5        | 15,3 | 0  | 0  | 0  | 5  | 5        | 15,8 | 0  | 0  | 0  | 7  | 3        | 8,1  | 0  | 0   | 0  | 4  | 1        | 2,7  | 0  | 0   | 0  | 1  | 2        | 5,3  | 0  | 0   | 0  | 3  | 9,1           |
| AP-7      | 149 | 8-B   | AP            | 86.512  | 2        | 6    | 0  | 0  | 0  | 2  | 4        | 12,7 | 0  | 0  | 0  | 8  | 4        | 10,5 | 0  | 0   | 0  | 5  | 4        | 11   | 0  | 0   | 0  | 9  | 5        | 13,3 | 0  | 0   | 0  | 5  | 10,7          |
| AP-7      | 150 | 8-B   | AP            | 83.515  | 1        | 3    | 0  | 0  | 0  | 1  | 1        | 3,3  | 0  | 0  | 0  | 1  | 3        | 7,3  | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 4,8  | 0  | 0   | 2  | 2  | 3,7           |
| AP-7      | 151 | 8-B   | AP            | 83.515  | 7        | 20,7 | 0  | 0  | 3  | 8  | 6        | 19,7 | 0  | 0  | 0  | 11 | 8        | 19,5 | 0  | 0   | 0  | 9  | 7        | 17,5 | 0  | 0   | 0  | 11 | 9        | 21,7 | 0  | 0   | 1  | 13 | 19,8          |
| AP-7      | 152 | 8-B   | AP            | 97.509  | 3        | 8,1  | 0  | 0  | 0  | 6  | 4        | 11,2 | 0  | 0  | 1  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 6,9  | 0  | 0   | 0  | 3  | 3        | 6,7  | 0  | 0   | 0  | 6  | 6,3           |
| AP-7      | 153 | 8-B   | AP            | 97.509  | 2        | 5,4  | 0  | 0  | 0  | 3  | 1        | 2,8  | 0  | 0  | 0  | 1  | 1        | 2,2  | 0  | 0   | 0  | 1  | 4        | 9,2  | 0  | 0   | 0  | 4  | 5        | 12,2 | 3  | 7,3 | 1  | 8  | 6,4           |
| AP-7      | 154 | 8-B   | AP            | 105.831 | 3        | 7,4  | 0  | 0  | 0  | 4  | 3        | 7,8  | 0  | 0  | 0  | 4  | 4        | 11,6 | 0  | 0   | 1  | 5  | 6        | 17,8 | 0  | 0   | 0  | 12 | 2        | 5,1  | 0  | 0   | 0  | 3  | 9,6           |
| AP-7      | 156 | 8-B   | AP            | 105.831 | 2        | 4,9  | 0  | 0  | 1  | 1  | 4        | 10,4 | 0  | 0  | 0  | 12 | 3        | 8,7  | 0  | 0   | 2  | 3  | 2        | 5,9  | 0  | 0   | 0  | 3  | 3        | 7,6  | 0  | 0   | 0  | 4  | 7,5           |
| AP-7      | 157 | 8-B   | AP            | 105.831 | 3        | 7,4  | 0  | 0  | 0  | 3  | 2        | 5,2  | 0  | 0  | 0  | 2  | 2        | 5,8  | 0  | 0   | 1  | 1  | 2        | 5,9  | 0  | 0   | 0  | 4  | 4        | 10,1 | 0  | 0   | 0  | 9  | 7             |
| AP-7      | 158 | 8-B   | AP            | 113.474 | 1        | 2,1  | 0  | 0  | 0  | 4  | 4        | 9,7  | 0  | 0  | 0  | 5  | 1        | 4,1  | 0  | 0   | 0  | 2  | 3        | 10,7 | 0  | 0   | 0  | 3  | 3        | 8,1  | 0  | 0   | 0  | 3  | 6,7           |
| AP-7      | 159 | 8-B   | AP            | 124.815 | 2        | 4,2  | 0  | 0  | 0  | 4  | 4        | 8,8  | 0  | 0  | 0  | 5  | 5        | 20,7 | 0  | 0   | 0  | 6  | 7        | 29,5 | 0  | 0   | 0  | 16 | 10       | 33,9 | 0  | 0   | 0  | 20 | 16,4          |
| AP-7      | 160 | 8-B   | AP            | 124.815 | 8        | 16,8 | 0  | 0  | 0  | 12 | 5        | 11   | 0  | 0  | 0  | 7  | 4        | 16,6 | 0  | 0   | 0  | 4  | 7        | 29,5 | 0  | 0   | 1  | 8  | 3        | 10,2 | 0  | 0   | 0  | 4  | 15,8          |
| AP-7      | 161 | 8-B   | AP            | 113.941 | 21       | 46,7 | 0  | 0  | 0  | 24 | 17       | 40,9 | 0  | 0  | 1  | 21 | 21       | 87,1 | 0  | 0   | 2  | 29 | 15       | 63,1 | 0  | 0   | 0  | 23 | 14       | 47,5 | 0  | 0   | 4  | 15 | 53,7          |
| AP-7      | 162 | 8-B   | AP            | 90.891  | 3        | 8,6  | 0  | 0  | 0  | 3  | 2        | 6    | 0  | 0  | 1  | 1  | 4        | 16,6 | 0  | 0   | 1  | 6  | 6        | 25,3 | 0  | 0   | 1  | 5  | 15       | 50,9 | 0  | 0   | 0  | 17 | 20,7          |
| AP-7      | 163 | 8-B   | AP            | 69.915  | 2        | 7,5  | 0  | 0  | 0  | 2  | 2        | 7,8  | 0  | 0  | 0  | 5  | 1        | 4,1  | 0  | 0   | 0  | 1  | 2        | 8,4  | 0  | 0   | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0  | 5,4           |
| AP-7      | 164 | 8-B   | AP            | 69.915  | 3        | 11,2 | 0  | 0  | 0  | 8  | 2        | 7,8  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,4  | 0  | 0   | 1  | 3  | 4,6           |
| AP-7      | 166 | 8-B   | AP            | 69.915  | 1        | 3,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,2  | 0  | 0   | 0  | 1  | 3        | 12   | 0  | 0   | 0  | 4  | 4             |
| AP-7      | 167 | 8-B   | AP            | 69.915  | 1        | 3,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 4        | 16,5 | 0  | 0   | 0  | 7  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4    | 0  | 0   | 0  | 1  | 4,8           |
| AP-7      | 168 | 8-B   | AP            | 69.915  | 4        | 15   | 0  | 0  | 0  | 4  | 2        | 7,8  | 0  | 0  | 0  | 2  | 2        | 8,2  | 0  | 0   | 0  | 2  | 1        | 4,2  | 0  | 0   | 0  | 1  | 1        | 4    | 0  | 0   | 0  | 1  | 8             |
| AP-7      | 169 | 8-B   | AP            | 69.915  | 1        | 3,7  | 0  | 0  | 0  | 1  | 3        | 11,8 | 0  | 0  | 0  | 13 | 2        | 8,2  | 0  | 0   | 0  | 2  | 4        | 16,7 | 0  | 0   | 2  | 6  | 1        | 4    | 0  | 0   | 0  | 1  | 8,8           |
| AP-7      | 170 | 8-B   | AP            | 69.982  | 3        | 11,2 | 0  | 0  | 0  | 12 | 3        | 11,7 | 0  | 0  | 0  | 3  | 3        | 12,3 | 0  | 0   | 1  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8    | 0  | 0   | 0  | 2  | 8,8           |
| AP-7      | 171 | 8-B   | AP            | 70.246  | 11       | 41   | 0  | 0  | 0  | 18 | 5        | 19,5 | 0  | 0  | 2  | 6  | 6        | 24,5 | 0  | 0   | 0  | 12 | 5        | 20,8 | 0  | 0   | 0  | 13 | 7        | 28   | 0  | 0   | 0  | 10 | 27            |
| AP-7      | 172 | 8-B   | AP            | 70.246  | 2        | 7,5  | 0  | 0  | 0  | 2  | 1        | 3,9  | 0  | 0  | 0  | 2  | 2        | 8,2  | 1  | 4,1 | 0  | 1  | 2        | 8,4  | 0  | 0   | 0  | 2  | 4        | 16   | 0  | 0   | 0  | 6  | 8,8           |
| AP-7      | 173 | 8-B   | AP            | 70.853  | 1        | 3,8  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 4,1  | 0  | 0   | 0  | 1  | 1,6           |
| AP-7      | 174 | 8-B   | AP            | 70.853  | 1        | 3,8  | 0  | 0  | 0  | 2  | 2        | 7,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 8,5  | 0  | 0   | 0  | 3  | 1        | 4,1  | 0  | 0   | 0  | 1  | 4,8           |
| AP-7      | 175 | 8-B   | AP            | 70.853  | 1        | 3,8  | 0  | 0  | 0  | 3  | 2        | 7,7  | 0  | 0  | 0  | 2  | 1        | 4,2  | 0  | 0   | 0  | 2  | 1        | 4,3  | 0  | 0   | 0  | 2  | 3        | 12,3 | 0  | 0   | 1  | 5  | 6,5           |
| AP-7      | 176 | 8-B   | AP            | 67.311  | 5        | 19,8 | 0  | 0  | 0  | 9  | 1        | 4,1  | 0  | 0  | 0  | 1  | 3        | 12,9 | 0  | 0   | 0  | 4  | 3        | 13,1 | 0  | 0   | 2  | 4  | 2        | 8,5  | 0  | 0   | 0  | 3  | 11,7          |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |     |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL   |               |
| AP-7      | 177 | 8-B   | AP            | 64.989 | 1        | 4    | 0  | 0  | 1  | 2  | 1        | 4,2  | 0  | 0  | 0  | 1  | 1        | 4,3  | 0  | 0  | 0  | 1  | 2        | 8,8  | 0  | 0  | 0  | 2  | 2        | 8,5  | 0  | 0   | 0  | 5    | 5,9           |
| AP-7      | 180 | 8-B   | AP            | 64.989 | 3        | 12   | 0  | 0  | 0  | 3  | 2        | 8,4  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 4,2  |               |
| AP-7      | 181 | 8-B   | AP            | 64.989 | 3        | 12   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 8,6  | 0  | 0  | 0  | 3  | 2        | 8,8  | 0  | 0  | 0  | 2  | 1        | 4,2  | 0  | 0   | 0  | 2    | 6,8           |
| AP-7      | 182 | 8-B   | AP            | 64.989 | 6        | 24,1 | 0  | 0  | 0  | 15 | 5        | 21,1 | 0  | 0  | 0  | 23 | 5        | 21,5 | 0  | 0  | 0  | 14 | 3        | 13,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 16,1 |               |
| AP-7      | 183 | 8-B   | AP            | 64.719 | 1        | 4    | 0  | 0  | 0  | 1  | 6        | 25,4 | 0  | 0  | 0  | 8  | 4        | 17,2 | 0  | 0  | 0  | 7  | 1        | 4,4  | 0  | 0  | 0  | 3  | 1        | 4,2  | 0  | 0   | 0  | 1    | 11            |
| AP-7      | 184 | 8-B   | AP            | 63.742 | 3        | 12,3 | 0  | 0  | 0  | 8  | 1        | 4,3  | 0  | 0  | 0  | 2  | 1        | 4,5  | 0  | 0  | 2  | 2  | 2        | 9,2  | 0  | 0  | 0  | 4  | 2        | 8,9  | 0  | 0   | 1  | 2    | 7,9           |
| AP-7      | 185 | 8-B   | AP            | 63.742 | 1        | 4,1  | 0  | 0  | 0  | 1  | 2        | 8,6  | 0  | 0  | 0  | 2  | 2        | 9,1  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 13,3 | 0  | 0   | 1  | 2    | 7             |
| AP-7      | 186 | 8-B   | AP            | 63.742 | 1        | 4,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,5  | 0  | 0  | 0  | 2  | 1        | 4,6  | 0  | 0  | 0  | 1  | 2        | 8,9  | 0  | 0   | 0  | 5    | 4,4           |
| AP-7      | 188 | 8-B   | AP            | 63.742 | 1        | 4,1  | 0  | 0  | 0  | 1  | 1        | 4,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 13,8 | 0  | 0  | 0  | 7  | 1        | 4,4  | 0  | 0   | 0  | 1    | 5,3           |
| AP-7      | 189 | 8-B   | AP            | 63.742 | 2        | 8,2  | 0  | 0  | 0  | 5  | 1        | 4,3  | 0  | 0  | 0  | 1  | 1        | 4,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 4,4  | 0  | 0   | 0  | 1    | 4,4           |
| AP-7      | 190 | 8-B   | AP            | 63.742 | 1        | 4,1  | 0  | 0  | 0  | 2  | 2        | 8,6  | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 2,6  |               |
| AP-7      | 192 | 8-B   | AP            | 63.742 | 1        | 4,1  | 0  | 0  | 0  | 1  | 1        | 4,3  | 0  | 0  | 0  | 3  | 4        | 18,2 | 0  | 0  | 0  | 6  | 1        | 4,6  | 0  | 0  | 2  | 3  | 0        | 0    | 0  | 0   | 0  | 0    | 6,2           |
| AP-7      | 193 | 8-B   | AP            | 61.684 | 2        | 8,5  | 0  | 0  | 0  | 2  | 2        | 8,9  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,8 | 0  | 0  | 0  | 2  | 1        | 5,6  | 0  | 0   | 0  | 1    | 6,9           |
| AP-7      | 198 | 8-B   | AP            | 43.392 | 1        | 6    | 0  | 0  | 0  | 1  | 1        | 6,3  | 0  | 0  | 0  | 1  | 1        | 6,9  | 0  | 0  | 0  | 1  | 1        | 7    | 0  | 0  | 0  | 1  | 1        | 6,6  | 0  | 0   | 0  | 1    | 6,5           |
| AP-7      | 200 | 8-B   | AP            | 43.830 | 3        | 17,8 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 5,1  |               |
| AP-7      | 201 | 8-B   | AP            | 43.830 | 1        | 5,9  | 0  | 0  | 0  | 1  | 1        | 6,3  | 0  | 0  | 0  | 1  | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 13   | 0  | 0   | 2  | 1    | 6,4           |
| AP-7      | 204 | 8-B   | AP            | 43.830 | 1        | 5,9  | 0  | 0  | 0  | 1  | 1        | 6,3  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 6,8  | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 3,9           |
| AP-7      | 207 | 43-T  | AP            | 43.830 | 1        | 5,9  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 1,3           |
| AP-7      | 209 | 43-T  | AP            | 43.830 | 1        | 5,9  | 0  | 0  | 0  | 2  | 1        | 6,3  | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 13,7 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0   | 0  | 0    | 5,1           |
| AP-7      | 212 | 43-T  | AP            | 43.830 | 1        | 6,6  | 0  | 0  | 0  | 2  | 1        | 6,3  | 0  | 0  | 1  | 0  | 1        | 7,9  | 0  | 0  | 1  | 0  | 2        | 16,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0    | 7,3           |
| AP-7      | 213 | 43-T  | AP            | 36.691 | 3        | 21,4 | 0  | 0  | 1  | 3  | 1        | 7,5  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,9  | 0  | 0   | 0  | 1    | 7,7           |
| AP-7      | 215 | 43-T  | AP            | 36.691 | 1        | 7,1  | 0  | 0  | 0  | 4  | 1        | 7,5  | 0  | 0  | 0  | 1  | 2        | 15,9 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,9  | 0  | 0   | 0  | 1    | 7,7           |
| AP-7      | 222 | 43-T  | AP            | 41.477 | 1        | 6,2  | 0  | 0  | 1  | 0  | 1        | 6,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 14,6 | 0  | 0  | 0  | 2  | 1        | 7,1  | 0  | 0   | 0  | 1    | 6,8           |
| AP-7      | 225 | 43-T  | AP            | 41.477 | 1        | 6,2  | 0  | 0  | 0  | 3  | 1        | 6,6  | 0  | 0  | 0  | 2  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 4,1           |
| AP-7      | 227 | 43-T  | AP            | 39.485 | 1        | 6,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 1,4           |
| AP-7      | 228 | 43-T  | AP            | 39.485 | 1        | 6,2  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 14,2 | 0  | 0  | 0  | 3  | 1        | 7,3  | 0  | 0  | 0  | 1  | 3        | 21,2 | 0  | 0   | 0  | 3    | 9,7           |
| AP-7      | 231 | 43-T  | AP            | 39.309 | 4        | 25,2 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,5  | 0  | 0   | 0  | 1    | 7             |
| AP-7      | 233 | 43-T  | AP            | 38.087 | 1        | 6,7  | 0  | 0  | 0  | 1  | 2        | 14,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0    | 4,5           |
| AP-7      | 237 | 43-T  | AP            | 38.087 | 1        | 6,7  | 0  | 0  | 0  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,1  | 0  | 0  | 0  | 1  | 2        | 17,1 | 1  | 8,6 | 0  | 4    | 7,7           |
| AP-7      | 239 | 43-T  | AP            | 38.087 | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,4  | 0  | 0  | 0  | 3  | 1        | 8,7  | 0  | 0  | 0  | 1  | 1        | 8,6  | 0  | 0   | 0  | 1    | 6,3           |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL |               |
| AP-7      | 242 | 43-T  | AP            | 38.087 | 2        | 13,5 | 0  | 0  | 0  | 4  | 1        | 7,2  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 8,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 6,3           |
| AP-7      | 243 | 43-T  | AP            | 38.087 | 1        | 6,7  | 0  | 0  | 0  | 1  | 1        | 7,2  | 0  | 0    | 0  | 1  | 3        | 25,3 | 0  | 0    | 1  | 3  | 2        | 17,3 | 0  | 0  | 0  | 2  | 3        | 25,9 | 0  | 0    | 1  | 2  | 15,7          |
| AP-7      | 244 | 43-T  | AP            | 38.087 | 1        | 6,7  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 25,9 | 0  | 0    | 0  | 4  | 6,3           |
| AP-7      | 246 | 43-T  | AP            | 37.910 | 1        | 6,7  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 9,2  | 0  | 0    | 0  | 1  | 2        | 17,5 | 0  | 0  | 0  | 2  | 7        | 61,1 | 0  | 0    | 0  | 10 | 17,6          |
| AP-7      | 247 | 43-T  | AP            | 33.319 | 2        | 14,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 30   | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 9,4  | 0  | 0    | 0  | 1  | 10,6          |
| AP-7      | 248 | 43-T  | AP            | 32.297 | 1        | 8    | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,7 | 0  | 0    | 1  | 0  | 5,7           |
| AP-7      | 250 | 43-T  | AP            | 32.297 | 2        | 15,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 10,6 | 0  | 0    | 0  | 1  | 1        | 10,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 7,6           |
| AP-7      | 256 | 43-T  | AP            | 23.715 | 2        | 22,4 | 0  | 0  | 1  | 1  | 1        | 11,6 | 0  | 0    | 0  | 5  | 1        | 18,6 | 0  | 0    | 0  | 2  | 1        | 15,6 | 0  | 0  | 0  | 1  | 1        | 17,5 | 0  | 0    | 0  | 2  | 17,1          |
| AP-7      | 259 | 43-T  | AP            | 15.904 | 1        | 16,1 | 0  | 0  | 0  | 1  | 2        | 34,5 | 0  | 0    | 0  | 2  | 2        | 37,3 | 0  | 0    | 0  | 3  | 1        | 16,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 20,5          |
| AP-7      | 261 | 43-T  | AP            | 15.904 | 1        | 16,1 | 0  | 0  | 0  | 2  | 1        | 17,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,1 | 0  | 0  | 0  | 1  | 1        | 17,5 | 0  | 0    | 0  | 1  | 13,7          |
| AP-7      | 262 | 43-T  | AP            | 15.904 | 1        | 16,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 37,3 | 3  | 55,9 | 0  | 3  | 2        | 32,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 17,1          |
| AP-7      | 264 | 43-T  | AP            | 15.847 | 1        | 16,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18,6 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 6,8           |
| AP-7      | 265 | 43-T  | AP            | 15.109 | 1        | 16,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3,6           |
| AP-7      | 266 | 43-T  | AP            | 15.092 | 2        | 34   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 10,8          |
| AP-7      | 267 | 43-T  | AP            | 15.092 | 1        | 17   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3,6           |
| AP-7      | 268 | 43-T  | AP            | 15.092 | 1        | 17   | 1  | 17 | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,9 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 7,2           |
| AP-7      | 269 | 43-T  | AP            | 15.092 | 2        | 34   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 36,9 | 0  | 0    | 1  | 2  | 14,4          |
| AP-7      | 277 | 43-T  | AP            | 15.092 | 1        | 17   | 0  | 0  | 0  | 1  | 1        | 18,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,4 | 0  | 0    | 0  | 2  | 10,8          |
| AP-7      | 279 | 43-T  | AP            | 15.092 | 1        | 17   | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3,6           |
| AP-7      | 280 | 43-T  | AP            | 15.092 | 1        | 17   | 0  | 0  | 0  | 2  | 1        | 18,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 10,7          |
| AP-7      | 283 | 43-T  | AP            | 17.775 | 2        | 28,3 | 0  | 0  | 1  | 3  | 2        | 30,8 | 0  | 0    | 0  | 3  | 1        | 16,9 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0    | 0  | 2  | 18,7          |
| AP-7      | 286 | 43-T  | AP            | 17.775 | 2        | 28,3 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 9,3           |
| AP-7      | 289 | 43-T  | AP            | 17.775 | 1        | 14,1 | 0  | 0  | 0  | 1  | 1        | 15,4 | 0  | 0    | 0  | 1  | 1        | 16,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 9,3           |
| AP-7      | 290 | 43-T  | AP            | 17.775 | 2        | 28,3 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 1  | 16   | 0  | 0  | 9,3           |
| AP-7      | 292 | 43-T  | AP            | 17.775 | 1        | 14,1 | 0  | 0  | 0  | 4  | 2        | 30,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0    | 1  | 1  | 12,5          |
| AP-7      | 294 | 43-T  | AP            | 17.775 | 1        | 14,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16   | 0  | 0    | 0  | 1  | 6,2           |
| AP-7      | 299 | 43-T  | AP            | 18.412 | 1        | 13,6 | 0  | 0  | 0  | 3  | 2        | 29,8 | 1  | 14,9 | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 9,1           |
| AP-7      | 305 | 43-T  | AP            | 18.412 | 1        | 13,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 6,1           |
| AP-7      | 306 | 43-T  | AP            | 18.412 | 1        | 13,6 | 0  | 0  | 0  | 1  | 1        | 14,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 15,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 9,1           |
| AP-7      | 309 | 43-T  | AP            | 18.197 | 3        | 42,5 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 16,4 | 0  | 0    | 0  | 2  | 2        | 31,3 | 0  | 0  | 0  | 2  | 2        | 30,6 | 1  | 15,3 | 0  | 3  | 24,4          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |       |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|-------|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|----|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM    | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL   |               |
| AP-7      | 310 | 43-T  | AP            | 18.183 | 1        | 14,2 | 0  | 0     | 0  | 1  | 1        | 15,1 | 0  | 0    | 0  | 4  | 1        | 16,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,3 | 0  | 0    | 0  | 2    | 12,2          |
| AP-7      | 317 | 43-T  | AP            | 18.183 | 1        | 14,2 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 36,2 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 15,7 | 0  | 0    | 0  | 1    | 12,7          |
| AP-7      | 319 | 43-T  | AP            | 16.891 | 1        | 16,1 | 2  | 32,1  | 4  | 5  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,3  |               |
| AP-7      | 320 | 43-T  | AP            | 16.367 | 1        | 16,1 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 54,4 | 0  | 0  | 0  | 4  | 2        | 34,3 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 0    | 20,2          |
| AP-7      | 323 | 43-T  | AP            | 15.414 | 1        | 17,1 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 325 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 330 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 1        | 17,8 | 0  | 0    | 4  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 7,4  |               |
| AP-7      | 331 | 43-T  | AP            | 15.405 | 2        | 34,3 | 0  | 0     | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 18,9 | 0  | 0    | 0  | 1    | 14,8          |
| AP-7      | 333 | 43-T  | AP            | 15.405 | 1        | 17,1 | 13 | 222,9 | 23 | 13 | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 334 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 1        | 17,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 18,9     | 0    | 0  | 0    | 1  | 11,1 |               |
| AP-7      | 335 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 3  | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 7,4  |               |
| AP-7      | 336 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 7,4  |               |
| AP-7      | 337 | 43-T  | AP            | 15.405 | 2        | 34,3 | 0  | 0     | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,3 | 0  | 0  | 0  | 1  | 2        | 39   | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0    | 18,5          |
| AP-7      | 338 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,5 | 0  | 0  | 0  | 2  | 1        | 18,9 | 0  | 0    | 0  | 2    | 11,1          |
| AP-7      | 339 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 2  | 1        | 17,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 7,4  |               |
| AP-7      | 340 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 1        | 17,8 | 0  | 0    | 0  | 1  | 3        | 57,9 | 0  | 0  | 0  | 7  | 1        | 19,5 | 0  | 0  | 2  | 2  | 1        | 18,9 | 0  | 0    | 0  | 2    | 25,9          |
| AP-7      | 341 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 342 | 43-T  | AP            | 15.405 | 1        | 17,1 | 0  | 0     | 0  | 1  | 1        | 17,8 | 0  | 0    | 0  | 1  | 1        | 19,3 | 0  | 0  | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 56,6 | 1  | 18,9 | 0  | 4    | 22,2          |
| AP-7      | 345 | 12-CS | AP            | 15.405 | 1        | 17,1 | 1  | 17,1  | 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  | 3,7  |               |
| AP-7      | 350 | 12-CS | AP            | 15.006 | 1        | 17,8 | 1  | 17,8  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,8  |               |
| AP-7      | 354 | 12-CS | AP            | 15.006 | 2        | 35,5 | 0  | 0     | 0  | 6  | 1        | 18,3 | 0  | 0    | 0  | 1  | 1        | 19,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 15,2 |               |
| AP-7      | 355 | 12-CS | AP            | 15.006 | 1        | 17,8 | 0  | 0     | 0  | 1  | 2        | 36,5 | 1  | 18,3 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 20,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 15,2 |               |
| AP-7      | 357 | 12-CS | AP            | 15.006 | 1        | 17,8 | 0  | 0     | 0  | 3  | 1        | 18,3 | 0  | 0    | 0  | 1  | 1        | 19,8 | 0  | 0  | 0  | 10 | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 11,4 |               |
| AP-7      | 365 | 12-CS | AP            | 15.080 | 1        | 17   | 0  | 0     | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 374 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 2  | 37,5     | 0    | 0  | 0    | 2  | 11   |               |
| AP-7      | 376 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 0  | 2  | 1        | 17,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,7 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 11   |               |
| AP-7      | 378 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 1  | 0  | 1        | 17,5 | 0  | 0    | 0  | 1  | 1        | 19,2 | 0  | 0  | 0  | 1  | 1        | 19,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 14,6 |               |
| AP-7      | 382 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 3,7  |               |
| AP-7      | 383 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 19,2 | 0  | 0  | 0  | 1  | 2        | 39,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 14,6 |               |
| AP-7      | 386 | 12-CS | AP            | 15.672 | 1        | 16,6 | 0  | 0     | 0  | 1  | 2        | 35   | 0  | 0    | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 14,6 |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |      |    | Año 2012 |      |    |      |      |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|------|----|----------|------|----|------|------|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG   | HL | ACV      | IP   | VM | IM   | HG   | HL |               |
| AP-7      | 388 | 12-CS | AP            | 15.672 | 2        | 33,1 | 2  | 33,1 | 3  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 0    | 7,3  |    |               |
| AP-7      | 394 | 12-CS | AP            | 13.223 | 1        | 19,4 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 21,1 | 0  | 0        | 0    | 1  | 8,4  |      |    |               |
| AP-7      | 401 | 12-CS | AP            | 13.223 | 1        | 19,4 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,2  |      |    |               |
| AP-7      | 415 | 12-CS | AP            | 13.809 | 1        | 18,8 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,2  |      |    |               |
| AP-7      | 418 | 12-CS | AP            | 13.809 | 1        | 18,8 | 1  | 18,8 | 3  | 11 | 1        | 19,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 21   | 0  | 0        | 0    | 2  | 12,5 |      |    |               |
| AP-7      | 422 | 12-CS | AP            | 13.809 | 1        | 18,8 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,2  |      |    |               |
| AP-7      | 426 | 12-CS | AP            | 13.310 | 1        | 19,4 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2  | 42,9 | 0  | 0        | 0    | 2  | 12,9 |      |    |               |
| AP-7      | 430 | 12-CS | AP            | 13.256 | 1        | 19,4 | 0  | 0    | 0  | 1  | 1        | 20,7 | 0  | 0  | 0  | 2  | 1        | 22,9 | 0  | 0  | 0  | 2  | 1        | 23,9 | 0  | 0  | 0    | 2  | 0        | 0    | 0  | 0    | 17,3 |    |               |
| AP-7      | 435 | 12-CS | AP            | 12.719 | 1        | 19,7 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,4  |      |    |               |
| AP-7      | 441 | 12-CS | AP            | 12.719 | 1        | 19,7 | 1  | 19,7 | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 2  | 44,9 | 0  | 0        | 0    | 4  | 13,3 |      |    |               |
| AP-7      | 443 | 12-CS | AP            | 12.720 | 1        | 19,7 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 22,5 | 0  | 0        | 0    | 1  | 8,9  |      |    |               |
| AP-7      | 448 | 12-CS | AP            | 12.730 | 2        | 38,8 | 0  | 0    | 0  | 8  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 13,4 |      |    |               |
| AP-7      | 450 | 12-CS | AP            | 12.730 | 2        | 38,8 | 0  | 0    | 0  | 6  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 8,9  |      |    |               |
| AP-7      | 452 | 12-CS | AP            | 12.730 | 1        | 19,4 | 1  | 19,4 | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 4,5  |      |    |               |
| AP-7      | 453 | 12-CS | AP            | 12.730 | 1        | 19,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 22,7 | 0  | 0        | 0    | 3  | 8,9  |      |    |               |
| AP-7      | 465 | 12-CS | AP            | 12.366 | 1        | 20   | 1  | 20   | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 25,1 | 0  | 0  | 0    | 1  | 1        | 23   | 0  | 1    | 13,7 |    |               |
| AP-7      | 469 | 46-V  | AP            | 12.366 | 1        | 7,6  | 0  | 0    | 0  | 1  | 1        | 22,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 3,6  |      |    |               |
| AP-7      | 472 | 46-V  | AP            | 54.485 | 1        | 4,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 1        | 9,4  | 0  | 0  | 0    | 2  | 1        | 4,4  | 0  | 0    | 4,6  |    |               |
| AP-7      | 473 | 46-V  | AP            | 54.485 | 1        | 4,4  | 0  | 0    | 0  | 2  | 3        | 15,1 | 1  | 5  | 1  | 3  | 1        | 8,9  | 0  | 0  | 0  | 1  | 1        | 9,4  | 0  | 0  | 2    | 2  | 1        | 4,4  | 0  | 0    | 8    |    |               |
| AP-7      | 474 | 46-V  | AP            | 54.485 | 1        | 4,4  | 0  | 0    | 0  | 2  | 1        | 5    | 0  | 0  | 0  | 1  | 1        | 8,9  | 0  | 0  | 0  | 1  | 2        | 18,9 | 0  | 0  | 1    | 2  | 2        | 8,8  | 0  | 0    | 8    |    |               |
| AP-7      | 476 | 46-V  | AP            | 54.485 | 1        | 4,5  | 0  | 0    | 0  | 1  | 1        | 5    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 2    |      |    |               |
| AP-7      | 477 | 46-V  | AP            | 54.485 | 2        | 9    | 1  | 4,5  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 11,1 | 0  | 0  | 1  | 4  | 1        | 5,8  | 0  | 0  | 1    | 0  | 1        | 4,4  | 0  | 1    | 6    |    |               |
| AP-7      | 480 | 46-V  | AP            | 54.485 | 2        | 9,1  | 1  | 4,6  | 0  | 1  | 1        | 5    | 0  | 0  | 0  | 2  | 6        | 33,4 | 0  | 0  | 0  | 15 | 3        | 17,5 | 0  | 0  | 3    | 8  | 6        | 37,5 | 0  | 0    | 19,4 |    |               |
| AP-7      | 529 | 46-V  | AP            | 39.882 | 1        | 6,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,2  | 0  | 0  | 0  | 2  | 1        | 7,2  | 0  | 0  | 0    | 1  | 1        | 9,2  | 0  | 0    | 5,8  |    |               |
| AP-7      | 531 | 46-V  | AP            | 39.882 | 1        | 6,5  | 0  | 0    | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0    | 1  | 9,2      | 0    | 0  | 4,4  |      |    |               |
| AP-7      | 534 | 46-V  | AP            | 25.740 | 1        | 6,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21   | 0  | 0  | 0  | 2  | 1        | 10,4 | 0  | 0  | 0    | 1  | 2        | 18,3 | 0  | 0    | 11   |    |               |
| AP-7      | 535 | 46-V  | AP            | 39.882 | 1        | 11,5 | 0  | 0    | 0  | 2  | 1        | 6,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 1  | 17,2 | 0  | 0        | 0    | 1  | 7,3  |      |    |               |
| AP-7      | 541 | 46-V  | AP            | 22.710 | 1        | 11,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 38,6 | 0  | 0  | 0  | 2  | 1        | 19,2 | 0  | 0  | 0    | 3  | 2        | 34,4 | 1  | 17,2 | 18,1 |    |               |
| AP-7      | 544 | 46-V  | AP            | 15.520 | 1        | 17,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 3,5  |      |    |               |
| AP-7      | 546 | 46-V  | AP            | 15.537 | 1        | 16,9 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0    | 0  | 0        | 0    | 0  | 3,5  |      |    |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |       |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |      |    |    | Año 2013 |      |    |      |    |    | Año 2012 |      |    |    |     |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|-------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|------|----|----|----------|------|----|----|-----|------|---------------|
|           |     |       |               |        | ACV      | IP    | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG  | HL   |               |
| AP-7      | 549 | 46-V  | AP            | 15.537 | 1        | 16,9  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 3,5 |      |               |
| AP-7      | 557 | 46-V  | AP            | 15.563 | 1        | 16,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18,1 | 0  | 0    | 0  | 1  | 1        | 16,5 | 0  | 0  | 0   | 1    | 10,5          |
| AP-7      | 559 | 46-V  | AP            | 16.179 | 2        | 32,3  | 0  | 0    | 0  | 3  | 2        | 33,9 | 0  | 0  | 0  | 3  | 3        | 54,1 | 0  | 0    | 0  | 5  | 1        | 18,1 | 0  | 0    | 0  | 2  | 1        | 16,5 | 0  | 0  | 0   | 1    | 30,8          |
| AP-7      | 567 | 46-V  | AP            | 16.179 | 1        | 16,1  | 0  | 0    | 0  | 1  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,8  |               |
| AP-7      | 574 | 46-V  | AP            | 14.143 | 1        | 18,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 19,1     | 0    | 0  | 0  | 1   | 7,9  |               |
| AP-7      | 579 | 46-V  | AP            | 14.143 | 2        | 36,9  | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 18,7     | 0    | 0  | 0  | 1   | 11,6 |               |
| AP-7      | 580 | 46-V  | AP            | 14.143 | 1        | 18,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 20,3 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0   | 7,7  |               |
| AP-7      | 585 | 46-V  | AP            | 14.143 | 1        | 18,5  | 0  | 0    | 0  | 2  | 1        | 19,4 | 0  | 0  | 0  | 1  | 1        | 20,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 18,7 | 0  | 0  | 0   | 1    | 15,5          |
| AP-7      | 586 | 46-V  | AP            | 14.143 | 1        | 18,5  | 1  | 18,5 | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,9  |               |
| AP-7      | 594 | 46-V  | AP            | 14.972 | 1        | 17,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 7,4  |               |
| AP-7      | 633 | 3-A   | AP            | 14.809 | 1        | 17,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,5  |               |
| AP-7      | 634 | 3-A   | AP            | 14.809 | 1        | 17,5  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 35,5 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0   | 0    | 10,6          |
| AP-7      | 636 | 3-A   | AP            | 14.809 | 1        | 17,5  | 0  | 0    | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 16,8     | 0    | 0  | 1  | 0   | 7,1  |               |
| AP-7      | 639 | 3-A   | AP            | 17.393 | 1        | 14,8  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 15,7     | 0    | 0  | 0  | 1   | 6,3  |               |
| AP-7      | 648 | 3-A   | AP            | 17.068 | 1        | 14,9  | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 16,4     | 0    | 0  | 0    | 1  | 1  | 15,3     | 0    | 0  | 0  | 1   | 9,5  |               |
| AP-7      | 668 | 3-A   | AP            | 14.942 | 2        | 32,3  | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 28,6 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 12,1 |               |
| AP-7      | 669 | 3-A   | AP            | 14.942 | 1        | 16,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3    |               |
| AP-7      | 673 | 3-A   | AP            | 14.942 | 1        | 16,2  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 14,3 | 0  | 0    | 0  | 2  | 1        | 13,5 | 0  | 0  | 0   | 1    | 9,1           |
| AP-7      | 676 | 3-A   | AP            | 14.409 | 2        | 100,3 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 3        | 43,4 | 0  | 0    | 0  | 5  | 2        | 30,3 | 0  | 0  | 0   | 2    | 25,2          |
| AP-7      | 681 | 3-A   | AP            | 5.073  | 1        | 40,4  | 0  | 0    | 0  | 1  | 1        | 54   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 9,7  |               |
| AP-7      | 735 | 3-A   | AP            | 26.865 | 1        | 9,7   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 22,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 6,4  |               |
| AP-7      | 736 | 3-A   | AP            | 26.865 | 1        | 9,7   | 0  | 0    | 0  | 1  | 2        | 20,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,3 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 8,5           |
| AP-7      | 737 | 3-A   | AP            | 26.823 | 2        | 19,4  | 0  | 0    | 0  | 4  | 2        | 20,4 | 0  | 0  | 0  | 4  | 1        | 11,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 10,6 |               |
| AP-7      | 742 | 3-A   | AP            | 25.908 | 1        | 10    | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 22,3 | 1  | 11,2 | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0    | 6,5           |
| AP-7      | 745 | 3-A   | AP            | 24.880 | 2        | 21    | 0  | 0    | 0  | 3  | 1        | 11   | 0  | 0  | 0  | 7  | 1        | 17,9 | 0  | 0    | 0  | 3  | 2        | 23,4 | 0  | 0    | 0  | 2  | 1        | 19,3 | 0  | 0  | 2   | 0    | 18,5          |
| AP-7      | 753 | 3-A   | AP            | 4.917  | 1        | 51,2  | 0  | 0    | 0  | 2  | 1        | 55,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 23,5 |               |
| AP-7      | 768 | 3-A   | AP            | 5.521  | 1        | 195,6 | 0  | 0    | 0  | 1  | 1        | 49,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 1  | 28,3     | 0    | 0  | 0  | 5   | 22,2 |               |
| AP-7      | 770 | 3-A   | AP            | 16.011 | 1        | 12,8  | 0  | 0    | 0  | 1  | 1        | 17,1 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 35,4 | 0  | 0    | 1  | 2  | 2        | 35,4 | 0  | 0  | 1   | 4    | 19,6          |
| AP-7      | 774 | 30-MU | AP            | 27.432 | 1        | 5,7   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,6 | 1  | 10,6 | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 11,4 | 0  | 0  | 0   | 3    | 5,5           |
| AP-7      | 776 | 30-MU | AP            | 28.168 | 1        | 7,5   | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2    |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 907    AP-7 La Junquera-Puzol y Silla   Alicante - Algecira

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |      |    |    | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|------|----|----|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM   | HG | HL |               |
| AP-7      | 780 | 30-MU | AP            | 29.163 | 1        | 9    | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 2    |    |    |               |
| AP-7      | 784 | 30-MU | AP            | 25.699 | 1        | 10   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 2,3  |    |    |               |
| AP-7      | 785 | 30-MU | AP            | 25.438 | 1        | 10,3 | 0  | 0  | 0  | 2  | 1        | 10,8 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 4,8  |    |    |               |
| AP-7      | 794 | 30-MU | AP            | 21.787 | 1        | 12,5 | 0  | 0  | 0  | 1  | 1        | 12,6 | 0  | 0  | 0  | 1  | 1        | 13,5 | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 8    |    |    |               |
| AP-7      | 809 | 30-MU | AP            | 11.993 | 1        | 23   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 4,7  |    |    |               |
| AP-7      | 860 | 30-MU | AP            | 2.482  | 1        | 98,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 23   |    |    |               |
| AP-7      | 865 | 30-MU | AP            | 2.436  | 1        | 98,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 23,3 |    |    |               |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 909    AP-9 A Coruña y Ferrol - Tuy

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |      |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |     |     | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|-----|-----|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG  | HL  |               |
| AP-1009   | 2  | 15-C  | AP            | 19.875 | 1        | 15,1 | 0  | 0    | 0  | 4  | 1        | 13,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 5,7 |     |               |
| AP-1009   | 23 | 15-C  | AP            | 13.140 | 1        | 20,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 4,2 |     |               |
| AP-1009   | 28 | 15-C  | AP            | 22.411 | 1        | 11,9 | 0  | 0    | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 2,5 |     |               |
| AP-1009   | 31 | 15-C  | AP            | 22.411 | 1        | 11,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,8 | 0  | 0  | 0  | 3  | 1        | 10,8 | 0  | 0  | 0   | 1   | 7             |
| AP-1009   | 33 | 15-C  | AP            | 25.572 | 1        | 11,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 2,2 |     |               |
| AP-1009   | 34 | 15-C  | AP            | 26.889 | 3        | 31,1 | 0  | 0    | 3  | 3  | 1        | 10,2 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 21,6 | 0  | 0  | 0  | 2  | 1        | 10,8 | 0  | 0  | 1   | 0   | 14,8          |
| AP-2009   | 0  | 36-PO | AP            | 52.251 | 2        | 10,1 | 0  | 0    | 0  | 5  | 1        | 5,2  | 0  | 0  | 0  | 1  | 1        | 5,4  | 0  | 0  | 0  | 3  | 4        | 21,4 | 0  | 0  | 0  | 9  | 4        | 20,9 | 0  | 0  | 0   | 7   | 12,6          |
| AP-2009   | 2  | 36-PO | AP            | 52.251 | 2        | 10,1 | 0  | 0    | 0  | 2  | 4        | 21   | 0  | 0  | 0  | 7  | 1        | 5,4  | 0  | 0  | 0  | 1  | 2        | 10,7 | 0  | 0  | 0  | 2  | 4        | 20,9 | 0  | 0  | 0   | 6   | 13,6          |
| AP-9      | 4  | 15-C  | AP            | 43.718 | 1        | 7,1  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 7,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 2,7 |               |
| AP-9      | 5  | 15-C  | AP            | 43.718 | 1        | 7,1  | 0  | 0    | 0  | 1  | 1        | 6,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 2,7 |               |
| AP-9      | 7  | 15-C  | AP            | 43.718 | 1        | 7,1  | 0  | 0    | 0  | 1  | 1        | 6,3  | 0  | 0  | 0  | 3  | 1        | 7,2  | 0  | 0  | 0  | 2  | 1        | 7,1  | 0  | 0  | 0  | 6  | 3        | 20   | 0  | 0  | 1   | 3   | 9,6           |
| AP-9      | 15 | 15-C  | AP            | 19.374 | 1        | 11,5 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 17,6 | 0  | 0  | 0  | 3  | 1        | 16,1 | 0  | 0  | 0   | 3   | 8,8           |
| AP-9      | 20 | 15-C  | AP            | 16.409 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 3,4 |               |
| AP-9      | 34 | 15-C  | AP            | 16.409 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 32,2 | 0  | 0  | 1   | 1   | 10,1          |
| AP-9      | 36 | 15-C  | AP            | 16.409 | 1        | 16,1 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 3,4           |
| AP-9      | 37 | 15-C  | AP            | 16.409 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 3,4           |
| AP-9      | 54 | 15-C  | AP            | 16.642 | 1        | 15,4 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 3,4           |
| AP-9      | 56 | 15-C  | AP            | 16.266 | 1        | 16,1 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 3,5           |
| AP-9      | 58 | 15-C  | AP            | 15.398 | 1        | 16,1 | 0  | 0    | 0  | 1  | 1        | 17,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 19   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 10,7          |
| AP-9      | 60 | 15-C  | AP            | 16.266 | 1        | 16,1 | 1  | 16,1 | 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   | 3,5           |
| AP-9      | 67 | 15-C  | AP            | 37.947 | 2        | 24,2 | 0  | 0    | 0  | 4  | 1        | 7,2  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 26,8 | 0  | 0  | 1  | 2  | 1        | 11   | 1  | 11 | 0   | 0   | 13,8          |
| AP-9      | 70 | 15-C  | AP            | 37.947 | 2        | 14,2 | 0  | 0    | 1  | 1  | 1        | 7,2  | 0  | 0  | 0  | 1  | 2        | 22,5 | 0  | 0  | 0  | 2  | 1        | 8,2  | 0  | 0  | 0  | 1  | 2        | 16,1 | 0  | 0  | 0   | 2   | 13            |
| AP-9      | 72 | 15-C  | AP            | 30.366 | 2        | 13,1 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 24,4 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,2  | 0  | 0  | 0   | 1   | 9,5           |
| AP-9      | 73 | 15-C  | AP            | 26.078 | 1        | 6,4  | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,3  | 0  | 0  | 2   | 0   | 4,9           |
| AP-9      | 75 | 15-C  | AP            | 21.678 | 2        | 18,8 | 0  | 0    | 1  | 2  | 1        | 12,6 | 0  | 0  | 0  | 1  | 1        | 10,1 | 0  | 0  | 0  | 1  | 5        | 50,9 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0  | 0   | 0   | 19,8          |
| AP-9      | 76 | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,8 | 0  | 0  | 1  | 1  | 1        | 14,9 | 0  | 0  | 0  | 1  | 1        | 14   | 0  | 0  | 0   | 1   | 10,9          |
| AP-9      | 77 | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0    | 0  | 1  | 1        | 12,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 5,5           |
| AP-9      | 78 | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0    | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 5,5           |
| AP-9      | 81 | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0    | 0  | 1  | 1        | 12,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0   | 0   | 8,2           |
| AP-9      | 82 | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0    | 0  | 1  | 1        | 12,6 | 0  | 0  | 0  | 1  | 2        | 29,6 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0   | 0   | 10,9          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 909    AP-9 A Coruña y Ferrol - Tuy

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |      |    |    |    | Año 2012 |      |    |     |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|------|----|----|----|----------|------|----|-----|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM   | IM | HG | HL | ACV      | IP   | VM | IM  | HG   | HL   |               |
| AP-9      | 83  | 15-C  | AP            | 21.678 | 2        | 24,4 | 0  | 0  | 1  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,8 | 0  | 0  | 0  | 3  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 8,2  |      |               |
| AP-9      | 85  | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 2,7 |      |      |               |
| AP-9      | 87  | 15-C  | AP            | 21.678 | 1        | 12,2 | 0  | 0  | 0  | 2  | 1        | 12,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 14,9 | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 8,2 |      |      |               |
| AP-9      | 97  | 36-PO | AP            | 18.532 | 1        | 14,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 16,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 6,2 |      |      |               |
| AP-9      | 99  | 36-PO | AP            | 18.532 | 1        | 14,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 3,1 |      |      |               |
| AP-9      | 105 | 36-PO | AP            | 20.033 | 1        | 13   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 2,8 |      |      |               |
| AP-9      | 108 | 36-PO | AP            | 20.033 | 1        | 13   | 0  | 0  | 0  | 1  | 1        | 13,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 1    | 14,8 | 0  | 0  | 0  | 0        | 0    | 0  | 8,4 |      |      |               |
| AP-9      | 112 | 36-PO | AP            | 19.050 | 2        | 27,6 | 0  | 0  | 0  | 3  | 1        | 14,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 45,2 | 0    | 0  | 0  | 6  | 2        | 28,3 | 0  | 0   | 3    | 23,1 |               |
| AP-9      | 122 | 36-PO | AP            | 20.791 | 2        | 25   | 0  | 0  | 2  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 2  | 2        | 18,2 | 0    | 0  | 0  | 3  | 1        | 8,8  | 0  | 0   | 1    | 12,2 |               |
| AP-9      | 123 | 36-PO | AP            | 20.791 | 1        | 12,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 1  | 0  | 1        | 9,1  | 0    | 0  | 0  | 1  | 2        | 17,6 | 0  | 0   | 4    | 10,2 |               |
| AP-9      | 126 | 36-PO | AP            | 20.791 | 1        | 12,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 8,9  | 0  | 0  | 0  | 1  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 4,1 |      |      |               |
| AP-9      | 129 | 36-PO | AP            | 26.256 | 1        | 10   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 10,4 | 0  | 0  | 0  | 2  | 2        | 21   | 0    | 0  | 0  | 4  | 1        | 10   | 0  | 0   | 1    | 10,3 |               |
| AP-9      | 130 | 36-PO | AP            | 43.521 | 2        | 15   | 0  | 0  | 0  | 3  | 2        | 12,6 | 0  | 0  | 0  | 3  | 1        | 10,4 | 0  | 0  | 2  | 0  | 2        | 21   | 0    | 0  | 1  | 2  | 0        | 0    | 0  | 0   | 12   |      |               |
| AP-9      | 132 | 36-PO | AP            | 43.521 | 2        | 15,6 | 0  | 0  | 0  | 5  | 1        | 6,3  | 0  | 0  | 0  | 2  | 3        | 31,1 | 0  | 0  | 0  | 8  | 3        | 31,5 | 0    | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 15,7 |      |               |
| AP-9      | 137 | 36-PO | AP            | 27.482 | 1        | 9,3  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 11,1 | 0    | 0  | 0  | 4  | 2        | 15,7 | 0  | 0   | 2    | 7,3  |               |
| AP-9      | 139 | 36-PO | AP            | 27.162 | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 1,6 |      |      |               |
| AP-9      | 144 | 36-PO | AP            | 27.162 | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 0  | 0        | 0    | 0  | 1,6 |      |      |               |
| AP-9      | 145 | 36-PO | AP            | 27.162 | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0    | 0  | 0  | 2  | 13,7     | 0    | 0  | 0   | 4,7  |      |               |
| AP-9      | 147 | 36-PO | AP            | 54.954 | 5        | 23,1 | 0  | 0  | 0  | 17 | 1        | 5    | 0  | 0  | 0  | 3  | 5        | 25,2 | 0  | 0  | 1  | 14 | 10       | 51,3 | 0    | 0  | 0  | 21 | 4        | 19,8 | 0  | 0   | 1    | 24,7 |               |
| AP-9      | 148 | 36-PO | AP            | 54.954 | 1        | 4,6  | 0  | 0  | 0  | 9  | 2        | 10   | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 15,2 | 0    | 0  | 0  | 5  | 1        | 4,9  | 0  | 0   | 0    | 6,9  |               |
| AP-9      | 149 | 36-PO | AP            | 60.012 | 2        | 9,3  | 0  | 0  | 0  | 5  | 2        | 9,1  | 0  | 0  | 0  | 3  | 5        | 25   | 0  | 0  | 0  | 9  | 0        | 0    | 0    | 0  | 0  | 0  | 1        | 4,9  | 0  | 0   | 0    | 9,6  |               |
| AP-9      | 150 | 36-PO | AP            | 60.012 | 3        | 13,4 | 0  | 0  | 2  | 3  | 6        | 27,4 | 0  | 0  | 0  | 13 | 4        | 19,1 | 0  | 0  | 0  | 6  | 3        | 14,4 | 0    | 0  | 2  | 4  | 5        | 23,6 | 0  | 0   | 2    | 19,6 |               |
| AP-9      | 151 | 36-PO | AP            | 36.014 | 1        | 6,4  | 0  | 0  | 0  | 1  | 2        | 15,2 | 0  | 0  | 0  | 5  | 5        | 30   | 0  | 0  | 0  | 5  | 1        | 6    | 0    | 0  | 0  | 1  | 2        | 11,8 | 0  | 0   | 0    | 13,9 |               |
| AP-9      | 152 | 36-PO | AP            | 36.014 | 1        | 7,5  | 0  | 0  | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 1  | 3        | 24,1 | 0  | 0  | 2  | 2  | 4        | 32,5 | 0    | 0  | 2  | 3  | 2        | 15,6 | 0  | 0   | 0    | 17,2 |               |
| AP-9      | 154 | 36-PO | AP            | 36.014 | 1        | 7,5  | 0  | 0  | 0  | 1  | 1        | 7,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 16,3 | 0    | 0  | 0  | 2  | 1        | 7,8  | 0  | 0   | 0    | 7,8  |               |
| AP-9      | 155 | 36-PO | AP            | 36.014 | 2        | 15,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 2        | 15,3 | 0  | 0  | 0  | 3  | 1        | 7,7  | 0    | 0  | 0  | 1  | 2        | 14,9 | 0  | 0   | 0    | 10,6 |               |
| AP-9      | 157 | 36-PO | AP            | 36.014 | 2        | 15,1 | 0  | 0  | 0  | 4  | 1        | 7,6  | 0  | 0  | 0  | 3  | 5        | 38   | 0  | 0  | 0  | 8  | 2        | 15,2 | 0    | 0  | 0  | 3  | 3        | 22,2 | 0  | 0   | 0    | 19,6 |               |
| AP-9      | 158 | 36-PO | AP            | 39.756 | 1        | 6,7  | 0  | 0  | 0  | 1  | 2        | 13,8 | 0  | 0  | 0  | 4  | 4        | 29,1 | 0  | 0  | 2  | 7  | 3        | 22,2 | 0    | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 14,2 |      |               |
| AP-9      | 159 | 36-PO | AP            | 34.832 | 6        | 43,2 | 0  | 0  | 0  | 6  | 5        | 39,3 | 0  | 0  | 0  | 9  | 4        | 38,2 | 0  | 0  | 0  | 4  | 3        | 28,1 | 0    | 0  | 0  | 5  | 5        | 47,6 | 0  | 0   | 0    | 39,5 |               |
| AP-9      | 160 | 36-PO | AP            | 15.279 | 1        | 16,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 5        | 99,4 | 0  | 0  | 1  | 5  | 2        | 39,9 | 0    | 0  | 0  | 6  | 2        | 37,4 | 0  | 0   | 0    | 37,1 |               |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 909    AP-9 A Coruña y Ferrol - Tuy

|           |     |       |               |       | Año 2016 |      |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |      |    |    |    |     | I.P.  |
|-----------|-----|-------|---------------|-------|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|-----|-------|
| Carretera | KM  | Prov. | tipocarretera | IMD   | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL  | Medio |
| AP-9      | 161 | 36-PO | AP            | 6.185 | 1        | 39,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 28,6 | 0  | 0  | 0  | 1  | 1        | 29 | 0  | 0  | 0  | 3  | 3        | 81,1 | 0  | 0  | 0  | 3   | 38,8  |
| AP-9      | 165 | 36-PO | AP            | 6.185 | 1        | 39,2 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 9,3 |       |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 917    AP-7 Autopista Costa del Sol

| Carretera | KM  | Prov. | tipocarretera | IMD     | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |     |    |    | Año 2013 |      |    |     |    |    | Año 2012 |      |    |      |      |     | I.P.<br>Medio |
|-----------|-----|-------|---------------|---------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|-----|----|----|----------|------|----|-----|----|----|----------|------|----|------|------|-----|---------------|
|           |     |       |               |         | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM  | HG | HL | ACV      | IP   | VM | IM   | HG   | HL  |               |
| AP-7      | 136 | 11-CA | AP            | 13.722  | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 3,9  |     |               |
| AP-7      | 138 | 29-MA | AP            | 14.163  | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 4    |     |               |
| AP-7      | 149 | 29-MA | AP            | 14.160  | 1        | 17,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 4    |     |               |
| AP-7      | 151 | 29-MA | AP            | 14.160  | 2        | 35,3 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 12,1 |     |               |
| AP-7      | 153 | 29-MA | AP            | 11.081  | 1        | 17,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,3 | 0  | 0   | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 7,8  |     |               |
| AP-7      | 157 | 29-MA | AP            | 9.298   | 1        | 26,2 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 1  | 14,8     | 0    | 0  | 0    | 1    | 9,5 |               |
| AP-7      | 160 | 29-MA | AP            | 9.298   | 1        | 26,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 5,9  |     |               |
| AP-7      | 172 | 29-MA | AP            | 9.341   | 1        | 26,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 5,9  |     |               |
| AP-7      | 178 | 29-MA | AP            | 9.375   | 1        | 26   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 3,7  | 0  | 0   | 0  | 1  | 2        | 7,2  | 0  | 0    | 0    | 3   | 4,4           |
| AP-7      | 182 | 29-MA | AP            | 14.656  | 1        | 18   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 3        | 17,8 | 0  | 0   | 0  | 3  | 3        | 37,1 | 0  | 0   | 0  | 4  | 3        | 19,9 | 0  | 0    | 0    | 4   | 19,6          |
| AP-7      | 188 | 29-MA | AP            | 14.640  | 1        | 16,9 | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 4    |     |               |
| AP-7      | 200 | 29-MA | AP            | 14.648  | 1        | 16,9 | 0  | 0  | 0  | 1  | 2        | 37,4 | 0  | 0  | 0  | 2  | 3        | 63,3 | 0  | 0   | 1  | 8  | 0        | 0    | 0  | 0   | 0  | 0  | 1        | 21,9 | 0  | 0    | 0    | 2   | 27,9          |
| AP-7      | 208 | 29-MA | AP            | 14.640  | 1        | 16,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 21,1 | 0  | 0   | 1  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 43,9 | 1  | 21,9 | 0    | 4   | 15,9          |
| AP-7      | 215 | 29-MA | AP            | 86.492  | 1        | 3    | 0  | 0  | 1  | 3  | 2        | 6,3  | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 2,6 |               |
| AP-7      | 216 | 29-MA | AP            | 86.492  | 2        | 6    | 0  | 0  | 0  | 2  | 2        | 6,3  | 0  | 0  | 0  | 5  | 3        | 11,5 | 2  | 7,7 | 0  | 2  | 3        | 17,6 | 0  | 0   | 0  | 6  | 2        | 11,9 | 0  | 0    | 1    | 2   | 9,6           |
| AP-7      | 218 | 29-MA | AP            | 86.492  | 1        | 3    | 0  | 0  | 0  | 4  | 1        | 3,2  | 0  | 0  | 0  | 10 | 1        | 3,4  | 0  | 0   | 0  | 1  | 1        | 3,4  | 0  | 0   | 1  | 2  | 1        | 3,4  | 0  | 0    | 0    | 2   | 3,3           |
| AP-7      | 219 | 29-MA | AP            | 86.492  | 1        | 3    | 0  | 0  | 0  | 3  | 1        | 3,2  | 0  | 0  | 0  | 1  | 3        | 10,1 | 0  | 0   | 0  | 3  | 3        | 10,1 | 0  | 0   | 0  | 4  | 1        | 3,4  | 0  | 0    | 0    | 1   | 5,9           |
| AP-7      | 220 | 29-MA | AP            | 86.492  | 2        | 6    | 0  | 0  | 0  | 7  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 2        | 6,8  | 0  | 0   | 0  | 2  | 2        | 6,9  | 0  | 0    | 1    | 2   | 3,9           |
| AP-7      | 221 | 29-MA | AP            | 86.492  | 2        | 6    | 0  | 0  | 1  | 2  | 1        | 3,2  | 0  | 0  | 0  | 1  | 2        | 6    | 0  | 0   | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0    | 0    | 3,2 |               |
| AP-7      | 222 | 29-MA | AP            | 86.492  | 1        | 3    | 0  | 0  | 0  | 2  | 4        | 12,7 | 0  | 0  | 0  | 5  | 3        | 8    | 0  | 0   | 0  | 5  | 3        | 8,3  | 0  | 0   | 0  | 4  | 3        | 8,5  | 0  | 0    | 1    | 6   | 8,1           |
| AP-7      | 223 | 29-MA | AP            | 91.492  | 2        | 5,5  | 0  | 0  | 0  | 2  | 4        | 12   | 0  | 0  | 2  | 6  | 3        | 8    | 0  | 0   | 0  | 4  | 3        | 8,3  | 2  | 5,5 | 2  | 3  | 4        | 11,2 | 0  | 0    | 1    | 6   | 9             |
| AP-7      | 224 | 29-MA | AP            | 106.492 | 2        | 5,5  | 0  | 0  | 1  | 4  | 1        | 2,6  | 0  | 0  | 0  | 1  | 5        | 13,4 | 0  | 0   | 0  | 8  | 3        | 8,3  | 0  | 0   | 0  | 3  | 4        | 11,2 | 0  | 0    | 1    | 13  | 8,2           |
| AP-7      | 226 | 29-MA | AP            | 106.492 | 2        | 4,9  | 0  | 0  | 0  | 3  | 2        | 5,1  | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0   | 0  | 0  | 0        | 0    | 0  | 0   | 0  | 0  | 3        | 28   | 0  | 0    | 0    | 9   | 4,3           |
| AP-7      | 227 | 29-MA | AP            | 106.492 | 2        | 4,9  | 0  | 0  | 0  | 5  | 1        | 2,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0   | 0  | 0  | 5        | 13,9 | 0  | 0   | 0  | 6  | 2        | 16,3 | 1  | 8,2  | 0    | 1   | 6,3           |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 936    AP-36 Ocaña - La Roda

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |      |    |      |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.<br>Medio |   |      |
|-----------|-----|-------|---------------|-------|----------|------|----|------|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|------|---------------|---|------|
|           |     |       |               |       | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   |               |   |      |
| AP-36     | 17  | 45-TO | AP            | 3.024 | 1        | 87,8 | 1  | 87,8 | 2  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 92,3 | 0  | 0  | 0  | 0  | 0        | 1  | 0  | 0  | 0  | 0    | 0             | 0 | 35,5 |
| AP-36     | 28  | 45-TO | AP            | 3.021 | 1        | 87,8 | 0  | 0    | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 17,9          |   |      |
| AP-36     | 55  | 45-TO | AP            | 2.679 | 1        | 99,2 | 1  | 99,2 | 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  | 20   |               |   |      |
| AP-36     | 61  | 45-TO | AP            | 2.679 | 1        | 99,2 | 0  | 0    | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 20   |               |   |      |
| AP-36     | 94  | 16-CU | AP            | 2.819 | 1        | 94,5 | 0  | 0    | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 19,1 |               |   |      |
| AP-36     | 142 | 16-CU | AP            | 7.427 | 1        | 35,5 | 0  | 0    | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 7,8  |               |   |      |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 941    AP-41 Madrid - Toledo

|           |    |       |               |       | Año 2016 |       |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|-------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP    | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| AP-41     | 1  | 28-M  | AP            | 1.449 | 1        | 164,4 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 36,6 |       |
| AP-41     | 8  | 28-M  | AP            | 1.268 | 1        | 174,5 | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 41,1 |       |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 946    AP-46   Enlace A-45 – Enlace A-7

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |      |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |     |    | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|-----|----|---------------|
|           |    |       |               |       | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG  | HL |               |
| AP-46     | 6  | 29-MA | AP            | 9.383 | 1        | 20,8 | 0  | 0  | 0  | 2  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 1  | 33,6     | 0  | 0  | 0  | 2  | 1  | 33,4     | 0  | 0  | 0  | 1   | 17 |               |
| AP-46     | 11 | 29-MA | AP            | 9.383 | 1        | 20,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 5,7 |    |               |
| AP-46     | 13 | 29-MA | AP            | 9.383 | 1        | 20,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 5,7 |    |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 951    AP-51 Villacastín - Ávila

| Carretera | KM | Prov. | tipocarretera | IMD | Año 2016 |    |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |    |    |    |    |    | I.P.<br>Medio |
|-----------|----|-------|---------------|-----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|----|---------------|
|           |    |       |               |     | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL |               |
| AP-51     | 96 | 5-AV  | AP            | 763 | 1        | 36 | 0  | 0  | 1  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 1        | 66,7 | 0  | 0  | 0  | 1  | 1        | 39,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 31,6          |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 953    AP-53 Santiago - Dozón

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| AP-53     | 0  | 15-C  | AP            | 15.669 | 1        | 46,8 | 0  | 0  | 0  | 2  | 2        | 35   | 0  | 0  | 0  | 6  | 1        | 18,6 | 0  | 0  | 0  | 1  | 5        | 95,5 | 0  | 0  | 0  | 9  | 1        | 18,7 | 0  | 0  | 0  | 1    | 42            |
| AP-53     | 6  | 15-C  | AP            | 15.669 | 1        | 17,1 | 0  | 0  | 0  | 1  | 1        | 17,5 | 0  | 0  | 0  | 1  | 1        | 52,7 | 0  | 0  | 0  | 1  | 1        | 53,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 23            |
| AP-53     | 14 | 15-C  | AP            | 15.593 | 1        | 17,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 5,8  |               |
| AP-53     | 30 | 36-PO | AP            | 5.294  | 1        | 49   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 10,6 |               |
| AP-53     | 50 | 36-PO | AP            | 7.427  | 2        | 72,1 | 0  | 0  | 0  | 2  | 1        | 36,9 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 22,9 |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 961    AP-61 San Rafael - Segovia

| Carretera | KM | Prov. | tipocarretera | IMD   | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |    |    |    |    |      | Año 2012 |    |    |      |      |    | I.P.<br>Medio |
|-----------|----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|----|----|----|----|------|----------|----|----|------|------|----|---------------|
|           |    |       |               |       | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | ACV      | IP | VM | IM   | HG   | HL |               |
| AP-61     | 71 | 40-SG | AP            | 6.219 | 1        | 41,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 9,2  |      |    |               |
| AP-61     | 73 | 40-SG | AP            | 6.277 | 1        | 41,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 9,1  |      |    |               |
| AP-61     | 74 | 40-SG | AP            | 6.583 | 1        | 39,6 | 0  | 0  | 0  | 1  | 1        | 41,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 17,1 |      |    |               |
| AP-61     | 80 | 40-SG | AP            | 6.583 | 1        | 38,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 45,8 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0    | 0        | 0  | 0  | 17   |      |    |               |
| AP-61     | 81 | 40-SG | AP            | 6.583 | 2        | 77,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 1  | 49,4 | 0        | 0  | 1  | 0    | 25,5 |    |               |



Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 966    AP-66 Campomanes - León

| Carretera | KM  | Prov. | tipocarretera | IMD   | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |    |    |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|-------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|---------------|
|           |     |       |               |       | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   |               |
| AP-66     | 71  | 33-O  | AP            | 8.608 | 1        | 30,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 2        | 67,3 | 0  | 0  | 0  | 3  | 1        | 33,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 25,8          |
| AP-66     | 75  | 33-O  | AP            | 8.608 | 1        | 30,7 | 0  | 0  | 1  | 0  | 1        | 31,8 | 1  | 31,8 | 0  | 0  | 1        | 33,7 | 0  | 0  | 0  | 1  | 2        | 67,3 | 0  | 0  | 0  | 2  | 1        | 31,8 | 0  | 0  | 0  | 1    | 38,7          |
| AP-66     | 87  | 24-LE | AP            | 8.608 | 1        | 30,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,5  |               |
| AP-66     | 101 | 24-LE | AP            | 8.306 | 1        | 31,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 6,7  |               |
| AP-66     | 105 | 24-LE | AP            | 7.874 | 2        | 63,4 | 0  | 0  | 0  | 6  | 1        | 34,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 20,2 |               |
| AP-66     | 107 | 24-LE | AP            | 8.306 | 1        | 31,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 34,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 13,4          |
| AP-66     | 132 | 24-LE | AP            | 7.024 | 1        | 37,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 40,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 15,7 |               |
| AP-66     | 133 | 24-LE | AP            | 7.024 | 1        | 37,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 1        | 40,7 | 0  | 0  | 0  | 1  | 2        | 81,1 | 0  | 0  | 0  | 4  | 2        | 76,7 | 0  | 0  | 0  | 3    | 47            |
| AP-66     | 136 | 24-LE | AP            | 7.024 | 1        | 37,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 40,6 | 0  | 0  | 0  | 1  | 1        | 38,4 | 0  | 0  | 0  | 1    | 23,5          |
| AP-66     | 138 | 24-LE | AP            | 7.024 | 1        | 37,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 7,8  |               |
| AP-66     | 139 | 24-LE | AP            | 7.024 | 1        | 37,5 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 40,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 15,7          |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 968    AP- 68 Bilbao - Zaragoza

| Carretera | KM | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |      |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |      | Año 2012 |      |    |    |      |      | I.P.<br>Medio |
|-----------|----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|------|----|----|----------|------|----|----|----|----|----------|------|----|----|----|------|----------|------|----|----|------|------|---------------|
|           |    |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL   | ACV      | IP   | VM | IM | HG   | HL   |               |
| AP-68     | 1  | 48-BI | AP            | 29.462 | 1        | 10,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 10,2     | 0    | 0  | 0  | 1  | 1  | 10,4     | 0    | 0  | 0  | 1  | 2    | 19,1     | 0    | 0  | 0  | 2    | 9,9  |               |
| AP-68     | 2  | 48-BI | AP            | 26.717 | 1        | 10,4 | 0  | 0  | 0  | 1  | 2        | 20,5 | 0  | 0    | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,1  |      |               |
| AP-68     | 3  | 48-BI | AP            | 29.462 | 2        | 20,8 | 0  | 0  | 0  | 6  | 0        | 0    | 0  | 0    | 0  | 1  | 10,2     | 0    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 2  | 19,1 | 1        | 9,6  | 0  | 2  | 9,9  |      |               |
| AP-68     | 4  | 48-BI | AP            | 26.717 | 1        | 9,6  | 0  | 0  | 0  | 2  | 1        | 10,3 | 0  | 0    | 1  | 0  | 1        | 9,6  | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,9  |      |               |
| AP-68     | 6  | 48-BI | AP            | 29.462 | 3        | 27,2 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0    | 0  | 2  | 19,2     | 0    | 0  | 1  | 4  | 1  | 9,7      | 0    | 0  | 0  | 2  | 0    | 0        | 0    | 0  | 0  | 0    | 11,2 |               |
| AP-68     | 7  | 48-BI | AP            | 29.462 | 2        | 18,1 | 0  | 0  | 0  | 3  | 2        | 18,6 | 0  | 0    | 0  | 5  | 1        | 9,6  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 9,3  |      |               |
| AP-68     | 10 | 48-BI | AP            | 29.462 | 1        | 9,1  | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 9,6      | 0    | 0  | 1  | 0  | 2  | 19,4     | 0    | 0  | 0  | 2  | 0    | 0        | 0    | 0  | 0  | 0    | 7,5  |               |
| AP-68     | 16 | 48-BI | AP            | 23.571 | 1        | 11,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 12,1     | 0    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-68     | 20 | 48-BI | AP            | 23.571 | 2        | 22,5 | 0  | 0  | 0  | 3  | 2        | 23,2 | 0  | 0    | 0  | 2  | 2        | 24,1 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 2    | 22,7     | 0    | 0  | 0  | 2    | 18,7 |               |
| AP-68     | 22 | 1-VI  | AP            | 23.571 | 1        | 11,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 2,3  |      |               |
| AP-68     | 22 | 48-BI | AP            | 23.571 | 1        | 11,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 1  | 12,1     | 0    | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-68     | 23 | 1-VI  | AP            | 23.571 | 2        | 22,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 1  | 12,1     | 0    | 0  | 0  | 1  | 1  | 12,1     | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 9,3  |      |               |
| AP-68     | 25 | 1-VI  | AP            | 23.571 | 1        | 11,3 | 0  | 0  | 0  | 1  | 1        | 11,6 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 4,7  |      |               |
| AP-68     | 27 | 1-VI  | AP            | 24.065 | 2        | 22,1 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 1  | 11,8     | 0    | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6,9  |      |               |
| AP-68     | 28 | 1-VI  | AP            | 23.571 | 1        | 11   | 0  | 0  | 0  | 1  | 1        | 11,6 | 0  | 0    | 0  | 1  | 1        | 11,8 | 0  | 0  | 0  | 1  | 4        | 47,5 | 0  | 0  | 0  | 8    | 1        | 11,2 | 0  | 0  | 0    | 1    | 18,4          |
| AP-68     | 29 | 1-VI  | AP            | 23.586 | 1        | 10,8 | 0  | 0  | 0  | 1  | 3        | 34,8 | 0  | 0    | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1    | 15,6     | 0    | 0  | 0  | 1    | 13,1 |               |
| AP-68     | 30 | 1-VI  | AP            | 24.553 | 1        | 10,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 16,6     | 0    | 0  | 0  | 1  | 0    | 0        | 0    | 0  | 0  | 5,4  |      |               |
| AP-68     | 31 | 1-VI  | AP            | 24.553 | 1        | 10,8 | 0  | 0  | 1  | 0  | 1        | 11,2 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 2  | 31,2 | 0        | 0    | 0  | 2  | 10,9 |      |               |
| AP-68     | 33 | 1-VI  | AP            | 24.553 | 2        | 21,6 | 0  | 0  | 0  | 2  | 2        | 22,3 | 0  | 0    | 2  | 2  | 5        | 82,3 | 0  | 0  | 1  | 4  | 0        | 0    | 0  | 0  | 0  | 3    | 46,7     | 0    | 0  | 1  | 5    | 32,7 |               |
| AP-68     | 36 | 1-VI  | AP            | 24.553 | 1        | 18,5 | 0  | 0  | 0  | 2  | 1        | 11,2 | 0  | 0    | 0  | 1  | 2        | 57   | 0  | 0  | 0  | 2  | 2        | 57,7 | 0  | 0  | 0  | 6    | 1        | 26,9 | 0  | 0  | 0    | 1    | 27,9          |
| AP-68     | 38 | 1-VI  | AP            | 10.200 | 1        | 26   | 0  | 0  | 0  | 1  | 1        | 26,9 | 0  | 0    | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29   | 0  | 0  | 0  | 1    | 0        | 0    | 0  | 0  | 0    | 16,5 |               |
| AP-68     | 42 | 1-VI  | AP            | 10.200 | 1        | 26   | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |               |
| AP-68     | 46 | 1-VI  | AP            | 10.200 | 1        | 26   | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |               |
| AP-68     | 49 | 1-VI  | AP            | 10.200 | 1        | 26   | 0  | 0  | 2  | 0  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 5,5  |      |               |
| AP-68     | 52 | 1-VI  | AP            | 10.200 | 2        | 51,9 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0    | 0  | 2  | 57,7     | 0    | 0  | 0  | 2  | 6  | 175,2    | 0    | 0  | 0  | 7  | 5    | 136,2    | 0    | 0  | 0  | 17   | 82,7 |               |
| AP-68     | 53 | 1-VI  | AP            | 10.196 | 1        | 26,1 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 0  | 2  | 57,7     | 0    | 0  | 0  | 3  | 3  | 87,6     | 0    | 0  | 0  | 3  | 8    | 217,9    | 0    | 0  | 0  | 16   | 77,3 |               |
| AP-68     | 58 | 1-VI  | AP            | 10.070 | 1        | 26,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 1  | 27,2 | 0        | 0    | 0  | 4  | 11,1 |      |               |
| AP-68     | 61 | 1-VI  | AP            | 10.070 | 3        | 78,8 | 0  | 0  | 0  | 4  | 1        | 27,2 | 1  | 27,2 | 1  | 0  | 1        | 28,8 | 0  | 0  | 0  | 2  | 2        | 58,4 | 0  | 0  | 0  | 5    | 0        | 0    | 0  | 0  | 0    | 38,8 |               |
| AP-68     | 64 | 1-VI  | AP            | 10.070 | 2        | 52,6 | 0  | 0  | 0  | 9  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 12   |      |               |
| AP-68     | 66 | 1-VI  | AP            | 10.070 | 1        | 26,3 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0    | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0    | 0        | 0    | 0  | 0  | 6    |      |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 968    AP- 68 Bilbao - Zaragoza

| Carretera | KM  | Prov. | tipocarretera | IMD    | Año 2016 |      |    |    |    |    | Año 2015 |      |    |    |    |    | Año 2014 |      |    |    |    |    | Año 2013 |      |    |    |    |    | Año 2012 |      |    |      |      |      | I.P.<br>Medio |
|-----------|-----|-------|---------------|--------|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|----|----|----|----------|------|----|------|------|------|---------------|
|           |     |       |               |        | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM | HG | HL | ACV      | IP   | VM | IM   | HG   | HL   |               |
| AP-68     | 68  | 1-VI  | AP            | 10.070 | 1        | 27,9 | 0  | 0  | 0  | 1  | 1        | 27,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0    | 12,6 |      |               |
| AP-68     | 72  | 1-VI  | AP            | 7.263  | 1        | 36,4 | 0  | 0  | 0  | 1  | 2        | 75,4 | 0  | 0  | 0  | 4  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 22,2 |      |      |               |
| AP-68     | 75  | 1-VI  | AP            | 7.263  | 2        | 72,8 | 0  | 0  | 1  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 38   | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 21,7 |      |      |               |
| AP-68     | 78  | 26-LO | AP            | 7.652  | 1        | 34,5 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 7,1  |      |      |               |
| AP-68     | 82  | 26-LO | AP            | 7.652  | 1        | 34,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 35,3 | 0  | 0  | 1  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 13,8 |      |      |               |
| AP-68     | 89  | 26-LO | AP            | 8.851  | 1        | 29,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 35,3 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 12,9 |      |      |               |
| AP-68     | 103 | 26-LO | AP            | 8.851  | 1        | 29,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,8 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 11,8 |      |      |               |
| AP-68     | 113 | 26-LO | AP            | 10.066 | 1        | 25,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,6  |      |      |               |
| AP-68     | 125 | 26-LO | AP            | 10.214 | 1        | 25,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,6  |      |      |               |
| AP-68     | 126 | 26-LO | AP            | 10.150 | 1        | 25,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,5 | 0  | 0  | 2  | 15 | 1        | 29,8 | 0  | 0    | 1    | 16,9 |               |
| AP-68     | 127 | 26-LO | AP            | 9.970  | 1        | 28,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 29,8 | 0  | 0    | 5    | 11,6 |               |
| AP-68     | 134 | 26-LO | AP            | 9.913  | 1        | 30,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,9  |      |      |               |
| AP-68     | 148 | 26-LO | AP            | 8.974  | 1        | 28,8 | 0  | 0  | 0  | 5  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 6,3  |      |      |               |
| AP-68     | 149 | 26-LO | AP            | 8.974  | 1        | 28,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 32       | 0    | 0  | 1    | 12,6 |      |               |
| AP-68     | 150 | 26-LO | AP            | 8.974  | 1        | 28,8 | 0  | 0  | 1  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 6,3  |      |      |               |
| AP-68     | 156 | 26-LO | AP            | 8.974  | 1        | 28,8 | 0  | 0  | 0  | 1  | 1        | 30,5 | 0  | 0  | 0  | 1  | 1        | 32,8 | 0  | 0  | 0  | 4  | 1        | 33,8 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 25,2 |      |               |
| AP-68     | 163 | 31-NA | AP            | 9.392  | 1        | 27,5 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 6,2  |      |      |               |
| AP-68     | 166 | 31-NA | AP            | 9.645  | 1        | 26,7 | 0  | 0  | 0  | 3  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 6,5  |      |      |               |
| AP-68     | 167 | 26-LO | AP            | 9.645  | 1        | 26,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,8  |      |      |               |
| AP-68     | 170 | 26-LO | AP            | 9.645  | 1        | 26,7 | 0  | 0  | 1  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 5,8  |      |      |               |
| AP-68     | 216 | 31-NA | AP            | 9.772  | 1        | 26,5 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 29,9     | 0    | 0  | 1    | 11,5 |      |               |
| AP-68     | 225 | 31-NA | AP            | 6.835  | 1        | 26,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 1  | 28,7     | 0    | 0  | 1    | 1    | 12,2 |               |
| AP-68     | 232 | 31-NA | AP            | 6.835  | 1        | 26,4 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 30,3 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 12,2 |      |               |
| AP-68     | 253 | 50-Z  | AP            | 13.016 | 1        | 19,7 | 0  | 0  | 0  | 1  | 1        | 21   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 8,7  |      |      |               |
| AP-68     | 256 | 50-Z  | AP            | 13.016 | 1        | 19,7 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 24,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 8,9  |      |               |
| AP-68     | 258 | 50-Z  | AP            | 13.016 | 1        | 19,7 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 1        | 23,5 | 0  | 0  | 0  | 1  | 1        | 24,2 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0    | 13,3 |      |               |
| AP-68     | 264 | 50-Z  | AP            | 13.016 | 1        | 19,7 | 0  | 0  | 0  | 2  | 1        | 21   | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 8,9  |      |      |               |
| AP-68     | 268 | 50-Z  | AP            | 13.016 | 2        | 39,4 | 0  | 0  | 0  | 2  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 8,9  |      |      |               |
| AP-68     | 283 | 50-Z  | AP            | 14.370 | 1        | 17,6 | 0  | 0  | 0  | 1  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 0  | 0  | 0  | 0        | 0    | 0  | 4,1  |      |      |               |

Tramos de 1 Km. con 1 o más Accidentes Con Víctimas y con Índices de Peligrosidad y Mortalidad

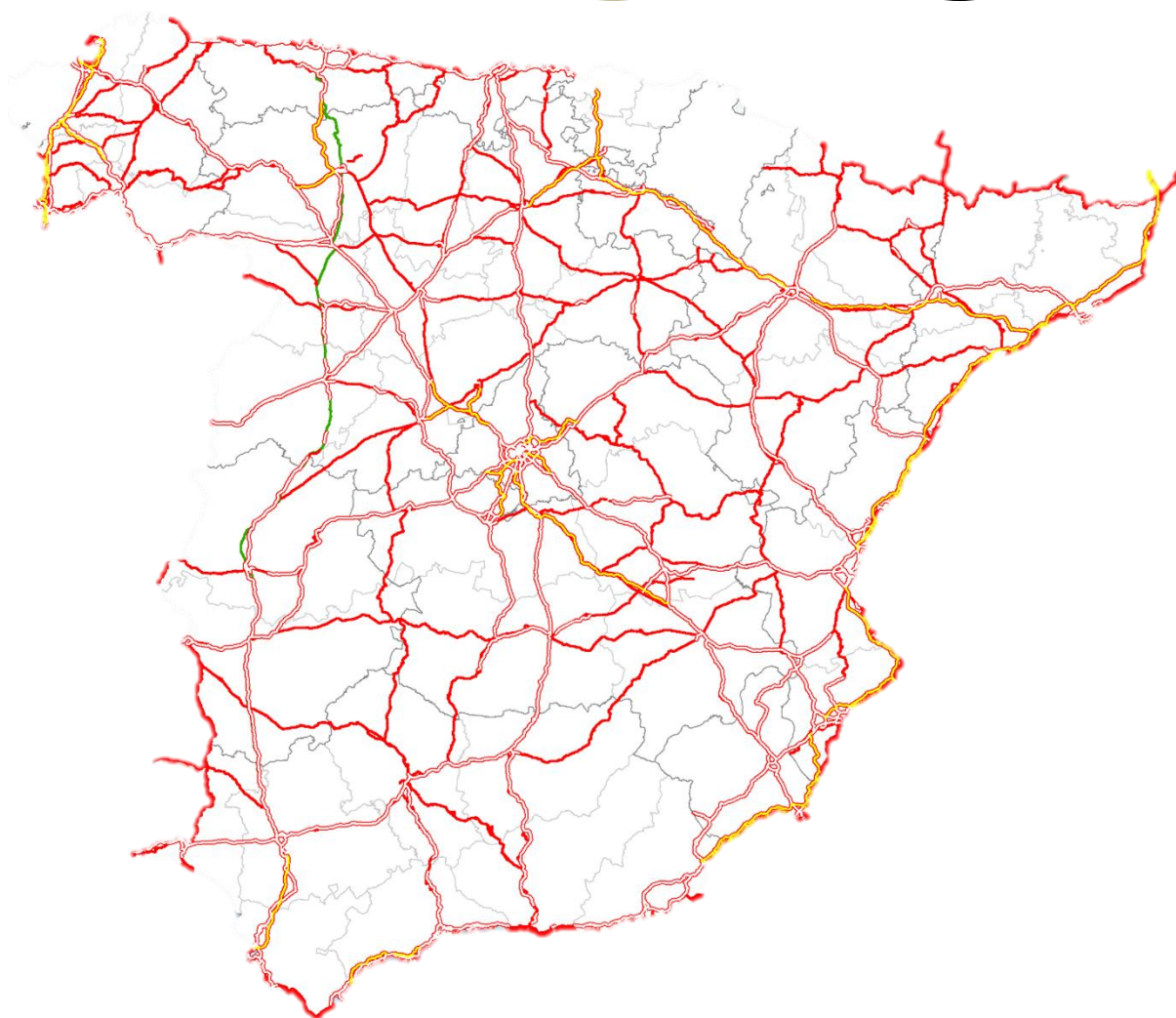
Autopistas de Peaje. Ordenado por Itinerarios

Itinerario : 971    AP-71 León - Astorga

|           |    |       |               |       | Año 2016 |    |    |    |    |    | Año 2015 |    |    |    |    |    | Año 2014 |    |    |    |    |    | Año 2013 |    |    |    |    |    | Año 2012 |    |    |    |    |      | I.P.  |
|-----------|----|-------|---------------|-------|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|----|----------|----|----|----|----|------|-------|
| Carretera | KM | Prov. | tipocarretera | IMD   | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL | ACV      | IP | VM | IM | HG | HL   | Medio |
| AP-71     | 14 | 24-LE | AP            | 3.535 | 1        | 71 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 15,5 |       |
| AP-71     | 16 | 24-LE | AP            | 3.535 | 1        | 71 | 0  | 0  | 0  | 1  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 0  | 0        | 0  | 0  | 0  | 0  | 15,5 |       |

## **12- ACCIDENTES POR ITINERARIO Y KILÓMETRO**

# 2016



# 12

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 1                    | A-1       | 9-BU      | 120,7             | 34         | 0  | 58       | 0  | 0,28         | 0,00 | 0,48    | 0,00 | 942700    | 3,6     | 0   |
|                      | A-1       | 28-M      | 83,9              | 163        | 2  | 270      | 3  | 1,94         | 0,02 | 3,22    | 0,04 | 1434619   | 11,4    | 0,2 |
|                      | A-1       | 40-SG     | 45,1              | 14         | 2  | 26       | 2  | 0,31         | 0,04 | 0,58    | 0,04 | 292801    | 4,8     | 0,7 |
|                      | A-1a      | 28-M      | 7,2               | 2          | 0  | 3        | 0  | 0,28         | 0,00 | 0,42    | 0,00 | 11111     | 18      | 0   |
|                      | BU-15     | 9-BU      | 1,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1053      | 0       | 0   |
|                      | N-1       | 9-BU      | 121,9             | 25         | 5  | 41       | 7  | 0,21         | 0,04 | 0,34    | 0,06 | 328140    | 7,6     | 2,1 |
|                      | N-1       | 28-M      | 15,8              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 9135      | 0       | 0   |
|                      | N-1       | 40-SG     | 11,6              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6313      | 0       | 0   |
|                      | N-1a      | 9-BU      | 4,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1093      | 0       | 0   |
| Total Itinerario : 1 |           |           | 412,6             | 238        | 9  | 398      | 12 | 0,34         | 0,01 | 0,56    | 0,02 | 3026965   | 7,9     | 0,3 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 2    | A-2       | 8-B       | 80,8              | 412        | 2  | 623      | 2  | 5,10         | 0,02 | 7,71    | 0,02 | 2061579   | 20      | 0,1 |
|      | A-2       | 17-GI     | 7,4               | 2          | 0  | 3        | 0  | 0,27         | 0,00 | 0,41    | 0,00 | 104661    | 1,9     | 0   |
|      | A-2       | 19-GU     | 100,5             | 57         | 1  | 92       | 1  | 0,57         | 0,01 | 0,92    | 0,01 | 1102419   | 5,2     | 0,1 |
|      | A-2       | 22-HU     | 13,0              | 6          | 0  | 10       | 0  | 0,46         | 0,00 | 0,77    | 0,00 | 68380     | 8,8     | 0   |
|      | A-2       | 25-L      | 87,0              | 85         | 4  | 146      | 4  | 0,98         | 0,05 | 1,68    | 0,05 | 933121    | 9,1     | 0,4 |
|      | A-2       | 28-M      | 32,9              | 177        | 4  | 254      | 5  | 5,38         | 0,12 | 7,72    | 0,15 | 1184530   | 14,9    | 0,4 |
|      | A-2       | 42-SO     | 41,5              | 12         | 2  | 20       | 2  | 0,29         | 0,05 | 0,48    | 0,05 | 196084    | 6,1     | 1   |
|      | A-2       | 50-Z      | 160,0             | 82         | 1  | 136      | 1  | 0,51         | 0,01 | 0,85    | 0,01 | 1457664   | 5,6     | 0,1 |
|      | B-10      | 8-B       | 8,3               | 31         | 0  | 35       | 0  | 3,73         | 0,00 | 4,22    | 0,00 | 264133    | 11,7    | 0   |
|      | B-22      | 8-B       | 5,1               | 12         | 0  | 19       | 0  | 2,35         | 0,00 | 3,73    | 0,00 | 77701     | 15,4    | 0   |
|      | B-23      | 8-B       | 11,1              | 124        | 0  | 179      | 0  | 11,17        | 0,00 | 16,13   | 0,00 | 459379    | 27      | 0   |
|      | L-11      | 25-L      | 7,9               | 9          | 1  | 10       | 1  | 1,14         | 0,13 | 1,27    | 0,13 | 46367     | 19,4    | 2,2 |
|      | L-12      | 25-L      | 5,6               | 1          | 0  | 1        | 0  | 0,18         | 0,00 | 0,18    | 0,00 | 19232     | 5,2     | 0   |
|      | M-110     | 28-M      | 7,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2418      | 0       | 0   |
|      | M-13      | 28-M      | 2,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 35148     | 0       | 0   |
|      | M-14      | 28-M      | 2,8               | 22         | 0  | 28       | 0  | 7,86         | 0,00 | 10,00   | 0,00 | 98000     | 22,4    | 0   |
|      | M-21      | 28-M      | 8,1               | 21         | 0  | 30       | 0  | 2,59         | 0,00 | 3,70    | 0,00 | 151426    | 13,9    | 0   |
|      | M-22      | 28-M      | 1,5               | 4          | 0  | 6        | 0  | 2,67         | 0,00 | 4,00    | 0,00 | 4073      | 98,2    | 0   |
|      | N-125     | 50-Z      | 6,1               | 5          | 0  | 6        | 0  | 0,82         | 0,00 | 0,98    | 0,00 | 20655     | 24,2    | 0   |
|      | N-156     | 17-GI     | 1,6               | 2          | 0  | 3        | 0  | 1,25         | 0,00 | 1,88    | 0,00 | 4146      | 48,2    | 0   |
|      | N-2       | 8-B       | 21,6              | 7          | 0  | 10       | 0  | 0,32         | 0,00 | 0,46    | 0,00 | 111503    | 6,3     | 0   |
|      | N-2       | 17-GI     | 89,8              | 112        | 3  | 192      | 9  | 1,25         | 0,03 | 2,14    | 0,10 | 465302    | 24,1    | 1,9 |
|      | N-2       | 22-HU     | 40,5              | 10         | 0  | 13       | 0  | 0,25         | 0,00 | 0,32    | 0,00 | 116235    | 8,6     | 0   |
|      | N-2       | 25-L      | 14,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 16883     | 0       | 0   |
|      | N-2       | 42-SO     | 28,1              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3528      | 0       | 0   |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 2                    | N-2       | 50-Z      | 129,5             | 27         | 1  | 42       | 1  | 0,21         | 0,01 | 0,32    | 0,01 | 258364    | 10,5    | 0,4 |
|                      | N-2a      | 17-GI     | 15,9              | 8          | 0  | 9        | 0  | 0,50         | 0,00 | 0,57    | 0,00 | 71807     | 11,1    | 0   |
|                      | N-2a      | 22-HU     | 3,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 388       | 0       | 0   |
|                      | Z-30      | 50-Z      | 8,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 142396    | 0       | 0   |
| Total Itinerario : 2 |           |           | 942,1             | 1228       | 19 | 1867     | 26 | 1,72         | 0,01 | 2,43    | 0,02 | 9477522   | 13,0    | 0,2 |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 3                    | A-3       | 16-CU     | 176,8             | 45         | 2  | 74       | 2  | 0,25         | 0,01 | 0,42    | 0,01 | 1389761   | 3,2     | 0,1 |
|                      | A-3       | 28-M      | 67,0              | 188        | 3  | 284      | 3  | 2,81         | 0,04 | 4,24    | 0,04 | 1291860   | 14,6    | 0,2 |
|                      | A-3       | 46-V      | 104,5             | 125        | 2  | 209      | 2  | 1,20         | 0,02 | 2,00    | 0,02 | 1197903   | 10,4    | 0,2 |
|                      | M-23      | 28-M      | 3,3               | 3          | 0  | 3        | 0  | 0,91         | 0,00 | 0,91    | 0,00 | 107016    | 2,8     | 0   |
|                      | N-220     | 46-V      | 2,1               | 5          | 0  | 8        | 0  | 2,38         | 0,00 | 3,81    | 0,00 | 30220     | 16,5    | 0   |
|                      | N-3       | 16-CU     | 70,2              | 5          | 1  | 10       | 1  | 0,07         | 0,01 | 0,14    | 0,01 | 32439     | 15,4    | 3,1 |
|                      | N-3       | 28-M      | 15,1              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 20850     | 0       | 0   |
|                      | N-3       | 46-V      | 43,9              | 8          | 0  | 15       | 0  | 0,18         | 0,00 | 0,34    | 0,00 | 60825     | 13,2    | 0   |
|                      | V-11      | 46-V      | 1,5               | 7          | 0  | 14       | 0  | 4,67         | 0,00 | 9,33    | 0,00 | 28462     | 24,6    | 0   |
|                      | V-30      | 46-V      | 17,0              | 107        | 2  | 160      | 2  | 6,29         | 0,12 | 9,41    | 0,12 | 508686    | 21      | 0,4 |
| Total Itinerario : 3 |           |           | 501,4             | 493        | 10 | 777      | 10 | 1,88         | 0,02 | 3,06    | 0,02 | 4668022   | 10,6    | 0,2 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 4    | A-4       | 11-CA     | 41,5              | 14         | 0  | 36       | 0  | 0,34         | 0,00 | 0,87    | 0,00 | 475510    | 2,9     | 0   |
|      | A-4       | 13-CR     | 111,4             | 46         | 2  | 116      | 3  | 0,41         | 0,02 | 1,04    | 0,03 | 913449    | 5       | 0,3 |
|      | A-4       | 14-CO     | 88,1              | 69         | 2  | 177      | 3  | 0,78         | 0,02 | 2,01    | 0,03 | 749311    | 9,2     | 0,4 |
|      | A-4       | 23-J      | 102,5             | 50         | 2  | 70       | 2  | 0,49         | 0,02 | 0,68    | 0,02 | 728534    | 6,9     | 0,3 |
|      | A-4       | 28-M      | 37,9              | 136        | 0  | 217      | 0  | 3,59         | 0,00 | 5,73    | 0,00 | 1407987   | 9,7     | 0   |
|      | A-4       | 41-SE     | 122,2             | 83         | 3  | 170      | 3  | 0,68         | 0,02 | 1,39    | 0,02 | 1282158   | 6,5     | 0,2 |
|      | A-4       | 45-TO     | 92,7              | 83         | 3  | 138      | 5  | 0,90         | 0,03 | 1,49    | 0,05 | 1019261   | 8,1     | 0,5 |
|      | CA-31     | 11-CA     | 2,1               | 1          | 0  | 1        | 0  | 0,48         | 0,00 | 0,48    | 0,00 | 13780     | 7,3     | 0   |
|      | CA-32     | 11-CA     | 5,0               | 3          | 1  | 5        | 1  | 0,60         | 0,20 | 1,00    | 0,20 | 45483     | 6,6     | 2,2 |
|      | CA-33     | 11-CA     | 13,1              | 18         | 1  | 33       | 1  | 1,37         | 0,08 | 2,52    | 0,08 | 233222    | 7,7     | 0,4 |
|      | CA-35     | 11-CA     | 7,1               | 2          | 0  | 6        | 0  | 0,28         | 0,00 | 0,85    | 0,00 | 58747     | 3,4     | 0   |
|      | CA-36     | 11-CA     | 4,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 30714     | 0       | 0   |
|      | CO-32     | 14-CO     | 6,6               | 2          | 0  | 3        | 0  | 0,30         | 0,00 | 0,45    | 0,00 | 32714     | 6,1     | 0   |
|      | N-339     | 41-SE     | 2,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 7469      | 0       | 0   |
|      | N-346     | 11-CA     | 0,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1245      | 0       | 0   |
|      | N-349     | 11-CA     | 3,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 15708     | 0       | 0   |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 4                    | N-4       | 11-CA     | 12,5              | 3          | 0  | 5        | 0  | 0,24         | 0,00 | 0,40    | 0,00 | 46679     | 6,4     | 0   |
|                      | N-4       | 13-CR     | 5,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2953      | 0       | 0   |
|                      | N-4       | 14-CO     | 28,9              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 44821     | 0       | 0   |
|                      | N-4       | 41-SE     | 66,8              | 25         | 2  | 70       | 4  | 0,37         | 0,03 | 1,05    | 0,06 | 307116    | 8,1     | 1,3 |
|                      | N-437     | 14-CO     | 5,4               | 10         | 0  | 11       | 0  | 1,85         | 0,00 | 2,04    | 0,00 | 23443     | 42,7    | 0   |
|                      | N-4a      | 23-J      | 13,2              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 463       | 0       | 0   |
|                      | SE-20     | 41-SE     | 10,5              | 11         | 1  | 12       | 1  | 1,05         | 0,10 | 1,14    | 0,10 | 103117    | 10,7    | 1   |
|                      | SE-30     | 41-SE     | 22,4              | 131        | 0  | 228      | 0  | 5,85         | 0,00 | 10,18   | 0,00 | 794061    | 16,5    | 0   |
|                      | SE-40     | 41-SE     | 17,0              | 1          | 0  | 1        | 0  | 0,06         | 0,00 | 0,06    | 0,00 | 80926     | 1,2     | 0   |
| Total Itinerario : 4 |           |           | 823,4             | 688        | 17 | 1299     | 23 | 0,79         | 0,02 | 1,34    | 0,02 | 8418871   | 8,2     | 0,2 |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 5                    | A-5       | 6-BA      | 105,8             | 21         | 1  | 39       | 1  | 0,20         | 0,01 | 0,37    | 0,01 | 601112    | 3,5     | 0,2 |
|                      | A-5       | 10-CC     | 133,8             | 14         | 1  | 20       | 1  | 0,10         | 0,01 | 0,15    | 0,01 | 593174    | 2,4     | 0,2 |
|                      | A-5       | 28-M      | 26,9              | 128        | 1  | 222      | 1  | 4,76         | 0,04 | 8,25    | 0,04 | 842771    | 15,2    | 0,1 |
|                      | A-5       | 45-TO     | 131,3             | 76         | 2  | 118      | 2  | 0,58         | 0,02 | 0,90    | 0,02 | 1275463   | 6       | 0,2 |
|                      | BA-20     | 6-BA      | 12,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 109513    | 0       | 0   |
|                      | M-41      | 28-M      | 2,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 66176     | 0       | 0   |
|                      | N-5       | 6-BA      | 28,5              | 1          | 0  | 2        | 0  | 0,04         | 0,00 | 0,07    | 0,00 | 54728     | 1,8     | 0   |
|                      | N-5       | 10-CC     | 46,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 16068     | 0       | 0   |
|                      | N-5       | 45-TO     | 8,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 7713      | 0       | 0   |
| Total Itinerario : 5 |           |           | 495,6             | 240        | 5  | 401      | 5  | 0,63         | 0,01 | 1,08    | 0,01 | 3566718   | 6,7     | 0,1 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 6    | A-6       | 5-AV      | 23,8              | 9          | 2  | 17       | 2  | 0,38         | 0,08 | 0,71    | 0,08 | 160319    | 5,6     | 1,2 |
|      | A-6       | 15-C      | 53,9              | 23         | 1  | 32       | 1  | 0,43         | 0,02 | 0,59    | 0,02 | 335079    | 6,9     | 0,3 |
|      | A-6       | 24-LE     | 153,8             | 34         | 0  | 55       | 0  | 0,22         | 0,00 | 0,36    | 0,00 | 563166    | 6       | 0   |
|      | A-6       | 27-LU     | 109,4             | 21         | 1  | 40       | 1  | 0,19         | 0,01 | 0,37    | 0,01 | 546615    | 3,8     | 0,2 |
|      | A-6       | 28-M      | 33,8              | 178        | 0  | 297      | 0  | 5,27         | 0,00 | 8,79    | 0,00 | 1448611   | 12,3    | 0   |
|      | A-6       | 40-SG     | 3,0               | 1          | 0  | 2        | 0  | 0,33         | 0,00 | 0,67    | 0,00 | 21009     | 4,8     | 0   |
|      | A-6       | 47-VA     | 88,4              | 31         | 2  | 60       | 4  | 0,35         | 0,02 | 0,68    | 0,05 | 623734    | 5       | 0,6 |
|      | A-6       | 49-ZA     | 52,0              | 17         | 2  | 27       | 3  | 0,33         | 0,04 | 0,52    | 0,06 | 315675    | 5,4     | 1   |
|      | AC-10     | 15-C      | 1,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6229      | 0       | 0   |
|      | AC-12     | 15-C      | 7,3               | 20         | 0  | 25       | 0  | 2,74         | 0,00 | 3,42    | 0,00 | 103718    | 19,3    | 0   |
|      | AC-14     | 15-C      | 6,0               | 2          | 0  | 2        | 0  | 0,33         | 0,00 | 0,33    | 0,00 | 55641     | 3,6     | 0   |
|      | LU-11     | 27-LU     | 4,4               | 1          | 0  | 1        | 0  | 0,23         | 0,00 | 0,23    | 0,00 | 16526     | 6,1     | 0   |



| ITIN | Carretera            | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                      |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 6    | N-6                  | 5-AV      | 16,9              | 4          | 0  | 10       | 0  | 0,24         | 0,00 | 0,59    | 0,00 | 44728     | 8,9     | 0   |
|      | N-6                  | 15-C      | 41,3              | 33         | 1  | 41       | 1  | 0,80         | 0,02 | 0,99    | 0,02 | 128163    | 25,7    | 0,8 |
|      | N-6                  | 24-LE     | 144,0             | 19         | 0  | 31       | 0  | 0,13         | 0,00 | 0,22    | 0,00 | 165301    | 11,5    | 0   |
|      | N-6                  | 27-LU     | 103,5             | 22         | 1  | 42       | 1  | 0,21         | 0,01 | 0,41    | 0,01 | 164483    | 13,4    | 0,6 |
|      | N-6                  | 28-M      | 17,2              | 8          | 0  | 14       | 0  | 0,47         | 0,00 | 0,81    | 0,00 | 56282     | 14,2    | 0   |
|      | N-6                  | 40-SG     | 36,4              | 17         | 1  | 27       | 2  | 0,47         | 0,03 | 0,74    | 0,05 | 118803    | 14,3    | 1,7 |
|      | N-6                  | 47-VA     | 11,6              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1512      | 0       | 0   |
|      | N-6                  | 49-ZA     | 11,5              | 2          | 0  | 3        | 0  | 0,17         | 0,00 | 0,26    | 0,00 | 4991      | 40,1    | 0   |
|      | N-650                | 27-LU     | 1,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 8422      | 0       | 0   |
|      | N-656                | 15-C      | 2,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4737      | 0       | 0   |
|      | N-6a                 | 15-C      | 6,1               | 1          | 0  | 3        | 0  | 0,16         | 0,00 | 0,49    | 0,00 | 11273     | 8,9     | 0   |
|      | Total Itinerario : 6 |           | 929,6             | 443        | 11 | 729      | 15 | 0,58         | 0,01 | 0,92    | 0,01 | 4905017   | 9,0     | 0,2 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 7    | A-38      | 46-V      | 17,2              | 10         | 0  | 18       | 0  | 0,58         | 0,00 | 1,05    | 0,00 | 165526    | 6       | 0   |
|      | A-48      | 11-CA     | 37,8              | 9          | 0  | 20       | 0  | 0,24         | 0,00 | 0,53    | 0,00 | 303824    | 3       | 0   |
|      | A-7       | 3-A       | 46,6              | 44         | 1  | 94       | 4  | 0,94         | 0,02 | 2,02    | 0,09 | 687334    | 6,4     | 0,6 |
|      | A-7       | 4-AL      | 188,9             | 125        | 3  | 228      | 3  | 0,66         | 0,02 | 1,21    | 0,02 | 1547066   | 8,1     | 0,2 |
|      | A-7       | 11-CA     | 35,4              | 101        | 2  | 170      | 2  | 2,85         | 0,06 | 4,80    | 0,06 | 579300    | 17,4    | 0,3 |
|      | A-7       | 12-CS     | 18,6              | 21         | 1  | 43       | 1  | 1,13         | 0,05 | 2,31    | 0,05 | 308492    | 6,8     | 0,3 |
|      | A-7       | 18-GR     | 74,7              | 14         | 1  | 28       | 1  | 0,19         | 0,01 | 0,37    | 0,01 | 335693    | 4,2     | 0,3 |
|      | A-7       | 29-MA     | 147,3             | 242        | 7  | 396      | 8  | 1,64         | 0,05 | 2,69    | 0,05 | 2588277   | 9,3     | 0,3 |
|      | A-7       | 30-MU     | 107,1             | 26         | 2  | 54       | 4  | 0,24         | 0,02 | 0,50    | 0,04 | 1411125   | 1,8     | 0,3 |
|      | A-7       | 43-T      | 51,3              | 72         | 1  | 106      | 1  | 1,40         | 0,02 | 2,07    | 0,02 | 621485    | 11,6    | 0,2 |
|      | A-7       | 46-V      | 52,9              | 71         | 1  | 114      | 1  | 1,34         | 0,02 | 2,16    | 0,02 | 1236497   | 5,7     | 0,1 |
|      | A-70      | 3-A       | 31,6              | 49         | 1  | 64       | 1  | 1,55         | 0,03 | 2,03    | 0,03 | 689526    | 7,1     | 0,1 |
|      | A-79      | 3-A       | 6,0               | 3          | 1  | 2        | 1  | 0,50         | 0,17 | 0,33    | 0,17 | 19204     | 15,6    | 5,2 |
|      | A-92      | 4-AL      | 17,5              | 6          | 0  | 10       | 0  | 0,34         | 0,00 | 0,57    | 0,00 | 79601     | 7,5     | 0   |
|      | AL-14     | 4-AL      | 2,9               | 3          | 0  | 7        | 0  | 1,03         | 0,00 | 2,41    | 0,00 | 26232     | 11,4    | 0   |
|      | B-24      | 8-B       | 6,8               | 20         | 0  | 33       | 0  | 2,94         | 0,00 | 4,85    | 0,00 | 65207     | 30,7    | 0   |
|      | CA-34     | 11-CA     | 2,8               | 2          | 0  | 4        | 0  | 0,71         | 0,00 | 1,43    | 0,00 | 40249     | 5       | 0   |
|      | CS-22     | 12-CS     | 11,3              | 2          | 0  | 2        | 0  | 0,18         | 0,00 | 0,18    | 0,00 | 62709     | 3,2     | 0   |
|      | EL-20     | 3-A       | 8,6               | 19         | 0  | 24       | 0  | 2,21         | 0,00 | 2,79    | 0,00 | 56910     | 33,4    | 0   |
|      | GR-16     | 18-GR     | 3,3               | 2          | 0  | 6        | 0  | 0,61         | 0,00 | 1,82    | 0,00 | 2367      | 84,5    | 0   |
|      | MA-20     | 29-MA     | 12,6              | 40         | 0  | 92       | 0  | 3,17         | 0,00 | 7,30    | 0,00 | 432168    | 9,3     | 0   |
|      | MA-21     | 29-MA     | 2,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 81987     | 0       | 0   |
|      | MA-22     | 29-MA     | 5,0               | 4          | 0  | 4        | 0  | 0,80         | 0,00 | 0,80    | 0,00 | 40183     | 10      | 0   |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 7                    | MA-23     | 29-MA     | 2,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 10136     | 0       | 0   |
|                      | MA-24     | 29-MA     | 7,4               | 7          | 1  | 8        | 1  | 0,95         | 0,14 | 1,08    | 0,14 | 34068     | 20,5    | 2,9 |
|                      | N-235     | 43-T      | 2,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 8473      | 0       | 0   |
|                      | N-238     | 12-CS     | 8,9               | 6          | 1  | 6        | 1  | 0,67         | 0,11 | 0,67    | 0,11 | 13829     | 43,4    | 7,2 |
|                      | N-332     | 3-A       | 86,6              | 95         | 4  | 167      | 4  | 1,10         | 0,05 | 1,93    | 0,05 | 597378    | 15,9    | 0,7 |
|                      | N-332     | 46-V      | 48,8              | 82         | 5  | 143      | 5  | 1,68         | 0,10 | 2,93    | 0,10 | 350754    | 23,4    | 1,4 |
|                      | N-332a    | 46-V      | 8,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 58678     | 0       | 0   |
|                      | N-334     | 3-A       | 0,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5436      | 0       | 0   |
|                      | N-337     | 46-V      | 2,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 10076     | 0       | 0   |
|                      | N-340     | 3-A       | 50,5              | 63         | 1  | 102      | 1  | 1,25         | 0,02 | 2,02    | 0,02 | 186260    | 33,8    | 0,5 |
|                      | N-340     | 4-AL      | 115,8             | 19         | 0  | 35       | 0  | 0,16         | 0,00 | 0,30    | 0,00 | 191934    | 9,9     | 0   |
|                      | N-340     | 8-B       | 43,5              | 68         | 1  | 101      | 2  | 1,56         | 0,02 | 2,32    | 0,05 | 299275    | 22,7    | 0,7 |
|                      | N-340     | 11-CA     | 79,2              | 36         | 2  | 60       | 2  | 0,45         | 0,03 | 0,76    | 0,03 | 219354    | 16,4    | 0,9 |
|                      | N-340     | 12-CS     | 117,2             | 80         | 9  | 165      | 9  | 0,68         | 0,08 | 1,41    | 0,08 | 574979    | 13,9    | 1,6 |
|                      | N-340     | 18-GR     | 73,0              | 38         | 0  | 59       | 0  | 0,52         | 0,00 | 0,81    | 0,00 | 156273    | 24,3    | 0   |
|                      | N-340     | 29-MA     | 12,3              | 5          | 0  | 6        | 0  | 0,41         | 0,00 | 0,49    | 0,00 | 25078     | 19,9    | 0   |
|                      | N-340     | 43-T      | 136,9             | 151        | 6  | 214      | 7  | 1,10         | 0,04 | 1,56    | 0,05 | 796498    | 19      | 0,9 |
|                      | N-340     | 46-V      | 18,6              | 3          | 0  | 3        | 0  | 0,16         | 0,00 | 0,16    | 0,00 | 97022     | 3,1     | 0   |
|                      | N-340a    | 12-CS     | 23,3              | 12         | 0  | 21       | 0  | 0,52         | 0,00 | 0,90    | 0,00 | 114658    | 10,5    | 0   |
|                      | N-340a    | 43-T      | 5,7               | 1          | 0  | 2        | 0  | 0,18         | 0,00 | 0,35    | 0,00 | 18720     | 5,3     | 0   |
|                      | N-347     | 4-AL      | 3,7               | 1          | 0  | 3        | 0  | 0,27         | 0,00 | 0,81    | 0,00 | 7852      | 12,7    | 0   |
|                      | N-347     | 18-GR     | 1,8               | 3          | 0  | 3        | 0  | 1,67         | 0,00 | 1,67    | 0,00 | 7730      | 38,8    | 0   |
|                      | N-348     | 29-MA     | 1,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 24564     | 0       | 0   |
|                      | N-350     | 11-CA     | 1,2               | 1          | 0  | 1        | 0  | 0,83         | 0,00 | 0,83    | 0,00 | 8837      | 11,3    | 0   |
|                      | N-351     | 11-CA     | 4,4               | 29         | 0  | 39       | 0  | 6,59         | 0,00 | 8,86    | 0,00 | 40197     | 72,1    | 0   |
|                      | N-357     | 11-CA     | 2,6               | 1          | 0  | 2        | 0  | 0,38         | 0,00 | 0,77    | 0,00 | 8174      | 12,2    | 0   |
|                      | V-21      | 46-V      | 19,0              | 27         | 0  | 43       | 0  | 1,42         | 0,00 | 2,26    | 0,00 | 407313    | 6,6     | 0   |
|                      | V-23      | 46-V      | 8,9               | 8          | 0  | 15       | 0  | 0,90         | 0,00 | 1,69    | 0,00 | 56001     | 14,3    | 0   |
|                      | V-31      | 46-V      | 14,0              | 85         | 0  | 147      | 0  | 6,07         | 0,00 | 10,50   | 0,00 | 567307    | 15      | 0   |
| Total Itinerario : 7 |           |           | 1788,3            | 1706       | 51 | 2864     | 59 | 1,05         | 0,02 | 1,72    | 0,02 | 16277816  | 10,5    | 0,3 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 8    | A-8       | 27-LU     | 87,6              | 7          | 3  | 13       | 3  | 0,08         | 0,03 | 0,15    | 0,03 | 263018    | 2,7     | 1,1 |
|      | A-8       | 33-O      | 232,5             | 68         | 2  | 115      | 2  | 0,29         | 0,01 | 0,49    | 0,01 | 1518190   | 4,5     | 0,1 |
|      | A-8       | 39-S      | 134,0             | 101        | 0  | 169      | 0  | 0,75         | 0,00 | 1,26    | 0,00 | 1386892   | 7,3     | 0   |
|      | A-81      | 33-O      | 2,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2859      | 0       | 0   |
|      | AI-81     | 33-O      | 4,6               | 2          | 0  | 2        | 0  | 0,43         | 0,00 | 0,43    | 0,00 | 54290     | 3,7     | 0   |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 8                    | N-634     | 27-LU     | 86,2              | 9          | 0  | 11       | 0  | 0,10         | 0,00 | 0,13    | 0,00 | 97347     | 9,2     | 0   |
|                      | N-634     | 33-O      | 225,5             | 85         | 4  | 135      | 4  | 0,38         | 0,02 | 0,60    | 0,02 | 362811    | 23,4    | 1,1 |
|                      | N-634     | 39-S      | 112,8             | 32         | 0  | 39       | 0  | 0,28         | 0,00 | 0,35    | 0,00 | 219858    | 14,6    | 0   |
|                      | N-634a    | 33-O      | 14,4              | 2          | 0  | 5        | 0  | 0,14         | 0,00 | 0,35    | 0,00 | 14228     | 14,1    | 0   |
| Total Itinerario : 8 |           |           | 899,7             | 306        | 9  | 489      | 9  | 0,27         | 0,01 | 0,42    | 0,01 | 3919493   | 7,8     | 0,2 |

| ITIN                 | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 9                    | A-55      | 36-PO     | 32,0              | 107        | 0  | 217      | 0  | 3,34         | 0,00 | 6,78    | 0,00 | 508933    | 21      | 0   |
|                      | AC-11     | 15-C      | 3,9               | 11         | 0  | 17       | 0  | 2,82         | 0,00 | 4,36    | 0,00 | 158757    | 6,9     | 0   |
|                      | N-550     | 15-C      | 69,6              | 74         | 3  | 119      | 3  | 1,06         | 0,04 | 1,71    | 0,04 | 323545    | 22,9    | 0,9 |
|                      | N-550     | 36-PO     | 67,4              | 70         | 1  | 110      | 1  | 1,04         | 0,01 | 1,63    | 0,01 | 289554    | 24,2    | 0,3 |
|                      | N-550a    | 15-C      | 3,0               | 1          | 0  | 1        | 0  | 0,33         | 0,00 | 0,33    | 0,00 | 13786     | 7,3     | 0   |
|                      | N-550a    | 36-PO     | 7,0               | 3          | 0  | 3        | 0  | 0,43         | 0,00 | 0,43    | 0,00 | 9121      | 32,9    | 0   |
|                      | N-551     | 36-PO     | 2,0               | 1          | 0  | 6        | 0  | 0,50         | 0,00 | 3,00    | 0,00 | 4373      | 22,9    | 0   |
|                      | N-552     | 36-PO     | 9,7               | 15         | 0  | 24       | 0  | 1,55         | 0,00 | 2,47    | 0,00 | 46572     | 32,2    | 0   |
|                      | N-554     | 36-PO     | 10,1              | 6          | 1  | 17       | 1  | 0,59         | 0,10 | 1,68    | 0,10 | 36518     | 16,4    | 2,7 |
|                      | N-555     | 36-PO     | 8,0               | 3          | 0  | 6        | 0  | 0,38         | 0,00 | 0,75    | 0,00 | 18560     | 16,2    | 0   |
|                      | SC-20     | 15-C      | 10,3              | 7          | 0  | 9        | 0  | 0,68         | 0,00 | 0,87    | 0,00 | 157891    | 4,4     | 0   |
|                      | VG-20     | 36-PO     | 13,5              | 28         | 0  | 45       | 0  | 2,07         | 0,00 | 3,33    | 0,00 | 122340    | 22,9    | 0   |
| Total Itinerario : 9 |           |           | 236,5             | 326        | 5  | 574      | 5  | 1,23         | 0,01 | 2,28    | 0,01 | 1689950   | 19,3    | 0,3 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 10   | A-12      | 26-LO     | 37,7              | 7          | 0  | 10       | 0  | 0,19         | 0,00 | 0,27    | 0,00 | 153031    | 4,6     | 0   |
|      | BU-12     | 9-BU      | 1,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 112       | 0       | 0   |
|      | C-546     | 32-OR     | 18,9              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 20799     | 0       | 0   |
|      | N-120     | 9-BU      | 108,4             | 13         | 0  | 26       | 0  | 0,12         | 0,00 | 0,24    | 0,00 | 122378    | 10,6    | 0   |
|      | N-120     | 24-LE     | 81,6              | 32         | 1  | 57       | 1  | 0,39         | 0,01 | 0,70    | 0,01 | 183023    | 17,5    | 0,5 |
|      | N-120     | 26-LO     | 36,9              | 4          | 1  | 5        | 2  | 0,11         | 0,03 | 0,14    | 0,05 | 34479     | 11,6    | 5,8 |
|      | N-120     | 27-LU     | 76,0              | 16         | 2  | 26       | 2  | 0,21         | 0,03 | 0,34    | 0,03 | 98338     | 16,3    | 2   |
|      | N-120     | 32-OR     | 95,0              | 17         | 2  | 26       | 2  | 0,18         | 0,02 | 0,27    | 0,02 | 183119    | 9,3     | 1,1 |
|      | N-120     | 34-P      | 58,7              | 2          | 0  | 2        | 0  | 0,03         | 0,00 | 0,03    | 0,00 | 51635     | 3,9     | 0   |
|      | N-120     | 36-PO     | 42,6              | 28         | 2  | 49       | 2  | 0,66         | 0,05 | 1,15    | 0,05 | 68369     | 41      | 2,9 |
|      | N-120a    | 26-LO     | 6,5               | 1          | 0  | 1        | 0  | 0,15         | 0,00 | 0,15    | 0,00 | 9051      | 11      | 0   |
|      | N-120a    | 27-LU     | 20,4              | 1          | 0  | 2        | 0  | 0,05         | 0,00 | 0,10    | 0,00 | 26582     | 3,8     | 0   |
|      | N-544     | 32-OR     | 1,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3218      | 0       | 0   |
|      | N-559     | 36-PO     | 5,2               | 1          | 0  | 1        | 0  | 0,19         | 0,00 | 0,19    | 0,00 | 981       | 101,9   | 0   |

Listado Accidentes, víctimas e índices. Ordenado por itinerario.

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| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
|      | Total Itinerario : 10 |           | 590,4             | 122        | 8  | 205      | 9  | 0,16         | 0,01 | 0,26    | 0,01 | 955115    | 12,8    | 0,8 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 11                    | A-62      | 9-BU      | 36,6              | 6          | 0  | 11       | 0  | 0,16         | 0,00 | 0,30    | 0,00 | 202122    | 3       | 0   |
|                       | A-62      | 34-P      | 56,9              | 11         | 1  | 16       | 2  | 0,19         | 0,02 | 0,28    | 0,04 | 364113    | 3       | 0,5 |
|                       | A-62      | 37-SA     | 144,9             | 25         | 0  | 46       | 0  | 0,17         | 0,00 | 0,32    | 0,00 | 523596    | 4,8     | 0   |
|                       | A-62      | 47-VA     | 92,0              | 56         | 1  | 89       | 1  | 0,61         | 0,01 | 0,97    | 0,01 | 868345    | 6,4     | 0,1 |
|                       | A-62      | 49-ZA     | 12,5              | 2          | 0  | 4        | 0  | 0,16         | 0,00 | 0,32    | 0,00 | 54399     | 3,7     | 0   |
|                       | BU-11     | 9-BU      | 4,1               | 6          | 0  | 8        | 0  | 1,46         | 0,00 | 1,95    | 0,00 | 35732     | 16,8    | 0   |
|                       | BU-30     | 9-BU      | 15,5              | 6          | 2  | 17       | 2  | 0,39         | 0,13 | 1,10    | 0,13 | 72195     | 8,3     | 2,8 |
|                       | N-620     | 9-BU      | 18,5              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 9717      | 0       | 0   |
|                       | N-620     | 34-P      | 16,3              | 1          | 0  | 2        | 0  | 0,06         | 0,00 | 0,12    | 0,00 | 15772     | 6,3     | 0   |
|                       | N-620     | 37-SA     | 139,1             | 15         | 1  | 20       | 1  | 0,11         | 0,01 | 0,14    | 0,01 | 54935     | 27,3    | 1,8 |
|                       | N-620     | 47-VA     | 36,3              | 1          | 0  | 2        | 0  | 0,03         | 0,00 | 0,06    | 0,00 | 5843      | 17,1    | 0   |
|                       | N-620     | 49-ZA     | 13,2              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 997       | 0       | 0   |
|                       | N-620a    | 37-SA     | 4,2               | 2          | 0  | 5        | 0  | 0,48         | 0,00 | 1,19    | 0,00 | 31670     | 6,3     | 0   |
| Total Itinerario : 11 |           |           | 590,1             | 131        | 5  | 220      | 6  | 0,29         | 0,01 | 0,52    | 0,01 | 2239436   | 5,8     | 0,2 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 12   | A-11      | 9-BU      | 13,9              | 2          | 1  | 2        | 1  | 0,14         | 0,07 | 0,14    | 0,07 | 14135     | 14,1    | 7,1 |
|      | A-11      | 42-SO     | 9,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 12414     | 0       | 0   |
|      | A-11      | 47-VA     | 32,2              | 4          | 0  | 4        | 0  | 0,12         | 0,00 | 0,12    | 0,00 | 140660    | 2,8     | 0   |
|      | A-11      | 49-ZA     | 50,3              | 1          | 0  | 1        | 0  | 0,02         | 0,00 | 0,02    | 0,00 | 115775    | 0,9     | 0   |
|      | N-121     | 50-Z      | 6,6               | 2          | 0  | 4        | 0  | 0,30         | 0,00 | 0,61    | 0,00 | 12076     | 16,6    | 0   |
|      | N-122     | 9-BU      | 49,2              | 10         | 0  | 14       | 0  | 0,20         | 0,00 | 0,28    | 0,00 | 73933     | 13,5    | 0   |
|      | N-122     | 42-SO     | 142,5             | 22         | 5  | 36       | 6  | 0,15         | 0,04 | 0,25    | 0,04 | 243939    | 9       | 2,5 |
|      | N-122     | 47-VA     | 78,7              | 13         | 1  | 28       | 1  | 0,17         | 0,01 | 0,36    | 0,01 | 122371    | 10,6    | 0,8 |
|      | N-122     | 49-ZA     | 121,4             | 4          | 1  | 8        | 1  | 0,03         | 0,01 | 0,07    | 0,01 | 108163    | 3,7     | 0,9 |
|      | N-122     | 50-Z      | 46,0              | 19         | 1  | 24       | 1  | 0,41         | 0,02 | 0,52    | 0,02 | 88265     | 21,5    | 1,1 |
|      | N-122a    | 47-VA     | 14,6              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 28228     | 0       | 0   |
|      | N-122a    | 49-ZA     | 1,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1429      | 0       | 0   |
|      | SO-20     | 42-SO     | 22,5              | 4          | 1  | 6        | 1  | 0,18         | 0,04 | 0,27    | 0,04 | 64312     | 6,2     | 1,6 |
|      | VA-11     | 47-VA     | 1,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 17465     | 0       | 0   |
|      | ZA-12     | 49-ZA     | 2,7               | 1          | 0  | 4        | 0  | 0,37         | 0,00 | 1,48    | 0,00 | 7604      | 13,2    | 0   |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
|      | Total Itinerario : 12 |           | 593,5             | 82         | 10 | 131      | 11 | 0,14         | 0,01 | 0,27    | 0,01 | 1050769   | 7,8     | 1,0 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 13   | A-15                  | 42-SO     | 70,4              | 7          | 1  | 19       | 1  | 0,10         | 0,01 | 0,27    | 0,01 | 147444    | 4,7     | 0,7 |
|      | Total Itinerario : 13 |           | 70,4              | 7          | 1  | 19       | 1  | 0,10         | 0,01 | 0,27    | 0,01 | 147444    | 4,7     | 0,7 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 14   | A-23                  | 22-HU     | 64,9              | 15         | 1  | 21       | 1  | 0,23         | 0,02 | 0,32    | 0,02 | 307714    | 4,9     | 0,3 |
|      | A-23                  | 50-Z      | 36,0              | 20         | 1  | 26       | 2  | 0,56         | 0,03 | 0,72    | 0,06 | 272642    | 7,3     | 0,7 |
|      | N-330                 | 22-HU     | 127,1             | 18         | 1  | 22       | 1  | 0,14         | 0,01 | 0,17    | 0,01 | 97097     | 18,5    | 1   |
|      | N-330                 | 50-Z      | 35,8              | 11         | 0  | 13       | 0  | 0,31         | 0,00 | 0,36    | 0,00 | 182925    | 6       | 0   |
|      | N-330a                | 22-HU     | 23,8              | 1          | 0  | 2        | 0  | 0,04         | 0,00 | 0,08    | 0,00 | 14603     | 6,8     | 0   |
|      | Total Itinerario : 14 |           | 287,6             | 65         | 3  | 84       | 4  | 0,26         | 0,01 | 0,33    | 0,02 | 874981    | 7,4     | 0,3 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 15   | N-622                 | 9-BU      | 31,9              | 2          | 0  | 3        | 0  | 0,06         | 0,00 | 0,09    | 0,00 | 12377     | 16,2    | 0   |
|      | N-622                 | 34-P      | 9,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1461      | 0       | 0   |
|      | N-622a                | 9-BU      | 1,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 137       | 0       | 0   |
|      | Total Itinerario : 15 |           | 43,0              | 2          | 0  | 3        | 0  | 0,02         | 0,00 | 0,03    | 0,00 | 13975     | 14,3    | 0,0 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |     | Víctimas |      | Valores / Km |      |         |        |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|-----|----------|------|--------------|------|---------|--------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM  | Heridos  | VM   | Acv          | Am   | Heridos | Vm     | Vehículos | IP      | IM  |
| 16   | N-211                 | 19-GU     | 90,1              | 11         | 1   | 20       | 1    | 0,12         | 0,01 | 0,22    | 0,01   | 62649     | 17,6    | 1,6 |
|      | N-211                 | 44-TE     | 141,1             | 8          | 1   | 14       | 1    | 0,06         | 0,01 | 0,10    | 0,01   | 82248     | 9,7     | 1,2 |
|      | N-211a                | 44-TE     | 1,2               | 0          | 0   | 0        | 0    | 0,00         | 0,00 | 0,00    | 0,00   | 29        | 0       | 0   |
|      | N-232                 | 44-TE     | 17,7              | 4          | 0   | 6        | 0    | 0,23         | 0,00 | 0,34    | 0,00   | 29324     | 13,6    | 0   |
|      | N-232a                | 44-TE     | 6,0               | 0          | 0   | 0        | 0    | 0,00         | 0,00 | 0,00    | 0,00   | 9213      | 0       | 0   |
|      | N-420                 | 43-T      | 86,8              | 54         | 1   | 99       | 1    | 0,62         | 0,01 | 1,14    | 0,01   | 183027    | 29,5    | 0,5 |
|      | N-420                 | 44-TE     | 27,8              | 7          | 0   | 14       | 0    | 0,25         | 0,00 | 0,50    | 0,00   | 17453     | 40,1    | 0   |
|      | N-420a                | 43-T      | 7,0               | 0          | 0   | 0        | 0    | 0,00         | 0,00 | 0,00    | 0,00   | 2655      | 0       | 0   |
| T-11 | 43-T                  | 18,3      | 69                | 0          | 103 | 0        | 3,77 | 0,00         | 5,63 | 0,00    | 220130 | 31,3      | 0       |     |
|      | Total Itinerario : 16 |           | 396,0             | 153        | 3   | 256      | 3    | 0,56         | 0,00 | 0,88    | 0,00   | 606728    | 25,2    | 0,5 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 17                    | A-68      | 50-Z      | 24,7              | 24         | 1  | 34       | 1  | 0,97         | 0,04 | 1,38    | 0,04 | 288244    | 8,3     | 0,3 |
|                       | LO-20     | 26-LO     | 18,6              | 20         | 0  | 29       | 0  | 1,08         | 0,00 | 1,56    | 0,00 | 227628    | 8,8     | 0   |
|                       | N-124     | 26-LO     | 6,9               | 1          | 0  | 5        | 0  | 0,14         | 0,00 | 0,72    | 0,00 | 33536     | 3       | 0   |
|                       | N-126     | 26-LO     | 3,2               | 1          | 0  | 1        | 0  | 0,31         | 0,00 | 0,31    | 0,00 | 6433      | 15,5    | 0   |
|                       | N-232     | 9-BU      | 93,5              | 6          | 0  | 14       | 0  | 0,06         | 0,00 | 0,15    | 0,00 | 37950     | 15,8    | 0   |
|                       | N-232     | 26-LO     | 129,8             | 56         | 7  | 97       | 8  | 0,43         | 0,05 | 0,75    | 0,06 | 418955    | 13,4    | 1,9 |
|                       | N-232     | 50-Z      | 37,4              | 19         | 3  | 24       | 3  | 0,51         | 0,08 | 0,64    | 0,08 | 191442    | 9,9     | 1,6 |
|                       | N-232a    | 26-LO     | 13,5              | 2          | 0  | 2        | 0  | 0,15         | 0,00 | 0,15    | 0,00 | 4691      | 42,6    | 0   |
| Total Itinerario : 17 |           |           | 327,6             | 129        | 11 | 206      | 12 | 0,46         | 0,02 | 0,71    | 0,02 | 1208879   | 10,7    | 0,9 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 18                    | A-23      | 12-CS     | 44,8              | 11         | 2  | 12       | 2  | 0,25         | 0,04 | 0,27    | 0,04 | 263692    | 4,2     | 0,8 |
|                       | A-23      | 44-TE     | 140,0             | 15         | 0  | 24       | 0  | 0,11         | 0,00 | 0,17    | 0,00 | 487596    | 3,1     | 0   |
|                       | A-23      | 46-V      | 17,8              | 7          | 1  | 11       | 1  | 0,39         | 0,06 | 0,62    | 0,06 | 137249    | 5,1     | 0,7 |
|                       | A-23      | 50-Z      | 75,0              | 19         | 2  | 26       | 2  | 0,25         | 0,03 | 0,35    | 0,03 | 355081    | 5,4     | 0,6 |
|                       | N-223     | 44-TE     | 2,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 9164      | 0       | 0   |
|                       | N-234     | 12-CS     | 22,8              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 14988     | 0       | 0   |
|                       | N-234     | 44-TE     | 149,3             | 9          | 0  | 23       | 0  | 0,06         | 0,00 | 0,15    | 0,00 | 77437     | 11,6    | 0   |
|                       | N-234     | 46-V      | 6,0               | 7          | 0  | 8        | 0  | 1,17         | 0,00 | 1,33    | 0,00 | 3046      | 229,8   | 0   |
|                       | N-234     | 50-Z      | 9,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4671      | 0       | 0   |
|                       | N-330     | 50-Z      | 65,1              | 26         | 2  | 28       | 3  | 0,40         | 0,03 | 0,43    | 0,05 | 25971     | 100,1   | 12  |
|                       | N-330a    | 50-Z      | 0,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 94        | 0       | 0   |
| Total Itinerario : 18 |           |           | 533,1             | 94         | 7  | 132      | 8  | 0,24         | 0,01 | 0,30    | 0,02 | 1378989   | 6,8     | 0,5 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 19                    | A-73      | 9-BU      | 10,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 18936     | 0       | 0   |
|                       | N-627     | 9-BU      | 48,8              | 9          | 1  | 16       | 1  | 0,18         | 0,02 | 0,33    | 0,02 | 65210     | 13,8    | 1,5 |
|                       | N-627     | 34-P      | 8,9               | 1          | 0  | 2        | 0  | 0,11         | 0,00 | 0,22    | 0,00 | 13095     | 7,6     | 0   |
| Total Itinerario : 19 |           |           | 67,7              | 10         | 1  | 18       | 1  | 0,10         | 0,01 | 0,18    | 0,01 | 97241     | 10,3    | 1,0 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM |
| 20   | A-22      | 22-HU     | 75,2              | 9          | 0  | 12       | 0  | 0,12         | 0,00 | 0,16    | 0,00 | 230508    | 3,9     | 0  |
|      | A-22      | 25-L      | 19,1              | 12         | 0  | 14       | 0  | 0,63         | 0,00 | 0,73    | 0,00 | 90218     | 13,3    | 0  |
|      | A-27      | 43-T      | 24,0              | 17         | 0  | 25       | 0  | 0,71         | 0,00 | 1,04    | 0,00 | 139144    | 12,2    | 0  |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 20                    | N-240     | 22-HU     | 92,5              | 21         | 1  | 31       | 1  | 0,23         | 0,01 | 0,34    | 0,01 | 113813    | 18,5    | 0,9 |
|                       | N-240     | 25-L      | 59,1              | 37         | 1  | 66       | 1  | 0,63         | 0,02 | 1,12    | 0,02 | 142674    | 25,9    | 0,7 |
|                       | N-240     | 43-T      | 48,2              | 48         | 3  | 67       | 3  | 1,00         | 0,06 | 1,39    | 0,06 | 163984    | 29,3    | 1,8 |
|                       | N-240a    | 22-HU     | 2,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5539      | 0       | 0   |
|                       | N-240a    | 43-T      | 4,5               | 1          | 0  | 1        | 0  | 0,22         | 0,00 | 0,22    | 0,00 | 8748      | 11,4    | 0   |
| Total Itinerario : 20 |           |           | 324,6             | 145        | 5  | 216      | 5  | 0,44         | 0,01 | 0,63    | 0,01 | 894628    | 16,2    | 0,6 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 21                    | A-30      | 2-AB      | 84,1              | 7          | 1  | 6        | 1  | 0,08         | 0,01 | 0,07    | 0,01 | 384627    | 1,8     | 0,3 |
|                       | A-30      | 30-MU     | 108,0             | 37         | 2  | 67       | 2  | 0,34         | 0,02 | 0,62    | 0,02 | 1511639   | 2,4     | 0,1 |
|                       | MU-30     | 30-MU     | 10,2              | 2          | 0  | 2        | 0  | 0,20         | 0,00 | 0,20    | 0,00 | 114318    | 1,7     | 0   |
|                       | MU-31     | 30-MU     | 5,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 20512     | 0       | 0   |
|                       | N-301     | 2-AB      | 86,5              | 2          | 0  | 8        | 0  | 0,02         | 0,00 | 0,09    | 0,00 | 55252     | 3,6     | 0   |
|                       | N-301     | 16-CU     | 64,7              | 11         | 3  | 15       | 4  | 0,17         | 0,05 | 0,23    | 0,06 | 92455     | 11,9    | 4,3 |
|                       | N-301     | 30-MU     | 33,3              | 2          | 0  | 4        | 0  | 0,06         | 0,00 | 0,12    | 0,00 | 16907     | 11,8    | 0   |
|                       | N-301     | 45-TO     | 72,5              | 8          | 1  | 11       | 1  | 0,11         | 0,01 | 0,15    | 0,01 | 93889     | 8,5     | 1,1 |
|                       | N-301a    | 2-AB      | 6,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2153      | 0       | 0   |
|                       | N-344     | 30-MU     | 2,0               | 2          | 0  | 2        | 0  | 1,00         | 0,00 | 1,00    | 0,00 | 16172     | 12,4    | 0   |
| Total Itinerario : 21 |           |           | 473,9             | 71         | 7  | 115      | 8  | 0,20         | 0,01 | 0,25    | 0,01 | 2307924   | 3,1     | 0,3 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 22                    | N-430     | 2-AB      | 5,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3920      | 0       | 0   |
| Total Itinerario : 22 |           |           | 5,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3920      | 0,0     | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 23                    | A-44      | 18-GR     | 106,8             | 186        | 0  | 387      | 0  | 1,74         | 0,00 | 3,62    | 0,00 | 1341371   | 13,9    | 0   |
|                       | A-44      | 23-J      | 77,8              | 23         | 1  | 35       | 1  | 0,30         | 0,01 | 0,45    | 0,01 | 604033    | 3,8     | 0,2 |
|                       | GR-14     | 18-GR     | 3,1               | 4          | 0  | 6        | 0  | 1,29         | 0,00 | 1,94    | 0,00 | 9114      | 43,9    | 0   |
|                       | N-323     | 18-GR     | 87,1              | 7          | 0  | 8        | 0  | 0,08         | 0,00 | 0,09    | 0,00 | 95724     | 7,3     | 0   |
|                       | N-323     | 23-J      | 70,5              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 41429     | 0       | 0   |
| Total Itinerario : 23 |           |           | 345,3             | 220        | 1  | 436      | 1  | 0,68         | 0,00 | 1,22    | 0,00 | 2091671   | 10,5    | 0,0 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |    |         |    |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|----|---------|----|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am | Heridos | Vm | Vehículos | IP      | IM |

| ITIN                  | Carretera | Provincia | Longitud (Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|----------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 24                    | A-91      | 30-MU     | 18,0           | 1          | 1  | 1        | 1  | 0,06         | 0,06 | 0,06    | 0,06 | 75910     | 1,3     | 1,3 |
|                       | N-342     | 30-MU     | 15,6           | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3029      | 0       | 0   |
| Total Itinerario : 24 |           |           | 33,6           | 1          | 1  | 1        | 1  | 0,03         | 0,03 | 0,03    | 0,03 | 78939     | 1,3     | 1,3 |

| ITIN                  | Carretera | Provincia | Longitud (Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|----------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 26                    | A-50      | 5-AV      | 54,5           | 8          | 0  | 12       | 0  | 0,15         | 0,00 | 0,22    | 0,00 | 156176    | 5,1     | 0   |
|                       | A-50      | 37-SA     | 45,6           | 8          | 0  | 15       | 0  | 0,18         | 0,00 | 0,33    | 0,00 | 162529    | 4,9     | 0   |
|                       | N-501     | 5-AV      | 46,2           | 6          | 0  | 9        | 0  | 0,13         | 0,00 | 0,19    | 0,00 | 13254     | 45,3    | 0   |
|                       | N-501     | 37-SA     | 42,8           | 6          | 0  | 10       | 0  | 0,14         | 0,00 | 0,23    | 0,00 | 22183     | 27      | 0   |
|                       | SA-20     | 37-SA     | 3,8            | 16         | 0  | 19       | 0  | 4,21         | 0,00 | 5,00    | 0,00 | 26653     | 60      | 0   |
| Total Itinerario : 26 |           |           | 192,9          | 44         | 0  | 65       | 0  | 0,96         | 0,00 | 1,19    | 0,00 | 380795    | 11,6    | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud (Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|----------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 27                    | A-40      | 16-CU     | 90,2           | 5          | 0  | 5        | 0  | 0,06         | 0,00 | 0,06    | 0,00 | 162508    | 3,1     | 0   |
|                       | A-40      | 45-TO     | 92,6           | 12         | 0  | 17       | 0  | 0,13         | 0,00 | 0,18    | 0,00 | 194953    | 6,2     | 0   |
|                       | N-400     | 16-CU     | 79,9           | 1          | 0  | 1        | 0  | 0,01         | 0,00 | 0,01    | 0,00 | 9449      | 10,6    | 0   |
|                       | N-400     | 28-M      | 21,8           | 5          | 0  | 7        | 0  | 0,23         | 0,00 | 0,32    | 0,00 | 45339     | 11      | 0   |
|                       | N-400     | 45-TO     | 55,6           | 21         | 0  | 29       | 0  | 0,38         | 0,00 | 0,52    | 0,00 | 91709     | 22,9    | 0   |
|                       | N-400a    | 16-CU     | 3,7            | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 117       | 0       | 0   |
| Total Itinerario : 27 |           |           | 343,8          | 44         | 0  | 59       | 0  | 0,14         | 0,00 | 0,18    | 0,00 | 504075    | 8,7     | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud (Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|----------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 28                    | A-42      | 28-M      | 26,1           | 130        | 1  | 204      | 1  | 4,98         | 0,04 | 7,82    | 0,04 | 995957    | 13,1    | 0,1 |
|                       | A-42      | 45-TO     | 48,8           | 74         | 1  | 130      | 1  | 1,52         | 0,02 | 2,66    | 0,02 | 797461    | 9,3     | 0,1 |
|                       | N-401     | 13-CR     | 38,1           | 2          | 0  | 4        | 0  | 0,05         | 0,00 | 0,10    | 0,00 | 72189     | 2,8     | 0   |
|                       | N-401     | 28-M      | 2,7            | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2421      | 0       | 0   |
|                       | N-401     | 45-TO     | 69,8           | 14         | 0  | 19       | 0  | 0,20         | 0,00 | 0,27    | 0,00 | 83972     | 16,7    | 0   |
|                       | N-401a    | 45-TO     | 2,0            | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2856      | 0       | 0   |
|                       | TO-22     | 45-TO     | 9,3            | 3          | 0  | 3        | 0  | 0,32         | 0,00 | 0,32    | 0,00 | 3822      | 78,5    | 0   |
| Total Itinerario : 28 |           |           | 196,8          | 223        | 2  | 360      | 2  | 1,01         | 0,01 | 1,60    | 0,01 | 1958678   | 11,4    | 0,1 |

| ITIN | Carretera | Provincia | Longitud (Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |    |
|------|-----------|-----------|----------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|----|
|      |           |           |                | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM |
| 29   | A-60      | 24-LE     | 7,7            | 2          | 0  | 3        | 0  | 0,26         | 0,00 | 0,39    | 0,00 | 9356      | 21,4    | 0  |



| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 29                    | A-60      | 47-VA     | 14,5              | 3          | 0  | 3        | 0  | 0,21         | 0,00 | 0,21    | 0,00 | 56593     | 5,3     | 0   |
|                       | N-601     | 5-AV      | 4,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2807      | 0       | 0   |
|                       | N-601     | 24-LE     | 49,6              | 14         | 1  | 21       | 1  | 0,28         | 0,02 | 0,42    | 0,02 | 107520    | 13      | 0,9 |
|                       | N-601     | 40-SG     | 22,9              | 2          | 0  | 2        | 0  | 0,09         | 0,00 | 0,09    | 0,00 | 27717     | 7,2     | 0   |
|                       | N-601     | 47-VA     | 131,3             | 35         | 1  | 61       | 1  | 0,27         | 0,01 | 0,46    | 0,01 | 368252    | 9,5     | 0,3 |
|                       | VA-12     | 47-VA     | 1,5               | 1          | 0  | 1        | 0  | 0,67         | 0,00 | 0,67    | 0,00 | 17400     | 5,7     | 0   |
| Total Itinerario : 29 |           |           | 231,9             | 57         | 2  | 91       | 2  | 0,25         | 0,00 | 0,32    | 0,00 | 589645    | 9,7     | 0,3 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 30                    | A-41      | 13-CR     | 35,0              | 3          | 0  | 3        | 0  | 0,09         | 0,00 | 0,09    | 0,00 | 116380    | 2,6     | 0   |
|                       | N-420     | 13-CR     | 102,9             | 9          | 1  | 10       | 1  | 0,09         | 0,01 | 0,10    | 0,01 | 97239     | 9,3     | 1   |
|                       | N-420     | 14-CO     | 47,7              | 3          | 1  | 9        | 1  | 0,06         | 0,02 | 0,19    | 0,02 | 32505     | 9,2     | 3,1 |
|                       | N-420     | 16-CU     | 205,7             | 18         | 1  | 23       | 1  | 0,09         | 0,00 | 0,11    | 0,00 | 131841    | 13,7    | 0,8 |
|                       | N-420     | 46-V      | 19,7              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5386      | 0       | 0   |
|                       | N-420a    | 13-CR     | 9,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1133      | 0       | 0   |
|                       | N-420a    | 16-CU     | 7,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 59        | 0       | 0   |
|                       | PU-10     | 13-CR     | 2,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4065      | 0       | 0   |
| Total Itinerario : 30 |           |           | 430,0             | 33         | 3  | 45       | 3  | 0,04         | 0,00 | 0,06    | 0,00 | 388608    | 8,5     | 0,8 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 31   | A-66      | 6-BA      | 135,1             | 32         | 1  | 54       | 1  | 0,24         | 0,01 | 0,40    | 0,01 | 712748    | 4,5     | 0,1 |
|      | A-66      | 10-CC     | 173,5             | 27         | 2  | 48       | 2  | 0,16         | 0,01 | 0,28    | 0,01 | 706228    | 3,8     | 0,3 |
|      | A-66      | 21-H      | 19,7              | 2          | 0  | 3        | 0  | 0,10         | 0,00 | 0,15    | 0,00 | 91981     | 2,2     | 0   |
|      | A-66      | 24-LE     | 54,1              | 9          | 0  | 11       | 0  | 0,17         | 0,00 | 0,20    | 0,00 | 223076    | 4       | 0   |
|      | A-66      | 33-O      | 53,6              | 61         | 2  | 100      | 2  | 1,14         | 0,04 | 1,87    | 0,04 | 654983    | 9,3     | 0,3 |
|      | A-66      | 37-SA     | 113,3             | 37         | 1  | 66       | 1  | 0,33         | 0,01 | 0,58    | 0,01 | 444230    | 8,3     | 0,2 |
|      | A-66      | 41-SE     | 50,7              | 21         | 2  | 32       | 3  | 0,41         | 0,04 | 0,63    | 0,06 | 435712    | 4,8     | 0,7 |
|      | A-66      | 49-ZA     | 102,2             | 6          | 0  | 8        | 0  | 0,06         | 0,00 | 0,08    | 0,00 | 277684    | 2,2     | 0   |
|      | A-66a     | 33-O      | 1,9               | 2          | 0  | 2        | 0  | 1,05         | 0,00 | 1,05    | 0,00 | 14326     | 14      | 0   |
|      | GJ-81     | 33-O      | 4,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 39774     | 0       | 0   |
|      | LE-11     | 24-LE     | 9,0               | 3          | 0  | 3        | 0  | 0,33         | 0,00 | 0,33    | 0,00 | 36693     | 8,2     | 0   |
|      | LE-20     | 24-LE     | 5,5               | 2          | 2  | 0        | 2  | 0,36         | 0,36 | 0,00    | 0,36 | 44647     | 4,5     | 4,5 |
|      | LE-30     | 24-LE     | 10,0              | 3          | 0  | 3        | 0  | 0,30         | 0,00 | 0,30    | 0,00 | 51629     | 5,8     | 0   |
|      | N-630     | 6-BA      | 122,5             | 8          | 0  | 14       | 0  | 0,07         | 0,00 | 0,11    | 0,00 | 83925     | 9,5     | 0   |
|      | N-630     | 10-CC     | 170,6             | 14         | 1  | 19       | 1  | 0,08         | 0,01 | 0,11    | 0,01 | 155486    | 9       | 0,6 |
|      | N-630     | 21-H      | 19,2              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3098      | 0       | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 31                    | N-630     | 24-LE     | 109,5             | 27         | 1  | 46       | 1  | 0,25         | 0,01 | 0,42    | 0,01 | 162148    | 16,7    | 0,6 |
|                       | N-630     | 33-O      | 34,5              | 10         | 1  | 14       | 1  | 0,29         | 0,03 | 0,41    | 0,03 | 51163     | 19,5    | 2   |
|                       | N-630     | 37-SA     | 106,3             | 21         | 1  | 30       | 1  | 0,20         | 0,01 | 0,28    | 0,01 | 119735    | 17,5    | 0,8 |
|                       | N-630     | 41-SE     | 53,6              | 14         | 1  | 15       | 1  | 0,26         | 0,02 | 0,28    | 0,02 | 93340     | 15      | 1,1 |
|                       | N-630     | 49-ZA     | 96,8              | 3          | 0  | 5        | 0  | 0,03         | 0,00 | 0,05    | 0,00 | 85786     | 3,5     | 0   |
|                       | N-630a    | 10-CC     | 3,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 10759     | 0       | 0   |
|                       | N-630a    | 37-SA     | 9,8               | 1          | 0  | 1        | 0  | 0,10         | 0,00 | 0,10    | 0,00 | 3380      | 29,6    | 0   |
|                       | N-630a    | 41-SE     | 3,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 188       | 0       | 0   |
|                       | N-630a    | 49-ZA     | 6,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 13146     | 0       | 0   |
|                       | O-11      | 33-O      | 0,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 8123      | 0       | 0   |
|                       | O-12      | 33-O      | 1,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4379      | 0       | 0   |
|                       | SA-11     | 37-SA     | 2,4               | 1          | 0  | 2        | 0  | 0,42         | 0,00 | 0,83    | 0,00 | 10328     | 9,7     | 0   |
| Total Itinerario : 31 |           |           | 1473,7            | 304        | 15 | 476      | 16 | 0,23         | 0,02 | 0,30    | 0,02 | 4538695   | 6,7     | 0,3 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 32                    | A-45      | 14-CO     | 81,2              | 15         | 1  | 26       | 1  | 0,18         | 0,01 | 0,32    | 0,01 | 498896    | 3       | 0,2 |
|                       | A-45      | 29-MA     | 61,4              | 18         | 0  | 28       | 0  | 0,29         | 0,00 | 0,46    | 0,00 | 607831    | 3       | 0   |
|                       | N-331     | 14-CO     | 60,6              | 8          | 0  | 13       | 0  | 0,13         | 0,00 | 0,21    | 0,00 | 51604     | 15,5    | 0   |
|                       | N-331     | 29-MA     | 22,5              | 1          | 0  | 1        | 0  | 0,04         | 0,00 | 0,04    | 0,00 | 15776     | 6,3     | 0   |
| Total Itinerario : 32 |           |           | 225,7             | 42         | 1  | 68       | 1  | 0,16         | 0,00 | 0,26    | 0,00 | 1174107   | 3,6     | 0,1 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 33                    | A-58      | 10-CC     | 45,6              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 87464     | 0       | 0   |
|                       | N-521     | 10-CC     | 149,4             | 11         | 3  | 15       | 3  | 0,07         | 0,02 | 0,10    | 0,02 | 124494    | 8,8     | 2,4 |
| Total Itinerario : 33 |           |           | 195,0             | 11         | 3  | 15       | 3  | 0,04         | 0,01 | 0,05    | 0,01 | 211958    | 5,2     | 1,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 34                    | A-54      | 15-C      | 19,1              | 2          | 0  | 3        | 0  | 0,10         | 0,00 | 0,16    | 0,00 | 165678    | 1,2     | 0   |
|                       | A-54      | 27-LU     | 36,9              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 50682     | 0       | 0   |
|                       | N-634     | 15-C      | 51,9              | 16         | 3  | 27       | 3  | 0,31         | 0,06 | 0,52    | 0,06 | 105477    | 15,2    | 2,8 |
|                       | SC-21     | 15-C      | 1,2               | 2          | 0  | 5        | 0  | 1,67         | 0,00 | 4,17    | 0,00 | 3146      | 63,6    | 0   |
| Total Itinerario : 34 |           |           | 109,1             | 20         | 3  | 35       | 3  | 0,52         | 0,02 | 1,21    | 0,02 | 324983    | 6,2     | 0,9 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 35                    | N-623     | 9-BU      | 87,9              | 8          | 0  | 15       | 0  | 0,09         | 0,00 | 0,17    | 0,00 | 41612     | 19,2    | 0   |
|                       | N-623     | 39-S      | 52,6              | 25         | 0  | 39       | 0  | 0,48         | 0,00 | 0,74    | 0,00 | 106574    | 23,5    | 0   |
| Total Itinerario : 35 |           |           | 140,5             | 33         | 0  | 54       | 0  | 0,29         | 0,00 | 0,46    | 0,00 | 148186    | 22,3    | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 36                    | A-49      | 21-H      | 101,5             | 37         | 1  | 61       | 1  | 0,36         | 0,01 | 0,60    | 0,01 | 817935    | 4,5     | 0,1 |
|                       | A-49      | 41-SE     | 31,5              | 70         | 0  | 137      | 0  | 2,22         | 0,00 | 4,35    | 0,00 | 645539    | 10,8    | 0   |
|                       | H-31      | 21-H      | 6,8               | 6          | 0  | 15       | 0  | 0,88         | 0,00 | 2,21    | 0,00 | 91802     | 6,5     | 0   |
|                       | N-431     | 21-H      | 44,1              | 39         | 0  | 73       | 0  | 0,88         | 0,00 | 1,66    | 0,00 | 91010     | 42,9    | 0   |
|                       | N-444     | 21-H      | 3,4               | 1          | 0  | 2        | 0  | 0,29         | 0,00 | 0,59    | 0,00 | 4301      | 23,3    | 0   |
|                       | N-445     | 21-H      | 2,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5244      | 0       | 0   |
|                       | N-446     | 21-H      | 1,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1874      | 0       | 0   |
|                       | N-447     | 21-H      | 1,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3042      | 0       | 0   |
| Total Itinerario : 36 |           |           | 192,8             | 153        | 1  | 288      | 1  | 0,58         | 0,00 | 1,18    | 0,00 | 1660747   | 9,2     | 0,1 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 37                    | N-632     | 33-O      | 105,9             | 26         | 0  | 38       | 0  | 0,25         | 0,00 | 0,36    | 0,00 | 96093     | 27,1    | 0   |
|                       | N-632a    | 33-O      | 33,5              | 2          | 0  | 2        | 0  | 0,06         | 0,00 | 0,06    | 0,00 | 1846      | 108,3   | 0   |
|                       | N-633     | 33-O      | 2,1               | 3          | 0  | 4        | 0  | 1,43         | 0,00 | 1,90    | 0,00 | 13865     | 21,6    | 0   |
|                       | N-641     | 33-O      | 2,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 22944     | 0       | 0   |
|                       | N-643     | 33-O      | 2,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1476      | 0       | 0   |
| Total Itinerario : 37 |           |           | 146,1             | 31         | 0  | 44       | 0  | 0,35         | 0,00 | 0,46    | 0,00 | 136224    | 22,8    | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 38                    | A-63      | 33-O      | 28,4              | 12         | 0  | 13       | 0  | 0,42         | 0,00 | 0,46    | 0,00 | 131161    | 9,1     | 0   |
|                       | A-64      | 33-O      | 31,3              | 17         | 1  | 28       | 1  | 0,54         | 0,03 | 0,89    | 0,03 | 306005    | 5,6     | 0,3 |
| Total Itinerario : 38 |           |           | 59,7              | 29         | 1  | 41       | 1  | 0,48         | 0,02 | 0,68    | 0,02 | 437166    | 6,6     | 0,2 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 39   | H-30      | 21-H      | 19,1              | 11         | 1  | 18       | 1  | 0,58         | 0,05 | 0,94    | 0,05 | 125076    | 8,8     | 0,8 |
|      | N-442     | 21-H      | 13,2              | 3          | 0  | 4        | 0  | 0,23         | 0,00 | 0,30    | 0,00 | 45506     | 6,6     | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| Total Itinerario : 39 |           |           | 32,3              | 14         | 1  | 22       | 1  | 0,41         | 0,03 | 0,62    | 0,03 | 170582    | 8,2     | 0,6 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 40                    | N-547     | 15-C      | 36,3              | 18         | 0  | 28       | 0  | 0,50         | 0,00 | 0,77    | 0,00 | 68460     | 26,3    | 0   |
|                       | N-547     | 27-LU     | 23,9              | 3          | 0  | 5        | 0  | 0,13         | 0,00 | 0,21    | 0,00 | 18232     | 16,5    | 0   |
| Total Itinerario : 40 |           |           | 60,2              | 21         | 0  | 33       | 0  | 0,32         | 0,00 | 0,49    | 0,00 | 86692     | 24,2    | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 41                    | A-52      | 32-OR     | 154,6             | 21         | 1  | 45       | 1  | 0,14         | 0,01 | 0,29    | 0,01 | 800558    | 2,6     | 0,1 |
|                       | A-52      | 36-PO     | 39,2              | 29         | 1  | 38       | 1  | 0,74         | 0,03 | 0,97    | 0,03 | 310011    | 9,4     | 0,3 |
|                       | A-52      | 49-ZA     | 112,5             | 15         | 1  | 22       | 1  | 0,13         | 0,01 | 0,20    | 0,01 | 358147    | 4,2     | 0,3 |
| Total Itinerario : 41 |           |           | 306,3             | 65         | 3  | 105      | 3  | 0,34         | 0,02 | 0,49    | 0,02 | 1468716   | 4,4     | 0,2 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 43                    | A-31      | 2-AB      | 135,7             | 25         | 4  | 52       | 4  | 0,18         | 0,03 | 0,38    | 0,03 | 989273    | 2,5     | 0,4 |
|                       | A-31      | 3-A       | 74,1              | 82         | 4  | 156      | 5  | 1,11         | 0,05 | 2,11    | 0,07 | 988036    | 8,3     | 0,5 |
|                       | A-31      | 16-CU     | 29,8              | 1          | 0  | 2        | 0  | 0,03         | 0,00 | 0,07    | 0,00 | 131797    | 0,8     | 0   |
|                       | N-330     | 3-A       | 3,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 27130     | 0       | 0   |
| Total Itinerario : 43 |           |           | 243,1             | 108        | 8  | 210      | 9  | 0,33         | 0,02 | 0,64    | 0,03 | 2136236   | 5,1     | 0,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 47                    | N-603     | 40-SG     | 32,0              | 3          | 0  | 6        | 0  | 0,09         | 0,00 | 0,19    | 0,00 | 72509     | 4,1     | 0   |
| Total Itinerario : 47 |           |           | 32,0              | 3          | 0  | 6        | 0  | 0,09         | 0,00 | 0,19    | 0,00 | 72509     | 4,1     | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 48                    | N-352     | 51-CE     | 3,5               | 31         | 0  | 45       | 0  | 8,86         | 0,00 | 12,86   | 0,00 | 24265     | 127,8   | 0   |
|                       | N-354     | 51-CE     | 7,6               | 9          | 0  | 17       | 0  | 1,18         | 0,00 | 2,24    | 0,00 | 47951     | 18,8    | 0   |
| Total Itinerario : 48 |           |           | 11,1              | 40         | 0  | 62       | 0  | 5,02         | 0,00 | 7,55    | 0,00 | 72216     | 55,4    | 0,0 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |    |         |    |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|----|---------|----|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am | Heridos | Vm | Vehículos | IP      | IM |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 49                    | B-40      | 8-B       | 8,7               | 17         | 0  | 28       | 0  | 1,95         | 0,00 | 3,22    | 0,00 | 39675     | 42,8    | 0   |
| Total Itinerario : 49 |           |           | 8,7               | 17         | 0  | 28       | 0  | 1,95         | 0,00 | 3,22    | 0,00 | 39675     | 42,8    | 0,0 |
| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 50                    | N-541     | 32-OR     | 37,3              | 11         | 0  | 17       | 0  | 0,29         | 0,00 | 0,46    | 0,00 | 43076     | 25,5    | 0   |
|                       | N-541     | 36-PO     | 35,0              | 10         | 1  | 12       | 2  | 0,29         | 0,03 | 0,34    | 0,06 | 42272     | 23,7    | 4,7 |
|                       | PO-10     | 36-PO     | 1,6               | 3          | 1  | 6        | 1  | 1,88         | 0,62 | 3,75    | 0,62 | 20101     | 14,9    | 5   |
|                       | PO-11     | 36-PO     | 5,2               | 6          | 0  | 8        | 0  | 1,15         | 0,00 | 1,54    | 0,00 | 44838     | 13,4    | 0   |
|                       | PO-12     | 36-PO     | 1,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6703      | 0       | 0   |
| Total Itinerario : 50 |           |           | 80,4              | 30         | 2  | 43       | 3  | 0,72         | 0,13 | 1,22    | 0,14 | 156990    | 19,1    | 1,3 |
| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 51                    | N-642     | 27-LU     | 40,5              | 11         | 1  | 16       | 2  | 0,27         | 0,02 | 0,40    | 0,05 | 97328     | 11,3    | 2,1 |
| Total Itinerario : 51 |           |           | 40,5              | 11         | 1  | 16       | 2  | 0,27         | 0,02 | 0,40    | 0,05 | 97328     | 11,3    | 1,0 |
| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 52                    | N-621     | 24-LE     | 75,3              | 13         | 1  | 17       | 1  | 0,17         | 0,01 | 0,23    | 0,01 | 28117     | 46,2    | 3,6 |
|                       | N-621     | 33-O      | 16,5              | 4          | 0  | 4        | 0  | 0,24         | 0,00 | 0,24    | 0,00 | 18092     | 22,1    | 0   |
|                       | N-621     | 39-S      | 49,4              | 6          | 0  | 18       | 0  | 0,12         | 0,00 | 0,36    | 0,00 | 35251     | 17      | 0   |
|                       | N-625     | 24-LE     | 42,3              | 8          | 0  | 12       | 0  | 0,19         | 0,00 | 0,28    | 0,00 | 36144     | 22,1    | 0   |
| Total Itinerario : 52 |           |           | 183,5             | 31         | 1  | 51       | 1  | 0,18         | 0,00 | 0,28    | 0,00 | 117604    | 26,4    | 0,9 |
| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 53                    | A-32      | 2-AB      | 9,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 19828     | 0       | 0   |
|                       | A-32      | 23-J      | 32,2              | 4          | 0  | 5        | 0  | 0,12         | 0,00 | 0,16    | 0,00 | 94365     | 4,2     | 0   |
|                       | N-322     | 2-AB      | 168,4             | 10         | 2  | 16       | 2  | 0,06         | 0,01 | 0,10    | 0,01 | 185750    | 5,4     | 1,1 |
|                       | N-322     | 23-J      | 130,0             | 21         | 3  | 47       | 4  | 0,16         | 0,02 | 0,36    | 0,03 | 226242    | 9,3     | 1,8 |
|                       | N-322     | 46-V      | 30,7              | 2          | 0  | 3        | 0  | 0,07         | 0,00 | 0,10    | 0,00 | 18130     | 11      | 0   |
|                       | N-322a    | 2-AB      | 15,1              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6757      | 0       | 0   |
|                       | N-322a    | 23-J      | 9,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6090      | 0       | 0   |
|                       | N-322a    | 46-V      | 1,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 79        | 0       | 0   |
|                       | N-611     | 34-P      | 0,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 148       | 0       | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| Total Itinerario : 53 |           |           | 396,6             | 37         | 5  | 71       | 6  | 0,05         | 0,00 | 0,08    | 0,00 | 557389    | 6,6     | 0,9 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 54                    | A-65      | 34-P      | 11,4              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 39459     | 0       | 0   |
|                       | A-75      | 32-OR     | 12,8              | 2          | 1  | 2        | 1  | 0,16         | 0,08 | 0,16    | 0,08 | 16109     | 12,4    | 6,2 |
|                       | N-525     | 15-C      | 16,0              | 14         | 0  | 23       | 0  | 0,88         | 0,00 | 1,44    | 0,00 | 57501     | 24,3    | 0   |
|                       | N-525     | 32-OR     | 153,6             | 24         | 1  | 35       | 1  | 0,16         | 0,01 | 0,23    | 0,01 | 306782    | 7,8     | 0,3 |
|                       | N-525     | 36-PO     | 47,2              | 10         | 1  | 17       | 1  | 0,21         | 0,02 | 0,36    | 0,02 | 91429     | 10,9    | 1,1 |
|                       | N-525     | 49-ZA     | 113,9             | 9          | 1  | 11       | 1  | 0,08         | 0,01 | 0,10    | 0,01 | 59991     | 15      | 1,7 |
|                       | N-532     | 32-OR     | 15,2              | 1          | 0  | 1        | 0  | 0,07         | 0,00 | 0,07    | 0,00 | 19235     | 5,2     | 0   |
|                       | N-542     | 32-OR     | 0,8               | 1          | 0  | 2        | 0  | 1,25         | 0,00 | 2,50    | 0,00 | 7294      | 13,7    | 0   |
|                       | N-610     | 34-P      | 35,7              | 1          | 0  | 4        | 0  | 0,03         | 0,00 | 0,11    | 0,00 | 39013     | 2,6     | 0   |
|                       | N-610     | 47-VA     | 41,2              | 4          | 1  | 3        | 1  | 0,10         | 0,02 | 0,07    | 0,02 | 31926     | 12,5    | 3,1 |
|                       | N-610     | 49-ZA     | 20,2              | 1          | 0  | 19       | 0  | 0,05         | 0,00 | 0,94    | 0,00 | 16715     | 6       | 0   |
|                       | N-610a    | 34-P      | 4,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2647      | 0       | 0   |
|                       | N-631     | 49-ZA     | 56,4              | 2          | 1  | 7        | 1  | 0,04         | 0,02 | 0,12    | 0,02 | 39607     | 5       | 2,5 |
|                       | OU-11     | 32-OR     | 1,5               | 1          | 0  | 3        | 0  | 0,67         | 0,00 | 2,00    | 0,00 | 9543      | 10,5    | 0   |
|                       | SC-11     | 15-C      | 2,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 18922     | 0       | 0   |
| Total Itinerario : 54 |           |           |                   | 70         | 6  | 127      | 6  | 0,25         | 0,01 | 0,54    | 0,01 | 756173    | 9,3     | 0,8 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 55                    | N-540     | 27-LU     | 25,6              | 8          | 0  | 11       | 0  | 0,31         | 0,00 | 0,43    | 0,00 | 57036     | 14      | 0   |
|                       | N-640     | 27-LU     | 93,6              | 16         | 0  | 24       | 0  | 0,17         | 0,00 | 0,26    | 0,00 | 131873    | 12,1    | 0   |
|                       | N-640     | 33-O      | 20,6              | 9          | 0  | 18       | 0  | 0,44         | 0,00 | 0,87    | 0,00 | 28339     | 31,8    | 0   |
|                       | N-640     | 36-PO     | 76,4              | 36         | 1  | 60       | 1  | 0,47         | 0,01 | 0,79    | 0,01 | 151449    | 23,8    | 0,7 |
|                       | N-640a    | 36-PO     | 5,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 18486     | 0       | 0   |
| Total Itinerario : 55 |           |           |                   | 69         | 1  | 113      | 1  | 0,28         | 0,00 | 0,47    | 0,00 | 387183    | 17,8    | 0,3 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 56   | A-67      | 34-P      | 117,1             | 12         | 0  | 17       | 0  | 0,10         | 0,00 | 0,15    | 0,00 | 310090    | 3,9     | 0   |
|      | A-67      | 39-S      | 87,5              | 76         | 1  | 141      | 1  | 0,87         | 0,01 | 1,61    | 0,01 | 858256    | 8,9     | 0,1 |
|      | N-611     | 34-P      | 100,8             | 2          | 0  | 3        | 0  | 0,02         | 0,00 | 0,03    | 0,00 | 31236     | 6,4     | 0   |
|      | N-611     | 39-S      | 74,7              | 21         | 1  | 31       | 1  | 0,28         | 0,01 | 0,41    | 0,01 | 89104     | 23,6    | 1,1 |
|      | P-11      | 34-P      | 4,7               | 1          | 0  | 1        | 0  | 0,21         | 0,00 | 0,21    | 0,00 | 36398     | 2,7     | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 56                    | P-12      | 34-P      | 5,4               | 1          | 0  | 1        | 0  | 0,19         | 0,00 | 0,19    | 0,00 | 10860     | 9,2     | 0   |
|                       | S-20      | 39-S      | 9,2               | 9          | 0  | 15       | 0  | 0,98         | 0,00 | 1,63    | 0,00 | 100031    | 9       | 0   |
| Total Itinerario : 56 |           |           | 399,4             | 122        | 2  | 209      | 2  | 0,38         | 0,00 | 0,60    | 0,00 | 1435975   | 8,5     | 0,1 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 57                    | N-625     | 24-LE     | 37,8              | 2          | 1  | 1        | 1  | 0,05         | 0,03 | 0,03    | 0,03 | 4153      | 48,2    | 24  |
|                       | N-625     | 33-O      | 32,0              | 13         | 1  | 17       | 1  | 0,41         | 0,03 | 0,53    | 0,03 | 38135     | 34,1    | 2,6 |
| Total Itinerario : 57 |           |           | 69,8              | 15         | 2  | 18       | 2  | 0,23         | 0,03 | 0,28    | 0,03 | 42288     | 35,5    | 4,7 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 58                    | A-51      | 5-AV      | 9,5               | 1          | 0  | 1        | 0  | 0,11         | 0,00 | 0,11    | 0,00 | 25247     | 4       | 0   |
|                       | N-110     | 5-AV      | 109,5             | 27         | 0  | 50       | 0  | 0,25         | 0,00 | 0,46    | 0,00 | 110031    | 24,5    | 0   |
|                       | N-110     | 10-CC     | 52,2              | 12         | 0  | 18       | 0  | 0,23         | 0,00 | 0,34    | 0,00 | 64571     | 18,6    | 0   |
|                       | N-110     | 40-SG     | 127,2             | 9          | 0  | 29       | 0  | 0,07         | 0,00 | 0,23    | 0,00 | 131252    | 6,9     | 0   |
|                       | N-110     | 42-SO     | 23,4              | 1          | 0  | 2        | 0  | 0,04         | 0,00 | 0,09    | 0,00 | 10685     | 9,4     | 0   |
|                       | N-110a    | 40-SG     | 16,1              | 1          | 0  | 1        | 0  | 0,06         | 0,00 | 0,06    | 0,00 | 2586      | 38,7    | 0   |
|                       | N-540a    | 27-LU     | 2,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 583       | 0       | 0   |
|                       | SG-20     | 40-SG     | 15,2              | 4          | 2  | 9        | 2  | 0,26         | 0,13 | 0,59    | 0,13 | 62443     | 6,4     | 3,2 |
| Total Itinerario : 58 |           |           | 355,4             | 55         | 2  | 110      | 2  | 0,13         | 0,02 | 0,24    | 0,02 | 407398    | 13,5    | 0,5 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 59                    | N-110     | 40-SG     | 1,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2716      | 0       | 0   |
|                       | N-403     | 5-AV      | 87,8              | 13         | 1  | 20       | 1  | 0,15         | 0,01 | 0,23    | 0,01 | 123189    | 10,6    | 0,8 |
|                       | N-403     | 28-M      | 11,5              | 2          | 0  | 2        | 0  | 0,17         | 0,00 | 0,17    | 0,00 | 11673     | 17,1    | 0   |
|                       | N-403     | 45-TO     | 60,4              | 11         | 1  | 20       | 1  | 0,18         | 0,02 | 0,33    | 0,02 | 49758     | 22,1    | 2   |
|                       | N-403a    | 28-M      | 3,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 2907      | 0       | 0   |
|                       | N-403a    | 45-TO     | 3,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 581       | 0       | 0   |
|                       | TO-21     | 45-TO     | 5,9               | 5          | 0  | 8        | 0  | 0,85         | 0,00 | 1,36    | 0,00 | 24615     | 20,3    | 0   |
| Total Itinerario : 59 |           |           | 173,7             | 31         | 2  | 50       | 2  | 0,19         | 0,00 | 0,30    | 0,00 | 215439    | 14,4    | 0,9 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 60   | FE-11     | 15-C      | 6,2               | 3          | 1  | 4        | 1  | 0,48         | 0,16 | 0,65    | 0,16 | 13372     | 22,4    | 7,5 |
|      | FE-12     | 15-C      | 2,5               | 4          | 0  | 5        | 0  | 1,60         | 0,00 | 2,00    | 0,00 | 18331     | 21,8    | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 60                    | FE-13     | 15-C      | 3,7               | 8          | 0  | 14       | 0  | 2,16         | 0,00 | 3,78    | 0,00 | 28410     | 28,2    | 0   |
|                       | FE-14     | 15-C      | 4,8               | 5          | 0  | 7        | 0  | 1,04         | 0,00 | 1,46    | 0,00 | 35566     | 14,1    | 0   |
|                       | FE-15     | 15-C      | 3,6               | 5          | 0  | 10       | 0  | 1,39         | 0,00 | 2,78    | 0,00 | 10421     | 48      | 0   |
|                       | N-651     | 15-C      | 25,6              | 11         | 0  | 22       | 0  | 0,43         | 0,00 | 0,86    | 0,00 | 91973     | 12      | 0   |
| Total Itinerario : 60 |           |           | 46,4              | 36         | 1  | 62       | 1  | 1,18         | 0,03 | 1,92    | 0,03 | 198073    | 18,2    | 0,5 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 61                    | CO-31     | 14-CO     | 3,1               | 1          | 0  | 1        | 0  | 0,32         | 0,00 | 0,32    | 0,00 | 20589     | 4,9     | 0   |
|                       | N-432     | 6-BA      | 159,2             | 24         | 6  | 42       | 6  | 0,15         | 0,04 | 0,26    | 0,04 | 259917    | 9,2     | 2,3 |
|                       | N-432     | 14-CO     | 183,1             | 30         | 2  | 62       | 2  | 0,16         | 0,01 | 0,34    | 0,01 | 359687    | 8,3     | 0,6 |
|                       | N-432     | 18-GR     | 31,4              | 43         | 2  | 85       | 2  | 1,37         | 0,06 | 2,71    | 0,06 | 113728    | 37,8    | 1,8 |
|                       | N-432     | 23-J      | 47,6              | 11         | 2  | 20       | 2  | 0,23         | 0,04 | 0,42    | 0,04 | 73006     | 15,1    | 2,7 |
|                       | N-432a    | 6-BA      | 23,5              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 29858     | 0       | 0   |
|                       | N-432a    | 14-CO     | 9,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5544      | 0       | 0   |
|                       | N-432a    | 23-J      | 7,4               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4427      | 0       | 0   |
| Total Itinerario : 61 |           |           | 464,4             | 109        | 12 | 210      | 12 | 0,28         | 0,02 | 0,51    | 0,02 | 866756    | 12,6    | 1,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 62                    | N-435     | 6-BA      | 81,4              | 4          | 0  | 7        | 0  | 0,05         | 0,00 | 0,09    | 0,00 | 67028     | 6       | 0   |
|                       | N-435     | 21-H      | 117,6             | 32         | 3  | 49       | 3  | 0,27         | 0,03 | 0,42    | 0,03 | 173885    | 18,4    | 1,7 |
| Total Itinerario : 62 |           |           | 199,0             | 36         | 3  | 56       | 3  | 0,16         | 0,02 | 0,26    | 0,02 | 240913    | 14,9    | 1,2 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 63                    | N-502     | 5-AV      | 78,2              | 14         | 1  | 24       | 3  | 0,18         | 0,01 | 0,31    | 0,04 | 62595     | 22,4    | 4,8 |
|                       | N-502     | 6-BA      | 60,1              | 2          | 0  | 6        | 0  | 0,03         | 0,00 | 0,10    | 0,00 | 19633     | 10,2    | 0   |
|                       | N-502     | 10-CC     | 13,9              | 2          | 1  | 4        | 1  | 0,14         | 0,07 | 0,29    | 0,07 | 2943      | 68      | 34  |
|                       | N-502     | 13-CR     | 64,5              | 3          | 1  | 5        | 1  | 0,05         | 0,02 | 0,08    | 0,02 | 13419     | 22,4    | 7,5 |
|                       | N-502     | 14-CO     | 62,6              | 8          | 0  | 12       | 0  | 0,13         | 0,00 | 0,19    | 0,00 | 54609     | 14,6    | 0   |
|                       | N-502     | 45-TO     | 104,1             | 8          | 2  | 10       | 2  | 0,08         | 0,02 | 0,10    | 0,02 | 104300    | 7,7     | 1,9 |
|                       | N-502a    | 14-CO     | 6,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 126       | 0       | 0   |
|                       | N-502a    | 45-TO     | 11,1              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 34815     | 0       | 0   |
| Total Itinerario : 63 |           |           | 401,0             | 37         | 5  | 61       | 7  | 0,08         | 0,02 | 0,13    | 0,02 | 292440    | 12,7    | 1,7 |



| ITIN                  | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 64                    | N-635                 | 39-S      | 6,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 13222     | 0       | 0   |
|                       | N-636                 | 39-S      | 0,7               | 1          | 0  | 1        | 0  | 1,43         | 0,00 | 1,43    | 0,00 | 2129      | 47      | 0   |
|                       | S-10                  | 39-S      | 13,5              | 28         | 0  | 45       | 0  | 2,07         | 0,00 | 3,33    | 0,00 | 304253    | 9,2     | 0   |
|                       | S-30                  | 39-S      | 13,2              | 8          | 0  | 15       | 0  | 0,61         | 0,00 | 1,14    | 0,00 | 82051     | 9,8     | 0   |
| Total Itinerario : 64 |                       |           | 34,2              | 37         | 0  | 61       | 0  | 1,03         | 0,00 | 1,48    | 0,00 | 401655    | 9,2     | 0,0 |
| ITIN                  | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 65                    | N-655                 | 15-C      | 15,4              | 2          | 0  | 8        | 0  | 0,13         | 0,00 | 0,52    | 0,00 | 13530     | 14,8    | 0   |
|                       | Total Itinerario : 65 |           | 15,4              | 2          | 0  | 8        | 0  | 0,13         | 0,00 | 0,52    | 0,00 | 13530     | 14,8    | 0,0 |
| ITIN                  | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 66                    | N-330                 | 2-AB      | 6,0               | 1          | 0  | 1        | 0  | 0,17         | 0,00 | 0,17    | 0,00 | 6007      | 16,6    | 0   |
|                       | N-330                 | 16-CU     | 41,2              | 1          | 0  | 1        | 0  | 0,02         | 0,00 | 0,02    | 0,00 | 17294     | 5,8     | 0   |
|                       | N-330                 | 44-TE     | 27,0              | 2          | 0  | 3        | 0  | 0,07         | 0,00 | 0,11    | 0,00 | 20252     | 9,9     | 0   |
|                       | N-330                 | 46-V      | 118,2             | 19         | 1  | 26       | 1  | 0,16         | 0,01 | 0,22    | 0,01 | 89047     | 21,3    | 1,1 |
|                       | N-330a                | 46-V      | 18,4              | 1          | 0  | 1        | 0  | 0,05         | 0,00 | 0,05    | 0,00 | 4399      | 22,7    | 0   |
|                       | N-420                 | 44-TE     | 76,7              | 7          | 0  | 11       | 0  | 0,09         | 0,00 | 0,14    | 0,00 | 55739     | 12,6    | 0   |
| Total Itinerario : 66 |                       |           | 287,5             | 31         | 1  | 43       | 1  | 0,09         | 0,00 | 0,12    | 0,00 | 192738    | 16,1    | 0,5 |
| ITIN                  | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 67                    | N-433                 | 21-H      | 93,8              | 16         | 1  | 17       | 1  | 0,17         | 0,01 | 0,18    | 0,01 | 91824     | 17,4    | 1,1 |
|                       | N-433                 | 41-SE     | 26,1              | 3          | 0  | 4        | 0  | 0,11         | 0,00 | 0,15    | 0,00 | 41583     | 7,2     | 0   |
| Total Itinerario : 67 |                       |           | 119,9             | 19         | 1  | 21       | 1  | 0,14         | 0,01 | 0,17    | 0,01 | 133407    | 14,2    | 0,7 |
| ITIN                  | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                       |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 68                    | A-68                  | 50-Z      | 11,2              | 5          | 0  | 8        | 0  | 0,45         | 0,00 | 0,71    | 0,00 | 77435     | 6,5     | 0   |
|                       | N-232                 | 12-CS     | 77,3              | 13         | 0  | 17       | 0  | 0,17         | 0,00 | 0,22    | 0,00 | 85772     | 15,2    | 0   |
|                       | N-232                 | 44-TE     | 84,9              | 17         | 0  | 25       | 0  | 0,20         | 0,00 | 0,29    | 0,00 | 82460     | 20,6    | 0   |
|                       | N-232                 | 50-Z      | 37,1              | 22         | 3  | 39       | 3  | 0,59         | 0,08 | 1,05    | 0,08 | 88941     | 24,7    | 3,4 |
|                       | N-232a                | 12-CS     | 7,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 843       | 0       | 0   |
|                       | N-232a                | 44-TE     | 1,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 54        | 0       | 0   |
|                       | N-232a                | 50-Z      | 12,9              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 8772      | 0       | 0   |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| Total Itinerario : 68 |           |           | 232,7             | 57         | 3  | 89       | 3  | 0,20         | 0,01 | 0,32    | 0,01 | 344277    | 16,6    | 0,9 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 70                    | A-14      | 25-L      | 10,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 18057     | 0       | 0   |
|                       | N-141     | 25-L      | 8,3               | 1          | 0  | 1        | 0  | 0,12         | 0,00 | 0,12    | 0,00 | 1600      | 62,5    | 0   |
|                       | N-230     | 22-HU     | 99,1              | 24         | 1  | 46       | 1  | 0,24         | 0,01 | 0,46    | 0,01 | 120632    | 19,9    | 0,8 |
|                       | N-230     | 25-L      | 83,4              | 37         | 1  | 57       | 1  | 0,44         | 0,01 | 0,68    | 0,01 | 150500    | 24,6    | 0,7 |
|                       | N-230a    | 25-L      | 5,3               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 412       | 0       | 0   |
| Total Itinerario : 70 |           |           | 206,1             | 62         | 2  | 104      | 2  | 0,16         | 0,00 | 0,25    | 0,00 | 291201    | 21,3    | 0,7 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 71                    | N-234     | 9-BU      | 73,9              | 14         | 3  | 20       | 5  | 0,19         | 0,04 | 0,27    | 0,07 | 93005     | 15,1    | 5,4 |
|                       | N-234     | 42-SO     | 103,0             | 13         | 4  | 19       | 6  | 0,13         | 0,04 | 0,18    | 0,06 | 118650    | 11      | 5,1 |
|                       | N-234     | 50-Z      | 77,3              | 7          | 1  | 10       | 1  | 0,09         | 0,01 | 0,13    | 0,01 | 55188     | 12,7    | 1,8 |
|                       | N-234a    | 9-BU      | 7,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 4218      | 0       | 0   |
| Total Itinerario : 71 |           |           | 261,2             | 34         | 8  | 49       | 12 | 0,10         | 0,02 | 0,15    | 0,04 | 271061    | 12,5    | 3,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 72                    | A-13      | 26-LO     | 4,5               | 8          | 0  | 13       | 0  | 1,78         | 0,00 | 2,89    | 0,00 | 36074     | 22,2    | 0   |
|                       | N-111     | 26-LO     | 63,6              | 29         | 1  | 38       | 2  | 0,46         | 0,02 | 0,60    | 0,03 | 148012    | 19,6    | 1,4 |
|                       | N-111     | 42-SO     | 87,6              | 3          | 0  | 4        | 0  | 0,03         | 0,00 | 0,05    | 0,00 | 89495     | 3,4     | 0   |
|                       | N-111a    | 26-LO     | 5,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 104       | 0       | 0   |
|                       | N-111a    | 42-SO     | 5,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 119       | 0       | 0   |
| Total Itinerario : 72 |           |           | 166,4             | 40         | 1  | 55       | 2  | 0,45         | 0,00 | 0,71    | 0,01 | 273804    | 14,6    | 0,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 73                    | N-113     | 26-LO     | 9,5               | 2          | 1  | 6        | 2  | 0,21         | 0,11 | 0,63    | 0,21 | 16304     | 12,3    | 12  |
|                       | N-113     | 42-SO     | 11,0              | 2          | 0  | 3        | 0  | 0,18         | 0,00 | 0,27    | 0,00 | 22532     | 8,9     | 0   |
| Total Itinerario : 73 |           |           | 20,5              | 4          | 1  | 9        | 2  | 0,20         | 0,06 | 0,45    | 0,11 | 38836     | 10,3    | 2,6 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |    |         |    |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|----|---------|----|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am | Heridos | Vm | Vehículos | IP      | IM |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 74                    | N-320     | 16-CU     | 61,8              | 12         | 1  | 18       | 1  | 0,19         | 0,02 | 0,29    | 0,02 | 40896     | 29,3    | 2,4 |
|                       | N-320     | 19-GU     | 111,2             | 32         | 0  | 54       | 0  | 0,29         | 0,00 | 0,49    | 0,00 | 245801    | 13      | 0   |
|                       | N-320     | 28-M      | 24,2              | 14         | 0  | 26       | 0  | 0,58         | 0,00 | 1,07    | 0,00 | 30739     | 45,5    | 0   |
|                       | N-320a    | 19-GU     | 31,6              | 1          | 0  | 1        | 0  | 0,03         | 0,00 | 0,03    | 0,00 | 4233      | 23,6    | 0   |
| Total Itinerario : 74 |           |           | 228,8             | 59         | 1  | 99       | 1  | 0,27         | 0,01 | 0,47    | 0,01 | 321669    | 18,3    | 0,3 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 75                    | A-7       | 3-A       | 61,8              | 14         | 0  | 16       | 0  | 0,23         | 0,00 | 0,26    | 0,00 | 483126    | 2,9     | 0   |
|                       | A-7       | 46-V      | 75,9              | 72         | 4  | 103      | 4  | 0,95         | 0,05 | 1,36    | 0,05 | 1365616   | 5,3     | 0,3 |
|                       | A-77      | 3-A       | 7,8               | 3          | 0  | 7        | 0  | 0,38         | 0,00 | 0,90    | 0,00 | 55277     | 5,4     | 0   |
|                       | A-77a     | 3-A       | 3,5               | 13         | 0  | 13       | 0  | 3,71         | 0,00 | 3,71    | 0,00 | 45179     | 28,8    | 0   |
|                       | CV-80     | 3-A       | 4,0               | 1          | 0  | 2        | 0  | 0,25         | 0,00 | 0,50    | 0,00 | 11224     | 8,9     | 0   |
|                       | N-340     | 3-A       | 21,2              | 11         | 0  | 16       | 0  | 0,52         | 0,00 | 0,75    | 0,00 | 61571     | 17,9    | 0   |
|                       | N-340     | 46-V      | 35,6              | 2          | 0  | 4        | 0  | 0,06         | 0,00 | 0,11    | 0,00 | 74430     | 2,7     | 0   |
| Total Itinerario : 75 |           |           | 209,8             | 116        | 4  | 161      | 4  | 0,87         | 0,01 | 1,08    | 0,01 | 2096423   | 5,5     | 0,2 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 76                    | N-430     | 2-AB      | 94,9              | 5          | 1  | 6        | 1  | 0,05         | 0,01 | 0,06    | 0,01 | 83375     | 6       | 1,2 |
|                       | N-430     | 6-BA      | 119,9             | 8          | 0  | 18       | 0  | 0,07         | 0,00 | 0,15    | 0,00 | 154441    | 5,2     | 0   |
|                       | N-430     | 13-CR     | 202,3             | 20         | 4  | 25       | 4  | 0,10         | 0,02 | 0,12    | 0,02 | 187109    | 10,7    | 2,1 |
|                       | N-430a    | 2-AB      | 8,6               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5528      | 0       | 0   |
|                       | N-430a    | 6-BA      | 1,9               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6348      | 0       | 0   |
|                       | N-430a    | 13-CR     | 13,4              | 1          | 0  | 1        | 0  | 0,07         | 0,00 | 0,07    | 0,00 | 33645     | 3       | 0   |
| Total Itinerario : 76 |           |           | 441,0             | 34         | 5  | 50       | 5  | 0,05         | 0,01 | 0,07    | 0,01 | 470446    | 7,2     | 1,1 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 77                    | A-35      | 2-AB      | 8,4               | 1          | 0  | 2        | 0  | 0,12         | 0,00 | 0,24    | 0,00 | 21864     | 4,6     | 0   |
|                       | A-35      | 46-V      | 36,5              | 16         | 1  | 27       | 1  | 0,44         | 0,03 | 0,74    | 0,03 | 261734    | 6,1     | 0,4 |
| Total Itinerario : 77 |           |           | 44,9              | 17         | 1  | 29       | 1  | 0,28         | 0,02 | 0,49    | 0,02 | 283598    | 6,0     | 0,4 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM |
| 78   | N-123     | 22-HU     | 37,3              | 10         | 0  | 14       | 0  | 0,27         | 0,00 | 0,38    | 0,00 | 48713     | 20,5    | 0  |
|      | N-123a    | 22-HU     | 20,6              | 3          | 0  | 5        | 0  | 0,15         | 0,00 | 0,24    | 0,00 | 10489     | 28,6    | 0  |

| ITIN               | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |      |     |
|--------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|------|-----|
|                    |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM   |     |
| Total Itinerario : |           |           | 78                | 57,9       | 13 | 0        | 19 | 0            | 0,21 | 0,00    | 0,31 | 0,00      | 59202   | 22,0 | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 79                    | A-21      | 50-Z      | 12,5              | 1          | 0  | 2        | 0  | 0,08         | 0,00 | 0,16    | 0,00 | 13875     | 7,2     | 0   |
|                       | A-26      | 17-GI     | 18,7              | 3          | 1  | 4        | 1  | 0,16         | 0,05 | 0,21    | 0,05 | 99953     | 3       | 1   |
|                       | N-145     | 25-L      | 9,3               | 7          | 1  | 12       | 1  | 0,75         | 0,11 | 1,29    | 0,11 | 52588     | 13,3    | 1,9 |
|                       | N-152     | 17-GI     | 1,8               | 6          | 0  | 7        | 0  | 3,33         | 0,00 | 3,89    | 0,00 | 6006      | 99,9    | 0   |
|                       | N-154     | 17-GI     | 7,8               | 5          | 0  | 5        | 0  | 0,64         | 0,00 | 0,64    | 0,00 | 17503     | 28,6    | 0   |
|                       | N-240     | 22-HU     | 35,9              | 1          | 0  | 2        | 0  | 0,03         | 0,00 | 0,06    | 0,00 | 32497     | 3,1     | 0   |
|                       | N-240     | 50-Z      | 23,8              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 5343      | 0       | 0   |
|                       | N-260     | 17-GI     | 175,3             | 88         | 0  | 137      | 0  | 0,50         | 0,00 | 0,78    | 0,00 | 321458    | 27,4    | 0   |
|                       | N-260     | 22-HU     | 132,0             | 12         | 1  | 23       | 1  | 0,09         | 0,01 | 0,17    | 0,01 | 72752     | 16,5    | 1,4 |
|                       | N-260     | 25-L      | 152,1             | 50         | 0  | 80       | 0  | 0,33         | 0,00 | 0,53    | 0,00 | 170380    | 29,3    | 0   |
|                       | N-260a    | 17-GI     | 4,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 170       | 0       | 0   |
|                       | N-260a    | 22-HU     | 53,6              | 4          | 0  | 4        | 0  | 0,07         | 0,00 | 0,07    | 0,00 | 37093     | 10,8    | 0   |
|                       | N-260a    | 25-L      | 1,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 380       | 0       | 0   |
| Total Itinerario : 79 |           |           | 629,1             | 177        | 3  | 276      | 3  | 0,46         | 0,01 | 0,60    | 0,01 | 829998    | 21,3    | 0,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 80                    | A-33      | 30-MU     | 31,3              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 61178     | 0       | 0   |
|                       | N-344     | 2-AB      | 13,1              | 2          | 0  | 3        | 0  | 0,15         | 0,00 | 0,23    | 0,00 | 17634     | 11,3    | 0   |
|                       | N-344     | 3-A       | 6,0               | 4          | 1  | 4        | 2  | 0,67         | 0,17 | 0,67    | 0,33 | 30031     | 13,3    | 6,7 |
|                       | N-344     | 30-MU     | 74,5              | 6          | 3  | 8        | 3  | 0,08         | 0,04 | 0,11    | 0,04 | 118641    | 5,1     | 2,5 |
|                       | N-344     | 46-V      | 7,7               | 7          | 0  | 12       | 0  | 0,91         | 0,00 | 1,56    | 0,00 | 35525     | 19,7    | 0   |
| Total Itinerario : 80 |           |           | 132,6             | 19         | 4  | 27       | 5  | 0,36         | 0,04 | 0,51    | 0,07 | 263009    | 7,2     | 1,5 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 81   | CT-32     | 30-MU     | 9,0               | 1          | 0  | 1        | 0  | 0,11         | 0,00 | 0,11    | 0,00 | 116815    | 0,9     | 0   |
|      | CT-33     | 30-MU     | 2,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 33028     | 0       | 0   |
|      | CT-34     | 30-MU     | 10,5              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 39770     | 0       | 0   |
|      | N-332     | 3-A       | 59,9              | 96         | 3  | 160      | 3  | 1,60         | 0,05 | 2,67    | 0,05 | 565959    | 17      | 0,5 |
|      | N-332     | 30-MU     | 3,5               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 10154     | 0       | 0   |
|      | N-338     | 3-A       | 5,1               | 6          | 0  | 8        | 0  | 1,18         | 0,00 | 1,57    | 0,00 | 53849     | 11,1    | 0   |
|      | N-345     | 30-MU     | 7,2               | 1          | 0  | 1        | 0  | 0,14         | 0,00 | 0,14    | 0,00 | 6867      | 14,6    | 0   |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
|      | Total Itinerario : | 81        | 97,3              | 104        | 3  | 170      | 3  | 0,43         | 0,01 | 0,64    | 0,01 | 826442    | 12,6    | 0,4 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 82   | N-341              | 4-AL      | 18,6              | 2          | 0  | 2        | 0  | 0,11         | 0,00 | 0,11    | 0,00 | 29933     | 6,7     | 0   |
|      | Total Itinerario : | 82        | 18,6              | 2          | 0  | 2        | 0  | 0,11         | 0,00 | 0,11    | 0,00 | 29933     | 6,7     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 83   | N-540              | 27-LU     | 43,3              | 7          | 0  | 9        | 0  | 0,16         | 0,00 | 0,21    | 0,00 | 48283     | 14,5    | 0   |
|      | N-540              | 32-OR     | 12,1              | 1          | 0  | 1        | 0  | 0,08         | 0,00 | 0,08    | 0,00 | 13806     | 7,2     | 0   |
|      | N-540a             | 27-LU     | 1,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 253       | 0       | 0   |
|      | Total Itinerario : | 83        | 56,4              | 8          | 0  | 10       | 0  | 0,08         | 0,00 | 0,10    | 0,00 | 62342     | 12,8    | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 84   | N-225              | 12-CS     | 16,3              | 2          | 0  | 2        | 0  | 0,12         | 0,00 | 0,12    | 0,00 | 33026     | 6,1     | 0   |
|      | N-225              | 46-V      | 9,1               | 2          | 0  | 2        | 0  | 0,22         | 0,00 | 0,22    | 0,00 | 17883     | 11,2    | 0   |
|      | Total Itinerario : | 84        | 25,4              | 4          | 0  | 4        | 0  | 0,17         | 0,00 | 0,17    | 0,00 | 50909     | 7,9     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 85   | N-325              | 3-A       | 20,1              | 10         | 0  | 11       | 0  | 0,50         | 0,00 | 0,55    | 0,00 | 48722     | 20,5    | 0   |
|      | Total Itinerario : | 85        | 20,1              | 10         | 0  | 11       | 0  | 0,50         | 0,00 | 0,55    | 0,00 | 48722     | 20,5    | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 86   | N-629              | 9-BU      | 47,2              | 13         | 2  | 20       | 2  | 0,28         | 0,04 | 0,42    | 0,04 | 45516     | 28,6    | 4,4 |
|      | N-629              | 39-S      | 36,9              | 9          | 1  | 8        | 1  | 0,24         | 0,03 | 0,22    | 0,03 | 71087     | 12,7    | 1,4 |
|      | N-629              | 48-BI     | 2,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 1908      | 0       | 0   |
|      | Total Itinerario : | 86        | 86,9              | 22         | 3  | 28       | 3  | 0,17         | 0,02 | 0,21    | 0,02 | 118511    | 18,6    | 2,5 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM |
| 87   | N-211     | 22-HU     | 7,4               | 1          | 0  | 1        | 0  | 0,14         | 0,00 | 0,14    | 0,00 | 11995     | 8,3     | 0  |
|      | N-211     | 44-TE     | 18,2              | 3          | 0  | 5        | 0  | 0,16         | 0,00 | 0,27    | 0,00 | 13479     | 22,3    | 0  |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 87                    | N-211     | 50-Z      | 58,0              | 4          | 2  | 3        | 2  | 0,07         | 0,03 | 0,05    | 0,03 | 33808     | 11,8    | 5,9 |
|                       | N-211a    | 44-TE     | 2,0               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3071      | 0       | 0   |
| Total Itinerario : 87 |           |           | 85,6              | 8          | 2  | 9        | 2  | 0,09         | 0,01 | 0,12    | 0,01 | 62353     | 12,8    | 3,2 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 88   | N-204                 | 19-GU     | 67,2              | 6          | 0  | 8        | 0  | 0,09         | 0,00 | 0,12    | 0,00 | 28036     | 21,4    | 0   |
|      | Total Itinerario : 88 |           | 67,2              | 6          | 0  | 8        | 0  | 0,09         | 0,00 | 0,12    | 0,00 | 28036     | 21,4    | 0,0 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 89                    | A-43      | 2-AB      | 34,2              | 8          | 0  | 18       | 0  | 0,23         | 0,00 | 0,53    | 0,00 | 135728    | 5,9     | 0   |
|                       | A-43      | 13-CR     | 106,9             | 28         | 3  | 36       | 4  | 0,26         | 0,03 | 0,34    | 0,04 | 393189    | 7,1     | 1   |
|                       | A-43      | 16-CU     | 34,0              | 4          | 0  | 6        | 0  | 0,12         | 0,00 | 0,18    | 0,00 | 82291     | 4,9     | 0   |
|                       | N-310     | 2-AB      | 34,0              | 2          | 0  | 5        | 0  | 0,06         | 0,00 | 0,15    | 0,00 | 14172     | 14,1    | 0   |
|                       | N-310     | 13-CR     | 58,2              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 47329     | 0       | 0   |
|                       | N-310     | 16-CU     | 53,7              | 1          | 0  | 1        | 0  | 0,02         | 0,00 | 0,02    | 0,00 | 29264     | 3,4     | 0   |
| Total Itinerario : 89 |           |           | 321,0             | 43         | 3  | 66       | 4  | 0,12         | 0,01 | 0,20    | 0,01 | 701973    | 6,1     | 0,4 |

| ITIN                  | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|-----------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                       |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 90                    | N-536     | 24-LE     | 33,4              | 7          | 0  | 12       | 0  | 0,21         | 0,00 | 0,36    | 0,00 | 19603     | 35,7    | 0   |
|                       | N-536     | 32-OR     | 17,5              | 7          | 0  | 14       | 0  | 0,40         | 0,00 | 0,80    | 0,00 | 16556     | 42,3    | 0   |
| Total Itinerario : 90 |           |           | 50,9              | 14         | 0  | 26       | 0  | 0,31         | 0,00 | 0,58    | 0,00 | 36159     | 38,7    | 0,0 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 92   | VA-30                 | 47-VA     | 21,3              | 12         | 1  | 23       | 1  | 0,56         | 0,05 | 1,08    | 0,05 | 171622    | 7       | 0,6 |
|      | Total Itinerario : 92 |           | 21,3              | 12         | 1  | 23       | 1  | 0,56         | 0,05 | 1,08    | 0,05 | 171622    | 7,0     | 0,6 |

| ITIN | Carretera             | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|-----------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                       |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 93   | Z-40                  | 50-Z      | 34,1              | 26         | 0  | 46       | 0  | 0,76         | 0,00 | 1,35    | 0,00 | 425284    | 6,1     | 0   |
|      | Total Itinerario : 93 |           | 34,1              | 26         | 0  | 46       | 0  | 0,76         | 0,00 | 1,35    | 0,00 | 425284    | 6,1     | 0,0 |

| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 94                     | M-50      | 28-M      | 85,1              | 219        | 3  | 316      | 3  | 2,57         | 0,04 | 3,71    | 0,04 | 1889906   | 11,6    | 0,2 |
| Total Itinerario : 94  |           |           | 85,1              | 219        | 3  | 316      | 3  | 2,57         | 0,04 | 3,71    | 0,04 | 1889906   | 11,6    | 0,2 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 95                     | VA-14     | 47-VA     | 0,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 6677      | 0       | 0   |
|                        | VA-20     | 47-VA     | 10,0              | 2          | 0  | 2        | 0  | 0,20         | 0,00 | 0,20    | 0,00 | 79519     | 2,5     | 0   |
| Total Itinerario : 95  |           |           | 10,8              | 2          | 0  | 2        | 0  | 0,10         | 0,00 | 0,10    | 0,00 | 86196     | 2,3     | 0,0 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 96                     | B-20      | 8-B       | 14,1              | 75         | 0  | 114      | 0  | 5,32         | 0,00 | 8,09    | 0,00 | 590901    | 12,7    | 0   |
| Total Itinerario : 96  |           |           | 14,1              | 75         | 0  | 114      | 0  | 5,32         | 0,00 | 8,09    | 0,00 | 590901    | 12,7    | 0,0 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 97                     | B-30      | 8-B       | 11,4              | 75         | 1  | 124      | 2  | 6,58         | 0,09 | 10,88   | 0,18 | 253268    | 29,6    | 0,8 |
| Total Itinerario : 97  |           |           | 11,4              | 75         | 1  | 124      | 2  | 6,58         | 0,09 | 10,88   | 0,18 | 253268    | 29,6    | 0,4 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 98                     | M-11      | 28-M      | 10,2              | 10         | 0  | 13       | 0  | 0,98         | 0,00 | 1,27    | 0,00 | 236779    | 4,2     | 0   |
|                        | M-31      | 28-M      | 4,9               | 4          | 0  | 4        | 0  | 0,82         | 0,00 | 0,82    | 0,00 | 64021     | 6,2     | 0   |
|                        | M-40      | 28-M      | 61,1              | 241        | 1  | 312      | 1  | 3,94         | 0,02 | 5,11    | 0,02 | 2657603   | 9,1     | 0   |
| Total Itinerario : 98  |           |           | 76,2              | 255        | 1  | 329      | 1  | 1,91         | 0,01 | 2,40    | 0,01 | 2958403   | 8,6     | 0,0 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 901                    | AP-1      | 1-VI      | 5,9               | 1          | 0  | 1        | 0  | 0,17         | 0,00 | 0,17    | 0,00 | 44104     | 2,3     | 0   |
|                        | AP-1      | 9-BU      | 77,3              | 32         | 2  | 67       | 3  | 0,41         | 0,03 | 0,87    | 0,04 | 538812    | 5,9     | 0,6 |
| Total Itinerario : 901 |           |           | 83,2              | 33         | 2  | 68       | 3  | 0,29         | 0,02 | 0,52    | 0,02 | 582916    | 5,7     | 0,3 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 902                    | AP-2      | 8-B       | 4,4               | 2          | 0  | 2        | 0  | 0,45         | 0,00 | 0,45    | 0,00 | 176030    | 1,1     | 0   |
|                        | AP-2      | 22-HU     | 49,7              | 6          | 0  | 14       | 0  | 0,12         | 0,00 | 0,28    | 0,00 | 236987    | 2,5     | 0   |

| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 902                    | AP-2      | 25-L      | 60,7              | 4          | 0  | 5        | 0  | 0,07         | 0,00 | 0,08    | 0,00 | 197073    | 2       | 0   |
|                        | AP-2      | 43-T      | 51,8              | 7          | 0  | 11       | 0  | 0,14         | 0,00 | 0,21    | 0,00 | 174946    | 4       | 0   |
|                        | AP-2      | 50-Z      | 52,7              | 8          | 0  | 16       | 0  | 0,15         | 0,00 | 0,30    | 0,00 | 289898    | 2,8     | 0   |
|                        | M-12      | 28-M      | 10,4              | 10         | 0  | 10       | 0  | 0,96         | 0,00 | 0,96    | 0,00 | 95978     | 10,4    | 0   |
|                        | R-2       | 19-GU     | 23,8              | 1          | 0  | 1        | 0  | 0,04         | 0,00 | 0,04    | 0,00 | 27077     | 3,7     | 0   |
|                        | R-2       | 28-M      | 28,7              | 2          | 0  | 2        | 0  | 0,07         | 0,00 | 0,07    | 0,00 | 64571     | 3,1     | 0   |
| Total Itinerario : 902 |           |           | 282,2             | 40         | 0  | 61       | 0  | 0,25         | 0,00 | 0,30    | 0,00 | 1262560   | 3,2     | 0,0 |

| ITIN | Carretera              | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|------------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                        |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 903  | R-3                    | 28-M      | 29,4              | 4          | 0  | 7        | 0  | 0,14         | 0,00 | 0,24    | 0,00 | 117859    | 3,4     | 0   |
|      | Total Itinerario : 903 |           | 29,4              | 4          | 0  | 7        | 0  | 0,14         | 0,00 | 0,24    | 0,00 | 117859    | 3,4     | 0,0 |

| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 904                    | AP-4      | 11-CA     | 44,2              | 8          | 0  | 19       | 0  | 0,18         | 0,00 | 0,43    | 0,00 | 310689    | 2,6     | 0   |
|                        | AP-4      | 41-SE     | 49,2              | 6          | 0  | 11       | 0  | 0,12         | 0,00 | 0,22    | 0,00 | 384822    | 1,6     | 0   |
|                        | AP-4a     | 41-SE     | 1,2               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 8925      | 0       | 0   |
|                        | R-4       | 28-M      | 24,5              | 3          | 0  | 5        | 0  | 0,12         | 0,00 | 0,20    | 0,00 | 47762     | 6,3     | 0   |
|                        | R-4       | 45-TO     | 28,0              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 49312     | 0       | 0   |
| Total Itinerario : 904 |           |           | 147,1             | 17         | 0  | 35       | 0  | 0,08         | 0,00 | 0,17    | 0,00 | 801510    | 2,1     | 0,0 |

| ITIN | Carretera              | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|------------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                        |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 905  | R-5                    | 28-M      | 31,5              | 5          | 0  | 8        | 0  | 0,16         | 0,00 | 0,25    | 0,00 | 94314     | 5,3     | 0   |
|      | Total Itinerario : 905 |           | 31,5              | 5          | 0  | 8        | 0  | 0,16         | 0,00 | 0,25    | 0,00 | 94314     | 5,3     | 0,0 |

| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 906                    | AP-6      | 5-AV      | 18,4              | 2          | 0  | 2        | 0  | 0,11         | 0,00 | 0,11    | 0,00 | 96234     | 2,1     | 0   |
|                        | AP-6      | 28-M      | 15,4              | 12         | 1  | 20       | 2  | 0,78         | 0,06 | 1,30    | 0,13 | 333337    | 3,6     | 0,6 |
|                        | AP-6      | 40-SG     | 36,8              | 7          | 2  | 7        | 2  | 0,19         | 0,05 | 0,19    | 0,05 | 309514    | 2,3     | 0,6 |
| Total Itinerario : 906 |           |           | 70,6              | 21         | 3  | 29       | 4  | 0,36         | 0,04 | 0,53    | 0,06 | 739085    | 2,8     | 0,4 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |    |         |    |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|----|---------|----|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am | Heridos | Vm | Vehículos | IP      | IM |



| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------------------------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 907                    | AP-7      | 3-A       | 154,1             | 22         | 0  | 33       | 0  | 0,14         | 0,00 | 0,21    | 0,00 | 829017    | 2,7     | 0   |
|                        | AP-7      | 4-AL      | 25,8              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 12534     | 0       | 0   |
|                        | AP-7      | 8-B       | 115,0             | 275        | 1  | 455      | 1  | 2,39         | 0,01 | 3,96    | 0,01 | 3136078   | 8,8     | 0   |
|                        | AP-7      | 12-CS     | 120,8             | 32         | 8  | 70       | 8  | 0,26         | 0,07 | 0,58    | 0,07 | 657059    | 4,9     | 1,2 |
|                        | AP-7      | 17-GI     | 92,6              | 69         | 4  | 100      | 4  | 0,75         | 0,04 | 1,08    | 0,04 | 1259520   | 5,5     | 0,3 |
|                        | AP-7      | 30-MU     | 111,4             | 9          | 0  | 12       | 0  | 0,08         | 0,00 | 0,11    | 0,00 | 371276    | 2,4     | 0   |
|                        | AP-7      | 43-T      | 136,9             | 79         | 3  | 160      | 16 | 0,58         | 0,02 | 1,17    | 0,12 | 1275096   | 6,2     | 1,3 |
|                        | AP-7      | 46-V      | 89,1              | 28         | 3  | 39       | 3  | 0,31         | 0,03 | 0,44    | 0,03 | 817428    | 3,4     | 0,4 |
|                        | AP-7a     | 3-A       | 3,7               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 18031     | 0       | 0   |
| Total Itinerario : 907 |           |           | 849,4             | 514        | 19 | 869      | 32 | 0,50         | 0,02 | 0,84    | 0,03 | 8376039   | 6,1     | 0,2 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 909                    | AP-1009   | 15-C      | 35,9              | 8          | 0  | 15       | 0  | 0,22         | 0,00 | 0,42    | 0,00 | 232299    | 3,4     | 0   |
|                        | AP-2009   | 36-PO     | 5,2               | 4          | 0  | 7        | 0  | 0,77         | 0,00 | 1,35    | 0,00 | 103464    | 3,9     | 0   |
|                        | AP-9      | 15-C      | 91,3              | 30         | 1  | 41       | 1  | 0,33         | 0,01 | 0,45    | 0,01 | 742636    | 4       | 0,1 |
|                        | AP-9      | 36-PO     | 83,8              | 47         | 0  | 82       | 0  | 0,56         | 0,00 | 0,98    | 0,00 | 709343    | 6,6     | 0   |
| Total Itinerario : 909 |           |           | 216,2             | 89         | 1  | 145      | 1  | 0,47         | 0,00 | 0,80    | 0,00 | 1787742   | 5,0     | 0,1 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 917                    | AP-7      | 11-CA     | 3,8               | 1          | 0  | 1        | 0  | 0,26         | 0,00 | 0,26    | 0,00 | 21533     | 4,6     | 0   |
|                        | AP-7      | 29-MA     | 91,9              | 31         | 0  | 58       | 0  | 0,34         | 0,00 | 0,63    | 0,00 | 950623    | 3,3     | 0   |
| Total Itinerario : 917 |           |           | 95,7              | 32         | 0  | 59       | 0  | 0,30         | 0,00 | 0,45    | 0,00 | 972156    | 3,3     | 0,0 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 936                    | AP-36     | 2-AB      | 2,8               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 7898      | 0       | 0   |
|                        | AP-36     | 16-CU     | 71,8              | 2          | 0  | 2        | 0  | 0,03         | 0,00 | 0,03    | 0,00 | 112821    | 1,8     | 0   |
|                        | AP-36     | 45-TO     | 72,2              | 4          | 2  | 5        | 2  | 0,06         | 0,03 | 0,07    | 0,03 | 78769     | 5,1     | 2,5 |
| Total Itinerario : 936 |           |           | 146,8             | 6          | 2  | 7        | 2  | 0,03         | 0,01 | 0,03    | 0,01 | 199488    | 3,0     | 1,0 |
| ITIN                   | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|                        |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 941                    | AP-41     | 28-M      | 10,6              | 2          | 0  | 3        | 0  | 0,19         | 0,00 | 0,28    | 0,00 | 6179      | 32,4    | 0   |
|                        | AP-41     | 45-TO     | 41,9              | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 11302     | 0       | 0   |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
|      | Total Itinerario : | 941       | 52,5              | 2          | 0  | 3        | 0  | 0,10         | 0,00 | 0,14    | 0,00 | 17481     | 11,4    | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 946  | AP-46              | 29-MA     | 28,0              | 3          | 0  | 4        | 0  | 0,11         | 0,00 | 0,14    | 0,00 | 134424    | 2,2     | 0   |
|      | Total Itinerario : | 946       | 28,0              | 3          | 0  | 4        | 0  | 0,11         | 0,00 | 0,14    | 0,00 | 134424    | 2,2     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 951  | AP-51              | 5-AV      | 19,8              | 1          | 0  | 1        | 0  | 0,05         | 0,00 | 0,05    | 0,00 | 55402     | 1,8     | 0   |
|      | AP-51              | 40-SG     | 4,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 10957     | 0       | 0   |
|      | Total Itinerario : | 951       | 23,9              | 1          | 0  | 1        | 0  | 0,03         | 0,00 | 0,03    | 0,00 | 66359     | 1,5     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 953  | AP-53              | 15-C      | 17,3              | 3          | 0  | 4        | 0  | 0,17         | 0,00 | 0,23    | 0,00 | 85656     | 3,5     | 0   |
|      | AP-53              | 36-PO     | 39,0              | 3          | 0  | 4        | 0  | 0,08         | 0,00 | 0,10    | 0,00 | 83830     | 3,6     | 0   |
|      | Total Itinerario : | 953       | 56,3              | 6          | 0  | 8        | 0  | 0,13         | 0,00 | 0,17    | 0,00 | 169486    | 3,5     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 961  | AP-61              | 40-SG     | 27,8              | 6          | 0  | 7        | 0  | 0,22         | 0,00 | 0,25    | 0,00 | 82404     | 7,3     | 0   |
|      | Total Itinerario : | 961       | 27,8              | 6          | 0  | 7        | 0  | 0,22         | 0,00 | 0,25    | 0,00 | 82404     | 7,3     | 0,0 |

| ITIN | Carretera          | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|--------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                    |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 966  | AP-66              | 24-LE     | 58,0              | 10         | 0  | 16       | 0  | 0,17         | 0,00 | 0,28    | 0,00 | 169318    | 5,9     | 0   |
|      | AP-66              | 33-O      | 19,1              | 2          | 0  | 2        | 0  | 0,10         | 0,00 | 0,10    | 0,00 | 62290     | 3,2     | 0   |
|      | Total Itinerario : | 966       | 77,1              | 12         | 0  | 18       | 0  | 0,14         | 0,00 | 0,19    | 0,00 | 231608    | 5,2     | 0,0 |

| ITIN | Carretera | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |    |
|------|-----------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|----|
|      |           |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM |
| 968  | AP-68     | 1-VI      | 54,6              | 31         | 0  | 48       | 0  | 0,57         | 0,00 | 0,88    | 0,00 | 271712    | 11,4    | 0  |
|      | AP-68     | 9-BU      | 1,1               | 0          | 0  | 0        | 0  | 0,00         | 0,00 | 0,00    | 0,00 | 3187      | 0       | 0  |
|      | AP-68     | 26-LO     | 118,5             | 15         | 0  | 27       | 0  | 0,13         | 0,00 | 0,23    | 0,00 | 390830    | 3,8     | 0  |
|      | AP-68     | 31-NA     | 40,5              | 5          | 0  | 10       | 0  | 0,12         | 0,00 | 0,25    | 0,00 | 142282    | 3,5     | 0  |

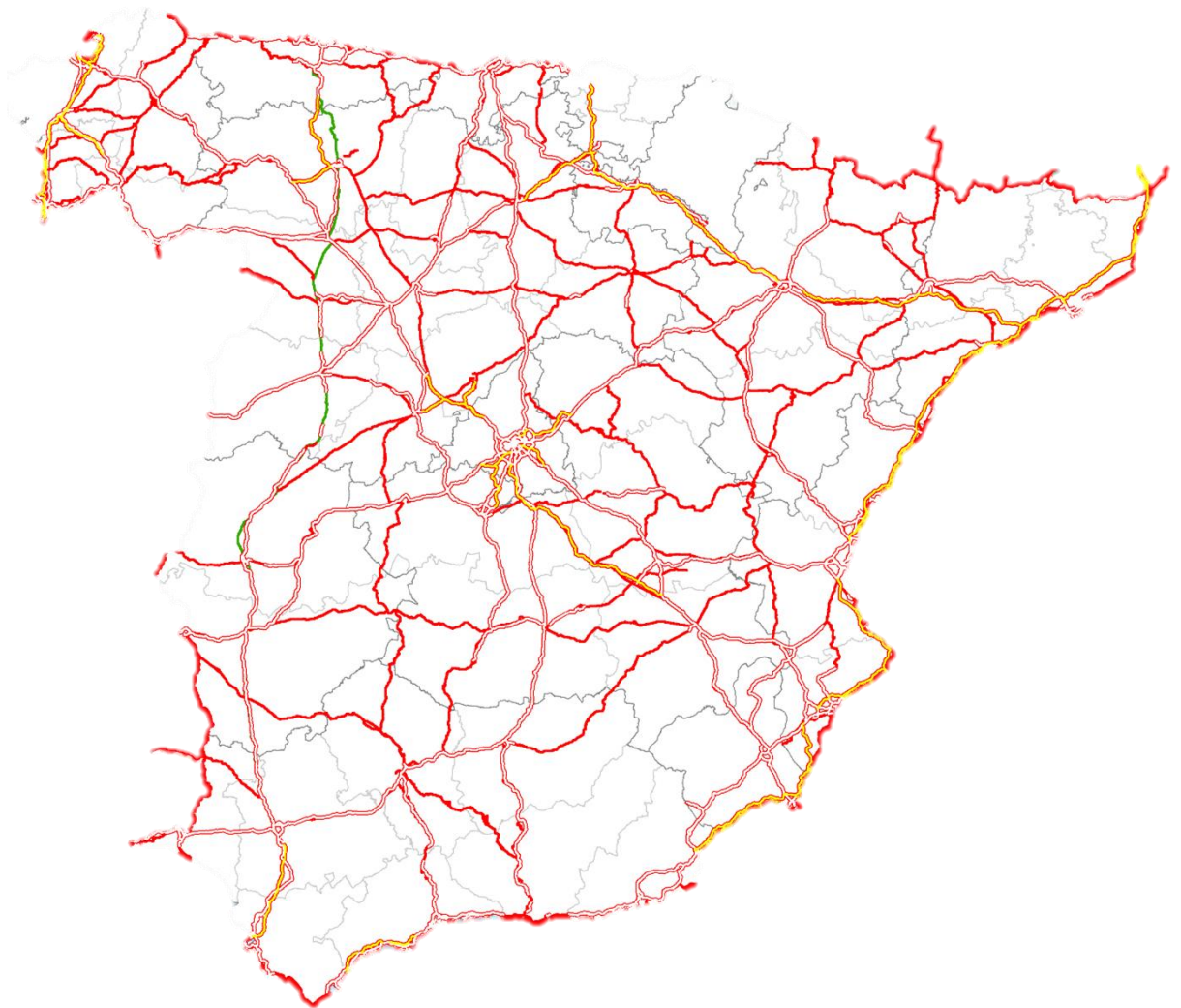
Listado Accidentes, víctimas e índices. Ordenado por itinerario.

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| ITIN | Carretera              | Provincia | Longitud<br>(Kms) | Accidentes |    | Víctimas |    | Valores / Km |      |         |      |           | Índices |     |
|------|------------------------|-----------|-------------------|------------|----|----------|----|--------------|------|---------|------|-----------|---------|-----|
|      |                        |           |                   | ACV        | AM | Heridos  | VM | Acv          | Am   | Heridos | Vm   | Vehículos | IP      | IM  |
| 968  | AP-68                  | 48-BI     | 22,4              | 15         | 0  | 24       | 0  | 0,67         | 0,00 | 1,07    | 0,00 | 218651    | 6,9     | 0   |
|      | AP-68                  | 50-Z      | 54,0              | 7          | 0  | 9        | 0  | 0,13         | 0,00 | 0,17    | 0,00 | 269278    | 2,6     | 0   |
|      | Total Itinerario : 968 |           | 291,1             | 73         | 0  | 118      | 0  | 0,27         | 0,00 | 0,43    | 0,00 | 1295940   | 5,6     | 0,0 |
| 971  | AP-71                  | 24-LE     | 37,2              | 2          | 0  | 2        | 0  | 0,05         | 0,00 | 0,05    | 0,00 | 55588     | 3,6     | 0   |
|      | Total Itinerario : 971 |           | 37,2              | 2          | 0  | 2        | 0  | 0,05         | 0,00 | 0,05    | 0,00 | 55588     | 3,6     | 0,0 |

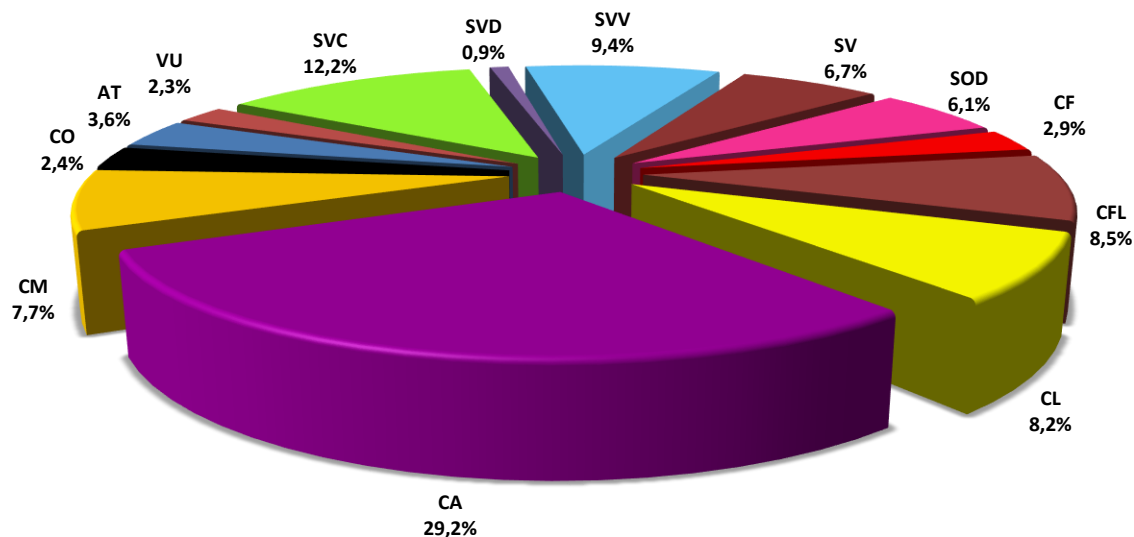
**13- RESUMEN GENERAL ACV, AM y VM  
POR TIPO DE ACCIDENTE Y RANGO DE IMD**

**2016**

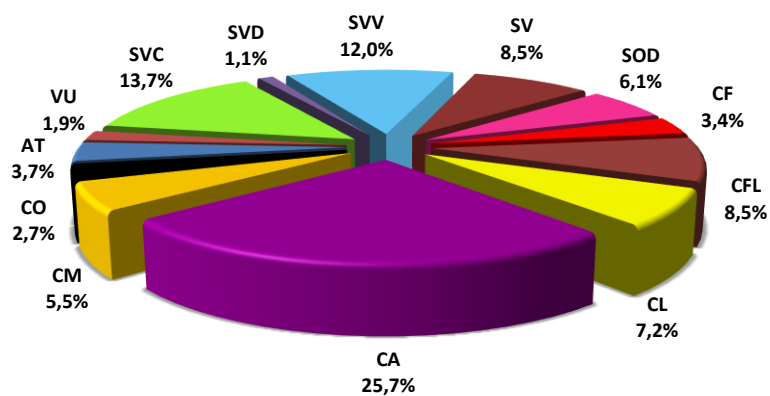


## DISTRIBUCIÓN DE LOS ACV POR TIPO DE ACCIDENTE 2016

### TOTAL RCE



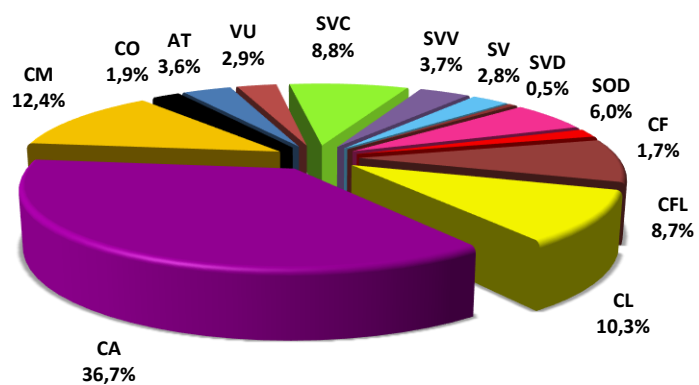
### TRAMOS INTERURBANOS



### LEYENDA

- AT: Atropello
- CA: Colisión por alcance
- CF: Colisión Frontal
- CFL: Colisión Frontolateral
- CL: Colisión lateral
- CM: Colisión múltiple
- CO: Colisión
- OC: Otras causas
- SV: Salida vía
- SVC: Salida vía con choque
- SVD: Salida vía con despeñamiento
- SVV: Salida vía con vuelco
- VU: Vuelco

### TRAMOS URBANOS/PERIURBANOS



ACCIDENTES CON VÍCTIMAS. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |      |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA   |       |       |
|----------------------------------|---------|------|-------|---------------|------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|--------|-------|-------|
|                                  | Nº      | % A  | % B   | Nº            | % A  | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº     | % A   | % B   |
| Colisión frontal                 | 51      | 15,7 | 7,2   | 86            | 26,5 | 7,6   | 124            | 38,3 | 4,5   | 40              | 12,3 | 1,7   | 12              | 3,7  | 0,6   | 11       | 3,4  | 0,5   | 324    | 100,0 | 2,9   |
| Colisión frontolateral           | 126     | 13,0 | 17,7  | 212           | 21,9 | 18,7  | 323            | 33,3 | 11,8  | 155             | 16,0 | 6,7   | 72              | 7,4  | 3,6   | 82       | 8,5  | 3,4   | 970    | 100,0 | 8,5   |
| Colisión lateral                 | 21      | 2,3  | 3,0   | 57            | 6,1  | 5,0   | 157            | 16,9 | 5,8   | 154             | 16,6 | 6,7   | 201             | 21,7 | 9,9   | 338      | 36,4 | 13,8  | 928    | 100,0 | 8,2   |
| Colisión por alcance             | 62      | 1,9  | 8,7   | 151           | 4,6  | 13,3  | 668            | 20,2 | 24,5  | 685             | 20,7 | 29,6  | 764             | 23,1 | 37,8  | 983      | 29,7 | 40,2  | 3.313  | 100,0 | 29,2  |
| Colisión múltiple                | 5       | 0,6  | 0,7   | 19            | 2,2  | 1,7   | 103            | 11,8 | 3,8   | 146             | 16,8 | 6,3   | 256             | 29,4 | 12,7  | 341      | 39,2 | 14,0  | 870    | 100,0 | 7,7   |
| Choque con barrera               | 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  | 0,0   | 0      | 0,0   | 0,0   |
| Choque con obstáculo             | 7       | 2,5  | 1,0   | 23            | 8,3  | 2,0   | 55             | 19,9 | 2,0   | 69              | 24,9 | 3,0   | 55              | 19,9 | 2,7   | 68       | 24,5 | 2,8   | 277    | 100,0 | 2,4   |
| Atropello de Peatón              | 31      | 12,9 | 4,4   | 32            | 13,3 | 2,8   | 70             | 29,0 | 2,6   | 47              | 19,5 | 2,0   | 41              | 17,0 | 2,0   | 20       | 8,3  | 0,8   | 241    | 100,0 | 2,1   |
| Atropello de animal              | 38      | 22,0 | 5,3   | 35            | 20,2 | 3,1   | 62             | 35,8 | 2,3   | 25              | 14,5 | 1,1   | 10              | 5,8  | 0,5   | 3        | 1,7  | 0,1   | 173    | 100,0 | 1,5   |
| Vuelco en calzada                | 18      | 7,0  | 2,5   | 13            | 5,1  | 1,1   | 51             | 19,9 | 1,9   | 53              | 20,7 | 2,3   | 45              | 17,6 | 2,2   | 76       | 29,7 | 3,1   | 256    | 100,0 | 2,3   |
| Salida Izquierda y choque        | 2       | 5,7  | 0,3   | 2             | 5,7  | 0,2   | 7              | 20,0 | 0,3   | 14              | 40,0 | 0,6   | 4               | 11,4 | 0,2   | 6        | 17,1 | 0,2   | 35     | 100,0 | 0,3   |
| Salida Izquierda y despeñamiento | 1       | 50,0 | 0,1   | 1             | 50,0 | 0,1   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2      | 100,0 | 0,0   |
| Salida Izquierda y vuelco        | 2       | 10,0 | 0,3   | 2             | 10,0 | 0,2   | 4              | 20,0 | 0,1   | 8               | 40,0 | 0,3   | 2               | 10,0 | 0,1   | 2        | 10,0 | 0,1   | 20     | 100,0 | 0,2   |
| Salida Izquierda en llano        | 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  | 0,0   | 0      | 0,0   | 0,0   |
| Salida Izquierda otra            | 1       | 5,6  | 0,1   | 0             | 0,0  | 0,0   | 3              | 16,7 | 0,1   | 9               | 50,0 | 0,4   | 1               | 5,6  | 0,0   | 4        | 22,2 | 0,2   | 18     | 100,0 | 0,2   |
| Salida Derecha y choque          | 83      | 6,2  | 11,7  | 120           | 8,9  | 10,6  | 393            | 29,2 | 14,4  | 323             | 24,0 | 14,0  | 224             | 16,6 | 11,1  | 204      | 15,1 | 8,3   | 1.347  | 100,0 | 11,9  |
| Salida Derecha y despeñamiento   | 16      | 16,2 | 2,3   | 19            | 19,2 | 1,7   | 25             | 25,3 | 0,9   | 22              | 22,2 | 1,0   | 11              | 11,1 | 0,5   | 6        | 6,1  | 0,2   | 99     | 100,0 | 0,9   |
| Salida Derecha y vuelco          | 115     | 11,0 | 16,2  | 166           | 15,9 | 14,6  | 334            | 31,9 | 12,2  | 255             | 24,4 | 11,0  | 86              | 8,2  | 4,3   | 90       | 8,6  | 3,7   | 1.046  | 100,0 | 9,2   |
| Salida Derecha en llano          | 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  | 0,0   | 0      | 0,0   | 0,0   |
| Salida Derecha otra              | 52      | 7,0  | 7,3   | 100           | 13,4 | 8,8   | 199            | 26,7 | 7,3   | 175             | 23,5 | 7,6   | 133             | 17,9 | 6,6   | 85       | 11,4 | 3,5   | 744    | 100,0 | 6,6   |
| Sin especificar                  | 80      | 11,6 | 11,3  | 97            | 14,0 | 8,5   | 151            | 21,9 | 5,5   | 133             | 19,2 | 5,8   | 105             | 15,2 | 5,2   | 125      | 18,1 | 5,1   | 691    | 100,0 | 6,1   |
| TOTAL                            | 711     | 6,3  | 100,0 | 1.135         | 10,0 | 100,0 | 2.729          | 24,0 | 100,0 | 2.313           | 20,4 | 100,0 | 2.022           | 17,8 | 100,0 | 2.444    | 21,5 | 100,0 | 11.354 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

ACCIDENTES CON VÍCTIMAS. ( Tramos interurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |      |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA  |       |       |
|----------------------------------|---------|------|-------|---------------|------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|-------|-------|-------|
|                                  | Nº      | % A  | % B   | Nº            | % A  | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº    | % A   | % B   |
| Colisión frontal                 | 45      | 17,1 | 7,1   | 77            | 29,3 | 7,9   | 102            | 38,8 | 4,5   | 29              | 11,0 | 1,5   | 6               | 2,3  | 0,4   | 4        | 1,5  | 0,6   | 263   | 100,0 | 3,4   |
| Colisión frontolateral           | 106     | 16,1 | 16,8  | 175           | 26,6 | 18,0  | 219            | 33,3 | 9,8   | 92              | 14,0 | 4,9   | 44              | 6,7  | 3,2   | 22       | 3,3  | 3,4   | 658   | 100,0 | 8,5   |
| Colisión lateral                 | 19      | 3,4  | 3,0   | 46            | 8,3  | 4,7   | 122            | 21,9 | 5,4   | 116             | 20,8 | 6,1   | 148             | 26,6 | 10,9  | 106      | 19,0 | 16,2  | 557   | 100,0 | 7,2   |
| Colisión por alcance             | 50      | 2,5  | 7,9   | 112           | 5,6  | 11,5  | 518            | 26,0 | 23,1  | 550             | 27,6 | 29,1  | 496             | 24,9 | 36,4  | 264      | 13,3 | 40,4  | 1.990 | 100,0 | 25,7  |
| Colisión múltiple                | 5       | 1,2  | 0,8   | 18            | 4,2  | 1,8   | 80             | 18,9 | 3,6   | 114             | 26,9 | 6,0   | 146             | 34,4 | 10,7  | 61       | 14,4 | 9,3   | 424   | 100,0 | 5,5   |
| Choque con barrera               | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Choque con obstáculo             | 7       | 3,4  | 1,1   | 22            | 10,6 | 2,3   | 47             | 22,6 | 2,1   | 56              | 26,9 | 3,0   | 47              | 22,6 | 3,4   | 29       | 13,9 | 4,4   | 208   | 100,0 | 2,7   |
| Atropello de Peatón              | 13      | 11,1 | 2,1   | 14            | 12,0 | 1,4   | 34             | 29,1 | 1,5   | 30              | 25,6 | 1,6   | 22              | 18,8 | 1,6   | 4        | 3,4  | 0,6   | 117   | 100,0 | 1,5   |
| Atropello de animal              | 38      | 22,6 | 6,0   | 34            | 20,2 | 3,5   | 60             | 35,7 | 2,7   | 25              | 14,9 | 1,3   | 10              | 6,0  | 0,7   | 1        | 0,6  | 0,2   | 168   | 100,0 | 2,2   |
| Vuelco en calzada                | 18      | 12,0 | 2,9   | 11            | 7,3  | 1,1   | 38             | 25,3 | 1,7   | 38              | 25,3 | 2,0   | 30              | 20,0 | 2,2   | 15       | 10,0 | 2,3   | 150   | 100,0 | 1,9   |
| Salida Izquierda y choque        | 2       | 7,4  | 0,3   | 1             | 3,7  | 0,1   | 6              | 22,2 | 0,3   | 12              | 44,4 | 0,6   | 4               | 14,8 | 0,3   | 2        | 7,4  | 0,3   | 27    | 100,0 | 0,3   |
| Salida Izquierda y despeñamiento | 1       | 50,0 | 0,2   | 1             | 50,0 | 0,1   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2     | 100,0 | 0,0   |
| Salida Izquierda y vuelco        | 2       | 10,5 | 0,3   | 2             | 10,5 | 0,2   | 4              | 21,1 | 0,2   | 7               | 36,8 | 0,4   | 2               | 10,5 | 0,1   | 2        | 10,5 | 0,3   | 19    | 100,0 | 0,2   |
| Salida Izquierda en llano        | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Salida Izquierda otra            | 1       | 6,7  | 0,2   | 0             | 0,0  | 0,0   | 3              | 20,0 | 0,1   | 9               | 60,0 | 0,5   | 1               | 6,7  | 0,1   | 1        | 6,7  | 0,2   | 15    | 100,0 | 0,2   |
| Salida Derecha y choque          | 80      | 7,7  | 12,7  | 110           | 10,6 | 11,3  | 362            | 34,9 | 16,1  | 286             | 27,6 | 15,1  | 150             | 14,5 | 11,0  | 50       | 4,8  | 7,6   | 1.038 | 100,0 | 13,4  |
| Salida Derecha y despeñamiento   | 14      | 17,5 | 2,2   | 16            | 20,0 | 1,6   | 22             | 27,5 | 1,0   | 20              | 25,0 | 1,1   | 6               | 7,5  | 0,4   | 2        | 2,5  | 0,3   | 80    | 100,0 | 1,0   |
| Salida Derecha y vuelco          | 110     | 12,0 | 17,5  | 160           | 17,5 | 16,4  | 323            | 35,4 | 14,4  | 232             | 25,4 | 12,3  | 61              | 6,7  | 4,5   | 27       | 3,0  | 4,1   | 913   | 100,0 | 11,8  |
| Salida Derecha en llano          | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Salida Derecha otra              | 49      | 7,6  | 7,8   | 97            | 15,0 | 10,0  | 181            | 28,0 | 8,1   | 156             | 24,1 | 8,3   | 123             | 19,0 | 9,0   | 41       | 6,3  | 6,3   | 647   | 100,0 | 8,3   |
| Sin especificar                  | 70      | 14,7 | 11,1  | 77            | 16,2 | 7,9   | 122            | 25,6 | 5,4   | 116             | 24,4 | 6,1   | 68              | 14,3 | 5,0   | 23       | 4,8  | 3,5   | 476   | 100,0 | 6,1   |
| TOTAL                            | 630     | 8,1  | 100,0 | 973           | 12,6 | 100,0 | 2.243          | 28,9 | 100,0 | 1.888           | 24,4 | 100,0 | 1.364           | 17,6 | 100,0 | 654      | 8,4  | 100,0 | 7.752 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

ACCIDENTES CON VÍCTIMAS. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

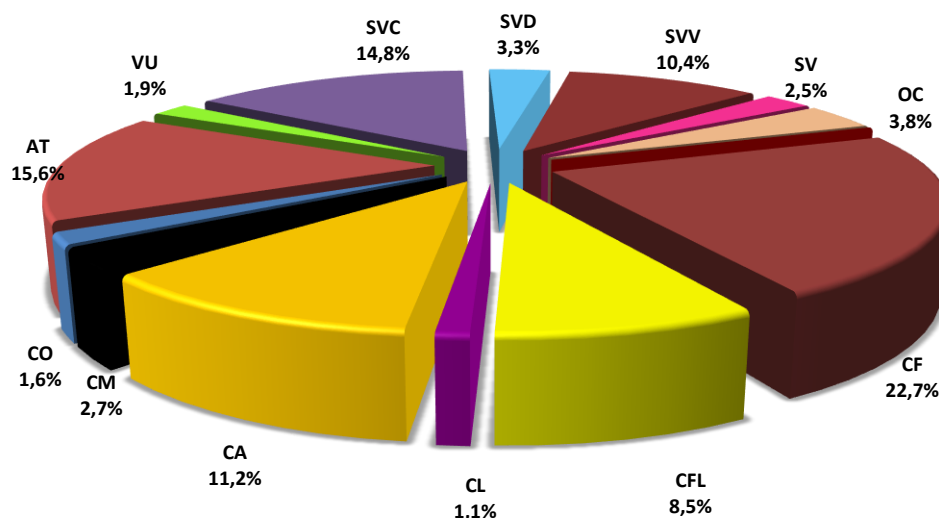
| TIPO DE ACCIDENTE                | < 3.000 |      |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |      |       | > 80.000 |       |       | SUMA  |       |       |
|----------------------------------|---------|------|-------|---------------|------|-------|----------------|------|-------|-----------------|-------|-------|-----------------|------|-------|----------|-------|-------|-------|-------|-------|
|                                  | Nº      | % A  | % B   | Nº            | % A  | % B   | Nº             | % A  | % B   | Nº              | % A   | % B   | Nº              | % A  | % B   | Nº       | % A   | % B   | Nº    | % A   | % B   |
| Colisión frontal                 | 6       | 9,8  | 7,4   | 9             | 14,8 | 5,6   | 22             | 36,1 | 4,5   | 11              | 18,0  | 2,6   | 6               | 9,8  | 0,9   | 7        | 11,5  | 0,4   | 61    | 100,0 | 1,7   |
| Colisión frontolateral           | 20      | 6,4  | 24,7  | 37            | 11,9 | 22,8  | 104            | 33,3 | 21,4  | 63              | 20,2  | 14,8  | 28              | 9,0  | 4,3   | 60       | 19,2  | 3,4   | 312   | 100,0 | 8,7   |
| Colisión lateral                 | 2       | 0,5  | 2,5   | 11            | 3,0  | 6,8   | 35             | 9,4  | 7,2   | 38              | 10,2  | 8,9   | 53              | 14,3 | 8,1   | 232      | 62,5  | 13,0  | 371   | 100,0 | 10,3  |
| Colisión por alcance             | 12      | 0,9  | 14,8  | 39            | 2,9  | 24,1  | 150            | 11,3 | 30,9  | 135             | 10,2  | 31,8  | 268             | 20,3 | 40,7  | 719      | 54,3  | 40,2  | 1.323 | 100,0 | 36,7  |
| Colisión múltiple                | 0       | 0,0  | 0,0   | 1             | 0,2  | 0,6   | 23             | 5,2  | 4,7   | 32              | 7,2   | 7,5   | 110             | 24,7 | 16,7  | 280      | 62,8  | 15,6  | 446   | 100,0 | 12,4  |
| Choque con barrera               | 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   | 0,0   | 0     | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0  | 0,0   | 1             | 1,4  | 0,6   | 8              | 11,6 | 1,6   | 13              | 18,8  | 3,1   | 8               | 11,6 | 1,2   | 39       | 56,5  | 2,2   | 69    | 100,0 | 1,9   |
| Atropello de Peatón              | 18      | 14,5 | 22,2  | 18            | 14,5 | 11,1  | 36             | 29,0 | 7,4   | 17              | 13,7  | 4,0   | 19              | 15,3 | 2,9   | 16       | 12,9  | 0,9   | 124   | 100,0 | 3,4   |
| Atropello de animal              | 0       | 0,0  | 0,0   | 1             | 20,0 | 0,6   | 2              | 40,0 | 0,4   | 0               | 0,0   | 0,0   | 0               | 0,0  | 0,0   | 2        | 40,0  | 0,1   | 5     | 100,0 | 0,1   |
| Vuelco en calzada                | 0       | 0,0  | 0,0   | 2             | 1,9  | 1,2   | 13             | 12,3 | 2,7   | 15              | 14,2  | 3,5   | 15              | 14,2 | 2,3   | 61       | 57,5  | 3,4   | 106   | 100,0 | 2,9   |
| Salida Izquierda y choque        | 0       | 0,0  | 0,0   | 1             | 12,5 | 0,6   | 1              | 12,5 | 0,2   | 2               | 25,0  | 0,5   | 0               | 0,0  | 0,0   | 4        | 50,0  | 0,2   | 8     | 100,0 | 0,2   |
| Salida Izquierda y despeñamiento | 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   | 0,0   | 0     | 0,0   | 0,0   |
| Salida Izquierda y vuelco        | 0       | 0,0  | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 1               | 100,0 | 0,2   | 0               | 0,0  | 0,0   | 0        | 0,0   | 0,0   | 1     | 100,0 | 0,0   |
| Salida Izquierda en llano        | 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   | 0,0   | 0     | 0,0   | 0,0   |
| Salida Izquierda otra            | 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   | 3        | 100,0 | 0,2   | 3     | 100,0 | 0,1   |
| Salida Derecha y choque          | 3       | 1,0  | 3,7   | 10            | 3,2  | 6,2   | 31             | 10,0 | 6,4   | 37              | 12,0  | 8,7   | 74              | 23,9 | 11,2  | 154      | 49,8  | 8,6   | 309   | 100,0 | 8,6   |
| Salida Derecha y despeñamiento   | 2       | 10,5 | 2,5   | 3             | 15,8 | 1,9   | 3              | 15,8 | 0,6   | 2               | 10,5  | 0,5   | 5               | 26,3 | 0,8   | 4        | 21,1  | 0,2   | 19    | 100,0 | 0,5   |
| Salida Derecha y vuelco          | 5       | 3,8  | 6,2   | 6             | 4,5  | 3,7   | 11             | 8,3  | 2,3   | 23              | 17,3  | 5,4   | 25              | 18,8 | 3,8   | 63       | 47,4  | 3,5   | 133   | 100,0 | 3,7   |
| Salida Derecha en llano          | 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   | 0,0   | 0     | 0,0   | 0,0   |
| Salida Derecha otra              | 3       | 3,1  | 3,7   | 3             | 3,1  | 1,9   | 18             | 18,6 | 3,7   | 19              | 19,6  | 4,5   | 10              | 10,3 | 1,5   | 44       | 45,4  | 2,5   | 97    | 100,0 | 2,7   |
| Sin especificar                  | 10      | 4,7  | 12,3  | 20            | 9,3  | 12,3  | 29             | 13,5 | 6,0   | 17              | 7,9   | 4,0   | 37              | 17,2 | 5,6   | 102      | 47,4  | 5,7   | 215   | 100,0 | 6,0   |
| TOTAL                            | 81      | 2,2  | 100,0 | 162           | 4,5  | 100,0 | 486            | 13,5 | 100,0 | 425             | 11,8  | 100,0 | 658             | 18,3 | 100,0 | 1.790    | 49,7  | 100,0 | 3.602 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

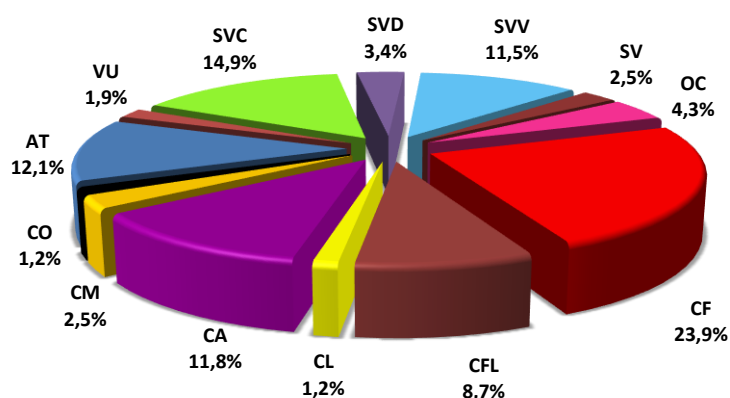


## DISTRIBUCIÓN DE LOS AM POR TIPO DE ACCIDENTE 2016

### TOTAL RCE



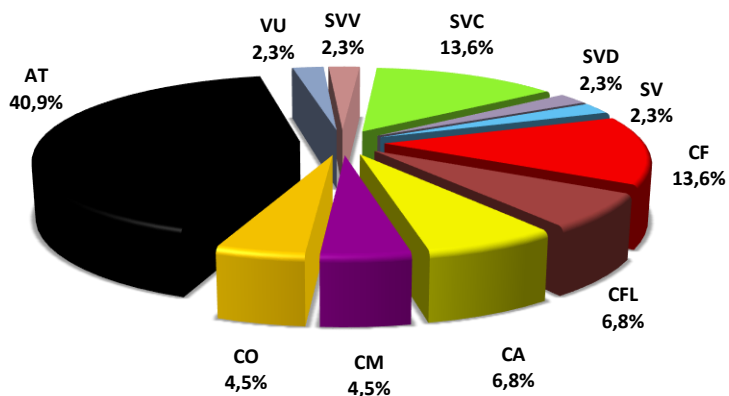
### TRAMOS INTERURBANOS



#### LEYENDA

- AT: Atropello
- CA: Colisión por alcance
- CF: Colisión Frontal
- CFL: Colisión Frontolateral
- CL: Colisión lateral
- CM: Colisión múltiple
- CO: Colisión
- OC: Otras causas
- SV: Salida vía
- SVC: Salida vía con choque
- SVD: Salida vía con despeñamiento
- SVV: Salida vía con vuelco
- VU: Vuelco

### TRAMOS URBANOS/PERIURBANOS



ACCIDENTES MORTALES. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |       |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|----------------------------------|---------|-------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                  | Nº      | % A   | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Colisión frontal                 | 12      | 14,5  | 22,2  | 28            | 33,7  | 45,2  | 38             | 45,8 | 27,7  | 4               | 4,8  | 6,0   | 1               | 1,2  | 2,9   | 0        | 0,0  | 0,0   | 83   | 100,0 | 22,7  |
| Colisión frontolateral           | 11      | 35,5  | 20,4  | 7             | 22,6  | 11,3  | 12             | 38,7 | 8,8   | 1               | 3,2  | 1,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 31   | 100,0 | 8,5   |
| Colisión lateral                 | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 2              | 50,0 | 1,5   | 1               | 25,0 | 1,5   | 0               | 0,0  | 0,0   | 1        | 25,0 | 9,1   | 4    | 100,0 | 1,1   |
| Colisión por alcance             | 2       | 4,9   | 3,7   | 2             | 4,9   | 3,2   | 13             | 31,7 | 9,5   | 15              | 36,6 | 22,4  | 7               | 17,1 | 20,0  | 2        | 4,9  | 18,2  | 41   | 100,0 | 11,2  |
| Colisión múltiple                | 0       | 0,0   | 0,0   | 2             | 20,0  | 3,2   | 3              | 30,0 | 2,2   | 2               | 20,0 | 3,0   | 3               | 30,0 | 8,6   | 0        | 0,0  | 0,0   | 10   | 100,0 | 2,7   |
| Choque con barrera               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 3              | 50,0 | 2,2   | 2               | 33,3 | 3,0   | 1               | 16,7 | 2,9   | 0        | 0,0  | 0,0   | 6    | 100,0 | 1,6   |
| Atropello de Peatón              | 6       | 10,9  | 11,1  | 3             | 5,5   | 4,8   | 16             | 29,1 | 11,7  | 15              | 27,3 | 22,4  | 11              | 20,0 | 31,4  | 4        | 7,3  | 36,4  | 55   | 100,0 | 15,0  |
| Atropello de animal              | 2       | 100,0 | 3,7   | 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   | 2    | 100,0 | 0,5   |
| Vuelco en calzada                | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 3              | 42,9 | 2,2   | 1               | 14,3 | 1,5   | 3               | 42,9 | 8,6   | 0        | 0,0  | 0,0   | 7    | 100,0 | 1,9   |
| Salida Izquierda y choque        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y despeñamiento | 0       | 0,0   | 0,0   | 1             | 100,0 | 1,6   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Salida Izquierda y vuelco        | 0       | 0,0   | 0,0   | 2             | 50,0  | 3,2   | 0              | 0,0  | 0,0   | 2               | 50,0 | 3,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 4    | 100,0 | 1,1   |
| Salida Izquierda en llano        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda otra            | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha y choque          | 6       | 11,1  | 11,1  | 7             | 13,0  | 11,3  | 22             | 40,7 | 16,1  | 10              | 18,5 | 14,9  | 5               | 9,3  | 14,3  | 4        | 7,4  | 36,4  | 54   | 100,0 | 14,8  |
| Salida Derecha y despeñamiento   | 4       | 36,4  | 7,4   | 0             | 0,0   | 0,0   | 5              | 45,5 | 3,6   | 1               | 9,1  | 1,5   | 1               | 9,1  | 2,9   | 0        | 0,0  | 0,0   | 11   | 100,0 | 3,0   |
| Salida Derecha y vuelco          | 8       | 23,5  | 14,8  | 8             | 23,5  | 12,9  | 9              | 26,5 | 6,6   | 9               | 26,5 | 13,4  | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 34   | 100,0 | 9,3   |
| Salida Derecha en llano          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha otra              | 1       | 11,1  | 1,9   | 0             | 0,0   | 0,0   | 5              | 55,6 | 3,6   | 3               | 33,3 | 4,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 9    | 100,0 | 2,5   |
| Sin especificar                  | 2       | 14,3  | 3,7   | 2             | 14,3  | 3,2   | 6              | 42,9 | 4,4   | 1               | 7,1  | 1,5   | 3               | 21,4 | 8,6   | 0        | 0,0  | 0,0   | 14   | 100,0 | 3,8   |
| TOTAL                            | 54      | 14,8  | 100,0 | 62            | 16,9  | 100,0 | 137            | 37,4 | 100,0 | 67              | 18,3 | 100,0 | 35              | 9,6  | 100,0 | 11       | 3,0  | 100,0 | 366  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

**ACCIDENTES MORTALES. ( Tramos interurbanos ) R.C.E. AÑO 2016**  
**INTERVALOS DE IMD Y TIPO DE ACCIDENTE**

| TIPO DE ACCIDENTE                | < 3.000   |             |              | 3.000 a 7.000 |             |              | 7.000 a 20.000 |             |              | 20.000 a 40.000 |             |              | 40.000 a 80.000 |            |              | > 80.000 |            |              | SUMA       |              |              |
|----------------------------------|-----------|-------------|--------------|---------------|-------------|--------------|----------------|-------------|--------------|-----------------|-------------|--------------|-----------------|------------|--------------|----------|------------|--------------|------------|--------------|--------------|
|                                  | Nº        | % A         | % B          | Nº            | % A         | % B          | Nº             | % A         | % B          | Nº              | % A         | % B          | Nº              | % A        | % B          | Nº       | % A        | % B          | Nº         | % A          | % B          |
| Colisión frontal                 | 12        | 15,6        | 22,6         | 26            | 33,8        | 45,6         | 35             | 45,5        | 28,0         | 3               | 3,9         | 5,2          | 1               | 1,3        | 4,0          | 0        | 0,0        | 0,0          | 77         | 100,0        | 23,9         |
| Colisión frontolateral           | 11        | 39,3        | 20,8         | 5             | 17,9        | 8,8          | 11             | 39,3        | 8,8          | 1               | 3,6         | 1,7          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 28         | 100,0        | 8,7          |
| Colisión lateral                 | 0         | 0,0         | 0,0          | 0             | 0,0         | 0,0          | 2              | 50,0        | 1,6          | 1               | 25,0        | 1,7          | 0               | 0,0        | 0,0          | 1        | 25,0       | 25,0         | 4          | 100,0        | 1,2          |
| Colisión por alcance             | 2         | 5,3         | 3,8          | 2             | 5,3         | 3,5          | 13             | 34,2        | 10,4         | 13              | 34,2        | 22,4         | 7               | 18,4       | 28,0         | 1        | 2,6        | 25,0         | 38         | 100,0        | 11,8         |
| Colisión múltiple                | 0         | 0,0         | 0,0          | 2             | 25,0        | 3,5          | 2              | 25,0        | 1,6          | 2               | 25,0        | 3,4          | 2               | 25,0       | 8,0          | 0        | 0,0        | 0,0          | 8          | 100,0        | 2,5          |
| Choque con barrera               | 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        | 0,0          | 0          | 0,0          | 0,0          |
| Choque con obstáculo             | 0         | 0,0         | 0,0          | 0             | 0,0         | 0,0          | 2              | 50,0        | 1,6          | 2               | 50,0        | 3,4          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 4          | 100,0        | 1,2          |
| Atropello de Peatón              | 5         | 13,5        | 9,4          | 2             | 5,4         | 3,5          | 11             | 29,7        | 8,8          | 12              | 32,4        | 20,7         | 6               | 16,2       | 24,0         | 1        | 2,7        | 25,0         | 37         | 100,0        | 11,5         |
| Atropello de animal              | 2         | 100,0       | 3,8          | 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          | 2          | 100,0        | 0,6          |
| Vuelco en calzada                | 0         | 0,0         | 0,0          | 0             | 0,0         | 0,0          | 3              | 50,0        | 2,4          | 1               | 16,7        | 1,7          | 2               | 33,3       | 8,0          | 0        | 0,0        | 0,0          | 6          | 100,0        | 1,9          |
| Salida Izquierda y choque        | 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        | 0,0          | 0          | 0,0          | 0,0          |
| Salida Izquierda y despeñamiento | 0         | 0,0         | 0,0          | 1             | 100,0       | 1,8          | 0              | 0,0         | 0,0          | 0               | 0,0         | 0,0          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 1          | 100,0        | 0,3          |
| Salida Izquierda y vuelco        | 0         | 0,0         | 0,0          | 2             | 66,7        | 3,5          | 0              | 0,0         | 0,0          | 1               | 33,3        | 1,7          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 3          | 100,0        | 0,9          |
| Salida Izquierda en llano        | 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        | 0,0          | 0          | 0,0          | 0,0          |
| Salida Izquierda otra            | 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        | 0,0          | 0          | 0,0          | 0,0          |
| Salida Derecha y choque          | 6         | 12,5        | 11,3         | 7             | 14,6        | 12,3         | 22             | 45,8        | 17,6         | 8               | 16,7        | 13,8         | 4               | 8,3        | 16,0         | 1        | 2,1        | 25,0         | 48         | 100,0        | 14,9         |
| Salida Derecha y despeñamiento   | 4         | 40,0        | 7,5          | 0             | 0,0         | 0,0          | 5              | 50,0        | 4,0          | 1               | 10,0        | 1,7          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 10         | 100,0        | 3,1          |
| Salida Derecha y vuelco          | 8         | 23,5        | 15,1         | 8             | 23,5        | 14,0         | 9              | 26,5        | 7,2          | 9               | 26,5        | 15,5         | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 34         | 100,0        | 10,6         |
| Salida Derecha en llano          | 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        | 0,0          | 0          | 0,0          | 0,0          |
| Salida Derecha otra              | 1         | 12,5        | 1,9          | 0             | 0,0         | 0,0          | 4              | 50,0        | 3,2          | 3               | 37,5        | 5,2          | 0               | 0,0        | 0,0          | 0        | 0,0        | 0,0          | 8          | 100,0        | 2,5          |
| Sin especificar                  | 2         | 14,3        | 3,8          | 2             | 14,3        | 3,5          | 6              | 42,9        | 4,8          | 1               | 7,1         | 1,7          | 3               | 21,4       | 12,0         | 0        | 0,0        | 0,0          | 14         | 100,0        | 4,3          |
| <b>TOTAL</b>                     | <b>53</b> | <b>16,5</b> | <b>100,0</b> | <b>57</b>     | <b>17,7</b> | <b>100,0</b> | <b>125</b>     | <b>38,8</b> | <b>100,0</b> | <b>58</b>       | <b>18,0</b> | <b>100,0</b> | <b>25</b>       | <b>7,8</b> | <b>100,0</b> | <b>4</b> | <b>1,2</b> | <b>100,0</b> | <b>322</b> | <b>100,0</b> | <b>100,0</b> |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

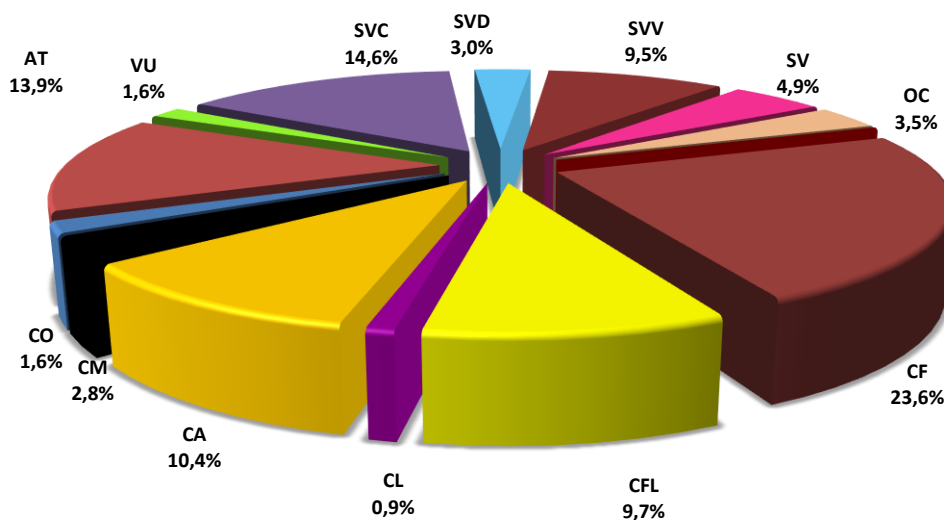
ACCIDENTES MORTALES. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |     |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |       |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |       |       | > 80.000 |      |       | SUMA |       |       |
|----------------------------------|---------|-----|-------|---------------|------|-------|----------------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|----------|------|-------|------|-------|-------|
|                                  | Nº      | % A | % B   | Nº            | % A  | % B   | Nº             | % A   | % B   | Nº              | % A   | % B   | Nº              | % A   | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Colisión frontal                 | 0       | 0,0 | 0,0   | 2             | 33,3 | 40,0  | 3              | 50,0  | 25,0  | 1               | 16,7  | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 6    | 100,0 | 13,6  |
| Colisión frontolateral           | 0       | 0,0 | 0,0   | 2             | 66,7 | 40,0  | 1              | 33,3  | 8,3   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 3    | 100,0 | 6,8   |
| Colisión lateral                 | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Colisión por alcance             | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 2               | 66,7  | 22,2  | 0               | 0,0   | 0,0   | 1        | 33,3 | 14,3  | 3    | 100,0 | 6,8   |
| Colisión múltiple                | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 50,0  | 8,3   | 0               | 0,0   | 0,0   | 1               | 50,0  | 10,0  | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,5   |
| Choque con barrera               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 50,0  | 8,3   | 0               | 0,0   | 0,0   | 1               | 50,0  | 10,0  | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,5   |
| Atropello de Peatón              | 1       | 5,6 | 100,0 | 1             | 5,6  | 20,0  | 5              | 27,8  | 41,7  | 3               | 16,7  | 33,3  | 5               | 27,8  | 50,0  | 3        | 16,7 | 42,9  | 18   | 100,0 | 40,9  |
| Atropello de animal              | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Vuelco en calzada                | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 10,0  | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Salida Izquierda y choque        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y despeñamiento | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y vuelco        | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 1               | 100,0 | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Salida Izquierda en llano        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda otra            | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha y choque          | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 2               | 33,3  | 22,2  | 1               | 16,7  | 10,0  | 3        | 50,0 | 42,9  | 6    | 100,0 | 13,6  |
| Salida Derecha y despeñamiento   | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 10,0  | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Salida Derecha y vuelco          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha en llano          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha otra              | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 100,0 | 8,3   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Sin especificar                  | 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  | 0,0   | 0    | 0,0   | 0,0   |
| TOTAL                            | 1       | 2,3 | 100,0 | 5             | 11,4 | 100,0 | 12             | 27,3  | 100,0 | 9               | 20,5  | 100,0 | 10              | 22,7  | 100,0 | 7        | 15,9 | 100,0 | 44   | 100,0 | 100,0 |

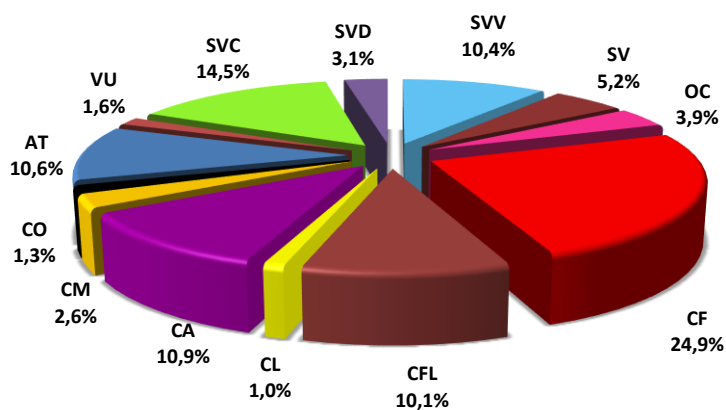
% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

## DISTRIBUCIÓN DE LAS VM POR TIPO DE ACCIDENTE 2016

### TOTAL RCE



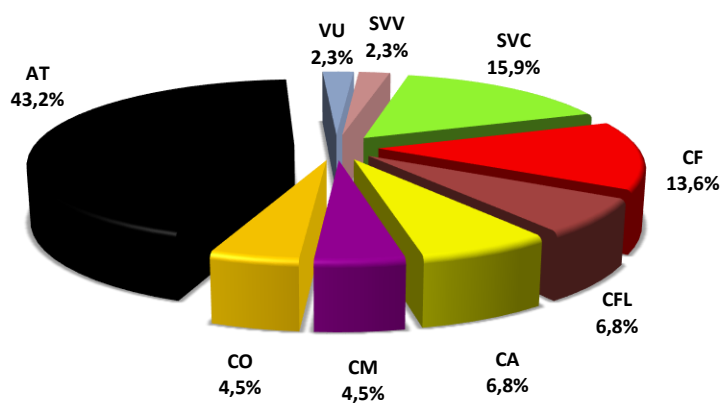
### TRAMOS INTERURBANOS



#### LEYENDA

- AT: Atropello
- CA: Colisión por alcance
- CF: Colisión Frontal
- CFL: Colisión Frontolateral
- CL: Colisión lateral
- CM: Colisión múltiple
- CO: Colisión
- OC: Otras causas
- SV: Salida vía
- SVC: Salida vía con choque
- SVD: Salida vía con despeñamiento
- SVV: Salida vía con vuelco
- VU: Vuelco

### TRAMOS URBANOS/PERIURBANOS



VÍCTIMAS MORTALES. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |       |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|----------------------------------|---------|-------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                  | Nº      | % A   | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Colisión frontal                 | 15      | 14,7  | 25,0  | 35            | 34,3  | 50,0  | 47             | 46,1 | 27,3  | 4               | 3,9  | 5,3   | 1               | 1,0  | 2,3   | 0        | 0,0  | 0,0   | 102  | 100,0 | 23,6  |
| Colisión frontolateral           | 13      | 31,0  | 21,7  | 7             | 16,7  | 10,0  | 21             | 50,0 | 12,2  | 1               | 2,4  | 1,3   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 42   | 100,0 | 9,7   |
| Colisión lateral                 | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 2              | 50,0 | 1,2   | 1               | 25,0 | 1,3   | 0               | 0,0  | 0,0   | 1        | 25,0 | 8,3   | 4    | 100,0 | 0,9   |
| Colisión por alcance             | 2       | 4,4   | 3,3   | 2             | 4,4   | 2,9   | 13             | 28,9 | 7,6   | 18              | 40,0 | 24,0  | 8               | 17,8 | 18,6  | 2        | 4,4  | 16,7  | 45   | 100,0 | 10,4  |
| Colisión múltiple                | 0       | 0,0   | 0,0   | 2             | 16,7  | 2,9   | 4              | 33,3 | 2,3   | 3               | 25,0 | 4,0   | 3               | 25,0 | 7,0   | 0        | 0,0  | 0,0   | 12   | 100,0 | 2,8   |
| Choque con barrera               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 4              | 57,1 | 2,3   | 2               | 28,6 | 2,7   | 1               | 14,3 | 2,3   | 0        | 0,0  | 0,0   | 7    | 100,0 | 1,6   |
| Atropello de Peatón              | 7       | 12,1  | 11,7  | 3             | 5,2   | 4,3   | 16             | 27,6 | 9,3   | 15              | 25,9 | 20,0  | 13              | 22,4 | 30,2  | 4        | 6,9  | 33,3  | 58   | 100,0 | 13,4  |
| Atropello de animal              | 2       | 100,0 | 3,3   | 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   | 2    | 100,0 | 0,5   |
| Vuelco en calzada                | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 3              | 42,9 | 1,7   | 1               | 14,3 | 1,3   | 3               | 42,9 | 7,0   | 0        | 0,0  | 0,0   | 7    | 100,0 | 1,6   |
| Salida Izquierda y choque        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y despeñamiento | 0       | 0,0   | 0,0   | 1             | 100,0 | 1,4   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,2   |
| Salida Izquierda y vuelco        | 0       | 0,0   | 0,0   | 2             | 50,0  | 2,9   | 0              | 0,0  | 0,0   | 2               | 50,0 | 2,7   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 4    | 100,0 | 0,9   |
| Salida Izquierda en llano        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda otra            | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha y choque          | 6       | 9,5   | 10,0  | 7             | 11,1  | 10,0  | 23             | 36,5 | 13,4  | 12              | 19,0 | 16,0  | 10              | 15,9 | 23,3  | 5        | 7,9  | 41,7  | 63   | 100,0 | 14,6  |
| Salida Derecha y despeñamiento   | 4       | 33,3  | 6,7   | 0             | 0,0   | 0,0   | 6              | 50,0 | 3,5   | 1               | 8,3  | 1,3   | 1               | 8,3  | 2,3   | 0        | 0,0  | 0,0   | 12   | 100,0 | 2,8   |
| Salida Derecha y vuelco          | 8       | 21,6  | 13,3  | 9             | 24,3  | 12,9  | 9              | 24,3 | 5,2   | 11              | 29,7 | 14,7  | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 37   | 100,0 | 8,6   |
| Salida Derecha en llano          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha otra              | 1       | 4,8   | 1,7   | 0             | 0,0   | 0,0   | 17             | 81,0 | 9,9   | 3               | 14,3 | 4,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 21   | 100,0 | 4,9   |
| Sin especificar                  | 2       | 13,3  | 3,3   | 2             | 13,3  | 2,9   | 7              | 46,7 | 4,1   | 1               | 6,7  | 1,3   | 3               | 20,0 | 7,0   | 0        | 0,0  | 0,0   | 15   | 100,0 | 3,5   |
| TOTAL                            | 60      | 13,9  | 100,0 | 70            | 16,2  | 100,0 | 172            | 39,8 | 100,0 | 75              | 17,4 | 100,0 | 43              | 10,0 | 100,0 | 12       | 2,8  | 100,0 | 432  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

VÍCTIMAS MORTALES. ( Tramos interurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

| TIPO DE ACCIDENTE                | < 3.000 |       |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|----------------------------------|---------|-------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                  | Nº      | % A   | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Colisión frontal                 | 15      | 15,6  | 25,4  | 33            | 34,4  | 50,8  | 44             | 45,8 | 27,5  | 3               | 3,1  | 4,5   | 1               | 1,0  | 3,1   | 0        | 0,0  | 0,0   | 96   | 100,0 | 24,9  |
| Colisión frontolateral           | 13      | 33,3  | 22,0  | 5             | 12,8  | 7,7   | 20             | 51,3 | 12,5  | 1               | 2,6  | 1,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 39   | 100,0 | 10,1  |
| Colisión lateral                 | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 2              | 50,0 | 1,3   | 1               | 25,0 | 1,5   | 0               | 0,0  | 0,0   | 1        | 25,0 | 25,0  | 4    | 100,0 | 1,0   |
| Colisión por alcance             | 2       | 4,8   | 3,4   | 2             | 4,8   | 3,1   | 13             | 31,0 | 8,1   | 16              | 38,1 | 24,2  | 8               | 19,0 | 25,0  | 1        | 2,4  | 25,0  | 42   | 100,0 | 10,9  |
| Colisión múltiple                | 0       | 0,0   | 0,0   | 2             | 20,0  | 3,1   | 3              | 30,0 | 1,9   | 3               | 30,0 | 4,5   | 2               | 20,0 | 6,3   | 0        | 0,0  | 0,0   | 10   | 100,0 | 2,6   |
| Choque con barrera               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 3              | 60,0 | 1,9   | 2               | 40,0 | 3,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 5    | 100,0 | 1,3   |
| Atropello de Peatón              | 6       | 15,4  | 10,2  | 2             | 5,1   | 3,1   | 11             | 28,2 | 6,9   | 12              | 30,8 | 18,2  | 7               | 17,9 | 21,9  | 1        | 2,6  | 25,0  | 39   | 100,0 | 10,1  |
| Atropello de animal              | 2       | 100,0 | 3,4   | 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   | 2    | 100,0 | 0,5   |
| Vuelco en calzada                | 0       | 0,0   | 0,0   | 0             | 0,0   | 0,0   | 3              | 50,0 | 1,9   | 1               | 16,7 | 1,5   | 2               | 33,3 | 6,3   | 0        | 0,0  | 0,0   | 6    | 100,0 | 1,6   |
| Salida Izquierda y choque        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y despeñamiento | 0       | 0,0   | 0,0   | 1             | 100,0 | 1,5   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Salida Izquierda y vuelco        | 0       | 0,0   | 0,0   | 2             | 66,7  | 3,1   | 0              | 0,0  | 0,0   | 1               | 33,3 | 1,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 3    | 100,0 | 0,8   |
| Salida Izquierda en llano        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda otra            | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha y choque          | 6       | 10,7  | 10,2  | 7             | 12,5  | 10,8  | 23             | 41,1 | 14,4  | 10              | 17,9 | 15,2  | 9               | 16,1 | 28,1  | 1        | 1,8  | 25,0  | 56   | 100,0 | 14,5  |
| Salida Derecha y despeñamiento   | 4       | 36,4  | 6,8   | 0             | 0,0   | 0,0   | 6              | 54,5 | 3,8   | 1               | 9,1  | 1,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 11   | 100,0 | 2,8   |
| Salida Derecha y vuelco          | 8       | 21,6  | 13,6  | 9             | 24,3  | 13,8  | 9              | 24,3 | 5,6   | 11              | 29,7 | 16,7  | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 37   | 100,0 | 9,6   |
| Salida Derecha en llano          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha otra              | 1       | 5,0   | 1,7   | 0             | 0,0   | 0,0   | 16             | 80,0 | 10,0  | 3               | 15,0 | 4,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 20   | 100,0 | 5,2   |
| Sin especificar                  | 2       | 13,3  | 3,4   | 2             | 13,3  | 3,1   | 7              | 46,7 | 4,4   | 1               | 6,7  | 1,5   | 3               | 20,0 | 9,4   | 0        | 0,0  | 0,0   | 15   | 100,0 | 3,9   |
| TOTAL                            | 59      | 15,3  | 100,0 | 65            | 16,8  | 100,0 | 160            | 41,5 | 100,0 | 66              | 17,1 | 100,0 | 32              | 8,3  | 100,0 | 4        | 1,0  | 100,0 | 386  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

VÍCTIMAS MORTALES. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y TIPO DE ACCIDENTE

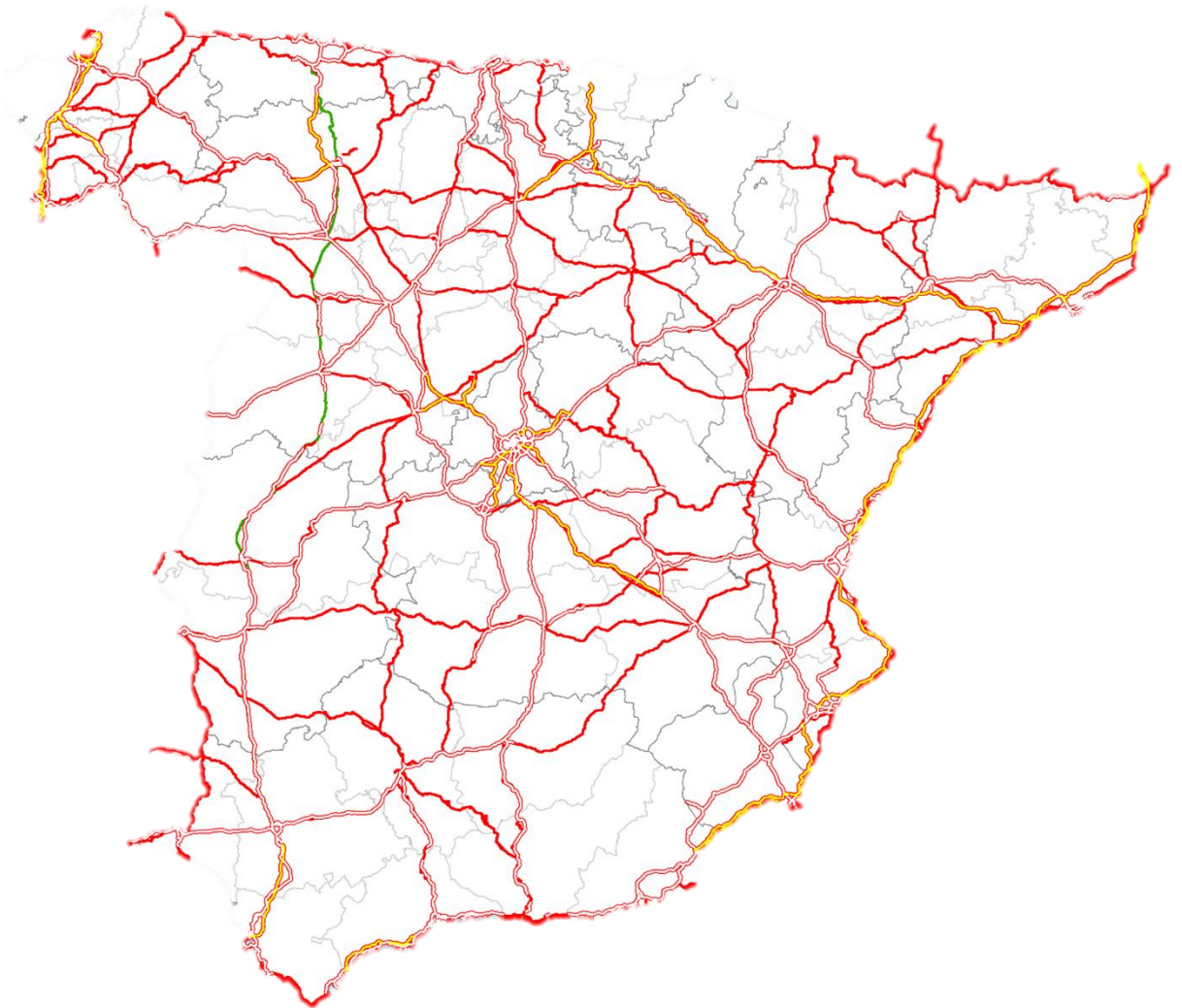
| TIPO DE ACCIDENTE                | < 3.000 |     |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |       |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |       |       | > 80.000 |      |       | SUMA |       |       |
|----------------------------------|---------|-----|-------|---------------|------|-------|----------------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|----------|------|-------|------|-------|-------|
|                                  | Nº      | % A | % B   | Nº            | % A  | % B   | Nº             | % A   | % B   | Nº              | % A   | % B   | Nº              | % A   | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Colisión frontal                 | 0       | 0,0 | 0,0   | 2             | 33,3 | 40,0  | 3              | 50,0  | 25,0  | 1               | 16,7  | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 6    | 100,0 | 13,0  |
| Colisión frontolateral           | 0       | 0,0 | 0,0   | 2             | 66,7 | 40,0  | 1              | 33,3  | 8,3   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 3    | 100,0 | 6,5   |
| Colisión lateral                 | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Colisión por alcance             | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 2               | 66,7  | 22,2  | 0               | 0,0   | 0,0   | 1        | 33,3 | 12,5  | 3    | 100,0 | 6,5   |
| Colisión múltiple                | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 50,0  | 8,3   | 0               | 0,0   | 0,0   | 1               | 50,0  | 9,1   | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,3   |
| Choque con barrera               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Choque con obstáculo             | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 50,0  | 8,3   | 0               | 0,0   | 0,0   | 1               | 50,0  | 9,1   | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,3   |
| Atropello de Peatón              | 1       | 5,3 | 100,0 | 1             | 5,3  | 20,0  | 5              | 26,3  | 41,7  | 3               | 15,8  | 33,3  | 6               | 31,6  | 54,5  | 3        | 15,8 | 37,5  | 19   | 100,0 | 41,3  |
| Atropello de animal              | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Vuelco en calzada                | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 9,1   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Salida Izquierda y choque        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y despeñamiento | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda y vuelco        | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 1               | 100,0 | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Salida Izquierda en llano        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Izquierda otra            | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha y choque          | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 2               | 28,6  | 22,2  | 1               | 14,3  | 9,1   | 4        | 57,1 | 50,0  | 7    | 100,0 | 15,2  |
| Salida Derecha y despeñamiento   | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 9,1   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Salida Derecha y vuelco          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha en llano          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Salida Derecha otra              | 0       | 0,0 | 0,0   | 0             | 0,0  | 0,0   | 1              | 100,0 | 8,3   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Sin especificar                  | 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  | 0,0   | 0    | 0,0   | 0,0   |
| TOTAL                            | 1       | 2,2 | 100,0 | 5             | 10,9 | 100,0 | 12             | 26,1  | 100,0 | 9               | 19,6  | 100,0 | 11              | 23,9  | 100,0 | 8        | 17,4 | 100,0 | 46   | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL



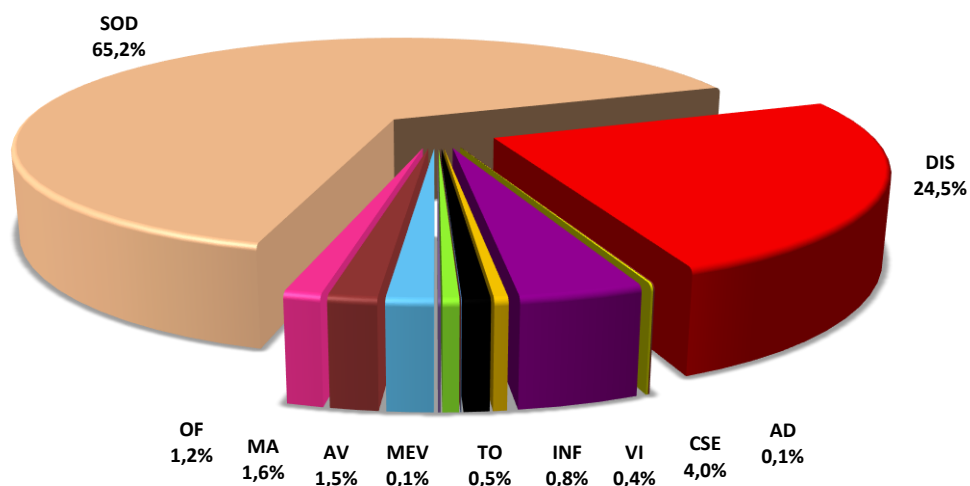
**14- RESUMEN GENERAL ACV, AM y VM  
POR FACTOR CONCURRENTE Y RANGO DE IMD**

**2016**

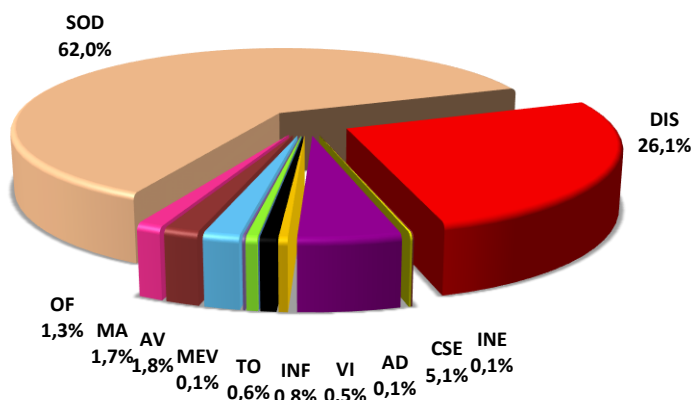


## DISTRIBUCIÓN DE LOS ACV POR TIPO DE FACTOR CONCURRENTENTE 2016

### TOTAL RCE



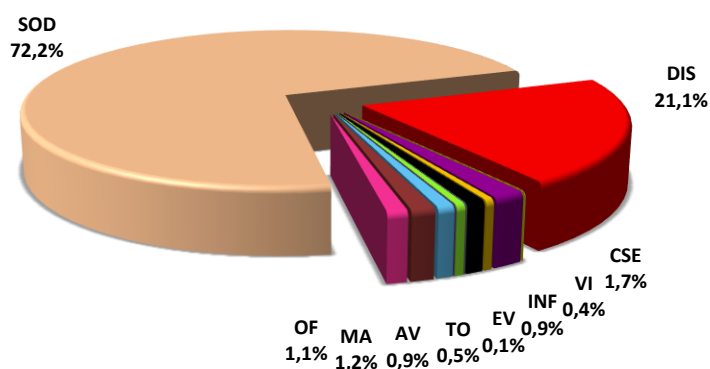
### TRAMOS INTERURBANOS



#### LEYENDA

- SE: Sin especificar
- AD: Alcohol o drogas
- AV: Avería mecánica
- CSE: Cansancio, sueño, enfermedad
- DIS: Distracción del conductor
- EV: Estado de la vía
- ES: Estado de la señalización
- INE: Inexperiencia del conductor
- INF: Infracción
- MEV: Mal estado del vehículo
- MA: Meteorología adversa
- OF: Otro factor
- SOD: Sin opinión definida
- TO: Tramo en obras
- VI: Velocidad inadecuada

### TRAMOS URBANOS/PERIURBANOS



ACCIDENTES CON VÍCTIMAS. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTES                   | < 3.000 |      |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA   |       |       |
|---------------------------------------|---------|------|-------|---------------|------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|--------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A  | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº     | % A   | % B   |
| Distracción                           | 192     | 6,9  | 27,0  | 320           | 11,5 | 28,2  | 833            | 29,9 | 30,5  | 664             | 23,9 | 28,7  | 439             | 15,8 | 21,7  | 335      | 12,0 | 13,7  | 2.783  | 100,0 | 24,5  |
| Inexperiencia del conductor           | 0       | 0,0  | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 2               | 40,0 | 0,1   | 3               | 60,0 | 0,1   | 0        | 0,0  | 0,0   | 5      | 100,0 | 0,0   |
| Alcohol o drogas                      | 0       | 0,0  | 0,0   | 1             | 11,1 | 0,1   | 0              | 0,0  | 0,0   | 4               | 44,4 | 0,2   | 2               | 22,2 | 0,1   | 2        | 22,2 | 0,1   | 9      | 100,0 | 0,1   |
| Cansancio, sueño, enfermedad          | 44      | 9,7  | 6,2   | 54            | 11,9 | 4,8   | 181            | 40,0 | 6,6   | 104             | 23,0 | 4,5   | 33              | 7,3  | 1,6   | 37       | 8,2  | 1,5   | 453    | 100,0 | 4,0   |
| Velocidad inadecuada                  | 2       | 3,9  | 0,3   | 4             | 7,8  | 0,4   | 5              | 9,8  | 0,2   | 19              | 37,3 | 0,8   | 13              | 25,5 | 0,6   | 8        | 15,7 | 0,3   | 51     | 100,0 | 0,4   |
| Infracción a Norma de circulación     | 1       | 1,1  | 0,1   | 11            | 11,7 | 1,0   | 12             | 12,8 | 0,4   | 29              | 30,9 | 1,3   | 21              | 22,3 | 1,0   | 20       | 21,3 | 0,8   | 94     | 100,0 | 0,8   |
| Estado o condición de la vía          | 1       | 33,3 | 0,1   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 1               | 33,3 | 0,0   | 0               | 0,0  | 0,0   | 1        | 33,3 | 0,0   | 3      | 100,0 | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0      | 0,0   | 0,0   |
| Tramo en obras                        | 6       | 10,0 | 0,8   | 8             | 13,3 | 0,7   | 19             | 31,7 | 0,7   | 7               | 11,7 | 0,3   | 13              | 21,7 | 0,6   | 7        | 11,7 | 0,3   | 60     | 100,0 | 0,5   |
| Mal estado del vehículo               | 0       | 0,0  | 0,0   | 2             | 20,0 | 0,2   | 2              | 20,0 | 0,1   | 5               | 50,0 | 0,2   | 1               | 10,0 | 0,0   | 0        | 0,0  | 0,0   | 10     | 100,0 | 0,1   |
| Avería mecánica                       | 10      | 5,9  | 1,4   | 10            | 5,9  | 0,9   | 57             | 33,5 | 2,1   | 38              | 22,4 | 1,6   | 29              | 17,1 | 1,4   | 26       | 15,3 | 1,1   | 170    | 100,0 | 1,5   |
| Meteorología adversa                  | 14      | 7,9  | 2,0   | 26            | 14,6 | 2,3   | 58             | 32,6 | 2,1   | 38              | 21,3 | 1,6   | 23              | 12,9 | 1,1   | 19       | 10,7 | 0,8   | 178    | 100,0 | 1,6   |
| Otro factor                           | 2       | 1,5  | 0,3   | 11            | 8,1  | 1,0   | 35             | 25,7 | 1,3   | 52              | 38,2 | 2,2   | 20              | 14,7 | 1,0   | 16       | 11,8 | 0,7   | 136    | 100,0 | 1,2   |
| Sin opinión definida                  | 439     | 5,9  | 61,7  | 688           | 9,3  | 60,6  | 1.527          | 20,6 | 56,0  | 1.350           | 18,2 | 58,4  | 1.425           | 19,3 | 70,5  | 1.973    | 26,7 | 80,7  | 7.402  | 100,0 | 65,2  |
| TOTAL                                 | 711     | 6,3  | 100,0 | 1.135         | 10,0 | 100,0 | 2.729          | 24,0 | 100,0 | 2.313           | 20,4 | 100,0 | 2.022           | 17,8 | 100,0 | 2.444    | 21,5 | 100,0 | 11.354 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

% B - Porcentaje respecto a TOTAL

ACCIDENTES CON VÍCTIMAS. ( Tramos Interurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTES                   | < 3.000 |      |       | 3.000 a 7.000 |      |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA  |       |       |
|---------------------------------------|---------|------|-------|---------------|------|-------|----------------|------|-------|-----------------|-------|-------|-----------------|------|-------|----------|------|-------|-------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A  | % B   | Nº             | % A  | % B   | Nº              | % A   | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº    | % A   | % B   |
| Distracción                           | 165     | 8,2  | 26,2  | 277           | 13,7 | 28,5  | 698            | 34,5 | 31,1  | 565             | 27,9  | 29,9  | 242             | 12,0 | 17,7  | 77       | 3,8  | 11,8  | 2.024 | 100,0 | 26,1  |
| Inexperiencia del conductor           | 0       | 0,0  | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 2               | 40,0  | 0,1   | 3               | 60,0 | 0,2   | 0        | 0,0  | 0,0   | 5     | 100,0 | 0,1   |
| Alcohol o drogas                      | 0       | 0,0  | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 4               | 50,0  | 0,2   | 2               | 25,0 | 0,1   | 2        | 25,0 | 0,3   | 8     | 100,0 | 0,1   |
| Cansancio, sueño, enfermedad          | 40      | 10,2 | 6,3   | 49            | 12,5 | 5,0   | 174            | 44,4 | 7,8   | 90              | 23,0  | 4,8   | 24              | 6,1  | 1,8   | 15       | 3,8  | 2,3   | 392   | 100,0 | 5,1   |
| Velocidad inadecuada                  | 2       | 5,7  | 0,3   | 2             | 5,7  | 0,2   | 3              | 8,6  | 0,1   | 14              | 40,0  | 0,7   | 11              | 31,4 | 0,8   | 3        | 8,6  | 0,5   | 35    | 100,0 | 0,5   |
| Infracción a Norma de circulación     | 1       | 1,6  | 0,2   | 7             | 11,5 | 0,7   | 7              | 11,5 | 0,3   | 24              | 39,3  | 1,3   | 16              | 26,2 | 1,2   | 6        | 9,8  | 0,9   | 61    | 100,0 | 0,8   |
| Estado o condición de la vía          | 0       | 0,0  | 0,0   | 0             | 0,0  | 0,0   | 0              | 0,0  | 0,0   | 1               | 100,0 | 0,1   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1     | 100,0 | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Tramo en obras                        | 5       | 11,6 | 0,8   | 7             | 16,3 | 0,7   | 15             | 34,9 | 0,7   | 5               | 11,6  | 0,3   | 9               | 20,9 | 0,7   | 2        | 4,7  | 0,3   | 43    | 100,0 | 0,6   |
| Mal estado del vehículo               | 0       | 0,0  | 0,0   | 2             | 22,2 | 0,2   | 2              | 22,2 | 0,1   | 4               | 44,4  | 0,2   | 1               | 11,1 | 0,1   | 0        | 0,0  | 0,0   | 9     | 100,0 | 0,1   |
| Avería mecánica                       | 10      | 7,2  | 1,6   | 9             | 6,5  | 0,9   | 56             | 40,3 | 2,5   | 32              | 23,0  | 1,7   | 21              | 15,1 | 1,5   | 11       | 7,9  | 1,7   | 139   | 100,0 | 1,8   |
| Meteorología adversa                  | 13      | 9,7  | 2,1   | 24            | 17,9 | 2,5   | 49             | 36,6 | 2,2   | 31              | 23,1  | 1,6   | 11              | 8,2  | 0,8   | 6        | 4,5  | 0,9   | 134   | 100,0 | 1,7   |
| Otro factor                           | 2       | 2,0  | 0,3   | 8             | 8,2  | 0,8   | 31             | 31,6 | 1,4   | 41              | 41,8  | 2,2   | 13              | 13,3 | 1,0   | 3        | 3,1  | 0,5   | 98    | 100,0 | 1,3   |
| Sin opinión definida                  | 392     | 8,2  | 62,2  | 588           | 12,2 | 60,4  | 1.208          | 25,2 | 53,9  | 1.075           | 22,4  | 56,9  | 1.011           | 21,0 | 74,1  | 529      | 11,0 | 80,9  | 4.803 | 100,0 | 62,0  |
| TOTAL                                 | 630     | 8,1  | 100,0 | 973           | 12,6 | 100,0 | 2.243          | 28,9 | 100,0 | 1.888           | 24,4  | 100,0 | 1.364           | 17,6 | 100,0 | 654      | 8,4  | 100,0 | 7.752 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA      % B - Porcentaje respecto a TOTAL

ACCIDENTES CON VÍCTIMAS. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

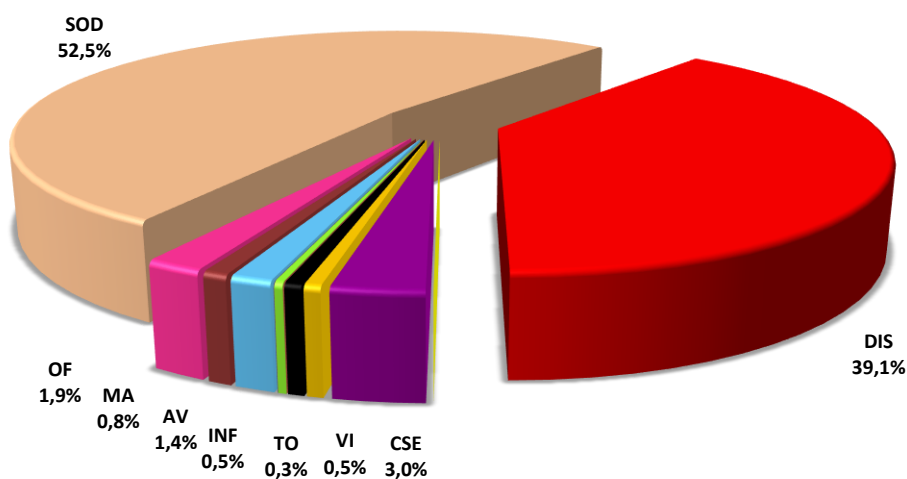
| FACTOR CONCURRENTE                    | < 3.000 |      |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA  |       |       |
|---------------------------------------|---------|------|-------|---------------|-------|-------|----------------|------|-------|-----------------|-------|-------|-----------------|------|-------|----------|------|-------|-------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A   | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº    | % A   | % B   |
| Distracción                           | 27      | 3,6  | 33,3  | 43            | 5,7   | 26,5  | 135            | 17,8 | 27,8  | 99              | 13,0  | 23,3  | 197             | 26,0 | 29,9  | 258      | 34,0 | 14,4  | 759   | 100,0 | 21,1  |
| Inexperiencia del conductor           | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Alcohol o drogas                      | 0       | 0,0  | 0,0   | 1             | 100,0 | 0,6   | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1     | 100,0 | 0,0   |
| Cansancio, sueño, enfermedad          | 4       | 6,6  | 4,9   | 5             | 8,2   | 3,1   | 7              | 11,5 | 1,4   | 14              | 23,0  | 3,3   | 9               | 14,8 | 1,4   | 22       | 36,1 | 1,2   | 61    | 100,0 | 1,7   |
| Velocidad inadecuada                  | 0       | 0,0  | 0,0   | 2             | 12,5  | 1,2   | 2              | 12,5 | 0,4   | 5               | 31,3  | 1,2   | 2               | 12,5 | 0,3   | 5        | 31,3 | 0,3   | 16    | 100,0 | 0,4   |
| Infracción a Norma de circulación     | 0       | 0,0  | 0,0   | 4             | 12,1  | 2,5   | 5              | 15,2 | 1,0   | 5               | 15,2  | 1,2   | 5               | 15,2 | 0,8   | 14       | 42,4 | 0,8   | 33    | 100,0 | 0,9   |
| Estado o condición de la vía          | 1       | 50,0 | 1,2   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 0               | 0,0  | 0,0   | 1        | 50,0 | 0,1   | 2     | 100,0 | 0,1   |
| Estado o condición de la señalización | 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  | 0,0   | 0     | 0,0   | 0,0   |
| Tramo en obras                        | 1       | 5,9  | 1,2   | 1             | 5,9   | 0,6   | 4              | 23,5 | 0,8   | 2               | 11,8  | 0,5   | 4               | 23,5 | 0,6   | 5        | 29,4 | 0,3   | 17    | 100,0 | 0,5   |
| Mal estado del vehículo               | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 1               | 100,0 | 0,2   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1     | 100,0 | 0,0   |
| Avería mecánica                       | 0       | 0,0  | 0,0   | 1             | 3,2   | 0,6   | 1              | 3,2  | 0,2   | 6               | 19,4  | 1,4   | 8               | 25,8 | 1,2   | 15       | 48,4 | 0,8   | 31    | 100,0 | 0,9   |
| Meteorología adversa                  | 1       | 2,3  | 1,2   | 2             | 4,5   | 1,2   | 9              | 20,5 | 1,9   | 7               | 15,9  | 1,6   | 12              | 27,3 | 1,8   | 13       | 29,5 | 0,7   | 44    | 100,0 | 1,2   |
| Otro factor                           | 0       | 0,0  | 0,0   | 3             | 7,9   | 1,9   | 4              | 10,5 | 0,8   | 11              | 28,9  | 2,6   | 7               | 18,4 | 1,1   | 13       | 34,2 | 0,7   | 38    | 100,0 | 1,1   |
| Sin opinión definida                  | 47      | 1,8  | 58,0  | 100           | 3,8   | 61,7  | 319            | 12,3 | 65,6  | 275             | 10,6  | 64,7  | 414             | 15,9 | 62,9  | 1.444    | 55,6 | 80,7  | 2.599 | 100,0 | 72,2  |
| TOTAL                                 | 81      | 2,2  | 100,0 | 162           | 4,5   | 100,0 | 486            | 13,5 | 100,0 | 425             | 11,8  | 100,0 | 658             | 18,3 | 100,0 | 1.790    | 49,7 | 100,0 | 3.602 | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

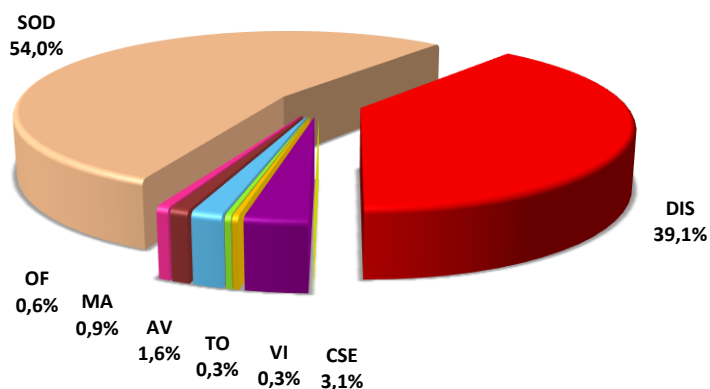
% B - Porcentaje respecto a TOTAL

## DISTRIBUCIÓN DE LOS AM POR TIPO DE FACTOR CONCURRENTENTE 2016

### TOTAL RCE



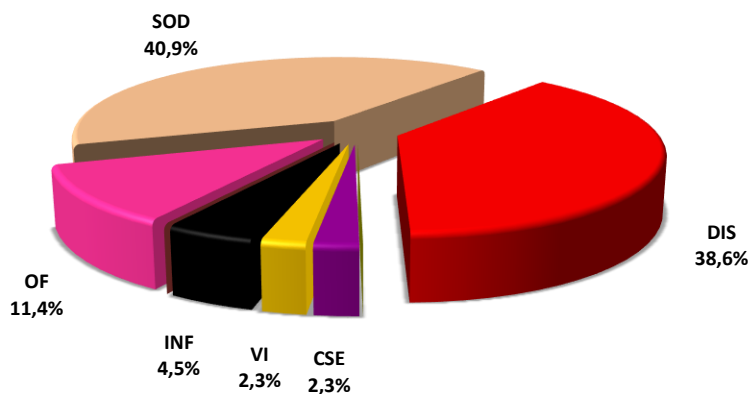
### TRAMOS INTERURBANOS



#### LEYENDA

- SE: Sin especificar
- AD: Alcohol o drogas
- AV: Avería mecánica
- CSE: Cansancio, sueño, enfermedad
- DIS: Distracción del conductor
- EV: Estado de la vía
- ES: Estado de la señalización
- INE: Inexperiencia del conductor
- INF: Infracción
- MEV: Mal estado del vehículo
- MA: Meteorología adversa
- OF: Otro factor
- SOD: Sin opinión definida
- TO: Tramo en obras
- VI: Velocidad inadecuada

### TRAMOS URBANOS/PERIURBANOS



ACCIDENTES MORTALES. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTES                   | < 3.000 |      |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 19      | 13,3 | 35,2  | 33            | 23,1  | 53,2  | 52             | 36,4 | 38,0  | 27              | 18,9 | 40,3  | 9               | 6,3  | 25,7  | 3        | 2,1  | 27,3  | 143  | 100,0 | 39,1  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 2       | 18,2 | 3,7   | 1             | 9,1   | 1,6   | 4              | 36,4 | 2,9   | 3               | 27,3 | 4,5   | 1               | 9,1  | 2,9   | 0        | 0,0  | 0,0   | 11   | 100,0 | 3,0   |
| Velocidad inadecuada                  | 0       | 0,0  | 0,0   | 1             | 50,0  | 1,6   | 0              | 0,0  | 0,0   | 1               | 50,0 | 1,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,5   |
| Infracción a Norma de circulación     | 0       | 0,0  | 0,0   | 2             | 100,0 | 3,2   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,5   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,6   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 0       | 0,0  | 0,0   | 2             | 40,0  | 3,2   | 2              | 40,0 | 1,5   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 1        | 20,0 | 9,1   | 5    | 100,0 | 1,4   |
| Meteorología adversa                  | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 2              | 66,7 | 1,5   | 0               | 0,0  | 0,0   | 1               | 33,3 | 2,9   | 0        | 0,0  | 0,0   | 3    | 100,0 | 0,8   |
| Otro factor                           | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 3              | 42,9 | 2,2   | 1               | 14,3 | 1,5   | 1               | 14,3 | 2,9   | 2        | 28,6 | 18,2  | 7    | 100,0 | 1,9   |
| Sin opinión definida                  | 33      | 17,2 | 61,1  | 22            | 11,5  | 35,5  | 74             | 38,5 | 54,0  | 35              | 18,2 | 52,2  | 23              | 12,0 | 65,7  | 5        | 2,6  | 45,5  | 192  | 100,0 | 52,5  |
| TOTAL                                 | 54      | 14,8 | 100,0 | 62            | 16,9  | 100,0 | 137            | 37,4 | 100,0 | 67              | 18,3 | 100,0 | 35              | 9,6  | 100,0 | 11       | 3,0  | 100,0 | 366  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

% B - Porcentaje respecto a TOTAL

ACCIDENTES MORTALES. ( Tramos Interurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTES                   | < 3.000 |      |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 18      | 14,3 | 34,0  | 31            | 24,6  | 54,4  | 50             | 39,7 | 40,0  | 22              | 17,5 | 37,9  | 4               | 3,2  | 16,0  | 1        | 0,8  | 25,0  | 126  | 100,0 | 39,1  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 2       | 20,0 | 3,8   | 1             | 10,0  | 1,8   | 4              | 40,0 | 3,2   | 3               | 30,0 | 5,2   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 10   | 100,0 | 3,1   |
| Velocidad inadecuada                  | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,8   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Infracción a Norma de circulación     | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,8   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 0       | 0,0  | 0,0   | 2             | 40,0  | 3,5   | 2              | 40,0 | 1,6   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 1        | 20,0 | 25,0  | 5    | 100,0 | 1,6   |
| Meteorología adversa                  | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 2              | 66,7 | 1,6   | 0               | 0,0  | 0,0   | 1               | 33,3 | 4,0   | 0        | 0,0  | 0,0   | 3    | 100,0 | 0,9   |
| Otro factor                           | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 1              | 50,0 | 0,8   | 0               | 0,0  | 0,0   | 1               | 50,0 | 4,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,6   |
| Sin opinión definida                  | 33      | 19,0 | 62,3  | 21            | 12,1  | 36,8  | 66             | 37,9 | 52,8  | 33              | 19,0 | 56,9  | 19              | 10,9 | 76,0  | 2        | 1,1  | 50,0  | 174  | 100,0 | 54,0  |
| TOTAL                                 | 53      | 16,5 | 100,0 | 57            | 17,7  | 100,0 | 125            | 38,8 | 100,0 | 58              | 18,0 | 100,0 | 25              | 7,8  | 100,0 | 4        | 1,2  | 100,0 | 322  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

% B - Porcentaje respecto a TOTAL



**ACCIDENTES MORTALES. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016**  
**INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES**

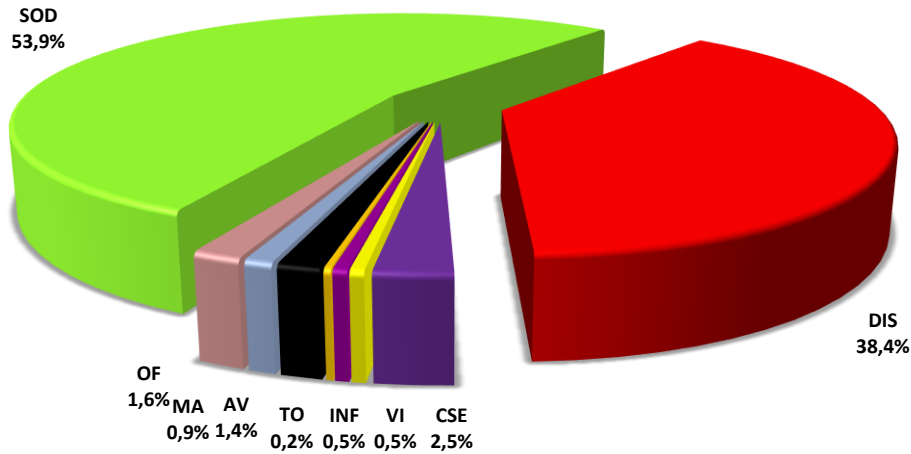
| FACTOR CONCURRENTES                   | < 3.000 |     |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |       |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|-----|-------|---------------|-------|-------|----------------|------|-------|-----------------|-------|-------|-----------------|-------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A   | % B   | Nº              | % A   | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 1       | 5,9 | 100,0 | 2             | 11,8  | 40,0  | 2              | 11,8 | 16,7  | 5               | 29,4  | 55,6  | 5               | 29,4  | 50,0  | 2        | 11,8 | 28,6  | 17   | 100,0 | 38,6  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 10,0  | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Velocidad inadecuada                  | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 1               | 100,0 | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,3   |
| Infracción a Norma de circulación     | 0       | 0,0 | 0,0   | 2             | 100,0 | 40,0  | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,5   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Meteorología adversa                  | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Otro factor                           | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 2              | 40,0 | 16,7  | 1               | 20,0  | 11,1  | 0               | 0,0   | 0,0   | 2        | 40,0 | 28,6  | 5    | 100,0 | 11,4  |
| Sin opinión definida                  | 0       | 0,0 | 0,0   | 1             | 5,6   | 20,0  | 8              | 44,4 | 66,7  | 2               | 11,1  | 22,2  | 4               | 22,2  | 40,0  | 3        | 16,7 | 42,9  | 18   | 100,0 | 40,9  |
| TOTAL                                 | 1       | 2,3 | 100,0 | 5             | 11,4  | 100,0 | 12             | 27,3 | 100,0 | 9               | 20,5  | 100,0 | 10              | 22,7  | 100,0 | 7        | 15,9 | 100,0 | 44   | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

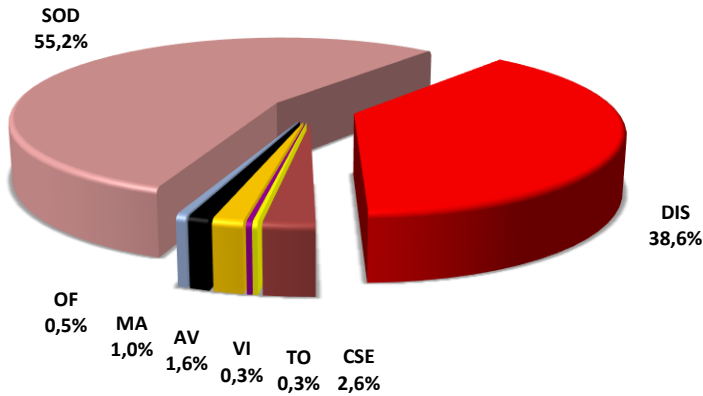
% B - Porcentaje respecto a TOTAL

# DISTRIBUCIÓN DE LAS VM POR TIPO DE FACTOR CONCURRENTENTE 2016

## TOTAL RCE



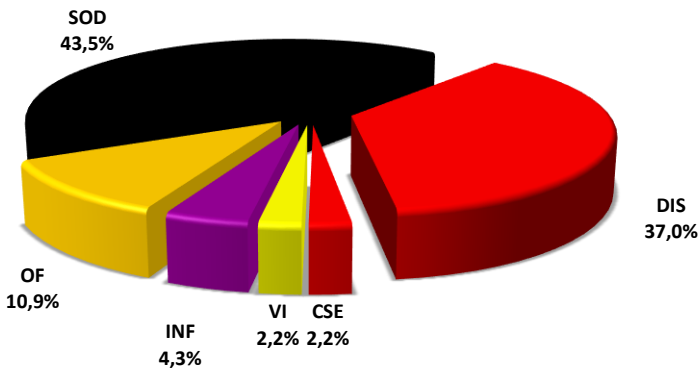
## TRAMOS INTERURBANOS



### LEYENDA

- SE: Sin especificar
- AD: Alcohol o drogas
- AV: Avería mecánica
- CSE: Cansancio, sueño, enfermedad
- DIS: Distracción del conductor
- EV: Estado de la vía
- ES: Estado de la señalización
- INE: Inexperiencia del conductor
- INF: Infracción
- MEV: Mal estado del vehículo
- MA: Meteorología adversa
- OF: Otro factor
- SOD: Sin opinión definida
- TO: Tramo en obras
- VI: Velocidad inadecuada

## TRAMOS URBANOS/PERIURBANOS



VÍCTIMAS MORTALES. TOTAL R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTES                   | < 3.000 |      |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 19      | 11,4 | 31,7  | 38            | 22,9  | 54,3  | 62             | 37,3 | 36,0  | 32              | 19,3 | 42,7  | 12              | 7,2  | 27,9  | 3        | 1,8  | 25,0  | 166  | 100,0 | 38,4  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 2       | 18,2 | 3,3   | 1             | 9,1   | 1,4   | 4              | 36,4 | 2,3   | 3               | 27,3 | 4,0   | 1               | 9,1  | 2,3   | 0        | 0,0  | 0,0   | 11   | 100,0 | 2,5   |
| Velocidad inadecuada                  | 0       | 0,0  | 0,0   | 1             | 50,0  | 1,4   | 0              | 0,0  | 0,0   | 1               | 50,0 | 1,3   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,5   |
| Infracción a Norma de circulación     | 0       | 0,0  | 0,0   | 2             | 100,0 | 2,9   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,5   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,4   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,2   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 0       | 0,0  | 0,0   | 3             | 50,0  | 4,3   | 2              | 33,3 | 1,2   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 1        | 16,7 | 8,3   | 6    | 100,0 | 1,4   |
| Meteorología adversa                  | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 2              | 50,0 | 1,2   | 0               | 0,0  | 0,0   | 2               | 50,0 | 4,7   | 0        | 0,0  | 0,0   | 4    | 100,0 | 0,9   |
| Otro factor                           | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 3              | 42,9 | 1,7   | 1               | 14,3 | 1,3   | 1               | 14,3 | 2,3   | 2        | 28,6 | 16,7  | 7    | 100,0 | 1,6   |
| Sin opinión definida                  | 39      | 16,7 | 65,0  | 24            | 10,3  | 34,3  | 99             | 42,5 | 57,6  | 38              | 16,3 | 50,7  | 27              | 11,6 | 62,8  | 6        | 2,6  | 50,0  | 233  | 100,0 | 53,9  |
| TOTAL                                 | 60      | 13,9 | 100,0 | 70            | 16,2  | 100,0 | 172            | 39,8 | 100,0 | 75              | 17,4 | 100,0 | 43              | 10,0 | 100,0 | 12       | 2,8  | 100,0 | 432  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

% B - Porcentaje respecto a TOTAL

VÍCTIMAS MORTALES. ( Tramos Interurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTE                    | < 3.000 |      |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |      |       | 40.000 a 80.000 |      |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|------|-------|---------------|-------|-------|----------------|------|-------|-----------------|------|-------|-----------------|------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A  | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A  | % B   | Nº              | % A  | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 18      | 12,1 | 30,5  | 36            | 24,2  | 55,4  | 60             | 40,3 | 37,5  | 27              | 18,1 | 40,9  | 7               | 4,7  | 21,9  | 1        | 0,7  | 25,0  | 149  | 100,0 | 38,6  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 2       | 20,0 | 3,4   | 1             | 10,0  | 1,5   | 4              | 40,0 | 2,5   | 3               | 30,0 | 4,5   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 10   | 100,0 | 2,6   |
| Velocidad inadecuada                  | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,5   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Infracción a Norma de circulación     | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 0       | 0,0  | 0,0   | 1             | 100,0 | 1,5   | 0              | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 0,3   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 0       | 0,0  | 0,0   | 3             | 50,0  | 4,6   | 2              | 33,3 | 1,3   | 0               | 0,0  | 0,0   | 0               | 0,0  | 0,0   | 1        | 16,7 | 25,0  | 6    | 100,0 | 1,6   |
| Meteorología adversa                  | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 2              | 50,0 | 1,3   | 0               | 0,0  | 0,0   | 2               | 50,0 | 6,3   | 0        | 0,0  | 0,0   | 4    | 100,0 | 1,0   |
| Otro factor                           | 0       | 0,0  | 0,0   | 0             | 0,0   | 0,0   | 1              | 50,0 | 0,6   | 0               | 0,0  | 0,0   | 1               | 50,0 | 3,1   | 0        | 0,0  | 0,0   | 2    | 100,0 | 0,5   |
| Sin opinión definida                  | 39      | 18,3 | 66,1  | 23            | 10,8  | 35,4  | 91             | 42,7 | 56,9  | 36              | 16,9 | 54,5  | 22              | 10,3 | 68,8  | 2        | 0,9  | 50,0  | 213  | 100,0 | 55,2  |
| TOTAL                                 | 59      | 15,3 | 100,0 | 65            | 16,8  | 100,0 | 160            | 41,5 | 100,0 | 66              | 17,1 | 100,0 | 32              | 8,3  | 100,0 | 4        | 1,0  | 100,0 | 386  | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA

% B - Porcentaje respecto a TOTAL

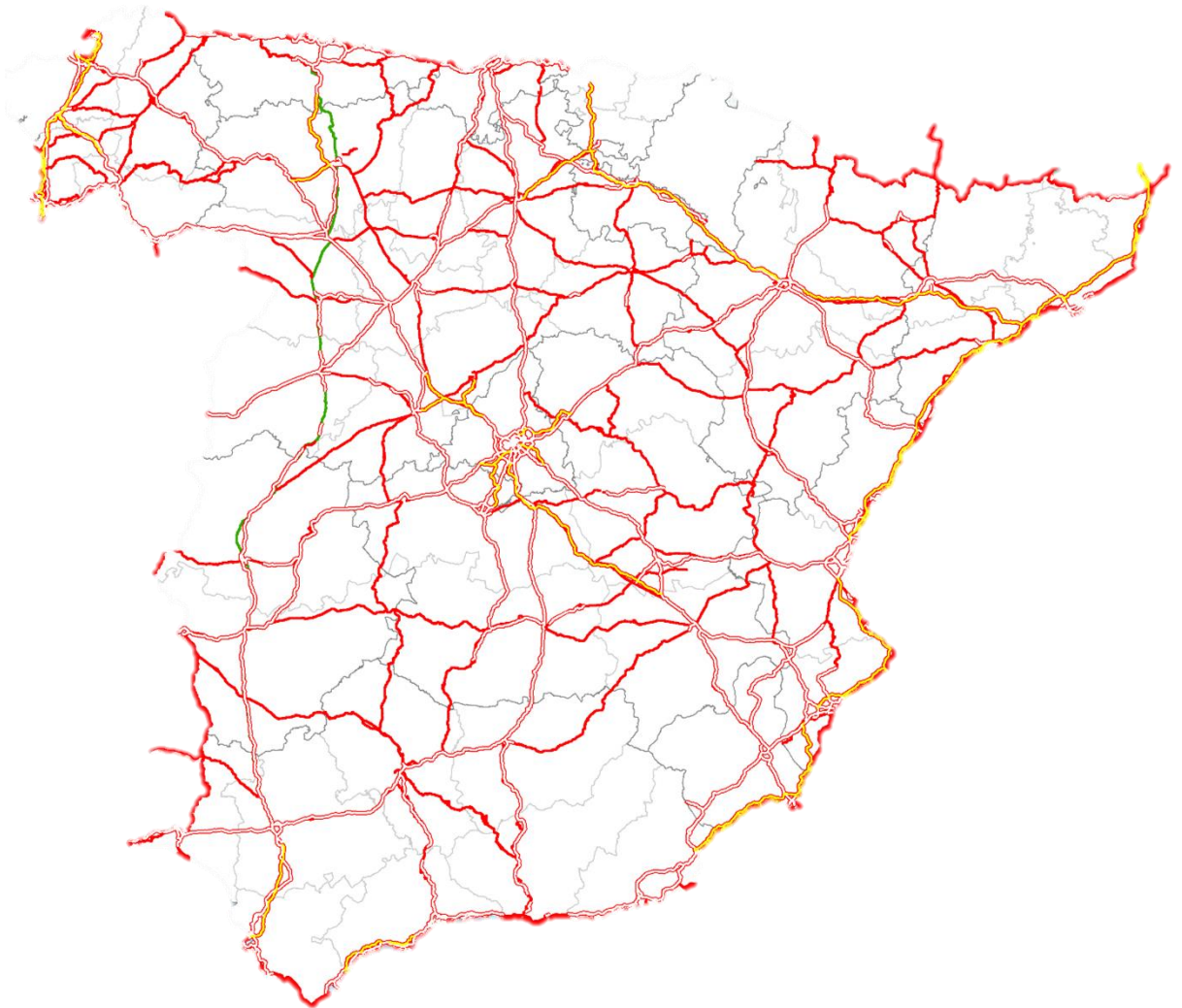
VÍCTIMAS MORTALES. ( Tramos urbanos / periurbanos ) R.C.E. AÑO 2016  
INTERVALOS DE IMD Y POSIBLES FACTORES CONCURRENTES

| FACTOR CONCURRENTE                    | < 3.000 |     |       | 3.000 a 7.000 |       |       | 7.000 a 20.000 |      |       | 20.000 a 40.000 |       |       | 40.000 a 80.000 |       |       | > 80.000 |      |       | SUMA |       |       |
|---------------------------------------|---------|-----|-------|---------------|-------|-------|----------------|------|-------|-----------------|-------|-------|-----------------|-------|-------|----------|------|-------|------|-------|-------|
|                                       | Nº      | % A | % B   | Nº            | % A   | % B   | Nº             | % A  | % B   | Nº              | % A   | % B   | Nº              | % A   | % B   | Nº       | % A  | % B   | Nº   | % A   | % B   |
| Distracción                           | 1       | 5,9 | 100,0 | 2             | 11,8  | 40,0  | 2              | 11,8 | 16,7  | 5               | 29,4  | 55,6  | 5               | 29,4  | 45,5  | 2        | 11,8 | 25,0  | 17   | 100,0 | 37,0  |
| Inexperiencia del conductor           | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Alcohol o drogas                      | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Cansancio, sueño, enfermedad          | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 1               | 100,0 | 9,1   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Velocidad inadecuada                  | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 0              | 0,0  | 0,0   | 1               | 100,0 | 11,1  | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 1    | 100,0 | 2,2   |
| Infracción a Norma de circulación     | 0       | 0,0 | 0,0   | 2             | 100,0 | 40,0  | 0              | 0,0  | 0,0   | 0               | 0,0   | 0,0   | 0               | 0,0   | 0,0   | 0        | 0,0  | 0,0   | 2    | 100,0 | 4,3   |
| Estado o condición de la vía          | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Estado o condición de la señalización | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Tramo en obras                        | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Mal estado del vehículo               | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Avería mecánica                       | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Meteorología adversa                  | 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  | 0,0   | 0    | 0,0   | 0,0   |
| Otro factor                           | 0       | 0,0 | 0,0   | 0             | 0,0   | 0,0   | 2              | 40,0 | 16,7  | 1               | 20,0  | 11,1  | 0               | 0,0   | 0,0   | 2        | 40,0 | 25,0  | 5    | 100,0 | 10,9  |
| Sin opinión definida                  | 0       | 0,0 | 0,0   | 1             | 5,0   | 20,0  | 8              | 40,0 | 66,7  | 2               | 10,0  | 22,2  | 5               | 25,0  | 45,5  | 4        | 20,0 | 50,0  | 20   | 100,0 | 43,5  |
| TOTAL                                 | 1       | 2,2 | 100,0 | 5             | 10,9  | 100,0 | 12             | 26,1 | 100,0 | 9               | 19,6  | 100,0 | 11              | 23,9  | 100,0 | 8        | 17,4 | 100,0 | 46   | 100,0 | 100,0 |

% A - Porcentaje respecto a SUMA    % B - Porcentaje respecto a TOTAL

## **15- DISTRIBUCIÓN ACV POR PROVINCIA Y MES**

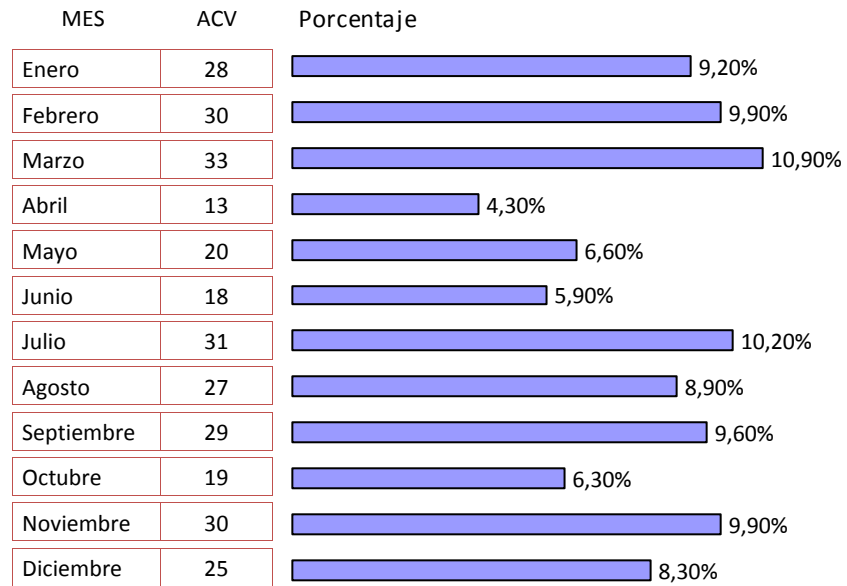
# 2016



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

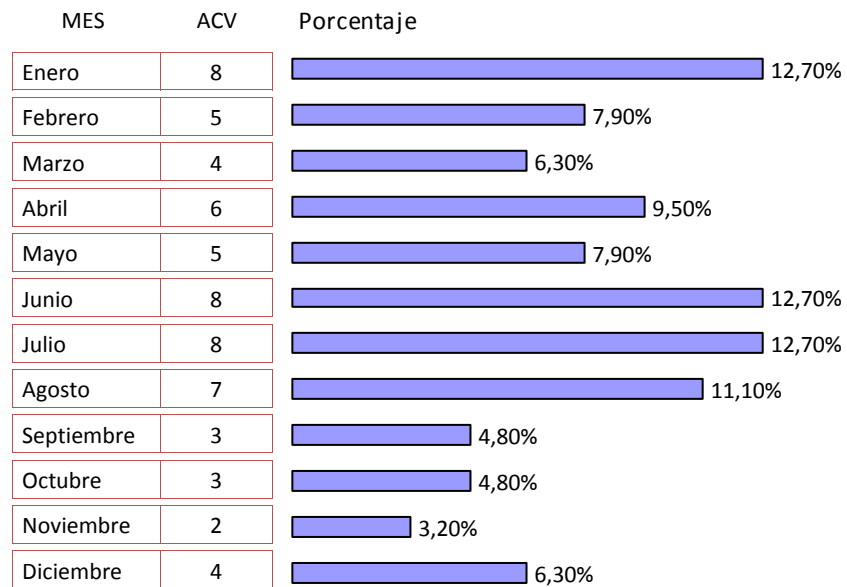
Provincia : A CORUÑA

Total ACV : 303



Provincia : ALBACETE

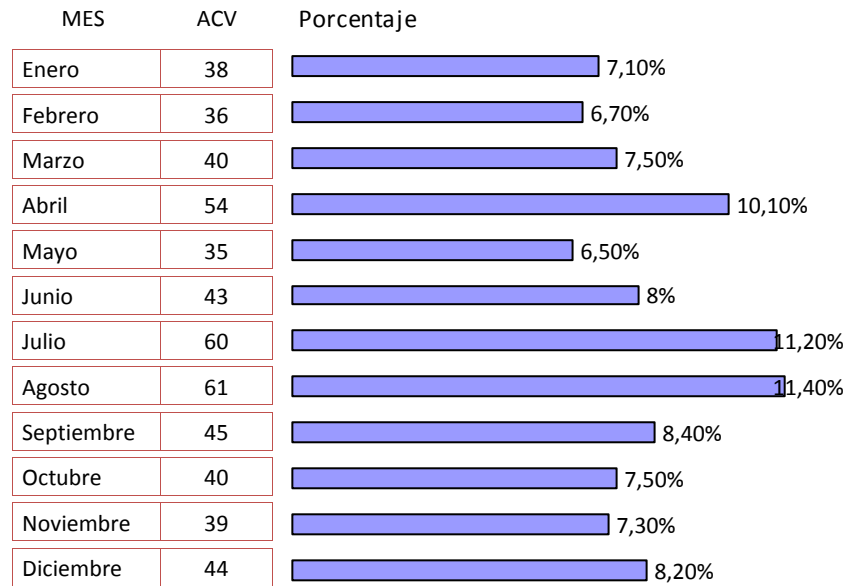
Total ACV : 63



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

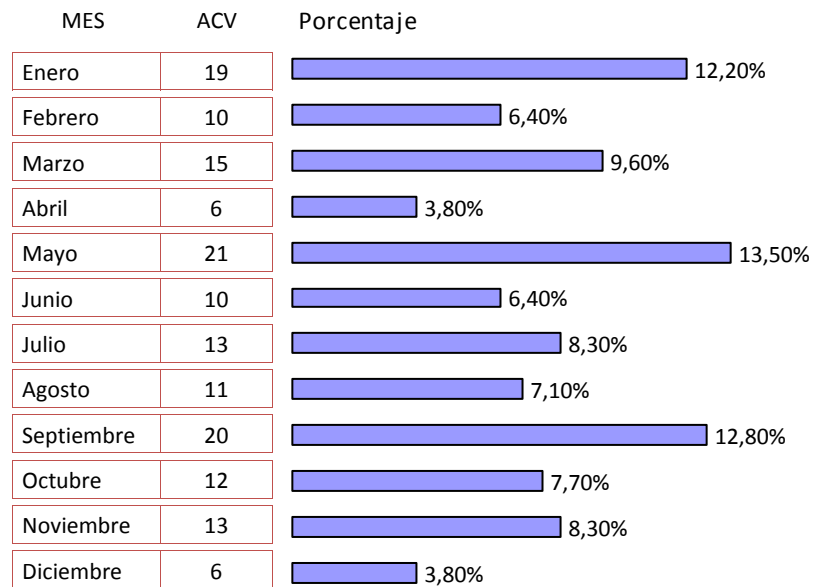
Provincia : ALICANTE

Total ACV : 535



Provincia : ALMERÍA

Total ACV : 156

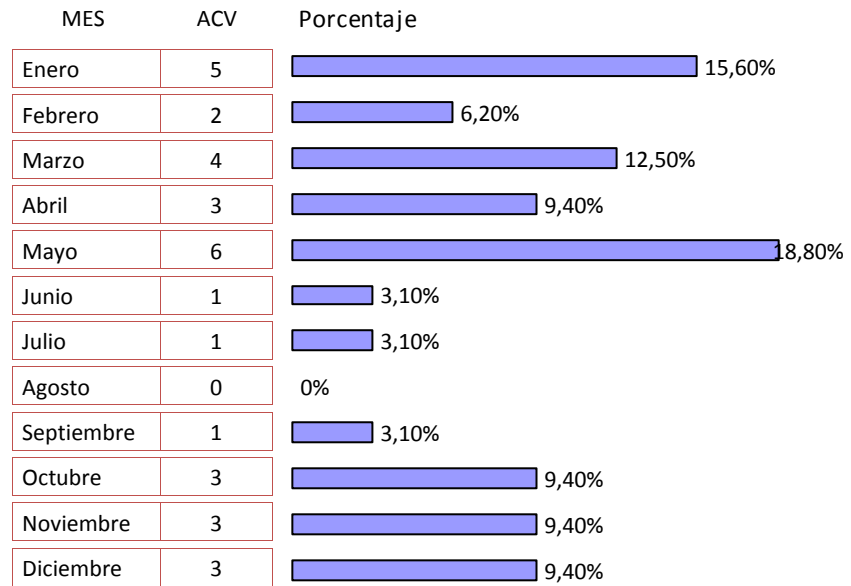




Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

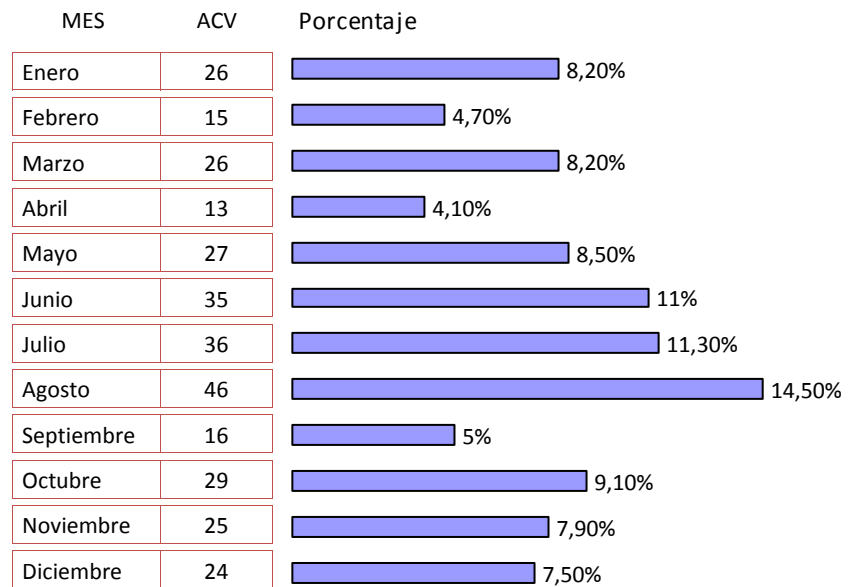
Provincia : ARABA/ÁLAVA

Total ACV : 32



Provincia : ASTURIAS

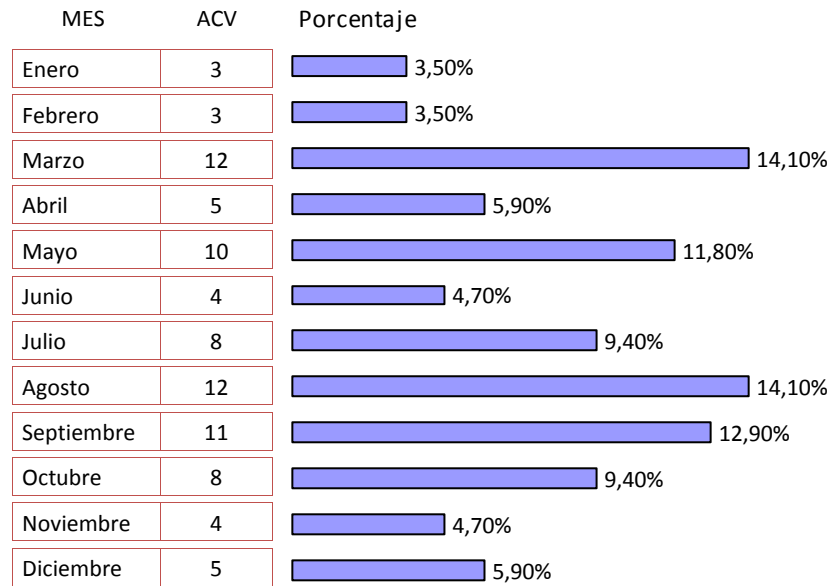
Total ACV : 318



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

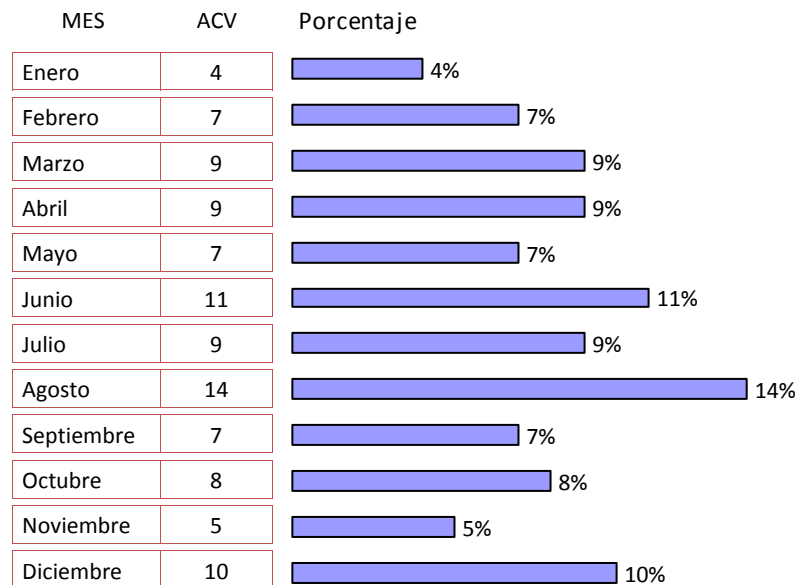
Provincia : ÁVILA

Total ACV : 85



Provincia : BADAJOZ

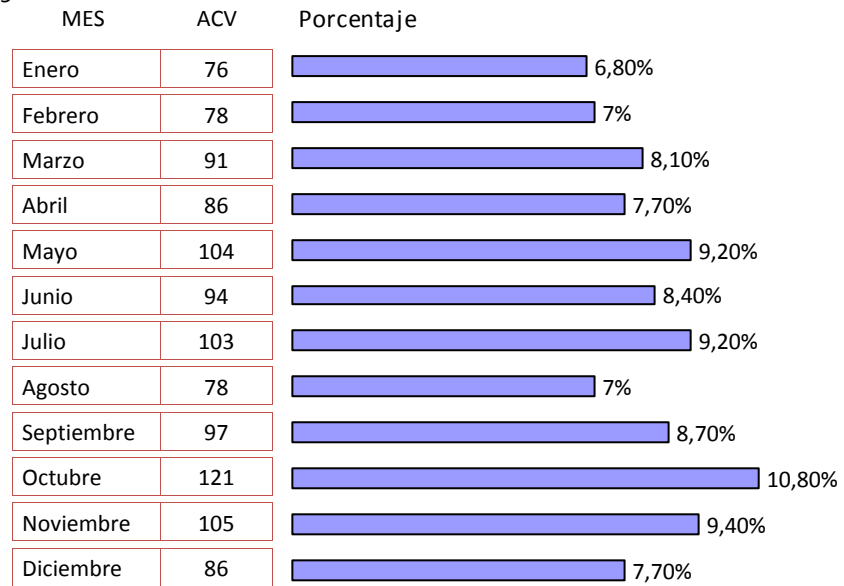
Total ACV : 100



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

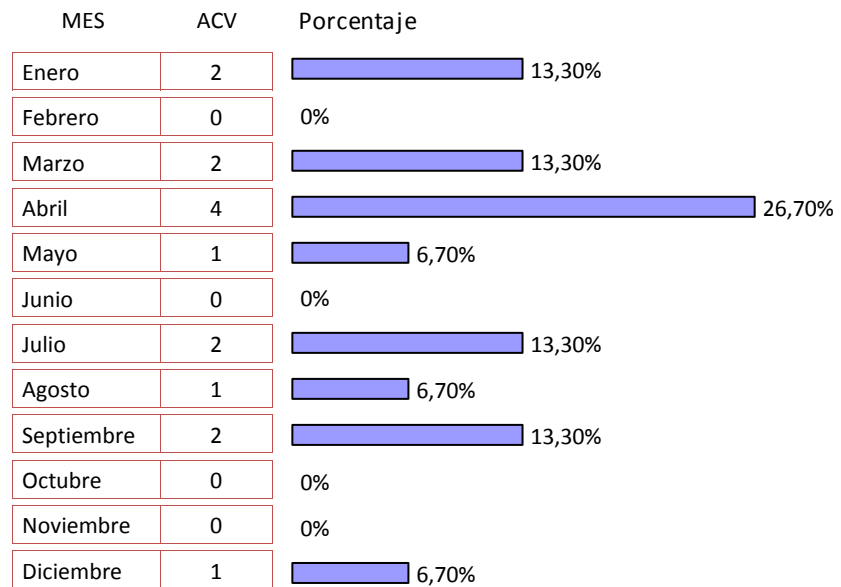
Provincia : BARCELONA

Total ACV : 1119



Provincia : BIZKAIA

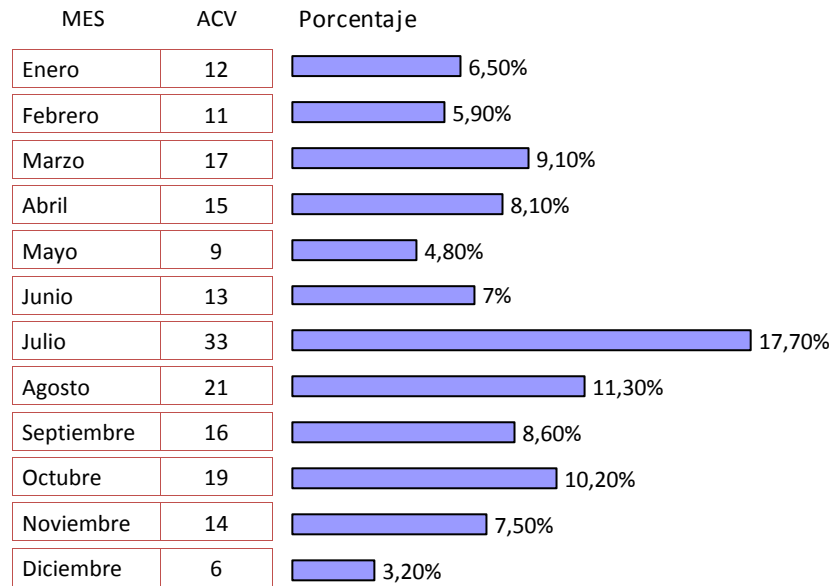
Total ACV : 15



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

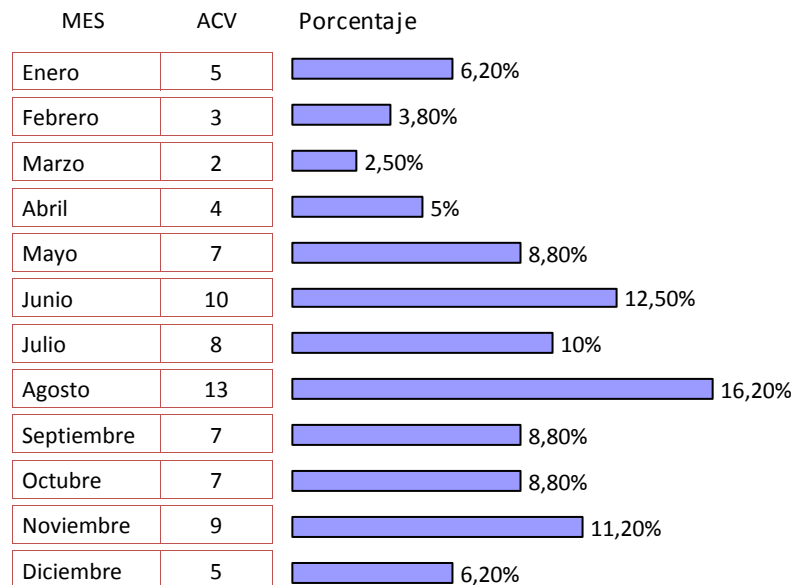
Provincia : BURGOS

Total ACV : 186



Provincia : CÁCERES

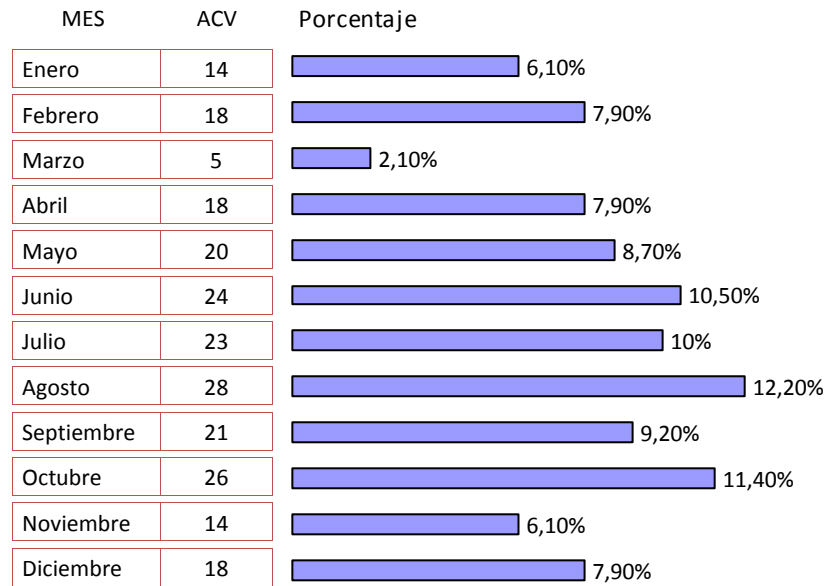
Total ACV : 80



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

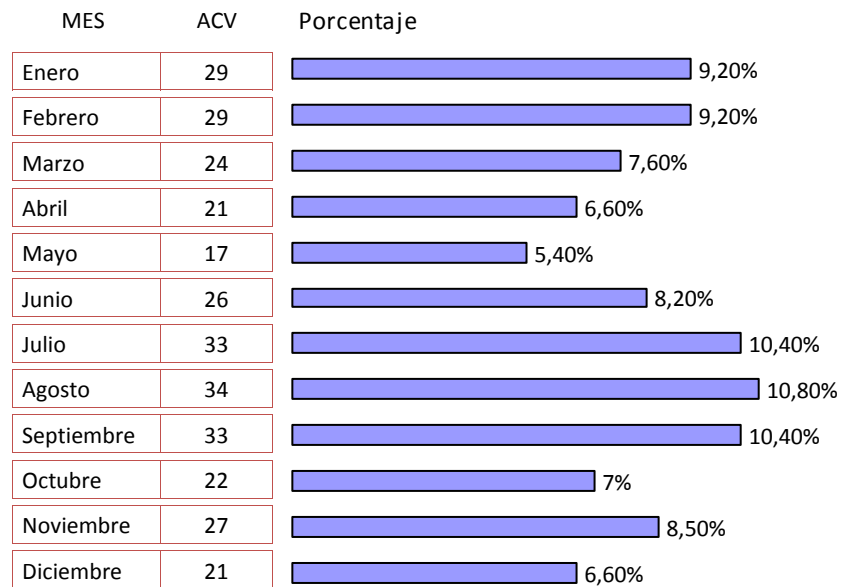
Provincia : CÁDIZ

Total ACV : 229



Provincia : CANTABRIA

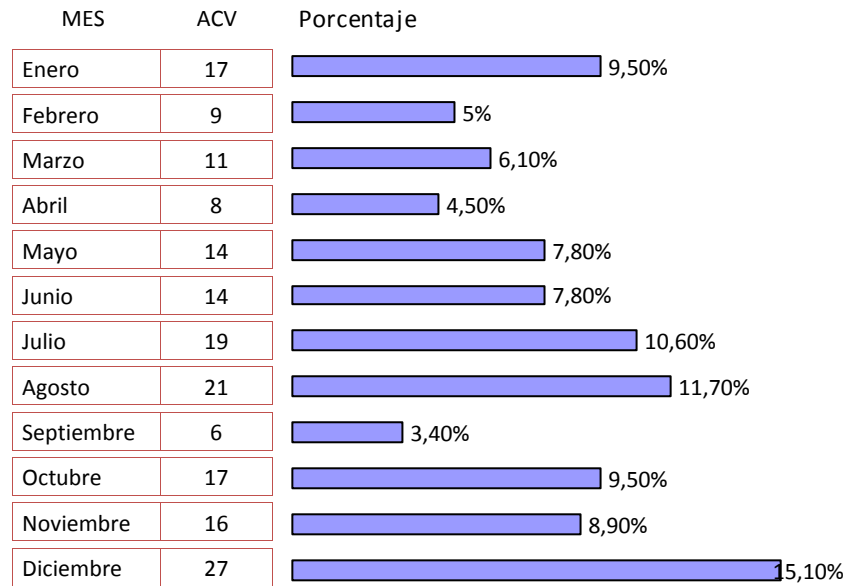
Total ACV : 316



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

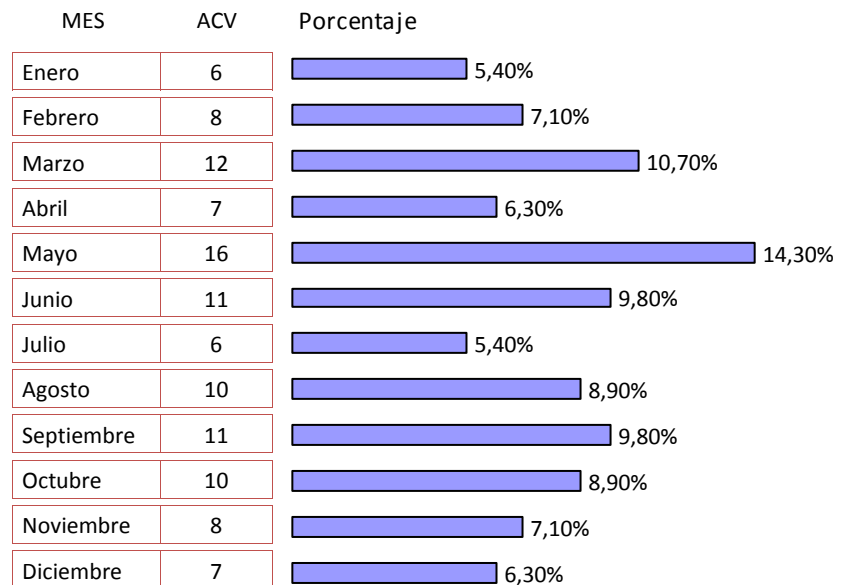
Provincia : CASTELLÓN

Total ACV : 179



Provincia : CIUDAD REAL

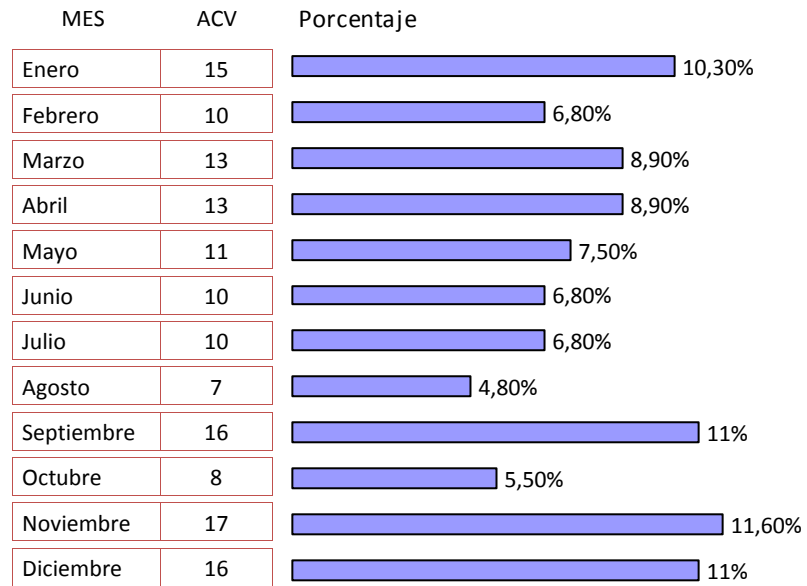
Total ACV : 112



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

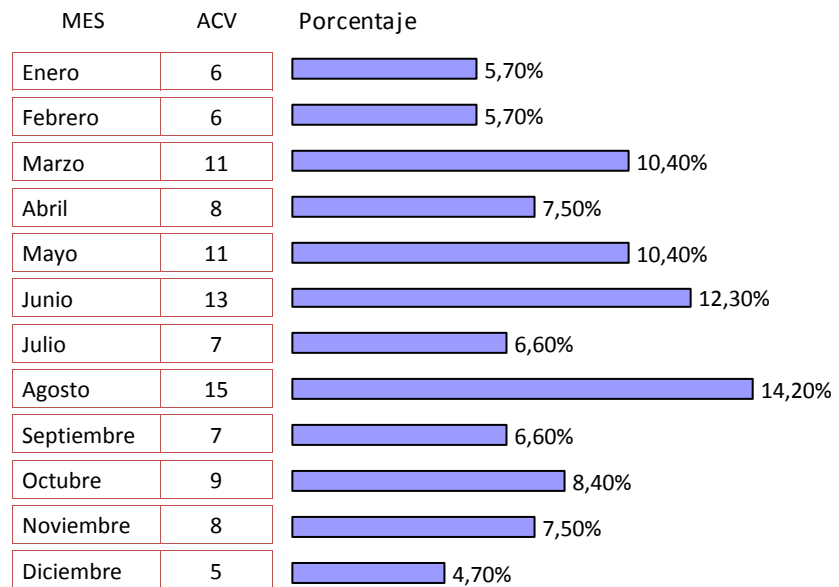
Provincia : CÓRDOBA

Total ACV : 146



Provincia : CUENCA

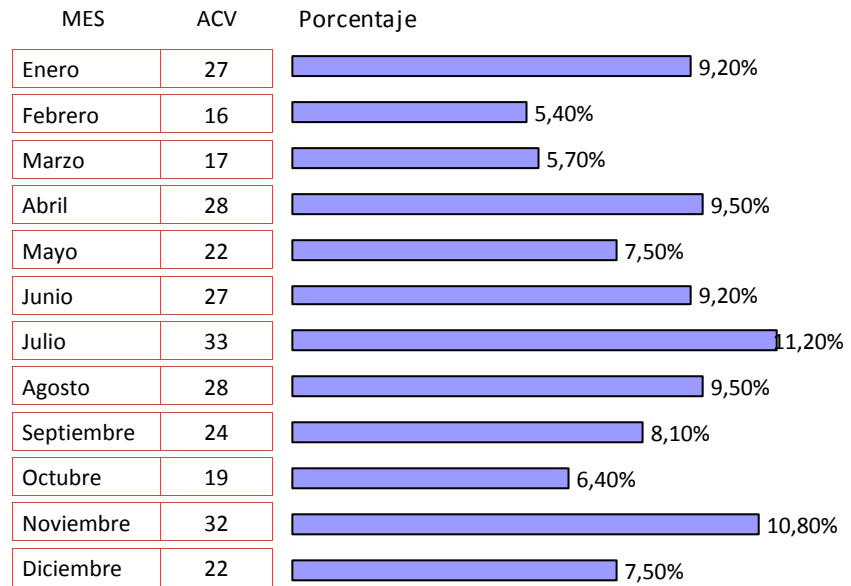
Total ACV : 106



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

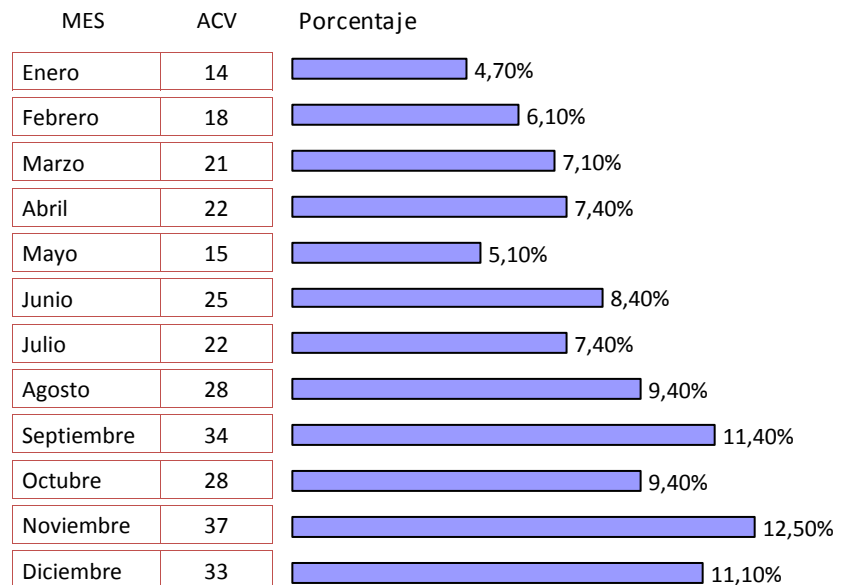
Provincia : GIRONA

Total ACV : 295



Provincia : GRANADA

Total ACV : 297

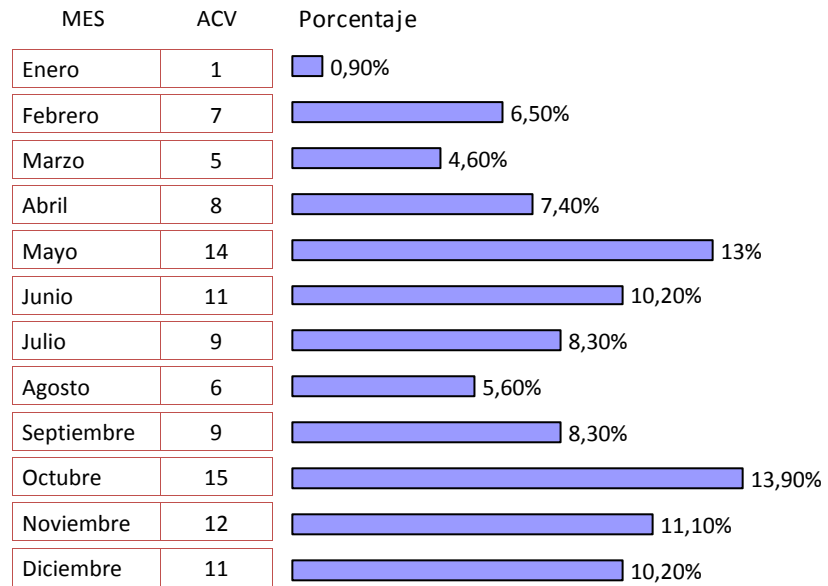




Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

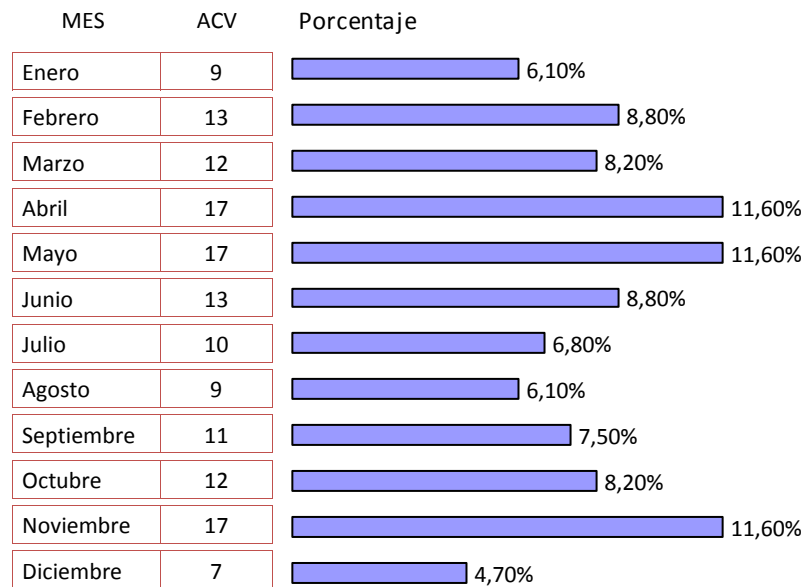
Provincia : GUADALAJARA

Total ACV : 108



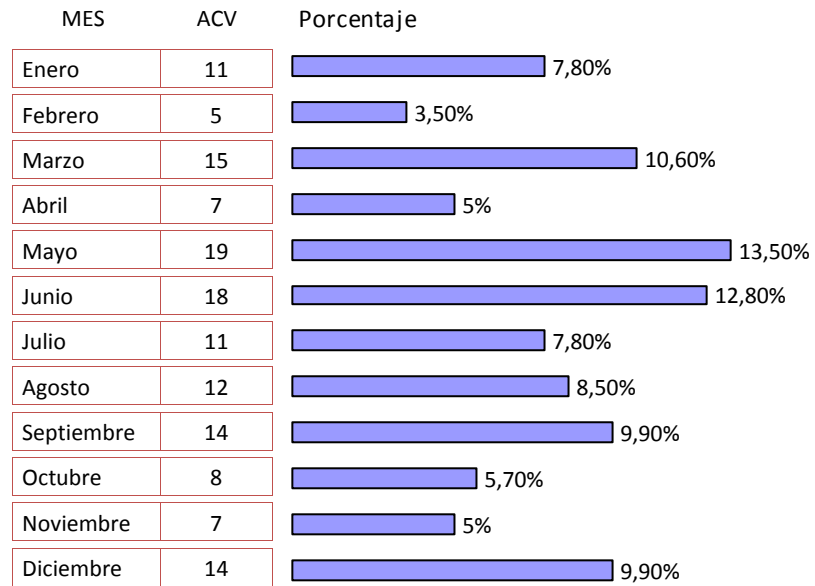
Provincia : HUELVA

Total ACV : 147



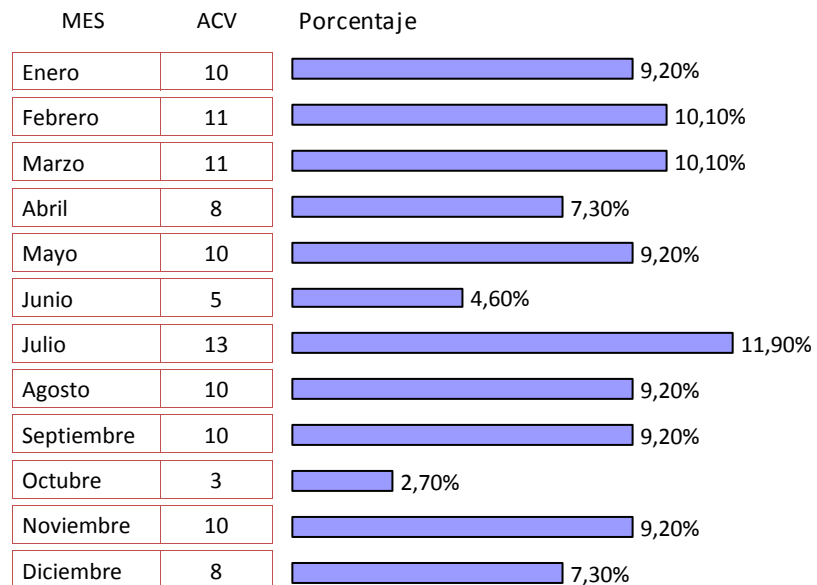
Provincia : HUESCA

Total ACV : 141



Provincia : JAÉN

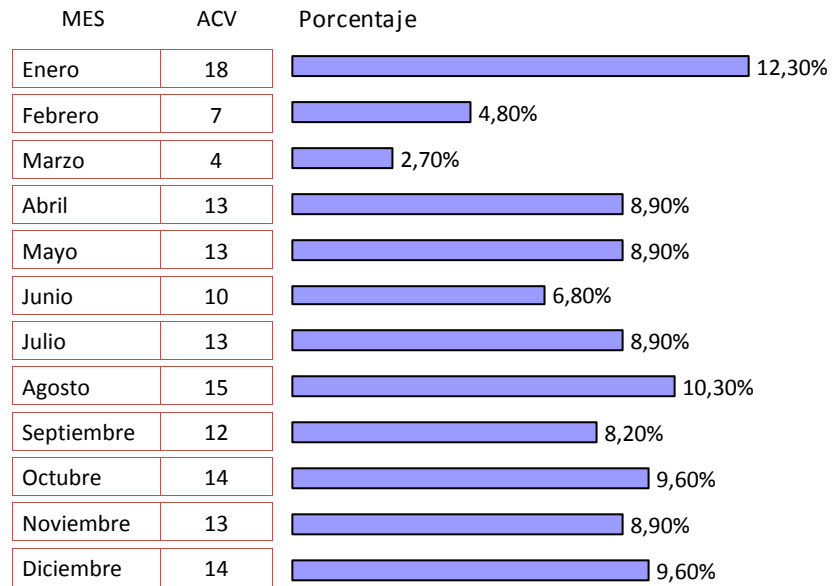
Total ACV : 109



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

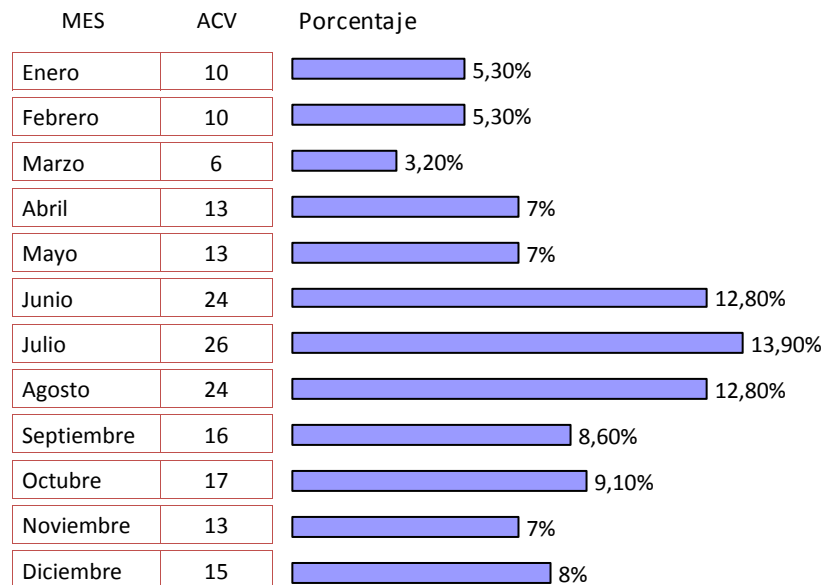
Provincia : LA RIOJA

Total ACV : 146



Provincia : LEÓN

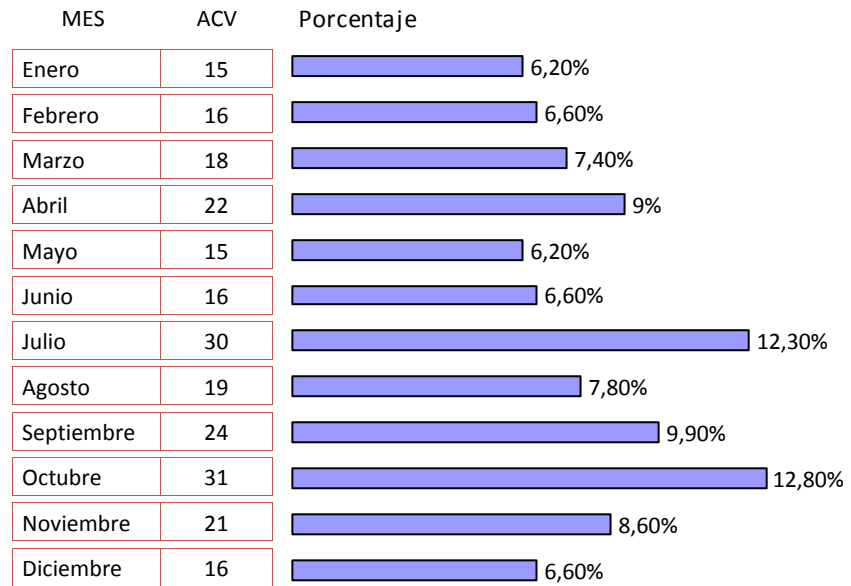
Total ACV : 187



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

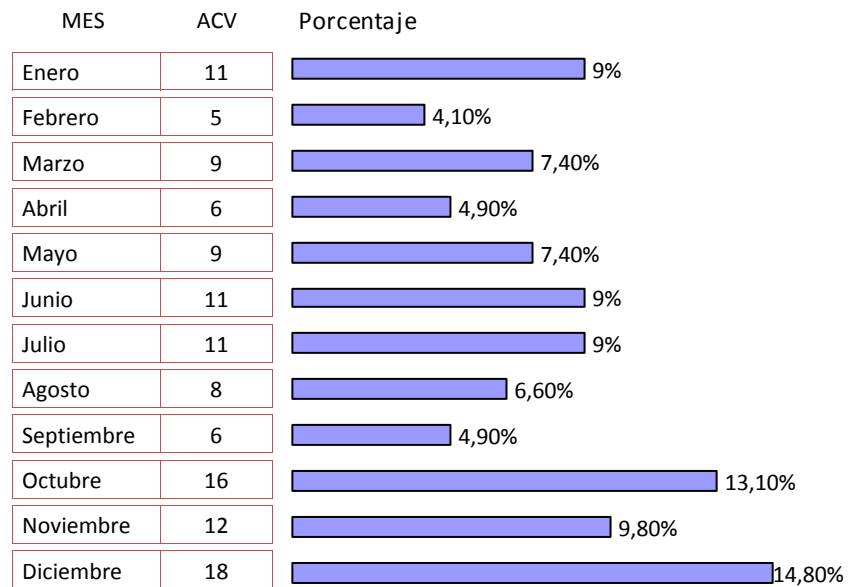
Provincia : LLEIDA

Total ACV : 243



Provincia : LUGO

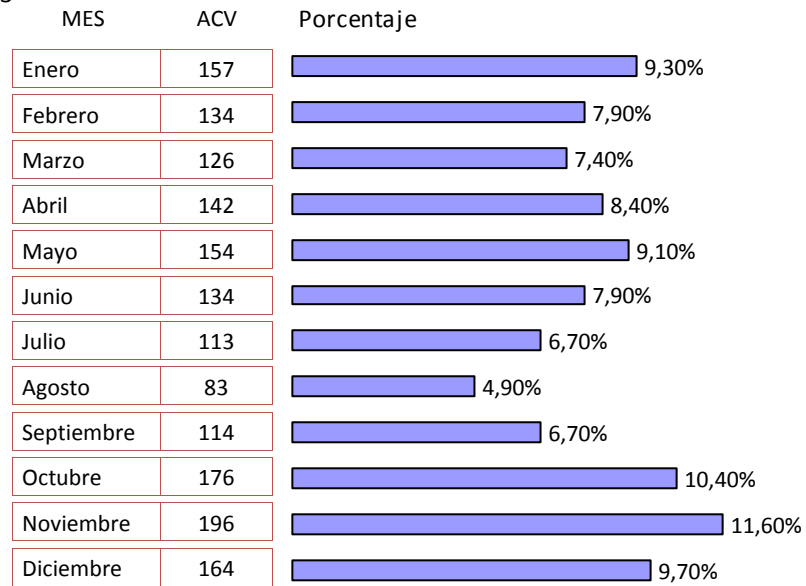
Total ACV : 122



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

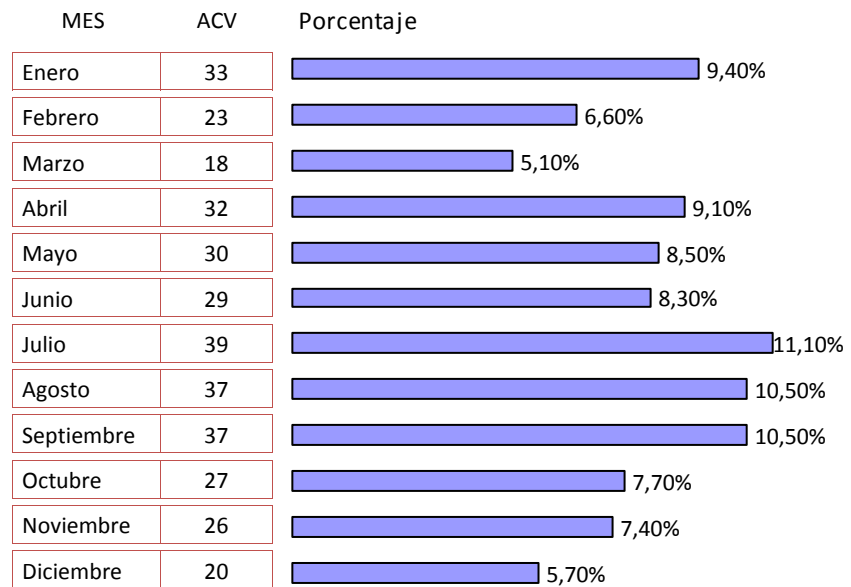
Provincia : MADRID

Total ACV : 1693



Provincia : MÁLAGA

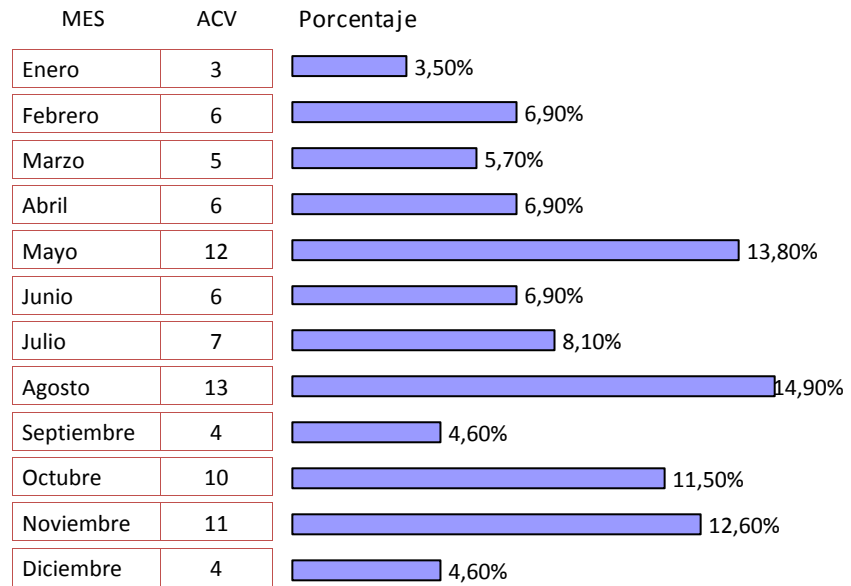
Total ACV : 351



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

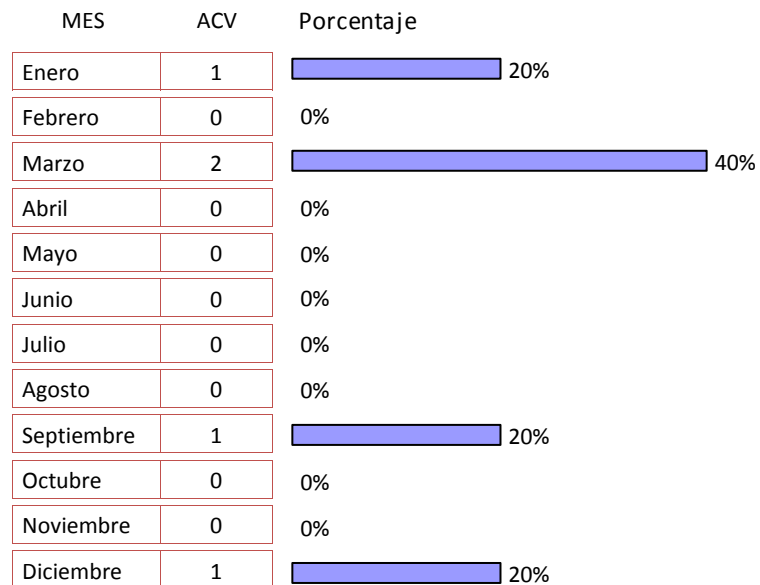
Provincia : MURCIA

Total ACV : 87



Provincia : NAVARRA

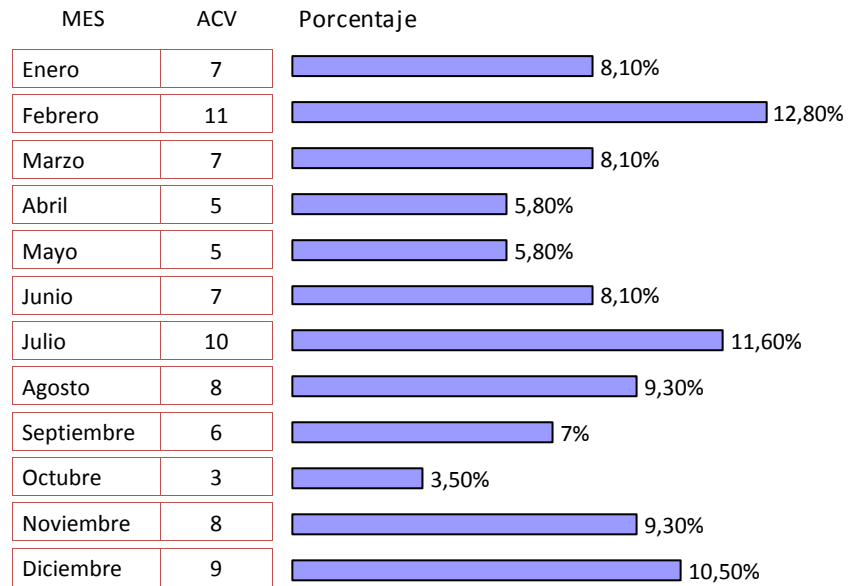
Total ACV : 5



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

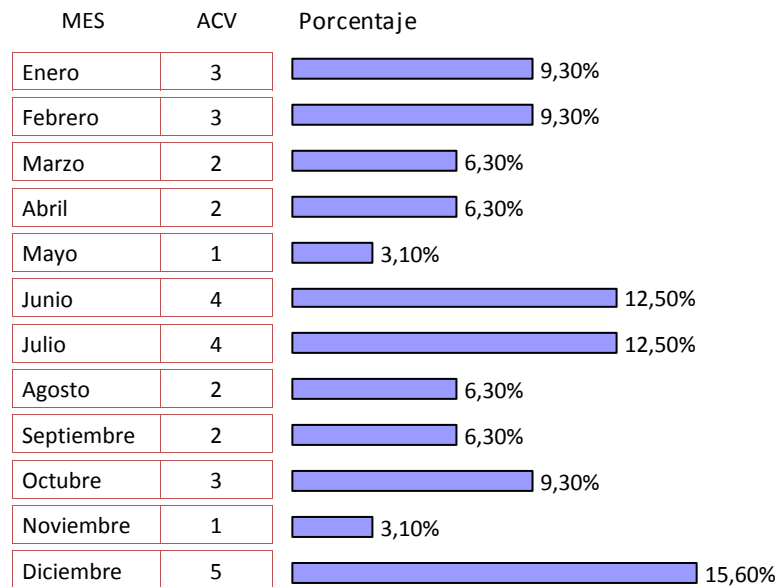
Provincia : OURENSE

Total ACV : 86



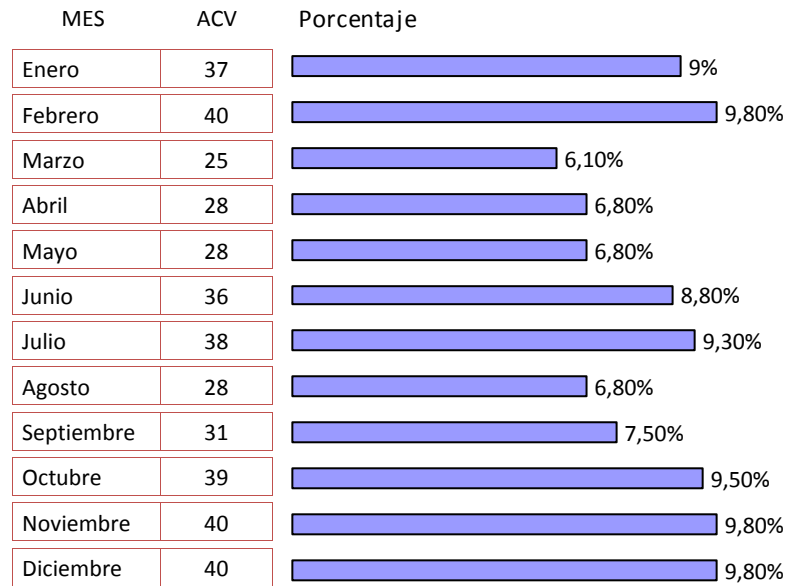
Provincia : PALENCIA

Total ACV : 32



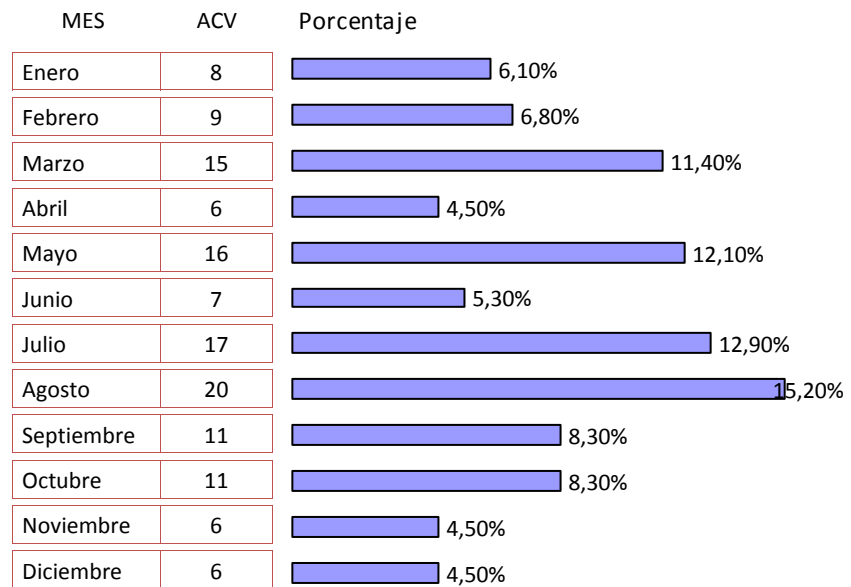
Provincia : PONTEVEDRA

Total ACV : 410



Provincia : SALAMANCA

Total ACV : 132

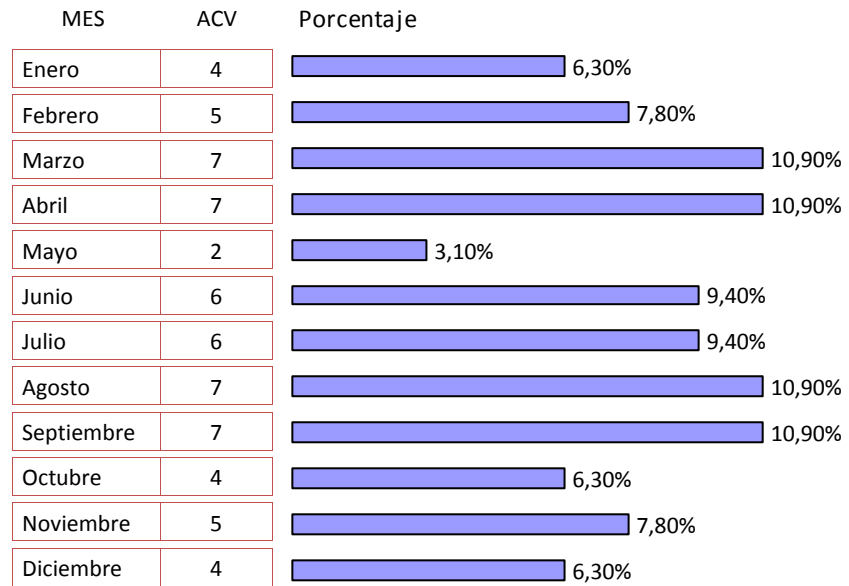




Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

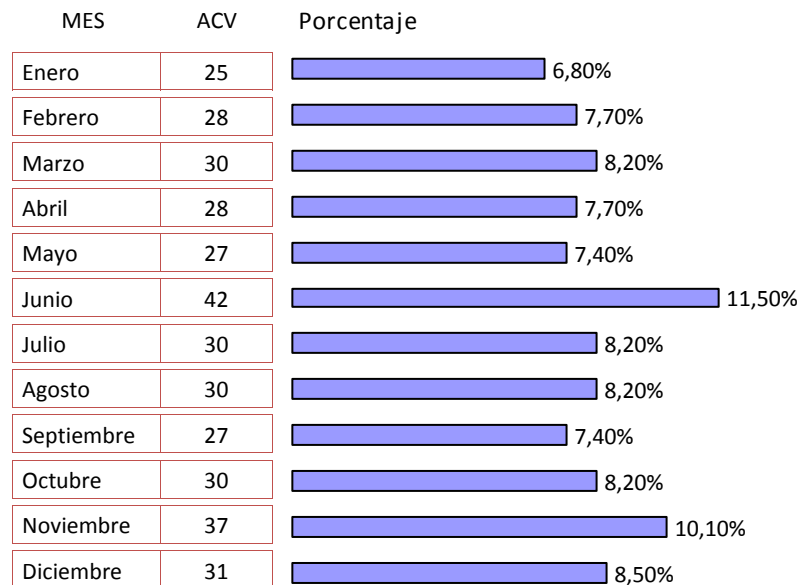
Provincia : SEGOVIA

Total ACV : 64



Provincia : SEVILLA

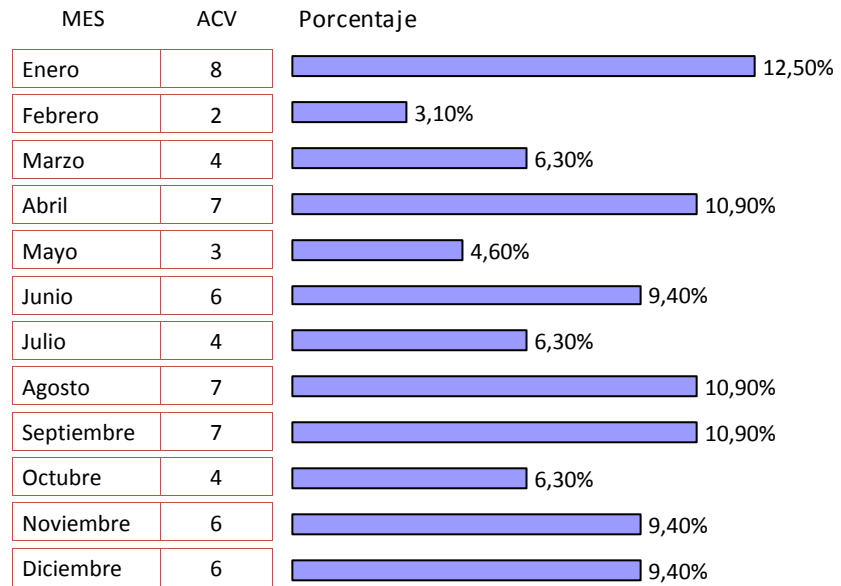
Total ACV : 365



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

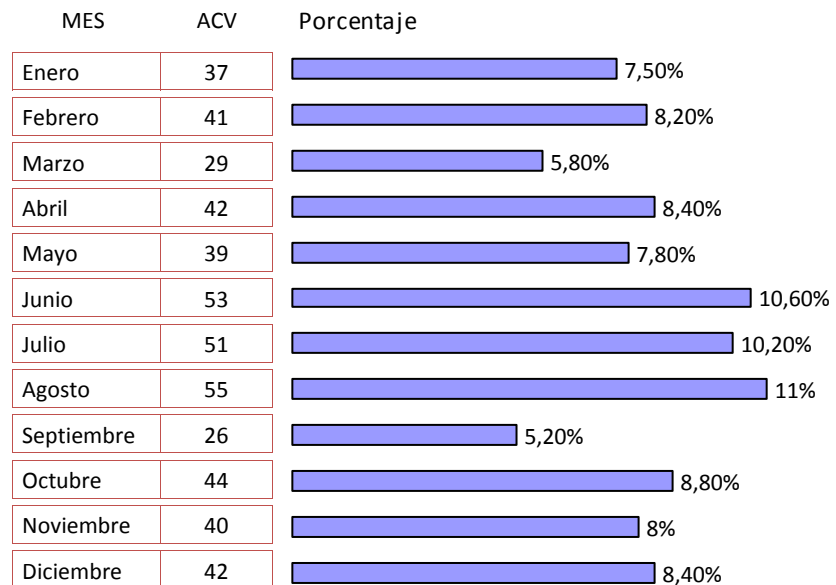
Provincia : SORIA

Total ACV : 64



Provincia : TARRAGONA

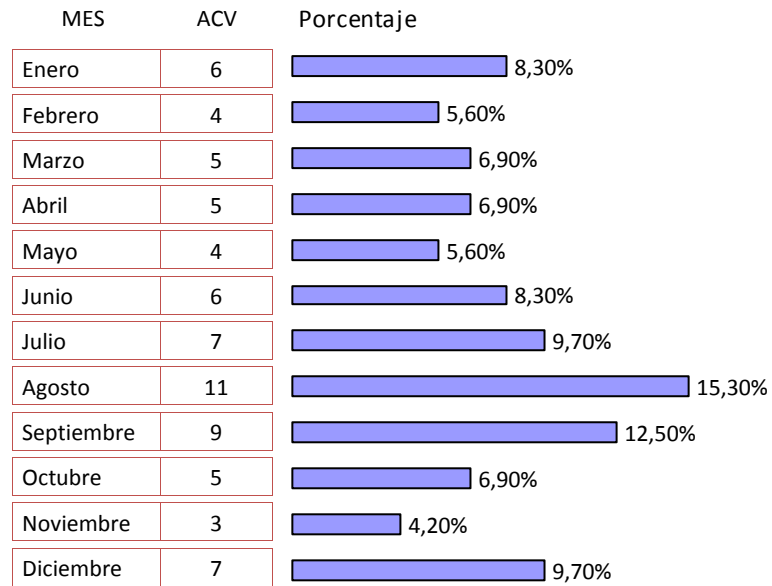
Total ACV : 499



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

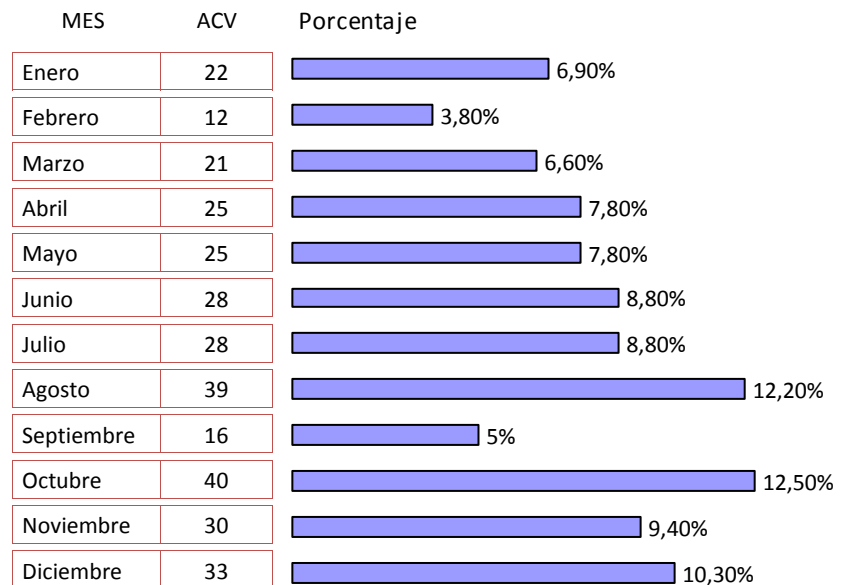
Provincia : TERUEL

Total ACV : 72



Provincia : TOLEDO

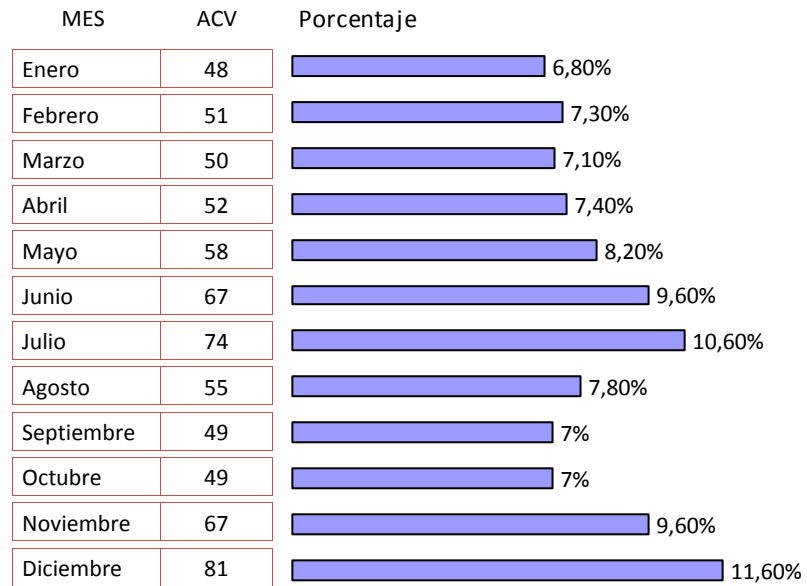
Total ACV : 319



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

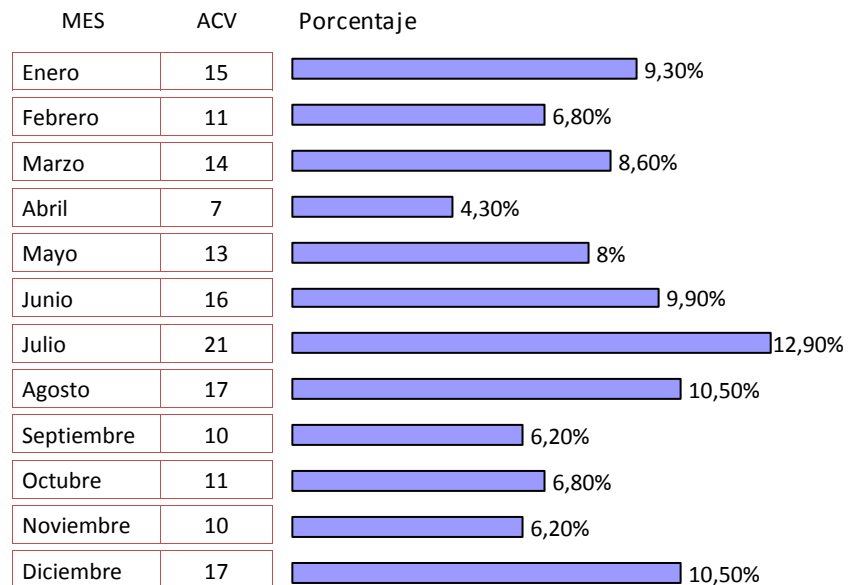
Provincia : VALENCIA

Total ACV : 701



Provincia : VALLADOLID

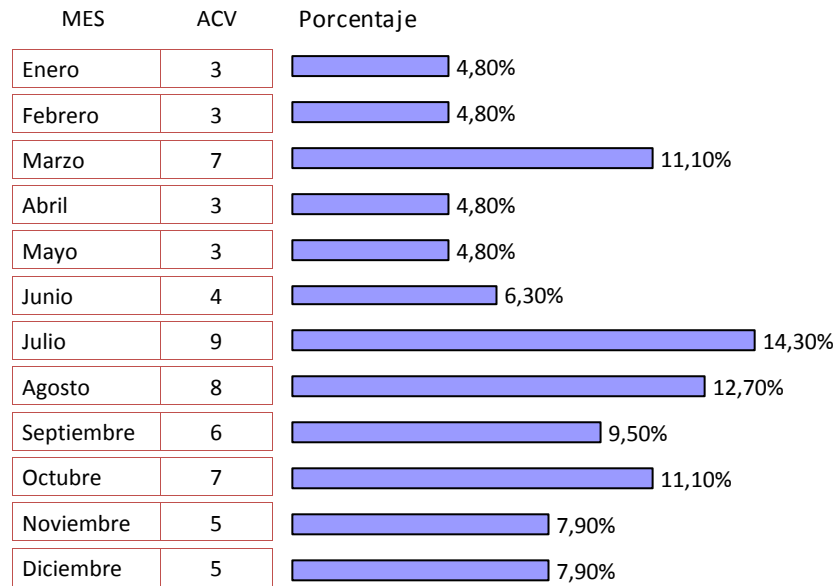
Total ACV : 162



Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

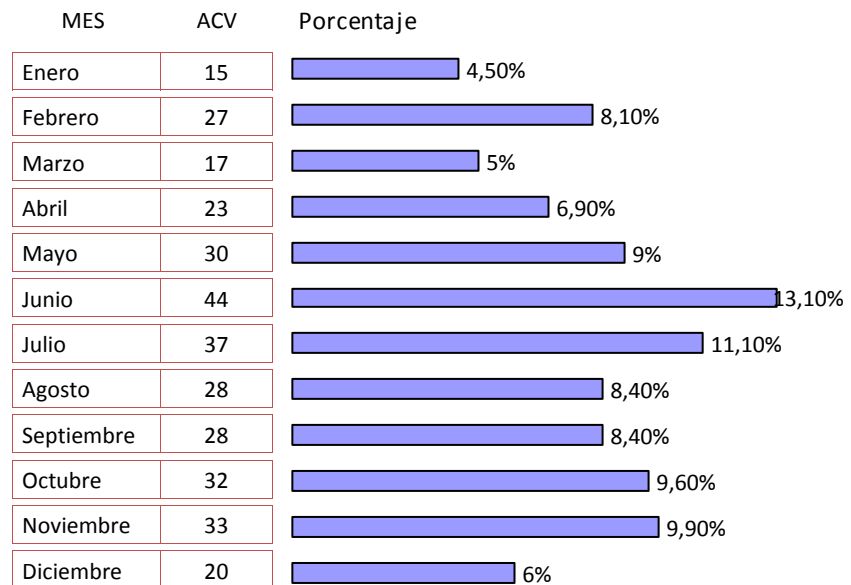
Provincia : ZAMORA

Total ACV : 63



Provincia : ZARAGOZA

Total ACV : 334

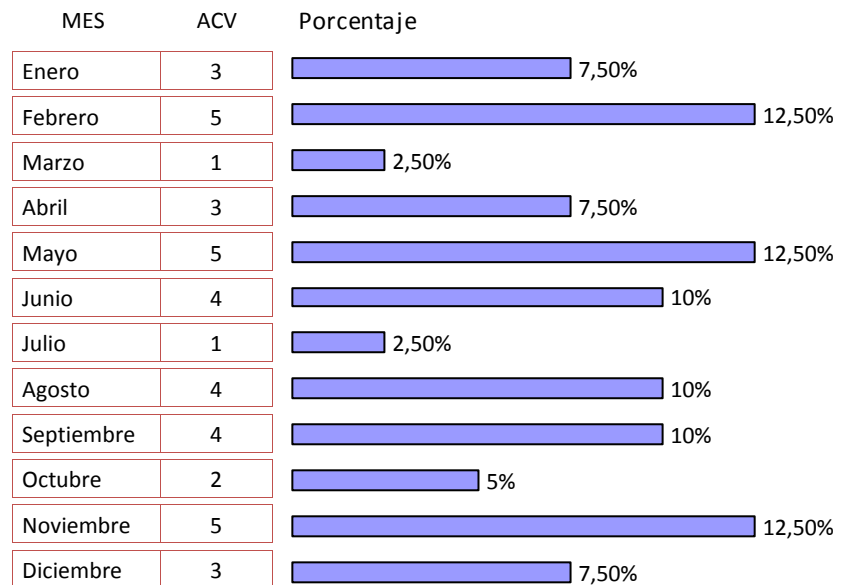


Periodo : 01/01/2016 al 31/12/2016    Parámetro : Meses del año

Ciudad

Autónoma : CEUTA

Total ACV : 40



Ciudad

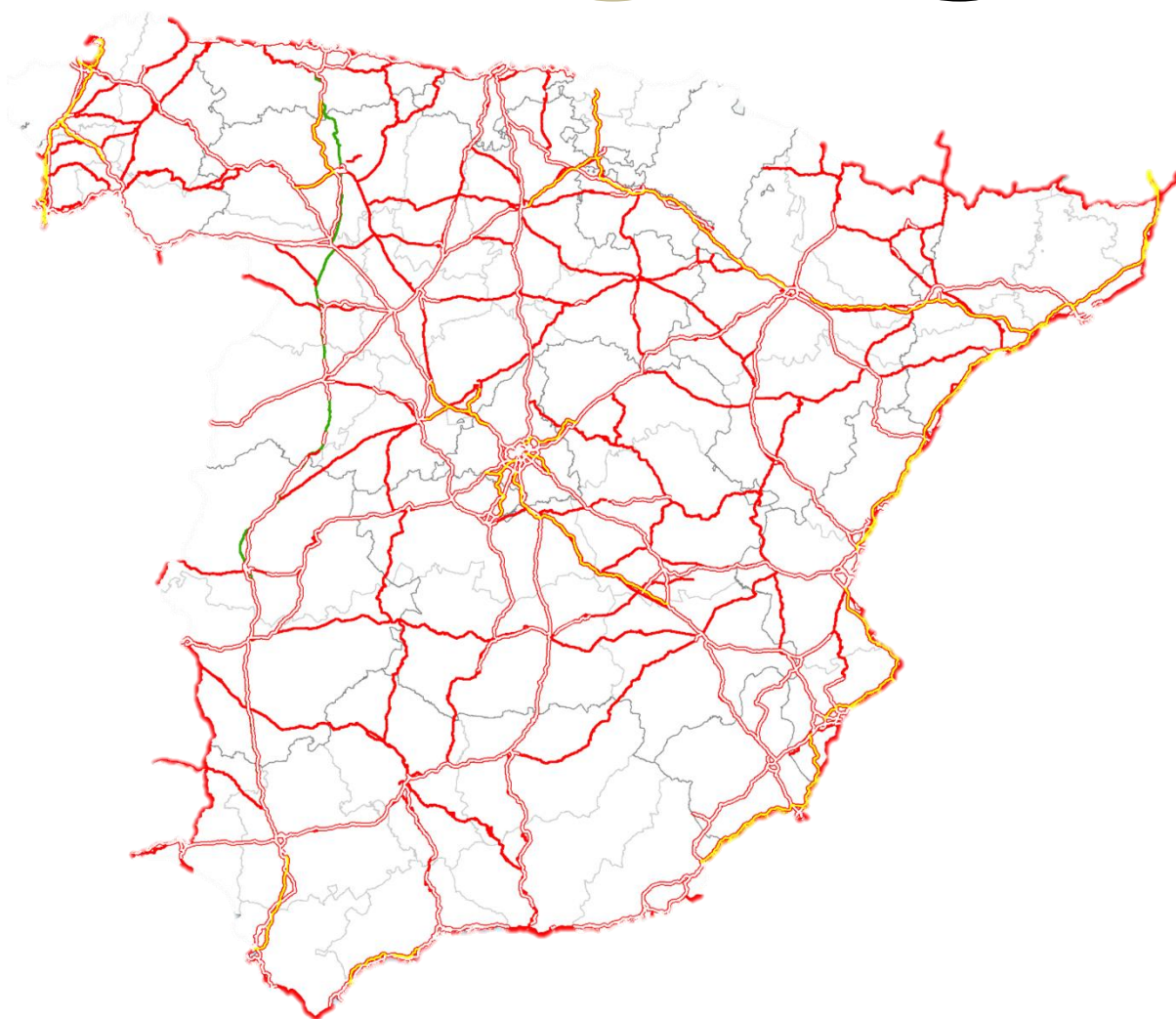
Autónoma : MELILLA

Total ACV : 0

| MES        | ACV | Porcentaje |
|------------|-----|------------|
| Enero      | 0   |            |
| Febrero    | 0   |            |
| Marzo      | 0   |            |
| Abril      | 0   |            |
| Mayo       | 0   |            |
| Junio      | 0   |            |
| Julio      | 0   |            |
| Agosto     | 0   |            |
| Septiembre | 0   |            |
| Octubre    | 0   |            |
| Noviembre  | 0   |            |
| Diciembre  | 0   |            |

**16- ACCIDENTES, VÍCTIMAS e ÍNDICES POR  
CC.AA, DEMARCACIÓN Y PROVINCIA**

**2016**



**16**

## Comunidad Autónoma: Andalucía



| PROVINCIA    | ACCIDENTES |    | VÍCTIMAS |     |      | ÍNDICES |     |     |
|--------------|------------|----|----------|-----|------|---------|-----|-----|
|              | ACV        | AM | VM       | HG  | HL   | IP      | IM  | IAM |
| CÁDIZ        | 229        | 6  | 6        | 19  | 383  | 9,3     | 0,2 | 0,2 |
| CÓRDOBA      | 146        | 6  | 7        | 26  | 288  | 7,8     | 0,4 | 0,3 |
| HUELVA       | 147        | 6  | 6        | 15  | 227  | 9,5     | 0,4 | 0,4 |
| SEVILLA      | 365        | 9  | 12       | 48  | 632  | 8,7     | 0,3 | 0,2 |
| ALMERÍA      | 156        | 3  | 3        | 11  | 274  | 8,2     | 0,2 | 0,2 |
| GRANADA      | 297        | 3  | 3        | 34  | 548  | 14,4    | 0,1 | 0,1 |
| JAÉN         | 109        | 8  | 9        | 24  | 153  | 6,1     | 0,5 | 0,4 |
| MÁLAGA       | 351        | 8  | 9        | 39  | 558  | 7,1     | 0,2 | 0,2 |
| <b>Total</b> | 1800       | 49 | 55       | 216 | 3063 | 8,7     | 0,3 | 0,2 |

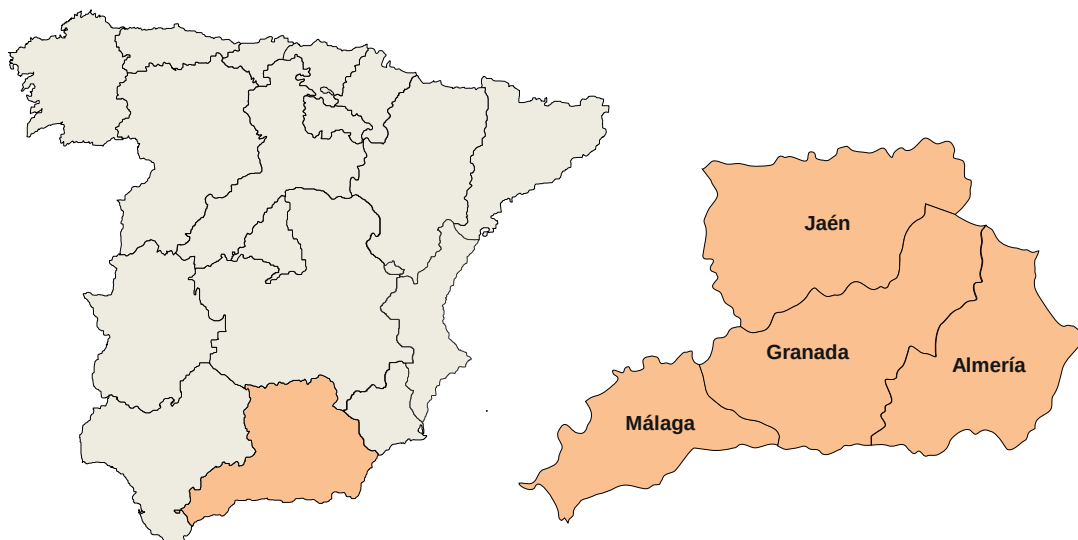


## Demarcación: Andalucía Occidental



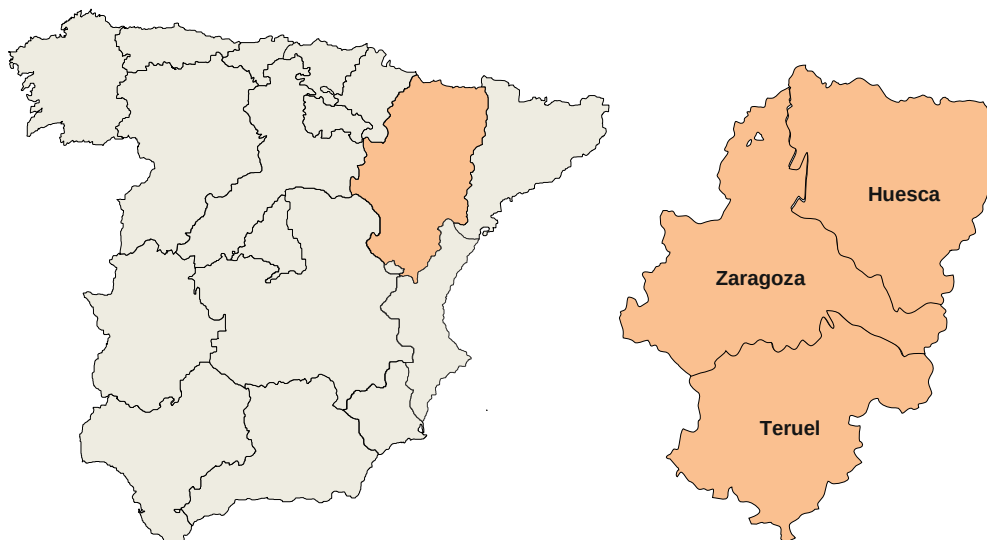
| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |             | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|-------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL          | IP         | IM         | IAM        |
| CÁDIZ        | 229        | 6         | 6         | 19         | 383         | 9,3        | 0,2        | 0,2        |
| CÓRDOBA      | 146        | 6         | 7         | 26         | 288         | 7,8        | 0,4        | 0,3        |
| HUELVA       | 147        | 6         | 6         | 15         | 227         | 9,5        | 0,4        | 0,4        |
| SEVILLA      | 365        | 9         | 12        | 48         | 632         | 8,7        | 0,3        | 0,2        |
| <b>Total</b> | <b>887</b> | <b>27</b> | <b>31</b> | <b>108</b> | <b>1530</b> | <b>8,8</b> | <b>0,3</b> | <b>0,3</b> |

## Demarcación: Andalucía Oriental



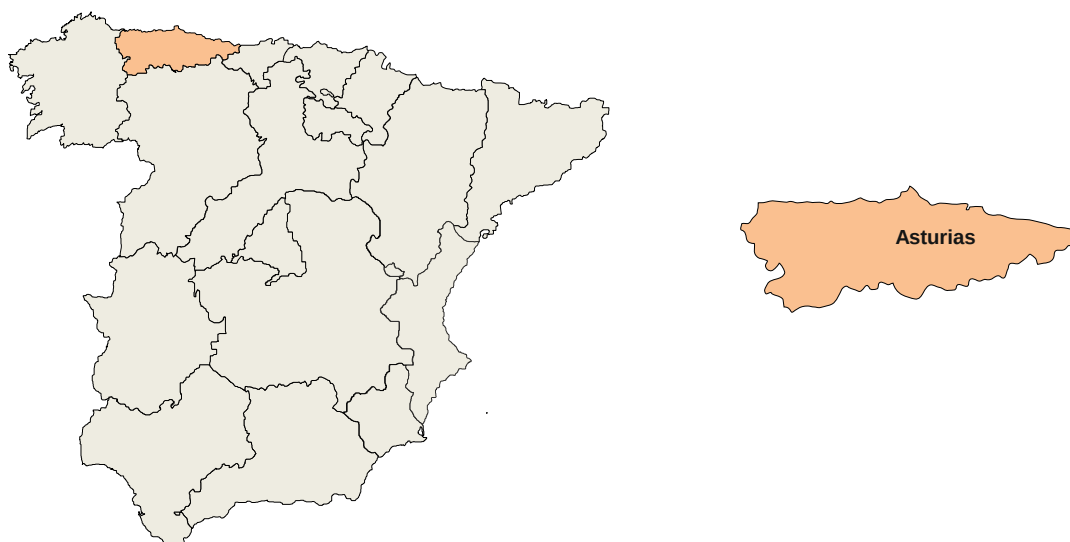
| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |             | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|-------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL          | IP         | IM         | IAM        |
| ALMERÍA      | 156        | 3         | 3         | 11         | 274         | 8,2        | 0,2        | 0,2        |
| GRANADA      | 297        | 3         | 3         | 34         | 548         | 14,4       | 0,1        | 0,1        |
| JAÉN         | 109        | 8         | 9         | 24         | 153         | 6,1        | 0,5        | 0,4        |
| MÁLAGA       | 351        | 8         | 9         | 39         | 558         | 7,1        | 0,2        | 0,2        |
| <b>Total</b> | <b>913</b> | <b>22</b> | <b>24</b> | <b>108</b> | <b>1533</b> | <b>8,5</b> | <b>0,2</b> | <b>0,2</b> |

## Demarcación: Aragón



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL         | IP         | IM         | IAM        |
| HUESCA       | 141        | 5         | 5         | 35         | 185        | 9,2        | 0,3        | 0,3        |
| TERUEL       | 72         | 1         | 1         | 27         | 98         | 8,1        | 0,1        | 0,1        |
| ZARAGOZA     | 334        | 18        | 20        | 47         | 449        | 7,3        | 0,4        | 0,4        |
| <b>Total</b> | <b>547</b> | <b>24</b> | <b>26</b> | <b>109</b> | <b>732</b> | <b>7,8</b> | <b>0,4</b> | <b>0,3</b> |

## Demarcación: Asturias



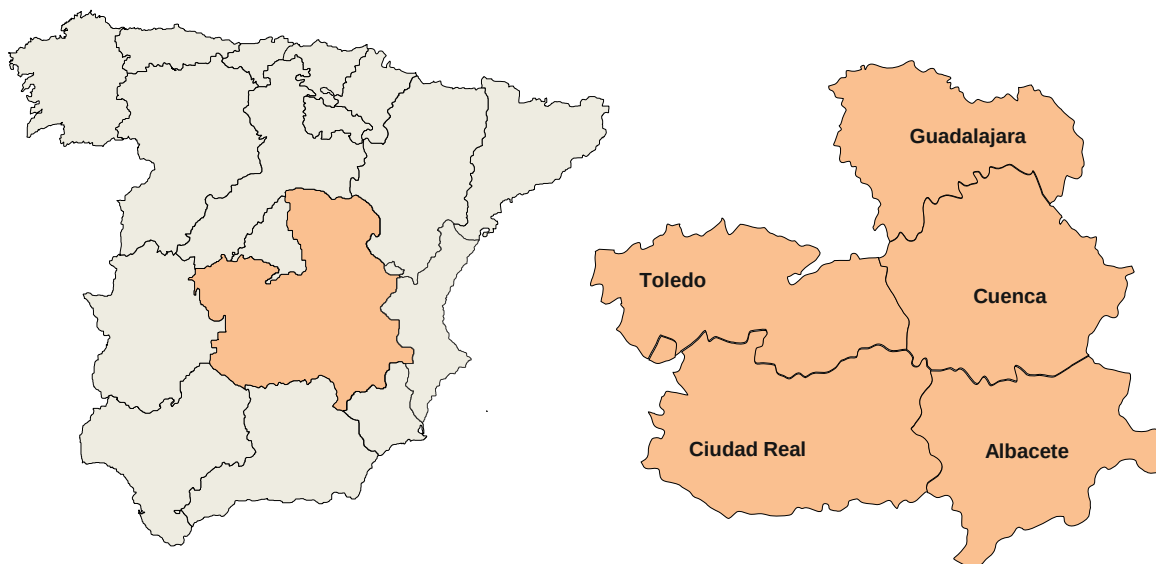
| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |           |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG        | HL         | IP         | IM         | IAM        |
| ASTURIAS     | 318        | 11        | 11        | 41        | 458        | 9,2        | 0,3        | 0,3        |
| <b>Total</b> | <b>318</b> | <b>11</b> | <b>11</b> | <b>41</b> | <b>458</b> | <b>9,2</b> | <b>0,3</b> | <b>0,3</b> |

## Demarcación: Cantabria



| PROVINCIA    | ACCIDENTES |          | VÍCTIMAS |           |            | ÍNDICES    |            |            |
|--------------|------------|----------|----------|-----------|------------|------------|------------|------------|
|              | ACV        | AM       | VM       | HG        | HL         | IP         | IM         | IAM        |
| CANTABRIA    | 316        | 3        | 3        | 27        | 494        | 9,7        | 0,1        | 0,1        |
| <b>Total</b> | <b>316</b> | <b>3</b> | <b>3</b> | <b>27</b> | <b>494</b> | <b>9,7</b> | <b>0,1</b> | <b>0,1</b> |

## Demarcación: Castilla-La Mancha



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |             | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|-------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL          | IP         | IM         | IAM        |
| ALBACETE     | 63         | 8         | 8         | 24         | 93          | 3,2        | 0,4        | 0,4        |
| CIUDAD REAL  | 112        | 11        | 13        | 18         | 182         | 6,0        | 0,7        | 0,6        |
| CUENCA       | 106        | 8         | 9         | 34         | 124         | 4,7        | 0,4        | 0,4        |
| GUADALAJARA  | 108        | 2         | 2         | 19         | 157         | 7,3        | 0,1        | 0,1        |
| TOLEDO       | 319        | 12        | 14        | 53         | 455         | 8,1        | 0,4        | 0,3        |
| <b>Total</b> | <b>708</b> | <b>41</b> | <b>46</b> | <b>148</b> | <b>1011</b> | <b>6,2</b> | <b>0,4</b> | <b>0,4</b> |

## Comunidad Autónoma: Castilla y León



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |             | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|-------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL          | IP         | IM         | IAM        |
| LEÓN         | 187        | 7         | 7         | 41         | 249         | 10,1       | 0,4        | 0,4        |
| PALENCIA     | 32         | 1         | 2         | 11         | 37          | 3,5        | 0,2        | 0,1        |
| SALAMANCA    | 132        | 3         | 3         | 19         | 195         | 9,4        | 0,2        | 0,2        |
| VALLADOLID   | 162        | 7         | 9         | 25         | 251         | 6,4        | 0,4        | 0,3        |
| ZAMORA       | 63         | 6         | 7         | 20         | 99          | 4,3        | 0,5        | 0,4        |
| ÁVILA        | 85         | 4         | 6         | 13         | 133         | 10,0       | 0,7        | 0,5        |
| BURGOS       | 186        | 16        | 21        | 66         | 266         | 7,0        | 0,8        | 0,6        |
| SEGOVIA      | 64         | 7         | 8         | 10         | 106         | 5,6        | 0,7        | 0,6        |
| SORIA        | 64         | 13        | 16        | 26         | 83          | 7,0        | 1,8        | 1,4        |
| <b>Total</b> | <b>975</b> | <b>64</b> | <b>79</b> | <b>231</b> | <b>1419</b> | <b>7,1</b> | <b>0,6</b> | <b>0,5</b> |

## Demarcación: Castilla-León Occidental



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL         | IP         | IM         | IAM        |
| LEÓN         | 187        | 7         | 7         | 41         | 249        | 10,1       | 0,4        | 0,4        |
| PALENCIA     | 32         | 1         | 2         | 11         | 37         | 3,5        | 0,2        | 0,1        |
| SALAMANCA    | 132        | 3         | 3         | 19         | 195        | 9,4        | 0,2        | 0,2        |
| VALLADOLID   | 162        | 7         | 9         | 25         | 251        | 6,4        | 0,4        | 0,3        |
| ZAMORA       | 63         | 6         | 7         | 20         | 99         | 4,3        | 0,5        | 0,4        |
| <b>Total</b> | <b>576</b> | <b>24</b> | <b>28</b> | <b>116</b> | <b>831</b> | <b>7,0</b> | <b>0,3</b> | <b>0,3</b> |

## Demarcación: Castilla-León Oriental



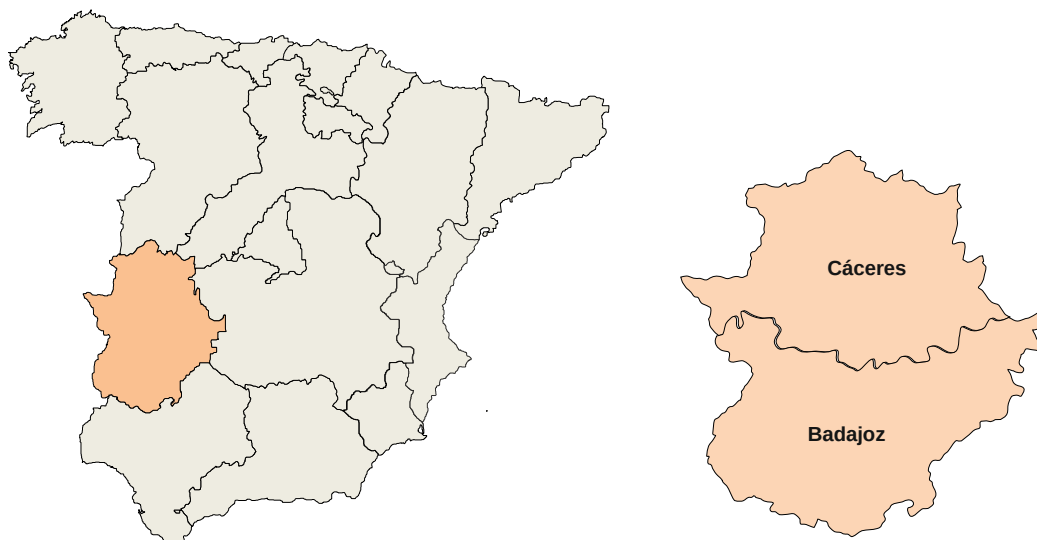
| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|------------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL         | IP         | IM         | IAM        |
| ÁVILA        | 85         | 4         | 6         | 13         | 133        | 10,0       | 0,7        | 0,5        |
| BURGOS       | 186        | 16        | 21        | 66         | 266        | 7,0        | 0,8        | 0,6        |
| SEGOVIA      | 64         | 7         | 8         | 10         | 106        | 5,6        | 0,7        | 0,6        |
| SORIA        | 64         | 13        | 16        | 26         | 83         | 7,0        | 1,8        | 1,4        |
| <b>Total</b> | <b>399</b> | <b>40</b> | <b>51</b> | <b>115</b> | <b>588</b> | <b>7,2</b> | <b>0,9</b> | <b>0,7</b> |

## Demarcación: Cataluña



| PROVINCIA    | ACCIDENTES   |           | VÍCTIMAS  |            |              | ÍNDICES     |            |            |
|--------------|--------------|-----------|-----------|------------|--------------|-------------|------------|------------|
|              | ACV          | AM        | VM        | HG         | HL           | IP          | IM         | IAM        |
| BARCELONA    | 1.119        | 5         | 7         | 60         | 1665         | 14,9        | 0,1        | 0,1        |
| GIRONA       | 295          | 8         | 14        | 43         | 417          | 12,6        | 0,6        | 0,3        |
| LLEIDA       | 243          | 8         | 8         | 30         | 362          | 13,2        | 0,4        | 0,4        |
| TARRAGONA    | 499          | 14        | 28        | 76         | 712          | 13,8        | 0,8        | 0,4        |
| <b>Total</b> | <b>2.156</b> | <b>35</b> | <b>57</b> | <b>209</b> | <b>3.156</b> | <b>14,1</b> | <b>0,4</b> | <b>0,2</b> |

## Demarcación: Extremadura



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |           |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG        | HL         | IP         | IM         | IAM        |
| BADAJOS      | 100        | 8         | 8         | 35        | 147        | 4,8        | 0,4        | 0,4        |
| CÁCERES      | 80         | 8         | 8         | 16        | 108        | 4,5        | 0,5        | 0,5        |
| <b>Total</b> | <b>180</b> | <b>16</b> | <b>16</b> | <b>51</b> | <b>255</b> | <b>4,7</b> | <b>0,4</b> | <b>0,4</b> |

## Demarcación: Galicia



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |            |             | ÍNDICES     |            |            |
|--------------|------------|-----------|-----------|------------|-------------|-------------|------------|------------|
|              | ACV        | AM        | VM        | HG         | HL          | IP          | IM         | IAM        |
| A CORUÑA     | 303        | 10        | 10        | 48         | 417         | 10,1        | 0,3        | 0,3        |
| LUGO         | 122        | 8         | 9         | 37         | 163         | 7,5         | 0,6        | 0,5        |
| OURENSE      | 86         | 5         | 5         | 22         | 124         | 6,0         | 0,3        | 0,3        |
| PONTEVEDRA   | 410        | 9         | 10        | 52         | 660         | 15,3        | 0,4        | 0,3        |
| <b>Total</b> | <b>921</b> | <b>32</b> | <b>34</b> | <b>159</b> | <b>1364</b> | <b>10,5</b> | <b>0,4</b> | <b>0,4</b> |

## Demarcación: La Rioja



| PROVINCIA    | ACCIDENTES |           | VÍCTIMAS  |           |            | ÍNDICES    |            |            |
|--------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|
|              | ACV        | AM        | VM        | HG        | HL         | IP         | IM         | IAM        |
| LA RIOJA     | 146        | 10        | 14        | 12        | 222        | 9,9        | 0,9        | 0,7        |
| <b>Total</b> | <b>146</b> | <b>10</b> | <b>14</b> | <b>12</b> | <b>222</b> | <b>9,9</b> | <b>0,9</b> | <b>0,7</b> |

## Demarcación: Madrid



| PROVINCIA | ACCIDENTES |    | VÍCTIMAS |    |       | ÍNDICES |     |     |
|-----------|------------|----|----------|----|-------|---------|-----|-----|
|           | ACV        | AM | VM       | HG | HL    | IP      | IM  | IAM |
| MADRID    | 1.693      | 16 | 19       | 96 | 2471  | 11,4    | 0,1 | 0,1 |
| Total     | 1.693      | 16 | 19       | 96 | 2.471 | 11,4    | 0,1 | 0,1 |

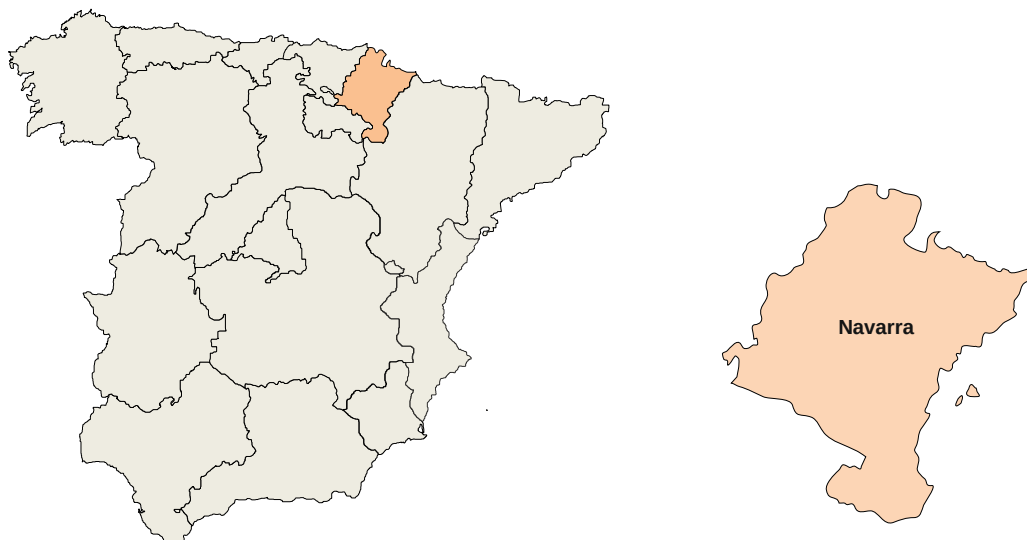
## Demarcación: Murcia



| PROVINCIA | ACCIDENTES |    | VÍCTIMAS |    |     | ÍNDICES |     |     |
|-----------|------------|----|----------|----|-----|---------|-----|-----|
|           | ACV        | AM | VM       | HG | HL  | IP      | IM  | IAM |
| MURCIA    | 87         | 8  | 10       | 29 | 123 | 2,2     | 0,3 | 0,2 |
| Total     | 87         | 8  | 10       | 29 | 123 | 2,2     | 0,3 | 0,2 |

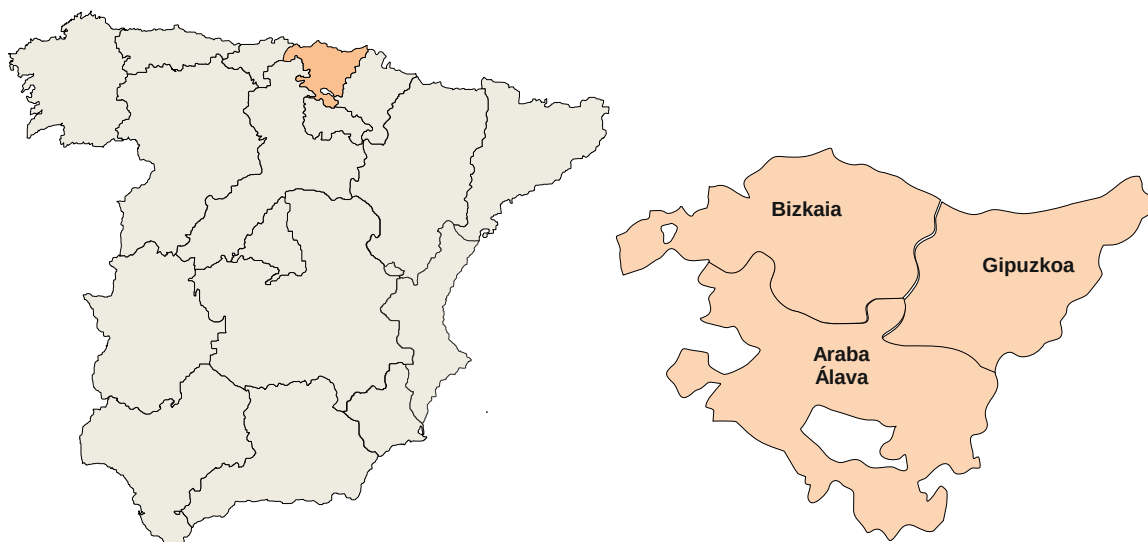


## Comunidad Autónoma: Navarra



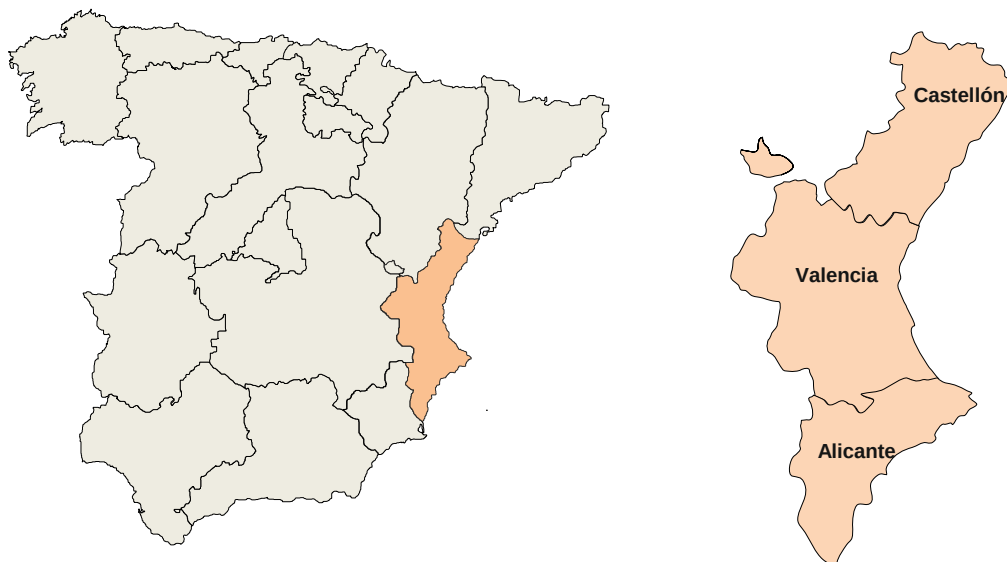
| PROVINCIA    | ACCIDENTES |          | VÍCTIMAS |          |          | ÍNDICES    |            |            |
|--------------|------------|----------|----------|----------|----------|------------|------------|------------|
|              | ACV        | AM       | VM       | HG       | HL       | IP         | IM         | IAM        |
| NAVARRA      | 5          | 0        | 0        | 1        | 9        | 3,5        | 0,0        | 0,0        |
| <b>Total</b> | <b>5</b>   | <b>0</b> | <b>0</b> | <b>1</b> | <b>9</b> | <b>3,5</b> | <b>0,0</b> | <b>0,0</b> |

## Comunidad Autónoma: País Vasco



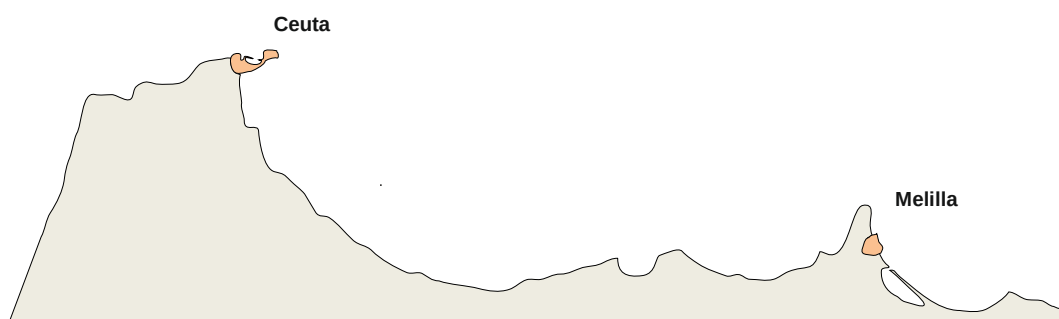
| PROVINCIA    | ACCIDENTES |          | VÍCTIMAS |          |           | ÍNDICES    |            |            |
|--------------|------------|----------|----------|----------|-----------|------------|------------|------------|
|              | ACV        | AM       | VM       | HG       | HL        | IP         | IM         | IAM        |
| ARABA/ÁLAVA  | 32         | 0        | 0        | 6        | 43        | 10,1       | 0,0        | 0,0        |
| GIPUZKOA     | 0          | 0        | 0        | 0        | 0         | 0,0        | 0,0        | 0,0        |
| BIZKAIA      | 15         | 0        | 0        | 0        | 24        | 6,8        | 0,0        | 0,0        |
| <b>Total</b> | <b>47</b>  | <b>0</b> | <b>0</b> | <b>6</b> | <b>67</b> | <b>8,8</b> | <b>0,0</b> | <b>0,0</b> |

## Demarcación: Valencia



| PROVINCIA    | ACCIDENTES  |           | VÍCTIMAS  |            |             | ÍNDICES    |            |            |
|--------------|-------------|-----------|-----------|------------|-------------|------------|------------|------------|
|              | ACV         | AM        | VM        | HG         | HL          | IP         | IM         | IAM        |
| ALICANTE     | 535         | 16        | 21        | 57         | 822         | 9,8        | 0,4        | 0,3        |
| CASTELLÓN    | 179         | 21        | 21        | 53         | 285         | 8,4        | 1,0        | 1,0        |
| VALENCIA     | 701         | 20        | 20        | 95         | 1030        | 9,2        | 0,3        | 0,3        |
| <b>Total</b> | <b>1415</b> | <b>57</b> | <b>62</b> | <b>205</b> | <b>2137</b> | <b>9,3</b> | <b>0,4</b> | <b>0,4</b> |

## Ciudades Autónomas: Ceuta y Melilla



| PROVINCIA | ACCIDENTES |    | VÍCTIMAS |    |    | ÍNDICES |     |     |
|-----------|------------|----|----------|----|----|---------|-----|-----|
|           | ACV        | AM | VM       | HG | HL | IP      | IM  | IAM |
| CEUTA     | 40         | 0  | 0        | 5  | 57 | 32,1    | 0,0 | 0,0 |
| MELILLA   | 0          | 0  | 0        | 0  | 0  | 0,0     | 0,0 | 0,0 |

