APPENDIX G:

BUS SYSTEM DATA EXPANSION TABLES AND RIDERSHIP DATA

Table 5: UNADJUSTED MULTIPLER (Expansion Factor) for (NON PEAK - Before 6AM, 10 AM-3 PM, After 7PM)

YELLOW INDENTIFIES CELLS THAT WERE NOT WITH +/-10 OR 10% OF THE ACTUAL GOAL

ONLY FIVE OF THE CELLS THAT DID NOT REACH THERE GOAL HAD EXPANSION FACTORS GREATER THAN 25

WHERE GET ON \ WHERE GET OFF	S7 Airport	N5 Arts Center	W3 Ashby	E7 Avondale	P1 Bankhead	NE8 Brookhaven	N7 Buckhead	NE9 Chamblee	N2 Civic Center	S6 College Park	E6 Decatur	W1 Dome/ GWCC	NE10 Doraville	N9 Dunwoody	E5 East Lake	S5 East Point	E4 Edgewood/ Candler	5P Five Points	S1 Garnett	E1 Georgia State	W5 H. E. Holmes	E9 Indian Creek	E3 Inman Park	E8 Kensington	E2 King Memorial	S4 Lakewood/ Ft McPher	NE7 Lenox	N6 Lindbergh Center	N8 Medical Center	N4 Midtown	N3 North Avenue	N11 North Springs	S3 Oakland City	N1 Peachtree Center	N10 Sandy Springs	W2 Vine City	S2 West End	W4 West Lake	TOTAL
S7=Airport	NA	17.0	13.0	27.0	7.2	14.7	59.2	11.4	13.9	15.5	6.3	30.7	10.2	10.5	7.1	36.0	NA	10.6	5.8	6.0	10.2	12.9	13.1	16.5	4.9	28.3	4.6	16.3	11.9	15.2	10.7	13.3	17.8	16.5	5.0	6.3	13.2	9.9	12.8
N5=Art Center	5.0	NA	33.2	6.8	16.4	3.9	3.3	8.6	11.9	8.1	36.2	29.5	5.5	3.7	NA	11.5	7.8	8.7	NA	3.7	6.3	11.3	47.8	15.3	18.0	14.1	4.2	15.1	3.3	9.6	11.2	3.6	8.5	6.8	3.6	19.1	8.4	26.5	7.5
W3=Ashby	NA	8.2	NA	NA	3.0	NA	8.7	2.1	11.6	37.4	10.3	NA	4.3	4.5	NA	27.0	NA	12.5	NA	22.2	5.0	NA	31.0	28.0	13.6	NA	11.5	26.0	NA	5.7	21.3	4.8	19.3	5.8	NA	NA	51.3	39.4	11.1
E7=Avondale	11.9	11.1	16.1	NA	19.6	1.5	1.4	25.8	8.3	11.0	13.1	34.7	34.7	3.8	26.5	11.2	NA	12.6	11.4	6.9	NA	21.4	27.3	10.1	NA	NA	2.6	4.6	6.8	4.0	4.5	5.0	38.4	20.2	5.3	NA	20.1	NA	11.4
P1=Bankhead	20.7	13.4	41.4	NA	NA	4.7	3.5	NA	NA	14.0	12.1	NA	12.1	3.1	2.7	15.1	4.2	21.5	5.0	9.1	5.8	NA	10.2	7.8	NA	NA	3.3	5.5	NA	19.6	6.1	10.4	12.8	2.5	6.2	21.1	6.0	3.4	10.4
NE8=Brookhaven	8.0	5.7	NA	5.2	4.7	NA	NA	16.9	4.9	15.4	9.4	9.2	26.8	5.0	1.4	25.0	NA	7.4	NA	3.1	12.8	NA	11.6	NA	NA	NA	4.9	8.1	NA	47.6	6.2	8.9	5.9	6.8	3.0	NA	NA	NA	8.9
N7=Buckhead	11.6	19.3	NA	NA	NA	6.2	NA	7.9	11.2	19.9	10.4	NA	11.5	62.0	NA	7.0	NA	6.5	6.4	3.3	4.2	NA	7.4	18.8	NA	NA	4.0	36.4	12.4	8.7	16.4	11.7	12.9	12.1	7.7	NA	26.0	NA	13.5
NE9=Chamblee	35.8	11.4	NA	28.0	4.2	28.9	NA	NA	22.8	22.4	16.6	NA	11.1	6.8	NA	8.5	1.7	7.8	NA	25.0	14.0	16.9	14.9	11.6	NA	7.4	9.8	15.0	8.2	18.8	24.2	16.7	29.2	6.4	NA	NA	37.7	2.6	12.5
N2=Civic Center	9.1	26.5	10.7	5.0	6.9	21.1	15.4	20.8	NA	8.6	7.3	NA	9.0	7.1	4.7	15.1	NA	13.4	NA	9.7	9.3	10.0	NA	12.1	2.7	14.1	8.6	20.3	NA	NA	19.1	6.0	5.5	14.3	NA	10.7	16.5	NA	12.5
S6=College Park	11.8	10.1	NA	6.9	5.7	5.5	5.2	20.2	12.7	NA	8.4	5.1	10.5	8.3	5.0	16.6	NA	12.1	11.4	6.3	11.5	4.3	15.0	7.0	11.2	17.0	4.5	8.7	14.3	10.0	6.6	8.3	9.9	7.2	4.0	NA	10.6	NA	10.0
E6=Decatur	11.8	8.8	5.6	17.9	15.4	3.2	4.8	7.4	NA	21.1	NA	8.3	7.5	2.0	32.7	21.4	34.7	13.3	NA	15.8	8.4	20.6	7.7	17.7	9.5	4.8	6.0	5.5	6.4	8.9	32.5	1.6	5.0	4.3	1.7	5.3	4.3	NA	10.8
W1=Dome	10.0	39.7	10.7	12.5	NA	NA	9.7	19.7	NA	48.8	9.7	NA	32.6	NA	17.8	20.1	24.3	8.6	NA	4.6	15.7	11.3	21.1	56.5	10.9	NA	13.8	79.1	5.7	9.4	6.4	42.4	7.0	21.6	NA	NA	3.7	NA	16.2
NE10=Doraville	18.5	8.3	6.4	3.6	4.8	6.7	4.0	10.7	NA	13.6	4.2	17.1	NA	5.4	NA	27.5	NA	7.4	9.8	6.8	32.7	5.0	NA	5.3	8.7	NA	11.4	11.6	1.5	10.7	7.2	3.4	18.3	8.6	1.9	NA	NA	NA	9.0
N9=Dunwoody	11.8	11.9	12.9	6.0	3.1	4.7	9.3	5.2	7.8	13.2	5.2	7.1	10.0	NA	NA	4.8	5.2	6.1	NA	7.9	4.5	3.6	8.7	16.2	13.1	NA	8.5	17.3	8.7	11.6	11.3	11.1	10.2	11.1	5.2	6.9	15.0	NA	8.9
E5=East Lake	23.0	5.6	NA	25.0	NA	NA	NA	NA	NA	NA	15.9	13.1	NA	1.7	NA	NA	NA	22.1	NA	7.9	14.6	NA	11.2	13.4	4.2	NA	NA	NA	NA	4.7	13.9	NA	NA	12.6	0.9	NA	NA	NA	13.6
S5=East Point	30.5	31.5	6.1	7.4	12.8	NA	4.9	4.6	12.6	13.5	44.4	22.6	51.3	4.1	NA	NA	NA	13.5	NA	7.8	23.7	6.9	NA	46.3	25.0	NA	10.7	33.6	NA	10.2	9.0	34.4	29.7	13.4	22.1	NA	20.3	NA	16.5
E4=Edgewood	7.1	5.0	6.2	5.2	7.4	NA	NA	NA	NA	9.7	11.7	8.1	2.2	2.7	NA	NA	NA	12.3	NA	12.9	NA	NA	25.5	16.2	NA	1.0	2.8	NA	3.2	3.3	13.4	6.4	10.7	4.8	2.5	4.7	NA	NA	10.2
5P=Five Points	11.6	9.5	24.0	20.8	12.6	6.9	4.1	8.4	10.9	12.5	14.6	9.4	8.5	4.4	8.6	17.5	22.0	NA	8.3	16.4	14.9	12.1	15.6	11.4	23.6	10.7	5.7	16.8	6.8	9.4	7.8	6.0	14.2	16.4	5.2	43.1	11.9	28.9	11.0
S1=Garnett	21.4	18.1	2.5	3.3	2.7	4.7	NA	NA	NA	6.1	2.6	5.5	35.7	NA	0.7	9.2	3.2	18.0	NA	5.0	4.7	8.5	5.5	22.3	NA	NA	8.4	7.7	4.2	10.7	15.0	NA	7.3	27.3	1.1	NA	21.7	7.2	9.9
E1=GA State	10.7	11.1	44.4	30.1	8.1	7.5	8.2	8.7	NA	9.9	25.5	7.2	9.2	4.1	38.9	11.0	19.5	13.8	8.7	NA	18.3	14.1	10.8	76.2	42.1	NA	7.8	14.0	NA	4.5	11.8	7.1	8.2	13.4	12.9	13.9	9.4	16.3	14.0
W5=HE Holmes	11.3	5.6	19.7	10.6	5.2	4.0	3.0	6.8	4.6	5.8	9.3	12.2	3.8	2.8	14.1	13.7	15.9	10.9	21.8	18.9	NA	13.2	12.0	15.8	7.7	6.8	4.1	7.0	4.2	12.7	7.4	5.3	10.0	6.5	2.6	14.5	5.7	15.5	8.7
E9=Indian Creek	16.4	6.5	18.6	15.0	19.3	6.9	7.3	15.9	11.2	24.2	11.6	59.5	26.4	3.1	NA	8.6	15.9	13.4	NA	10.6	74.6	NA	50.1	19.9	NA	NA	5.4	7.0	10.2	19.7	8.9	6.9	NA	31.1	2.5	NA	8.0	23.8	12.6
E3=Inman Park	14.2	14.3	NA	12.6	8.5	NA	7.7	20.6	10.2	21.2	11.1	11.2	4.0	16.4	NA	33.0	NA	17.5	3.3	13.4	11.2	23.8	NA	12.6	NA	NA	5.4	20.4	8.2	8.2	5.2	4.0	8.4	6.4	5.0	NA	28.0	13.5	13.0
E8=Kensington	7.9	9.1	7.9	22.9	21.8	4.2	3.1	9.7	1.7	6.2	10.5	9.8	8.0	1.7	NA	23.0	NA	14.8	NA	21.7	10.2	5.7	21.9	NA	17.6	16.6	7.6	21.1	2.8	NA	6.9	3.2	9.2	7.2	5.5	4.6	8.6	3.9	9.4
E2=King Memorial	3.0	9.5	8.2	43.6	15.4	NA	7.7	13.1	3.8	9.0	6.3	17.6	16.1	3.0	NA	NA	NA	11.2	2.7	5.5	44.4	33.2	14.4	26.9	NA	NA	2.9	7.3	NA	9.2	10.8	9.7	26.0	5.5	3.3	4.8	7.3	NA	9.6
S4=Lakewood	17.5	16.0	NA	NA	5.5	3.5	2.2	NA	NA	8.9	NA	NA	4.2	10.7	NA	3.7	2.7	10.7	8.7	8.7	8.2	9.2	NA	4.3	NA	NA	16.9	27.5	NA	9.0	3.5	3.3	13.9	7.3	6.8	NA	13.1	2.7	9.3
NE7=Lenox	16.6	12.8	20.3	NA	3.5	19.8	2.5	38.7	23.5	73.8	7.6	23.8	44.2	4.0	0.9	14.6	NA	5.9	12.6	NA	7.2	8.3	11.2	NA	5.1	4.5	NA	13.5	NA	5.6	20.7	4.8	43.4	14.0	9.2	NA	10.2	12.4	11.1
N6=Lindbergh	8.4	10.9	13.0	5.4	7.6	5.6	8.4	5.2	10.8	16.7	7.7	20.7	7.3	4.6	NA	25.0	6.4	9.8	NA	18.3	8.9	53.3	16.9	22.0	9.7	28.0	7.1	NA	33.5	9.9	10.6	6.9	33.2	12.9	4.0	5.6	12.7	4.8	9.6
N8=Medical Center	10.4	11.5	NA	11.6	NA	3.7	12.4	NA	6.4	27.4	3.5	NA	8.7	4.4	2.2	NA	NA	5.8	NA	NA	20.1	NA	NA	7.5	NA	NA	3.2	33.2	NA	18.6	6.3	30.0	8.2	9.9	NA	NA	22.1	4.5	11.7
N4=Midtown	7.4	8.7	16.1	9.1	3.6	13.1	7.1	16.1	11.9	13.2	5.3	9.7	14.6	6.0	NA	13.0	12.1	10.5	8.3	4.9	14.9	6.3	38.7	14.1	18.1	NA	8.6	14.0	15.1	NA	8.1	8.1	15.5	11.0	6.6	NA	20.9	27.3	10.6
N3=North Avenue	9.4	11.7	7.7	17.7	8.4	5.1	10.7	11.5	NA	9.1	8.0	28.3	10.2	2.9	11.9	30.4	13.6	12.1	12.0	9.5	8.5	20.7	37.2	9.8	26.8	23.8	5.4	11.2	NA	14.2	NA	7.5	10.7	11.6	4.1	9.8	16.6	NA	10.0
N11=North Springs	10.8	7.9	9.7	16.2	3.5	8.8	12.2	22.8	16.1	NA	18.8	13.1	3.3	8.2	NA	NA	NA	6.7	NA	4.0	29.5	NA	6.3	12.8	8.7	NA	4.3	14.2	31.2	7.9	9.1	NA	25.0	7.4	8.3	4.1	9.4	12.4	9.1
S3=Oakland City	17.4	7.8	30.2	9.9	10.0	4.3	5.5	8.7	NA	17.9	8.3	21.3	21.2	4.4	2.4	20.4	NA	7.6	6.9	21.0	12.2	38.7	11.5	19.9	24.3	15.1	3.9	14.4	4.7	13.3	16.1	4.6	NA	6.2	9.0	9.8	18.6	NA	11.4
N1=Peachtree Center	19.8	10.1	7.7	10.1	NA	7.4	7.0	10.2	8.1	8.1	23.5	6.4	8.7	5.0	NA	12.1	NA	13.1	11.9	3.9	7.0	8.8	7.8	14.6	10.4	NA	19.9	14.7	11.6	11.5	7.6	5.5	7.8	NA	8.7	7.4	6.9	7.8	10.2
N10=Sandy Springs	14.7	11.6	NA	17.1	NA	NA	15.4	13.9	5.1	18.7	NA	4.8	3.9	9.2	NA	19.8	NA	7.5	NA	13.1	14.1	16.7	NA	NA	NA	16.4	2.0	17.8	NA	8.4	11.4	29.6	15.4	9.0	NA	NA	NA	NA	12.5
W2=Vine City	NA	2.0	28.7	17.3	19.8	NA	NA	NA	NA	NA	5.9	NA	11.9	3.5	NA	14.4	NA	11.4	NA	38.9	12.9	NA	21.8	NA	NA	NA	4.6	NA	NA	6.8	23.3	4.3	20.6	17.3	5.5	NA	7.7	8.3	12.8
S2=West End	16.0	14.7	10.0	8.4	4.3	NA	7.1	10.7	8.3	10.9	4.6	9.8	11.6	13.7	7.4	9.5	5.9	9.0	14.9	2.8	9.1	8.1	8.9	12.9	8.9	10.2	6.8	13.4	8.2	7.3	8.7	10.6	18.8	13.3	27.8	29.5	NA	10.0	9.9
W4=West Lake	6.4	7.1	16.7	10.0	8.3	6.4	NA	7.9	3.1	20.7	25.0	NA	7.9	3.2	NA	NA	NA	8.1	6.9	11.6	10.8	25.0	NA	NA	12.6	NA	1.7	10.8	5.0	NA	7.4	6.2	6.9	3.9	NA	NA	4.8	NA	9.4
TOTAL	12.0	10.0	16.1	14.6	7.6	7.8	7.0	10.2	11.1	12.9	10.4	14.2	9.5	5.1	13.3	15.3	21.5	10.1	13.0	9.4	11.4	12.0	15.2	15.1	16.1	18.1	6.2	14.0	8.8	10.2	9.1	7.1	12.8	9.9	5.1	17.7	11.6	16.0	10.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 1
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0	0	1	4	6	1			12
B	BETWEEN GA STATE & FIVE POINTS	0	1	1	0	0	0			2
C	FIVE POINTS STATION	0	0	0	7	10	0			17
D	BETWEEN 5 POINTS & HUFF	1	1	4	0	1	0			7
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	0	0	9	1	3	0			13
F	CORONET WAY NW @ BOLTON RD - EOL	0	0	1	0	0	0			1
										0
										0
	Total	1	2	16	12	20	1	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.00%	0.00%	8.33%	33.33%	50.00%	8.33%	0.00%	0.00%	100%
B	BETWEEN GA STATE & FIVE POINTS	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	0.00%	0.00%	0.00%	41.18%	58.82%	0.00%	0.00%	0.00%	100%
D	BETWEEN 5 POINTS & HUFF	14.29%	14.29%	57.14%	0.00%	14.29%	0.00%	0.00%	0.00%	100%
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	0.00%	0.00%	69.23%	7.69%	23.08%	0.00%	0.00%	0.00%	100%
F	CORONET WAY NW @ BOLTON RD - EOL	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	74	28	183	93	119	27	0	0	524

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	36	52	141	93	199	3	0	0	524

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.0	0.0	5.1	5.4	6.9	3.0	0.0	0.0	6.0
B	BETWEEN GA STATE & FIVE POINTS	0.0	24.7	6.4	0.0	0.0	0.0	0.0	0.0	15.6
C	FIVE POINTS STATION	0.0	0.0	0.0	8.9	11.4	0.0	0.0	0.0	10.4
D	BETWEEN 5 POINTS & HUFF	36.0	27.3	7.0	0.0	9.5	0.0	0.0	0.0	14.4
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	0.0	0.0	8.3	8.8	11.3	0.0	0.0	0.0	9.0
F	CORONET WAY NW @ BOLTON RD - EOL	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	26.7
		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	0.0	0.0	0.0	0.0	0.0
	Total	36.0	26.0	8.8	7.8	10.0	3.0	0.0	0.0	10.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 1
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0	0	3	3	4	1			11
B	BETWEEN GA STATE & FIVE POINTS	0	0	0	1	0	0			1
C	FIVE POINTS STATION	0	0	0	4	7	1			12
D	BETWEEN 5 POINTS & HUFF	1	0	8	0	2	0			11
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	1	0	24	3	1	0			29
F	CORONET WAY NW @ BOLTON RD - EOL	0	1	3	0	0	0			4
										0
										0
	Total	2	1	38	11	14	2	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.00%	0.00%	27.27%	27.27%	36.36%	9.09%	0.00%	0.00%	100%
B	BETWEEN GA STATE & FIVE POINTS	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	0.00%	0.00%	0.00%	33.33%	58.33%	8.33%	0.00%	0.00%	100%
D	BETWEEN 5 POINTS & HUFF	9.09%	0.00%	72.73%	0.00%	18.18%	0.00%	0.00%	0.00%	100%
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	3.45%	0.00%	82.76%	10.34%	3.45%	0.00%	0.00%	0.00%	100%
F	CORONET WAY NW @ BOLTON RD - EOL	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E	F			
	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	60	54	100	86	165	15	0	0	480
	77.64705882	7.058823529	84.70588235	77.64705882	204.7058824	28.23529412			

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E	F			
	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	23	24	220	80	128	5	0	0	480

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.0	0.0	6.2	2.8	7.3	2.0	0.0	0.0	5.3
B	BETWEEN GA STATE & FIVE POINTS	0.0	0.0	0.0	53.0	0.0	0.0	0.0	0.0	53.0
C	FIVE POINTS STATION	0.0	0.0	0.0	4.1	10.7	3.0	0.0	0.0	7.9
D	BETWEEN 5 POINTS & HUFF	12.6	0.0	7.2	0.0	8.4	0.0	0.0	0.0	7.9
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	10.4	0.0	5.9	2.7	6.9	0.0	0.0	0.0	5.8
F	CORONET WAY NW @ BOLTON RD - EOL	0.0	18.0	0.9	0.0	0.0	0.0	0.0	0.0	5.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	11.5	18.0	5.8	7.8	9.1	2.5	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 1
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0	0	2	1	6	2			11
B	BETWEEN GA STATE & FIVE POINTS	0	0	3	1	1	0			5
C	FIVE POINTS STATION	0	0	0	10	12	2			24
D	BETWEEN 5 POINTS & HUFF	2	1	8	0	0	0			11
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	2	1	17	2	3	0			25
F	CORONET WAY NW @ BOLTON RD - EOL	2	0	7	1	0	0			10
										0
										0
	Total	6	2	37	15	22	4	0	0	86

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.00%	0.00%	18.18%	9.09%	54.55%	18.18%	0.00%	0.00%	100%
B	BETWEEN GA STATE & FIVE POINTS	0.00%	0.00%	60.00%	20.00%	20.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	0.00%	0.00%	0.00%	41.67%	50.00%	8.33%	0.00%	0.00%	100%
D	BETWEEN 5 POINTS & HUFF	18.18%	9.09%	72.73%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	8.00%	4.00%	68.00%	8.00%	12.00%	0.00%	0.00%	0.00%	100%
F	CORONET WAY NW @ BOLTON RD - EOL	20.00%	0.00%	70.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C	D	E	F			
		GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	81	88	202	127	189	21	0	0	708

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C	D	E	F			
		GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	78	85	193	144	206	2	0	0	708

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	GA STATE STATION	BETWEEN GA STATE & FIVE POINTS	FIVE POINTS STATION	BETWEEN 5 POINTS & HUFF	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	CORONET WAY NW @ BOLTON RD - EOL			Total
A	GA STATE STATION	0.0	0.0	5.9	9.9	9.4	0.5	0.0	0.0	7.2
B	BETWEEN GA STATE & FIVE POINTS	0.0	0.0	14.0	23.5	22.2	0.0	0.0	0.0	17.5
C	FIVE POINTS STATION	0.0	0.0	0.0	9.2	8.7	0.5	0.0	0.0	8.2
D	BETWEEN 5 POINTS & HUFF	18.8	46.5	5.9	0.0	0.0	0.0	0.0	0.0	11.9
E	BETWEEN HUFF AND CORONET WAY NW @ BOLTON RD - EOL	15.6	38.5	4.9	8.2	7.7	0.0	0.0	0.0	7.7
F	CORONET WAY NW @ BOLTON RD - EOL	4.6	0.0	1.4	2.4	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
	Total	13.0	42.5	5.2	9.6	9.4	0.5	0.0	0.0	8.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 2
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0	17	1	1	0				19
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	12	1	0	11	1				25
C	BRIARCLIFF PLAZA	2	2	0	0	0				4
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	13	3	1	5	1				23
E	POPLAR - EOL	12	7	0	12	0				31
										0
										0
										0
	Total	39	30	2	29	2	0	0	0	102

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.00%	89.47%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	48.00%	4.00%	0.00%	44.00%	4.00%	0.00%	0.00%	0.00%	100%
C	BRIARCLIFF PLAZA	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	56.52%	13.04%	4.35%	21.74%	4.35%	0.00%	0.00%	0.00%	100%
E	POPLAR - EOL	38.71%	22.58%	0.00%	38.71%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	185	167	21	49	92	0	0	0	515

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	135	240	19	68	53	0	0	0	515

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.0	10.3	15.1	3.7	0.0	0.0	0.0	0.0	10.2
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	5.9	9.7	0.0	3.5	41.8	0.0	0.0	0.0	6.4
C	BRIARCLIFF PLAZA	4.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	1.6	2.6	3.9	0.9	11.2	0.0	0.0	0.0	2.1
E	POPLAR - EOL	3.0	4.9	0.0	1.8	0.0	0.0	0.0	0.0	2.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.5	8.0	9.5	2.3	26.5	0.0	0.0	0.0	5.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 2
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0	12	1	4	4				21
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	5	1	0	4	7				17
D	FROM BRIARCLIFF PLAZA TO POPLAR - EOL	10	2	0	10	2				24
E	POPLAR - EOL	2	4	0	4	0				10
										0
										0
										0
	Total	17	19	1	22	13	0	0	0	72

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.00%	57.14%	4.76%	19.05%	19.05%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	29.41%	5.88%	0.00%	23.53%	41.18%	0.00%	0.00%	0.00%	100%
D	FROM BRIARCLIFF PLAZA TO POPLAR - EOL	41.67%	8.33%	0.00%	41.67%	8.33%	0.00%	0.00%	0.00%	100%
E	POPLAR - EOL	20.00%	40.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)	A	B	C	D	E				
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	181	202	9	67	48	0	0	0	507

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)	A	B	C	D	E				
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	142	211	14	65	75	0	0	0	507

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	BRIARCLIFF PLAZA	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.0	12.2	14.0	3.5	4.0	0.0	0.0	0.0	9.1
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	18.4	24.5	0.0	7.0	8.0	0.0	0.0	0.0	11.8
D	FROM BRIARCLIFF PLAZA TO POPLAR - EOL	3.9	5.1	0.0	1.5	1.7	0.0	0.0	0.0	2.8
E	POPLAR - EOL	5.6	7.5	0.0	2.1	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	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	8.4	11.1	14.0	3.0	5.8	0.0	0.0	0.0	7.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 2
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	C BRIARCLIFF PLAZA	D BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	E POPLAR - EOL				Total
A	NORTH AVENUE STATION	0	24	1	6	1				32
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	5	0	0	8	6				19
C	BRIARCLIFF PLAZA	2	0	0	0	0				2
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	8	3	2	0	7				20
E	POPLAR - EOL	0	13	1	9	0				23
										0
										0
										0
	Total	15	40	4	23	14	0	0	0	96

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	C BRIARCLIFF PLAZA	D BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	E POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.00%	75.00%	3.13%	18.75%	3.13%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	26.32%	0.00%	0.00%	42.11%	31.58%	0.00%	0.00%	0.00%	100%
C	BRIARCLIFF PLAZA	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	40.00%	15.00%	10.00%	0.00%	35.00%	0.00%	0.00%	0.00%	100%
E	POPLAR - EOL	0.00%	56.52%	4.35%	39.13%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	C BRIARCLIFF PLAZA	D BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	E POPLAR - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	297	381	44	78	119	0	0	0	919

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	C BRIARCLIFF PLAZA	D BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	E POPLAR - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	298	344	39	93	145	0	0	0	919

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	C BRIARCLIFF PLAZA	D BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	E POPLAR - EOL				Total
A	NORTH AVENUE STATION	0.0	10.3	17.4	3.0	8.4	0.0	0.0	0.0	9.1
B	BETWEEN NORTH AVENUE STATION & BRIARCLIFF PLAZA	42.2	0.0	0.0	7.1	19.9	0.0	0.0	0.0	20.4
C	BRIARCLIFF PLAZA	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5
D	BETWEEN BRIARCLIFF PLAZA & POPLAR - EOL	5.3	3.0	5.1	0.0	2.5	0.0	0.0	0.0	4.0
E	POPLAR - EOL	0.0	6.7	11.4	2.0	0.0	0.0	0.0	0.0	5.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	19.9	8.6	9.8	4.0	10.4	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 3
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	WEST LAKE STATION	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0	1	2	3	1				7
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	0	0	1	5	0				6
C	WEST LAKE STATION	1	0	0	0	1				2
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	2	1	1	4	4				12
E	FIVE POINTS - EOL	1	0	1	7	1				10
										0
										0
										0
	Total	4	2	5	19	7	0	0	0	37

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	WEST LAKE STATION	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.00%	14.29%	28.57%	42.86%	14.29%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	0.00%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	16.67%	8.33%	8.33%	33.33%	33.33%	0.00%	0.00%	0.00%	100%
E	FIVE POINTS - EOL	10.00%	0.00%	10.00%	70.00%	10.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	WEST LAKE STATION	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	FIVE POINTS - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	46	65	24	98	68	0	0	0	301

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	WEST LAKE STATION	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	FIVE POINTS - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	59	33	32	89	88	0	0	0	301

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	WEST LAKE STATION	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.0	17.1	4.2	2.7	12.5	0.0	0.0	0.0	6.6
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	0.0	0.0	14.0	9.0	0.0	0.0	0.0	0.0	9.9
C	WEST LAKE STATION	13.7	0.0	0.0	0.0	12.1	0.0	0.0	0.0	12.9
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	13.1	15.9	3.9	2.5	11.6	0.0	0.0	0.0	8.5
E	FIVE POINTS - EOL	19.1	0.0	5.7	3.7	16.9	0.0	0.0	0.0	6.7
		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	0.0	0.0	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	14.8	16.5	6.4	4.7	12.6	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 3
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0	1	1	4	0				6
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	2	0	0	0	1				3
C	WEST LAKE STATION	0	1	0	0	2				3
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	2	0	1	0	3				6
E	FIVE POINTS - EOL	3	2	0	7	1				13
										0
										0
										0
	Total	7	4	2	11	7	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.00%	16.67%	16.67%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	66.67%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	33.33%	0.00%	16.67%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	FIVE POINTS - EOL	23.08%	15.38%	0.00%	53.85%	7.69%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	42	47	42	86	188	0	0	0	405

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	66	83	41	157	58	0	0	0	405

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.0	8.5	7.6	6.9	0.0	0.0	0.0	0.0	7.3
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	14.7	0.0	0.0	0.0	13.4	0.0	0.0	0.0	14.3
C	WEST LAKE STATION	0.0	28.6	0.0	0.0	6.6	0.0	0.0	0.0	14.0
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	9.5	0.0	33.4	0.0	8.7	0.0	0.0	0.0	13.1
E	FIVE POINTS - EOL	5.8	22.9	0.0	18.5	5.3	0.0	0.0	0.0	15.2
		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	0.0	0.0	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	9.4	20.8	20.5	14.3	8.3	0.0	0.0	0.0	13.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 3
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0	1	0	0	3				4
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	1	0	0	0	2				3
C	WEST LAKE STATION	1	0	0	0	0				1
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	0	0	1	1	6				8
E	FIVE POINTS - EOL	3	2	1	6	0				12
										0
										0
										0
	Total	5	3	2	7	11	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.00%	25.00%	0.00%	0.00%	75.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	0.00%	0.00%	12.50%	12.50%	75.00%	0.00%	0.00%	0.00%	100%
E	FIVE POINTS - EOL	25.00%	16.67%	8.33%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	98	95	66	180	229	0	0	0	668

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	102	132	82	202	150	0	0	0	668

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	E FIVE POINTS - EOL				Total
A	HAMILTON E HOLMES STATION	0.0	69.7	0.0	0.0	10.2	0.0	0.0	0.0	25.1
B	BETWEEN HAMILTON E HOLMES STATION & WEST LAKE STATION	30.5	0.0	0.0	0.0	30.5	0.0	0.0	0.0	30.5
C	WEST LAKE STATION	55.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.9
D	BETWEEN WEST LAKE STATION & FIVE POINTS - EOL	0.0	0.0	57.9	57.6	10.9	0.0	0.0	0.0	22.6
E	FIVE POINTS - EOL	5.2	31.1	24.1	22.8	0.0	0.0	0.0	0.0	19.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	20.4	44.0	41.0	27.8	14.3	0.0	0.0	0.0	23.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 4
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0	15	1	2				18
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	4	1	3	0				8
D	FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	24	4	8	13				49
E	INMAN PARK/REYNOLDSTOWN STATION	0	1	12	0				13
									0
	Total	28	21	24	15	0	0	0	88

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.00%	83.33%	5.56%	11.11%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	50.00%	12.50%	37.50%	0.00%	0.00%	0.00%	0.00%	100%
D	FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	48.98%	8.16%	16.33%	26.53%	0.00%	0.00%	0.00%	100%
E	INMAN PARK/REYNOLDSTOWN STATION	0.00%	7.69%	92.31%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	97	112	187	36	0	0	0	432

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	176	81	103	72	0	0	0	432

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.0	4.3	7.2	9.6	0.0	0.0	0.0	5.1
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	17.6	7.3	12.2	0.0	0.0	0.0	0.0	14.3
D	FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	4.4	1.8	3.1	4.1	0.0	0.0	0.0	3.9
E	INMAN PARK/REYNOLDSTOWN STATION	0.0	1.7	2.9	0.0	0.0	0.0	0.0	2.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.3	3.9	4.3	4.8	0.0	0.0	0.0	4.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 4
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0	14	5	0				19
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	2	1	0	0				3
C	MCDONOUGH BLVD @ MORELAND DR	1	0	0	1				2
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	4	2	6	4				16
E	INMAN PARK/REYNOLDSTOWN STATION	0	1	14	0				15
									0
	Total	7	18	25	5	0	0	0	55

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.00%	73.68%	26.32%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	MCDONOUGH BLVD @ MORELAND DR	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	25.00%	12.50%	37.50%	25.00%	0.00%	0.00%	0.00%	100%
E	INMAN PARK/REYNOLDSTOWN STATION	0.00%	6.67%	93.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	241	63	155	79	0	0	0	538

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	98	151	236	53	0	0	0	538

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	D FROM MCDONOUGH BLVD @ MORELAND DR TO INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.0	9.2	20.7	0.0	0.0	0.0	0.0	12.3
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	27.4	10.7	0.0	0.0	0.0	0.0	0.0	21.9
C	MCDONOUGH BLVD @ MORELAND DR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	10.7	4.2	9.4	13.4	0.0	0.0	0.0	10.0
E	INMAN PARK/REYNOLDSTOWN STATION	0.0	2.4	5.4	0.0	0.0	0.0	0.0	5.2
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	13.9	8.4	9.4	10.7	0.0	0.0	0.0	9.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 4
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	C MCDONOUGH BLVD @ MORELAND DR	D BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0	10	2	10	0				22
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	12	1	0	3	0				16
C	MCDONOUGH BLVD @ MORELAND DR	3	1	0	1	0				5
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	17	4	0	5	8				34
E	INMAN PARK/REYNOLDSTOWN STATION	0	0	0	8	0				8
										0
	Total	32	16	2	27	8	0	0	0	85

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	C MCDONOUGH BLVD @ MORELAND DR	D BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.00%	45.45%	9.09%	45.45%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	75.00%	6.25%	0.00%	18.75%	0.00%	0.00%	0.00%	0.00%	100%
C	MCDONOUGH BLVD @ MORELAND DR	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	50.00%	11.76%	0.00%	14.71%	23.53%	0.00%	0.00%	0.00%	100%
E	INMAN PARK/REYNOLDSTOWN STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	C MCDONOUGH BLVD @ MORELAND DR	D BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	365	224	53	364	148	0	0	0	1154

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	C MCDONOUGH BLVD @ MORELAND DR	D BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	330	261	56	358	149	0	0	0	1154

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	C MCDONOUGH BLVD @ MORELAND DR	D BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	E INMAN PARK/REYNOLDSTOWN STATION				Total
A	FIVE POINTS STATION	0.0	18.4	28.1	12.5	0.0	0.0	0.0	0.0	16.6
B	BETWEEN FIVE POINTS STATION & MCDONOUGH BLVD @ MORELAND DR	13.7	19.1	0.0	13.1	0.0	0.0	0.0	0.0	13.9
C	MCDONOUGH BLVD @ MORELAND DR	9.9	13.8	0.0	9.4	0.0	0.0	0.0	0.0	10.6
D	BETWEEN MCDONOUGH BLVD @ MORELAND DR & INMAN PARK/REYNOLDSTOWN STATION	8.0	11.1	0.0	7.6	18.6	0.0	0.0	0.0	10.8
E	INMAN PARK/REYNOLDSTOWN STATION	0.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	18.2
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.3	16.3	28.1	13.2	18.6	0.0	0.0	0.0	13.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 5
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	3	58	3						64
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	20	21	13						54
C	DUNWOODY STATION	0	46	1						47
										0
										0
										0
										0
										0
	Total	23	125	17	0	0	0	0	0	165

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	4.69%	90.63%	4.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	37.04%	38.89%	24.07%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DUNWOODY STATION	0.00%	97.87%	2.13%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	465	658	207	0	0	0	0	0	1330

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	340	810	180	0	0	0	0	0	1330

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	10.9	7.0	8.2	0.0	0.0	0.0	0.0	0.0	7.2
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	15.4	9.8	11.6	0.0	0.0	0.0	0.0	0.0	12.3
C	DUNWOODY STATION	0.0	4.3	5.1	0.0	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.8	6.5	10.6	0.0	0.0	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 5
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINGBERGH STATION & DUNWOODY STATION	C DUNWOODY STATION						Total
A	LINDBERGH STATION	3	22	0						25
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	18	12	13						43
C	DUNWOODY STATION	1	14	0						15
										0
										0
										0
										0
										0
	Total	22	48	13	0	0	0	0	0	83

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINGBERGH STATION & DUNWOODY STATION	C DUNWOODY STATION						Total
A	LINDBERGH STATION	12.00%	88.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	41.86%	27.91%	30.23%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DUNWOODY STATION	6.67%	93.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINGBERGH STATION & DUNWOODY STATION	C DUNWOODY STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	313	816	157	0	0	0	0	0	1286

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINGBERGH STATION & DUNWOODY STATION	C DUNWOODY STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	308	801	177	0	0	0	0	0	1286

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINGBERGH STATION & DUNWOODY STATION	C DUNWOODY STATION						Total
A	LINDBERGH STATION	7.1	13.4	0.0	0.0	0.0	0.0	0.0	0.0	12.7
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	15.6	29.3	13.6	0.0	0.0	0.0	0.0	0.0	18.8
C	DUNWOODY STATION	5.8	11.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.0	16.7	13.6	0.0	0.0	0.0	0.0	0.0	15.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 5
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	6	70	3						79
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	25	26	9						60
C	DUNWOODY STATION	3	45	2						50
										0
										0
										0
										0
										0
	Total	34	141	14	0	0	0	0	0	189

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	7.59%	88.61%	3.80%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	41.67%	43.33%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DUNWOODY STATION	6.00%	90.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C						
		LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	518	1220	291	0	0	0	0	0	2029

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C						
		LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	519	1236	274	0	0	0	0	0	2029

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINGBERGH STATION & DUNWOODY STATION	DUNWOODY STATION						Total
A	LINDBERGH STATION	6.1	6.5	8.5	0.0	0.0	0.0	0.0	0.0	6.6
B	BETWEEN LINGBERGH STATION & DUNWOODY STATION	18.7	20.0	26.0	0.0	0.0	0.0	0.0	0.0	20.3
C	DUNWOODY STATION	5.4	5.8	7.5	0.0	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	15.3	8.8	19.6	0.0	0.0	0.0	0.0	0.0	10.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 6
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	UPPER GATE	BETWEEN UPPER GATE & LINDBERGH STATION	LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	1	31	3	17	0				52
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	9	4	1	3	6				23
C	UPPER GATE	0	0	0	0	2				2
D	BETWEEN UPPER GATE & LINDBERGH STATION	3	1	0	6	6				16
E	LINDBERGH STATION	1	24	5	15	0				45
										0
										0
										0
	Total	14	60	9	41	14	0	0	0	138

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	UPPER GATE	BETWEEN UPPER GATE & LINDBERGH STATION	LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	1.92%	59.62%	5.77%	32.69%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	39.13%	17.39%	4.35%	13.04%	26.09%	0.00%	0.00%	0.00%	100%
C	UPPER GATE	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN UPPER GATE & LINDBERGH STATION	18.75%	6.25%	0.00%	37.50%	37.50%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION	2.22%	53.33%	11.11%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	UPPER GATE	BETWEEN UPPER GATE & LINDBERGH STATION	LINDBERGH STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	198	69	22	146	214	0	0	0	649

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	UPPER GATE	BETWEEN UPPER GATE & LINDBERGH STATION	LINDBERGH STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	49	125	114	247	114	0	0	0	649

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	UPPER GATE	BETWEEN UPPER GATE & LINDBERGH STATION	LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	3.6	2.0	12.6	5.3	0.0	0.0	0.0	0.0	3.8
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	2.4	1.4	8.4	3.6	4.0	0.0	0.0	0.0	3.1
C	UPPER GATE	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	11.5
D	BETWEEN UPPER GATE & LINDBERGH STATION	6.6	3.8	0.0	9.8	11.1	0.0	0.0	0.0	9.3
E	LINDBERGH STATION	3.9	2.2	13.6	5.8	0.0	0.0	0.0	0.0	4.7
		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	0.0	0.0	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	3.5	2.1	12.7	6.0	8.1	0.0	0.0	0.0	4.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 6
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0	5	0				5
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	2	0	8				10
C	UPPER GATE	0	0	1				1
D	BETWEEN UPPER GATE & LINDBERGH STATION	4	1	3				8
E	LINDBERGH STATION	0	3	0				3
								0
								0
								0
	Total	6	9	12	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100%
C	UPPER GATE	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN UPPER GATE & LINDBERGH STATION	50.00%	12.50%	37.50%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & LINDBERGH STATION	E LINDBERGH STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	228	68	0	0	0	615

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & LINDBERGH STATION	E LINDBERGH STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	136	205	274	0	0	0	615

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.0	22.7	0.0	0.0	0.0	0.0	22.7
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	22.5	0.0	22.8	0.0	0.0	0.0	22.8
C	UPPER GATE	0.0	0.0	22.1	0.0	0.0	0.0	22.1
D	BETWEEN UPPER GATE & LINDBERGH STATION	22.8	23.2	23.1	0.0	0.0	0.0	22.9
E	LINDBERGH STATION	0.0	22.8	0.0	0.0	0.0	0.0	22.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	22.7	22.8	22.8	0.0	0.0	0.0	22.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 6
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	C UPPER GATE	D BETWEEN UPPER GATE & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0	7	0	5	3				15
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	4	6	1	3	7				21
C	UPPER GATE	3	2	0	5	3				13
D	BETWEEN UPPER GATE & LINDBERGH STATION	9	14	1	2	20				46
E	LINDBERGH STATION	2	13	1	7	0				23
										0
										0
										0
	Total	18	42	3	22	33	0	0	0	118

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	C UPPER GATE	D BETWEEN UPPER GATE & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.00%	46.67%	0.00%	33.33%	20.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	19.05%	28.57%	4.76%	14.29%	33.33%	0.00%	0.00%	0.00%	100%
C	UPPER GATE	23.08%	15.38%	0.00%	38.46%	23.08%	0.00%	0.00%	0.00%	100%
D	BETWEEN UPPER GATE & LINDBERGH STATION	19.57%	30.43%	2.17%	4.35%	43.48%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION	8.70%	56.52%	4.35%	30.43%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	C UPPER GATE	D BETWEEN UPPER GATE & LINDBERGH STATION	E LINDBERGH STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	202	126	123	267	292	0	0	0	1009

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	C UPPER GATE	D BETWEEN UPPER GATE & LINDBERGH STATION	E LINDBERGH STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	167	172	115	306	249	0	0	0	1009

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	C UPPER GATE	D BETWEEN UPPER GATE & LINDBERGH STATION	E LINDBERGH STATION				Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.0	6.7	0.0	20.1	17.9	0.0	0.0	0.0	13.4
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & UPPER GATE	7.0	2.2	24.6	6.5	5.8	0.0	0.0	0.0	6.0
C	UPPER GATE	11.4	3.5	0.0	10.6	9.4	0.0	0.0	0.0	9.4
D	BETWEEN UPPER GATE & LINDBERGH STATION	7.6	2.3	26.7	7.1	6.3	0.0	0.0	0.0	5.8
E	LINDBERGH STATION	18.1	5.6	63.6	16.9	0.0	0.0	0.0	0.0	12.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.3	4.1	38.3	13.9	7.5	0.0	0.0	0.0	8.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 7
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0	8						8
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	18	3						21
C	KENNARD LN/GREEN FORREST - EOL	4	0						4
									0
									0
									0
									0
									0
	Total	22	11	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	85.71%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	KENNARD LN/GREEN FORREST - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B						
	INMAN PARK/REYNOLDSTOWN STATION	FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	41	119	0	0	0	0	0	165

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B						
	INMAN PARK/REYNOLDSTOWN STATION	FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	91	74	0	0	0	0	0	165

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.0	5.5	0.0	0.0	0.0	0.0	0.0	5.5
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	4.8	10.2	0.0	0.0	0.0	0.0	0.0	5.5
C	KENNARD LN/GREEN FORREST - EOL	1.2	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	4.1	6.8	0.0	0.0	0.0	0.0	0.0	5.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 7
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0	18	0						18
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	2	7	1						10
C	KENNARD LN/GREEN FORREST - EOL	0	1	0						1
										0
										0
										0
										0
										0
	Total	2	26	1	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	20.00%	70.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	KENNARD LN/GREEN FORREST - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	107	92	0	0	0	0	0	0	199

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	52	142	5	0	0	0	0	0	199

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	INMAN PARK/REYNOLDSTOWN STATION	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN/GREEN FORREST - EOL	KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	26.0	5.4	5.0	0.0	0.0	0.0	0.0	0.0	9.5
C	KENNARD LN/GREEN FORREST - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	26.0	5.5	5.0	0.0	0.0	0.0	0.0	0.0	6.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 7
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0	22						22
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	5	2						7
C	KENNARD LN/GREEN FORREST - EOL	2	0						2
									0
									0
									0
									0
									0
	Total	7	24	0	0	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	KENNARD LN/GREEN FORREST - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A INMAN PARK/REYNOLDSTOWN STATION	B FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	151	204	0	0	0	0	0	365

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A INMAN PARK/REYNOLDSTOWN STATION	B FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	240	0	0	0	0	0	365

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INMAN PARK/REYNOLDSTOWN STATION	B FROM INMAN PARK/REYNOLDSTOWN STATION TO KENNARD LN/GREEN FORREST - EOL						Total
A	INMAN PARK/REYNOLDSTOWN STATION	0.0	7.0	0.0	0.0	0.0	0.0	0.0	7.0
B	BETWEEN INMAN PARK/REYNOLDSTOWN STATION & KENNARD LN	23.2	42.3	0.0	0.0	0.0	0.0	0.0	28.6
C	KENNARD LN/GREEN FORREST - EOL	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	17.9	10.0	0.0	0.0	0.0	0.0	0.0	11.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 8
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	DRUID HILLS RD @ ORION DR	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	BROOKHAVEN STATION				Total
A	AVONDALE STATION	0	1	0	8	0				9
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	0	0	1	4	0				5
C	DRUID HILLS RD @ ORION DR	3	0	0	0	0				3
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	7	0	0	7	3				17
E	BROOKHAVEN STATION	0	0	5	7	0				12
										0
										0
										0
	Total	10	1	6	26	3	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	DRUID HILLS RD @ ORION DR	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.00%	11.11%	0.00%	88.89%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DRUID HILLS RD @ ORION DR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	41.18%	0.00%	0.00%	41.18%	17.65%	0.00%	0.00%	0.00%	100%
E	BROOKHAVEN STATION	0.00%	0.00%	41.67%	58.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	AVONDALE STATION	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	DRUID HILLS RD @ ORION DR	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	BROOKHAVEN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	86	98	62	141	62	0	0	0	448

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	AVONDALE STATION	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	DRUID HILLS RD @ ORION DR	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	BROOKHAVEN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	102	82	32	162	70	0	0	0	448

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	DRUID HILLS RD @ ORION DR	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.0	72.0	0.0	2.6	0.0	0.0	0.0	0.0	10.3
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	0.0	0.0	23.0	19.0	0.0	0.0	0.0	0.0	19.8
C	DRUID HILLS RD @ ORION DR	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	5.9	0.0	0.0	4.0	23.3	0.0	0.0	0.0	8.2
E	BROOKHAVEN STATION	0.0	0.0	3.7	5.2	0.0	0.0	0.0	0.0	4.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.2	72.0	6.9	6.2	23.3	0.0	0.0	0.0	9.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 8
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0	4	5	3	0				12
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	2	0	0	1	0				3
D	FROM DRUID HILLS RD @ ORION DR TO BROOKHAVEN STATION	4	0	4	8	10				26
E	BROOKHAVEN STATION	0	0	2	0	0				2
										0
										0
										0
	Total	6	4	11	12	10	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.00%	33.33%	41.67%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
D	FROM DRUID HILLS RD @ ORION DR TO BROOKHAVEN STATION	15.38%	0.00%	15.38%	30.77%	38.46%	0.00%	0.00%	0.00%	100%
E	BROOKHAVEN STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	102	46	0	175	58	0	0	0	381

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	70	56	56	138	61	0	0	0	381

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.0	14.0	1.6	12.9	0.0	0.0	0.0	0.0	8.6
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	16.2	0.0	0.0	17.6	0.0	0.0	0.0	0.0	16.7
D	FROM DRUID HILLS RD @ ORION DR TO BROOKHAVEN STATION	9.4	0.0	1.3	9.6	5.9	0.0	0.0	0.0	6.9
E	BROOKHAVEN STATION	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.7	14.0	5.7	11.1	5.9	0.0	0.0	0.0	8.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 8
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0	2	0	16	0				18
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	2	0	0	3	1				6
C	DRUID HILLS RD @ ORION DR	0	0	0	0	2				2
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	9	0	3	7	7				26
E	BROOKHAVEN STATION	2	2	0	11	0				15
										0
										0
										0
	Total	13	4	3	37	10	0	0	0	67

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.00%	11.11%	0.00%	88.89%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	33.33%	0.00%	0.00%	50.00%	16.67%	0.00%	0.00%	0.00%	100%
C	DRUID HILLS RD @ ORION DR	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	34.62%	0.00%	11.54%	26.92%	26.92%	0.00%	0.00%	0.00%	100%
E	BROOKHAVEN STATION	13.33%	13.33%	0.00%	73.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	188	127	98	265	111	0	0	0	788

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	151	130	93	282	132	0	0	0	788

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	C DRUID HILLS RD @ ORION DR	D BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	E BROOKHAVEN STATION				Total
A	AVONDALE STATION	0.0	38.5	0.0	7.1	0.0	0.0	0.0	0.0	10.6
B	BETWEEN AVONDALE STATION & DRUID HILLS RD @ ORION DR	26.5	0.0	0.0	20.4	13.0	0.0	0.0	0.0	21.2
C	DRUID HILLS RD @ ORION DR	0.0	0.0	0.0	0.0	46.0	0.0	0.0	0.0	46.0
D	BETWEEN DRUID HILLS RD @ ORION DR & BROOKHAVEN STATION	9.5	0.0	31.0	7.3	4.7	0.0	0.0	0.0	10.1
E	BROOKHAVEN STATION	6.1	25.5	0.0	4.7	0.0	0.0	0.0	0.0	7.7
		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	0.0	0.0	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	11.6	32.0	31.0	7.5	13.8	0.0	0.0	0.0	11.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 9
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0	14						14
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE - EOL	11	3						14
C	RALEIGH RUCKER WAY WHITE - EOL	1	0						1
									0
									0
									0
									0
									0
	Total	12	17	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE - EOL	78.57%	21.43%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RALEIGH RUCKER WAY WHITE - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B						
	FIVE POINTS STATION	FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	154	201	0	0	0	0	0	355

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B						
	FIVE POINTS STATION	FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	230	0	0	0	0	0	355

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.0	11.4	0.0	0.0	0.0	0.0	0.0	11.4
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE - EOL	11.4	23.3	0.0	0.0	0.0	0.0	0.0	13.9
C	RALEIGH RUCKER WAY WHITE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	10.4	13.5	0.0	0.0	0.0	0.0	0.0	12.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 9
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0	14						14
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	4	4						8
C	RALEIGH RUCKER WAY WHITE - EOL	0	0						0
									0
									0
									0
									0
									0
	Total	4	18	0	0	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RALEIGH RUCKER WAY WHITE - EOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	159	198	0	0	0	0	0	357

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	116	241	0	0	0	0	0	357

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.0	11.3	0.0	0.0	0.0	0.0	0.0	11.3
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	29.0	20.8	0.0	0.0	0.0	0.0	0.0	24.9
C	RALEIGH RUCKER WAY WHITE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	29.0	13.4	0.0	0.0	0.0	0.0	0.0	16.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 9
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0	19						19
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	23	5						28
C	RALEIGH RUCKER WAY WHITE - EOL	0	0						0
									0
									0
									0
									0
									0
	Total	23	24	0	0	0	0	0	47

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	82.14%	17.86%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RALEIGH RUCKER WAY WHITE - EOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	170	253	0	0	0	0	0	423

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	171	252	0	0	0	0	0	423

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B FROM FIVE POINTS STATION TO RALEIGH RUCKER WAY WHITE - EOL						Total
A	FIVE POINTS STATION	0.0	9.4	0.0	0.0	0.0	0.0	0.0	9.4
B	BETWEEN FIVE POINTS STATION & RALEIGH RUCKER WAY WHITE -	7.5	14.6	0.0	0.0	0.0	0.0	0.0	8.7
C	RALEIGH RUCKER WAY WHITE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	7.5	10.5	0.0	0.0	0.0	0.0	0.0	9.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 11
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0	3	1	0	4				8
B	BETWEEN BANKHEAD STATION & Vine City Station	3	0	16	2	5				26
C	Vine City Station	0	7	0	1					8
D	BETWEEN Vine City Station & WEST END STATION	2	0	3	0	1				6
E	WEST END STATION	2	7	5	3					17
										0
										0
										0
	Total	7	17	25	6	10	0	0	0	65

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.00%	37.50%	12.50%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BANKHEAD STATION & Vine City Station	11.54%	0.00%	61.54%	7.69%	19.23%	0.00%	0.00%	0.00%	100%
C	Vine City Station	0.00%	87.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN Vine City Station & WEST END STATION	33.33%	0.00%	50.00%	0.00%	16.67%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	11.76%	41.18%	29.41%	17.65%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	42	160	52	47	52	0	0	0	354

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	50	93	102	24	85	0	0	0	354

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.0	5.2	2.8	0.0	6.0	0.0	0.0	0.0	5.3
B	BETWEEN BANKHEAD STATION & Vine City Station	8.0	0.0	4.6	5.7	9.9	0.0	0.0	0.0	6.1
C	Vine City Station	0.0	7.1	0.0	4.7	0.0	0.0	0.0	0.0	6.8
D	BETWEEN Vine City Station & WEST END STATION	9.4	0.0	5.3	0.0	11.6	0.0	0.0	0.0	7.7
E	WEST END STATION	3.7	3.9	2.1	2.6	0.0	0.0	0.0	0.0	3.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.1	5.5	4.1	4.0	8.5	0.0	0.0	0.0	5.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 11
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0	4	1	1	3				9
B	BETWEEN BANKHEAD STATION & Vine City Station	1	0	2	0	4				7
C	Vine City Station	0	7	0	0	3				10
D	BETWEEN Vine City Station & WEST END STATION	1	0	2	0	2				5
E	WEST END STATION	2	14	0	5	1				22
										0
										0
										0
	Total	4	25	5	6	13	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.00%	44.44%	11.11%	11.11%	33.33%	0.00%	0.00%	0.00%	100%
B	BETWEEN BANKHEAD STATION & Vine City Station	14.29%	0.00%	28.57%	0.00%	57.14%	0.00%	0.00%	0.00%	100%
C	Vine City Station	0.00%	70.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN Vine City Station & WEST END STATION	20.00%	0.00%	40.00%	0.00%	40.00%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	9.09%	63.64%	0.00%	22.73%	4.55%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	46	132	94	32	102	0	0	0	406

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	43	169	77	50	67	0	0	0	406

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.0	6.1	5.6	11.1	2.1	0.0	0.0	0.0	5.3
B	BETWEEN BANKHEAD STATION & Vine City Station	27.4	0.0	27.7	0.0	10.2	0.0	0.0	0.0	17.7
C	Vine City Station	0.0	12.2	0.0	0.0	4.2	0.0	0.0	0.0	9.8
D	BETWEEN Vine City Station & WEST END STATION	7.9	0.0	8.0	0.0	2.9	0.0	0.0	0.0	5.9
E	WEST END STATION	3.9	4.2	0.0	7.8	1.5	0.0	0.0	0.0	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	0.0	0.0	0.0	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	10.8	6.8	15.4	8.3	5.2	0.0	0.0	0.0	7.7

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 11
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0	2	3	1	3				9
B	BETWEEN BANKHEAD STATION & Vine City Station	1	1	8	0	10				20
C	Vine City Station	0	9	0	1	3				13
D	BETWEEN Vine City Station & WEST END STATION	1	0	1	1					3
E	WEST END STATION	1	8	2	6	1				18
										0
										0
										0
	Total	3	20	14	9	17	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.00%	22.22%	33.33%	11.11%	33.33%	0.00%	0.00%	0.00%	100%
B	BETWEEN BANKHEAD STATION & Vine City Station	5.00%	5.00%	40.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
C	Vine City Station	0.00%	69.23%	0.00%	7.69%	23.08%	0.00%	0.00%	0.00%	100%
D	BETWEEN Vine City Station & WEST END STATION	33.33%	0.00%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	5.56%	44.44%	11.11%	33.33%	5.56%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	97	238	142	58	185	0	0	0	720

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D	E				
	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	110	259	139	71	141	0	0	0	720

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BANKHEAD STATION	BETWEEN BANKHEAD STATION & Vine City Station	Vine City Station	BETWEEN Vine City Station & WEST END STATION	WEST END STATION				Total
A	BANKHEAD STATION	0.0	16.0	9.8	9.8	8.3	0.0	0.0	0.0	10.7
B	BETWEEN BANKHEAD STATION & Vine City Station	42.3	17.4	10.7	0.0	9.0	0.0	0.0	0.0	11.8
C	Vine City Station	0.0	12.8	0.0	7.9	6.6	0.0	0.0	0.0	11.0
D	BETWEEN Vine City Station & WEST END STATION	39.0	0.0	9.8	9.8	0.0	0.0	0.0	0.0	19.6
E	WEST END STATION	28.7	11.8	7.2	7.2	6.1	0.0	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	36.7	13.0	9.9	7.9	8.3	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 12
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0	10	1	24	2				37
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	6	1	0	3	0				10
C	HOWELL MILL RD NW @ RIDGEWAY	0	0	0	0	0				0
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	6	2	0	1	2				11
E	CUMBERLAND TRANSFER CENTER	1	2	0	3	0				6
										0
										0
										0
	Total	13	15	1	31	4	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.00%	27.03%	2.70%	64.86%	5.41%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	60.00%	10.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HOWELL MILL RD NW @ RIDGEWAY	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	54.55%	18.18%	0.00%	9.09%	18.18%	0.00%	0.00%	0.00%	100%
E	CUMBERLAND TRANSFER CENTER	16.67%	33.33%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	302	81	0	44	40	0	0	0	467

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	156	0	170	16	0	0	0	467

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.0	12.7	0.0	6.3	6.3	0.0	0.0	0.0	7.9
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	12.2	6.6	0.0	3.2	0.0	0.0	0.0	0.0	9.0
C	HOWELL MILL RD NW @ RIDGEWAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	5.5	3.4	0.0	1.6	1.7	0.0	0.0	0.0	4.1
E	CUMBERLAND TRANSFER CENTER	14.3	7.7	0.0	3.7	0.0	0.0	0.0	0.0	6.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.3	10.4	0.0	5.6	4.0	0.0	0.0	0.0	7.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 12
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	D FROM HOWELL MILL RD NW @ RIDGEWAY TO CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0	2	2	1				5
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	4	0	1	0				5
C	HOWELL MILL RD NW @ RIDGEWAY	0	0	0	0				0
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	15	0	0	1				16
E	CUMBERLAND TRANSFER CENTER	6	0	0	0				6
									0
									0
									0
	Total	25	2	3	2	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	D FROM HOWELL MILL RD NW @ RIDGEWAY TO CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.00%	40.00%	40.00%	20.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HOWELL MILL RD NW @ RIDGEWAY	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	93.75%	0.00%	0.00%	6.25%	0.00%	0.00%	0.00%	100%
E	CUMBERLAND TRANSFER CENTER	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	D FROM HOWELL MILL RD NW @ RIDGEWAY TO CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	208	132	156	38	0	0	0	535

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	D FROM HOWELL MILL RD NW @ RIDGEWAY TO CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	263	112	126	34	0	0	0	535

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	D FROM HOWELL MILL RD NW @ RIDGEWAY TO CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.0	54.0	42.5	25.0	0.0	0.0	0.0	43.6
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	22.4	0.0	38.3	0.0	0.0	0.0	0.0	25.6
C	HOWELL MILL RD NW @ RIDGEWAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	9.6	0.0	0.0	9.0	0.0	0.0	0.0	9.6
E	CUMBERLAND TRANSFER CENTER	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.8	54.0	41.1	17.0	0.0	0.0	0.0	16.7

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 12
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0	22	5	17	1				45
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	8	0	1	1	1				11
C	HOWELL MILL RD NW @ RIDGEWAY	0	1	0	0	0				1
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	18	1	0	1	2				22
E	CUMBERLAND TRANSFER CENTER	6	2	1	0	0				9
										0
										0
										0
	Total	32	26	7	19	4	0	0	0	88

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.00%	48.89%	11.11%	37.78%	2.22%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	72.73%	0.00%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	100%
C	HOWELL MILL RD NW @ RIDGEWAY	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	81.82%	4.55%	0.00%	4.55%	9.09%	0.00%	0.00%	0.00%	100%
E	CUMBERLAND TRANSFER CENTER	66.67%	22.22%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	447	114	32	216	91	0	0	0	900

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	350	236	91	178	45	0	0	0	900

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	C HOWELL MILL RD NW @ RIDGEWAY	D BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	E CUMBERLAND TRANSFER CENTER				Total
A	MIDTOWN STATION	0.0	8.4	13.7	10.0	13.5	0.0	0.0	0.0	9.7
B	BETWEEN MIDTOWN STATION & HOWELL MILL RD NW @ RIDGEWAY	11.1	0.0	11.0	7.7	10.8	0.0	0.0	0.0	10.8
C	HOWELL MILL RD NW @ RIDGEWAY	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	30.6
D	BETWEEN HOWELL MILL RD NW @ RIDGEWAY & CUMBERLAND TRANSFER CENTER	10.3	6.4	0.0	7.3	10.0	0.0	0.0	0.0	10.0
E	CUMBERLAND TRANSFER CENTER	11.5	6.9	11.3	0.0	0.0	0.0	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.7	9.1	13.0	9.7	11.1	0.0	0.0	0.0	10.2

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 13
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	CLARK ATLANTA UNIVERSITY	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	FIVE POINTS STATION				Total
A	WEST LAKE STATION	2	11	1	2	5				21
B	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	6	1	2	1	15				25
C	CLARK ATLANTA UNIVERSITY	0	0	0	0	5				5
D	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	1	0	1	0	2				4
E	FIVE POINTS STATION	5	16	17	2	0				40
										0
										0
										0
	Total	14	28	21	5	27	0	0	0	95

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	CLARK ATLANTA UNIVERSITY	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	FIVE POINTS STATION				Total
A	WEST LAKE STATION	9.52%	52.38%	4.76%	9.52%	23.81%	0.00%	0.00%	0.00%	100%
B	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	24.00%	4.00%	8.00%	4.00%	60.00%	0.00%	0.00%	0.00%	100%
C	CLARK ATLANTA UNIVERSITY	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	25.00%	0.00%	25.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	FIVE POINTS STATION	12.50%	40.00%	42.50%	5.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY	A	B	C	D	E				
	WEST LAKE STATION	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	CLARK ATLANTA UNIVERSITY	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	FIVE POINTS STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	193	337	118	42	439	0	0	0	1129
RAW ENTERED									

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY	A	B	C	D	E				
	WEST LAKE STATION	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	CLARK ATLANTA UNIVERSITY	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	FIVE POINTS STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	191	352	136	67	383	0	0	0	1129
RAW ENTERED									

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	CLARK ATLANTA UNIVERSITY	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	FIVE POINTS STATION				Total
A	WEST LAKE STATION	9.4	9.8	4.5	10.3	8.2	0.0	0.0	0.0	9.2
B	BETWEEN WEST LAKE STATION & CLARK ATLANTA UNIVERSITY	15.2	16.0	7.3	16.7	13.3	0.0	0.0	0.0	13.5
C	CLARK ATLANTA UNIVERSITY	0.0	0.0	0.0	0.0	23.8	0.0	0.0	0.0	23.8
D	BETWEEN CLARK ATLANTA UNIVERSITY & FIVE POINTS STATION	13.0	0.0	6.2	0.0	11.4	0.0	0.0	0.0	10.5
E	FIVE POINTS STATION	13.6	14.3	6.5	14.9	0.0	0.0	0.0	0.0	10.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.6	12.6	6.5	13.4	14.2	0.0	0.0	0.0	11.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 15
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	5	3	7	35				50
C	CANDLER RD	3	0	1	11				15
D	BETWEEN CANDLER RD & DECATUR STATION	7	2	4	19				32
E	DECATUR STATION	22	22	29	1				74
									0
									0
									0
	Total	37	27	41	66	0	0	0	171

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	10.00%	6.00%	14.00%	70.00%	0.00%	0.00%	0.00%	100%
C	CANDLER RD	20.00%	0.00%	6.67%	73.33%	0.00%	0.00%	0.00%	100%
D	BETWEEN CANDLER RD & DECATUR STATION	21.88%	6.25%	12.50%	59.38%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	29.73%	29.73%	39.19%	1.35%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	313	99	426	318	0	0	0	1156

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	237	94	364	461	0	0	0	1156

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	6.8	4.9	11.2	5.3	0.0	0.0	0.0	6.2
C	CANDLER RD	7.4	0.0	12.3	5.8	0.0	0.0	0.0	6.5
D	BETWEEN CANDLER RD & DECATUR STATION	14.2	10.3	23.6	11.1	0.0	0.0	0.0	13.3
E	DECATUR STATION	3.7	2.7	6.2	2.9	0.0	0.0	0.0	4.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.4	3.5	8.9	7.0	0.0	0.0	0.0	6.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 15
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	1	2	5	6				14
C	CANDLER RD	5	0	0	4				9
D	BETWEEN CANDLER RD & DECATUR STATION	2	0	0	6				8
E	DECATUR STATION	10	3	7	0				20
									0
									0
									0
	Total	18	5	12	16	0	0	0	51

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	7.14%	14.29%	35.71%	42.86%	0.00%	0.00%	0.00%	100%
C	CANDLER RD	55.56%	0.00%	0.00%	44.44%	0.00%	0.00%	0.00%	100%
D	BETWEEN CANDLER RD & DECATUR STATION	25.00%	0.00%	0.00%	75.00%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	50.00%	15.00%	35.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

		B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	309	310	280	521	0	0	0	1420

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

		B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	452	77	460	431	0	0	0	1420

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	16.4	13.8	34.5	15.9	0.0	0.0	0.0	22.3
C	CANDLER RD	34.2	0.0	0.0	33.2	0.0	0.0	0.0	33.8
D	BETWEEN CANDLER RD & DECATUR STATION	34.9	0.0	0.0	33.8	0.0	0.0	0.0	34.1
E	DECATUR STATION	19.5	16.4	41.0	0.0	0.0	0.0	0.0	26.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	25.1	15.4	38.3	26.9	0.0	0.0	0.0	27.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 15
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	4	8	18	34				64
C	CANDLER RD	6	0	6	14				26
D	BETWEEN CANDLER RD & DECATUR STATION	2	3	2	20				27
E	DECATUR STATION	31	21	31	2				85
									0
									0
									0
	Total	43	32	57	70	0	0	0	202

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	6.25%	12.50%	28.13%	53.13%	0.00%	0.00%	0.00%	100%
C	CANDLER RD	23.08%	0.00%	23.08%	53.85%	0.00%	0.00%	0.00%	100%
D	BETWEEN CANDLER RD & DECATUR STATION	7.41%	11.11%	7.41%	74.07%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	36.47%	24.71%	36.47%	2.35%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	504	255	688	868	0	0	0	2315

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	505	148	912	751	0	0	0	2315

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	C CANDLER RD	D BETWEEN CANDLER RD & DECATUR STATION	E DECATUR STATION				Total
B	FROM CLEVEMONT CT @ CLEVEMONT RD TO CANDLER RD	9.5	3.4	13.6	5.7	0.0	0.0	0.0	7.8
C	CANDLER RD	11.1	0.0	15.9	6.6	0.0	0.0	0.0	9.8
D	BETWEEN CANDLER RD & DECATUR STATION	37.8	13.6	54.0	22.8	0.0	0.0	0.0	25.2
E	DECATUR STATION	10.5	3.8	14.9	6.3	0.0	0.0	0.0	10.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	11.7	4.6	15.9	10.8	0.0	0.0	0.0	11.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 16
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON \ OFF		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	PEACHTREE ST @ DECATUR ST	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	RALPH MCGILL BLVD @ BOULEVARD	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0	1	15	11	12	3			42
B	PEACHTREE ST @ DECATUR ST	0	0	0	0	0	0			0
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	1	0	0	0	0	0			1
D	RALPH MCGILL BLVD @ BOULEVARD	2	0	0	0	1	0			3
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	15	0	5	1	8	1			30
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	1	2	1	0	0	0			4
										0
										0
	Total	19	3	21	12	21	4	0	0	80

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON \ OFF		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	PEACHTREE ST @ DECATUR ST	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	RALPH MCGILL BLVD @ BOULEVARD	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.00%	2.38%	35.71%	26.19%	28.57%	7.14%	0.00%	0.00%	100%
B	PEACHTREE ST @ DECATUR ST	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	RALPH MCGILL BLVD @ BOULEVARD	66.67%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	50.00%	0.00%	16.67%	3.33%	26.67%	3.33%	0.00%	0.00%	100%
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	25.00%	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	FIVE POINTS STATION	PEACHTREE ST @ DECATUR ST	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	RALPH MCGILL BLVD @ BOULEVARD	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	264	0	15	32	182	29	0	0	522

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	FIVE POINTS STATION	PEACHTREE ST @ DECATUR ST	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	RALPH MCGILL BLVD @ BOULEVARD	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	133	56	116	78	121	18	0	0	522

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON \ OFF		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	PEACHTREE ST @ DECATUR ST	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	RALPH MCGILL BLVD @ BOULEVARD	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.0	29.1	5.6	6.5	5.5	4.5	0.0	0.0	6.3
B	PEACHTREE ST @ DECATUR ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.6
D	RALPH MCGILL BLVD @ BOULEVARD	10.8	0.0	0.0	0.0	9.7	0.0	0.0	0.0	10.5
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	6.3	0.0	5.7	6.6	5.6	4.6	0.0	0.0	6.0
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	2.8	13.4	2.6	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.0	18.7	5.5	6.5	5.8	4.5	0.0	0.0	6.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 16
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	E FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0	0	1	0			1
B	PEACHTREE ST @ DECATUR ST	1	0	0	0			1
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	0	0	0	1			1
D	RALPH MCGILL BLVD @ BOULEVARD	3	0	0	0			3
E	FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL	10	2	0	0			12
		0	0	0	0			0
								0
								0
	Total	14	2	1	1	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	E FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	PEACHTREE ST @ DECATUR ST	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
D	RALPH MCGILL BLVD @ BOULEVARD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	E FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	35	29	17	349	0	0	524

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	E FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	377	74	39	34	0	0	524

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	E FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.0	0.0	39.0	0.0	0.0	0.0	39.0
B	PEACHTREE ST @ DECATUR ST	27.8	0.0	0.0	0.0	0.0	0.0	27.8
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	0.0	0.0	0.0	27.0	0.0	0.0	27.0
D	RALPH MCGILL BLVD @ BOULEVARD	29.9	0.0	0.0	0.0	0.0	0.0	29.9
E	FROM RALPH MCGILL BLVD @ BOULEVARD TO BRIARCLIFF RD NE @ WOODLAKE - EOL	26.7	37.0	0.0	0.0	0.0	0.0	28.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	27.5	37.0	39.0	27.0	0.0	0.0	29.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 16
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	D RALPH MCGILL BLVD @ BOULEVARD	E BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	F BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0	0	11	5	14	4			34
B	PEACHTREE ST @ DECATUR ST	1	1	1	2	1	0			6
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	4	0	0	0	0	0			4
D	RALPH MCGILL BLVD @ BOULEVARD	8	0	0	0	0	0			8
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	16	5	8	0	8	3			40
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	5	1	1	0	1	0			8
										0
										0
	Total	34	7	21	7	24	7	0	0	100

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	D RALPH MCGILL BLVD @ BOULEVARD	E BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	F BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.00%	0.00%	32.35%	14.71%	41.18%	11.76%	0.00%	0.00%	100%
B	PEACHTREE ST @ DECATUR ST	16.67%	16.67%	16.67%	33.33%	16.67%	0.00%	0.00%	0.00%	100%
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	RALPH MCGILL BLVD @ BOULEVARD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	40.00%	12.50%	20.00%	0.00%	20.00%	7.50%	0.00%	0.00%	100%
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	62.50%	12.50%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	D RALPH MCGILL BLVD @ BOULEVARD	E BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	F BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	276	49	32	65	325	65	0	0	812

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	D RALPH MCGILL BLVD @ BOULEVARD	E BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	F BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	276	57	171	57	195	57	0	0	812

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B PEACHTREE ST @ DECATUR ST	C BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	D RALPH MCGILL BLVD @ BOULEVARD	E BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	F BRIARCLIFF RD NE @ WOODLAKE - EOL			Total
A	FIVE POINTS STATION	0.0	0.0	8.1	8.1	8.1	8.1	0.0	0.0	8.1
B	PEACHTREE ST @ DECATUR ST	8.1	8.1	8.1	8.1	8.1	0.0	0.0	0.0	8.1
C	BETWEEN PEACHTREE ST @ DECATUR ST & RALPH MCGILL BLVD @ BOULEVARD	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
D	RALPH MCGILL BLVD @ BOULEVARD	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
E	BETWEEN RALPH MCGILL BLVD @ BOULEVARD & BRIARCLIFF RD NE @ WOODLAKE - EOL	8.1	8.1	8.1	0.0	8.1	8.1	0.0	0.0	8.1
F	BRIARCLIFF RD NE @ WOODLAKE - EOL	8.1	8.1	8.1	0.0	8.1	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
	Total	8.1	8.1	8.1	8.1	8.1	8.1	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 18
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0	2	3	0				5
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	1	0	2	0				3
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	2	4	4	10				20
E	DECATUR STATION	0	0	5	0				5
									0
									0
									0
	Total	3	6	14	10	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	10.00%	20.00%	20.00%	50.00%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	D	E				
	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	29	46	115	31	0	0	0	221

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	D	E				
	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	35	43	90	53	0	0	0	221

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0.0	7.3	4.9	0.0	0.0	0.0	0.0	5.8
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	20.0	0.0	12.6	0.0	0.0	0.0	0.0	15.1
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	7.5	7.1	4.7	5.3	0.0	0.0	0.0	5.8
E	DECATUR STATION	0.0	0.0	6.2	0.0	0.0	0.0	0.0	6.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	11.7	7.2	6.4	5.3	0.0	0.0	0.0	6.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 18
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0	5	0	0				5
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	1	1	0	0				2
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	1	1	1	1				4
E	DECATUR STATION	0	0	5	0				5
									0
									0
									0
	Total	2	7	6	1	0	0	0	16

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	25.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	D	E				
	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	30	35	86	48	0	0	0	198

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	D	E				
	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	24	39	110	25	0	0	0	198

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	GRADY MEMORIAL HOSPITAL (Georgia State Station)	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.4
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	15.9	11.4	0.0	0.0	0.0	0.0	0.0	13.6
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	8.1	5.8	52.7	25.0	0.0	0.0	0.0	22.9
E	DECATUR STATION	0.0	0.0	11.5	0.0	0.0	0.0	0.0	11.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.0	5.6	18.3	25.0	0.0	0.0	0.0	12.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 18
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRADY MEMORIAL HOSPITAL (Georgia State Station)	B BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	D FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	E DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	1	3	2	0				6
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	3	1	0	1				5
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	0	3	7	1				11
E	DECATUR STATION	1	0	6	0				7
									0
									0
									0
	Total	5	7	15	2	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRADY MEMORIAL HOSPITAL (Georgia State Station)	B BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	D FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	E DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	16.67%	50.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	0.00%	27.27%	63.64%	9.09%	0.00%	0.00%	0.00%	100%
E	DECATUR STATION	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A GRADY MEMORIAL HOSPITAL (Georgia State Station)	B BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	D FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	E DECATUR STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	65	73	190	90	0	0	0	418

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A GRADY MEMORIAL HOSPITAL (Georgia State Station)	B BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	D FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	E DECATUR STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	58	84	196	80	0	0	0	418

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRADY MEMORIAL HOSPITAL (Georgia State Station)	B BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	D FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	E DECATUR STATION				Total
A	GRADY MEMORIAL HOSPITAL (Georgia State Station)	11.8	10.6	10.7	0.0	0.0	0.0	0.0	10.8
B	BETWEEN GRADY MEMORIAL HOSPITAL & DEKALB AVE NE @ OAKDALE RD (King Memorial Station)	10.8	9.7	0.0	32.5	0.0	0.0	0.0	14.9
D	FROM DEKALB AVE NE @ OAKDALE TO DECATUR STATION (Edgewood Station)	0.0	14.2	14.2	47.5	0.0	0.0	0.0	17.2
E	DECATUR STATION	13.9	0.0	12.5	0.0	0.0	0.0	0.0	12.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	11.6	12.0	13.1	40.0	0.0	0.0	0.0	14.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 19
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0	3	18	13	1				35
B	BETWEEN DECATUR STATION & VA Hospital	1	0	2	1	2				6
C	VA Hospital	5	0	0	1	4				10
D	BETWEEN VA Hospital & Brookhaven Station - EOL	7	4	1	2	4				18
E	Brookhaven Station	3	0	6	9	0				18
										0
										0
										0
	Total	16	7	27	26	11	0	0	0	87

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.00%	8.57%	51.43%	37.14%	2.86%	0.00%	0.00%	0.00%	100%
B	BETWEEN DECATUR STATION & VA Hospital	16.67%	0.00%	33.33%	16.67%	33.33%	0.00%	0.00%	0.00%	100%
C	VA Hospital	50.00%	0.00%	0.00%	10.00%	40.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN VA Hospital & Brookhaven Station - EOL	38.89%	22.22%	5.56%	11.11%	22.22%	0.00%	0.00%	0.00%	100%
E	Brookhaven Station	16.67%	0.00%	33.33%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	225	30	34	173	100	0	0	0	562

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	87	69	163	147	95	0	0	0	562

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.0	8.3	6.2	5.9	10.0	0.0	0.0	0.0	6.4
B	BETWEEN DECATUR STATION & VA Hospital	4.0	0.0	4.3	4.0	6.8	0.0	0.0	0.0	5.0
C	VA Hospital	2.7	0.0	0.0	2.7	4.6	0.0	0.0	0.0	3.5
D	BETWEEN VA Hospital & Brookhaven Station - EOL	7.7	11.0	8.3	7.8	13.3	0.0	0.0	0.0	9.7
E	Brookhaven Station	5.3	0.0	5.8	5.4	0.0	0.0	0.0	0.0	5.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.5	9.9	6.0	5.7	8.7	0.0	0.0	0.0	6.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 19
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0	1	2	3	0				6
B	BETWEEN DECATUR STATION & VA Hospital	1	0	0	1	0				2
C	VA Hospital	5	0	0	2	0				7
D	BETWEEN VA Hospital & Brookhaven Station - EOL	5	0	0	3	2				10
E	Brookhaven Station	0	0	1	9	0				10
										0
										0
										0
	Total	11	1	3	18	2	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.00%	16.67%	33.33%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN DECATUR STATION & VA Hospital	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
C	VA Hospital	71.43%	0.00%	0.00%	28.57%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN VA Hospital & Brookhaven Station - EOL	50.00%	0.00%	0.00%	30.00%	20.00%	0.00%	0.00%	0.00%	100%
E	Brookhaven Station	0.00%	0.00%	10.00%	90.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	71	54	110	139	131	0	0	0	505

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	162	38	22	187	96	0	0	0	505

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.0	38.0	5.6	6.3	0.0	0.0	0.0	0.0	11.4
B	BETWEEN DECATUR STATION & VA Hospital	32.5	0.0	0.0	20.1	0.0	0.0	0.0	0.0	26.3
C	VA Hospital	17.6	0.0	0.0	10.9	0.0	0.0	0.0	0.0	15.7
D	BETWEEN VA Hospital & Brookhaven Station - EOL	8.3	0.0	0.0	5.1	45.0	0.0	0.0	0.0	14.7
E	Brookhaven Station	0.0	0.0	10.9	13.0	0.0	0.0	0.0	0.0	12.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.7	38.0	7.3	10.7	45.0	0.0	0.0	0.0	14.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 19
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0	5	5	8	3				21
B	BETWEEN DECATUR STATION & VA Hospital	3	0	0	0	0				3
C	VA Hospital	14	0	0	0	6				20
D	BETWEEN VA Hospital & Brookhaven Station - EOL	10	5	2	5	1				23
E	Brookhaven Station	2	1	4	9	0				16
										0
										0
										0
	Total	29	11	11	22	10	0	0	0	83

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.00%	23.81%	23.81%	38.10%	14.29%	0.00%	0.00%	0.00%	100%
B	BETWEEN DECATUR STATION & VA Hospital	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	VA Hospital	70.00%	0.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN VA Hospital & Brookhaven Station - EOL	43.48%	21.74%	8.70%	21.74%	4.35%	0.00%	0.00%	0.00%	100%
E	Brookhaven Station	12.50%	6.25%	25.00%	56.25%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	183	57	120	138	126	0	0	0	624

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D	E				
	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	161	67	93	201	102	0	0	0	624

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	DECATUR STATION	BETWEEN DECATUR STATION & VA Hospital	VA Hospital	BETWEEN VA Hospital & Brookhaven Station - EOL	Brookhaven Station				Total
A	DECATUR STATION	0.0	6.5	8.8	9.6	11.2	0.0	0.0	0.0	8.9
B	BETWEEN DECATUR STATION & VA Hospital	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8
C	VA Hospital	4.1	0.0	0.0	0.0	9.8	0.0	0.0	0.0	5.8
D	BETWEEN VA Hospital & Brookhaven Station - EOL	4.1	5.7	7.8	8.5	9.8	0.0	0.0	0.0	6.0
E	Brookhaven Station	4.4	6.1	8.3	9.1	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	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	5.6	6.1	8.5	9.1	10.2	0.0	0.0	0.0	7.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 21
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	ALONZO CRIM HIGH SCHOOL	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	KENSINGTON STATION				Total
A	FIVE POINTS STATION	0	1	6	6	0				13
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	4	0	0	1	2				7
C	ALONZO CRIM HIGH SCHOOL	0	0	0	0	0				0
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	13	4	1	5	7				30
E	KENSINGTON STATION	4	2	3	13	0				22
										0
										0
										0
	Total	21	7	10	25	9	0	0	0	72

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	ALONZO CRIM HIGH SCHOOL	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.00%	7.69%	46.15%	46.15%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	57.14%	0.00%	0.00%	14.29%	28.57%	0.00%	0.00%	0.00%	100%
C	ALONZO CRIM HIGH SCHOOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	43.33%	13.33%	3.33%	16.67%	23.33%	0.00%	0.00%	0.00%	100%
E	KENSINGTON STATION	18.18%	9.09%	13.64%	59.09%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	ALONZO CRIM HIGH SCHOOL	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	KENSINGTON STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	290	134	0	312	136	0	0	0	871

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	ALONZO CRIM HIGH SCHOOL	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	KENSINGTON STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	166	183	166	209	147	0	0	0	871

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	ALONZO CRIM HIGH SCHOOL	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.0	55.9	22.7	16.2	0.0	0.0	0.0	0.0	22.2
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	15.1	0.0	0.0	15.4	29.0	0.0	0.0	0.0	19.1
C	ALONZO CRIM HIGH SCHOOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	6.7	23.4	9.5	6.8	12.7	0.0	0.0	0.0	10.4
E	KENSINGTON STATION	4.7	16.7	6.8	4.8	0.0	0.0	0.0	0.0	6.2
		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	0.0	0.0	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	7.9	26.1	16.6	8.4	16.3	0.0	0.0	0.0	12.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 21
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0	6	3	13	3				25
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	7	0	0	2	1				10
C	ALONZO CRIM HIGH SCHOOL	6	0	0	0	1				7
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	6	1	0	2	6				15
E	KENSINGTON STATION	4	0	0	5	0				9
										0
										0
										0
	Total	23	7	3	22	11	0	0	0	66

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.00%	24.00%	12.00%	52.00%	12.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	70.00%	0.00%	0.00%	20.00%	10.00%	0.00%	0.00%	0.00%	100%
C	ALONZO CRIM HIGH SCHOOL	85.71%	0.00%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	100%
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	40.00%	6.67%	0.00%	13.33%	40.00%	0.00%	0.00%	0.00%	100%
E	KENSINGTON STATION	44.44%	0.00%	0.00%	55.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	290	216	65	336	206	0	0	0	1113

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	251	150	25	472	215	0	0	0	1113

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.0	16.6	8.4	11.5	8.0	0.0	0.0	0.0	12.0
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	13.7	0.0	0.0	42.8	29.6	0.0	0.0	0.0	21.1
C	ALONZO CRIM HIGH SCHOOL	7.6	0.0	0.0	0.0	16.3	0.0	0.0	0.0	8.8
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	11.2	50.0	0.0	35.0	24.5	0.0	0.0	0.0	22.3
E	KENSINGTON STATION	10.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	23.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.9	21.4	8.4	21.4	19.7	0.0	0.0	0.0	16.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 21
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0	9	20	14	4				47
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	3	0	1	6	2				12
C	ALONZO CRIM HIGH SCHOOL	3	0	0	1	1				5
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	15	4	0	10	21				50
E	KENSINGTON STATION	2	1	1	32	0				36
										0
										0
										0
	Total	23	14	22	63	28	0	0	0	150

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.00%	19.15%	42.55%	29.79%	8.51%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	25.00%	0.00%	8.33%	50.00%	16.67%	0.00%	0.00%	0.00%	100%
C	ALONZO CRIM HIGH SCHOOL	60.00%	0.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	30.00%	8.00%	0.00%	20.00%	42.00%	0.00%	0.00%	0.00%	100%
E	KENSINGTON STATION	5.56%	2.78%	2.78%	88.89%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	470	175	134	504	275	0	0	0	1558

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	378	212	125	539	304	0	0	0	1558

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	C ALONZO CRIM HIGH SCHOOL	D BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	E KENSINGTON STATION				Total
A	FIVE POINTS STATION	0.0	16.8	5.8	10.1	12.9	0.0	0.0	0.0	9.8
B	BETWEEN FIVE POINTS STATION & ALONZO CRIM HIGH SCHOOL	21.4	0.0	6.9	12.3	15.7	0.0	0.0	0.0	14.7
C	ALONZO CRIM HIGH SCHOOL	32.1	0.0	0.0	18.5	23.5	0.0	0.0	0.0	27.7
D	BETWEEN ALONZO CRIM HIGH SCHOOL & KENSINGTON STATION	12.8	12.3	0.0	7.4	9.3	0.0	0.0	0.0	10.2
E	KENSINGTON STATION	12.5	11.9	4.1	7.2	0.0	0.0	0.0	0.0	7.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	16.4	15.1	5.8	8.6	10.8	0.0	0.0	0.0	10.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 22
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0	2	8						10
C	EAST LAKE STATION	2	10	0						12
										0
										0
										0
										0
										0
	Total	2	12	8	0	0	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST LAKE STATION	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	5	106	32	0	0	0	0	0	143

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	6	40	97	0	0	0	0	0	143

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0.0	7.2	12.1	0.0	0.0	0.0	0.0	0.0	11.1
C	EAST LAKE STATION	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.0	3.3	12.1	0.0	0.0	0.0	0.0	0.0	6.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 22
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0	0	5						5
C	EAST LAKE STATION	3	6	0						9
										0
										0
										0
										0
										0
	Total	3	6	5	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST LAKE STATION	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	45	94	0	0	0	0	0	139

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	72	52	0	0	0	0	0	139

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A GRESHAM RD SE @ FLAT SHOALS	B BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	C EAST LAKE STATION						Total
B	FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	10.4
C	EAST LAKE STATION	5.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.0	12.0	10.4	0.0	0.0	0.0	0.0	0.0	9.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 22
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	C EAST LAKE STATION						Total
A	GRESHAM RD SE @ FLAT SHOALS	2	1						3
B	BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	1	8						9
C	EAST LAKE STATION	1	0						1
									0
									0
									0
									0
									0
	Total	4	9	0	0	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	C EAST LAKE STATION						Total
A	GRESHAM RD SE @ FLAT SHOALS	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	11.11%	88.89%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST LAKE STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	81	76	0	0	0	0	0	157

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	C EAST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	74	66	0	0	0	0	0	157

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM GRESHAM RD SE @ FLAT SHOALS TO EAST LAKE STATION	C EAST LAKE STATION						Total
A	GRESHAM RD SE @ FLAT SHOALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN GRESHAM RD SE @ FLAT SHOALS & EAST LAKE STATION	7.1	8.3	0.0	0.0	0.0	0.0	0.0	8.1
C	EAST LAKE STATION	66.9	0.0	0.0	0.0	0.0	0.0	0.0	66.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	18.5	7.3	0.0	0.0	0.0	0.0	0.0	10.8

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 24
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM BELVEDERE LN @ RUPERT RD TO EAST LAKE STATION	C EAST LAKE STATION	D FROM EAST LAKE STATION TO COLLEGE AVE NE @ SISSON AVE				Total
A	BELVEDERE LN @ RUPERT RD	0	2	0				2
B	BETWEEN BELVEDERE LN @ RUPERT RD & EAST LAKE STATION	1	29	0				30
C	EAST LAKE STATION	28	0	4				32
D	BETWEEN EAST LAKE STATION & COLLEGE AVE NE @ SISSON AVE	3	4	1				8
E	COLLEGE AVE NE @ SISSON AVE	0	0	1				1
								0
								0
								0
	Total	32	35	6	0	0	0	73

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM BELVEDERE LN @ RUPERT RD TO EAST LAKE STATION	C EAST LAKE STATION	D FROM EAST LAKE STATION TO COLLEGE AVE NE @ SISSON AVE				Total
A	BELVEDERE LN @ RUPERT RD	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BELVEDERE LN @ RUPERT RD & EAST LAKE STATION	3.33%	96.67%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST LAKE STATION	87.50%	0.00%	12.50%	0.00%	0.00%	0.00%	100%
D	BETWEEN EAST LAKE STATION & COLLEGE AVE NE @ SISSON AVE	37.50%	50.00%	12.50%	0.00%	0.00%	0.00%	100%
E	COLLEGE AVE NE @ SISSON AVE	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	B FROM BELVEDERE LN @ RUPERT RD TO EAST LAKE STATION	C EAST LAKE STATION	D FROM EAST LAKE STATION TO COLLEGE AVE NE @ SISSON AVE				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	244	192	80	0	0	0	517

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	B FROM BELVEDERE LN @ RUPERT RD TO EAST LAKE STATION	C EAST LAKE STATION	D FROM EAST LAKE STATION TO COLLEGE AVE NE @ SISSON AVE				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	247	200	69	0	0	0	517

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM BELVEDERE LN @ RUPERT RD TO EAST LAKE STATION	C EAST LAKE STATION	D FROM EAST LAKE STATION TO COLLEGE AVE NE @ SISSON AVE				Total
A	BELVEDERE LN @ RUPERT RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN BELVEDERE LN @ RUPERT RD & EAST LAKE STATION	23.2	7.0	0.0	0.0	0.0	0.0	7.6
C	EAST LAKE STATION	6.0	0.0	10.0	0.0	0.0	0.0	6.5
D	BETWEEN EAST LAKE STATION & COLLEGE AVE NE @ SISSON AVE	14.0	4.1	23.0	0.0	0.0	0.0	10.2
E	COLLEGE AVE NE @ SISSON AVE	0.0	0.0	1.2	0.0	0.0	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	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.3	6.3	10.7	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 25
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & Brookhaven Station	Brookhaven Station	BETWEEN Brookhaven Station & Doraville Station	Doraville Station				Total
A	LENOX STATION	0	8	2	5	1				16
B	BETWEEN LENOX STATION & Brookhaven Station	2	1	3	0	0				6
C	Brookhaven Station	3	3	0	8	0				14
D	BETWEEN Brookhaven Station & Doraville Station	1	3	2	1	2				9
E	Doraville Station	2	2	4	10	0				18
										0
										0
										0
	Total	8	17	11	24	3	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & Brookhaven Station	Brookhaven Station	BETWEEN Brookhaven Station & Doraville Station	Doraville Station				Total
A	LENOX STATION	0.00%	50.00%	12.50%	31.25%	6.25%	0.00%	0.00%	0.00%	100%
B	BETWEEN LENOX STATION & Brookhaven Station	33.33%	16.67%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Brookhaven Station	21.43%	21.43%	0.00%	57.14%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN Brookhaven Station & Doraville Station	11.11%	33.33%	22.22%	11.11%	22.22%	0.00%	0.00%	0.00%	100%
E	Doraville Station	11.11%	11.11%	22.22%	55.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A	B	C	D	E				
	LENOX STATION	BETWEEN LENOX STATION & Brookhaven Station	Brookhaven Station	BETWEEN Brookhaven Station & Doraville Station	Doraville Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	144	157	182	104	0	0	0	700

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A	B	C	D	E				
	LENOX STATION	BETWEEN LENOX STATION & Brookhaven Station	Brookhaven Station	BETWEEN Brookhaven Station & Doraville Station	Doraville Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	111	165	145	203	77	0	0	0	700

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & Brookhaven Station	Brookhaven Station	BETWEEN Brookhaven Station & Doraville Station	Doraville Station				Total
A	LENOX STATION	0.0	6.4	6.9	7.0	12.8	0.0	0.0	0.0	7.1
B	BETWEEN LENOX STATION & Brookhaven Station	24.2	22.6	24.3	0.0	0.0	0.0	0.0	0.0	24.0
C	Brookhaven Station	11.2	10.4	0.0	11.4	0.0	0.0	0.0	0.0	11.2
D	BETWEEN Brookhaven Station & Doraville Station	17.4	16.2	17.4	17.7	32.2	0.0	0.0	0.0	20.3
E	Doraville Station	5.7	5.3	5.7	5.8	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.9	9.7	13.1	8.4	25.8	0.0	0.0	0.0	11.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 26
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	2265 PERRY BLVD	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	BANKHEAD STATION				Total
A	2265 PERRY BLVD	0	0	0	8				8
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0	0	0	10				10
C	PERRY BLVD NW @ W HIGHLANDS	0	0	0	1				1
D	BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	0	0	0	4				4
E	BANKHEAD STATION	6	2	11	0				19
									0
									0
									0
	Total	6	2	11	23	0	0	0	42

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	2265 PERRY BLVD	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	PERRY BLVD NW @ W HIGHLANDS	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION	31.58%	10.53%	57.89%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	D	E				
	2265 PERRY BLVD	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	BANKHEAD STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	22	47	59	78	0	0	0	206

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	D	E				
	2265 PERRY BLVD	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	BANKHEAD STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	8	15	59	124	0	0	0	206

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	2265 PERRY BLVD	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.7
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5
C	PERRY BLVD NW @ W HIGHLANDS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	0.0	0.0	0.0	14.3	0.0	0.0	0.0	14.3
E	BANKHEAD STATION	1.4	7.6	5.4	0.0	0.0	0.0	0.0	4.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1.4	7.6	5.4	5.4	0.0	0.0	0.0	4.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 26
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A 2265 PERRY BLVD	B BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	D FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0	0	0	1				1
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0	0	0	4				4
D	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0	0	0	5				5
E	BANKHEAD STATION	1	3	7	0				11
									0
									0
									0
	Total	1	3	7	10	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A 2265 PERRY BLVD	B BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	D FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION	9.09%	27.27%	63.64%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A 2265 PERRY BLVD	B BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	D FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	E BANKHEAD STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	35	16	43	161	0	0	0	255

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A 2265 PERRY BLVD	B BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	D FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	E BANKHEAD STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	32	54	82	87	0	0	0	255

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A 2265 PERRY BLVD	B BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	D FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.0	0.0	0.0	32.9	0.0	0.0	0.0	32.9
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.0	0.0	0.0	3.6	0.0	0.0	0.0	3.6
D	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0.0	0.0	0.0	7.9	0.0	0.0	0.0	7.9
E	BANKHEAD STATION	32.0	18.0	11.7	0.0	0.0	0.0	0.0	15.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	32.0	18.0	11.7	8.7	0.0	0.0	0.0	12.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 26
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 2265 PERRY BLVD TO PERRY BLVD NW @ W HIGHLANDS	D BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0	1	7				8
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0	0	14				14
C	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0	0	2				2
E	BANKHEAD STATION	9	10	0				19
								0
								0
								0
	Total	9	11	23	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 2265 PERRY BLVD TO PERRY BLVD NW @ W HIGHLANDS	D BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	100%
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION	47.37%	52.63%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

		B FROM 2265 PERRY BLVD TO PERRY BLVD NW @ W HIGHLANDS	D BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	E BANKHEAD STATION				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	154	0	181	0	0	0	433

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

		B FROM 2265 PERRY BLVD TO PERRY BLVD NW @ W HIGHLANDS	D BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	E BANKHEAD STATION				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	95	123	215	0	0	0	433

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 2265 PERRY BLVD TO PERRY BLVD NW @ W HIGHLANDS	D BETWEEN PERRY BLVD NW @ W HIGHLANDS & BANKHEAD STATION	E BANKHEAD STATION				Total
A	2265 PERRY BLVD	0.0	16.8	8.5	0.0	0.0	0.0	9.6
B	BETWEEN 2265 PERRY BLVD & PERRY BLVD NW @ W HIGHLANDS	0.0	0.0	10.7	0.0	0.0	0.0	10.7
C	FROM PERRY BLVD NW @ W HIGHLANDS TO BANKHEAD STATION	0.0	0.0	7.7	0.0	0.0	0.0	7.7
E	BANKHEAD STATION	10.6	9.6	0.0	0.0	0.0	0.0	10.1
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.6	10.3	9.8	0.0	0.0	0.0	10.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 27
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0	17	1						18
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	8	2	7						17
C	LINDBERGH STATION	0	15	0						15
										0
										0
										0
										0
										0
	Total	8	34	8	0	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0.00%	94.44%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	47.06%	11.76%	41.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	110	299	108	0	0	0	0	0	517

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	3	409	105	0	0	0	0	0	517

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0.0	6.5	1.1	0.0	0.0	0.0	0.0	0.0	6.2
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	0.4	89.5	15.4	0.0	0.0	0.0	0.0	0.0	17.1
C	LINDBERGH STATION	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	7.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.4	11.9	13.6	0.0	0.0	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 27
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	1	3	0						4
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	10	7	10						27
C	LINDBERGH STATION	2	13	0						15
										0
										0
										0
										0
										0
	Total	13	23	10	0	0	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	37.04%	25.93%	37.04%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	LINDBERGH STATION	13.33%	86.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)		A	B	C						
		NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	145	353	137	0	0	0	0	0	635

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)		A	B	C						
		NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	51	444	140	0	0	0	0	0	635

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH AVENUE STATION	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	LINDBERGH STATION						Total
A	NORTH AVENUE STATION	7.7	46.5	0.0	0.0	0.0	0.0	0.0	0.0	36.8
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	4.0	24.0	14.0	0.0	0.0	0.0	0.0	0.0	12.9
C	LINDBERGH STATION	1.7	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.9	19.3	14.0	0.0	0.0	0.0	0.0	0.0	13.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 27
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	C LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0	16	0						16
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	12	11	6						29
C	LINDBERGH STATION	1	17	0						18
										0
										0
										0
										0
										0
	Total	13	44	6	0	0	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	C LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	41.38%	37.93%	20.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	LINDBERGH STATION	5.56%	94.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	C LINDBERGH STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	269	536	201	0	0	0	0	0	1006

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	C LINDBERGH STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	47	738	221	0	0	0	0	0	1006

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH AVENUE STATION	B BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	C LINDBERGH STATION						Total
A	NORTH AVENUE STATION	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
B	BETWEEN NORTH AVENUE STATION & LINDBERGH STATION	3.8	24.1	36.9	0.0	0.0	0.0	0.0	0.0	18.3
C	LINDBERGH STATION	1.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.6	16.8	36.9	0.0	0.0	0.0	0.0	0.0	16.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 28
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	EDGEWOOD/CANDLER PARK STATION	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0	19	0						19
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	5	5	2						12
C	380 EAST LAKE BLVD - EOL	4	0	0						4
										0
										0
										0
										0
										0
	Total	9	24	2	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	EDGEWOOD/CANDLER PARK STATION	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	41.67%	41.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	380 EAST LAKE BLVD - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	EDGEWOOD/CANDLER PARK STATION	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	380 EAST LAKE BLVD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	20	36	18	0	0	0	0	0	74

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	EDGEWOOD/CANDLER PARK STATION	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	380 EAST LAKE BLVD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	42	25	7	0	0	0	0	0	74

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	EDGEWOOD/CANDLER PARK STATION	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	4.4	1.5	3.6	0.0	0.0	0.0	0.0	0.0	3.1
C	380 EAST LAKE BLVD - EOL	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.6	1.0	3.6	0.0	0.0	0.0	0.0	0.0	2.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 28
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0	4						4
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	1	2						3
C	380 EAST LAKE BLVD - EOL	3	0						3
									0
									0
									0
									0
									0
	Total	4	6	0	0	0	0	0	10

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	380 EAST LAKE BLVD - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	40	51	0	0	0	0	0	91

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	36	55	0	0	0	0	0	91

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.0	9.6	0.0	0.0	0.0	0.0	0.0	9.6
B	BETWEEN EDGEWOOD CANDLER/PARK STATION & 380 EAST LAKE BLVD - EOL	36.0	8.3	0.0	0.0	0.0	0.0	0.0	17.6
C	380 EAST LAKE BLVD - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	9.0	9.2	0.0	0.0	0.0	0.0	0.0	9.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 28
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0	5						5
B	FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL	9	4						13
									0
									0
									0
									0
									0
	Total	9	9	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL	69.23%	30.77%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	44	88	0	0	0	0	0	132

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	67	65	0	0	0	0	0	132

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EDGEWOOD/CANDLER PARK STATION	B FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL						Total
A	EDGEWOOD/CANDLER PARK STATION	0.0	8.6	0.0	0.0	0.0	0.0	0.0	8.6
B	FROM EDGEWOOD CANDLER/PARK STATION TO 380 EAST LAKE BLVD - EOL	7.4	5.5	0.0	0.0	0.0	0.0	0.0	6.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	7.4	7.2	0.0	0.0	0.0	0.0	0.0	7.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 30
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0	0	2	18	0				20
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	5	0	0	0	1				6
C	TOCO HILLS SHOPPING CENTER	2	1	0	1	0				4
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	16	0	2	6	1				25
E	CRESCENT CENTRE BLVD @ CRE - EOL	2	1	0	1	0				4
										0
										0
										0
	Total	25	2	4	26	2	0	0	0	59

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0.00%	0.00%	10.00%	90.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	83.33%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	100%
C	TOCO HILLS SHOPPING CENTER	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	64.00%	0.00%	8.00%	24.00%	4.00%	0.00%	0.00%	0.00%	100%
E	CRESCENT CENTRE BLVD @ CRE - EOL	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	83	21	14	82	16	0	0	0	216

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	87	7	10	106	6	0	0	0	216

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0.0	0.0	2.8	4.3	0.0	0.0	0.0	0.0	4.2
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	3.6	0.0	0.0	0.0	3.1	0.0	0.0	0.0	3.5
C	TOCO HILLS SHOPPING CENTER	3.5	3.4	0.0	3.6	0.0	0.0	0.0	0.0	3.5
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	3.4	0.0	2.2	3.4	2.9	0.0	0.0	0.0	3.3
E	CRESCENT CENTRE BLVD @ CRE - EOL	4.0	3.9	0.0	4.1	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	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	3.5	3.7	2.5	4.1	3.0	0.0	0.0	0.0	3.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 30
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0	2	3	5	0				10
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	1	1	0	1	1				4
C	TOCO HILLS SHOPPING CENTER	0	0	0	1	0				1
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE B	8	2	0	3	0				13
E	CRESCENT CENTRE BLVD @ CRE - EOL	2	0	0	1	0				3
										0
										0
										0
	Total	11	5	3	11	1	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0.00%	20.00%	30.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	25.00%	25.00%	0.00%	25.00%	25.00%	0.00%	0.00%	0.00%	100%
C	TOCO HILLS SHOPPING CENTER	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE B	61.54%	15.38%	0.00%	23.08%	0.00%	0.00%	0.00%	0.00%	100%
E	CRESCENT CENTRE BLVD @ CRE - EOL	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	90	42	30	91	7	0	0	0	260

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	105	57	17	77	4	0	0	0	260

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	0.0	15.8	5.8	7.0	0.0	0.0	0.0	0.0	8.4
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	20.5	13.0	0.0	5.8	4.1	0.0	0.0	0.0	10.8
C	TOCO HILLS SHOPPING CENTER	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	27.5
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE B	9.7	6.1	0.0	2.7	0.0	0.0	0.0	0.0	7.5
E	CRESCENT CENTRE BLVD @ CRE - EOL	3.3	0.0	0.0	0.9	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	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	9.5	11.4	5.8	7.0	4.1	0.0	0.0	0.0	8.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 30
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	1	4	6	11	1				23
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	2	1	1	3	1				8
C	TOCO HILLS SHOPPING CENTER	2	0	0	1	0				3
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	17	1	0	5	0				23
E	CRESCENT CENTRE BLVD @ CRE - EOL	2	0	0	0	0				2
										0
										0
										0
	Total	24	6	7	20	2	0	0	0	59

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	4.35%	17.39%	26.09%	47.83%	4.35%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	25.00%	12.50%	12.50%	37.50%	12.50%	0.00%	0.00%	0.00%	100%
C	TOCO HILLS SHOPPING CENTER	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	73.91%	4.35%	0.00%	21.74%	0.00%	0.00%	0.00%	0.00%	100%
E	CRESCENT CENTRE BLVD @ CRE - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	168	46	39	117	9	0	0	0	379

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	143	73	35	123	5	0	0	0	379

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	C TOCO HILLS SHOPPING CENTER	D BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	E CRESCENT CENTRE BLVD @ CRE - EOL				Total
A	LINDBERGH STATION	7.6	13.3	5.1	6.6	2.8	0.0	0.0	0.0	7.3
B	BETWEEN LINDBERGH STATION & TOCO HILLS SHOPPING CENTER	6.1	10.8	4.2	5.4	2.2	0.0	0.0	0.0	5.7
C	TOCO HILLS SHOPPING CENTER	13.7	0.0	0.0	12.0	0.0	0.0	0.0	0.0	13.2
D	BETWEEN TOCO HILLS SHOPPING CENTER & CRESCENT CENTRE BLVD @ CRE - EOL	5.1	8.9	0.0	4.4	0.0	0.0	0.0	0.0	5.1
E	CRESCENT CENTRE BLVD @ CRE - EOL	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
		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	0.0	0.0	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	6.0	12.2	5.0	6.2	2.5	0.0	0.0	0.0	6.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 32
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	METRO TRANSITIONAL CENTER	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	BOULDERCREST RD SE @ CLIFTON	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0	0	0	0	21				21
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	1	0	0	0	11				12
C	BOULDERCREST RD SE @ CLIFTON	0	0	0	0	3				3
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	0	0	0	2	23				25
E	KING MEMORIAL STATION	5	3	2	30	0				40
										0
										0
										0
	Total	6	3	2	32	58	0	0	0	101

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	METRO TRANSITIONAL CENTER	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	BOULDERCREST RD SE @ CLIFTON	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	8.33%	0.00%	0.00%	0.00%	91.67%	0.00%	0.00%	0.00%	100%
C	BOULDERCREST RD SE @ CLIFTON	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	0.00%	0.00%	0.00%	8.00%	92.00%	0.00%	0.00%	0.00%	100%
E	KING MEMORIAL STATION	12.50%	7.50%	5.00%	75.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	METRO TRANSITIONAL CENTER	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	BOULDERCREST RD SE @ CLIFTON	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	KING MEMORIAL STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	59	19	73	273	172	0	0	0	596

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	METRO TRANSITIONAL CENTER	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	BOULDERCREST RD SE @ CLIFTON	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	KING MEMORIAL STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	13	35	15	206	327	0	0	0	596

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	METRO TRANSITIONAL CENTER	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	BOULDERCREST RD SE @ CLIFTON	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.5
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	10.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	2.1
C	BOULDERCREST RD SE @ CLIFTON	0.0	0.0	0.0	0.0	24.3	0.0	0.0	0.0	24.3
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	0.0	0.0	0.0	33.5	8.5	0.0	0.0	0.0	10.5
E	KING MEMORIAL STATION	2.2	8.7	7.7	4.3	0.0	0.0	0.0	0.0	4.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.5	8.7	7.7	6.2	5.8	0.0	0.0	0.0	5.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 32
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0	0	0	1	6				7
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0	0	0	1	3				4
C	BOULDERCREST RD SE @ CLIFTON	0	0	0	0	1				1
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0	0	0	0	3				3
E	KING MEMORIAL STATION	3	3	1	9	1				17
										0
										0
										0
	Total	3	3	1	11	14	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	0.00%	100%
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100%
C	BOULDERCREST RD SE @ CLIFTON	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	KING MEMORIAL STATION	17.65%	17.65%	5.88%	52.94%	5.88%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	122	82	25	106	345	0	0	0	680

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	43	82	25	233	297	0	0	0	680

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.0	0.0	0.0	21.1	16.3	0.0	0.0	0.0	17.0
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0.0	0.0	0.0	24.3	18.8	0.0	0.0	0.0	20.1
C	BOULDERCREST RD SE @ CLIFTON	0.0	0.0	0.0	0.0	24.2	0.0	0.0	0.0	24.2
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0.0	0.0	0.0	0.0	34.1	0.0	0.0	0.0	34.1
E	KING MEMORIAL STATION	14.3	27.3	25.0	20.8	16.1	0.0	0.0	0.0	20.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	27.3	25.0	21.2	21.2	0.0	0.0	0.0	21.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 32
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0	0	0	0	5				5
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0	0	0	1	11				12
C	BOULDERCREST RD SE @ CLIFTON	0	0	0	0	3				3
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0	1	0	3	18				22
E	KING MEMORIAL STATION	1	1	3	29	0				34
										0
										0
										0
	Total	1	2	3	33	37	0	0	0	76

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0.00%	0.00%	0.00%	8.33%	91.67%	0.00%	0.00%	0.00%	100%
C	BOULDERCREST RD SE @ CLIFTON	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0.00%	4.55%	0.00%	13.64%	81.82%	0.00%	0.00%	0.00%	100%
E	KING MEMORIAL STATION	2.94%	2.94%	8.82%	85.29%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	84	147	48	316	465	0	0	0	1060

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	27	56	39	449	489	0	0	0	1060

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A METRO TRANSITIONAL CENTER	B BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD SE @ CLIFTON	C BOULDERCREST RD SE @ CLIFTON	D BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL STATION	E KING MEMORIAL STATION				Total
A	METRO TRANSITIONAL CENTER	0.0	0.0	0.0	0.0	16.3	0.0	0.0	0.0	16.3
B	BETWEEN METRO TRANSITIONAL CENTER & BOULDERCREST RD S	0.0	0.0	0.0	14.4	11.7	0.0	0.0	0.0	11.9
C	BOULDERCREST RD SE @ CLIFTON	0.0	0.0	0.0	0.0	15.5	0.0	0.0	0.0	15.5
D	BETWEEN BOULDERCREST RD SE @ CLIFTON & KING MEMORIAL S	0.0	30.4	0.0	15.8	13.1	0.0	0.0	0.0	14.3
E	KING MEMORIAL STATION	27.0	25.6	13.0	13.2	0.0	0.0	0.0	0.0	14.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	27.0	28.0	13.0	13.5	13.3	0.0	0.0	0.0	13.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 33
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0	6	0						6
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	12	5	4						21
C	CHAMBLEE STATION - EOL	0	3	0						3
										0
										0
										0
										0
										0
	Total	12	14	4	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	57.14%	23.81%	19.05%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	47	206	29	0	0	0	0	0	282

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	107	120	55	0	0	0	0	0	282

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	8.9	9.0	13.6	0.0	0.0	0.0	0.0	0.0	9.8
C	CHAMBLEE STATION - EOL	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.9	8.6	13.6	0.0	0.0	0.0	0.0	0.0	9.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 33
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0	8	0						8
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	9	2	4						15
C	CHAMBLEE STATION - EOL	0	6	0						6
										0
										0
										0
										0
										0
	Total	9	16	4	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	60.00%	13.33%	26.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	101	164	47	0	0	0	0	0	312

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	46	234	32	0	0	0	0	0	312

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	13.3
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	5.1	36.9	8.5	0.0	0.0	0.0	0.0	0.0	10.3
C	CHAMBLEE STATION - EOL	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	8.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.1	14.5	8.5	0.0	0.0	0.0	0.0	0.0	10.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 33
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0	15	0						15
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	19	5	8						32
C	CHAMBLEE STATION - EOL	0	6	0						6
										0
										0
										0
										0
										0
	Total	19	26	8	0	0	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	59.38%	15.63%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C						
		LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	149	275	77	0	0	0	0	0	501

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C						
		LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	146	297	58	0	0	0	0	0	501

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LINDBERGH STATION	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	10.4
B	BETWEEN LINDBERGH STATION & CHAMBLEE STATION - EOL	7.7	12.2	7.3	0.0	0.0	0.0	0.0	0.0	8.3
C	CHAMBLEE STATION - EOL	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	13.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.7	11.4	7.3	0.0	0.0	0.0	0.0	0.0	9.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 34
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0	1	0	0				1
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	2	11	0	0				13
C	INMAN PARK/REYNOLDSTOWN STATION	10	0	0	1				11
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0	6	0	1				7
E	BOULDERVIEW DR @ GRESHAM R - EOL	0	1	0	0				1
									0
									0
									0
	Total	12	19	0	2	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	15.38%	84.62%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	INMAN PARK/REYNOLDSTOWN STATION	90.91%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	100%
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	85.71%	0.00%	14.29%	0.00%	0.00%	0.00%	100%
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	181	75	0	8	0	0	0	269

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	123	144	0	1	0	0	0	269

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.8
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	23.0	11.9	0.0	0.0	0.0	0.0	0.0	13.6
C	INMAN PARK/REYNOLDSTOWN STATION	7.7	0.0	0.0	1.1	0.0	0.0	0.0	7.1
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.3	7.6	0.0	0.5	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 34
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
B	FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	3	8	4	0				15
C	INMAN PARK/REYNOLDSTOWN STATION	13	0	5	2				20
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0	1	0	0				1
E	BOULDERVIEW DR @ GRESHAM R - EOL	0	4	0	0				4
									0
									0
									0
	Total	16	13	9	2	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
B	FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	20.00%	53.33%	26.67%	0.00%	0.00%	0.00%	0.00%	100%
C	INMAN PARK/REYNOLDSTOWN STATION	65.00%	0.00%	25.00%	10.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	130	171	10	0	0	0	0	312

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	194	77	31	5	0	0	0	312

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
B	FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	14.5	8.4	3.9	0.0	0.0	0.0	0.0	8.4
C	INMAN PARK/REYNOLDSTOWN STATION	11.6	0.0	3.1	2.5	0.0	0.0	0.0	8.6
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.0	9.8	0.0	0.0	0.0	0.0	0.0	9.8
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	12.1	5.9	3.4	2.5	0.0	0.0	0.0	7.7

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 34
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0	1	0	0				1
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	5	13	0	0				18
C	INMAN PARK/REYNOLDSTOWN STATION	20	0	1	0				21
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0	3	0	0				3
E	BOULDERVIEW DR @ GRESHAM R - EOL	0	4	0	0				4
									0
									0
									0
	Total	25	21	1	0	0	0	0	47

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	27.78%	72.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	INMAN PARK/REYNOLDSTOWN STATION	95.24%	0.00%	4.76%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	329	246	12	0	0	0	0	592

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	311	244	25	5	0	0	0	592

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM MEADOWVIEW DR @ PARKER RANCH TO INMAN PARK/REYNOLDSTOWN STATION	C INMAN PARK/REYNOLDSTOWN STATION	D BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	E BOULDERVIEW DR @ GRESHAM R - EOL				Total
A	MEADOWVIEW DR @ PARKER RANCH	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
B	BETWEEN MEADOWVIEW DR @ PARKER RANCH & INMAN PARK/REYNOLDSTOWN STATION	18.5	17.5	0.0	0.0	0.0	0.0	0.0	17.8
C	INMAN PARK/REYNOLDSTOWN STATION	10.9	0.0	25.0	0.0	0.0	0.0	0.0	11.6
D	BETWEEN MEADOWVIEW DR @ PARKER RANCH & BOULDERVIEW DR @ GRESHAM R - EOL	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
E	BOULDERVIEW DR @ GRESHAM R - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	12.4	11.6	25.0	0.0	0.0	0.0	0.0	12.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 36
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0	14	0						14
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	7	4	5						16
C	AVONDALE STATION - EOL	1	4	0						5
										0
										0
										0
										0
										0
	Total	8	22	5	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	43.75%	25.00%	31.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	AVONDALE STATION - EOL	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	92	134	69	0	0	0	0	0	295

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	68	187	40	0	0	0	0	0	295

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	6.6
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	8.0	9.3	8.0	0.0	0.0	0.0	0.0	0.0	8.3
C	AVONDALE STATION - EOL	12.3	14.2	0.0	0.0	0.0	0.0	0.0	0.0	13.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.5	8.5	8.0	0.0	0.0	0.0	0.0	0.0	8.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 36
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0	5	0						5
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	11	11	2						24
C	AVONDALE STATION - EOL	1	5	0						6
										0
										0
										0
										0
										0
	Total	12	21	2	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	45.83%	45.83%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	AVONDALE STATION - EOL	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	79	158	35	0	0	0	0	0	273

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	70	127	76	0	0	0	0	0	273

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A ARTS CENTER STATION	B BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	C AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	14.6
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	5.5	2.7	38.0	0.0	0.0	0.0	0.0	0.0	6.9
C	AVONDALE STATION - EOL	9.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.8	6.0	38.0	0.0	0.0	0.0	0.0	0.0	7.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 36
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	ARTS CENTER STATION	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0	8	1						9
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	9	7	7						23
C	AVONDALE STATION - EOL	1	7	0						8
										0
										0
										0
										0
										0
	Total	10	22	8	0	0	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	ARTS CENTER STATION	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.00%	88.89%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	39.13%	30.43%	30.43%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	AVONDALE STATION - EOL	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C						
		ARTS CENTER STATION	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	AVONDALE STATION - EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	268	71	0	0	0	0	0	452

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C						
		ARTS CENTER STATION	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	AVONDALE STATION - EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	120	198	134	0	0	0	0	0	452

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	ARTS CENTER STATION	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	AVONDALE STATION - EOL						Total
A	ARTS CENTER STATION	0.0	11.0	23.0	0.0	0.0	0.0	0.0	0.0	12.3
B	BETWEEN ARTS CENTER STATION & AVONDALE STATION - EOL	11.9	7.6	15.9	0.0	0.0	0.0	0.0	0.0	11.8
C	AVONDALE STATION - EOL	12.8	8.1	0.0	0.0	0.0	0.0	0.0	0.0	8.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.0	9.0	16.8	0.0	0.0	0.0	0.0	0.0	11.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 37
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0	5						5
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	7	4						11
									0
									0
									0
									0
									0
	Total	7	9	0	0	0	0	0	16

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	63.64%	36.36%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B						
	MIDTOWN STATION	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	127	0	0	0	0	0	240

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B						
	MIDTOWN STATION	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	77	163	0	0	0	0	0	240

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.0	22.7	0.0	0.0	0.0	0.0	0.0	22.7
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	11.0	12.3	0.0	0.0	0.0	0.0	0.0	11.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	11.0	18.1	0.0	0.0	0.0	0.0	0.0	15.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 37
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	BETWEEN MIDTOWN STATION & 2555 MARIETTA BLVD	2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0	1	1						2
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	2	3	0						5
										0
										0
										0
										0
										0
	Total	2	4	1	0	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	BETWEEN MIDTOWN STATION & 2555 MARIETTA BLVD	2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	MIDTOWN STATION	BETWEEN MIDTOWN STATION & 2555 MARIETTA BLVD	2555 MARIETTA BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	87	126	4	0	0	0	0	0	217

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	MIDTOWN STATION	BETWEEN MIDTOWN STATION & 2555 MARIETTA BLVD	2555 MARIETTA BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	81	130	6	0	0	0	0	0	217

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	MIDTOWN STATION	BETWEEN MIDTOWN STATION & 2555 MARIETTA BLVD	2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.0	78.2	6.0	0.0	0.0	0.0	0.0	0.0	42.1
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	40.5	17.3	0.0	0.0	0.0	0.0	0.0	0.0	26.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	40.5	32.5	6.0	0.0	0.0	0.0	0.0	0.0	31.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 37
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0	17						17
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	17	10						27
									0
									0
									0
									0
									0
	Total	17	27	0	0	0	0	0	44

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	62.96%	37.04%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A MIDTOWN STATION	B FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	160	209	0	0	0	0	0	369

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A MIDTOWN STATION	B FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	134	235	0	0	0	0	0	369

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B FROM MIDTOWN STATION TO 2555 MARIETTA BLVD						Total
A	MIDTOWN STATION	0.0	9.4	0.0	0.0	0.0	0.0	0.0	9.4
B	FROM MIDTOWN STATION TO 2555 MARIETTA BLVD	7.9	7.5	0.0	0.0	0.0	0.0	0.0	7.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	7.9	8.7	0.0	0.0	0.0	0.0	0.0	8.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 38
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & POWERS FERRY RD NW @ JETTY RD - EOL	POWERS FERRY RD NW @ JETT RD - EOL						Total
A	LINDBERGH STATION	0	5	1						6
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	6	2	0						8
										0
										0
										0
										0
										0
	Total	6	7	1	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & POWERS FERRY RD NW @ JETTY RD - EOL	POWERS FERRY RD NW @ JETT RD - EOL						Total
A	LINDBERGH STATION	0.00%	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & POWERS FERRY RD NW @ JETTY RD - EOL	POWERS FERRY RD NW @ JETT RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	57	48	0	0	0	0	0	0	105

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & POWERS FERRY RD NW @ JETTY RD - EOL	POWERS FERRY RD NW @ JETT RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	30	68	7	0	0	0	0	0	105

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & POWERS FERRY RD NW @ JETTY RD - EOL	POWERS FERRY RD NW @ JETT RD - EOL						Total
A	LINDBERGH STATION	0.0	10.2	7.0	0.0	0.0	0.0	0.0	0.0	9.7
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	5.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	5.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.0	9.7	7.0	0.0	0.0	0.0	0.0	0.0	7.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 38
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	0	1						1
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	9	1						10
									0
									0
									0
									0
									0
	Total	9	2	0	0	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	90.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	30	73	0	0	0	0	0	103

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	49	54	0	0	0	0	0	103

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	0.0	33.6	0.0	0.0	0.0	0.0	0.0	33.6
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	5.4	20.4	0.0	0.0	0.0	0.0	0.0	6.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	5.4	27.0	0.0	0.0	0.0	0.0	0.0	9.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 38
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	1	7						8
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	4	0						4
									0
									0
									0
									0
									0
	Total	5	7	0	0	0	0	0	12

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	41	83	0	0	0	0	0	124

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	65	59	0	0	0	0	0	124

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL						Total
A	LINDBERGH STATION	0.9	7.1	0.0	0.0	0.0	0.0	0.0	6.4
B	FROM LINDBERGH STATION TO POWERS FERRY RD NW @ JETTY RD - EOL	18.3	0.0	0.0	0.0	0.0	0.0	0.0	18.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	14.8	7.1	0.0	0.0	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 39
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & DORAVILLE STATION	DORAVILLE STATION						Total
A	LINDBERGH STATION	4	52	1						57
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	20	15	22						57
C	DORAVILLE STATION	3	42	2						47
										0
										0
										0
										0
										0
	Total	27	109	25	0	0	0	0	0	161

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & DORAVILLE STATION	DORAVILLE STATION						Total
A	LINDBERGH STATION	7.02%	91.23%	1.75%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	35.09%	26.32%	38.60%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DORAVILLE STATION	6.38%	89.36%	4.26%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & DORAVILLE STATION	DORAVILLE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	274	1092	222	0	0	0	0	0	1588

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & DORAVILLE STATION	DORAVILLE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	715	611	262	0	0	0	0	0	1588

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & DORAVILLE STATION	DORAVILLE STATION						Total
A	LINDBERGH STATION	10.2	4.3	3.6	0.0	0.0	0.0	0.0	0.0	4.7
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	32.2	13.7	11.4	0.0	0.0	0.0	0.0	0.0	19.3
C	DORAVILLE STATION	10.1	4.3	3.6	0.0	0.0	0.0	0.0	0.0	4.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	26.5	5.6	10.5	0.0	0.0	0.0	0.0	0.0	9.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 39
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	4	39	2						45
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	21	16	14						51
C	DORAVILLE STATION	0	16	0						16
										0
										0
										0
										0
										0
	Total	25	71	16	0	0	0	0	0	112

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	8.89%	86.67%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	41.18%	31.37%	27.45%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DORAVILLE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	668	1068	278	0	0	0	0	0	2013

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	459	1295	259	0	0	0	0	0	2013

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	11.8	15.5	10.3	0.0	0.0	0.0	0.0	0.0	14.9
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	19.6	25.7	17.0	0.0	0.0	0.0	0.0	0.0	20.8
C	DORAVILLE STATION	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	17.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	18.4	18.2	16.2	0.0	0.0	0.0	0.0	0.0	18.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 39
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	8	100	3						111
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	70	47	24						141
C	DORAVILLE STATION	5	43	0						48
										0
										0
										0
										0
										0
	Total	83	190	27	0	0	0	0	0	300

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	7.21%	90.09%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	49.65%	33.33%	17.02%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	DORAVILLE STATION	10.42%	89.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	1228	1768	379	0	0	0	0	0	3375

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	797	2118	460	0	0	0	0	0	3375

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LINDBERGH STATION	B BETWEEN LINDBERGH STATION & DORAVILLE STATION	C DORAVILLE STATION						Total
A	LINDBERGH STATION	8.2	11.2	14.2	0.0	0.0	0.0	0.0	0.0	11.1
B	BETWEEN LINDBERGH STATION & DORAVILLE STATION	10.0	13.7	17.4	0.0	0.0	0.0	0.0	0.0	12.5
C	DORAVILLE STATION	6.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.6	11.1	17.0	0.0	0.0	0.0	0.0	0.0	11.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 42
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LAKEWOOD/FORT MCPHERSON STATION	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	1	11	5						17
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	23	10	18						51
C	FIVE POINTS STATION - EOL	2	43	1						46
										0
										0
										0
										0
										0
	Total	26	64	24	0	0	0	0	0	114

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LAKEWOOD/FORT MCPHERSON STATION	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	5.88%	64.71%	29.41%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	45.10%	19.61%	35.29%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION - EOL	4.35%	93.48%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	LAKEWOOD/FORT MCPHERSON STATION	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	FIVE POINTS STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	41	312	188	0	0	0	0	0	541

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	LAKEWOOD/FORT MCPHERSON STATION	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	FIVE POINTS STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	92	233	216	0	0	0	0	0	541

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LAKEWOOD/FORT MCPHERSON STATION	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	1.4	1.8	4.0	0.0	0.0	0.0	0.0	0.0	2.4
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	3.7	4.6	10.4	0.0	0.0	0.0	0.0	0.0	6.2
C	FIVE POINTS STATION - EOL	3.2	3.9	8.9	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.6	3.6	9.0	0.0	0.0	0.0	0.0	0.0	4.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 42
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0	7	2						9
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	0	2	5						7
C	FIVE POINTS STATION - EOL	1	11	1						13
										0
										0
										0
										0
										0
	Total	1	20	8	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0.00%	77.78%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	0.00%	28.57%	71.43%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION - EOL	7.69%	84.62%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	115	245	280	0	0	0	0	0	640

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	75	401	164	0	0	0	0	0	640

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0.0	14.3	7.9	0.0	0.0	0.0	0.0	0.0	12.9
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	0.0	49.7	27.6	0.0	0.0	0.0	0.0	0.0	33.9
C	FIVE POINTS STATION - EOL	75.0	18.3	10.2	0.0	0.0	0.0	0.0	0.0	22.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	75.0	20.1	20.5	0.0	0.0	0.0	0.0	0.0	22.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 42
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0	14	0						14
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	8	6	38						52
C	FIVE POINTS STATION - EOL	5	24	0						29
										0
										0
										0
										0
										0
	Total	13	44	38	0	0	0	0	0	95

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	15.38%	11.54%	73.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION - EOL	17.24%	82.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	150	517	436	0	0	0	0	0	1103

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	148	577	378	0	0	0	0	0	1103

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LAKEWOOD/FORT MCPHERSON STATION	B BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS STATION - EOL	C FIVE POINTS STATION - EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & FIVE POINTS	9.6	10.2	9.9	0.0	0.0	0.0	0.0	0.0	9.9
C	FIVE POINTS STATION - EOL	14.3	15.2	0.0	0.0	0.0	0.0	0.0	0.0	15.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.4	13.1	9.9	0.0	0.0	0.0	0.0	0.0	11.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 44
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0	0	0	1				1
D	FROM KINGSWOOD LN @ QUEENSBURY LN TO LINDBERGH STATION - EOL	0	0	0	1				1
E	LINDBERGH STATION - EOL	2	2	1	0				5
									0
									0
									0
	Total	2	2	1	2	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION - EOL	40.00%	40.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	4	0	4	140	0	0	0	148

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	87	17	29	15	0	0	0	148

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0.0	0.0	0.0	7.6	0.0	0.0	0.0	7.6
D	BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	0.0	0.0	0.0	7.6	0.0	0.0	0.0	7.6
E	LINDBERGH STATION - EOL	43.5	8.4	29.0	0.0	0.0	0.0	0.0	26.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	43.5	8.4	29.0	7.6	0.0	0.0	0.0	21.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 44
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0	4				4
D	BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	0	1				1
E	LINDBERGH STATION - EOL	1	0				1
							0
							0
							0
	Total	1	5	0	0	0	6

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM MARIETTA BLVD TO LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	64	38	0	0	0	134

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM MARIETTA BLVD TO LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	22	112	0	0	0	134

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	0.0	17.5	0.0	0.0	0.0	17.5
D	BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	0.0	32.0	0.0	0.0	0.0	32.0
E	LINDBERGH STATION - EOL	32.0	0.0	0.0	0.0	0.0	32.0
		0.0	0.0	0.0	0.0	0.0	0.0
		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	32.0	20.4	0.0	0.0	0.0	22.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 44
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	3	0	0	2				5
D	FROM KINGSWOOD LN @ QUEENSBURY LN TO LINDBERGH STATION - EOL	0	0	0	2				2
E	LINDBERGH STATION - EOL	2	1	1	0				4
									0
									0
									0
	Total	5	1	1	4	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B BETWEEN MARIETTA BLVD & KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	60.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	100%
D	FROM KINGSWOOD LN @ QUEENSBURY LN TO LINDBERGH STATION - EOL	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	LINDBERGH STATION - EOL	50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B BETWEEN MARIETTA BLVD & KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	35	0	7	22	0	0	0	64

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B BETWEEN MARIETTA BLVD & KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	0	9	26	0	0	0	64

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B BETWEEN MARIETTA BLVD & KINGSWOOD LN @ QUEENSBURY LN	C KINGSWOOD LN @ QUEENSBURY LN	D BETWEEN KINGSWOOD LN @ QUEENSBURY LN & LINDBERGH STATION - EOL	E LINDBERGH STATION - EOL				Total
B	FROM MARIETTA BLVD TO KINGSWOOD LN @ QUEENSBURY LN	5.7	0.0	0.0	9.3	0.0	0.0	0.0	7.1
D	FROM KINGSWOOD LN @ QUEENSBURY LN TO LINDBERGH STATION - EOL	0.0	0.0	0.0	3.7	0.0	0.0	0.0	3.7
E	LINDBERGH STATION - EOL	6.2	0.0	8.7	0.0	0.0	0.0	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	0.0	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	5.9	0.0	8.7	6.5	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 45
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0	5	2						7
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	18	8	0						26
C	EDGEWOOD/CANDLER PARK STATION	2	5	0						7
										0
										0
										0
										0
										0
	Total	20	18	2	0	0	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.00%	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	69.23%	30.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EDGEWOOD/CANDLER PARK STATION	28.57%	71.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	142	97	37	0	0	0	0	0	276

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	83	179	14	0	0	0	0	0	276

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.0	25.0	7.0	0.0	0.0	0.0	0.0	0.0	19.9
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8
C	EDGEWOOD/CANDLER PARK STATION	5.9	5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.2	9.9	7.0	0.0	0.0	0.0	0.0	0.0	6.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 45
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0	25	2						27
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	2	0	2						4
C	EDGEWOOD/CANDLER PARK STATION	0	1	0						1
										0
										0
										0
										0
										0
	Total	2	26	4	0	0	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.00%	92.59%	7.41%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EDGEWOOD/CANDLER PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	70	173	7	0	0	0	0	0	250

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	117	91	42	0	0	0	0	0	250

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.0	3.1	0.7	0.0	0.0	0.0	0.0	0.0	2.9
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	61.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	40.8
C	EDGEWOOD/CANDLER PARK STATION	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	8.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	61.0	3.3	10.6	0.0	0.0	0.0	0.0	0.0	7.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 45
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0	14	0						14
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	10	0	4						14
C	EDGEWOOD/CANDLER PARK STATION	0	2	0						2
										0
										0
										0
										0
										0
	Total	10	16	4	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	71.43%	0.00%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EDGEWOOD/CANDLER PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	69	103	16	0	0	0	0	0	188

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	82	76	31	0	0	0	0	0	188

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MIDTOWN STATION	B BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STATION	C EDGEWOOD/CANDLER PARK STATION						Total
A	MIDTOWN STATION	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4.4
B	BETWEEN MIDTOWN STATION & EDGEWOOD/CANDLER PARK STAT	8.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8.0
C	EDGEWOOD/CANDLER PARK STATION	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.2	4.7	7.7	0.0	0.0	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 47
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0	0	1						1
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	3	0	4						7
C	CHAMBLEE STATION - EOL	0	5	0						5
										0
										0
										0
										0
										0
	Total	3	5	5	0	0	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	42.86%	0.00%	57.14%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	19	128	92	0	0	0	0	0	239

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	49	106	84	0	0	0	0	0	239

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	17.2
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	17.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0	17.1
C	CHAMBLEE STATION - EOL	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	20.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	17.0	20.4	17.2	0.0	0.0	0.0	0.0	0.0	18.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 47
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0	10	1						11
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	7	1	0						8
C	CHAMBLEE STATION - EOL	1	2	0						3
										0
										0
										0
										0
										0
	Total	8	13	1	0	0	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.00%	90.91%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	LENOX STATION	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	105	130	56	0	0	0	0	0	290

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	LENOX STATION	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	63	183	44	0	0	0	0	0	290

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	LENOX STATION	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.0	7.2	41.0	0.0	0.0	0.0	0.0	0.0	10.3
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	8.5	60.0	0.0	0.0	0.0	0.0	0.0	0.0	14.9
C	CHAMBLEE STATION - EOL	4.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	19.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.9	14.3	41.0	0.0	0.0	0.0	0.0	0.0	13.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 47
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0	6	0						6
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	7	0	7						14
C	CHAMBLEE STATION - EOL	0	6	0						6
										0
										0
										0
										0
										0
	Total	7	12	7	0	0	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	70	150	75	0	0	0	0	0	295

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	68	145	82	0	0	0	0	0	295

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LENOX STATION	B BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	C CHAMBLEE STATION - EOL						Total
A	LENOX STATION	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	11.7
B	BETWEEN LENOX STATION & CHAMBLEE STATION - EOL	9.7	0.0	11.8	0.0	0.0	0.0	0.0	0.0	10.8
C	CHAMBLEE STATION - EOL	0.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0	12.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.7	12.0	11.8	0.0	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 49
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0	0	0	0	1		1
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	1	0	0	5	14		20
C	MORELAND DR SE @ MCDONOUGH	0	0	0	1	0		1
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	1	0	0	0	4		5
E	CUSTER AVE SE @ BOULEVARD S	0	0	1	0	2		3
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0	0	1	2	3		6
G	FIVE POINTS STATION	5	1	0	26	0		32
								0
	Total	7	1	2	34	24	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	5.00%	0.00%	0.00%	25.00%	70.00%	0.00%	100%
C	MORELAND DR SE @ MCDONOUGH	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	20.00%	0.00%	0.00%	0.00%	80.00%	0.00%	100%
E	CUSTER AVE SE @ BOULEVARD S	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	100%
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.00%	0.00%	16.67%	33.33%	50.00%	0.00%	100%
G	FIVE POINTS STATION	15.63%	3.13%	0.00%	81.25%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	266	89	73	102	501	0	1102

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	113	16	32	551	389	0	1102

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0.0	0.0	0.0	0.0	38.4	0.0	38.4
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	14.3	0.0	0.0	14.2	12.8	0.0	13.2
C	MORELAND DR SE @ MCDONOUGH	0.0	0.0	0.0	32.3	0.0	0.0	32.3
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	19.3	0.0	0.0	0.0	17.2	0.0	17.6
E	CUSTER AVE SE @ BOULEVARD S	0.0	0.0	19.6	0.0	26.0	0.0	23.9
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.0	0.0	12.8	18.8	17.0	0.0	16.9
G	FIVE POINTS STATION	16.0	16.2	0.0	15.8	0.0	0.0	15.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	16.2	16.2	16.2	16.2	16.2	0.0	16.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 49
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
B	FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	0	0	0	0	1	0	10		11
C	MORELAND DR SE @ MCDONOUGH	0	3	0	0	0	1	4		8
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0	0	1	0	0	1	8		10
E	CUSTER AVE SE @ BOULEVARD S	0	0	0	0	0	0	4		4
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0	1	0	0	0	1	5		7
G	FIVE POINTS STATION	1	17	11	2	6	6	0		43
										0
	Total	1	21	12	2	7	9	31	0	83

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
B	FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	0.00%	0.00%	0.00%	0.00%	9.09%	0.00%	90.91%	0.00%	100%
C	MORELAND DR SE @ MCDONOUGH	0.00%	37.50%	0.00%	0.00%	0.00%	12.50%	50.00%	0.00%	100%
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0.00%	0.00%	10.00%	0.00%	0.00%	10.00%	80.00%	0.00%	100%
E	CUSTER AVE SE @ BOULEVARD S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.00%	14.29%	0.00%	0.00%	0.00%	14.29%	71.43%	0.00%	100%
G	FIVE POINTS STATION	2.33%	39.53%	25.58%	4.65%	13.95%	13.95%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	125	91	114	45	80	489	0	944

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	235	136	24	75	102	365	0	944

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
B	FROM FORREST PARK RD TO MORELAND DR SE @ MCDONOUGH	0.0	0.0	0.0	0.0	9.9	0.0	11.7	0.0	11.5
C	MORELAND DR SE @ MCDONOUGH	0.0	10.7	0.0	0.0	0.0	11.0	12.1	0.0	11.4
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0.0	0.0	10.5	0.0	0.0	10.7	11.8	0.0	11.5
E	CUSTER AVE SE @ BOULEVARD S	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	11.5
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.0	10.5	0.0	0.0	0.0	10.8	11.9	0.0	11.6
G	FIVE POINTS STATION	7.0	11.3	11.4	12.0	10.8	11.6	0.0	0.0	11.2
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.0	11.2	11.3	12.0	10.7	11.3	11.8	0.0	11.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 49
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0	0	1	0	0	0	1		2
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	0	0	0	1	0	0	16		17
C	MORELAND DR SE @ MCDONOUGH	0	0	0	0	0	0	4		4
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0	0	1	0	0	0	7		8
E	CUSTER AVE SE @ BOULEVARD S	0	1	0	0	0	0	7		8
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0	1	0	0	0	2	9		12
G	FIVE POINTS STATION	1	19	7	6	5	25	0		63
										0
	Total	1	21	9	7	5	27	44	0	114

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	100%
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%	94.12%	0.00%	100%
C	MORELAND DR SE @ MCDONOUGH	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	87.50%	0.00%	100%
E	CUSTER AVE SE @ BOULEVARD S	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	87.50%	0.00%	100%
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.00%	8.33%	0.00%	0.00%	0.00%	16.67%	75.00%	0.00%	100%
G	FIVE POINTS STATION	1.59%	30.16%	11.11%	9.52%	7.94%	39.68%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	30	133	131	74	121	454	541	0	1484

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	5	142	77	64	18	361	817	0	1484

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — **OFF**

ON

Segment/Stop	Segment/Stop Description	A FORREST PARK RD	B BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	C MORELAND DR SE @ MCDONOUGH	D BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	E CUSTER AVE SE @ BOULEVARD S	F BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	G FIVE POINTS STATION		Total
A	FORREST PARK RD	0.0	0.0	13.0	0.0	0.0	0.0	17.0	0.0	15.0
B	BETWEEN FORREST PARK RD & MORELAND DR SE @ MCDONOUGH	0.0	0.0	0.0	7.2	0.0	0.0	8.0	0.0	8.0
C	MORELAND DR SE @ MCDONOUGH	0.0	0.0	0.0	0.0	0.0	0.0	33.5	0.0	33.5
D	BETWEEN MORELAND DR SE @ MCDONOUGH & CUSTER AVE SE @ BOULEVARD S	0.0	0.0	7.4	0.0	0.0	0.0	9.7	0.0	9.4
E	CUSTER AVE SE @ BOULEVARD S	0.0	9.0	0.0	0.0	0.0	0.0	16.3	0.0	15.4
F	BETWEEN CUSTER AVE SE @ BOULEVARD S & FIVE POINTS STATION	0.0	21.8	0.0	0.0	0.0	41.5	38.9	0.0	37.9
G	FIVE POINTS STATION	5.0	5.8	8.1	9.5	3.6	11.3	0.0	0.0	8.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	5.0	6.8	8.6	9.1	3.6	13.6	18.5	0.0	13.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 50
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	10	44						54
C	BANKHEAD STATION	47	2						49
									0
									0
									0
									0
									0
	Total	57	46	0	0	0	0	0	103

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	18.52%	81.48%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BANKHEAD STATION	95.92%	4.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	223	171	0	0	0	0	0	394

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	203	191	0	0	0	0	0	394

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	4.0	4.2	0.0	0.0	0.0	0.0	0.0	4.1
C	BANKHEAD STATION	3.5	3.6	0.0	0.0	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	3.6	4.2	0.0	0.0	0.0	0.0	0.0	3.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 50
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	5	21						26
C	BANKHEAD STATION	23	1						24
									0
									0
									0
									0
									0
	Total	28	22	0	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	19.23%	80.77%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BANKHEAD STATION	95.83%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	202	247	0	0	0	0	0	449

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	293	156	0	0	0	0	0	449

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	9.8	7.1	0.0	0.0	0.0	0.0	0.0	7.6
C	BANKHEAD STATION	10.6	7.6	0.0	0.0	0.0	0.0	0.0	10.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	10.5	7.1	0.0	0.0	0.0	0.0	0.0	9.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 50
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	5	34						39
C	BANKHEAD STATION	44	3						47
									0
									0
									0
									0
									0
	Total	49	37	0	0	0	0	0	86

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	12.82%	87.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BANKHEAD STATION	93.62%	6.38%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	358	378	0	0	0	0	0	736

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	456	280	0	0	0	0	0	736

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	C BANKHEAD STATION						Total
B	FROM ATLANTA INDUSTRIAL PARK TO BANKHEAD STATION	14.9	8.1	0.0	0.0	0.0	0.0	0.0	9.0
C	BANKHEAD STATION	8.5	4.5	0.0	0.0	0.0	0.0	0.0	8.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	9.1	7.8	0.0	0.0	0.0	0.0	0.0	8.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 51
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	COLLIER HEIGHTS APARTMENTS	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	Westlake Station	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	SIMPSON RD NW @ BURBANK DR	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0	1	12	0	0	1	1		15
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	1	0	6	0	0	0	0		7
C	Westlake Station	3	0	0	4	0	3	0		10
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0	0	5	1	0	0	9		15
E	SIMPSON RD NW @ BURBANK DR	0	0	2	0	0	0	3		5
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	1	0	7	2	0	1	7		18
G	VINE CITY STATION - EOL	1	0	0	4	0	16	0		21
										0
	Total	6	1	32	11	0	21	20	0	91

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	COLLIER HEIGHTS APARTMENTS	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	Westlake Station	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	SIMPSON RD NW @ BURBANK DR	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.00%	6.67%	80.00%	0.00%	0.00%	6.67%	6.67%	0.00%	100%
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Westlake Station	30.00%	0.00%	0.00%	40.00%	0.00%	30.00%	0.00%	0.00%	100%
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	33.33%	6.67%	0.00%	0.00%	60.00%	0.00%	100%
E	SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	100%
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	5.56%	0.00%	38.89%	11.11%	0.00%	5.56%	38.89%	0.00%	100%
G	VINE CITY STATION - EOL	4.76%	0.00%	0.00%	19.05%	0.00%	76.19%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	COLLIER HEIGHTS APARTMENTS	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	Westlake Station	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	SIMPSON RD NW @ BURBANK DR	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	VINE CITY STATION - EOL		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	66	76	58	89	95	160	109.5015337	0	655

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	COLLIER HEIGHTS APARTMENTS	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	Westlake Station	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	SIMPSON RD NW @ BURBANK DR	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	VINE CITY STATION - EOL		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	18	30	207	29	0	143	228	0	655

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	COLLIER HEIGHTS APARTMENTS	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	Westlake Station	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	SIMPSON RD NW @ BURBANK DR	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.0	30.0	2.6	0.0	0.0	3.6	4.3	0.0	4.6
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	4.6	0.0	12.1	0.0	0.0	0.0	0.0	0.0	11.0
C	Westlake Station	3.0	0.0	0.0	3.3	0.0	11.0	0.0	0.0	5.5
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.0	0.0	4.5	1.9	0.0	0.0	7.4	0.0	6.1
E	SIMPSON RD NW @ BURBANK DR	0.0	0.0	14.0	0.0	0.0	0.0	23.1	0.0	19.4
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	2.9	0.0	7.6	3.2	0.0	10.6	12.6	0.0	8.9
G	VINE CITY STATION - EOL	1.6	0.0	0.0	1.8	0.0	6.0	0.0	0.0	5.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	3.0	30.0	6.5	2.6	0.0	6.8	11.4	0.0	7.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 51
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0	1	9	0	0	2	1		13
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0	0	5	0	0	2	0		7
C	Westlake Station	8	2	0	8	0	5	2		25
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0	0	5	0	0	0	3		8
E	SIMPSON RD NW @ BURBANK DR	0	0	2	0	0	1	2		5
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	2	0	2	0	0	0	6		10
G	VINE CITY STATION - EOL	5	1	2	6	4	28	0		46
										0
	Total	15	4	25	14	4	38	14	0	114

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.00%	7.69%	69.23%	0.00%	0.00%	15.38%	7.69%	0.00%	100%
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0.00%	0.00%	71.43%	0.00%	0.00%	28.57%	0.00%	0.00%	100%
C	Westlake Station	32.00%	8.00%	0.00%	32.00%	0.00%	20.00%	8.00%	0.00%	100%
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	62.50%	0.00%	0.00%	0.00%	37.50%	0.00%	100%
E	SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	40.00%	0.00%	0.00%	20.00%	40.00%	0.00%	100%
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	60.00%	0.00%	100%
G	VINE CITY STATION - EOL	10.87%	2.17%	4.35%	13.04%	8.70%	60.87%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	34	48	181	48	30	157	351.5114873	0	850

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	54	71	105	96	49	293	182	0	850

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.0	7.9	1.8	0.0	0.0	3.0	3.4	0.0	2.6
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0.0	0.0	5.7	0.0	0.0	9.6	0.0	0.0	6.8
C	Westlake Station	3.1	21.2	0.0	6.9	0.0	8.1	9.2	0.0	7.3
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.0	0.0	4.4	0.0	0.0	0.0	8.4	0.0	5.9
E	SIMPSON RD NW @ BURBANK DR	0.0	0.0	3.9	0.0	0.0	6.6	7.5	0.0	5.9
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	6.8	0.0	10.5	0.0	0.0	0.0	20.0	0.0	15.5
G	VINE CITY STATION - EOL	3.1	20.6	4.7	6.7	12.3	7.9	0.0	0.0	7.7
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	3.6	17.8	4.2	6.9	12.3	7.7	13.0	0.0	7.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 51
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0	0	14	0	0	3	2		19
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0	0	11	1	0	0	0		12
C	Westlake Station	3	10	0	6	1	3	0		23
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0	0	7	0	0	2	7		16
E	SIMPSON RD NW @ BURBANK DR	0	0	1	0	0	1	4		6
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	1	2	8	1	0	0	13		25
G	VINE CITY STATION - EOL	1	1	0	2	1	32	0		37
										0
	Total	5	13	41	10	2	41	26	0	138

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.00%	0.00%	73.68%	0.00%	0.00%	15.79%	10.53%	0.00%	100%
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0.00%	0.00%	91.67%	8.33%	0.00%	0.00%	0.00%	0.00%	100%
C	Westlake Station	13.04%	43.48%	0.00%	26.09%	4.35%	13.04%	0.00%	0.00%	100%
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	43.75%	0.00%	0.00%	12.50%	43.75%	0.00%	100%
E	SIMPSON RD NW @ BURBANK DR	0.00%	0.00%	16.67%	0.00%	0.00%	16.67%	66.67%	0.00%	100%
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	4.00%	8.00%	32.00%	4.00%	0.00%	0.00%	52.00%	0.00%	100%
G	VINE CITY STATION - EOL	2.70%	2.70%	0.00%	5.41%	2.70%	86.49%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	109	110	252	99	94	280	393.3571967	0	1335

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	92	115	253	117	53	347	358	0	1335

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLIER HEIGHTS APARTMENTS	B BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	C Westlake Station	D BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	E SIMPSON RD NW @ BURBANK DR	F BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION - EOL	G VINE CITY STATION - EOL		Total
A	COLLIER HEIGHTS APARTMENTS	0.0	0.0	5.0	0.0	0.0	5.2	11.3	0.0	5.7
B	BETWEEN COLLIER HEIGHTS APARTMENTS & Westlake Station	0.0	0.0	8.6	13.5	0.0	0.0	0.0	0.0	9.0
C	Westlake Station	17.8	8.8	0.0	11.0	23.7	7.4	0.0	0.0	11.0
D	BETWEEN Westlake Station & SIMPSON RD NW @ BURBANK DR	0.0	0.0	4.0	0.0	0.0	4.3	9.1	0.0	6.3
E	SIMPSON RD NW @ BURBANK DR	0.0	0.0	8.7	0.0	0.0	9.2	19.0	0.0	15.6
F	BETWEEN SIMPSON RD NW @ BURBANK DR & VINE CITY STATION -	16.7	8.2	6.5	10.3	0.0	0.0	14.8	0.0	11.5
G	VINE CITY STATION - EOL	22.0	10.8	0.0	13.6	29.3	9.2	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	18.4	8.8	6.2	11.7	26.5	8.5	13.7	0.0	9.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 52
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0	0	1	7	0				8
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	1	0	2	1	2				6
E	BANKHEAD STATION - EOL	2	1	0	7	0				10
										0
										0
										0
	Total	3	1	3	15	2	0	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	16.67%	0.00%	33.33%	16.67%	33.33%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION - EOL	20.00%	10.00%	0.00%	70.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	25	0	0	76	34	0	0	0	135

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	23	4	36	51	21	0	0	0	135

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.0	0.0	4.6	2.9	0.0	0.0	0.0	0.0	3.1
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	14.3	0.0	15.7	9.9	10.5	0.0	0.0	0.0	12.8
E	BANKHEAD STATION - EOL	4.3	4.0	0.0	3.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	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	7.7	4.0	12.0	3.4	10.5	0.0	0.0	0.0	5.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 52
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0	0	0	2	0				2
C	ASHBY STATION	0	1	0	0	0				1
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	1	0	2	0	1				4
E	BANKHEAD STATION - EOL	0	0	0	2	0				2
										0
										0
										0
	Total	1	1	2	4	1	0	0	0	9

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	ASHBY STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	25.00%	0.00%	50.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION - EOL	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	38	7	23	50	29	0	0	0	147

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	11	21	77	23	0	0	0	147

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	VINE CITY STATION	BETWEEN VINE CITY STATION & ASHBY STATION	ASHBY STATION	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	21.9
C	ASHBY STATION	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	14.0	0.0	9.0	0.0	19.0	0.0	0.0	0.0	12.8
E	BANKHEAD STATION - EOL	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0	15.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.0	14.0	9.0	18.7	19.0	0.0	0.0	0.0	15.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 52
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM VINE CITY STATION TO ASHBY STATION	C ASHBY STATION	D FROM ASHBY STATION TO BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0	0	3				3
C	ASHBY STATION	0	0	2				2
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	0	1	1				2
E	BANKHEAD STATION - EOL	2	3	6				11
								0
								0
								0
	Total	2	4	12	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM VINE CITY STATION TO ASHBY STATION	C ASHBY STATION	D FROM ASHBY STATION TO BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	ASHBY STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100%
E	BANKHEAD STATION - EOL	18.18%	27.27%	54.55%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM VINE CITY STATION TO ASHBY STATION	C ASHBY STATION	D FROM ASHBY STATION TO BANKHEAD STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	30	97	0	0	0	249

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM VINE CITY STATION TO ASHBY STATION	C ASHBY STATION	D FROM ASHBY STATION TO BANKHEAD STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	57	50	141	0	0	0	249

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM VINE CITY STATION TO ASHBY STATION	C ASHBY STATION	D FROM ASHBY STATION TO BANKHEAD STATION - EOL				Total
A	FROM VINE CITY STATION TO ASHBY STATION	0.0	0.0	16.7	0.0	0.0	0.0	16.7
C	ASHBY STATION	0.0	0.0	14.2	0.0	0.0	0.0	14.2
D	BETWEEN ASHBY STATION & BANKHEAD STATION - EOL	0.0	43.8	48.2	0.0	0.0	0.0	46.0
E	BANKHEAD STATION - EOL	28.7	2.2	2.4	0.0	0.0	0.0	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	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	28.7	12.6	11.8	0.0	0.0	0.0	13.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 54
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0	0	6	0	0	1	2	9
C	EMPIRE BLVD SW @ MT ZION RD	0	0	1	0	0	0	2	3
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	3	1	8	0	0	0	13	25
E	METROPOLITAN PKWY SW @ CLAIR	0	0	1	0	0	0	0	1
F	1630 METROPOLITAN PKWY	1	0	0	0	0	0	1	2
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0	0	4	1	0	0	0	5
H	OAKLAND CITY STATION - EOL	3	0	7	6	1	8	0	25
	Total	7	1	27	7	1	9	18	70

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0.00%	0.00%	66.67%	0.00%	0.00%	11.11%	22.22%	100%
C	EMPIRE BLVD SW @ MT ZION RD	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	66.67%	100%
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	12.00%	4.00%	32.00%	0.00%	0.00%	0.00%	52.00%	100%
E	METROPOLITAN PKWY SW @ CLAIR	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
F	1630 METROPOLITAN PKWY	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	100%
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	100%
H	OAKLAND CITY STATION - EOL	12.00%	0.00%	28.00%	24.00%	4.00%	32.00%	0.00%	100%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	72	24	200	8	16	40	200	561

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	56	8	216	56	8	72	144	561

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	EMPIRE BLVD SW @ MT ZION RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	METROPOLITAN PKWY SW @ CLAIR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	1630 METROPOLITAN PKWY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
H	OAKLAND CITY STATION - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 54
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	D FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR (East Point Station)	F FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0	0	0	2	2
C	EMPIRE BLVD SW @ MT ZION RD	0	0	0	1	1
D	FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR	0	2	0	2	4
F	FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION - EOL	0	0	0	5	5
H	OAKLAND CITY STATION - EOL	1	5	2	1	9
	Total	1	7	2	11	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	D FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR (East Point Station)	F FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0.00%	0.00%	0.00%	100.00%	100%
C	EMPIRE BLVD SW @ MT ZION RD	0.00%	0.00%	0.00%	100.00%	100%
D	FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR	0.00%	50.00%	0.00%	50.00%	100%
F	FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION - EOL	0.00%	0.00%	0.00%	100.00%	100%
H	OAKLAND CITY STATION - EOL	11.11%	55.56%	22.22%	11.11%	100%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	D FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR (East Point Station)	F FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION	H OAKLAND CITY STATION - EOL	Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	36	103	63	254	456

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	D FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR (East Point Station)	F FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION	H OAKLAND CITY STATION - EOL	Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	38	129	57	167	456

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	D FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR (East Point Station)	F FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	0.0	0.0	0.0	18.0	18.0
C	EMPIRE BLVD SW @ MT ZION RD	0.0	0.0	0.0	0.0	0.0
D	FROM EMPIRE BLVD SW @ MT ZION RD TO METROPOLITAN PKWY SW @ CLAIR	0.0	20.9	0.0	30.6	25.8
F	FROM 1630 METROPOLITAN PKWY TO OAKLAND CITY STATION - EOL	0.0	0.0	0.0	12.6	12.6
H	OAKLAND CITY STATION - EOL	44.7	22.0	33.5	32.3	28.2
	Total	44.7	21.7	33.5	17.5	21.7

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 54
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	1	0	2	0	1	0	3	7
C	EMPIRE BLVD SW @ MT ZION RD	0	0	0	0	0	1	2	3
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	1	0	3	0	0	0	6	10
E	METROPOLITAN PKWY SW @ CLAIR	0	0	1	0	0	0	3	4
F	1630 METROPOLITAN PKWY	0	0	0	0	1	0	8	9
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0	0	3	0	1	1	5	10
H	OAKLAND CITY STATION - EOL	1	1	11	1	12	3	3	32
	Total	3	1	20	1	15	5	30	75

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	14.29%	0.00%	28.57%	0.00%	14.29%	0.00%	42.86%	100%
C	EMPIRE BLVD SW @ MT ZION RD	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	66.67%	100%
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	10.00%	0.00%	30.00%	0.00%	0.00%	0.00%	60.00%	100%
E	METROPOLITAN PKWY SW @ CLAIR	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	75.00%	100%
F	1630 METROPOLITAN PKWY	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	88.89%	100%
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0.00%	0.00%	30.00%	0.00%	10.00%	10.00%	50.00%	100%
H	OAKLAND CITY STATION - EOL	3.13%	3.13%	34.38%	3.13%	37.50%	9.38%	9.38%	100%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	78	73	151	63	152	149	423	1089

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	68	77	178	19	62	131	554	1089

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	C EMPIRE BLVD SW @ MT ZION RD	D BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	E METROPOLITAN PKWY SW @ CLAIR	F 1630 METROPOLITAN PKWY	G BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	H OAKLAND CITY STATION - EOL	Total
B	FROM 3400 HAMILTON BLVD TO EMPIRE BLVD SW @ MT ZION RD	18.9	0.0	6.8	0.0	3.0	0.0	14.3	11.2
C	EMPIRE BLVD SW @ MT ZION RD	0.0	0.0	0.0	0.0	0.0	29.0	22.3	24.5
D	BETWEEN EMPIRE BLVD SW @ MT ZION RD & METROPOLITAN PKWY SW @ CLAIR (East Point Station)	23.1	0.0	8.3	0.0	0.0	0.0	17.5	15.3
E	METROPOLITAN PKWY SW @ CLAIR	0.0	0.0	8.7	0.0	0.0	0.0	18.5	16.0
F	1630 METROPOLITAN PKWY	0.0	0.0	0.0	0.0	4.0	0.0	18.9	17.3
G	BETWEEN 1630 METROPOLITAN PKWY & OAKLAND CITY STATION - EOL	0.0	0.0	9.0	0.0	4.0	24.6	18.9	15.0
H	OAKLAND CITY STATION - EOL	26.4	76.6	9.5	18.6	4.3	26.0	20.0	13.0
	Total	22.8	76.6	8.9	18.6	4.1	26.3	18.5	14.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 55
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & FIVE POINTS STATION	FIVE POINTS STATION						Total
A	EAST POINT STATION	0	9	2						11
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	16	13	28						57
C	FIVE POINTS STATION	0	13	0						13
										0
										0
										0
										0
										0
	Total	16	35	30	0	0	0	0	0	81

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & FIVE POINTS STATION	FIVE POINTS STATION						Total
A	EAST POINT STATION	0.00%	81.82%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	28.07%	22.81%	49.12%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	121	483	152	0	0	0	0	0	756

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	142	378	236	0	0	0	0	0	756

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & FIVE POINTS STATION	FIVE POINTS STATION						Total
A	EAST POINT STATION	0.0	11.5	9.5	0.0	0.0	0.0	0.0	0.0	11.1
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	8.9	9.4	7.8	0.0	0.0	0.0	0.0	0.0	8.4
C	FIVE POINTS STATION	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.9	10.8	7.9	0.0	0.0	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 55
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0	15	0						15
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	6	7	12						25
C	FIVE POINTS STATION	4	15	0						19
										0
										0
										0
										0
										0
	Total	10	37	12	0	0	0	0	0	59

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	24.00%	28.00%	48.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	21.05%	78.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	218	398	239	0	0	0	0	0	855

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	555	175	0	0	0	0	0	855

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	14.7
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	14.2	19.2	14.6	0.0	0.0	0.0	0.0	0.0	15.8
C	FIVE POINTS STATION	9.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0	12.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.5	15.0	14.6	0.0	0.0	0.0	0.0	0.0	14.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 55
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0	22	1						23
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	4	14	23						41
C	FIVE POINTS STATION	2	18	0						20
										0
										0
										0
										0
										0
	Total	6	54	24	0	0	0	0	0	84

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0.00%	95.65%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	9.76%	34.15%	56.10%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FIVE POINTS STATION	10.00%	90.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	362	820	350	0	0	0	0	0	1532

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	321	830	381	0	0	0	0	0	1532

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & FIVE POINTS STATION	C FIVE POINTS STATION						Total
A	EAST POINT STATION	0.0	15.7	15.0	0.0	0.0	0.0	0.0	0.0	15.6
B	BETWEEN EAST POINT STATION & FIVE POINTS STATION	56.4	16.6	15.9	0.0	0.0	0.0	0.0	0.0	20.1
C	FIVE POINTS STATION	47.8	14.1	0.0	0.0	0.0	0.0	0.0	0.0	17.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	53.5	15.4	15.9	0.0	0.0	0.0	0.0	0.0	18.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 56
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	10						10
C	HAMILTON E HOLMES STATION - EOL	1						1
								0
								0
								0
								0
								0
	Total	11	0	0	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HAMILTON E HOLMES STATION - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	234	0	0	0	0	0	234

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	234	0	0	0	0	0	234

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	23.4	0.0	0.0	0.0	0.0	0.0	23.4
C	HAMILTON E HOLMES STATION - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	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	21.3	0.0	0.0	0.0	0.0	0.0	21.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 56
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
A	PLAINVILLE CIRCLE @ PLAINVILLE	0	1						1
B	BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLME	5	5						10
C	HAMILTON E HOLMES STATION - EOL	2	0						2
									0
									0
									0
									0
									0
	Total	7	6	0	0	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
A	PLAINVILLE CIRCLE @ PLAINVILLE	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLME	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HAMILTON E HOLMES STATION - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	60	133	0	0	0	0	0	193

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	136	57	0	0	0	0	0	193

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
A	PLAINVILLE CIRCLE @ PLAINVILLE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLME	2.5	11.4	0.0	0.0	0.0	0.0	0.0	6.9
C	HAMILTON E HOLMES STATION - EOL	61.9	0.0	0.0	0.0	0.0	0.0	0.0	61.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 56
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A PLAINVILLE CIRCLE @ PLAINVILLE	B BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES S	1	10	14						25
C	HAMILTON E HOLMES STATION - EOL	0	14	1						15
										0
										0
										0
										0
										0
	Total	1	24	15	0	0	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A PLAINVILLE CIRCLE @ PLAINVILLE	B BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES S	4.00%	40.00%	56.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HAMILTON E HOLMES STATION - EOL	0.00%	93.33%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A PLAINVILLE CIRCLE @ PLAINVILLE	B BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	193	67	0	0	0	0	0	260

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A PLAINVILLE CIRCLE @ PLAINVILLE	B BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	1	157	102	0	0	0	0	0	260

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A PLAINVILLE CIRCLE @ PLAINVILLE	B BETWEEN PLAINVILLE CIRCLE @ PLAINVILLE & HAMILTON E HOLMES STATION - EOL	C HAMILTON E HOLMES STATION - EOL						Total
B	FROM PLAINVILLE CIRCLE @ PLAINVILLE TO HAMILTON E HOLMES S	1.0	9.4	7.0	0.0	0.0	0.0	0.0	0.0	7.7
C	HAMILTON E HOLMES STATION - EOL	0.0	4.5	3.4	0.0	0.0	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.0	6.5	6.8	0.0	0.0	0.0	0.0	0.0	6.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 57
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0	18						18
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	10	4						14
									0
									0
									0
									0
									0
	Total	10	22	0	0	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	87	149	0	0	0	0	0	236

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	134	102	0	0	0	0	0	236

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.4
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	13.4	5.6	0.0	0.0	0.0	0.0	0.0	11.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	13.4	4.7	0.0	0.0	0.0	0.0	0.0	7.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 57
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
B	BETWEEN HAMILTON E HOLMES STATION & ATLANTA INDUSTRIAL PKWY	3	6						9
									0
									0
									0
									0
									0
	Total	3	6	0	0	0	0	0	9

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
B	BETWEEN HAMILTON E HOLMES STATION & ATLANTA INDUSTRIAL PKWY	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	225	0	0	0	0	0	225

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	225	0	0	0	0	0	225

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
B	BETWEEN HAMILTON E HOLMES STATION & ATLANTA INDUSTRIAL PKWY	0.0	37.5	0.0	0.0	0.0	0.0	0.0	25.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	0.0	37.5	0.0	0.0	0.0	0.0	0.0	25.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 57
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0	19						19
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	28	10						38
									0
									0
									0
									0
									0
	Total	28	29	0	0	0	0	0	57

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	73.68%	26.32%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	170	217	0	0	0	0	0	387

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	176	211	0	0	0	0	0	387

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY						Total
A	HAMILTON E HOLMES STATION	0.0	8.7	0.0	0.0	0.0	0.0	0.0	8.7
B	FROM HAMILTON E HOLMES STATION TO ATLANTA INDUSTRIAL PKWY	6.3	4.6	0.0	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	6.3	7.3	0.0	0.0	0.0	0.0	0.0	6.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 58
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	LAKE AVE NW @ EZRA CHURCH DR	FROM LAKE AVE NW @ EZRA CHURCH DR TO BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	1	2	18	14				35
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	0	0	0	1				1
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	44	0	0	3				47
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	8	0	0	3				11
									0
									0
									0
	Total	53	2	18	21	0	0	0	94

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	LAKE AVE NW @ EZRA CHURCH DR	FROM LAKE AVE NW @ EZRA CHURCH DR TO BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	2.86%	5.71%	51.43%	40.00%	0.00%	0.00%	0.00%	100%
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	93.62%	0.00%	0.00%	6.38%	0.00%	0.00%	0.00%	100%
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	72.73%	0.00%	0.00%	27.27%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D FROM LAKE AVE NW @ EZRA CHURCH DR TO BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	174	0	5	234	0	0	0	467

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D FROM LAKE AVE NW @ EZRA CHURCH DR TO BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	263	10	89	105	0	0	0	467

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	WEST LAKE STATION	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	LAKE AVE NW @ EZRA CHURCH DR	FROM LAKE AVE NW @ EZRA CHURCH DR TO BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	5.0	5.0	4.9	5.0	0.0	0.0	0.0	5.0
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	5.0	0.0	0.0	5.0	0.0	0.0	0.0	5.0
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	4.9	0.0	0.0	4.9	0.0	0.0	0.0	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	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	5.0	5.0	4.9	5.0	0.0	0.0	0.0	5.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 58
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	C FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0	1	10	3				14
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	2	0	0	0				2
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	9	0	2	0				11
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	1	0	0	0				1
									0
									0
									0
	Total	12	1	12	3	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	C FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0.00%	7.14%	71.43%	21.43%	0.00%	0.00%	0.00%	100%
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	81.82%	0.00%	18.18%	0.00%	0.00%	0.00%	0.00%	100%
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A WEST LAKE STATION	C FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	219	54	228	9	0	0	0	510

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A WEST LAKE STATION	C FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	204	26	254	26	0	0	0	510

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	C FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0.0	26.0	17.7	8.7	0.0	0.0	0.0	16.4
C	FROM WEST LAKE STATION TO LAKE AVE NW @ EZRA CHURCH DR	24.7	0.0	0.0	0.0	0.0	0.0	0.0	24.7
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	16.8	0.0	36.3	0.0	0.0	0.0	0.0	20.3
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	8.2	0.0	0.0	0.0	0.0	0.0	0.0	8.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	17.4	26.0	20.8	8.7	0.0	0.0	0.0	18.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 58
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0	1	13	35	2				51
B	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	2	0	0	0	0				2
C	LAKE AVE NW @ EZRA CHURCH DR	2	0	0	0	0				2
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	35	0	0	7	0				42
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	2	0	0	0	0				2
										0
										0
										0
	Total	41	1	13	42	2	0	0	0	99

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0.00%	1.96%	25.49%	68.63%	3.92%	0.00%	0.00%	0.00%	100%
B	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	LAKE AVE NW @ EZRA CHURCH DR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	83.33%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	405	18	27	283	10	0	0	0	743

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	312	20	45	356	10	0	0	0	743

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A WEST LAKE STATION	B BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	C LAKE AVE NW @ EZRA CHURCH DR	D BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	E BOLTON RD @ JAMES JACKSON PKWY - EOL				Total
A	WEST LAKE STATION	0.0	20.0	3.5	9.1	5.0	0.0	0.0	0.0	7.7
B	BETWEEN WEST LAKE STATION & LAKE AVE NW @ EZRA CHURCH DR	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7
C	LAKE AVE NW @ EZRA CHURCH DR	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.5
D	BETWEEN LAKE AVE NW @ EZRA CHURCH DR & BOLTON RD @ JAMES JACKSON PKWY - EOL	7.1	0.0	0.0	6.0	0.0	0.0	0.0	0.0	6.9
E	BOLTON RD @ JAMES JACKSON PKWY - EOL	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.5	20.0	3.5	8.6	5.0	0.0	0.0	0.0	7.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 59
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0	8	8						16
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	13	1	1						15
C	SKIPPER DR NW @ HARWELL RD - EOL	12	1	0						13
										0
										0
										0
										0
										0
	Total	25	10	9	0	0	0	0	0	44

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	86.67%	6.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	SKIPPER DR NW @ HARWELL RD - EOL	92.31%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	38	65	50	0	0	0	0	0	153

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	117	26	10	0	0	0	0	0	153

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.0	2.7	1.1	0.0	0.0	0.0	0.0	0.0	1.9
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	5.1	2.2	0.9	0.0	0.0	0.0	0.0	0.0	4.6
C	SKIPPER DR NW @ HARWELL RD - EOL	4.3	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.7	2.6	1.1	0.0	0.0	0.0	0.0	0.0	3.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 59
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0	2	3						5
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	3	2	0						5
C	SKIPPER DR NW @ HARWELL RD - EOL	3	1	0						4
										0
										0
										0
										0
										0
	Total	6	5	3	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	SKIPPER DR NW @ HARWELL RD - EOL	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	97	30	12	0	0	0	0	0	139

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	43	60	36	0	0	0	0	0	139

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	C SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.0	26.0	12.0	0.0	0.0	0.0	0.0	0.0	17.6
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	9.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7.1
C	SKIPPER DR NW @ HARWELL RD - EOL	4.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.2	12.0	12.0	0.0	0.0	0.0	0.0	0.0	9.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 59
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0	5	3						8
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	17	7	2						26
C	SKIPPER DR NW @ HARWELL RD - EOL	9	0	0						9
										0
										0
										0
										0
										0
	Total	26	12	5	0	0	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.00%	62.50%	37.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	65.38%	26.92%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	SKIPPER DR NW @ HARWELL RD - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C						
		HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	SKIPPER DR NW @ HARWELL RD - EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	108	106	39	0	0	0	0	0	253

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C						
		HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	SKIPPER DR NW @ HARWELL RD - EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	122	84	47	0	0	0	0	0	253

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	SKIPPER DR NW @ HARWELL RD - EOL						Total
A	HAMILTON E HOLMES STATION	0.0	12.6	13.5	0.0	0.0	0.0	0.0	0.0	12.9
B	BETWEEN HAMILTON E HOLMES STATION & SKIPPER DR NW @ HARWELL RD - EOL	4.8	3.0	3.2	0.0	0.0	0.0	0.0	0.0	4.2
C	SKIPPER DR NW @ HARWELL RD - EOL	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.7	7.0	9.4	0.0	0.0	0.0	0.0	0.0	5.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 60
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	HOLLYWOOD RD NW @ ARNO DR N	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0	22	1	9				32
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	12	5	1	3				21
C	HOLLYWOOD RD NW @ ARNO DR N	11	1	0	1				13
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	8	2	1	3				14
									0
									0
									0
	Total	31	30	3	16	0	0	0	80

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	HOLLYWOOD RD NW @ ARNO DR N	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0.00%	68.75%	3.13%	28.13%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	57.14%	23.81%	4.76%	14.29%	0.00%	0.00%	0.00%	100%
C	HOLLYWOOD RD NW @ ARNO DR N	84.62%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	100%
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	57.14%	14.29%	7.14%	21.43%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D				
	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	HOLLYWOOD RD NW @ ARNO DR N	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	110	114	38	74	0	0	0	336

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D				
	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	HOLLYWOOD RD NW @ ARNO DR N	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	158	105	1	72	0	0	0	336

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D				
Segment/Stop	Segment/Stop Description	HAMILTON E HOLMES STATION	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	HOLLYWOOD RD NW @ ARNO DR N	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0.0	3.2	0.3	4.1	0.0	0.0	0.0	3.4
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	6.3	4.5	0.4	5.6	0.0	0.0	0.0	5.5
C	HOLLYWOOD RD NW @ ARNO DR N	3.1	2.2	0.0	2.7	0.0	0.0	0.0	3.0
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	6.1	4.4	0.4	5.5	0.0	0.0	0.0	5.3
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	5.1	3.5	0.3	4.5	0.0	0.0	0.0	4.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 60
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	1	17	6	9				33
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	17	4	0	0				21
C	HOLLYWOOD RD NW @ ARNO DR N	1	1	1	1				4
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	13	2	1	1				17
									0
									0
									0
	Total	32	24	8	11	0	0	0	75

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	3.03%	51.52%	18.18%	27.27%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	80.95%	19.05%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HOLLYWOOD RD NW @ ARNO DR N	25.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	100%
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	76.47%	11.76%	5.88%	5.88%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	182	100	25	74	0	0	0	381

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	127	168	2	84	0	0	0	381

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	3.6	6.7	0.2	7.3	0.0	0.0	0.0	5.6
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	4.0	7.4	0.0	0.0	0.0	0.0	0.0	4.7
C	HOLLYWOOD RD NW @ ARNO DR N	5.1	9.5	0.3	10.3	0.0	0.0	0.0	6.3
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	3.9	7.2	0.3	7.8	0.0	0.0	0.0	4.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	4.0	7.0	0.3	7.6	0.0	0.0	0.0	5.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 60
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0	48	9	17				74
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	26	4	0	3				33
C	HOLLYWOOD RD NW @ ARNO DR N	17	5	2	2				26
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	19	9	1	4				33
									0
									0
									0
	Total	62	66	12	26	0	0	0	166

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0.00%	64.86%	12.16%	22.97%	0.00%	0.00%	0.00%	100%
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	78.79%	12.12%	0.00%	9.09%	0.00%	0.00%	0.00%	100%
C	HOLLYWOOD RD NW @ ARNO DR N	65.38%	19.23%	7.69%	7.69%	0.00%	0.00%	0.00%	100%
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	57.58%	27.27%	3.03%	12.12%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	332	169	59	146	0	0	0	706

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	279	276	5	146	0	0	0	706

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A HAMILTON E HOLMES STATION	B BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	C HOLLYWOOD RD NW @ ARNO DR N	D FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST				Total
A	HAMILTON E HOLMES STATION	0.0	4.5	0.5	6.1	0.0	0.0	0.0	4.4
B	BETWEEN HAMILTON E HOLMES STATION & HOLLYWOOD RD NW @ ARNO DR N	5.4	4.0	0.0	5.5	0.0	0.0	0.0	5.2
C	HOLLYWOOD RD NW @ ARNO DR N	2.6	2.0	0.2	2.7	0.0	0.0	0.0	2.3
D	FROM HOLLYWOOD RD NW @ ARNO DR N TO MARIETTA BLVD @ QUEEN ST	4.9	3.7	0.4	5.0	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	4.5	4.2	0.4	5.6	0.0	0.0	0.0	4.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 66
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	HEADLAND DR SW @ GREENBRIAR	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0	0	4	2	1				7
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	1	0	0	0	0				1
C	HEADLAND DR SW @ GREENBRIAR	0	0	0	1	2				3
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	4	0	0	1	9				14
E	HAMILTON E HOLMES STATION - EOL	1	1	3	9	0				14
										0
										0
										0
	Total	6	1	7	13	12	0	0	0	39

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	HEADLAND DR SW @ GREENBRIAR	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.00%	0.00%	57.14%	28.57%	14.29%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HEADLAND DR SW @ GREENBRIAR	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	28.57%	0.00%	0.00%	7.14%	64.29%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION - EOL	7.14%	7.14%	21.43%	64.29%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	EAST POINT STATION	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	HEADLAND DR SW @ GREENBRIAR	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	157	43	61	178	81	0	0	0	520

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	EAST POINT STATION	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	HEADLAND DR SW @ GREENBRIAR	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	180	38	39	114	149	0	0	0	520

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	HEADLAND DR SW @ GREENBRIAR	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.0	0.0	10.0	34.0	39.0	0.0	0.0	0.0	21.0
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0
C	HEADLAND DR SW @ GREENBRIAR	0.0	0.0	0.0	17.0	20.3	0.0	0.0	0.0	19.2
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	26.8	0.0	0.0	6.6	7.8	0.0	0.0	0.0	13.2
E	HAMILTON E HOLMES STATION - EOL	13.0	38.0	0.8	3.0	0.0	0.0	0.0	0.0	5.7
		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	0.0	0.0	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	28.5	38.0	6.1	9.1	12.5	0.0	0.0	0.0	13.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 66
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0	2	1	1	0				4
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	2	0	0	0	0				2
C	HEADLAND DR SW @ GREENBRIAR	1	0	0	2	0				3
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	2	1	3	0	3				9
E	HAMILTON E HOLMES STATION - EOL	0	0	1	7	0				8
										0
										0
										0
	Total	5	3	5	10	3	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.00%	50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HEADLAND DR SW @ GREENBRIAR	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	22.22%	11.11%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION - EOL	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	186	70	71	147	154	0	0	0	628

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	130	80	97	204	117	0	0	0	628

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.0	37.5	54.0	50.0	0.0	0.0	0.0	0.0	44.8
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5
C	HEADLAND DR SW @ GREENBRIAR	31.7	0.0	0.0	20.0	0.0	0.0	0.0	0.0	23.9
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	11.6	5.6	7.3	0.0	35.7	0.0	0.0	0.0	17.5
E	HAMILTON E HOLMES STATION - EOL	0.0	0.0	20.1	17.7	0.0	0.0	0.0	0.0	18.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	26.0	26.9	19.2	21.4	35.7	0.0	0.0	0.0	24.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 66
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0	3	4	3	1				11
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	2	0	0	1	0				3
C	HEADLAND DR SW @ GREENBRIAR	0	0	0	3	1				4
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	5	0	5	4	9				23
E	HAMILTON E HOLMES STATION - EOL	1	0	5	10	0				16
										0
										0
										0
	Total	8	3	14	21	11	0	0	0	57

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.00%	27.27%	36.36%	27.27%	9.09%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
C	HEADLAND DR SW @ GREENBRIAR	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	21.74%	0.00%	21.74%	17.39%	39.13%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION - EOL	6.25%	0.00%	31.25%	62.50%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	244	122	104	226	158	0	0	0	854

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	243	100	108	209	194	0	0	0	854

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	C HEADLAND DR SW @ GREENBRIAR	D BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	E HAMILTON E HOLMES STATION - EOL				Total
A	EAST POINT STATION	0.0	34.7	12.8	14.1	39.0	0.0	0.0	0.0	21.5
B	BETWEEN EAST POINT STATION & HEADLAND DR SW @ GREENBRIAR	57.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0	42.6
C	HEADLAND DR SW @ GREENBRIAR	0.0	0.0	0.0	17.7	48.9	0.0	0.0	0.0	25.5
D	BETWEEN HEADLAND DR SW @ GREENBRIAR & HAMILTON E HOLMES STATION - EOL	18.0	0.0	3.9	4.3	11.8	0.0	0.0	0.0	10.1
E	HAMILTON E HOLMES STATION - EOL	35.2	0.0	7.5	8.3	0.0	0.0	0.0	0.0	9.7
		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	0.0	0.0	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	29.9	34.7	7.7	10.0	17.6	0.0	0.0	0.0	15.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 67
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0	0	2				2
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	1	0	0				1
C	WEST LAKE STATION	0	1	2				3
D	BETWEEN WEST LAKE STATION & WEST END STATION	3	0	3				6
E	WEST END STATION	4	5	0				9
								0
								0
								0
	Total	8	6	7	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & WEST END STATION	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	44.44%	55.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	54	114	83	0	0	0	251

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	70	80	101	0	0	0	251

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	WEST LAKE STATION	0.0	20.8	16.6	0.0	0.0	0.0	18.0
D	BETWEEN WEST LAKE STATION & WEST END STATION	14.9	0.0	22.7	0.0	0.0	0.0	18.8
E	WEST END STATION	6.2	11.8	0.0	0.0	0.0	0.0	9.3
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	8.7	13.3	14.5	0.0	0.0	0.0	12.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 67
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
C	FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	0	2	2				4
D	BETWEEN WEST LAKE STATION & WEST END STATION	0	1	1				2
E	WEST END STATION	3	5	0				8
								0
								0
								0
	Total	3	8	3	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
C	FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & WEST END STATION	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	37.50%	62.50%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	56	76	112	0	0	0	244

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	64	110	70	0	0	0	244

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
C	FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	0.0	12.6	14.8	0.0	0.0	0.0	13.7
D	BETWEEN WEST LAKE STATION & WEST END STATION	0.0	34.2	40.3	0.0	0.0	0.0	37.3
E	WEST END STATION	21.3	10.1	0.0	0.0	0.0	0.0	14.3
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	21.3	13.8	23.3	0.0	0.0	0.0	17.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 67
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	C FROM PENELOPE ST @ HOWARD ST TO WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0	0	1				1
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	0	1	0				1
C	WEST LAKE STATION	1	6	4				11
D	BETWEEN WEST LAKE STATION & WEST END STATION	2	0	10				12
E	WEST END STATION	6	15	0				21
								0
								0
								0
	Total	9	22	15	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	9.09%	54.55%	36.36%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST LAKE STATION & WEST END STATION	16.67%	0.00%	83.33%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	28.57%	71.43%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	80	143	129	0	0	0	352

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	122	129	101	0	0	0	352

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	C WEST LAKE STATION	D BETWEEN WEST LAKE STATION & WEST END STATION	E WEST END STATION				Total
A	PENELOPE ST @ HOWARD ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN PENELOPE ST @ HOWARD ST & WEST LAKE STATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	WEST LAKE STATION	14.0	8.3	4.4	0.0	0.0	0.0	7.4
D	BETWEEN WEST LAKE STATION & WEST END STATION	27.1	0.0	8.4	0.0	0.0	0.0	11.5
E	WEST END STATION	8.9	5.3	0.0	0.0	0.0	0.0	6.3
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	13.5	5.9	6.8	0.0	0.0	0.0	7.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 68
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BEECHER ST SW @ GORDON ST S	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	WEST END STATION	BETWEEN WEST END STATION & ASHBY STATION	ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0	1	16	1	4				22
C	WEST END STATION	0	3	0	4	1				8
D	BETWEEN WEST END STATION & ASHBY STATION	0	2	5	0	1				8
E	ASHBY STATION	1	6	1	2	0				10
										0
										0
										0
	Total	1	12	22	7	7	0	0	0	49

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BEECHER ST SW @ GORDON ST S	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	WEST END STATION	BETWEEN WEST END STATION & ASHBY STATION	ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0.00%	4.55%	72.73%	4.55%	18.18%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	0.00%	37.50%	0.00%	50.00%	12.50%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST END STATION & ASHBY STATION	0.00%	25.00%	62.50%	0.00%	12.50%	0.00%	0.00%	0.00%	100%
E	ASHBY STATION	10.00%	60.00%	10.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	BEECHER ST SW @ GORDON ST S	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	WEST END STATION	BETWEEN WEST END STATION & ASHBY STATION	ASHBY STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	7	129	75	38	36	0	0	0	285

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	BEECHER ST SW @ GORDON ST S	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	WEST END STATION	BETWEEN WEST END STATION & ASHBY STATION	ASHBY STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	1	33	150	63	38	0	0	0	285

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	BEECHER ST SW @ GORDON ST S	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	WEST END STATION	BETWEEN WEST END STATION & ASHBY STATION	ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0.0	2.0	6.9	5.0	4.2	0.0	0.0	0.0	6.1
C	WEST END STATION	0.0	4.5	0.0	11.6	9.8	0.0	0.0	0.0	8.7
D	BETWEEN WEST END STATION & ASHBY STATION	0.0	1.8	6.4	0.0	4.0	0.0	0.0	0.0	5.0
E	ASHBY STATION	1.0	2.3	8.0	5.9	0.0	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.0	2.8	6.8	9.0	5.4	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 68
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D FROM WEST END STATION TO ASHBY STATION				Total
A	BEECHER ST SW @ GORDON ST S	0	1	0				1
B	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	0	2	0				2
C	WEST END STATION	2	0	1				3
D	BETWEEN WEST END STATION & ASHBY STATION	1	1	0				2
E	ASHBY STATION	0	1	2				3
								0
								0
								0
	Total	3	5	3	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D FROM WEST END STATION TO ASHBY STATION				Total
A	BEECHER ST SW @ GORDON ST S	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	66.67%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST END STATION & ASHBY STATION	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
E	ASHBY STATION	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D FROM WEST END STATION TO ASHBY STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	61	153	63	0	0	0	344

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D FROM WEST END STATION TO ASHBY STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	140	84	119	0	0	0	344

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D FROM WEST END STATION TO ASHBY STATION				Total
A	BEECHER ST SW @ GORDON ST S	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN BEECHER ST SW @ GORDON ST S & WEST END STATION	0.0	26.9	0.0	0.0	0.0	0.0	26.9
C	WEST END STATION	49.1	0.0	61.5	0.0	0.0	0.0	53.2
D	BETWEEN WEST END STATION & ASHBY STATION	42.3	19.6	0.0	0.0	0.0	0.0	31.0
E	ASHBY STATION	0.0	10.7	28.9	0.0	0.0	0.0	22.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	46.8	16.8	39.8	0.0	0.0	0.0	31.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 68
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D BETWEEN WEST END STATION & ASHBY STATION	E ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0	14	1	2				17
C	WEST END STATION	12	0	1	4				17
D	BETWEEN WEST END STATION & ASHBY STATION	1	3	1	2				7
E	ASHBY STATION	1	2	2	1				6
									0
									0
									0
	Total	14	19	5	9	0	0	0	47

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D BETWEEN WEST END STATION & ASHBY STATION	E ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0.00%	82.35%	5.88%	11.76%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	70.59%	0.00%	5.88%	23.53%	0.00%	0.00%	0.00%	100%
D	BETWEEN WEST END STATION & ASHBY STATION	14.29%	42.86%	14.29%	28.57%	0.00%	0.00%	0.00%	100%
E	ASHBY STATION	16.67%	33.33%	33.33%	16.67%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D BETWEEN WEST END STATION & ASHBY STATION	E ASHBY STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	105	118	53	73	0	0	0	349

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D BETWEEN WEST END STATION & ASHBY STATION	E ASHBY STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	94	124	72	59	0	0	0	349

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	C WEST END STATION	D BETWEEN WEST END STATION & ASHBY STATION	E ASHBY STATION				Total
B	FROM BEECHER ST SW @ GORDON ST S TO WEST END STATION	0.0	6.0	10.9	5.6	0.0	0.0	0.0	6.2
C	WEST END STATION	6.5	0.0	12.7	6.5	0.0	0.0	0.0	6.9
D	BETWEEN WEST END STATION & ASHBY STATION	6.5	6.9	12.6	6.4	0.0	0.0	0.0	7.5
E	ASHBY STATION	9.2	9.8	17.9	9.1	0.0	0.0	0.0	12.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.7	6.5	14.4	6.6	0.0	0.0	0.0	7.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 69
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0	0	2						2
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0	0	14						14
C	WEST LAKE STATION	2	10	0						12
										0
										0
										0
										0
										0
	Total	2	10	16	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	5	137	91	0	0	0	0	0	233

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	4	85	144	0	0	0	0	0	233

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	9.9
C	WEST LAKE STATION	2.1	8.5	0.0	0.0	0.0	0.0	0.0	0.0	7.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.1	8.5	9.0	0.0	0.0	0.0	0.0	0.0	8.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 69
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM WADLEY ST NW @ PANSY ST NW TO WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0	1						1
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0	3						3
C	WEST LAKE STATION	3	0						3
									0
									0
									0
									0
									0
	Total	3	4	0	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	56	156	0	0	0	0	0	216

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	137	79	0	0	0	0	0	216

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.0	21.3	0.0	0.0	0.0	0.0	0.0	21.3
C	WEST LAKE STATION	49.0	0.0	0.0	0.0	0.0	0.0	0.0	49.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	49.0	17.3	0.0	0.0	0.0	0.0	0.0	30.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 69
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0	0	1						1
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0	0	16						16
C	WEST LAKE STATION	1	17	0						18
										0
										0
										0
										0
										0
	Total	1	17	17	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	5.56%	94.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	13	148	197	0	0	0	0	0	358

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	4	181	173	0	0	0	0	0	358

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON

Segment/Stop	Segment/Stop Description	A WADLEY ST NW @ PANSY ST NW	B BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	C WEST LAKE STATION						Total
A	WADLEY ST NW @ PANSY ST NW	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	14.0
B	BETWEEN WADLEY ST NW @ PANSY ST NW & WEST LAKE STATION	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	9.8
C	WEST LAKE STATION	4.2	10.8	0.0	0.0	0.0	0.0	0.0	0.0	10.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.2	10.8	10.0	0.0	0.0	0.0	0.0	0.0	10.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 70
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0	4	0						4
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	13	1	7						21
C	CHAMBLEE STATION	0	15	0						15
										0
										0
										0
										0
										0
	Total	13	20	7	0	0	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	61.90%	4.76%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	11	127	20	0	0	0	0	0	158

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	85	52	21	0	0	0	0	0	158

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	6.5	15.6	3.0	0.0	0.0	0.0	0.0	0.0	5.8
C	CHAMBLEE STATION	0.0	1.6	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.5	2.6	3.0	0.0	0.0	0.0	0.0	0.0	4.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 70
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0	3	2						5
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	5	6	7						18
C	CHAMBLEE STATION	0	1	0						1
										0
										0
										0
										0
										0
	Total	5	10	9	0	0	0	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	27.78%	33.33%	38.89%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	38	92	39	0	0	0	0	0	169

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	39	106	24	0	0	0	0	0	169

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.0	10.1	3.9	0.0	0.0	0.0	0.0	0.0	7.6
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	7.8	6.1	2.3	0.0	0.0	0.0	0.0	0.0	5.1
C	CHAMBLEE STATION	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0	39.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.8	10.6	2.7	0.0	0.0	0.0	0.0	0.0	7.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 70
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0	9	0						9
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	11	17	11						39
C	CHAMBLEE STATION	1	19	0						20
										0
										0
										0
										0
										0
	Total	12	45	11	0	0	0	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	28.21%	43.59%	28.21%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CHAMBLEE STATION	5.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	70	183	61	0	0	0	0	0	314

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	80	176	58	0	0	0	0	0	314

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	CHAMBLEE STATION						Total
A	BROOKHAVEN STATION	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	7.6
B	BETWEEN BROOKHAVEN STATION & CHAMBLEE STATION	6.7	3.2	5.3	0.0	0.0	0.0	0.0	0.0	4.8
C	CHAMBLEE STATION	6.0	2.8	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.7	3.9	5.3	0.0	0.0	0.0	0.0	0.0	4.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 71
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0	4	0	0	6				10
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ R	2	12	1	5	71				91
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0	1	0	0	1				2
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST E	0	2	0	0	4				6
E	WEST END STATION	3	46	2	11	0				62
										0
										0
										0
	Total	5	65	3	16	82	0	0	0	171

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.00%	40.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ R	2.20%	13.19%	1.10%	5.49%	78.02%	0.00%	0.00%	0.00%	100%
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST E	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	4.84%	74.19%	3.23%	17.74%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	59	366	38	77	314	0	0	0	855

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	10	270	35	118	422	0	0	0	855

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.0	4.5	0.0	0.0	7.0	0.0	0.0	0.0	6.0
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ R	1.6	2.7	8.8	5.5	4.2	0.0	0.0	0.0	4.1
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.0	15.1	0.0	0.0	23.3	0.0	0.0	0.0	19.2
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST E	0.0	9.6	0.0	0.0	14.8	0.0	0.0	0.0	13.0
E	WEST END STATION	2.3	4.0	13.1	8.2	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	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	2.0	4.2	11.7	7.4	5.1	0.0	0.0	0.0	5.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 71
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	FROM CASCADE AVE @ RALPH DAVID ABERNATHY TO WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0	1	0	4				5
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RAI	2	12	2	20				36
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0	4	0	3				7
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0	1	1	1				3
E	WEST END STATION	4	30	2	0				36
									0
									0
									0
	Total	6	48	5	28	0	0	0	87

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	FROM CASCADE AVE @ RALPH DAVID ABERNATHY TO WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RAI	5.56%	33.33%	5.56%	55.56%	0.00%	0.00%	0.00%	100%
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.00%	57.14%	0.00%	42.86%	0.00%	0.00%	0.00%	100%
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0.00%	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	11.11%	83.33%	5.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	FROM CASCADE AVE @ RALPH DAVID ABERNATHY TO WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	26	320	85	501	0	0	0	1079

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	FROM CASCADE AVE @ RALPH DAVID ABERNATHY TO WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	63	482	129	405	0	0	0	1079

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	FROM CASCADE AVE @ RALPH DAVID ABERNATHY TO WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.0	2.3	0.0	6.4	0.0	0.0	0.0	5.6
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RAI	5.0	4.6	9.9	12.3	0.0	0.0	0.0	9.2
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.0	7.2	0.0	19.7	0.0	0.0	0.0	12.5
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0.0	22.0	55.5	65.0	0.0	0.0	0.0	47.5
E	WEST END STATION	13.4	12.8	26.8	0.0	0.0	0.0	0.0	13.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.6	10.2	25.8	14.1	0.0	0.0	0.0	12.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 71
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0	5	0	0	9				14
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RA	2	11	0	2	52				67
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0	1	0	1	5				7
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0	1	0	1	3				5
E	WEST END STATION	2	49	4	11	0				66
										0
										0
										0
	Total	4	67	4	15	69	0	0	0	159

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.00%	35.71%	0.00%	0.00%	64.29%	0.00%	0.00%	0.00%	100%
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RA	2.99%	16.42%	0.00%	2.99%	77.61%	0.00%	0.00%	0.00%	100%
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.00%	14.29%	0.00%	14.29%	71.43%	0.00%	0.00%	0.00%	100%
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0.00%	20.00%	0.00%	20.00%	60.00%	0.00%	0.00%	0.00%	100%
E	WEST END STATION	3.03%	74.24%	6.06%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A	B	C	D	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	83	618	127	217	794	0	0	0	1839

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A	B	C	D	E				
	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	67	658	132	256	726	0	0	0	1839

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	COUNTRY SQUIRE APARTMENTS	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RALPH DAVID ABERNATHY	CASCADE AVE @ RALPH DAVID ABERNATHY	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST END STATION	WEST END STATION				Total
A	COUNTRY SQUIRE APARTMENTS	0.0	5.7	0.0	0.0	6.0	0.0	0.0	0.0	5.9
B	BETWEEN COUNTRY SQUIRE APARTMENTS & CASCADE AVE @ RA	15.5	8.5	0.0	12.0	8.9	0.0	0.0	0.0	9.1
C	CASCADE AVE @ RALPH DAVID ABERNATHY	0.0	16.4	0.0	23.2	17.3	0.0	0.0	0.0	18.0
D	BETWEEN CASCADE AVE @ RALPH DAVID ABERNATHY & WEST EN	0.0	38.7	0.0	54.8	40.7	0.0	0.0	0.0	43.1
E	WEST END STATION	18.1	9.8	33.1	14.0	0.0	0.0	0.0	0.0	12.2
		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	0.0	0.0	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	16.8	9.8	33.1	17.0	10.5	0.0	0.0	0.0	11.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 72
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0	45	3						48
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	12	4	0						16
C	TRADEPORT BLVD	1	0	0						1
										0
										0
										0
										0
										0
	Total	13	49	3	0	0	0	0	0	65

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.00%	93.75%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	TRADEPORT BLVD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	COLLEGE PARK STATION	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	TRADEPORT BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	161	91	9	0	0	0	0	0	261

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	COLLEGE PARK STATION	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	TRADEPORT BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	76	143	42	0	0	0	0	0	261

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.0	2.7	14.0	0.0	0.0	0.0	0.0	0.0	3.4
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	5.6	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6
C	TRADEPORT BLVD	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.8	2.9	14.0	0.0	0.0	0.0	0.0	0.0	4.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 72
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0	23						23
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	27	1						28
C	TRADEPORT BLVD	2	0						2
									0
									0
									0
									0
									0
	Total	29	24	0	0	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	96.43%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	TRADEPORT BLVD	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B						
	COLLEGE PARK STATION	FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	118	121	0	0	0	0	0	268

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B						
	COLLEGE PARK STATION	FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	147	121	0	0	0	0	0	268

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B						
Segment/Stop	Segment/Stop Description	COLLEGE PARK STATION	FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.0	5.1	0.0	0.0	0.0	0.0	0.0	5.1
B	BETWEEN COLLEGE PARK STATION & TRADEPORT BLVD	4.4	4.1	0.0	0.0	0.0	0.0	0.0	4.4
C	TRADEPORT BLVD	14.6	0.0	0.0	0.0	0.0	0.0	0.0	14.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	5.1	5.0	0.0	0.0	0.0	0.0	0.0	5.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 72
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0	50						50
B	FROM COLLEGE PARK STATION TO TRADEPORT BLVD	32	9						41
									0
									0
									0
									0
									0
	Total	32	59	0	0	0	0	0	91

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM COLLEGE PARK STATION TO TRADEPORT BLVD	78.05%	21.95%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A COLLEGE PARK STATION	B FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	224	195	0	0	0	0	0	419

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A COLLEGE PARK STATION	B FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	163	256	0	0	0	0	0	419

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B FROM COLLEGE PARK STATION TO TRADEPORT BLVD						Total
A	COLLEGE PARK STATION	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.4
B	FROM COLLEGE PARK STATION TO TRADEPORT BLVD	5.1	4.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	5.1	4.3	0.0	0.0	0.0	0.0	0.0	4.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 73
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
B	FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	0	1	0	2	0	5	21		29
C	FULTON INDUSTRIAL BLVD @ WENDELL	0	1	0	0	0	0	4		5
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0	8	0	0	1	3	30		42
E	MARTIN LUTHER KING J DR @ S	0	0	0	0	0	0	2		2
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	0	0	0	0	0	1	0		1
G	HAMILTON E HOLMES STATION	3	37	3	20	3	4	1		71
										0
	Total	3	47	3	22	4	13	58	0	150

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
B	FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	0.00%	3.45%	0.00%	6.90%	0.00%	17.24%	72.41%	0.00%	100%
C	FULTON INDUSTRIAL BLVD @ WENDELL	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	80.00%	0.00%	100%
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0.00%	19.05%	0.00%	0.00%	2.38%	7.14%	71.43%	0.00%	100%
E	MARTIN LUTHER KING J DR @ S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
G	HAMILTON E HOLMES STATION	4.23%	52.11%	4.23%	28.17%	4.23%	5.63%	1.41%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	143	136	243	50	52	324	0	947

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	5	274	30	106	135	55	342	0	947

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
B	FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	0.0	10.0	0.0	11.5	0.0	1.8	4.5	0.0	4.7
C	FULTON INDUSTRIAL BLVD @ WENDELL	0.0	47.0	0.0	0.0	0.0	0.0	21.2	0.0	26.4
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0.0	9.6	0.0	0.0	55.3	1.5	3.8	0.0	6.0
E	MARTIN LUTHER KING J DR @ S	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0.0	22.9
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	0.0	0.0	0.0	0.0	0.0	47.0	0.0	0.0	47.0
G	HAMILTON E HOLMES STATION	1.7	3.5	10.0	4.2	26.6	0.7	1.8	0.0	4.7
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	1.7	5.6	10.0	4.9	33.8	4.9	5.9	0.0	6.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 73
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	C FULTON INDUSTRIAL BLVD @ WENDELL	D BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	F FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	G HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0	0	0	2	0		2
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	1	0	4	8	38		51
D	FROM FULTON INDUSTRIAL BLVD @ WENDELL TO MARTIN LUTHER KING J DR @ S	3	0	0	3	8		14
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	1	0	1	0	2		4
G	HAMILTON E HOLMES STATION	13	2	9	3	0		27
								0
	Total	18	2	14	16	48	0	98

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	C FULTON INDUSTRIAL BLVD @ WENDELL	D BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	F FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	G HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	1.96%	0.00%	7.84%	15.69%	74.51%	0.00%	100%
D	FROM FULTON INDUSTRIAL BLVD @ WENDELL TO MARTIN LUTHER KING J DR @ S	21.43%	0.00%	0.00%	21.43%	57.14%	0.00%	100%
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	25.00%	0.00%	25.00%	0.00%	50.00%	0.00%	100%
G	HAMILTON E HOLMES STATION	48.15%	7.41%	33.33%	11.11%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	C FULTON INDUSTRIAL BLVD @ WENDELL	D BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	F FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	G HAMILTON E HOLMES STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	200	0	260	105	319	0	898

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	C FULTON INDUSTRIAL BLVD @ WENDELL	D BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	F FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	G HAMILTON E HOLMES STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	85	202	205	281	0	898

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM LAGRANGE BLVD @ BOAT ROCK BLVD TO FULTON INDUSTRIAL BLVD @ WENDELL	C FULTON INDUSTRIAL BLVD @ WENDELL	D BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	F FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	G HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0.0	0.0	0.0	6.9	0.0	0.0	6.9
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	2.4	0.0	6.5	6.4	3.1	0.0	3.8
D	FROM FULTON INDUSTRIAL BLVD @ WENDELL TO MARTIN LUTHER KING J DR @ S	12.0	0.0	0.0	32.1	15.3	0.0	18.2
F	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	16.8	0.0	45.4	0.0	21.5	0.0	26.3
G	HAMILTON E HOLMES STATION	5.4	42.5	14.5	14.5	0.0	0.0	12.2
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.9	42.5	14.4	12.8	5.9	0.0	9.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 73
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0	0	0	1	0	0	3		4
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	0	0	1	9	1	3	37		51
C	FULTON INDUSTRIAL BLVD @ WENDELL	0	0	0	1	0	0	4		5
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0	1	0	2	0	4	23		30
F	FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	0	0	0	3	4	0	3		10
G	HAMILTON E HOLMES STATION	2	33	3	21	10	12	1		82
										0
	Total	2	34	4	37	15	19	71	0	182

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	75.00%	0.00%	100%
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	0.00%	0.00%	1.96%	17.65%	1.96%	5.88%	72.55%	0.00%	100%
C	FULTON INDUSTRIAL BLVD @ WENDELL	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	80.00%	0.00%	100%
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0.00%	3.33%	0.00%	6.67%	0.00%	13.33%	76.67%	0.00%	100%
F	FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	0.00%	0.00%	0.00%	30.00%	40.00%	0.00%	30.00%	0.00%	100%
G	HAMILTON E HOLMES STATION	2.44%	40.24%	3.66%	25.61%	12.20%	14.63%	1.22%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D	E	F	G		
	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	8	320	146	349	0	295	823.2347919	0	1943

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D	E	F	G		
	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	9	370	136	267	299	254	608	0	1943

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	LAGRANGE BLVD @ BOAT ROCK BLVD	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	FULTON INDUSTRIAL BLVD @ WENDELL	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	MARTIN LUTHER KING J DR @ S	BETWEEN MARTIN LUTHER KING J DR @ S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		Total
A	LAGRANGE BLVD @ BOAT ROCK BLVD	0.0	0.0	0.0	1.9	0.0	0.0	2.0	0.0	2.0
B	BETWEEN LAGRANGE BLVD @ BOAT ROCK BLVD & FULTON INDUSTRIAL BLVD @ WENDELL	0.0	0.0	30.7	4.9	10.4	10.5	5.5	0.0	6.2
C	FULTON INDUSTRIAL BLVD @ WENDELL	0.0	0.0	0.0	26.3	0.0	0.0	28.3	0.0	27.9
D	BETWEEN FULTON INDUSTRIAL BLVD @ WENDELL & MARTIN LUTHER KING J DR @ S	0.0	27.0	0.0	9.0	0.0	19.6	9.8	0.0	11.6
F	FROM MARTIN LUTHER KING J DR @ S TO HAMILTON E HOLMES STATION	0.0	0.0	0.0	20.1	42.6	0.0	21.6	0.0	29.5
G	HAMILTON E HOLMES STATION	4.5	10.1	35.1	5.6	11.8	12.0	6.0	0.0	10.2
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	4.5	10.6	34.0	7.2	19.9	13.4	8.7	0.0	10.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 74
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	2	19	0						21
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	11	4	9						24
C	RAINBOW WAY @ CANDLER RD - EOL	4	1	0						5
										0
										0
										0
										0
										0
	Total	17	24	9	0	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	9.52%	90.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	45.83%	16.67%	37.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RAINBOW WAY @ CANDLER RD - EOL	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	67	278	22	0	0	0	0	0	367

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	208	117	41	0	0	0	0	0	367

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	3.9	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	16.6	13.4	4.6	0.0	0.0	0.0	0.0	0.0	11.6
C	RAINBOW WAY @ CANDLER RD - EOL	4.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.3	4.9	4.6	0.0	0.0	0.0	0.0	0.0	7.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 74
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0	14	0						14
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	8	2	1						11
C	RAINBOW WAY @ CANDLER RD - EOL	2	1	0						3
										0
										0
										0
										0
										0
	Total	10	17	1	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	72.73%	18.18%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RAINBOW WAY @ CANDLER RD - EOL	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	251	135	62	0	0	0	0	0	448

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	94	318	36	0	0	0	0	0	448

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	18.3
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	7.9	15.4	36.4	0.0	0.0	0.0	0.0	0.0	11.9
C	RAINBOW WAY @ CANDLER RD - EOL	15.4	30.2	0.0	0.0	0.0	0.0	0.0	0.0	20.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.4	18.7	36.4	0.0	0.0	0.0	0.0	0.0	16.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 74
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0	27	0						27
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	26	7	6						39
C	RAINBOW WAY @ CANDLER RD - EOL	7	3	0						10
										0
										0
										0
										0
										0
	Total	33	37	6	0	0	0	0	0	76

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	66.67%	17.95%	15.38%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	RAINBOW WAY @ CANDLER RD - EOL	70.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	180	277	78	0	0	0	0	0	535

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	225	261	49	0	0	0	0	0	535

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD EOL	C RAINBOW WAY @ CANDLER RD - EOL						Total
A	FIVE POINTS STATION	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7
B	BETWEEN FIVE POINTS STATION & RAINBOW WAY @ CANDLER RD - EOL	6.7	7.7	8.2	0.0	0.0	0.0	0.0	0.0	7.1
C	RAINBOW WAY @ CANDLER RD - EOL	7.4	8.6	0.0	0.0	0.0	0.0	0.0	0.0	7.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.8	7.1	8.2	0.0	0.0	0.0	0.0	0.0	7.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 75
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR @ MOUNTAIN INDUSTRIAL BLVD	ROYAL ATLANTA DR @ MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0	22	1						23
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	14	9	2						25
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	2	1	0						3
										0
										0
										0
										0
										0
	Total	16	32	3	0	0	0	0	0	51

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0.00%	95.65%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	56.00%	36.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	AVONDALE STATION	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	218	293	14	0	0	0	0	0	525

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	AVONDALE STATION	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	173	328	24	0	0	0	0	0	525

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	AVONDALE STATION	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0.0	9.6	6.8	0.0	0.0	0.0	0.0	0.0	9.5
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	11.7	12.4	8.7	0.0	0.0	0.0	0.0	0.0	11.7
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	4.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.8	10.2	8.0	0.0	0.0	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 75
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B FROM AVONDALE STATION TO MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	1	5						6
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	8	8						16
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	4	1						5
									0
									0
									0
									0
									0
	Total	13	14	0	0	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B FROM AVONDALE STATION TO MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	16.67%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A AVONDALE STATION	B FROM AVONDALE STATION TO MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	221	308	0	0	0	0	0	551

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A AVONDALE STATION	B FROM AVONDALE STATION TO MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	192	359	0	0	0	0	0	551

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B FROM AVONDALE STATION TO MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	32.4	37.7	0.0	0.0	0.0	0.0	0.0	36.9
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	17.8	20.7	0.0	0.0	0.0	0.0	0.0	19.2
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	4.3	5.0	0.0	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	14.8	25.7	0.0	0.0	0.0	0.0	0.0	20.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 75
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	C BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0	22	1						23
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	24	13	0						37
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	2	1	0						3
										0
										0
										0
										0
										0
	Total	26	36	1	0	0	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	C BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0.00%	95.65%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	64.86%	35.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	C BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	282	425	11	0	0	0	0	0	718

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A AVONDALE STATION	B BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	C BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	276	429	12	0	0	0	0	0	718

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A AVONDALE STATION	B BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	C BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD						Total
A	AVONDALE STATION	0.0	12.3	12.4	0.0	0.0	0.0	0.0	0.0	12.3
B	BETWEEN AVONDALE STATION & ROYAL ATLANTA DR	11.2	11.9	0.0	0.0	0.0	0.0	0.0	0.0	11.5
C	BETWEEN ROYAL ATLANTA DRIVE & MOUNTAIN INDUSTRIAL BLVD	3.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.6	11.9	12.4	0.0	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 77
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	ATLANTA AVE @ COLLEGE ST	BETWEEN ATLANTA AVE @ COLLEGE ST & East Point Station	East Point Station	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATION - EOL	LAKEWOOD/FORT MCPHERSON STATION - EOL				Total
B	FROM ATLANTA AVE @ COLLEGE ST to East Point Station	0	5	10	0	6				21
C	East Point Station	7	38	0	0	0				45
D	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATI	0	0	10	0	4				14
E	LAKEWOOD/FORT MCPHERSON STATION - EOL	0	7	0	5	0				12
										0
										0
										0
	Total	7	50	20	5	10	0	0	0	92

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	ATLANTA AVE @ COLLEGE ST	BETWEEN ATLANTA AVE @ COLLEGE ST & East Point Station	East Point Station	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATION - EOL	LAKEWOOD/FORT MCPHERSON STATION - EOL				Total
B	FROM ATLANTA AVE @ COLLEGE ST to East Point Station	0.00%	23.81%	47.62%	0.00%	28.57%	0.00%	0.00%	0.00%	100%
C	East Point Station	15.56%	84.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATI	0.00%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	0.00%	100%
E	LAKEWOOD/FORT MCPHERSON STATION - EOL	0.00%	58.33%	0.00%	41.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A	B	C	D	E				
	ATLANTA AVE @ COLLEGE ST	BETWEEN ATLANTA AVE @ COLLEGE ST & East Point Station	East Point Station	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATION - EOL	LAKEWOOD/FORT MCPHERSON STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	94	108	159	53	0	0	0	415

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A	B	C	D	E				
	ATLANTA AVE @ COLLEGE ST	BETWEEN ATLANTA AVE @ COLLEGE ST & East Point Station	East Point Station	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATION - EOL	LAKEWOOD/FORT MCPHERSON STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	10	123	62	187	33	0	0	0	415

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY — **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	ATLANTA AVE @ COLLEGE ST	BETWEEN ATLANTA AVE @ COLLEGE ST & East Point Station	East Point Station	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATION - EOL	LAKEWOOD/FORT MCPHERSON STATION - EOL				Total
B	FROM ATLANTA AVE @ COLLEGE ST to East Point Station	0.0	9.6	1.7	0.0	2.2	0.0	0.0	0.0	3.7
C	East Point Station	1.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3
D	BETWEEN East Point Station & LAKEWOOD/FORT MCPHERSON STATI	0.0	0.0	8.0	0.0	11.0	0.0	0.0	0.0	8.9
E	LAKEWOOD/FORT MCPHERSON STATION - EOL	0.0	0.2	0.0	22.0	0.0	0.0	0.0	0.0	9.3
		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	0.0	0.0	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	1.4	2.8	4.9	22.0	5.7	0.0	0.0	0.0	4.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 78
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0	2	0	10				12
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	2	0	3	0				5
C	EAST POINT STATION	0	0	0	24				24
D	BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	2	2	14	7				25
E	CONLEY RD SE @ JONESBORO RD - EOL	0	0	2	0				2
									0
									0
									0
	Total	4	4	19	41	0	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.00%	16.67%	0.00%	83.33%	0.00%	0.00%	0.00%	100%
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	40.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST POINT STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	8.00%	8.00%	56.00%	28.00%	0.00%	0.00%	0.00%	100%
E	CONLEY RD SE @ JONESBORO RD - EOL	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	36	58	149	275	0	0	0	538

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	42	42	220	234	0	0	0	538

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.0	4.7	0.0	2.6	0.0	0.0	0.0	2.9
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	10.9	0.0	12.5	0.0	0.0	0.0	0.0	11.8
C	EAST POINT STATION	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.1
D	BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	10.1	16.3	11.6	9.0	0.0	0.0	0.0	11.1
E	CONLEY RD SE @ JONESBORO RD - EOL	0.0	0.0	10.3	0.0	0.0	0.0	0.0	10.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.5	10.5	11.6	5.7	0.0	0.0	0.0	7.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 78
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0	1	0	3	0				4
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	1	0	0	2	0				3
C	EAST POINT STATION	0	1	0	15	1				17
D	FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL	1	1	11	1	1				15
										0
										0
										0
	Total	2	3	11	21	2	0	0	0	39

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.00%	25.00%	0.00%	75.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST POINT STATION	0.00%	5.88%	0.00%	88.24%	5.88%	0.00%	0.00%	0.00%	100%
D	FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL	6.67%	6.67%	73.33%	6.67%	6.67%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	40	34	257	309	0	0	0	0	640

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	74	174	339	25	0	0	0	640

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & EAST POINT STATION	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.0	11.8	0.0	10.0	0.0	0.0	0.0	0.0	10.4
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	7.9	0.0	0.0	13.7	0.0	0.0	0.0	0.0	11.8
C	EAST POINT STATION	0.0	19.4	0.0	15.7	7.7	0.0	0.0	0.0	15.5
D	FROM EAST POINT STATION TO CONLEY RD SE @ JONESBORO RD - EOL	20.8	42.5	16.7	36.0	16.9	0.0	0.0	0.0	20.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	24.6	16.7	15.7	12.3	0.0	0.0	0.0	16.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 78
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & East Point Station	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0	0	1	6	0				7
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	2	1	1	1	0				5
C	EAST POINT STATION	0	2	1	25	0				28
D	BETWEEN East Point Station & CONLEY RD SE @ JONESBORO RD - EOL	9	0	19	15	1				44
E	CONLEY RD SE @ JONESBORO RD - EOL	0	0	2	1	0				3
										0
										0
										0
	Total	11	3	24	48	1	0	0	0	87

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & East Point Station	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	40.00%	20.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
C	EAST POINT STATION	0.00%	7.14%	3.57%	89.29%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN East Point Station & CONLEY RD SE @ JONESBORO RD - EOL	20.45%	0.00%	43.18%	34.09%	2.27%	0.00%	0.00%	0.00%	100%
E	CONLEY RD SE @ JONESBORO RD - EOL	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & East Point Station	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	100	84	348	490	40	0	0	0	1063

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & East Point Station	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	77	100	346	495	45	0	0	0	1063

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A COLLEGE PARK STATION	B BETWEEN COLLEGE PARK STATION & East Point Station	C EAST POINT STATION	D BETWEEN EAST POINT STATION & CONLEY RD SE @ JONESBORO RD - EOL	E CONLEY RD SE @ JONESBORO RD - EOL				Total
A	COLLEGE PARK STATION	0.0	0.0	20.8	13.2	0.0	0.0	0.0	0.0	14.3
B	BETWEEN COLLEGE PARK STATION & EAST POINT STATION	9.0	35.9	18.7	11.9	0.0	0.0	0.0	0.0	16.9
C	EAST POINT STATION	0.0	32.1	16.8	10.6	0.0	0.0	0.0	0.0	12.4
D	BETWEEN East Point Station & CONLEY RD SE @ JONESBORO RD - EOL	6.6	0.0	13.6	8.6	45.0	0.0	0.0	0.0	11.2
E	CONLEY RD SE @ JONESBORO RD - EOL	0.0	0.0	15.3	9.7	0.0	0.0	0.0	0.0	13.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.0	33.3	14.4	10.3	45.0	0.0	0.0	0.0	12.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 81
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CAMPBELLTON PLAZA TO WEST END STATION	C WEST END STATION						Total
A	CAMPBELLTON PLAZA	1	0						1
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	4	22						26
C	WEST END STATION	14	0						14
									0
									0
									0
									0
									0
	Total	19	22	0	0	0	0	0	41

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CAMPBELLTON PLAZA TO WEST END STATION	C WEST END STATION						Total
A	CAMPBELLTON PLAZA	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	15.38%	84.62%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

		B FROM CAMPBELLTON PLAZA TO WEST END STATION	C WEST END STATION						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	195	49	0	0	0	0	0	252

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

		B FROM CAMPBELLTON PLAZA TO WEST END STATION	C WEST END STATION						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	68	184	0	0	0	0	0	252

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM CAMPBELLTON PLAZA TO WEST END STATION	C WEST END STATION						Total
A	CAMPBELLTON PLAZA	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	4.2	8.3	0.0	0.0	0.0	0.0	0.0	7.7
C	WEST END STATION	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	3.6	8.3	0.0	0.0	0.0	0.0	0.0	6.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 81
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0	0	2						2
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	1	6	13						20
C	WEST END STATION	1	53	0						54
										0
										0
										0
										0
										0
	Total	2	59	15	0	0	0	0	0	76

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	5.00%	30.00%	65.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	1.85%	98.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	A	B	C						
	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	17	81	205	0	0	0	0	0	303

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	A	B	C						
	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	16	202	85	0	0	0	0	0	303

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.7
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	6.7	2.5	5.1	0.0	0.0	0.0	0.0	0.0	4.4
C	WEST END STATION	9.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.0	3.4	5.7	0.0	0.0	0.0	0.0	0.0	4.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 81
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0	0	1						1
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	2	7	28						37
C	WEST END STATION	3	41	0						44
										0
										0
										0
										0
										0
	Total	5	48	29	0	0	0	0	0	82

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	5.41%	18.92%	75.68%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST END STATION	6.82%	93.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C						
	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	31	239	247	0	0	0	0	0	517

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C						
	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	33	249	235	0	0	0	0	0	517

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	CAMPBELLTON PLAZA	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	WEST END STATION						Total
A	CAMPBELLTON PLAZA	0.0	0.0	32.8	0.0	0.0	0.0	0.0	0.0	32.8
B	BETWEEN CAMPBELLTON PLAZA & WEST END STATION	6.1	4.7	7.2	0.0	0.0	0.0	0.0	0.0	6.7
C	WEST END STATION	6.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.6	5.2	8.1	0.0	0.0	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 82
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0	5	1						6
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	7	12	22						41
C	COLLEGE PARK STATION	0	21	0						21
										0
										0
										0
										0
										0
	Total	7	38	23	0	0	0	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.00%	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	17.07%	29.27%	53.66%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	COLLEGE PARK STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	COLLEGE PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	22	410	152	0	0	0	0	0	584

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	COLLEGE PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	47	279	258	0	0	0	0	0	584

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.0	3.5	4.4	0.0	0.0	0.0	0.0	0.0	3.7
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	6.8	9.2	11.5	0.0	0.0	0.0	0.0	0.0	10.0
C	COLLEGE PARK STATION	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.8	7.3	11.2	0.0	0.0	0.0	0.0	0.0	8.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 82
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0	7	0						7
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	3	6	10						19
C	COLLEGE PARK STATION	2	29	0						31
										0
										0
										0
										0
										0
	Total	5	42	10	0	0	0	0	0	57

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	15.79%	31.58%	52.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	COLLEGE PARK STATION	6.45%	93.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	65	480	225	0	0	0	0	0	770

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	72	552	146	0	0	0	0	0	770

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	9.4
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	21.5	44.2	15.6	0.0	0.0	0.0	0.0	0.0	25.6
C	COLLEGE PARK STATION	3.7	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.4	13.3	15.6	0.0	0.0	0.0	0.0	0.0	13.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 82
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0	7	2						9
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	7	11	20						38
C	COLLEGE PARK STATION	1	41	0						42
										0
										0
										0
										0
										0
	Total	8	59	22	0	0	0	0	0	89

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.00%	77.78%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	18.42%	28.95%	52.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	COLLEGE PARK STATION	2.38%	97.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	51	681	459	0	0	0	0	0	1191

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	45	684	462	0	0	0	0	0	1191

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	C COLLEGE PARK STATION						Total
A	BARGE RD PARK/RIDE	0.0	5.3	6.8	0.0	0.0	0.0	0.0	0.0	5.7
B	BETWEEN BARGE RD PARK/RIDE & COLLEGE PARK STATION	5.9	17.5	22.4	0.0	0.0	0.0	0.0	0.0	18.0
C	COLLEGE PARK STATION	3.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.7	11.6	21.0	0.0	0.0	0.0	0.0	0.0	13.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 83
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	0	3	24						27
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	9	14	48						71
C	OAKLAND CITY STATION	15	47	2						64
										0
										0
										0
										0
										0
	Total	24	64	74	0	0	0	0	0	162

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	12.68%	19.72%	67.61%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	OAKLAND CITY STATION	23.44%	73.44%	3.13%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	OAKLAND CITY STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	99	842	318	0	0	0	0	0	1259

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	OAKLAND CITY STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	79	436	744	0	0	0	0	0	1259

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	0.0	3.2	3.8	0.0	0.0	0.0	0.0	0.0	3.7
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	4.8	11.5	13.4	0.0	0.0	0.0	0.0	0.0	11.9
C	OAKLAND CITY STATION	2.4	5.6	6.5	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.3	6.8	10.1	0.0	0.0	0.0	0.0	0.0	7.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 83
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	1	11	11						23
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	3	11	39						53
C	OAKLAND CITY STATION	8	37	1						46
										0
										0
										0
										0
										0
	Total	12	59	51	0	0	0	0	0	122

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	4.35%	47.83%	47.83%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	5.66%	20.75%	73.58%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	OAKLAND CITY STATION	17.39%	80.43%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	84	703	785	0	0	0	0	0	1572

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	103	957	512	0	0	0	0	0	1572

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	2.2	4.5	3.0	0.0	0.0	0.0	0.0	0.0	3.7
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	8.8	18.1	12.0	0.0	0.0	0.0	0.0	0.0	13.1
C	OAKLAND CITY STATION	9.3	19.1	12.7	0.0	0.0	0.0	0.0	0.0	17.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.6	16.2	10.1	0.0	0.0	0.0	0.0	0.0	12.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 83
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	1	11	33						45
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	8	22	67						97
C	OAKLAND CITY STATION	17	77	0						94
										0
										0
										0
										0
										0
	Total	26	110	100	0	0	0	0	0	236

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	2.22%	24.44%	73.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	8.25%	22.68%	69.07%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	OAKLAND CITY STATION	18.09%	81.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	164	1417	1113	0	0	0	0	0	2694

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	152	1413	1129	0	0	0	0	0	2694

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	C OAKLAND CITY STATION						Total
A	BARGE RD PARK/RIDE	1.7	3.9	3.6	0.0	0.0	0.0	0.0	0.0	3.7
B	BETWEEN BARGE RD PARK/RIDE & OAKLAND CITY STATION	6.9	16.1	15.1	0.0	0.0	0.0	0.0	0.0	14.6
C	OAKLAND CITY STATION	5.6	13.2	0.0	0.0	0.0	0.0	0.0	0.0	11.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.8	12.8	11.3	0.0	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 85
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0	14	0						14
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	12	6	1						19
										0
										0
										0
										0
										0
	Total	12	20	1	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	63.16%	31.58%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	MANSELL PARK/RIDE						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	152	281	0	0	0	0	0	0	433

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	MANSELL PARK/RIDE						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	142	259	32	0	0	0	0	0	433

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	11.8	17.5	32.4	0.0	0.0	0.0	0.0	0.0	14.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.8	12.9	32.4	0.0	0.0	0.0	0.0	0.0	13.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 85
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0	11						11
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	13	8						21
									0
									0
									0
									0
									0
	Total	13	19	0	0	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	61.90%	38.10%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A NORTH SPRINGS STATION	B FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	182	269	0	0	0	0	0	451

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A NORTH SPRINGS STATION	B FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	133	318	0	0	0	0	0	451

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7
B	FROM NORTH SPRINGS STATION TO MANSELL PARK/RIDE	10.2	16.8	0.0	0.0	0.0	0.0	0.0	12.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	10.2	16.7	0.0	0.0	0.0	0.0	0.0	14.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 85
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	C MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0	19	0						19
B	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	18	14	4						36
C	MANSELL PARK/RIDE	1	1	0						2
										0
										0
										0
										0
										0
	Total	19	34	4	0	0	0	0	0	57

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	C MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	50.00%	38.89%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	MANSELL PARK/RIDE	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	C MANSELL PARK/RIDE						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	277	419	38	0	0	0	0	0	734

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	C MANSELL PARK/RIDE						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	252	445	37	0	0	0	0	0	734

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	C MANSELL PARK/RIDE						Total
A	NORTH SPRINGS STATION	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	14.5
B	BETWEEN NORTH SPRINGS STATION AND MANSELL PARK/RIDE	12.8	10.8	9.3	0.0	0.0	0.0	0.0	0.0	11.7
C	MANSELL PARK/RIDE	20.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	19.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	13.1	9.3	0.0	0.0	0.0	0.0	0.0	12.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 86
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	11	21	2	12	0				46
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	6	0	0	4	1				11
C	5290 MINOLA DR	5	1	0	2	0				8
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	15	7	1	11	2				36
E	SWIFT STREET SHOPPING CENTER	2	0	0	2	0				4
										0
										0
										0
	Total	39	29	3	31	3	0	0	0	105

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	23.91%	45.65%	4.35%	26.09%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	54.55%	0.00%	0.00%	36.36%	9.09%	0.00%	0.00%	0.00%	100%
C	5290 MINOLA DR	62.50%	12.50%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	41.67%	19.44%	2.78%	30.56%	5.56%	0.00%	0.00%	0.00%	100%
E	SWIFT STREET SHOPPING CENTER	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	213	235	64	187	20	0	0	0	719

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	314	229	44	106	26	0	0	0	719

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	3.1	6.8	12.7	1.5	0.0	0.0	0.0	0.0	4.8
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	26.3	0.0	0.0	12.6	18.9	0.0	0.0	0.0	20.7
C	5290 MINOLA DR	7.8	16.9	0.0	3.7	0.0	0.0	0.0	0.0	7.9
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	4.6	10.0	18.6	2.2	3.3	0.0	0.0	0.0	5.2
E	SWIFT STREET SHOPPING CENTER	6.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	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	8.1	7.9	14.7	3.4	8.5	0.0	0.0	0.0	6.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 86
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	3	4	0	6	1				14
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	4	4	0	0	0				8
C	5290 MINOLA DR	1	1	0	2	0				4
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	8	8	0	4	1				21
E	SWIFT STREET SHOPPING CENTER	0	2	2	2	0				6
										0
										0
										0
	Total	16	19	2	14	2	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	21.43%	28.57%	0.00%	42.86%	7.14%	0.00%	0.00%	0.00%	100%
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	5290 MINOLA DR	25.00%	25.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	38.10%	38.10%	0.00%	19.05%	4.76%	0.00%	0.00%	0.00%	100%
E	SWIFT STREET SHOPPING CENTER	0.00%	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	282	190	59	246	83	0	0	0	860

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	228	304	57	241	30	0	0	0	860

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	INDIAN CREEK STATION	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	5290 MINOLA DR	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	16.5	19.4	0.0	22.4	18.6	0.0	0.0	0.0	20.0
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	21.4	25.2	0.0	0.0	0.0	0.0	0.0	0.0	23.3
C	5290 MINOLA DR	12.0	14.1	0.0	16.3	0.0	0.0	0.0	0.0	14.7
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	10.1	11.9	0.0	13.8	11.4	0.0	0.0	0.0	11.6
E	SWIFT STREET SHOPPING CENTER	0.0	8.1	28.5	9.3	0.0	0.0	0.0	0.0	15.3
		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	0.0	0.0	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	14.3	16.0	28.5	17.2	15.0	0.0	0.0	0.0	16.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 86
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INDIAN CREEK STATION	B FROM INDIAN CREEK STATION TO 5290 MINOLA DR	D BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	E SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	10	13	20	0				43
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	8	2	2	0				12
C	5290 MINOLA DR	1	0	1	0				2
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	19	3	8	3				33
E	SWIFT STREET SHOPPING CENTER	3	2	3	0				8
									0
									0
									0
	Total	41	20	34	3	0	0	0	98

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INDIAN CREEK STATION	B FROM INDIAN CREEK STATION TO 5290 MINOLA DR	D BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	E SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	23.26%	30.23%	46.51%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	66.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
C	5290 MINOLA DR	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	57.58%	9.09%	24.24%	9.09%	0.00%	0.00%	0.00%	100%
E	SWIFT STREET SHOPPING CENTER	37.50%	25.00%	37.50%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A INDIAN CREEK STATION	B FROM INDIAN CREEK STATION TO 5290 MINOLA DR	D BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	E SWIFT STREET SHOPPING CENTER				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	411	350	260	55	0	0	0	1163

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A INDIAN CREEK STATION	B FROM INDIAN CREEK STATION TO 5290 MINOLA DR	D BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	E SWIFT STREET SHOPPING CENTER				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	432	340	347	44	0	0	0	1163

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A INDIAN CREEK STATION	B FROM INDIAN CREEK STATION TO 5290 MINOLA DR	D BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	E SWIFT STREET SHOPPING CENTER				Total
A	INDIAN CREEK STATION	6.7	14.0	8.1	0.0	0.0	0.0	0.0	9.6
B	BETWEEN INDIAN CREEK STATION & 5290 MINOLA DR	24.0	49.7	29.0	0.0	0.0	0.0	0.0	29.1
C	5290 MINOLA DR	39.4	0.0	47.6	0.0	0.0	0.0	0.0	43.5
D	BETWEEN 5290 MINOLA DR & SWIFT STREET SHOPPING CENTER	6.2	12.8	7.5	14.7	0.0	0.0	0.0	7.9
E	SWIFT STREET SHOPPING CENTER	5.1	10.6	6.2	0.0	0.0	0.0	0.0	6.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	10.5	17.0	10.2	14.7	0.0	0.0	0.0	11.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 87
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0	20	2						22
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	22	26	20						68
C	NORTH SPRINGS STATION	3	39	0						42
										0
										0
										0
										0
										0
	Total	25	85	22	0	0	0	0	0	132

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0.00%	90.91%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	32.35%	38.24%	29.41%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	NORTH SPRINGS STATION	7.14%	92.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	209	666	146	0	0	0	0	0	1021

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	186	532	303	0	0	0	0	0	1021

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0.0	8.9	14.6	0.0	0.0	0.0	0.0	0.0	9.5
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	8.0	8.4	13.7	0.0	0.0	0.0	0.0	0.0	9.8
C	NORTH SPRINGS STATION	3.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.4	6.3	13.8	0.0	0.0	0.0	0.0	0.0	7.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 87
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0	12	0						12
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	15	15	9						39
C	NORTH SPRINGS STATION	0	30	0						30
										0
										0
										0
										0
										0
	Total	15	57	9	0	0	0	0	0	81

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	38.46%	38.46%	23.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	NORTH SPRINGS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	217	548	254	0	0	0	0	0	1019

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	166	687	166	0	0	0	0	0	1019

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	DUNWOODY STATION	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	0.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0	18.1
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	11.1	14.3	18.4	0.0	0.0	0.0	0.0	0.0	14.0
C	NORTH SPRINGS STATION	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	8.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.1	12.1	18.4	0.0	0.0	0.0	0.0	0.0	12.6

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 87
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A DUNWOODY STATION	B BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	C NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	2	40	10						52
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	27	23	15						65
C	NORTH SPRINGS STATION	1	40	0						41
										0
										0
										0
										0
										0
	Total	30	103	25	0	0	0	0	0	158

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A DUNWOODY STATION	B BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	C NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	3.85%	76.92%	19.23%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	41.54%	35.38%	23.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	NORTH SPRINGS STATION	2.44%	97.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A DUNWOODY STATION	B BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	C NORTH SPRINGS STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	356	1057	353	0	0	0	0	0	1766

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A DUNWOODY STATION	B BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	C NORTH SPRINGS STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	308	1086	371	0	0	0	0	0	1766

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A DUNWOODY STATION	B BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	C NORTH SPRINGS STATION						Total
A	DUNWOODY STATION	3.8	7.0	7.0	0.0	0.0	0.0	0.0	0.0	6.9
B	BETWEEN DUNWOODY STATION & NORTH SPRINGS STATION	11.0	19.9	20.1	0.0	0.0	0.0	0.0	0.0	16.2
C	NORTH SPRINGS STATION	4.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.3	10.5	14.9	0.0	0.0	0.0	0.0	0.0	11.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 89
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	South Fulton Park and Ride	Between South Fulton Park & Ride and Old National Hwy	Between Flat Shoals Road & Old National Hwy @ Godby Rd	Old National Hwy @ Godby Road	College Park Station EOL				Total
A	South Fulton Park and Ride	0	0	0	2	4				6
B	Between South Fulton Park & Ride and Old National Hwy	1	3	1	2	36				43
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0	0	0	1	4				5
D	Old National Hwy @ Godby Road	0	2	0	1	6				9
E	College Park Station EOL	2	11	23	17	0				53
										0
										0
										0
	Total	3	16	24	23	50	0	0	0	116

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	South Fulton Park and Ride	Between South Fulton Park & Ride and Old National Hwy	Between Flat Shoals Road & Old National Hwy @ Godby Rd	Old National Hwy @ Godby Road	College Park Station EOL				Total
A	South Fulton Park and Ride	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
B	Between South Fulton Park & Ride and Old National Hwy	2.33%	6.98%	2.33%	4.65%	83.72%	0.00%	0.00%	0.00%	100%
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	100%
D	Old National Hwy @ Godby Road	0.00%	22.22%	0.00%	11.11%	66.67%	0.00%	0.00%	0.00%	100%
E	College Park Station EOL	3.77%	20.75%	43.40%	32.08%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	South Fulton Park and Ride	Between South Fulton Park & Ride and Old National Hwy	Between Flat Shoals Road & Old National Hwy @ Godby Rd	Old National Hwy @ Godby Road	College Park Station EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	47	217	179	92	234	0	0	0	769

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	South Fulton Park and Ride	Between South Fulton Park & Ride and Old National Hwy	Between Flat Shoals Road & Old National Hwy @ Godby Rd	Old National Hwy @ Godby Road	College Park Station EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	21	119	133	53	443	0	0	0	769

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	South Fulton Park and Ride	Between South Fulton Park & Ride and Old National Hwy	Between Flat Shoals Road & Old National Hwy @ Godby Rd	Old National Hwy @ Godby Road	College Park Station EOL				Total
A	South Fulton Park and Ride	0.0	0.0	0.0	3.4	10.0	0.0	0.0	0.0	7.8
B	Between South Fulton Park & Ride and Old National Hwy	7.5	7.0	6.0	1.7	5.0	0.0	0.0	0.0	5.0
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.0	0.0	0.0	13.8	41.1	0.0	0.0	0.0	35.6
D	Old National Hwy @ Godby Road	0.0	14.1	0.0	3.4	10.0	0.0	0.0	0.0	10.2
E	College Park Station EOL	6.9	6.4	5.5	1.5	0.0	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.1	7.4	5.5	2.3	8.9	0.0	0.0	0.0	6.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 89
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From South Fulton Park & Ride to Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0	0	0	0				0
B	Between South Fulton Park & Ride and Old National Hwy	1	3	2	12				18
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0	0	0	9				9
D	Old National Hwy @ Godby Road	0	0	0	7				7
E	College Park Station EOL	11	10	8	1				30
									0
									0
									0
	Total	12	13	10	29	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From South Fulton Park & Ride to Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Between South Fulton Park & Ride and Old National Hwy	5.56%	16.67%	11.11%	66.67%	0.00%	0.00%	0.00%	100%
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Old National Hwy @ Godby Road	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	College Park Station EOL	36.67%	33.33%	26.67%	3.33%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B From South Fulton Park & Ride to Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	279	124	124	432	0	0	0	959

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B From South Fulton Park & Ride to Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	189	204	154	412	0	0	0	959

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From South Fulton Park & Ride to Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Between South Fulton Park & Ride and Old National Hwy	19.5	18.7	18.5	13.8	0.0	0.0	0.0	15.5
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.0	0.0	0.0	13.2	0.0	0.0	0.0	13.2
D	Old National Hwy @ Godby Road	0.0	0.0	0.0	17.0	0.0	0.0	0.0	17.0
E	College Park Station EOL	15.2	14.7	14.6	10.7	0.0	0.0	0.0	14.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	15.5	15.6	15.4	14.3	0.0	0.0	0.0	15.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 89
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A South Fulton Park and Ride	B Between South Fulton Park & Ride and Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0	0	1	0	4				5
B	Between South Fulton Park & Ride and Old National Hwy	1	2	4	5	33				45
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0	2	0	0	10				12
D	Old National Hwy @ Godby Road	0	0	0	0	5				5
E	College Park Station EOL	0	19	25	15	1				60
										0
										0
										0
	Total	1	23	30	20	53	0	0	0	127

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A South Fulton Park and Ride	B Between South Fulton Park & Ride and Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100%
B	Between South Fulton Park & Ride and Old National Hwy	2.22%	4.44%	8.89%	11.11%	73.33%	0.00%	0.00%	0.00%	100%
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.00%	16.67%	0.00%	0.00%	83.33%	0.00%	0.00%	0.00%	100%
D	Old National Hwy @ Godby Road	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	College Park Station EOL	0.00%	31.67%	41.67%	25.00%	1.67%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A South Fulton Park and Ride	B Between South Fulton Park & Ride and Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	104	273	342	175	742	0	0	0	1636

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A South Fulton Park and Ride	B Between South Fulton Park & Ride and Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	34	381	378	181	663	0	0	0	1636

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A South Fulton Park and Ride	B Between South Fulton Park & Ride and Old National Hwy	C Between Flat Shoals Road & Old National Hwy @ Godby Rd	D Old National Hwy @ Godby Road	E College Park Station EOL				Total
A	South Fulton Park and Ride	0.0	0.0	27.3	0.0	18.7	0.0	0.0	0.0	20.4
B	Between South Fulton Park & Ride and Old National Hwy	35.0	8.2	7.1	5.6	5.1	0.0	0.0	0.0	6.1
C	Between Flat Shoals Road & Old National Hwy @ Godby Rd	0.0	41.9	0.0	0.0	25.4	0.0	0.0	0.0	28.2
D	Old National Hwy @ Godby Road	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	34.0
E	College Park Station EOL	0.0	14.6	12.5	10.2	8.8	0.0	0.0	0.0	12.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	35.0	16.4	12.3	9.0	12.7	0.0	0.0	0.0	12.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 91
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	From Shallowford Road to Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0	0	1	0				1
B	Between Brookhaven Station and Shallowford Road	1	1	1	0				3
C	Between Shallowford Road and Chamblee Tucker Road	3	2	0	1				6
D	Between Chamblee Tucker Road and Doraville Station	0	0	1	0				1
E	Doraville Station - EOL	0	0	3	1				4
									0
									0
									0
	Total	4	3	6	2	0	0	0	15

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	From Shallowford Road to Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Brookhaven Station and Shallowford Road	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Shallowford Road and Chamblee Tucker Road	50.00%	33.33%	0.00%	16.67%	0.00%	0.00%	0.00%	100%
D	Between Chamblee Tucker Road and Doraville Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Doraville Station - EOL	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	E				
	Brookhaven Station	Between Brookhaven Station and Shallowford Road	From Shallowford Road to Doraville Station	Doraville Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	20	54	52	32	0	0	0	197

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	E				
	Brookhaven Station	Between Brookhaven Station and Shallowford Road	From Shallowford Road to Doraville Station	Doraville Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	65	12	65	56	0	0	0	197

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	From Shallowford Road to Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7
B	Between Brookhaven Station and Shallowford Road	38.0	8.3	9.0	0.0	0.0	0.0	0.0	18.4
C	Between Shallowford Road and Chamblee Tucker Road	8.9	1.9	0.0	27.4	0.0	0.0	0.0	9.7
D	Between Chamblee Tucker Road and Doraville Station	0.0	0.0	32.5	0.0	0.0	0.0	0.0	32.5
E	Doraville Station - EOL	0.0	0.0	2.2	28.2	0.0	0.0	0.0	8.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	16.2	4.0	10.8	27.8	0.0	0.0	0.0	13.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 91
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	Between Shallowford Road and Chamblee Tucker Road	Between Chamblee Tucker Road and Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0	3	0	0	0				3
C	From Brookhaven Station to Chamblee Tucker Road	1	1	1	1	3				7
D	Between Chamblee Tucker Road and Doraville Station	0	0	2	0	0				2
E	Doraville Station - EOL	1	1	3	0	0				5
										0
										0
										0
	Total	2	5	6	1	3	0	0	0	17

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	Between Shallowford Road and Chamblee Tucker Road	Between Chamblee Tucker Road and Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	From Brookhaven Station to Chamblee Tucker Road	14.29%	14.29%	14.29%	14.29%	42.86%	0.00%	0.00%	0.00%	100%
D	Between Chamblee Tucker Road and Doraville Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Doraville Station - EOL	20.00%	20.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Brookhaven Station	Between Brookhaven Station and Shallowford Road	Between Shallowford Road and Chamblee Tucker Road	Between Chamblee Tucker Road and Doraville Station	Doraville Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	49	0	100	28	41	0	0	0	218

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Brookhaven Station	Between Brookhaven Station and Shallowford Road	Between Shallowford Road and Chamblee Tucker Road	Between Chamblee Tucker Road and Doraville Station	Doraville Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	58	62	34	36	0	0	0	218

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Brookhaven Station	Between Brookhaven Station and Shallowford Road	Between Shallowford Road and Chamblee Tucker Road	Between Chamblee Tucker Road and Doraville Station	Doraville Station - EOL				Total
A	Brookhaven Station	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	14.9
C	From Brookhaven Station to Chamblee Tucker Road	16.6	7.5	10.6	33.9	12.0	0.0	0.0	0.0	15.0
D	Between Chamblee Tucker Road and Doraville Station	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	14.0
E	Doraville Station - EOL	12.1	5.5	7.7	0.0	0.0	0.0	0.0	0.0	8.2
		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	0.0	0.0	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	14.4	11.5	10.3	33.9	12.0	0.0	0.0	0.0	12.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 91
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Brookhaven Station	B Between Brookhaven Station and Shallowford Road	C Between Shallowford Road and Chamblee Tucker Road	D Between Chamblee Tucker Road and Doraville Station	E Doraville Station - EOL				Total
A	Brookhaven Station	0	1	1	1	0				3
B	Between Brookhaven Station and Shallowford Road	0	0	1	0	2				3
C	Between Shallowford Road and Chamblee Tucker Road	2	1	0	0	0				3
D	Between Chamblee Tucker Road and Doraville Station	0	0	0	2	0				2
E	Doraville Station - EOL	1	1	3	1	0				6
										0
										0
										0
	Total	3	3	5	4	2	0	0	0	17

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Brookhaven Station	B Between Brookhaven Station and Shallowford Road	C Between Shallowford Road and Chamblee Tucker Road	D Between Chamblee Tucker Road and Doraville Station	E Doraville Station - EOL				Total
A	Brookhaven Station	0.00%	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Brookhaven Station and Shallowford Road	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
C	Between Shallowford Road and Chamblee Tucker Road	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Chamblee Tucker Road and Doraville Station	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Doraville Station - EOL	16.67%	16.67%	50.00%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Brookhaven Station	B Between Brookhaven Station and Shallowford Road	C Between Shallowford Road and Chamblee Tucker Road	D Between Chamblee Tucker Road and Doraville Station	E Doraville Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	51	39	57	39	54	0	0	0	240

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Brookhaven Station	B Between Brookhaven Station and Shallowford Road	C Between Shallowford Road and Chamblee Tucker Road	D Between Chamblee Tucker Road and Doraville Station	E Doraville Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	49	52	59	42	38	0	0	0	240

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Brookhaven Station	B Between Brookhaven Station and Shallowford Road	C Between Shallowford Road and Chamblee Tucker Road	D Between Chamblee Tucker Road and Doraville Station	E Doraville Station - EOL				Total
A	Brookhaven Station	0.0	21.9	20.5	7.1	0.0	0.0	0.0	0.0	16.5
B	Between Brookhaven Station and Shallowford Road	0.0	0.0	9.0	0.0	19.0	0.0	0.0	0.0	15.7
C	Between Shallowford Road and Chamblee Tucker Road	19.3	19.6	0.0	0.0	0.0	0.0	0.0	0.0	19.4
D	Between Chamblee Tucker Road and Doraville Station	0.0	0.0	0.0	15.8	0.0	0.0	0.0	0.0	15.8
E	Doraville Station - EOL	10.4	10.5	9.9	3.4	0.0	0.0	0.0	0.0	9.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	16.3	17.3	11.8	10.5	19.0	0.0	0.0	0.0	14.1

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 93
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	East Point Station	Between East Point Station and Cleveland Ave	Between Bayard Street and Metropolitian	Between Cleveland & Forrest Hills Dr	Forrest Hills Drive - EOL				Total
A	East Point Station	1	25	5	3	4				38
B	Between East Point Station and Cleveland Ave	24	3	2	0	0				29
C	Between Bayard Street and Metropolitian	11	4	0	1	0				16
D	Between Cleveland & Forrest Hills Dr	2	0	0	0	0				2
E	Forrest Hills Drive - EOL	12	1	4	1	0				18
										0
										0
										0
	Total	50	33	11	5	4	0	0	0	103

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	East Point Station	Between East Point Station and Cleveland Ave	Between Bayard Street and Metropolitian	Between Cleveland & Forrest Hills Dr	Forrest Hills Drive - EOL				Total
A	East Point Station	2.63%	65.79%	13.16%	7.89%	10.53%	0.00%	0.00%	0.00%	100%
B	Between East Point Station and Cleveland Ave	82.76%	10.34%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Bayard Street and Metropolitian	68.75%	25.00%	0.00%	6.25%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Cleveland & Forrest Hills Dr	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Forrest Hills Drive - EOL	66.67%	5.56%	22.22%	5.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A	B	C	D	E				
	East Point Station	Between East Point Station and Cleveland Ave	Between Bayard Street and Metropolitian	Between Cleveland & Forrest Hills Dr	Forrest Hills Drive - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	319	202	169	27	30	0	0	0	747

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A	B	C	D	E				
	East Point Station	Between East Point Station and Cleveland Ave	Between Bayard Street and Metropolitian	Between Cleveland & Forrest Hills Dr	Forrest Hills Drive - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	165	459	70	12	40	0	0	0	747

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	East Point Station	Between East Point Station and Cleveland Ave	Between Bayard Street and Metropolitian	Between Cleveland & Forrest Hills Dr	Forrest Hills Drive - EOL				Total
A	East Point Station	1.5	10.1	5.8	2.0	9.0	0.0	0.0	0.0	8.6
B	Between East Point Station and Cleveland Ave	4.1	25.5	14.3	0.0	0.0	0.0	0.0	0.0	7.0
C	Between Bayard Street and Metropolitian	4.3	28.5	0.0	5.5	0.0	0.0	0.0	0.0	10.4
D	Between Cleveland & Forrest Hills Dr	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6
E	Forrest Hills Drive - EOL	0.8	5.6	3.1	1.1	0.0	0.0	0.0	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	0.0	0.0	0.0	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	3.6	13.6	6.4	2.5	9.0	0.0	0.0	0.0	7.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 95
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B From King Arnold St @ Sunset to 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0	0	1				1
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	0	1	3				4
D	From 1577 Metropolitan Pkwy SW to West End Station	1	0	2				3
E	West End Station - EOL	14	7	0				21
								0
								0
								0
	Total	15	8	6	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B From King Arnold St @ Sunset to 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100%
D	From 1577 Metropolitan Pkwy SW to West End Station	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
E	West End Station - EOL	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B From King Arnold St @ Sunset to 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	252	160	404	0	0	0	833

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B From King Arnold St @ Sunset to 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	245	256	332	0	0	0	833

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B From King Arnold St @ Sunset to 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.0	0.0	17.6	0.0	0.0	0.0	17.6
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	0.0	68.2	62.8	0.0	0.0	0.0	64.2
D	From 1577 Metropolitan Pkwy SW to West End Station	37.7	0.0	62.9	0.0	0.0	0.0	54.5
E	West End Station - EOL	14.8	26.8	0.0	0.0	0.0	0.0	18.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	16.3	32.0	55.3	0.0	0.0	0.0	28.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 95
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Arnold St @ Sunset Drive	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1577 Metropolitan Pkwy SW	Between 1577 Metropolitan Pkwy SW & West End Station	West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0	3	0	0	4				7
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1	7	1	4	41				54
C	1577 Metropolitan Pkwy SW	0	0	0	0	2				2
D	Between 1577 Metropolitan Pkwy SW & West End Station	0	3	0	0	14				17
E	West End Station - EOL	3	57	0	24	1				85
										0
										0
										0
	Total	4	70	1	28	62	0	0	0	165

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Arnold St @ Sunset Drive	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1577 Metropolitan Pkwy SW	Between 1577 Metropolitan Pkwy SW & West End Station	West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.00%	42.86%	0.00%	0.00%	57.14%	0.00%	0.00%	0.00%	100%
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1.85%	12.96%	1.85%	7.41%	75.93%	0.00%	0.00%	0.00%	100%
C	1577 Metropolitan Pkwy SW	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between 1577 Metropolitan Pkwy SW & West End Station	0.00%	17.65%	0.00%	0.00%	82.35%	0.00%	0.00%	0.00%	100%
E	West End Station - EOL	3.53%	67.06%	0.00%	28.24%	1.18%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	King Arnold St @ Sunset Drive	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1577 Metropolitan Pkwy SW	Between 1577 Metropolitan Pkwy SW & West End Station	West End Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	15	354	103	125	447	0	0	0	1044

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	King Arnold St @ Sunset Drive	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1577 Metropolitan Pkwy SW	Between 1577 Metropolitan Pkwy SW & West End Station	West End Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	388	57	187	397	0	0	0	1044

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Arnold St @ Sunset Drive	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1577 Metropolitan Pkwy SW	Between 1577 Metropolitan Pkwy SW & West End Station	West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.0	2.7	0.0	0.0	1.7	0.0	0.0	0.0	2.2
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	4.8	7.5	57.0	9.0	4.9	0.0	0.0	0.0	6.5
C	1577 Metropolitan Pkwy SW	0.0	0.0	0.0	0.0	49.3	0.0	0.0	0.0	49.3
D	Between 1577 Metropolitan Pkwy SW & West End Station	0.0	10.2	0.0	0.0	6.5	0.0	0.0	0.0	7.2
E	West End Station - EOL	3.4	5.1	0.0	6.3	3.4	0.0	0.0	0.0	5.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.8	5.5	57.0	6.7	6.5	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 95
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Arnold St @ Sunset Drive	B Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	C 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0	5	0	2	3				10
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1	19	0	13	67				100
D	From 1577 Metropolitan Pkwy SW to West End Station	0	5	0	3	11				19
E	West End Station - EOL	2	123	2	58	1				186
										0
										0
										0
	Total	3	152	2	76	82	0	0	0	315

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Arnold St @ Sunset Drive	B Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	C 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.00%	50.00%	0.00%	20.00%	30.00%	0.00%	0.00%	0.00%	100%
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	1.00%	19.00%	0.00%	13.00%	67.00%	0.00%	0.00%	0.00%	100%
D	From 1577 Metropolitan Pkwy SW to West End Station	0.00%	26.32%	0.00%	15.79%	57.89%	0.00%	0.00%	0.00%	100%
E	West End Station - EOL	1.08%	66.13%	1.08%	31.18%	0.54%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A King Arnold St @ Sunset Drive	B Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	C 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	31	574	0	188	956	0	0	0	1749
	55.52380952	555.2380952	0	105.4952381	1032.742857	1749			

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A King Arnold St @ Sunset Drive	B Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	C 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	26	814	15	392	502	0	0	0	1749
	16.65714286	843.9619048	11.1047619	421.9809524	455.2952381				

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Arnold St @ Sunset Drive	B Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	C 1577 Metropolitan Pkwy SW	D Between 1577 Metropolitan Pkwy SW & West End Station	E West End Station - EOL				Total
A	King Arnold St @ Sunset Drive	0.0	3.2	0.0	3.0	3.1	0.0	0.0	0.0	3.1
B	Between 1577 Metropolitan Pkwy SW & King Arnold St @ Sunset	9.4	5.9	0.0	5.6	5.7	0.0	0.0	0.0	5.7
D	From 1577 Metropolitan Pkwy SW to West End Station	0.0	10.2	0.0	9.6	9.8	0.0	0.0	0.0	9.9
E	West End Station - EOL	8.3	5.2	7.5	4.9	5.0	0.0	0.0	0.0	5.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.7	5.4	7.5	5.2	6.1	0.0	0.0	0.0	5.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 96
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	Snapfinger Woods Drive @ Wesley Chapel	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	0	0	0	4				4
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	1	4	3	0	8				16
C	Snapfinger Woods Drive @ Wesley Chapel	0	2	0	0	2				4
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	1	6	1	0	4				12
E	Kensington Station - EOL	1	3	3	5	0				12
										0
										0
										0
	Total	3	15	7	5	18	0	0	0	48

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	Snapfinger Woods Drive @ Wesley Chapel	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	6.25%	25.00%	18.75%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
C	Snapfinger Woods Drive @ Wesley Chapel	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	8.33%	50.00%	8.33%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	8.33%	25.00%	25.00%	41.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	Snapfinger Woods Drive @ Wesley Chapel	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	Kensington Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	43	160	16	227	110	0	0	0	556

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	Snapfinger Woods Drive @ Wesley Chapel	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	Kensington Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	6	124	32	99	294	0	0	0	556

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	Snapfinger Woods Drive @ Wesley Chapel	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.4
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	1.7	6.3	4.4	0.0	14.5	0.0	0.0	0.0	9.8
C	Snapfinger Woods Drive @ Wesley Chapel	0.0	2.4	0.0	0.0	5.4	0.0	0.0	0.0	3.9
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	3.6	13.7	9.7	0.0	32.0	0.0	0.0	0.0	18.6
E	Kensington Station - EOL	1.1	4.1	2.9	19.4	0.0	0.0	0.0	0.0	9.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.1	8.3	4.5	19.4	16.5	0.0	0.0	0.0	11.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 96
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	3	1	0	5				9
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0	1	2	2	7				12
C	Snapfinger Woods Drive @ Wesley Chapel	1	0	0	1	4				6
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0	1	1	2	4				8
E	Kensington Station - EOL	1	4	1	4	0				10
										0
										0
										0
	Total	2	9	5	9	20	0	0	0	45

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	33.33%	11.11%	0.00%	55.56%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0.00%	8.33%	16.67%	16.67%	58.33%	0.00%	0.00%	0.00%	100%
C	Snapfinger Woods Drive @ Wesley Chapel	16.67%	0.00%	0.00%	16.67%	66.67%	0.00%	0.00%	0.00%	100%
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0.00%	12.50%	12.50%	25.00%	50.00%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	10.00%	40.00%	10.00%	40.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	52	130	30	144	301	0	0	0	656

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	48	190	21	255	142	0	0	0	656

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	9.2	1.9	0.0	4.3	0.0	0.0	0.0	5.7
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0.0	18.0	3.7	21.5	8.4	0.0	0.0	0.0	10.6
C	Snapfinger Woods Drive @ Wesley Chapel	9.0	0.0	0.0	8.2	3.2	0.0	0.0	0.0	5.0
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0.0	25.9	5.4	31.0	12.2	0.0	0.0	0.0	17.7
E	Kensington Station - EOL	39.0	29.7	6.2	35.5	0.0	0.0	0.0	0.0	30.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	24.0	21.1	4.2	28.3	7.1	0.0	0.0	0.0	14.6

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 96
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	0	1	0	6				7
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0	3	1	1	16				21
C	Snapfinger Woods Drive @ Wesley Chapel	0	2	0	0	2				4
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0	5	0	1	6				12
E	Kensington Station - EOL	3	6	9	8	0				26
										0
										0
										0
	Total	3	16	11	10	30	0	0	0	70

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	0.00%	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0.00%	14.29%	4.76%	4.76%	76.19%	0.00%	0.00%	0.00%	100%
C	Snapfinger Woods Drive @ Wesley Chapel	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0.00%	41.67%	0.00%	8.33%	50.00%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	11.54%	23.08%	34.62%	30.77%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	89	233	50	240	358	0	0	0	970

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	24	265	29	302	350	0	0	0	970

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Panola Park and Ride Lot	B Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	C Snapfinger Woods Drive @ Wesley Chapel	D Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	E Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	0.0	3.5	0.0	13.9	0.0	0.0	0.0	12.4
B	Between Panola Park and Ride Lot & Snapfinger Woods Dr @ Wesley Chapel Rd	0.0	14.0	2.5	27.9	9.8	0.0	0.0	0.0	10.9
C	Snapfinger Woods Drive @ Wesley Chapel	0.0	14.6	0.0	0.0	10.2	0.0	0.0	0.0	12.4
D	Between Snapfinger Woods Drive @ Wesley Chapel & Kensington Station	0.0	21.3	0.0	42.5	15.0	0.0	0.0	0.0	19.9
E	Kensington Station - EOL	7.9	14.5	2.6	28.9	0.0	0.0	0.0	0.0	14.1
		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	0.0	0.0	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	7.9	16.6	2.7	30.2	11.7	0.0	0.0	0.0	13.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 97
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Cherokee Avenue @ Augusta Ave	Between Cherokee Avenue @ Augusta Ave & Five Points	Five Points Station	From Five Points to Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0	0	3	0				3
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0	6	47	3				56
C	Five Points Station	2	23	0	3				28
D	Between Five Points & Civic Center Station	0	4	4	0				8
E	Civic Center Station	0	1	8	4				13
									0
									0
									0
	Total	2	34	62	10	0	0	0	108

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Cherokee Avenue @ Augusta Ave	Between Cherokee Avenue @ Augusta Ave & Five Points	Five Points Station	From Five Points to Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0.00%	10.71%	83.93%	5.36%	0.00%	0.00%	0.00%	100%
C	Five Points Station	7.14%	82.14%	0.00%	10.71%	0.00%	0.00%	0.00%	100%
D	Between Five Points & Civic Center Station	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Civic Center Station	0.00%	7.69%	61.54%	30.77%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D				
	Cherokee Avenue @ Augusta Ave	Between Cherokee Avenue @ Augusta Ave & Five Points	Five Points Station	From Five Points to Civic Center Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	7	75	62	25	0	0	0	188

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D				
	Cherokee Avenue @ Augusta Ave	Between Cherokee Avenue @ Augusta Ave & Five Points	Five Points Station	From Five Points to Civic Center Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	71	58	52	0	0	0	188

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Cherokee Avenue @ Augusta Ave	Between Cherokee Avenue @ Augusta Ave & Five Points	Five Points Station	From Five Points to Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0.0	0.0	2.2	0.0	0.0	0.0	0.0	2.2
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0.0	2.0	0.9	6.6	0.0	0.0	0.0	1.3
C	Five Points Station	3.5	1.8	0.0	5.8	0.0	0.0	0.0	2.3
D	Between Five Points & Civic Center Station	0.0	4.3	1.8	0.0	0.0	0.0	0.0	3.1
E	Civic Center Station	0.0	1.1	0.5	3.6	0.0	0.0	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	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	3.5	2.1	0.9	5.2	0.0	0.0	0.0	1.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 97
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Cherokee Avenue @ Augusta Ave to Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
C	From Cherokee Avenue @ Augusta Ave to Five Points Station	3	0	0	3				6
D	Between Five Points & Civic Center Station	3	1	0	1				5
E	Civic Center Station	4	6	3	0				13
									0
									0
									0
	Total	10	7	3	4	0	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Cherokee Avenue @ Augusta Ave to Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
C	From Cherokee Avenue @ Augusta Ave to Five Points Station	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	Between Five Points & Civic Center Station	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
E	Civic Center Station	30.77%	46.15%	23.08%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

		B From Cherokee Avenue @ Augusta Ave to Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	63	39	103	0	0	0	205

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

		B From Cherokee Avenue @ Augusta Ave to Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	83	62	36	24	0	0	0	205

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Cherokee Avenue @ Augusta Ave to Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
C	From Cherokee Avenue @ Augusta Ave to Five Points Station	13.0	0.0	0.0	6.7	0.0	0.0	0.0	9.8
D	Between Five Points & Civic Center Station	7.5	11.7	0.0	3.9	0.0	0.0	0.0	7.6
E	Civic Center Station	5.4	8.4	12.0	0.0	0.0	0.0	0.0	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	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	8.3	8.9	12.0	6.0	0.0	0.0	0.0	8.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 97
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cherokee Avenue @ Augusta Ave	B Between Cherokee Avenue @ Augusta Ave & Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0	0	7	0	0				7
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0	3	8	0	0				11
C	Five Points Station	6	7	0	3	0				16
D	Between Five Points & Civic Center Station	0	0	4	0	1				5
E	Civic Center Station	1	0	2	1	0				4
										0
										0
										0
	Total	7	10	21	4	1	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cherokee Avenue @ Augusta Ave	B Between Cherokee Avenue @ Augusta Ave & Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0.00%	27.27%	72.73%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Five Points Station	37.50%	43.75%	0.00%	18.75%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Five Points & Civic Center Station	0.00%	0.00%	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
E	Civic Center Station	25.00%	0.00%	50.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Cherokee Avenue @ Augusta Ave	B Between Cherokee Avenue @ Augusta Ave & Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	23	73	122	48	45	0	0	0	311

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Cherokee Avenue @ Augusta Ave	B Between Cherokee Avenue @ Augusta Ave & Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	28	107	89	52	35	0	0	0	311

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cherokee Avenue @ Augusta Ave	B Between Cherokee Avenue @ Augusta Ave & Five Points	C Five Points Station	D Between Five Points & Civic Center Station	E Civic Center Station				Total
A	Cherokee Avenue @ Augusta Ave	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.2
B	Between Cherokee Avenue @ Augusta Ave & Five Points	0.0	12.0	4.5	0.0	0.0	0.0	0.0	0.0	6.5
C	Five Points Station	3.5	10.1	0.0	10.2	0.0	0.0	0.0	0.0	7.6
D	Between Five Points & Civic Center Station	0.0	0.0	4.0	0.0	34.6	0.0	0.0	0.0	10.1
E	Civic Center Station	7.4	0.0	7.9	21.3	0.0	0.0	0.0	0.0	11.1
		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	0.0	0.0	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	4.1	10.7	4.3	13.0	34.6	0.0	0.0	0.0	7.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 99
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0	5	0	1	0				6
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	4	1	3	1	1				10
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0	4	0	4	0				8
D	Between North Avenue Station and Bankhead Station	0	3	6	0	1				10
E	Bankhead Station - EOL	0	3	3	4	1				11
										0
										0
										0
	Total	4	16	12	10	3	0	0	0	45

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0.00%	83.33%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	40.00%	10.00%	30.00%	10.00%	10.00%	0.00%	0.00%	0.00%	100%
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between North Avenue Station and Bankhead Station	0.00%	30.00%	60.00%	0.00%	10.00%	0.00%	0.00%	0.00%	100%
E	Bankhead Station - EOL	0.00%	27.27%	27.27%	36.36%	9.09%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	16	39	36	19	17	0	0	0	128

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	3	43	46	19	17	0	0	0	128

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0.0	2.6	0.0	1.6	0.0	0.0	0.0	0.0	2.5
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	0.8	3.0	7.8	1.9	10.3	0.0	0.0	0.0	4.2
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0.0	5.2	0.0	3.2	0.0	0.0	0.0	0.0	4.2
D	Between North Avenue Station and Bankhead Station	0.0	0.9	2.4	0.0	3.1	0.0	0.0	0.0	2.0
E	Bankhead Station - EOL	0.0	1.0	2.7	0.6	3.6	0.0	0.0	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	0.0	0.0	0.0	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	0.8	2.7	3.8	1.9	5.7	0.0	0.0	0.0	2.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 99
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0	2	0	0	0				2
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	2	0	0	1	0				3
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0	2	0	0	0				2
D	Between North Avenue Station and Bankhead Station	0	0	1	0	1				2
E	Bankhead Station - EOL	0	1	1	1	0				3
										0
										0
										0
	Total	2	5	2	2	1	0	0	0	12

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between North Avenue Station and Bankhead Station	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	Bankhead Station - EOL	0.00%	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	55	80	72	45	64	0	0	0	316

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	47	123	72	54	20	0	0	0	316

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	King Memorial Station	Between King Memorial Station & North Avenue NE @ Hunt St NE	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	Between North Avenue Station and Bankhead Station	Bankhead Station - EOL				Total
A	King Memorial Station	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	24.4
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	23.5	0.0	0.0	34.0	0.0	0.0	0.0	0.0	27.0
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	0.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	31.9
D	Between North Avenue Station and Bankhead Station	0.0	0.0	33.7	0.0	20.0	0.0	0.0	0.0	26.8
E	Bankhead Station - EOL	0.0	10.4	38.3	20.0	0.0	0.0	0.0	0.0	22.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	23.5	24.6	36.0	27.0	20.0	0.0	0.0	0.0	26.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 99
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Memorial Station	B Between King Memorial Station & North Avenue NE @ Hunt St NE	C Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	D Between North Avenue Station and Bankhead Station	E Bankhead Station - EOL				Total
A	King Memorial Station	1	4	0	0	0				5
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	0	1	3	1	0				5
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Statio	0	1	1	0	0				2
D	Between North Avenue Station and Bankhead Station	2	0	4	1	2				9
E	Bankhead Station - EOL	0	1	2	2	0				5
										0
										0
										0
	Total	3	7	10	4	2	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Memorial Station	B Between King Memorial Station & North Avenue NE @ Hunt St NE	C Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	D Between North Avenue Station and Bankhead Station	E Bankhead Station - EOL				Total
A	King Memorial Station	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	0.00%	20.00%	60.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Statio	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between North Avenue Station and Bankhead Station	22.22%	0.00%	44.44%	11.11%	22.22%	0.00%	0.00%	0.00%	100%
E	Bankhead Station - EOL	0.00%	20.00%	40.00%	40.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A King Memorial Station	B Between King Memorial Station & North Avenue NE @ Hunt St NE	C Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	D Between North Avenue Station and Bankhead Station	E Bankhead Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	27	83	66	32	31	0	0	0	239

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A King Memorial Station	B Between King Memorial Station & North Avenue NE @ Hunt St NE	C Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	D Between North Avenue Station and Bankhead Station	E Bankhead Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	5	98	87	27	22	0	0	0	239

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A King Memorial Station	B Between King Memorial Station & North Avenue NE @ Hunt St NE	C Between Boulevard & North Ave NE @ Spring St NW (North Avenue Station)	D Between North Avenue Station and Bankhead Station	E Bankhead Station - EOL				Total
A	King Memorial Station	2.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	5.4
B	Between King Memorial Station & North Avenue NE @ Hunt St NE	0.0	24.1	14.5	14.3	0.0	0.0	0.0	0.0	16.4
C	Between Boulevard & North Ave NE @ Spring St NW (North Avenue Statio	0.0	40.8	24.5	0.0	0.0	0.0	0.0	0.0	32.6
D	Between North Avenue Station and Bankhead Station	1.3	0.0	2.0	2.0	10.9	0.0	0.0	0.0	3.8
E	Bankhead Station - EOL	0.0	9.0	5.4	5.3	0.0	0.0	0.0	0.0	6.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.7	14.0	8.7	6.7	10.9	0.0	0.0	0.0	9.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 103
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0	16	21	2	1				40
B	Between Chamblee Station & Dunwoody Park	4	0	0	0	0				4
C	Dunwoody Park	2	0	0	0	0				2
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	4	2	0	2	0				8
E	Winters Chapel Road @ Peeler Rd - EOL	0	1	0	0	0				1
										0
										0
										0
	Total	10	19	21	4	1	0	0	0	55

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0.00%	40.00%	52.50%	5.00%	2.50%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & Dunwoody Park	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Dunwoody Park	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Winters Chapel Road @ Peeler Rd - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	123	45	23	44	4	0	0	0	239

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	104	66	48	19	2	0	0	0	239

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0.0	3.4	2.3	4.4	2.0	0.0	0.0	0.0	2.8
B	Between Chamblee Station & Dunwoody Park	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6
C	Dunwoody Park	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	6.9	4.0	0.0	5.2	0.0	0.0	0.0	0.0	5.8
E	Winters Chapel Road @ Peeler Rd - EOL	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	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	10.4	3.4	2.3	4.8	2.0	0.0	0.0	0.0	4.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 103
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0	5	2	1	1				9
B	Between Chamblee Station & Dunwoody Park	3	0	1	1	0				5
C	Dunwoody Park	0	0	0	1	0				1
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	2	0	0	0	0				2
										0
										0
										0
	Total	5	5	3	3	1	0	0	0	17

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0.00%	55.56%	22.22%	11.11%	11.11%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & Dunwoody Park	60.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Dunwoody Park	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	102	42	38	30	0	0	0	0	212

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	92	45	27	41	7	0	0	0	212

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	Winters Chapel Road @ Peeler Rd - EOL				Total
A	Chamblee Station	0.0	11.0	11.7	8.2	7.4	0.0	0.0	0.0	10.5
B	Between Chamblee Station & Dunwoody Park	15.0	0.0	3.1	2.2	0.0	0.0	0.0	0.0	10.1
C	Dunwoody Park	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	30.9
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	16.4	11.0	8.8	13.8	7.4	0.0	0.0	0.0	12.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 103
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL				Total
A	Chamblee Station	0	4	3	1				8
B	Between Chamblee Station & Dunwoody Park	6	0	0	0				6
C	Dunwoody Park	4	0	0	0				4
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	5	0	1	0				6
E	Winters Chapel Road @ Peeler Rd - EOL	6	0	0	1				7
									0
									0
									0
	Total	21	4	4	2	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL				Total
A	Chamblee Station	0.00%	50.00%	37.50%	12.50%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & Dunwoody Park	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Dunwoody Park	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	83.33%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
E	Winters Chapel Road @ Peeler Rd - EOL	85.71%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A	B	C	D				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	172	66	60	69	0	0	0	373

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A	B	C	D				
	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	168	83	49	73	0	0	0	373

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & Dunwoody Park	Dunwoody Park	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL				Total
A	Chamblee Station	0.0	19.5	12.6	65.0	0.0	0.0	0.0	22.6
B	Between Chamblee Station & Dunwoody Park	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7
C	Dunwoody Park	13.4	0.0	0.0	0.0	0.0	0.0	0.0	13.4
D	From Dunwoody Park to Winters Chapel @ Peeler Road - EOL	11.6	0.0	11.2	0.0	0.0	0.0	0.0	11.5
E	Winters Chapel Road @ Peeler Rd - EOL	0.4	0.0	0.0	2.5	0.0	0.0	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	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	8.5	19.5	12.3	33.8	0.0	0.0	0.0	12.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 104
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	2	5	6						13
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	5	1	0						6
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	1	0	0						1
										0
										0
										0
										0
										0
	Total	8	6	6	0	0	0	0	0	20

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	15.38%	38.46%	46.15%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	99	105	5	0	0	0	0	0	209

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	108	79	22	0	0	0	0	0	209

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	9.1	11.6	3.6	0.0	0.0	0.0	0.0	0.0	7.5
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	16.9	21.6	0.0	0.0	0.0	0.0	0.0	0.0	17.7
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.5	13.2	3.6	0.0	0.0	0.0	0.0	0.0	10.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 104
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	0	8	2						10
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	2	0	0						2
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	1	0	0						1
										0
										0
										0
										0
										0
	Total	3	8	2	0	0	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	109	88	11	0	0	0	0	0	208

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	92	113	3	0	0	0	0	0	208

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	0.0	14.1	1.5	0.0	0.0	0.0	0.0	0.0	11.6
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.9
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	30.7	14.1	1.5	0.0	0.0	0.0	0.0	0.0	16.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 104
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	1	4	2						7
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	7	0	0						7
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	4	0	0						4
										0
										0
										0
										0
										0
	Total	12	4	2	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	14.29%	57.14%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	151	156	12	0	0	0	0	0	320

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	167	144	9	0	0	0	0	0	320

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EOL	C Tilly Mill Rd @ Peachtree Industrial Blvd EOL						Total
A	Doraville Station	12.4	34.8	4.5	0.0	0.0	0.0	0.0	0.0	22.9
B	Between Doraville Station and Tilly Mill Rd @ Peachtree Industrial Blvd EO	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1
C	Tilly Mill Rd @ Peachtree Industrial Blvd EOL	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	34.8	4.5	0.0	0.0	0.0	0.0	0.0	17.8

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 105
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Dunwoody Station	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	Glenridge Dr @ Abernathy Rd EOL						Total
A	Dunwoody Station	0	13	0						13
B	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	11	1	1						13
C	Glenridge Dr @ Abernathy Rd EOL	4	0	0						4
										0
										0
										0
										0
										0
	Total	15	14	1	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Dunwoody Station	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	Glenridge Dr @ Abernathy Rd EOL						Total
A	Dunwoody Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	84.62%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Glenridge Dr @ Abernathy Rd EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY		A	B	C						
		Dunwoody Station	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	Glenridge Dr @ Abernathy Rd EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	104	105	31	0	0	0	0	0	241

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY		A	B	C						
		Dunwoody Station	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	Glenridge Dr @ Abernathy Rd EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	120	111	10	0	0	0	0	0	241

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Dunwoody Station	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	Glenridge Dr @ Abernathy Rd EOL						Total
A	Dunwoody Station	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9
B	Between Dunwoody Station & Glenridge Dr @ Abernathy Rd	8.0	7.7	10.0	0.0	0.0	0.0	0.0	0.0	8.2
C	Glenridge Dr @ Abernathy Rd EOL	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.0	7.9	10.0	0.0	0.0	0.0	0.0	0.0	8.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 107
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	1	9	1	3	1				15
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	13	2	1	4	0				20
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	3	0	0	2	3				8
D	Between Glenwood Rd @ Alexander & Indian Creek Station	15	2	8	8	8				41
E	Indian Creek Station	2	3	2	8	0				15
										0
										0
										0
	Total	34	16	12	25	12	0	0	0	99

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	6.67%	60.00%	6.67%	20.00%	6.67%	0.00%	0.00%	0.00%	100%
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	65.00%	10.00%	5.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	37.50%	0.00%	0.00%	25.00%	37.50%	0.00%	0.00%	0.00%	100%
D	Between Glenwood Rd @ Alexander & Indian Creek Station	36.59%	4.88%	19.51%	19.51%	19.51%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	13.33%	20.00%	13.33%	53.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	180	21	356	66	0	0	0	736

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	203	149	33	175	176	0	0	0	736

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	4.2	8.4	2.1	6.2	13.4	0.0	0.0	0.0	7.6
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	7.7	15.2	3.9	11.3	0.0	0.0	0.0	0.0	8.9
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	1.4	0.0	0.0	2.0	4.3	0.0	0.0	0.0	2.6
D	Between Glenwood Rd @ Alexander & Indian Creek Station	5.9	11.8	3.0	8.7	18.7	0.0	0.0	0.0	8.7
E	Indian Creek Station	3.2	6.3	1.6	4.7	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	9.3	2.8	7.0	14.7	0.0	0.0	0.0	7.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 107
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	1	7	1	4	4				17
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	1	0	0	3	2				6
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	0	0	0	2	1				3
D	Between Glenwood Rd @ Alexander & Indian Creek Station	5	1	2	3	8				19
E	Indian Creek Station	0	4	1	15	1				21
										0
										0
										0
	Total	7	12	4	27	16	0	0	0	66

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	5.88%	41.18%	5.88%	23.53%	23.53%	0.00%	0.00%	0.00%	100%
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	16.67%	0.00%	0.00%	50.00%	33.33%	0.00%	0.00%	0.00%	100%
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100%
D	Between Glenwood Rd @ Alexander & Indian Creek Station	26.32%	5.26%	10.53%	15.79%	42.11%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	0.00%	19.05%	4.76%	71.43%	4.76%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	220	178	42	220	182	0	0	0	842

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	130	223	27	385	77	0	0	0	842

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Inman Park/Reynoldstown Station	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	Between Glenwood Rd @ Alexander & Indian Creek Station	Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	11.8	20.3	6.1	12.7	3.3	0.0	0.0	0.0	13.2
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	36.6	0.0	0.0	39.6	10.2	0.0	0.0	0.0	29.3
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	0.0	0.0	0.0	18.7	4.8	0.0	0.0	0.0	14.0
D	Between Glenwood Rd @ Alexander & Indian Creek Station	16.3	28.2	8.5	17.7	4.6	0.0	0.0	0.0	11.4
E	Indian Creek Station	0.0	13.2	4.0	8.3	2.1	0.0	0.0	0.0	8.7
		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	0.0	0.0	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	18.6	18.6	6.8	14.3	4.8	0.0	0.0	0.0	12.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 107
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Inman Park/Reynoldstown Station	B Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	C Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	D Between Glenwood Rd @ Alexander & Indian Creek Station	E Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	0	16	5	13	1				35
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	10	2	1	0	2				15
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	1	0	0	5	1				7
D	Between Glenwood Rd @ Alexander & Indian Creek Station	27	3	2	11	15				58
E	Indian Creek Station	1	6	3	14	0				24
										0
										0
										0
	Total	39	27	11	43	19	0	0	0	139

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Inman Park/Reynoldstown Station	B Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	C Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	D Between Glenwood Rd @ Alexander & Indian Creek Station	E Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	0.00%	45.71%	14.29%	37.14%	2.86%	0.00%	0.00%	0.00%	100%
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	66.67%	13.33%	6.67%	0.00%	13.33%	0.00%	0.00%	0.00%	100%
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	14.29%	0.00%	0.00%	71.43%	14.29%	0.00%	0.00%	0.00%	100%
D	Between Glenwood Rd @ Alexander & Indian Creek Station	46.55%	5.17%	3.45%	18.97%	25.86%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	4.17%	25.00%	12.50%	58.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Inman Park/Reynoldstown Station	B Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	C Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	D Between Glenwood Rd @ Alexander & Indian Creek Station	E Indian Creek Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	342	278	54	489	242	0	0	0	1406

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Inman Park/Reynoldstown Station	B Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	C Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	D Between Glenwood Rd @ Alexander & Indian Creek Station	E Indian Creek Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	328	305	66	511	196	0	0	0	1406

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Inman Park/Reynoldstown Station	B Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Station	C Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	D Between Glenwood Rd @ Alexander & Indian Creek Station	E Indian Creek Station				Total
A	Inman Park/Reynoldstown Station	0.0	9.9	5.1	12.1	8.4	0.0	0.0	0.0	10.0
B	Between Glenwood Rd @ Candler Road & Inman Park/Reynoldstown Stati	15.6	27.4	14.2	0.0	23.2	0.0	0.0	0.0	18.1
C	Between Glenwood Rd @ Glenhill Place & Glenwood Rd @ Morgan Pl SE	4.2	0.0	0.0	9.0	6.3	0.0	0.0	0.0	7.9
D	Between Glenwood Rd @ Alexander & Indian Creek Station	6.0	10.6	5.5	12.9	9.0	0.0	0.0	0.0	8.3
E	Indian Creek Station	5.6	9.9	5.1	12.0	0.0	0.0	0.0	0.0	10.3
		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	0.0	0.0	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	8.4	11.3	6.0	11.9	10.3	0.0	0.0	0.0	10.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 110
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0	3	1	7	1				12
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	1	4	1	8	0				14
C	Arts Center/Woodruff Arts Center	5	8	2	23	0				38
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	7	8	28	27	6				76
E	Lenox Station/Lenox Square Shopping Center	1	0	0	16	1				18
										0
										0
										0
	Total	14	23	32	81	8	0	0	0	158

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.00%	25.00%	8.33%	58.33%	8.33%	0.00%	0.00%	0.00%	100%
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	7.14%	28.57%	7.14%	57.14%	0.00%	0.00%	0.00%	0.00%	100%
C	Arts Center/Woodruff Arts Center	13.16%	21.05%	5.26%	60.53%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	9.21%	10.53%	36.84%	35.53%	7.89%	0.00%	0.00%	0.00%	100%
E	Lenox Station/Lenox Square Shopping Center	5.56%	0.00%	0.00%	88.89%	5.56%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)		A	B	C	D	E				
		Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	19	213	519	622	250	0	0	0	1623

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)		A	B	C	D	E				
		Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	293	190	1053	81	0	0	0	1623

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.0	1.7	0.9	1.7	1.6	0.0	0.0	0.0	1.6
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	0.6	17.1	8.9	16.9	0.0	0.0	0.0	0.0	15.2
C	Arts Center/Woodruff Arts Center	0.6	16.2	8.4	16.1	0.0	0.0	0.0	0.0	13.7
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	0.4	11.2	5.8	11.1	10.8	0.0	0.0	0.0	8.2
E	Lenox Station/Lenox Square Shopping Center	0.5	0.0	0.0	14.7	14.4	0.0	0.0	0.0	13.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.5	12.7	5.9	13.0	10.1	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 110
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0	9	0	4	0				13
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	2	11	3	14	0				30
C	Arts Center/Woodruff Arts Center	1	1	0	39	3				44
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	7	2	25	12	9				55
E	Lenox Station/Lenox Square Shopping Center	0	0	2	11	2				15
										0
										0
										0
	Total	10	23	30	80	14	0	0	0	157

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.00%	69.23%	0.00%	30.77%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	6.67%	36.67%	10.00%	46.67%	0.00%	0.00%	0.00%	0.00%	100%
C	Arts Center/Woodruff Arts Center	2.27%	2.27%	0.00%	88.64%	6.82%	0.00%	0.00%	0.00%	100%
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	12.73%	3.64%	45.45%	21.82%	16.36%	0.00%	0.00%	0.00%	100%
E	Lenox Station/Lenox Square Shopping Center	0.00%	0.00%	13.33%	73.33%	13.33%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)		A	B	C	D	E				
		Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	23	193	315	877	207	0	0	0	1615

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)		A	B	C	D	E				
		Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	17	201	242	1019	136	0	0	0	1615

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Underground Atlanta	Between Underground Atlanta & Arts Center/Woodruff Art Center	Arts Center/Woodruff Arts Center	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.0	1.9	0.0	1.6	0.0	0.0	0.0	0.0	1.8
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	0.4	8.3	1.8	7.1	0.0	0.0	0.0	0.0	6.5
C	Arts Center/Woodruff Arts Center	0.5	9.1	0.0	7.7	2.8	0.0	0.0	0.0	7.3
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	2.2	41.7	9.1	35.4	12.8	0.0	0.0	0.0	15.8
E	Lenox Station/Lenox Square Shopping Center	0.0	0.0	4.4	17.1	6.2	0.0	0.0	0.0	13.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.7	8.7	8.1	12.7	9.7	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 110
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Underground Atlanta	B Between Underground Atlanta & Arts Center/Woodruff Art Center	C Arts Center/Woodruff Arts Center	D Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	E Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0	12	2	12	2				28
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	4	4	4	7	0				19
C	Arts Center/Woodruff Arts Center	0	5	0	51	3				59
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	9	7	33	16	6				71
E	Lenox Station/Lenox Square Shopping Center	0	0	2	15	1				18
										0
										0
										0
	Total	13	28	41	101	12	0	0	0	195

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Underground Atlanta	B Between Underground Atlanta & Arts Center/Woodruff Art Center	C Arts Center/Woodruff Arts Center	D Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	E Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.00%	42.86%	7.14%	42.86%	7.14%	0.00%	0.00%	0.00%	100%
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	21.05%	21.05%	21.05%	36.84%	0.00%	0.00%	0.00%	0.00%	100%
C	Arts Center/Woodruff Arts Center	0.00%	8.47%	0.00%	86.44%	5.08%	0.00%	0.00%	0.00%	100%
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	12.68%	9.86%	46.48%	22.54%	8.45%	0.00%	0.00%	0.00%	100%
E	Lenox Station/Lenox Square Shopping Center	0.00%	0.00%	11.11%	83.33%	5.56%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A Underground Atlanta	B Between Underground Atlanta & Arts Center/Woodruff Art Center	C Arts Center/Woodruff Arts Center	D Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	E Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	46	431	541	1229	350	0	0	0	2597

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A Underground Atlanta	B Between Underground Atlanta & Arts Center/Woodruff Art Center	C Arts Center/Woodruff Arts Center	D Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	E Lenox Station/Lenox Square Shopping Center				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	25	528	430	1426	188	0	0	0	2597

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Underground Atlanta	B Between Underground Atlanta & Arts Center/Woodruff Art Center	C Arts Center/Woodruff Arts Center	D Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopping Square Center (Buckhead Station)	E Lenox Station/Lenox Square Shopping Center				Total
A	Underground Atlanta	0.0	2.1	0.6	1.4	1.3	0.0	0.0	0.0	1.6
B	Between Underground Atlanta & Arts Center/Woodruff Art Center	2.1	42.2	12.1	29.3	0.0	0.0	0.0	0.0	22.7
C	Arts Center/Woodruff Arts Center	0.0	12.9	0.0	9.0	8.0	0.0	0.0	0.0	9.3
D	Between Arts Center/Woodruff Arts Center & Lenox Station/Lenox Shopp	1.9	38.5	11.0	26.7	23.8	0.0	0.0	0.0	17.2
E	Lenox Station/Lenox Square Shopping Center	0.0	0.0	8.7	21.2	18.8	0.0	0.0	0.0	19.7
		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	0.0	0.0	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	1.9	18.9	10.5	14.1	15.7	0.0	0.0	0.0	13.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 111
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0	0	0	0				0
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	11	1	1	18				31
C	Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	1	0	0	0				1
D	Between Redan @ Hairston & Indian Creek Station	1	0	0	0				1
E	Indian Creek Station	9	1	0	0				10
									0
									0
									0
	Total	22	2	1	18	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	35.48%	3.23%	3.23%	58.06%	0.00%	0.00%	0.00%	100%
C	Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Redan @ Hairston & Indian Creek Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	90.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	169	59	15	75	0	0	0	318

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	148	19	3	147	0	0	0	318

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	2.4	5.3	3.0	8.0	0.0	0.0	0.0	5.8
C	Between Redan @ Autumm Crest Dr & Hairston @ White Oak Trl	53.8	0.0	0.0	0.0	0.0	0.0	0.0	53.8
D	Between Redan @ Hairston & Indian Creek Station	13.7	0.0	0.0	0.0	0.0	0.0	0.0	13.7
E	Indian Creek Station	6.6	13.8	0.0	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.9	9.5	3.0	8.0	0.0	0.0	0.0	7.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 111
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C From Hairston @ White Oak Trl to Indian Creek Station	E Indian Creek Station				Total
B	From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	2	0	9				11
C	From Hairston @ White Oak Trl to Indian Creek Station	1	0	0				1
E	Indian Creek Station	8	1	0				9
								0
								0
								0
	Total	11	1	9	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C From Hairston @ White Oak Trl to Indian Creek Station	E Indian Creek Station				Total
B	From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	18.18%	0.00%	81.82%	0.00%	0.00%	0.00%	100%
C	From Hairston @ White Oak Trl to Indian Creek Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	88.89%	11.11%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C From Hairston @ White Oak Trl to Indian Creek Station	E Indian Creek Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	172	35	203	0	0	0	410

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C From Hairston @ White Oak Trl to Indian Creek Station	E Indian Creek Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	279	0	131	0	0	0	410

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	C From Hairston @ White Oak Trl to Indian Creek Station	E Indian Creek Station				Total
B	From 2929 Turner Hill Road To Hairston Rd @ Treehills Pkwy	19.3	0.0	14.5	0.0	0.0	0.0	15.4
C	From Hairston @ White Oak Trl to Indian Creek Station	35.4	0.0	0.0	0.0	0.0	0.0	35.4
E	Indian Creek Station	25.7	0.0	0.0	0.0	0.0	0.0	22.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	25.4	0.0	14.5	0.0	0.0	0.0	19.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 111
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Redan @ Hairston	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0	0	1				1
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	3	1	22				26
C	From Hairston @ White Oak Trl to Indian Creek Station	1	0	0				1
E	Indian Creek Station	14	0	0				14
								0
								0
								0
	Total	18	1	23	0	0	0	42

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Redan @ Hairston	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	11.54%	3.85%	84.62%	0.00%	0.00%	0.00%	100%
C	From Hairston @ White Oak Trl to Indian Creek Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

		B From 2929 Turner Hill Road To Redan @ Hairston	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	330	0	214	0	0	0	670

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

		B From 2929 Turner Hill Road To Redan @ Hairston	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	281	32	367	0	0	0	680

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From 2929 Turner Hill Road To Redan @ Hairston	D Between Redan @ Hairston & Indian Creek Station	E Indian Creek Station				Total
A	2929 Turner Hill Rd	0.0	0.0	74.1	0.0	0.0	0.0	74.1
B	Between 2929 Turner Hill Road & Hairston Rd @ Treehills Pkwy	8.6	31.0	12.9	0.0	0.0	0.0	13.1
C	From Hairston @ White Oak Trl to Indian Creek Station	53.7	0.0	0.0	0.0	0.0	0.0	53.7
E	Indian Creek Station	14.6	0.0	0.0	0.0	0.0	0.0	14.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	15.8	31.0	15.5	0.0	0.0	0.0	16.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 113
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	2	0	1	0				3
B	Between Edgewood Candler Park Station & Five Points Station	3	5	1	0				9
C	Five Points Station	6	0	12	0				18
D	Between Five Points Station & Arts Center Station	1	5	6	3				15
E	Arts Center Station - EOL	0	0	5	0				5
									0
									0
									0
	Total	12	10	25	3	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	66.67%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Edgewood Candler Park Station & Five Points Station	33.33%	55.56%	11.11%	0.00%	0.00%	0.00%	0.00%	100%
C	Five Points Station	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Five Points Station & Arts Center Station	6.67%	33.33%	40.00%	20.00%	0.00%	0.00%	0.00%	100%
E	Arts Center Station - EOL	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	103	108	70	0	0	0	409

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	187	52	131	39	0	0	0	409

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	7.0	0.0	1.5	0.0	0.0	0.0	0.0	5.2
B	Between Edgewood Candler Park Station & Five Points Station	27.0	6.0	6.0	0.0	0.0	0.0	0.0	13.0
C	Five Points Station	12.1	0.0	2.7	0.0	0.0	0.0	0.0	5.8
D	Between Five Points Station & Arts Center Station	19.6	4.3	4.3	13.1	0.0	0.0	0.0	7.1
E	Arts Center Station - EOL	0.0	0.0	13.2	0.0	0.0	0.0	0.0	13.2
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	15.6	5.2	5.2	13.1	0.0	0.0	0.0	8.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 113
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
B	From Edgewood Candler Park Station to Five Points Station	2	3	2	0				7
C	Five Points Station	3	0	5	1				9
D	Between Five Points Station & Arts Center Station	0	6	1	2				9
E	Arts Center Station - EOL	1	0	6	0				7
									0
									0
									0
	Total	6	9	14	3	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B Between Edgewood Candler Park Station & Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
B	From Edgewood Candler Park Station to Five Points Station	28.57%	42.86%	28.57%	0.00%	0.00%	0.00%	0.00%	100%
C	Five Points Station	33.33%	0.00%	55.56%	11.11%	0.00%	0.00%	0.00%	100%
D	Between Five Points Station & Arts Center Station	0.00%	66.67%	11.11%	22.22%	0.00%	0.00%	0.00%	100%
E	Arts Center Station - EOL	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B Between Edgewood Candler Park Station & Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	150	91	164	83	0	0	0	488

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B Between Edgewood Candler Park Station & Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	204	68	161	54	0	0	0	488

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B Between Edgewood Candler Park Station & Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
B	From Edgewood Candler Park Station to Five Points Station	53.5	4.3	17.0	0.0	0.0	0.0	0.0	22.0
C	Five Points Station	20.4	0.0	6.3	4.2	0.0	0.0	0.0	10.8
D	Between Five Points Station & Arts Center Station	0.0	10.2	37.5	27.7	0.0	0.0	0.0	17.1
E	Arts Center Station - EOL	29.0	0.0	9.0	0.0	0.0	0.0	0.0	11.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	32.9	8.2	11.2	19.9	0.0	0.0	0.0	15.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 113
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	2	1	0	1				4
B	Between Edgewood Candler Park Station & Five Points Station	2	7	3	1				13
C	Five Points Station	7	0	5	0				12
D	Between Five Points Station & Arts Center Station	3	10	3	3				19
E	Arts Center Station - EOL	1	0	5	0				6
									0
									0
									0
	Total	15	18	16	5	0	0	0	54

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	50.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100%
B	Between Edgewood Candler Park Station & Five Points Station	15.38%	53.85%	23.08%	7.69%	0.00%	0.00%	0.00%	100%
C	Five Points Station	58.33%	0.00%	41.67%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Five Points Station & Arts Center Station	15.79%	52.63%	15.79%	15.79%	0.00%	0.00%	0.00%	100%
E	Arts Center Station - EOL	16.67%	0.00%	83.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	249	153	237	72	0	0	0	743

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	351	104	181	107	0	0	0	743

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood Candler Park Station to Five Points Station	C Five Points Station	D Between Five Points Station & Arts Center Station	E Arts Center Station - EOL				Total
A	Edgewood/Candler Park Station	11.3	1.8	0.0	8.2	0.0	0.0	0.0	8.1
B	Between Edgewood Candler Park Station & Five Points Station	48.7	7.9	20.1	35.2	0.0	0.0	0.0	19.1
C	Five Points Station	17.1	0.0	7.1	0.0	0.0	0.0	0.0	12.9
D	Between Five Points Station & Arts Center Station	29.3	4.7	12.1	21.2	0.0	0.0	0.0	12.4
E	Arts Center Station - EOL	23.7	0.0	9.8	0.0	0.0	0.0	0.0	12.1
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	23.4	5.8	11.3	21.4	0.0	0.0	0.0	13.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 114
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0	3	0	0	2				5
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	3	7	0	0	5				15
C	Columbia @ Glenwood Rd	0	0	0	0	1				1
D	Between Columbia @ Glenwood & Avondale Station	0	6	4	3	7				20
E	Avondale Station	0	11	3	8	0				22
										0
										0
										0
	Total	3	27	7	11	15	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.00%	60.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	100%
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	20.00%	46.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
C	Columbia @ Glenwood Rd	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Columbia @ Glenwood & Avondale Station	0.00%	30.00%	20.00%	15.00%	35.00%	0.00%	0.00%	0.00%	100%
E	Avondale Station	0.00%	50.00%	13.64%	36.36%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	71	204	31	108	161	0	0	0	575

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	24	165	21	124	241	0	0	0	575

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.0	9.2	0.0	0.0	21.7	0.0	0.0	0.0	14.2
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	7.9	9.6	0.0	0.0	22.7	0.0	0.0	0.0	13.6
C	Columbia @ Glenwood Rd	0.0	0.0	0.0	0.0	31.1	0.0	0.0	0.0	31.1
D	Between Columbia @ Glenwood & Avondale Station	0.0	3.2	2.6	8.5	7.6	0.0	0.0	0.0	5.4
E	Avondale Station	0.0	4.6	3.7	12.3	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	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	7.9	6.1	3.1	11.3	16.1	0.0	0.0	0.0	9.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 114
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0	0	0	0	4				4
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	0	11	0	6	5				22
C	Columbia @ Glenwood Rd	0	3	0	1	3				7
D	Between Columbia @ Glenwood & Avondale Station	0	3	0	0	2				5
E	Avondale Station	3	12	3	5	2				25
										0
										0
										0
	Total	3	29	3	12	16	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	0.00%	50.00%	0.00%	27.27%	22.73%	0.00%	0.00%	0.00%	100%
C	Columbia @ Glenwood Rd	0.00%	42.86%	0.00%	14.29%	42.86%	0.00%	0.00%	0.00%	100%
D	Between Columbia @ Glenwood & Avondale Station	0.00%	60.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	100%
E	Avondale Station	12.00%	48.00%	12.00%	20.00%	8.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	35	179	39	170	254	0	0	0	677

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	67	213	47	150	200	0	0	0	677

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.0	0.0	0.0	0.0	8.5	0.0	0.0	0.0	8.5
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	0.0	5.3	0.0	12.8	8.7	0.0	0.0	0.0	8.1
C	Columbia @ Glenwood Rd	0.0	3.7	0.0	9.0	6.1	0.0	0.0	0.0	5.5
D	Between Columbia @ Glenwood & Avondale Station	0.0	26.6	0.0	0.0	43.6	0.0	0.0	0.0	33.4
E	Avondale Station	22.3	5.3	15.6	12.9	8.7	0.0	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	22.3	7.3	15.6	12.5	12.5	0.0	0.0	0.0	10.7

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 114
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0	1	0	2	7				10
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	3	13	0	7	21				44
C	Columbia @ Glenwood Rd	0	3	0	0	6				9
D	Between Columbia @ Glenwood & Avondale Station	4	3	0	1	22				30
E	Avondale Station	1	26	9	19	0				55
										0
										0
										0
	Total	8	46	9	29	56	0	0	0	148

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.00%	10.00%	0.00%	20.00%	70.00%	0.00%	0.00%	0.00%	100%
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	6.82%	29.55%	0.00%	15.91%	47.73%	0.00%	0.00%	0.00%	100%
C	Columbia @ Glenwood Rd	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
D	Between Columbia @ Glenwood & Avondale Station	13.33%	10.00%	0.00%	3.33%	73.33%	0.00%	0.00%	0.00%	100%
E	Avondale Station	1.82%	47.27%	16.36%	34.55%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C	D	E				
		Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	64	182	53	177	315	0	0	0	791

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C	D	E				
		Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	62	222	43	185	280	0	0	0	791

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Georgia Perimeter College	Between Georgia Perimeter College & Columbia @ Glenwood Road	Columbia @ Glenwood Rd	Between Columbia @ Glenwood & Avondale Station	Avondale Station				Total
A	Georgia Perimeter College	0.0	5.9	0.0	7.7	6.1	0.0	0.0	0.0	6.4
B	Between Georgia Perimeter College & Columbia @ Glenwood Road	6.2	3.7	0.0	4.9	3.9	0.0	0.0	0.0	4.1
C	Columbia @ Glenwood Rd	0.0	5.7	0.0	0.0	6.0	0.0	0.0	0.0	5.9
D	Between Columbia @ Glenwood & Avondale Station	8.7	5.2	0.0	6.8	5.4	0.0	0.0	0.0	5.9
E	Avondale Station	8.6	5.2	4.7	6.8	0.0	0.0	0.0	0.0	5.7
		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	0.0	0.0	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	7.8	4.8	4.7	6.4	5.0	0.0	0.0	0.0	5.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 115
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0	5	1	3					9
B	Between Swift @ Main & Covington Hwy @ Hairston Road	2	8	10	42					62
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	1	7	5	26					39
D	Kensington Station	3	30	35	0					68
										0
										0
										0
										0
	Total	6	50	51	71	0	0	0	0	178

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0.00%	55.56%	11.11%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Swift @ Main & Covington Hwy @ Hairston Road	3.23%	12.90%	16.13%	67.74%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	2.56%	17.95%	12.82%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
D	Kensington Station	4.41%	44.12%	51.47%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D					
	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	43	370	225	274	0	0	0	0	912

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D					
	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	25	209	252	425	0	0	0	0	912

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0.0	4.4	5.3	5.2	0.0	0.0	0.0	0.0	4.8
B	Between Swift @ Main & Covington Hwy @ Hairston Road	4.9	5.2	6.3	6.1	0.0	0.0	0.0	0.0	6.0
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	4.8	5.1	6.1	5.9	0.0	0.0	0.0	0.0	5.8
D	Kensington Station	3.4	3.7	4.4	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.2	4.2	4.9	6.0	0.0	0.0	0.0	0.0	5.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 115
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0	4	1	0					5
B	Between Swift @ Main & Covington Hwy @ Hairston Road	2	4	8	23					37
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	0	2	3	9					14
D	Kensington Station	1	21	15	2					39
										0
										0
										0
										0
	Total	3	31	27	34	0	0	0	0	95

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Swift @ Main & Covington Hwy @ Hairston Road	5.41%	10.81%	21.62%	62.16%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	0.00%	14.29%	21.43%	64.29%	0.00%	0.00%	0.00%	0.00%	100%
D	Kensington Station	2.56%	53.85%	38.46%	5.13%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D					
	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	57	311	236	534	0	0	0	0	1137

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D					
	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	45	477	273	342	0	0	0	0	1137

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Swift St @ Main St	Between Swift @ Main & Covington Hwy @ Hairston Road	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	Kensington Station					Total
A	Swift St @ Main St	0.0	12.3	8.2	0.0	0.0	0.0	0.0	0.0	11.5
B	Between Swift @ Main & Covington Hwy @ Hairston Road	13.1	11.2	7.4	7.7	0.0	0.0	0.0	0.0	8.3
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek S	0.0	22.9	15.2	15.8	0.0	0.0	0.0	0.0	16.7
D	Kensington Station	18.8	16.1	10.7	11.1	0.0	0.0	0.0	0.0	13.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	15.0	15.4	10.1	10.1	0.0	0.0	0.0	0.0	12.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 115
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Swift St @ Main St	B Between Swift @ Main & Covington Hwy @ Hairston Road	C Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	D Kensington Station					Total
A	Swift St @ Main St	0	5	1	11					17
B	Between Swift @ Main & Covington Hwy @ Hairston Road	1	13	8	66					88
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek	2	5	2	15					24
D	Kensington Station	2	35	30	2					69
										0
										0
										0
										0
	Total	5	58	41	94	0	0	0	0	198

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Swift St @ Main St	B Between Swift @ Main & Covington Hwy @ Hairston Road	C Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	D Kensington Station					Total
A	Swift St @ Main St	0.00%	29.41%	5.88%	64.71%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Swift @ Main & Covington Hwy @ Hairston Road	1.14%	14.77%	9.09%	75.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek	8.33%	20.83%	8.33%	62.50%	0.00%	0.00%	0.00%	0.00%	100%
D	Kensington Station	2.90%	50.72%	43.48%	2.90%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Swift St @ Main St	B Between Swift @ Main & Covington Hwy @ Hairston Road	C Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	D Kensington Station					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	92	553	455	715	0	0	0	0	1815

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Swift St @ Main St	B Between Swift @ Main & Covington Hwy @ Hairston Road	C Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	D Kensington Station					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	62	591	460	702	0	0	0	0	1815

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Swift St @ Main St	B Between Swift @ Main & Covington Hwy @ Hairston Road	C Between Covington Hwy @ Hairston & Kensington Station (Indian Creek Station)	D Kensington Station					Total
A	Swift St @ Main St	0.0	6.2	7.0	4.8	0.0	0.0	0.0	0.0	5.4
B	Between Swift @ Main & Covington Hwy @ Hairston Road	6.4	7.4	8.3	5.7	0.0	0.0	0.0	0.0	6.2
C	Between Covington Hwy @ Hairston & Kensington Station (Indian Creek	19.1	21.9	24.5	17.0	0.0	0.0	0.0	0.0	18.8
D	Kensington Station	8.8	10.1	11.3	7.8	0.0	0.0	0.0	0.0	10.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.4	10.2	11.2	7.5	0.0	0.0	0.0	0.0	9.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 116
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	1	6	3	6					16
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	15	1	1	0					17
C	Between Redan Rd & the Mall at Stonecrest	10	0	0	0					10
D	Mall @ Stone Crest	9	0	1	1					11
										0
										0
										0
										0
	Total	35	7	5	7	0	0	0	0	54
		0.648148148	0.12962963	0.092592593	0.12962963					

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	6.25%	37.50%	18.75%	37.50%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	88.24%	5.88%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Redan Rd & the Mall at Stonecrest	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Mall @ Stone Crest	81.82%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D					
	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	205	258	113	122	0	0	0	0	698

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D					
	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	420	107	81	90	0	0	0	0	698

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	9.3	14.2	14.5	12.7	0.0	0.0	0.0	0.0	13.4
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	14.0	21.6	21.9	0.0	0.0	0.0	0.0	0.0	14.9
C	Between Redan Rd & the Mall at Stonecrest	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
D	Mall @ Stone Crest	10.1	0.0	15.8	13.9	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.0	15.3	16.2	12.9	0.0	0.0	0.0	0.0	12.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 116
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	0	13	5	2					20
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	6	1	0	3					10
C	Between Redan Rd & the Mall at Stonecrest	1	0	2	3					6
D	Mall @ Stone Crest	6	6	0	4					16
										0
										0
										0
										0
	Total	13	20	7	12	0	0	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	0.00%	65.00%	25.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	60.00%	10.00%	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Redan Rd & the Mall at Stonecrest	16.67%	0.00%	33.33%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Mall @ Stone Crest	37.50%	37.50%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D					
	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	489	181	60	145	0	0	0	0	875

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D					
	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	216	357	117	185	0	0	0	0	875

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Indian Creek Station	Between Indian Creek Station @ Stone Mountain Lithonia Road W	Between Redan Rd & the Mall at Stonecrest	Mall @ Stone Crest					Total
A	Indian Creek Station	0.0	23.9	20.7	33.0	0.0	0.0	0.0	0.0	24.0
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	20.7	11.7	0.0	16.4	0.0	0.0	0.0	0.0	18.5
C	Between Redan Rd & the Mall at Stonecrest	14.2	0.0	6.8	10.9	0.0	0.0	0.0	0.0	10.1
D	Mall @ Stone Crest	12.1	6.6	0.0	9.3	0.0	0.0	0.0	0.0	9.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	16.2	18.1	16.7	15.4	0.0	0.0	0.0	0.0	16.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 116
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Indian Creek Station	B Between Indian Creek Station @ Stone Mountain Lithonia Road W	C Between Redan Rd & the Mall at Stonecrest	D Mall @ Stone Crest					Total
A	Indian Creek Station	1	11	7	27					46
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	11	2	0	2					15
C	Between Redan Rd & the Mall at Stonecrest	4	1	0	0					5
D	Mall @ Stone Crest	18	2	5	7					32
										0
										0
										0
										0
	Total	34	16	12	36	0	0	0	0	98

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Indian Creek Station	B Between Indian Creek Station @ Stone Mountain Lithonia Road W	C Between Redan Rd & the Mall at Stonecrest	D Mall @ Stone Crest					Total
A	Indian Creek Station	2.17%	23.91%	15.22%	58.70%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	73.33%	13.33%	0.00%	13.33%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Redan Rd & the Mall at Stonecrest	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Mall @ Stone Crest	56.25%	6.25%	15.63%	21.88%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Indian Creek Station	B Between Indian Creek Station @ Stone Mountain Lithonia Road W	C Between Redan Rd & the Mall at Stonecrest	D Mall @ Stone Crest					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	562	347	112	215	0	0	0	0	1236

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Indian Creek Station	B Between Indian Creek Station @ Stone Mountain Lithonia Road W	C Between Redan Rd & the Mall at Stonecrest	D Mall @ Stone Crest					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	453	377	162	245	0	0	0	0	1236

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Indian Creek Station	B Between Indian Creek Station @ Stone Mountain Lithonia Road W	C Between Redan Rd & the Mall at Stonecrest	D Mall @ Stone Crest					Total
A	Indian Creek Station	12.2	21.8	16.6	7.1	0.0	0.0	0.0	0.0	12.2
B	Between Indian Creek Station @ Stone Mountain Lithonia Road W	22.1	39.6	0.0	12.9	0.0	0.0	0.0	0.0	23.2
C	Between Redan Rd & the Mall at Stonecrest	19.4	34.8	0.0	0.0	0.0	0.0	0.0	0.0	22.5
D	Mall @ Stone Crest	6.6	11.9	9.1	3.9	0.0	0.0	0.0	0.0	6.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	23.6	13.5	6.8	0.0	0.0	0.0	0.0	12.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 117
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	2	0	1	7				10
B	Between Panola Park and Ride Lot & Rockbridge Road @ Har	3	5	0	2	25				35
C	Rockbridge @ Hambrick Rd	0	0	0	0	2				2
D	Between Rockbridge @ Hambrick & Kensington Station	0	3	0	0	1				4
E	Kensington Station - EOL	0	9	2	2	0				13
										0
										0
										0
	Total	3	19	2	5	35	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	20.00%	0.00%	10.00%	70.00%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	8.57%	14.29%	0.00%	5.71%	71.43%	0.00%	0.00%	0.00%	100%
C	Rockbridge @ Hambrick Rd	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Rockbridge @ Hambrick & Kensington Station	0.00%	75.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	0.00%	69.23%	15.38%	15.38%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	26	205	24	68	72	0	0	0	395

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	27	117	5	74	172	0	0	0	395

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	2.1	0.0	7.7	2.0	0.0	0.0	0.0	2.6
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	8.9	4.9	0.0	18.1	4.7	0.0	0.0	0.0	5.9
C	Rockbridge @ Hambrick Rd	0.0	0.0	0.0	0.0	11.9	0.0	0.0	0.0	11.9
D	Between Rockbridge @ Hambrick & Kensington Station	0.0	17.1	0.0	0.0	16.6	0.0	0.0	0.0	17.0
E	Kensington Station - EOL	0.0	4.1	2.6	15.2	0.0	0.0	0.0	0.0	5.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.9	6.1	2.6	14.9	4.9	0.0	0.0	0.0	6.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 117
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	4	0	0	1				5
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	3	2	0	5	12				22
C	Rockbridge @ Hambrick Rd	0	0	0	0	2				2
D	Between Rockbridge @ Hambrick & Kensington Station	0	4	0	0	0				4
E	Kensington Station - EOL	0	11	2	4	2				19
										0
										0
										0
	Total	3	21	2	9	17	0	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	80.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	13.64%	9.09%	0.00%	22.73%	54.55%	0.00%	0.00%	0.00%	100%
C	Rockbridge @ Hambrick Rd	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Rockbridge @ Hambrick & Kensington Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	0.00%	57.89%	10.53%	21.05%	10.53%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	27	106	9	75	148	0	0	0	365

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)	A	B	C	D	E				
	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	25	176	14	64	86	0	0	0	365

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	5.1	0.0	0.0	6.4	0.0	0.0	0.0	5.3
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	8.2	3.5	0.0	5.0	4.4	0.0	0.0	0.0	5.0
C	Rockbridge @ Hambrick Rd	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	4.7
D	Between Rockbridge @ Hambrick & Kensington Station	0.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	18.3
E	Kensington Station - EOL	0.0	6.9	7.2	9.8	8.6	0.0	0.0	0.0	7.7
		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	0.0	0.0	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	8.2	8.4	7.2	7.1	5.0	0.0	0.0	0.0	7.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 117
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0	8	0	2	0				10
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	7	6	0	11	24				48
C	Rockbridge @ Hambrick Rd	0	0	0	0	4				4
D	Between Rockbridge @ Hambrick & Kensington Station	0	3	0	0	5				8
E	Kensington Station - EOL	0	19	2	3	0				24
										0
										0
										0
	Total	7	36	2	16	33	0	0	0	94

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.00%	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	14.58%	12.50%	0.00%	22.92%	50.00%	0.00%	0.00%	0.00%	100%
C	Rockbridge @ Hambrick Rd	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Rockbridge @ Hambrick & Kensington Station	0.00%	37.50%	0.00%	0.00%	62.50%	0.00%	0.00%	0.00%	100%
E	Kensington Station - EOL	0.00%	79.17%	8.33%	12.50%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK		A	B	C	D	E				
		Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	52	265	27	154	302	0	0	0	800

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK		A	B	C	D	E				
		Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	61	290	32	142	274	0	0	0	800

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Panola Park and Ride Lot	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	Rockbridge @ Hambrick Rd	Between Rockbridge @ Hambrick & Kensington Station	Kensington Station - EOL				Total
A	Panola Park and Ride Lot	0.0	4.2	0.0	8.2	0.0	0.0	0.0	0.0	5.0
B	Between Panola Park and Ride Lot & Rockbridge Road @ Hambrick	8.8	3.1	0.0	5.9	5.3	0.0	0.0	0.0	5.6
C	Rockbridge @ Hambrick Rd	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1
D	Between Rockbridge @ Hambrick & Kensington Station	0.0	13.4	0.0	0.0	23.5	0.0	0.0	0.0	19.7
E	Kensington Station - EOL	0.0	10.5	16.1	20.2	0.0	0.0	0.0	0.0	12.2
		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	0.0	0.0	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	8.8	8.1	16.1	8.9	8.2	0.0	0.0	0.0	8.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 118
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B						
Segment/Stop	Segment/Stop Description	Kensington Station	From Kensington Station to Stone Mountain Park and Ride Lot						Total
A	Kensington Station	0	10						10
B	Between Kensington Station & Stone Mountain Park and Ride Lot	20	1						21
C	Stone Mountain Park and Ride Lot - EOL	0	1						1
									0
									0
									0
									0
									0
	Total	20	12	0	0	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B						
Segment/Stop	Segment/Stop Description	Kensington Station	From Kensington Station to Stone Mountain Park and Ride Lot						Total
A	Kensington Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Stone Mountain Park and Ride Lot	95.24%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Stone Mountain Park and Ride Lot - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A Kensington Station	B From Kensington Station to Stone Mountain Park and Ride Lot						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	67	216	0	0	0	0	0	307

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A Kensington Station	B From Kensington Station to Stone Mountain Park and Ride Lot						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	179	128	0	0	0	0	0	307

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B						
Segment/Stop	Segment/Stop Description	Kensington Station	From Kensington Station to Stone Mountain Park and Ride Lot						Total
A	Kensington Station	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7
B	Between Kensington Station & Stone Mountain Park and Ride Lot	9.0	27.0	0.0	0.0	0.0	0.0	0.0	9.8
C	Stone Mountain Park and Ride Lot - EOL	0.0	24.0	0.0	0.0	0.0	0.0	0.0	24.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	9.0	10.7	0.0	0.0	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 118
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0	12	3						15
B	Between Kensington Station & Stone Mountain Park and Ride Lot	8	7	1						16
C	Stone Mountain Park and Ride Lot - EOL	2	0	0						2
										0
										0
										0
										0
										0
	Total	10	19	4	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Stone Mountain Park and Ride Lot	50.00%	43.75%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Stone Mountain Park and Ride Lot - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	226	143	25	0	0	0	0	0	394

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	105	261	28	0	0	0	0	0	394

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0.0	16.6	7.9	0.0	0.0	0.0	0.0	0.0	14.9
B	Between Kensington Station & Stone Mountain Park and Ride Lot	9.9	8.8	4.2	0.0	0.0	0.0	0.0	0.0	9.1
C	Stone Mountain Park and Ride Lot - EOL	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.5	13.7	7.0	0.0	0.0	0.0	0.0	0.0	11.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 118
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0	28	2						30
B	Between Kensington Station & Stone Mountain Park and Ride Lot	21	3	0						24
C	Stone Mountain Park and Ride Lot - EOL	8	2	0						10
										0
										0
										0
										0
										0
	Total	29	33	2	0	0	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0.00%	93.33%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Stone Mountain Park and Ride Lot	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Stone Mountain Park and Ride Lot - EOL	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	210	277	28	0	0	0	0	0	515

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	228	266	21	0	0	0	0	0	515

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Stone Mountain Park and Ride Lot	C Stone Mountain Park and Ride Lot - EOL						Total
A	Kensington Station	0.0	7.1	10.5	0.0	0.0	0.0	0.0	0.0	7.3
B	Between Kensington Station & Stone Mountain Park and Ride Lot	10.1	18.3	0.0	0.0	0.0	0.0	0.0	0.0	11.2
C	Stone Mountain Park and Ride Lot - EOL	2.3	4.3	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.0	7.9	10.5	0.0	0.0	0.0	0.0	0.0	8.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 119
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	Lewis Road @ Stone Ridge Dr - EOL		Total
A	Avondale Station	0	2	2	0	2	2	0		8
B	Between Avondale Station & Kensington Station	0	1	1	0	0	0	0		2
C	Kensington Station	1	0	0	1	0	2	0		4
D	Between Kensington Station & Indian Creek Station	2	0	2	0	4	0	0		8
E	Indian Creek Station	2	0	2	1	0	6	1		12
F	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr	1	0	3	1	13	11	1		30
										0
	Total	6	3	10	3	19	21	2	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	Lewis Road @ Stone Ridge Dr - EOL		Total
A	Avondale Station	0.00%	25.00%	25.00%	0.00%	25.00%	25.00%	0.00%	0.00%	100%
B	Between Avondale Station & Kensington Station	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Kensington Station	25.00%	0.00%	0.00%	25.00%	0.00%	50.00%	0.00%	0.00%	100%
D	Between Kensington Station & Indian Creek Station	25.00%	0.00%	25.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	16.67%	0.00%	16.67%	8.33%	0.00%	50.00%	8.33%	0.00%	100%
F	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr	3.33%	0.00%	10.00%	3.33%	43.33%	36.67%	3.33%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	Lewis Road @ Stone Ridge Dr - EOL		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	25	5	25	78	39	129	0	0	301

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E	F	G		
	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	Lewis Road @ Stone Ridge Dr - EOL		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	20	17	39	22	121	73	8	0	301

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	Lewis Road @ Stone Ridge Dr - EOL		Total
A	Avondale Station	0.0	6.4	2.0	0.0	2.8	2.0	0.0	0.0	3.3
B	Between Avondale Station & Kensington Station	0.0	4.2	1.3	0.0	0.0	0.0	0.0	0.0	2.7
C	Kensington Station	3.4	0.0	0.0	10.1	0.0	5.6	0.0	0.0	6.2
D	Between Kensington Station & Indian Creek Station	5.3	0.0	8.6	0.0	12.5	0.0	0.0	0.0	9.7
E	Indian Creek Station	1.9	0.0	3.1	5.7	0.0	3.1	4.0	0.0	3.2
F	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr	2.2	0.0	3.5	6.4	5.1	3.5	4.5	0.0	4.3
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	3.3	5.6	3.9	7.4	6.4	3.5	4.2	0.0	4.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 119
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0	1	3	3	5	4		16
B	Between Avondale Station & Kensington Station	0	0	0	0	0	1		1
C	Kensington Station	0	2	0	1	0	5		8
D	Between Kensington Station & Indian Creek Station	0	0	2	0	0	0		2
E	Indian Creek Station	1	0	0	1	1	6		9
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	1	0	1	2	9	16		29
G	Lewis Road @ Stone Ridge Dr - EOL	0	0	0	0	0	1		1
									0
	Total	2	3	6	7	15	33	0	66

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0.00%	6.25%	18.75%	18.75%	31.25%	25.00%	0.00%	100%
B	Between Avondale Station & Kensington Station	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
C	Kensington Station	0.00%	25.00%	0.00%	12.50%	0.00%	62.50%	0.00%	100%
D	Between Kensington Station & Indian Creek Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Indian Creek Station	11.11%	0.00%	0.00%	11.11%	11.11%	66.67%	0.00%	100%
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	3.45%	0.00%	3.45%	6.90%	31.03%	55.17%	0.00%	100%
G	Lewis Road @ Stone Ridge Dr - EOL	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E	F		
	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	28	4	39	39	101	125	0	338

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E	F		
	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	7	35	65	78	140	0	338

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F		
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Kensington Station	Kensington Station	Between Kensington Station & Indian Creek Station	Indian Creek Station	From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0.0	0.9	0.7	3.3	2.1	1.2	0.0	1.8
B	Between Avondale Station & Kensington Station	0.0	0.0	0.0	0.0	0.0	4.1	0.0	4.1
C	Kensington Station	0.0	3.1	0.0	12.0	0.0	4.4	0.0	5.0
D	Between Kensington Station & Indian Creek Station	0.0	0.0	15.7	0.0	0.0	0.0	0.0	15.7
E	Indian Creek Station	8.8	0.0	0.0	24.9	15.8	9.1	0.0	11.5
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	3.2	0.0	1.8	9.1	5.8	3.3	0.0	4.4
G	Lewis Road @ Stone Ridge Dr - EOL	0.0	0.0	0.0	0.0	0.0	2.1	0.0	2.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.0	2.3	5.9	9.3	5.2	4.3	0.0	5.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 119
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Kensington Station	C Kensington Station	D Between Kensington Station & Indian Creek Station	E Indian Creek Station	F From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0	2	4	2	5	6		19
B	Between Avondale Station & Kensington Station	0	0	0	0	0	1		1
C	Kensington Station	0	0	0	4	2	3		9
D	Between Kensington Station & Indian Creek Station	2	0	0	0	4	2		8
E	Indian Creek Station	3	1	0	0	0	14		18
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	4	3	4	1	21	19		52
G	Lewis Road @ Stone Ridge Dr - EOL	0	1	1	0	0	0		2
									0
	Total	9	7	9	7	32	45	0	109

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Kensington Station	C Kensington Station	D Between Kensington Station & Indian Creek Station	E Indian Creek Station	F From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0.00%	10.53%	21.05%	10.53%	26.32%	31.58%	0.00%	100%
B	Between Avondale Station & Kensington Station	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100%
C	Kensington Station	0.00%	0.00%	0.00%	44.44%	22.22%	33.33%	0.00%	100%
D	Between Kensington Station & Indian Creek Station	25.00%	0.00%	0.00%	0.00%	50.00%	25.00%	0.00%	100%
E	Indian Creek Station	16.67%	5.56%	0.00%	0.00%	0.00%	77.78%	0.00%	100%
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	7.69%	5.77%	7.69%	1.92%	40.38%	36.54%	0.00%	100%
G	Lewis Road @ Stone Ridge Dr - EOL	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Avondale Station	B Between Avondale Station & Kensington Station	C Kensington Station	D Between Kensington Station & Indian Creek Station	E Indian Creek Station	F From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	63	12	72	80	132	272	0	643

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Avondale Station	B Between Avondale Station & Kensington Station	C Kensington Station	D Between Kensington Station & Indian Creek Station	E Indian Creek Station	F From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	34	22	69	81	191	246	0	643

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Kensington Station	C Kensington Station	D Between Kensington Station & Indian Creek Station	E Indian Creek Station	F From Indian Creek Station to Lewis Rd @ Stone Ridge Dr		Total
A	Avondale Station	0.0	1.6	5.1	6.9	2.8	2.2	0.0	3.4
B	Between Avondale Station & Kensington Station	0.0	0.0	0.0	0.0	0.0	11.7	0.0	11.7
C	Kensington Station	0.0	0.0	0.0	13.3	5.4	4.2	0.0	8.5
D	Between Kensington Station & Indian Creek Station	5.4	0.0	0.0	0.0	12.3	9.4	0.0	9.9
E	Indian Creek Station	4.5	5.9	0.0	0.0	0.0	7.8	0.0	7.1
F	Between Indian Creek Station & Lewis Rd @ Stone Ridge Dr	2.5	3.2	10.0	13.7	5.6	4.3	0.0	5.2
G	Lewis Road @ Stone Ridge Dr - EOL	0.0	3.0	9.2	0.0	0.0	0.0	0.0	6.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	3.8	3.1	7.7	11.6	6.0	5.5	0.0	5.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 120
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	5	5	36	5					51
B	Between Avondale Station & Brockett Rd	3	3	1	1					8
C	Between Church St & Stone Mountain Park and Ride Lot	31	4	7	3					45
D	Stone Mountain Park and Ride Lot	1	0	1	0					2
										0
										0
										0
										0
	Total	40	12	45	9	0	0	0	0	106

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	9.80%	9.80%	70.59%	9.80%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station & Brockett Rd	37.50%	37.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Church St & Stone Mountain Park and Ride Lot	68.89%	8.89%	15.56%	6.67%	0.00%	0.00%	0.00%	0.00%	100%
D	Stone Mountain Park and Ride Lot	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D					
	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	237	239	492	20	0	0	0	0	988

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D					
	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	490	204	274	20	0	0	0	0	988

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	5.5	6.7	4.7	1.2	0.0	0.0	0.0	0.0	4.6
B	Between Avondale Station & Brockett Rd	30.9	37.8	26.5	6.7	0.0	0.0	0.0	0.0	29.9
C	Between Church St & Stone Mountain Park and Ride Lot	11.6	14.2	9.9	2.5	0.0	0.0	0.0	0.0	11.0
D	Stone Mountain Park and Ride Lot	10.7	0.0	9.2	0.0	0.0	0.0	0.0	0.0	10.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.3	17.0	6.1	2.2	0.0	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 120
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Brockett Rd	C Between Church St & Stone Mountain Park and Ride Lot	D Stone Mountain Park and Ride Lot					Total
A	Avondale Station	0	3	16	0					19
B	Between Avondale Station & Brockett Rd	4	2	1	4					11
C	From Church St to Stone Mountain Park and Ride Lot	17	4	5	0					26
										0
										0
										0
										0
	Total	21	9	22	4	0	0	0	0	56

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Brockett Rd	C Between Church St & Stone Mountain Park and Ride Lot	D Stone Mountain Park and Ride Lot					Total
A	Avondale Station	0.00%	15.79%	84.21%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station & Brockett Rd	36.36%	18.18%	9.09%	36.36%	0.00%	0.00%	0.00%	0.00%	100%
C	From Church St to Stone Mountain Park and Ride Lot	65.38%	15.38%	19.23%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Avondale Station	B Between Avondale Station & Brockett Rd	C Between Church St & Stone Mountain Park and Ride Lot	D Stone Mountain Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	498	243	318	0	0	0	0	0	1059

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Avondale Station	B Between Avondale Station & Brockett Rd	C Between Church St & Stone Mountain Park and Ride Lot	D Stone Mountain Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	301	324	407	27	0	0	0	0	1059

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station & Brockett Rd	C Between Church St & Stone Mountain Park and Ride Lot	D Stone Mountain Park and Ride Lot					Total
A	Avondale Station	0.0	50.5	21.5	0.0	0.0	0.0	0.0	0.0	26.1
B	Between Avondale Station & Brockett Rd	26.3	46.0	19.6	6.8	0.0	0.0	0.0	0.0	22.2
C	From Church St to Stone Mountain Park and Ride Lot	11.5	20.2	8.6	0.0	0.0	0.0	0.0	0.0	12.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	36.0	18.5	6.8	0.0	0.0	0.0	0.0	18.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 120
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	3	28	63	6					100
B	Between Avondale Station & Brockett Rd	17	2	13	0					32
C	Between Church St & Stone Mountain Park and Ride Lot	63	11	11	1					86
D	Stone Mountain Park and Ride Lot	7	1	3	0					11
										0
										0
										0
										0
	Total	90	42	90	7	0	0	0	0	229

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	3.00%	28.00%	63.00%	6.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station & Brockett Rd	53.13%	6.25%	40.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Church St & Stone Mountain Park and Ride Lot	73.26%	12.79%	12.79%	1.16%	0.00%	0.00%	0.00%	0.00%	100%
D	Stone Mountain Park and Ride Lot	63.64%	9.09%	27.27%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D					
	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	717	442	614	42	0	0	0	0	1815

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D					
	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	722	488	578	26	0	0	0	0	1815

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station & Brockett Rd	Between Church St & Stone Mountain Park and Ride Lot	Stone Mountain Park and Ride Lot					Total
A	Avondale Station	7.0	11.3	5.7	3.8	0.0	0.0	0.0	0.0	7.2
B	Between Avondale Station & Brockett Rd	14.4	23.1	11.6	0.0	0.0	0.0	0.0	0.0	13.8
C	Between Church St & Stone Mountain Park and Ride Lot	6.8	10.9	5.5	3.7	0.0	0.0	0.0	0.0	7.1
D	Stone Mountain Park and Ride Lot	3.8	6.1	3.1	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.0	11.6	6.4	3.8	0.0	0.0	0.0	0.0	7.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 121
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0	22	19	31	24				96
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	1	1	2	1	1				6
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	14	2	0	1	2				19
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	34	6	3	1	7				51
E	Sarr Pkwy @ Greer Circle - EOL	12	0	3	3	1				19
										0
										0
										0
	Total	61	31	27	37	35	0	0	0	191

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0.00%	22.92%	19.79%	32.29%	25.00%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	16.67%	16.67%	33.33%	16.67%	16.67%	0.00%	0.00%	0.00%	100%
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	73.68%	10.53%	0.00%	5.26%	10.53%	0.00%	0.00%	0.00%	100%
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	66.67%	11.76%	5.88%	1.96%	13.73%	0.00%	0.00%	0.00%	100%
E	Sarr Pkwy @ Greer Circle - EOL	63.16%	0.00%	15.79%	15.79%	5.26%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	688	85	164	499	104	0	0	0	1540
RAW ENTERED									

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	491	279	236	330	204	0	0	0	1540
RAW ENTERED									

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0.0	7.6	7.7	8.5	5.0	0.0	0.0	0.0	7.3
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	11.4	15.5	15.7	17.4	10.1	0.0	0.0	0.0	14.3
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	8.1	11.0	0.0	12.3	7.1	0.0	0.0	0.0	8.5
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	9.1	12.4	12.6	13.9	8.1	0.0	0.0	0.0	9.7
E	Sarr Pkwy @ Greer Circle - EOL	4.8	0.0	6.6	7.3	4.2	0.0	0.0	0.0	5.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.0	9.0	8.7	8.9	5.8	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 121
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	1	1	11	17	6				36
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	4	0	3	1	0				8
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	6	0	1	0	5				12
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	12	2	2	1	2				19
E	Sarr Pkwy @ Greer Circle - EOL	18	2	0	5	0				25
										0
										0
										0
	Total	41	5	17	24	13	0	0	0	100

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	2.78%	2.78%	30.56%	47.22%	16.67%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	50.00%	0.00%	37.50%	12.50%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	50.00%	0.00%	8.33%	0.00%	41.67%	0.00%	0.00%	0.00%	100%
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	63.16%	10.53%	10.53%	5.26%	10.53%	0.00%	0.00%	0.00%	100%
E	Sarr Pkwy @ Greer Circle - EOL	72.00%	8.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	590	216	265	242	226	0	0	0	1540

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	547	196	325	372	100	0	0	0	1540

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Kensington Station	Between Kensington Station & Memorial Dr @ Woodcroft Dr	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	15.6	60.5	17.0	17.2	6.0	0.0	0.0	0.0	16.4
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	25.7	0.0	28.0	28.4	0.0	0.0	0.0	0.0	26.9
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	29.3	0.0	31.9	0.0	11.2	0.0	0.0	0.0	22.0
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	10.2	39.6	11.1	11.3	3.9	0.0	0.0	0.0	12.8
E	Sarr Pkwy @ Greer Circle - EOL	7.2	28.1	0.0	8.0	0.0	0.0	0.0	0.0	9.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	39.2	19.1	15.5	7.7	0.0	0.0	0.0	15.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 121
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Memorial Dr @ Woodcroft Dr	C Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	D Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	E Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0	22	46	21	21				110
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	4	1	3	2	5				15
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	21	4	1	2	3				31
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	57	5	10	3	10				85
E	Sarr Pkwy @ Greer Circle - EOL	31	1	7	4	2				45
										0
										0
										0
	Total	113	33	67	32	41	0	0	0	286

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Memorial Dr @ Woodcroft Dr	C Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	D Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	E Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0.00%	20.00%	41.82%	19.09%	19.09%	0.00%	0.00%	0.00%	100%
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	26.67%	6.67%	20.00%	13.33%	33.33%	0.00%	0.00%	0.00%	100%
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	67.74%	12.90%	3.23%	6.45%	9.68%	0.00%	0.00%	0.00%	100%
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	67.06%	5.88%	11.76%	3.53%	11.76%	0.00%	0.00%	0.00%	100%
E	Sarr Pkwy @ Greer Circle - EOL	68.89%	2.22%	15.56%	8.89%	4.44%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Kensington Station	B Between Kensington Station & Memorial Dr @ Woodcroft Dr	C Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	D Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	E Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	794	387	498	467	155	0	0	0	2301

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Kensington Station	B Between Kensington Station & Memorial Dr @ Woodcroft Dr	C Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	D Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	E Sarr Pkwy @ Greer Circle - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	928	292	457	517	107	0	0	0	2301

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Kensington Station	B Between Kensington Station & Memorial Dr @ Woodcroft Dr	C Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	D Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	E Sarr Pkwy @ Greer Circle - EOL				Total
A	Kensington Station	0.0	7.5	6.4	13.8	1.9	0.0	0.0	0.0	7.2
B	Between Kensington Station & Memorial Dr @ Woodcroft Dr	31.8	30.5	26.1	56.0	7.7	0.0	0.0	0.0	25.8
C	Between Memorial Dr @ Rockbridge Rd & Hairston @ Anderson Rd	16.7	16.0	13.7	29.4	4.1	0.0	0.0	0.0	16.1
D	Between Hariston Rd @ Anderson Rd & Sarr Pkwy @ Greer Circle	6.0	5.8	4.9	10.6	1.5	0.0	0.0	0.0	5.5
E	Sarr Pkwy @ Greer Circle - EOL	3.4	3.3	2.8	6.0	0.8	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.2	8.8	6.8	16.1	2.6	0.0	0.0	0.0	8.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 122
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0	6	2						8
B	Between Avondale Station and Georgia Perimeter College	5	3	1						9
C	Georgia Perimeter College EOL	2	1	0						3
										0
										0
										0
										0
										0
	Total	7	10	3	0	0	0	0	0	20

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station and Georgia Perimeter College	55.56%	33.33%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Georgia Perimeter College EOL	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	39	72	12	0	0	0	0	0	123

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	66	53	4	0	0	0	0	0	123

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0.0	5.7	1.5	0.0	0.0	0.0	0.0	0.0	4.6
B	Between Avondale Station and Georgia Perimeter College	11.2	5.4	1.4	0.0	0.0	0.0	0.0	0.0	8.2
C	Georgia Perimeter College EOL	5.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.4	5.3	1.5	0.0	0.0	0.0	0.0	0.0	6.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 122
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station and Georgia Perimeter College	Georgia Perimeter College EOL						Total
A	Avondale Station	1	1	0						2
B	From Avondale Station to Georgia Perimeter College EOL	2	0	2						4
										0
										0
										0
										0
										0
	Total	3	1	2	0	0	0	0	0	6

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station and Georgia Perimeter College	Georgia Perimeter College EOL						Total
A	Avondale Station	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	From Avondale Station to Georgia Perimeter College EOL	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)		A	B	C						
		Avondale Station	Between Avondale Station and Georgia Perimeter College	Georgia Perimeter College EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	61	42	10	0	0	0	0	0	113

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)		A	B	C						
		Avondale Station	Between Avondale Station and Georgia Perimeter College	Georgia Perimeter College EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	69	15	0	0	0	0	0	113

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Avondale Station	Between Avondale Station and Georgia Perimeter College	Georgia Perimeter College EOL						Total
A	Avondale Station	8.1	69.0	0.0	0.0	0.0	0.0	0.0	0.0	38.6
B	From Avondale Station to Georgia Perimeter College EOL	10.4	0.0	7.5	0.0	0.0	0.0	0.0	0.0	9.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.7	69.0	7.5	0.0	0.0	0.0	0.0	0.0	18.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 122
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0	9	2						11
B	Between Avondale Station and Georgia Perimeter College	7	1	1						9
C	Georgia Perimeter College EOL	6	0	0						6
										0
										0
										0
										0
										0
	Total	13	10	3	0	0	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0.00%	81.82%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station and Georgia Perimeter College	77.78%	11.11%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Georgia Perimeter College EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	83	120	24	0	0	0	0	0	227

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	116	97	14	0	0	0	0	0	227

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B Between Avondale Station and Georgia Perimeter College	C Georgia Perimeter College EOL						Total
A	Avondale Station	0.0	8.7	3.4	0.0	0.0	0.0	0.0	0.0	7.8
B	Between Avondale Station and Georgia Perimeter College	13.2	18.4	7.2	0.0	0.0	0.0	0.0	0.0	13.1
C	Georgia Perimeter College EOL	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.9	9.7	4.7	0.0	0.0	0.0	0.0	0.0	8.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 123
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Edgewood/Candler Park Station	Between Edgewood/Candler Park Station & Swanton Way @ Commerce Dr (East Lake Station)	Decatur Station	From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0	3	0	1				4
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0	1	0	4				5
C	Decatur Station	0	0	0	6				6
D	From Decatur Station to North Dekalb Mall	1	0	5	1				7
									0
									0
									0
	Total	1	4	5	12	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Edgewood/Candler Park Station	Between Edgewood/Candler Park Station & Swanton Way @ Commerce Dr (East Lake Station)	Decatur Station	From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0.00%	75.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100%
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100%
C	Decatur Station	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	From Decatur Station to North Dekalb Mall	14.29%	0.00%	71.43%	14.29%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D				
	Edgewood/Candler Park Station	Between Edgewood/Candler Park Station & Swanton Way @ Commerce Dr (East Lake Station)	Decatur Station	From Decatur Station to North Dekalb Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	13	22	34	51	0	0	0	120

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D				
	Edgewood/Candler Park Station	Between Edgewood/Candler Park Station & Swanton Way @ Commerce Dr (East Lake Station)	Decatur Station	From Decatur Station to North Dekalb Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	14	11	34	61	0	0	0	120

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	Edgewood/Candler Park Station	Between Edgewood/Candler Park Station & Swanton Way @ Commerce Dr (East Lake Station)	Decatur Station	From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0.0	2.7	0.0	4.3	0.0	0.0	0.0	3.1
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0.0	2.9	0.0	4.5	0.0	0.0	0.0	4.2
C	Decatur Station	0.0	0.0	0.0	5.5	0.0	0.0	0.0	5.5
D	From Decatur Station to North Dekalb Mall	14.0	0.0	6.8	5.7	0.0	0.0	0.0	7.7
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	14.0	2.8	6.8	5.1	0.0	0.0	0.0	5.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 123
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
B	From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East L	1	0	0				1
C	Decatur Station	0	0	1				1
D	From Decatur Station to North Dekalb Mall	0	4	1				5
								0
								0
								0
	Total	1	4	2	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
B	From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East L	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Decatur Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	From Decatur Station to North Dekalb Mall	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	24	44	67	0	0	0	135

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	26	39	70	0	0	0	135

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
B	From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East L	26.2	0.0	0.0	0.0	0.0	0.0	26.2
C	Decatur Station	0.0	0.0	45.2	0.0	0.0	0.0	45.2
D	From Decatur Station to North Dekalb Mall	0.0	9.8	24.3	0.0	0.0	0.0	12.7
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	26.2	9.8	34.8	0.0	0.0	0.0	19.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 123
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0	0	1				1
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0	0	6				6
C	Decatur Station	0	0	7				7
D	From Decatur Station to North Dekalb Mall	1	12	0				13
								0
								0
								0
	Total	1	12	14	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	Decatur Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	From Decatur Station to North Dekalb Mall	7.69%	92.31%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	30	91	139	0	0	0	281

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	58	89	134	0	0	0	281

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B From Edgewood/Candler Park Station to Swanton Way @ Commerce Dr (East Lake Station)	C Decatur Station	D From Decatur Station to North Dekalb Mall				Total
A	Edgewood/Candler Park Station	0.0	0.0	19.9	0.0	0.0	0.0	19.9
B	Between Edgewood/Candler Park Station & Swanton Way @ Commerce D	0.0	0.0	4.7	0.0	0.0	0.0	4.7
C	Decatur Station	0.0	0.0	12.3	0.0	0.0	0.0	12.3
D	From Decatur Station to North Dekalb Mall	58.0	7.4	0.0	0.0	0.0	0.0	11.3
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	58.0	7.4	9.6	0.0	0.0	0.0	10.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 124
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B From Doraville Station to Pleasandale Rd @ Valley Bl	D Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	E Main Street @ 1st Avenue - EOL				Total
A	Doraville Station	2	13	9	0				24
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	9	2	2	1				14
C	Pleasantdale Rd @ Valley Bl	2	0	0	0				2
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	23	0	8	0				31
E	Main Street @ 1st Avenue - EOL	1	1	2	0				4
									0
									0
									0
	Total	37	16	21	1	0	0	0	75

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B From Doraville Station to Pleasandale Rd @ Valley Bl	D Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	E Main Street @ 1st Avenue - EOL				Total
A	Doraville Station	8.33%	54.17%	37.50%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	64.29%	14.29%	14.29%	7.14%	0.00%	0.00%	0.00%	100%
C	Pleasantdale Rd @ Valley Bl	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	74.19%	0.00%	25.81%	0.00%	0.00%	0.00%	0.00%	100%
E	Main Street @ 1st Avenue - EOL	25.00%	25.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Doraville Station	B From Doraville Station to Pleasandale Rd @ Valley Bl	D Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	E Main Street @ 1st Avenue - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	173	144	145	16	0	0	0	554

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Doraville Station	B From Doraville Station to Pleasandale Rd @ Valley Bl	D Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	E Main Street @ 1st Avenue - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	275	157	116	6	0	0	0	554

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B From Doraville Station to Pleasandale Rd @ Valley Bl	D Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	E Main Street @ 1st Avenue - EOL				Total
A	Doraville Station	5.1	9.1	5.5	0.0	0.0	0.0	0.0	7.4
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	9.3	16.5	10.1	6.0	0.0	0.0	0.0	10.2
C	Pleasantdale Rd @ Valley Bl	36.7	0.0	0.0	0.0	0.0	0.0	0.0	36.7
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	4.5	0.0	4.9	0.0	0.0	0.0	0.0	4.6
E	Main Street @ 1st Avenue - EOL	3.3	5.9	3.6	0.0	0.0	0.0	0.0	4.1
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.4	9.8	5.5	6.0	0.0	0.0	0.0	7.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 124
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0	6	3	4				13
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	5	0	0	1				6
C	Pleasantdale Rd @ Valley Bl	2	0	0	1				3
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	6	1	0	1				8
E	Main Street @ 1st Avenue - EOL	0	1	0	0				1
									0
									0
									0
	Total	13	8	3	7	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0.00%	46.15%	23.08%	30.77%	0.00%	0.00%	0.00%	100%
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	83.33%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	100%
C	Pleasantdale Rd @ Valley Bl	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	75.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	100%
E	Main Street @ 1st Avenue - EOL	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	362	233	34	116	0	0	0	773

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	226	254	79	214	0	0	0	773

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0.0	32.8	24.0	25.8	0.0	0.0	0.0	28.6
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	29.8	0.0	0.0	74.0	0.0	0.0	0.0	37.2
C	Pleasantdale Rd @ Valley Bl	7.6	0.0	0.0	16.9	0.0	0.0	0.0	10.7
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	11.0	27.3	0.0	22.6	0.0	0.0	0.0	14.5
E	Main Street @ 1st Avenue - EOL	0.0	30.3	0.0	0.0	0.0	0.0	0.0	30.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	17.7	31.8	24.0	30.9	0.0	0.0	0.0	24.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 124
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0	11	0	12				23
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	15	0	0	2				17
C	Pleasantdale Rd @ Valley Bl	3	0	0	0				3
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	9	4	0	15				28
E	Main Street @ 1st Avenue - EOL	4	3	1	1				9
									0
									0
									0
	Total	31	18	1	30	0	0	0	80

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0.00%	47.83%	0.00%	52.17%	0.00%	0.00%	0.00%	100%
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	88.24%	0.00%	0.00%	11.76%	0.00%	0.00%	0.00%	100%
C	Pleasantdale Rd @ Valley Bl	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	32.14%	14.29%	0.00%	53.57%	0.00%	0.00%	0.00%	100%
E	Main Street @ 1st Avenue - EOL	44.44%	33.33%	11.11%	11.11%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	357	260	66	221	0	0	0	1007

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	357	308	49	293	0	0	0	1007

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Doraville Station	B Between Pleasantdale Rd @ Valley Bl & Doraville Station	C Pleasantdale Rd @ Valley Bl	D From Main St @ 1st Avenue to Pleasantdale Rd @ Valley Bl				Total
A	Doraville Station	0.0	20.5	0.0	11.6	0.0	0.0	0.0	15.8
B	Between Pleasantdale Rd @ Valley Bl & Doraville Station	14.5	0.0	0.0	16.4	0.0	0.0	0.0	14.7
C	Pleasantdale Rd @ Valley Bl	20.7	0.0	0.0	0.0	0.0	0.0	0.0	20.7
D	Between Main St @ 1st Avenue & Pleasantdale Rd @ Valley Bl	6.5	12.8	0.0	7.4	0.0	0.0	0.0	7.9
E	Main Street @ 1st Avenue - EOL	5.4	10.6	49.0	6.2	0.0	0.0	0.0	12.1
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	11.6	17.1	49.0	9.6	0.0	0.0	0.0	12.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 125
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0	11	47	7				65
B	Between Avondale Station & Indian Creek Dr @ Dial Dr	3	1	4	0				8
C	Indian Creek Dr @ Dial Dr	1	0	1	0				2
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	27	0	15	2				44
E	Northlake Mall	2	0	4	0				6
									0
									0
									0
	Total	33	12	71	9	0	0	0	125

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0.00%	16.92%	72.31%	10.77%	0.00%	0.00%	0.00%	100%
B	Between Avondale Station & Indian Creek Dr @ Dial Dr	37.50%	12.50%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Indian Creek Dr @ Dial Dr	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	61.36%	0.00%	34.09%	4.55%	0.00%	0.00%	0.00%	100%
E	Northlake Mall	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	D	E				
	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	315	123	343	24	0	0	0	839

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	D	E				
	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	237	166	401	35	0	0	0	839

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0.0	11.4	3.7	3.0	0.0	0.0	0.0	5.0
B	Between Avondale Station & Indian Creek Dr @ Dial Dr	10.1	40.4	13.2	0.0	0.0	0.0	0.0	15.4
C	Indian Creek Dr @ Dial Dr	14.5	0.0	19.1	0.0	0.0	0.0	0.0	16.8
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	6.9	0.0	9.0	7.1	0.0	0.0	0.0	7.6
E	Northlake Mall	3.3	0.0	4.3	0.0	0.0	0.0	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	0.0	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	7.2	13.8	5.6	3.9	0.0	0.0	0.0	6.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 125
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0	9	22	3				34
C	From Avondale Station to Indian Creek Dr @ Dial Dr	4	0	0	0				4
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	40	1	13	4				58
E	Northlake Mall	7	0	2	0				9
									0
									0
									0
	Total	51	10	37	7	0	0	0	105

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0.00%	26.47%	64.71%	8.82%	0.00%	0.00%	0.00%	100%
C	From Avondale Station to Indian Creek Dr @ Dial Dr	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	68.97%	1.72%	22.41%	6.90%	0.00%	0.00%	0.00%	100%
E	Northlake Mall	77.78%	0.00%	22.22%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	D	E				
	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	411	0	393	54	0	0	0	933

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	D	E				
	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	312	140	444	37	0	0	0	933

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	Avondale Station	From Avondale Station to Indian Creek Dr @ Dial Dr	Between Indian Creek Dr @ Dial Dr & Northlake Mall	Northlake Mall				Total
A	Avondale Station	0.0	14.2	12.5	5.8	0.0	0.0	0.0	12.3
C	From Avondale Station to Indian Creek Dr @ Dial Dr	17.4	0.0	0.0	0.0	0.0	0.0	0.0	17.4
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	5.5	12.0	10.8	4.9	0.0	0.0	0.0	6.7
E	Northlake Mall	4.7	0.0	9.7	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.3	14.0	11.7	5.3	0.0	0.0	0.0	8.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 125
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B From Avondale Station to Indian Creek Dr @ Dial Dr	D Between Indian Creek Dr @ Dial Dr & Northlake Mall	E Northlake Mall				Total
A	Avondale Station	0	14	30	22				66
B	From Avondale Station to Indian Creek Dr @ Dial Dr	5	0	14	4				23
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	51	0	10	3				64
E	Northlake Mall	8	1	5	0				14
									0
									0
									0
	Total	64	15	59	29	0	0	0	167

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B From Avondale Station to Indian Creek Dr @ Dial Dr	D Between Indian Creek Dr @ Dial Dr & Northlake Mall	E Northlake Mall				Total
A	Avondale Station	0.00%	21.21%	45.45%	33.33%	0.00%	0.00%	0.00%	100%
B	From Avondale Station to Indian Creek Dr @ Dial Dr	21.74%	0.00%	60.87%	17.39%	0.00%	0.00%	0.00%	100%
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	79.69%	0.00%	15.63%	4.69%	0.00%	0.00%	0.00%	100%
E	Northlake Mall	57.14%	7.14%	35.71%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Avondale Station	B From Avondale Station to Indian Creek Dr @ Dial Dr	D Between Indian Creek Dr @ Dial Dr & Northlake Mall	E Northlake Mall				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	503	247	694	56	0	0	0	1500

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Avondale Station	B From Avondale Station to Indian Creek Dr @ Dial Dr	D Between Indian Creek Dr @ Dial Dr & Northlake Mall	E Northlake Mall				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	514	237	694	54	0	0	0	1500

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Avondale Station	B From Avondale Station to Indian Creek Dr @ Dial Dr	D Between Indian Creek Dr @ Dial Dr & Northlake Mall	E Northlake Mall				Total
A	Avondale Station	0.0	15.6	8.9	1.3	0.0	0.0	0.0	7.8
B	From Avondale Station to Indian Creek Dr @ Dial Dr	6.7	0.0	14.7	2.5	0.0	0.0	0.0	10.8
D	Between Indian Creek Dr @ Dial Dr & Northlake Mall	9.2	0.0	20.3	3.4	0.0	0.0	0.0	10.7
E	Northlake Mall	2.4	9.8	5.3	0.0	0.0	0.0	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	0.0	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	8.2	15.2	11.9	1.7	0.0	0.0	0.0	9.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 126
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B From Chamblee Station to Northlake Pkwy @ Parklake Dr						Total
A	Chamblee Station	0	8						8
B	From Chamblee Station to Northlake Pkwy @ Parklake Dr	9	2						11
									0
									0
									0
									0
									0
	Total	9	10	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B From Chamblee Station to Northlake Pkwy @ Parklake Dr						Total
A	Chamblee Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	From Chamblee Station to Northlake Pkwy @ Parklake Dr	81.82%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Chamblee Station	B From Chamblee Station to Northlake Pkwy @ Parklake Dr						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	123	142	0	0	0	0	0	265

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Chamblee Station	B From Chamblee Station to Northlake Pkwy @ Parklake Dr						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	95	170	0	0	0	0	0	265

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B From Chamblee Station to Northlake Pkwy @ Parklake Dr						Total
A	Chamblee Station	0.0	16.1	0.0	0.0	0.0	0.0	0.0	16.1
B	From Chamblee Station to Northlake Pkwy @ Parklake Dr	10.5	20.7	0.0	0.0	0.0	0.0	0.0	12.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	10.5	17.0	0.0	0.0	0.0	0.0	0.0	13.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 126
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0	19	0						19
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	14	5	1						20
C	Northlake Pkwy @ Parklake Dr - EOL	1	0	0						1
										0
										0
										0
										0
										0
	Total	15	24	1	0	0	0	0	0	40

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	70.00%	25.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Northlake Pkwy @ Parklake Dr - EOL	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	110	131	4	0	0	0	0	0	245

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	85	158	2	0	0	0	0	0	245

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	5.8	9.0	2.1	0.0	0.0	0.0	0.0	0.0	6.4
C	Northlake Pkwy @ Parklake Dr - EOL	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.7	6.6	2.1	0.0	0.0	0.0	0.0	0.0	6.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 126
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0	7	1						8
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	9	7	0						16
C	Northlake Pkwy @ Parklake Dr - EOL	1	1	0						2
										0
										0
										0
										0
										0
	Total	10	15	1	0	0	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0.00%	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	56.25%	43.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Northlake Pkwy @ Parklake Dr - EOL	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	201	293	6	0	0	0	0	0	500

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	200	296	4	0	0	0	0	0	500

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Chamblee Station	B Between Chamblee Station & Northlake Pkwy @ Parklake Dr	C Northlake Pkwy @ Parklake Dr - EOL						Total
A	Chamblee Station	0.0	27.5	4.1	0.0	0.0	0.0	0.0	0.0	24.5
B	Between Chamblee Station & Northlake Pkwy @ Parklake Dr	21.8	14.4	0.0	0.0	0.0	0.0	0.0	0.0	18.6
C	Northlake Pkwy @ Parklake Dr - EOL	3.7	2.4	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	20.0	19.7	4.1	0.0	0.0	0.0	0.0	0.0	19.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 132
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	2	7	2						11
B	Between Chamblee Station & North Springs Station	4	2	4						10
C	North Springs Station	2	5	0						7
										0
										0
										0
										0
										0
	Total	8	14	6	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	18.18%	63.64%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & North Springs Station	40.00%	20.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	North Springs Station	28.57%	71.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs AM PEAK (6am-10am)	A Chamblee Station	B Between Chamblee Station & North Springs Station	C North Springs Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	175	144	63	0	0	0	0	0	383

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs AM PEAK (6am-10am)	A Chamblee Station	B Between Chamblee Station & North Springs Station	C North Springs Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	107	253	23	0	0	0	0	0	383

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	12.6	20.7	3.1	0.0	0.0	0.0	0.0	0.0	16.0
B	Between Chamblee Station & North Springs Station	17.3	28.5	4.2	0.0	0.0	0.0	0.0	0.0	14.3
C	North Springs Station	6.2	10.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.4	18.1	3.8	0.0	0.0	0.0	0.0	0.0	13.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 132
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	1	6	0						7
B	Between Chamblee Station & North Springs Station	6	2	4						12
C	North Springs Station	0	2	0						2
										0
										0
										0
										0
										0
	Total	7	10	4	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	14.29%	85.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & North Springs Station	50.00%	16.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	North Springs Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C						
	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	154	257	26	0	0	0	0	0	437

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C						
	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	224	172	41	0	0	0	0	0	437

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	37.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	21.6
B	Between Chamblee Station & North Springs Station	31.2	16.1	10.3	0.0	0.0	0.0	0.0	0.0	21.7
C	North Springs Station	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0	12.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	32.0	17.2	10.3	0.0	0.0	0.0	0.0	0.0	20.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 132
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	2	11	2						15
B	Between Chamblee Station & North Springs Station	10	4	1						15
C	North Springs Station	1	4	0						5
										0
										0
										0
										0
										0
	Total	13	19	3	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	13.33%	73.33%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Chamblee Station & North Springs Station	66.67%	26.67%	6.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	North Springs Station	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C						
	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	241	298	38	0	0	0	0	0	577

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C						
	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	212	300	65	0	0	0	0	0	577

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	Chamblee Station	Between Chamblee Station & North Springs Station	North Springs Station						Total
A	Chamblee Station	12.9	16.1	19.2	0.0	0.0	0.0	0.0	0.0	16.1
B	Between Chamblee Station & North Springs Station	18.0	22.5	26.8	0.0	0.0	0.0	0.0	0.0	19.8
C	North Springs Station	6.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	16.3	15.8	21.7	0.0	0.0	0.0	0.0	0.0	16.5

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 137
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Midtown Station	Between Midtown Station & Hemphill Ave NW @ Ethel St	Hamphill Ave NW @ Ethel St	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	Defoors Hills Rd @ Hills Ave				Total
A	Midtown Station	0	3	3	18	1				25
B	Between Midtown Station & Hamphill Ave NW @ Ethel St	1	1	0	0	0				2
D	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	21	4	0	2	0				27
E	Defoors Hills Rd @ Hills Ave	0	0	0	0	0				0
										0
										0
										0
	Total	22	8	3	20	1	0	0	0	54

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Midtown Station	Between Midtown Station & Hemphill Ave NW @ Ethel St	Hamphill Ave NW @ Ethel St	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	Defoors Hills Rd @ Hills Ave				Total
A	Midtown Station	0.00%	12.00%	12.00%	72.00%	4.00%	0.00%	0.00%	0.00%	100%
B	Between Midtown Station & Hamphill Ave NW @ Ethel St	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	77.78%	14.81%	0.00%	7.41%	0.00%	0.00%	0.00%	0.00%	100%
E	Defoors Hills Rd @ Hills Ave	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Midtown Station	Between Midtown Station & Hemphill Ave NW @ Ethel St	Hamphill Ave NW @ Ethel St	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	Defoors Hills Rd @ Hills Ave				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	222	41	0	331	0	0	0	0	594

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Midtown Station	Between Midtown Station & Hemphill Ave NW @ Ethel St	Hamphill Ave NW @ Ethel St	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	Defoors Hills Rd @ Hills Ave				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	315	57	31	179	12	0	0	0	594

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) OFF

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Midtown Station	Between Midtown Station & Hemphill Ave NW @ Ethel St	Hamphill Ave NW @ Ethel St	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	Defoors Hills Rd @ Hills Ave				Total
A	Midtown Station	0.0	5.5	10.4	8.8	11.9	0.0	0.0	0.0	8.7
B	Between Midtown Station & Hamphill Ave NW @ Ethel St	27.8	13.7	0.0	0.0	0.0	0.0	0.0	0.0	20.7
D	Between Defoors Hills Rd @ Hills Ave & Hemphill Ave NW @ Ethel St	13.7	6.7	0.0	10.7	0.0	0.0	0.0	0.0	12.4
E	Defoors Hills Rd @ Hills Ave	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	7.1	10.4	8.9	11.9	0.0	0.0	0.0	11.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 139
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	C	D				
Segment/Stop	Segment/Stop Description	Lenox Station	Between Clairmont Rd & Lenox Station	From Briarwood to Dresden @ Clairmont				Total
A	Lenox Station	0	5	2				7
C	Between Clairmont Rd & Lenox Station	4	0	0				4
D	From Briarwood to Dresden @ Clairmont	8	4	0				12
								0
								0
								0
	Total	12	9	2	0	0	0	23

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	C	D				
Segment/Stop	Segment/Stop Description	Lenox Station	Between Clairmont Rd & Lenox Station	From Briarwood to Dresden @ Clairmont				Total
A	Lenox Station	0.00%	71.43%	28.57%	0.00%	0.00%	0.00%	100%
C	Between Clairmont Rd & Lenox Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	From Briarwood to Dresden @ Clairmont	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs AM PEAK (6am-10am)	A Lenox Station	C Between Clairmont Rd & Lenox Station	D From Briarwood to Dresden @ Clairmont				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	55	115	44	0	0	0	214

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs AM PEAK (6am-10am)	A Lenox Station	C Between Clairmont Rd & Lenox Station	D From Briarwood to Dresden @ Clairmont				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	147	42	25	0	0	0	214

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	C	D				
Segment/Stop	Segment/Stop Description	Lenox Station	Between Clairmont Rd & Lenox Station	From Briarwood to Dresden @ Clairmont				Total
A	Lenox Station	0.0	6.0	12.3	0.0	0.0	0.0	7.8
C	Between Clairmont Rd & Lenox Station	28.8	0.0	0.0	0.0	0.0	0.0	28.8
D	From Briarwood to Dresden @ Clairmont	4.0	3.0	0.0	0.0	0.0	0.0	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	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.3	4.7	12.3	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 139
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	B Between Lenox Station & N Druid Hills Road	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road	E Dresden Dr @ Clairmont Rd				Total
A	Lenox Station	0	1	10	5	1				17
C	Between Clairmont Rd & Lenox Station	1	0	0	0	0				1
D	Between Dresden @ Clairmont & Briarwood Road	3	1	0	0	0				4
E	Dresden Dr @ Clairmont Rd									0
										0
										0
										0
	Total	4	2	10	5	1	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	B Between Lenox Station & N Druid Hills Road	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road	E Dresden Dr @ Clairmont Rd				Total
A	Lenox Station	0.00%	5.88%	58.82%	29.41%	5.88%	0.00%	0.00%	0.00%	100%
C	Between Clairmont Rd & Lenox Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Dresden @ Clairmont & Briarwood Road	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Dresden Dr @ Clairmont Rd	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Lenox Station	B Between Lenox Station & N Druid Hills Road	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road	E Dresden Dr @ Clairmont Rd				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	185	0	11	43	0	0	0	0	239

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Lenox Station	B Between Lenox Station & N Druid Hills Road	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road	E Dresden Dr @ Clairmont Rd				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	58	20	99	54	8	0	0	0	239

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	B Between Lenox Station & N Druid Hills Road	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road	E Dresden Dr @ Clairmont Rd				Total
A	Lenox Station	0.0	12.7	9.9	11.0	8.0	0.0	0.0	0.0	10.3
C	Between Clairmont Rd & Lenox Station	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
D	Between Dresden @ Clairmont & Briarwood Road	14.7	7.3	0.0	0.0	0.0	0.0	0.0	0.0	12.8
E	Dresden Dr @ Clairmont Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.3	10.0	9.9	11.0	8.0	0.0	0.0	0.0	10.9

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 139
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	C Between Clairmont Rd & Lenox Station	D From Briarwood to Dresden @ Clairmont				Total
A	Lenox Station	2	8	4				14
B	Between Lenox Station & N Druid Hills Road	0	0	1				1
C	Between Clairmont Rd & Lenox Park Blvd	6	0	4				10
D	Between Dresden @ Clairmont & Briarwood Road	7	1	1				9
E	Dresden Dr @ Clairmont Rd	1	0	0				1
								0
								0
								0
	Total	16	9	10	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	C Between Clairmont Rd & Lenox Park Blvd	D From Briarwood to Dresden @ Clairmont				Total
A	Lenox Station	14.29%	57.14%	28.57%	0.00%	0.00%	0.00%	100%
B	Between Lenox Station & N Druid Hills Road	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	Between Clairmont Rd & Lenox Park Blvd	60.00%	0.00%	40.00%	0.00%	0.00%	0.00%	100%
D	Between Dresden @ Clairmont & Briarwood Road	77.78%	11.11%	11.11%	0.00%	0.00%	0.00%	100%
E	Dresden Dr @ Clairmont Rd	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Lenox Station	C Between Clairmont Rd & Lenox Park Blvd	D From Briarwood to Dresden @ Clairmont				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	71	82	81	0	0	0	247

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Lenox Station	C Between Clairmont Rd & Lenox Park Blvd	D From Briarwood to Dresden @ Clairmont				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	111	79	57	0	0	0	247

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Lenox Station	C Between Clairmont Rd & Lenox Park Blvd	D Between Dresden @ Clairmont & Briarwood Road				Total
A	Lenox Station	2.7	7.3	2.8	0.0	0.0	0.0	5.4
B	Between Lenox Station & N Druid Hills Road	0.0	0.0	4.9	0.0	0.0	0.0	4.9
C	Between Clairmont Rd & Lenox Park Blvd	7.7	0.0	8.2	0.0	0.0	0.0	7.9
D	Between Dresden @ Clairmont & Briarwood Road	7.4	20.4	7.8	0.0	0.0	0.0	8.9
E	Dresden Dr @ Clairmont Rd	7.7	0.0	0.0	0.0	0.0	0.0	7.7
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.0	8.8	5.7	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 140
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0	7	31	1					39
B	Mansell Park and Ride Lot	18	0	0	0					18
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	7	0	2	0					9
D	Winward Park and Ride Lot	0	0	2	0					2
										0
										0
										0
										0
	Total	25	7	35	1	0	0	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0.00%	17.95%	79.49%	2.56%	0.00%	0.00%	0.00%	0.00%	100%
B	Mansell Park and Ride Lot	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	77.78%	0.00%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D					
	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	326	150	124	0	0	0	0	0	600

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D					
	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	221	20	359	0	0	0	0	0	600

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0.0	2.9	10.0	0.0	0.0	0.0	0.0	0.0	8.5
B	Mansell Park and Ride Lot	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	11.5	0.0	20.1	0.0	0.0	0.0	0.0	0.0	13.4
D	Winward Park and Ride Lot	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.2	2.9	10.0	0.0	0.0	0.0	0.0	0.0	8.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 140
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Mansell Park and Ride Lot	C From Mansell Park and Ride Lot to Winward Park and Ride Lot					Total
A	North Springs Station	0	6	13					19
B	Mansell Park and Ride Lot	1	0	1					2
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	20	2	4					26
D	Winward Park and Ride Lot	0	0	2					2
									0
									0
									0
									0
	Total	21	8	20	0	0	0	0	49

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Mansell Park and Ride Lot	C From Mansell Park and Ride Lot to Winward Park and Ride Lot					Total
A	North Springs Station	0.00%	31.58%	68.42%	0.00%	0.00%	0.00%	0.00%	100%
B	Mansell Park and Ride Lot	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	76.92%	7.69%	15.38%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A North Springs Station	B Mansell Park and Ride Lot	C From Mansell Park and Ride Lot to Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	243	76	292	0	0	0	0	611

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A North Springs Station	B Mansell Park and Ride Lot	C From Mansell Park and Ride Lot to Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	305	56	250	0	0	0	0	611

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Mansell Park and Ride Lot	C From Mansell Park and Ride Lot to Winward Park and Ride Lot					Total
A	North Springs Station	0.0	7.8	14.5	0.0	0.0	0.0	0.0	12.4
B	Mansell Park and Ride Lot	46.0	0.0	30.7	0.0	0.0	0.0	0.0	38.3
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	12.8	4.7	8.5	0.0	0.0	0.0	0.0	11.5
D	Winward Park and Ride Lot	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	14.3	7.0	12.7	0.0	0.0	0.0	0.0	12.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 140
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0	1	21	2					24
B	Mansell Park and Ride Lot	3	0	0	0					3
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	13	1	2	1					17
D	Winward Park and Ride Lot	4	0	0	0					4
										0
										0
										0
										0
	Total	20	2	23	3	0	0	0	0	48

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0.00%	4.17%	87.50%	8.33%	0.00%	0.00%	0.00%	0.00%	100%
B	Mansell Park and Ride Lot	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	76.47%	5.88%	11.76%	5.88%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D					
	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	310	46	300	0	0	0	0	0	657

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D					
	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	288	30	339	0	0	0	0	0	657

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	North Springs Station	Mansell Park and Ride Lot	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	North Springs Station	0.0	12.5	14.2	0.0	0.0	0.0	0.0	0.0	13.0
B	Mansell Park and Ride Lot	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
C	Between Mansell Park and Ride Lot & Winward Park and Ride Lot	18.6	17.5	20.0	0.0	0.0	0.0	0.0	0.0	17.6
D	Winward Park and Ride Lot	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.4	15.0	14.7	0.0	0.0	0.0	0.0	0.0	13.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 143
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF A	B	C					
Segment/Stop	Segment/Stop Description	North Springs Station	Windward Park and Ride Lot	From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	1	3	8					12
B	Windward Park and Ride Lot	15	0	0					15
C	Between Windward Park and Ride Lot & 200 North Point Pkwy	8	0	2					10
D	200 North Point Pkwy	1	0	0					1
									0
									0
									0
									0
	Total	25	3	10	0	0	0	0	38

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF A	B	C					
Segment/Stop	Segment/Stop Description	North Springs Station	Windward Park and Ride Lot	From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	8.33%	25.00%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
B	Windward Park and Ride Lot	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Windward Park and Ride Lot & 200 North Point Pkwy	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
D	200 North Point Pkwy	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C					
	North Springs Station	Windward Park and Ride Lot	From Windward Park and Ride Lot to 200 North Point Pkwy					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	179	3	246	0	0	0	0	428

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C					
	North Springs Station	Windward Park and Ride Lot	From Windward Park and Ride Lot to 200 North Point Pkwy					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	242	14	172	0	0	0	0	428

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF A	B	C					
Segment/Stop	Segment/Stop Description	North Springs Station	Windward Park and Ride Lot	From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	23.8	4.8	16.8	0.0	0.0	0.0	0.0	14.4
B	Windward Park and Ride Lot	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
C	Between Windward Park and Ride Lot & 200 North Point Pkwy	26.8	0.0	18.9	0.0	0.0	0.0	0.0	25.2
D	200 North Point Pkwy	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	9.7	4.8	17.2	0.0	0.0	0.0	0.0	11.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 143
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Windward Park and Ride Lot	C From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	1	11	2					14
B	Windward Park and Ride Lot	2	0	0					2
C	From Windward Park and Ride Lot to 200 North Point Pkwy	9	0	0					9
									0
									0
									0
									0
	Total	12	11	2	0	0	0	0	25

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Windward Park and Ride Lot	C From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	7.14%	78.57%	14.29%	0.00%	0.00%	0.00%	0.00%	100%
B	Windward Park and Ride Lot	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	From Windward Park and Ride Lot to 200 North Point Pkwy	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A North Springs Station	B Windward Park and Ride Lot	C From Windward Park and Ride Lot to 200 North Point Pkwy					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	204	56	109	0	0	0	0	369

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A North Springs Station	B Windward Park and Ride Lot	C From Windward Park and Ride Lot to 200 North Point Pkwy					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	184	156	29	0	0	0	0	369

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B Windward Park and Ride Lot	C From Windward Park and Ride Lot to 200 North Point Pkwy					Total
A	North Springs Station	16.1	14.2	14.5	0.0	0.0	0.0	0.0	14.4
B	Windward Park and Ride Lot	28.5	0.0	0.0	0.0	0.0	0.0	0.0	28.5
C	From Windward Park and Ride Lot to 200 North Point Pkwy	12.3	0.0	0.0	0.0	0.0	0.0	0.0	12.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	15.3	14.2	14.5	0.0	0.0	0.0	0.0	14.8

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 143
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B From North Springs Station to 200 North Point Pkwy					Total
A	North Springs Station	0	1					1
C	Between North Springs Station & 200 North Point Pkwy	1	0					1
								0
								0
								0
								0
	Total	1	1	0	0	0	0	2

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B From North Springs Station to 200 North Point Pkwy					Total
A	North Springs Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between North Springs Station & 200 North Point Pkwy	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A North Springs Station	B From North Springs Station to 200 North Point Pkwy					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	26	0	0	0	0	0	67

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A North Springs Station	B From North Springs Station to 200 North Point Pkwy					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	44	23	0	0	0	0	67

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A North Springs Station	B From North Springs Station to 200 North Point Pkwy					Total
A	North Springs Station	0.0	23.0	0.0	0.0	0.0	0.0	23.0
C	Between North Springs Station & 200 North Point Pkwy	44.0	0.0	0.0	0.0	0.0	0.0	44.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	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	44.0	23.0	0.0	0.0	0.0	0.0	33.5

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 148
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NBG Building	Between NBG Building & Medical Center Station	Medical Center Station	Between Medical Center Station & Sandy Springs Station	Sandy Springs Station				Total
A	NBG Building	0	2	2	0	0				4
B	Between NBG Building & Medical Center Station	1	1	8	0	2				12
C	Medical Center Station	0	6	0	1	0				7
D	Between Medical Center Station & Sandy Springs Station	0	0	1	0	0				1
E	Sandy Springs Station	0	1	1	0	0				2
										0
										0
										0
	Total	1	10	12	1	2	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NBG Building	Between NBG Building & Medical Center Station	Medical Center Station	Between Medical Center Station & Sandy Springs Station	Sandy Springs Station				Total
A	NBG Building	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between NBG Building & Medical Center Station	8.33%	8.33%	66.67%	0.00%	16.67%	0.00%	0.00%	0.00%	100%
C	Medical Center Station	0.00%	85.71%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	100%
D	Between Medical Center Station & Sandy Springs Station	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Sandy Springs Station	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	NBG Building	Between NBG Building & Medical Center Station	Medical Center Station	Between Medical Center Station & Sandy Springs Station	Sandy Springs Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	23	97	100	6	33	0	0	0	259

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	NBG Building	Between NBG Building & Medical Center Station	Medical Center Station	Between Medical Center Station & Sandy Springs Station	Sandy Springs Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	23	109	91	12	24	0	0	0	259

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	NBG Building	Between NBG Building & Medical Center Station	Medical Center Station	Between Medical Center Station & Sandy Springs Station	Sandy Springs Station				Total
A	NBG Building	0.0	4.9	6.6	0.0	0.0	0.0	0.0	0.0	5.8
B	Between NBG Building & Medical Center Station	22.7	4.8	6.5	0.0	11.9	0.0	0.0	0.0	8.6
C	Medical Center Station	0.0	13.5	0.0	12.4	0.0	0.0	0.0	0.0	13.3
D	Between Medical Center Station & Sandy Springs Station	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3
E	Sandy Springs Station	0.0	14.0	19.0	0.0	0.0	0.0	0.0	0.0	16.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	22.7	10.9	7.6	12.4	11.9	0.0	0.0	0.0	10.0

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 150
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Sandy Springs Station	B Between Sandy Springs Station and Ashford Dunwoody @ Meadow Lane Road	C Ashford Dunwoody Road @ Meadow Lane Rd	D Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	E From Asford Dunwoody Rd @ Valley View Road to Mt Vernon Rd @ Jett Ferry Rd			Total
A	Sandy Springs Station	0	2	1	4	4			11
B	From Sandy Springs Station to Ashford Dunwoody @ Meadow Lane Road	0	0	0	0	1			1
D	Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	2	0	0	0	0			2
E	Betweeen Asford Dunwoody Rd @ Valley View Road & Mt Vernon Rd @ Jett Ferry Rd	4	6	0	0	0			10
F	Mt Vernon Rd @ Jett Ferry Rd - EOL	0	0	0	0	0			0
									0
									0
	Total	6	8	1	4	5	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Sandy Springs Station	B Between Sandy Springs Station and Ashford Dunwoody @ Meadow Lane Road	C Ashford Dunwoody Road @ Meadow Lane Rd	D Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	E From Asford Dunwoody Rd @ Valley View Road to Mt Vernon Rd @ Jett Ferry Rd			Total
A	Sandy Springs Station	0.00%	18.18%	9.09%	36.36%	36.36%	0.00%	0.00%	100%
B	From Sandy Springs Station to Ashford Dunwoody @ Meadow Lane Road	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
D	Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Betweeen Asford Dunwoody Rd @ Valley View Road & Mt Vernon Rd @ Jett Ferry Rd	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
F	Mt Vernon Rd @ Jett Ferry Rd - EOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A Sandy Springs Station	B Between Sandy Springs Station and Ashford Dunwoody @ Meadow Lane Road	C Ashford Dunwoody Road @ Meadow Lane Rd	D Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	E From Asford Dunwoody Rd @ Valley View Road to Mt Vernon Rd @ Jett Ferry Rd			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	217	49	0	111	134	0	0	511

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A Sandy Springs Station	B Between Sandy Springs Station and Ashford Dunwoody @ Meadow Lane Road	C Ashford Dunwoody Road @ Meadow Lane Rd	D Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	E From Asford Dunwoody Rd @ Valley View Road to Mt Vernon Rd @ Jett Ferry Rd			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	195	57	74	52	133	0	0	511

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY — **OFF**

ON

Segment/Stop	Segment/Stop Description	A Sandy Springs Station	B Between Sandy Springs Station and Ashford Dunwoody @ Meadow Lane Road	C Ashford Dunwoody Road @ Meadow Lane Rd	D Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	E From Asford Dunwoody Rd @ Valley View Road to Mt Vernon Rd @ Jett Ferry Rd			Total
A	Sandy Springs Station	0.0	7.1	73.6	13.1	20.6	0.0	0.0	20.2
B	From Sandy Springs Station to Ashford Dunwoody @ Meadow Lane Road	0.0	0.0	0.0	0.0	50.7	0.0	0.0	50.7
D	Asford Dunwoody Rd @ Ashwood Pkwy to Valley View Road	54.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0
E	Betweeen Asford Dunwoody Rd @ Valley View Road & Mt Vernon Rd @ Jett Ferry Rd	21.6	7.2	0.0	0.0	0.0	0.0	0.0	13.0
F	Mt Vernon Rd @ Jett Ferry Rd - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	32.4	7.2	73.6	13.1	26.6	0.0	0.0	21.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 151
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0	1	1	0	0				2
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody	1	0	0	0	2				3
C	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	0	0	0	0	1				1
D	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	0	1	0	0	0				1
E	Chamblee Station	1	3	1	1	0				6
										0
										0
										0
	Total	2	5	2	1	3	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
C	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Chamblee Station	16.67%	50.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	21	25	7	10	43	0	0	0	106

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	17	39	12	8	30	0	0	0	106

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0.0	11.2	7.9	0.0	0.0	0.0	0.0	0.0	9.6
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody	7.4	0.0	0.0	0.0	10.6	0.0	0.0	0.0	9.5
C	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	8.3
D	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	9.2
E	Chamblee Station	10.0	6.1	4.3	8.2	0.0	0.0	0.0	0.0	6.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.7	7.7	6.1	8.2	9.9	0.0	0.0	0.0	8.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 151
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0	1	0	0	1				2
B	Between Sandy Springs Station & Chamblee Station	1	0	0	0	2				3
E	Chamblee Station	4	0	1	1	0				6
										0
										0
										0
	Total	5	1	1	1	3	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
B	Between Sandy Springs Station & Chamblee Station	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
E	Chamblee Station	66.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	27	37	0	0	50	0	0	0	114

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E				
	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	48	6	12	32	0	0	0	114

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwoody Road	Johnson Ferry Road @ Ashford Dunwoody Road to Donaldson	Between Chamblee Station & Johnson Ferry Road @ Donaldson Dr	Chamblee Station				Total
A	Sandy Springs Station	0.0	38.0	0.0	0.0	1.0	0.0	0.0	0.0	19.5
B	Between Sandy Springs Station & Chamblee Station	2.9	0.0	0.0	0.0	14.9	0.0	0.0	0.0	10.9
E	Chamblee Station	3.9	0.0	8.0	18.0	0.0	0.0	0.0	0.0	6.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.7	38.0	8.0	18.0	10.2	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 151
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON		A	B	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Chamblee Station	Chamblee Station				Total
A	Sandy Springs Station	0	3	0				3
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwood	1	0	1				2
C	Between Johnson Ferry Road @ Ashford Dunwoody Road & Chamblee S	1	0	0				1
E	Chamblee Station	0	2	0				2
								0
								0
								0
	Total	2	5	1	0	0	0	8

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON		A	B	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Chamblee Station	Chamblee Station				Total
A	Sandy Springs Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwood	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
C	Between Johnson Ferry Road @ Ashford Dunwoody Road & Chamblee S	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Chamblee Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	E				
	Sandy Springs Station	Between Sandy Springs Station & Chamblee Station	Chamblee Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	53	35	35	0	0	0	141

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	E				
	Sandy Springs Station	Between Sandy Springs Station & Chamblee Station	Chamblee Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	76	36	0	0	0	141

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON		A	B	E				
Segment/Stop	Segment/Stop Description	Sandy Springs Station	Between Sandy Springs Station & Chamblee Station	Chamblee Station				Total
A	Sandy Springs Station	0.0	15.3	0.0	0.0	0.0	0.0	15.3
B	Between Sandy Springs Station & Johnson Ferry Rd @ Ashford Dunwood	8.8	0.0	36.0	0.0	0.0	0.0	22.4
C	Between Johnson Ferry Road @ Ashford Dunwoody Road & Chamblee S	20.2	0.0	0.0	0.0	0.0	0.0	20.2
E	Chamblee Station	0.0	15.1	0.0	0.0	0.0	0.0	15.1
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	14.5	15.2	36.0	0.0	0.0	0.0	17.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 153
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0	4						4
B	Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Roa	3	0						3
C	Maldo Dr NW @ Browntown Rd	1	0						1
									0
									0
									0
									0
									0
	Total	4	4	0	0	0	0	0	8

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Roa	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Maldo Dr NW @ Browntown Rd	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	46	79	0	0	0	0	0	130

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	76	54	0	0	0	0	0	130

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.0	13.5	0.0	0.0	0.0	0.0	0.0	13.5
B	Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Roa	23.8	0.0	0.0	0.0	0.0	0.0	0.0	23.8
C	Maldo Dr NW @ Browntown Rd	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	19.0	13.5	0.0	0.0	0.0	0.0	0.0	16.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 153
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0	2						2
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	4	1						5
									0
									0
									0
									0
									0
	Total	4	3	0	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	80	49	0	0	0	0	0	129

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	42	87	0	0	0	0	0	129

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.0	39.3	0.0	0.0	0.0	0.0	0.0	39.3
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	10.5	8.4	0.0	0.0	0.0	0.0	0.0	10.1
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	10.5	29.0	0.0	0.0	0.0	0.0	0.0	18.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 153
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0	2						2
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	16	11						27
									0
									0
									0
									0
									0
	Total	16	13	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	59.26%	40.74%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Hamilton E Holmes Station	B Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Road						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	42	238	0	0	0	0	0	280

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Hamilton E Holmes Station	B Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Road						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	125	155	0	0	0	0	0	280

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Hamilton E Holmes Station	B Between Hamilton E Holmes Station & Maldo Dr NW @ Browntown Road						Total
A	Hamilton E Holmes Station	0.0	21.1	0.0	0.0	0.0	0.0	0.0	21.1
B	From Hamilton E Holmes Station to Maldo Dr NW @ Browntown Road	7.8	10.3	0.0	0.0	0.0	0.0	0.0	8.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	7.8	11.9	0.0	0.0	0.0	0.0	0.0	9.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 155
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E	F	G		
Segment/Stop	Segment/Stop Description	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	From McDaniel St @ Fulton St to Five Points Station	Five Points Station	Between Five Points & GA State Station	GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0	1	3	11	1	2		18
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	2	3	1	6	1	1		14
C	McDaniel St @ Fulton St to Five Points Station	0	0	0	1	0	1		2
E	Five Points Station to GA State Station	1	10	0	1	0	2		14
G	GA State Station	0	9	2	3	0	1		15
									0
	Total	3	23	6	22	2	7	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	D	E	F	G		
Segment/Stop	Segment/Stop Description	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	From McDaniel St @ Fulton St to Five Points Station	Five Points Station	Between Five Points & GA State Station	GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0.00%	5.56%	16.67%	61.11%	5.56%	11.11%	0.00%	100%
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	14.29%	21.43%	7.14%	42.86%	7.14%	7.14%	0.00%	100%
C	McDaniel St @ Fulton St to Five Points Station	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	100%
E	Five Points Station to GA State Station	7.14%	71.43%	0.00%	7.14%	0.00%	14.29%	0.00%	100%
H	GA State Station	0.00%	60.00%	13.33%	20.00%	0.00%	6.67%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	D	E	F	G		
	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	From McDaniel St @ Fulton St to Five Points Station	Five Points Station	Between Five Points & GA State Station	GA State Station		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	76	150	0	110	0	47	0	436

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	D	E	F	G		
	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	From McDaniel St @ Fulton St to Five Points Station	Five Points Station	Between Five Points & GA State Station	GA State Station		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	14	114	36	168	24	81	0	436

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	D	E	F	G		
Segment/Stop	Segment/Stop Description	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	From McDaniel St @ Fulton St to Five Points Station	Five Points Station	Between Five Points & GA State Station	GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0.0	2.5	4.5	4.2	6.0	4.6	0.0	4.3
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	4.7	7.4	13.4	12.4	18.0	13.7	0.0	10.8
C	McDaniel St @ Fulton St to Five Points Station	0.0	0.0	0.0	25.3	0.0	28.2	0.0	26.7
E	Five Points Station to GA State Station	4.2	6.8	0.0	11.2	0.0	12.5	0.0	7.7
H	GA State Station	0.0	2.4	4.3	4.0	0.0	4.4	0.0	3.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	4.5	5.0	5.9	7.7	12.0	11.5	0.0	6.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 155
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St	D Between McDaniel St @ Fulton St & Five Points Station	E Five Points Station	F From Five Points to GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0	0	0	1	0	1		2
B	From Claire Drive @ Lakewood to McDaniel @ Fulton St	0	1	0	0	8	0		9
D	Between McDaniel St @ Fulton St & Five Points Station	1	0	0	0	0	0		1
E	Five Points Station	1	2	0	0	0	0		3
F	Between Five Points & GA State Station	0	1	1	0	0	0		2
H	GA State Station	1	3	0	0	0	0		4
									0
	Total	3	7	1	1	8	1	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St	D Between McDaniel St @ Fulton St & Five Points Station	E Five Points Station	F From Five Points to GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	100%
B	From Claire Drive @ Lakewood to McDaniel @ Fulton St	0.00%	11.11%	0.00%	0.00%	88.89%	0.00%	0.00%	100%
D	Between McDaniel St @ Fulton St & Five Points Station	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	Five Points Station	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
F	Between Five Points & GA State Station	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100%
H	GA State Station	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St	D Between McDaniel St @ Fulton St & Five Points Station	E Five Points Station	F From Five Points to GA State Station		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	47	177	0	20	150	38	0	516

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St	D Between McDaniel St @ Fulton St & Five Points Station	E Five Points Station	F From Five Points to GA State Station		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	73	177	33	24	174	35	0	516

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St	D Between McDaniel St @ Fulton St & Five Points Station	E Five Points Station	F From Five Points to GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	0.0	0.0	0.0	19.0	0.0	35.0	0.0	27.0
B	From Claire Drive @ Lakewood to McDaniel @ Fulton St	0.0	12.4	0.0	0.0	21.8	0.0	0.0	20.7
D	Between McDaniel St @ Fulton St & Five Points Station	17.5	0.0	0.0	0.0	0.0	0.0	0.0	17.5
E	Five Points Station	44.0	48.0	0.0	0.0	0.0	0.0	0.0	46.7
F	Between Five Points & GA State Station	0.0	9.0	33.0	0.0	0.0	0.0	0.0	21.0
H	GA State Station	16.3	19.9	0.0	0.0	0.0	0.0	0.0	19.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	25.9	25.3	33.0	19.0	21.8	35.0	0.0	24.6

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 155
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St to Five Points Station	E Five Points Station to GA State Station	H GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	1	0	0	12	2		15
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	1	0	1	13	2		17
C	McDaniel St @ Fulton St	0	0	0	2	0		2
D	Between McDaniel St @ Fulton St & Five Points Station	1	0	0	2	2		5
E	Five Points Station	4	15	1	2	0		22
F	Between Five Points & GA State Station	0	0	0	1	0		1
H	GA State Station	2	7	1	6	0		16
								0
	Total	9	22	3	38	6	0	78

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St to Five Points Station	E Five Points Station to GA State Station	H GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	6.67%	0.00%	0.00%	80.00%	13.33%	0.00%	100%
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	5.88%	0.00%	5.88%	76.47%	11.76%	0.00%	100%
C	McDaniel St @ Fulton St	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
D	Between McDaniel St @ Fulton St & Five Points Station	20.00%	0.00%	0.00%	40.00%	40.00%	0.00%	100%
E	Five Points Station	18.18%	68.18%	4.55%	9.09%	0.00%	0.00%	100%
F	Between Five Points & GA State Station	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
H	GA State Station	12.50%	43.75%	6.25%	37.50%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St to Five Points Station	E Five Points Station to GA State Station	H GA State Station		Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	114	241	55	330	170	0	954

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St to Five Points Station	E Five Points Station to GA State Station	H GA State Station		Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	83	288	59	380	143	0	954

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	B Between Claire Drive @ Lakewood & McDaniel @ Fulton St	C McDaniel St @ Fulton St to Five Points Station	E Five Points Station to GA State Station	H GA State Station		Total
A	EOL - Claire Drive @ Lakewood to Swallow Circle/Polar Rock Stops	5.0	0.0	0.0	5.7	22.3	0.0	7.9
B	Between Claire Drive @ Lakewood & McDaniel @ Fulton St	9.4	0.0	18.4	10.9	39.7	0.0	14.7
C	McDaniel St @ Fulton St	0.0	0.0	0.0	27.9	0.0	0.0	27.9
D	Between McDaniel St @ Fulton St & Five Points Station	2.2	0.0	0.0	2.5	9.7	0.0	5.3
E	Five Points Station	12.2	14.5	23.8	14.1	0.0	0.0	14.4
F	Between Five Points & GA State Station	0.0	0.0	0.0	19.3	0.0	0.0	19.3
H	GA State Station	8.8	10.1	17.2	10.2	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	9.2	13.1	19.8	10.0	23.9	0.0	12.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 160
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Utoy Boulder Park - EOL	Between Utoy Boulder Park & Martin Luther King Jr Drive	Between Brownlee Place & 150 Peyton Place SW	150 Peyton Place SW to Hamilton E Holmes Station	Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0	0	1	0	8				9
C	From Utoy Boulder Park to Hamilton E Holmes Station	0	0	1	1	2				4
E	Hamilton E Holmes Station	1	1	3	2	1				8
										0
										0
										0
	Total	1	1	5	3	11	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Utoy Boulder Park - EOL	Between Utoy Boulder Park & Martin Luther King Jr Drive	Between Brownlee Place & 150 Peyton Place SW	150 Peyton Place SW to Hamilton E Holmes Station	Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.00%	0.00%	11.11%	0.00%	88.89%	0.00%	0.00%	0.00%	100%
C	From Utoy Boulder Park to Hamilton E Holmes Station	0.00%	0.00%	25.00%	25.00%	50.00%	0.00%	0.00%	0.00%	100%
E	Hamilton E Holmes Station	12.50%	12.50%	37.50%	25.00%	12.50%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Utoy Boulder Park - EOL	Between Utoy Boulder Park & Martin Luther King Jr Drive	Between Brownlee Place & 150 Peyton Place SW	150 Peyton Place SW to Hamilton E Holmes Station	Hamilton E Holmes Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	54	0	51	0	90	0	0	0	195

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D	E				
	Utoy Boulder Park - EOL	Between Utoy Boulder Park & Martin Luther King Jr Drive	Between Brownlee Place & 150 Peyton Place SW	150 Peyton Place SW to Hamilton E Holmes Station	Hamilton E Holmes Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	3	28	17	135	0	0	0	195

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF								
		A	B	C	D	E				
Segment/Stop	Segment/Stop Description	Utoy Boulder Park - EOL	Between Utoy Boulder Park & Martin Luther King Jr Drive	Between Brownlee Place & 150 Peyton Place SW	150 Peyton Place SW to Hamilton E Holmes Station	Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.0	0.0	1.4	0.0	6.9	0.0	0.0	0.0	6.3
C	From Utoy Boulder Park to Hamilton E Holmes Station	0.0	0.0	4.5	3.9	21.9	0.0	0.0	0.0	13.1
E	Hamilton E Holmes Station	12.4	3.1	7.4	6.4	36.0	0.0	0.0	0.0	10.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.4	3.1	5.6	5.5	12.3	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 160
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C From Brownlee Place to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0	0	1	1				2
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0	0	0	3				3
C	From Brownlee Place to Hamilton E Holmes Station	0	0	0	2				2
E	Hamilton E Holmes Station	1	1	1	0				3
									0
									0
									0
	Total	1	1	2	6	0	0	0	10

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C From Brownlee Place to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100%
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	From Brownlee Place to Hamilton E Holmes Station	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	Hamilton E Holmes Station	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C From Brownlee Place to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	15	6	55	146	0	0	0	222

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C From Brownlee Place to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	31	22	76	93	0	0	0	222

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C From Brownlee Place to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.0	0.0	3.0	10.5	0.0	0.0	0.0	6.8
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0
C	From Brownlee Place to Hamilton E Holmes Station	0.0	0.0	0.0	32.0	0.0	0.0	0.0	32.0
E	Hamilton E Holmes Station	35.0	24.0	77.0	0.0	0.0	0.0	0.0	45.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	35.0	24.0	40.0	13.9	0.0	0.0	0.0	22.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 160
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C Between Brownlee Place & 150 Peyton Place SW	D 150 Peyton Place SW to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0	0	4	3	6				13
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0	0	3	2	5				10
C	Between Brownlee Place & 150 Peyton Place SW	1	0	0	2	5				8
D	150 Peyton Place SW to Hamilton E Holmes Station	0	0	2	0	2				4
E	Hamilton E Holmes Station	5	2	8	0	1				16
										0
										0
										0
	Total	6	2	17	7	19	0	0	0	51

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C Between Brownlee Place & 150 Peyton Place SW	D 150 Peyton Place SW to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.00%	0.00%	30.77%	23.08%	46.15%	0.00%	0.00%	0.00%	100%
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0.00%	0.00%	30.00%	20.00%	50.00%	0.00%	0.00%	0.00%	100%
C	Between Brownlee Place & 150 Peyton Place SW	12.50%	0.00%	0.00%	25.00%	62.50%	0.00%	0.00%	0.00%	100%
D	150 Peyton Place SW to Hamilton E Holmes Station	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	Hamilton E Holmes Station	31.25%	12.50%	50.00%	0.00%	6.25%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C Between Brownlee Place & 150 Peyton Place SW	D 150 Peyton Place SW to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	38	20	79	77	135	0	0	0	349

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C Between Brownlee Place & 150 Peyton Place SW	D 150 Peyton Place SW to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	43	29	48	53	176	0	0	0	349

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Utoy Boulder Park - EOL	B Between Utoy Boulder Park & Martin Luther King Jr Drive	C Between Brownlee Place & 150 Peyton Place SW	D 150 Peyton Place SW to Hamilton E Holmes Station	E Hamilton E Holmes Station				Total
A	Utoy Boulder Park - EOL	0.0	0.0	0.5	4.7	3.7	0.0	0.0	0.0	2.9
B	Between Utoy Boulder Park & Martin Luther King Jr Drive	0.0	0.0	0.5	3.0	2.5	0.0	0.0	0.0	2.0
C	Between Brownlee Place & 150 Peyton Place SW	3.7	0.0	0.0	14.9	10.3	0.0	0.0	0.0	10.6
D	150 Peyton Place SW to Hamilton E Holmes Station	0.0	0.0	6.1	0.0	33.9	0.0	0.0	0.0	20.0
E	Hamilton E Holmes Station	7.9	15.8	4.1	0.0	22.1	0.0	0.0	0.0	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	0.0	0.0	0.0	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	7.2	15.8	2.9	7.1	9.3	0.0	0.0	0.0	6.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 162
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
A	Dorsey Ave @ Delowe	0	1	0	0				1
B	Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	0	1	0	13				14
C	Delowe Dr @ Headland Dr to Myrtle Drive	3	1	0	12				16
D	Between Campbellton Rd & Oakland City Station	0	4	0	12				16
E	Oakland City Station - EOL	3	10	16	0				29
									0
									0
									0
	Total	6	17	16	37	0	0	0	76

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
A	Dorsey Ave @ Delowe	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	0.00%	7.14%	0.00%	92.86%	0.00%	0.00%	0.00%	100%
C	Delowe Dr @ Headland Dr to Myrtle Drive	18.75%	6.25%	0.00%	75.00%	0.00%	0.00%	0.00%	100%
D	Between Campbellton Rd & Oakland City Station	0.00%	25.00%	0.00%	75.00%	0.00%	0.00%	0.00%	100%
E	Oakland City Station - EOL	10.34%	34.48%	55.17%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	116	144	133	230	0	0	0	631

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	72	133	151	275	0	0	0	631

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
A	Dorsey Ave @ Delowe	0.0	8.5	0.0	0.0	0.0	0.0	0.0	8.5
B	Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	0.0	10.4	0.0	8.1	0.0	0.0	0.0	8.2
C	Delowe Dr @ Headland Dr to Myrtle Drive	14.4	9.7	0.0	7.2	0.0	0.0	0.0	8.7
D	Between Campbellton Rd & Oakland City Station	0.0	9.9	0.0	7.4	0.0	0.0	0.0	8.0
E	Oakland City Station - EOL	9.6	6.5	9.1	0.0	0.0	0.0	0.0	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	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	12.0	7.8	9.1	7.6	0.0	0.0	0.0	8.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 162
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0	0	0	4				4
C	Delowe Dr @ Headland Dr to Myrtle Drive	2	3	0	5				10
D	Between Campbellton Rd & Oakland City Station	0	1	0	2				3
E	Oakland City Station - EOL	2	0	10	0				12
									0
									0
									0
	Total	4	4	10	11	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	Delowe Dr @ Headland Dr to Myrtle Drive	20.00%	30.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
D	Between Campbellton Rd & Oakland City Station	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
E	Oakland City Station - EOL	16.67%	0.00%	83.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	113	282	84	338	0	0	0	817

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	112	122	281	302	0	0	0	817

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0.0	0.0	0.0	28.3	0.0	0.0	0.0	28.3
C	Delowe Dr @ Headland Dr to Myrtle Drive	27.8	30.5	0.0	27.0	0.0	0.0	0.0	28.2
D	Between Campbellton Rd & Oakland City Station	0.0	30.4	0.0	26.9	0.0	0.0	0.0	28.1
E	Oakland City Station - EOL	28.4	0.0	28.1	0.0	0.0	0.0	0.0	28.1
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	28.1	30.5	28.1	27.5	0.0	0.0	0.0	28.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 162
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Dorsey Ave @ Delowe	B Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0	0	0	1	8				9
C	Delowe Dr @ Headland Dr to Myrtle Drive	1	2	0	0	18				21
D	Between Campbellton Rd & Oakland City Station	0	0	0	0	15				15
E	Oakland City Station - EOL	0	4	23	24	1				52
										0
										0
										0
	Total	1	6	23	25	42	0	0	0	97

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Dorsey Ave @ Delowe	B Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0.00%	0.00%	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%	100%
C	Delowe Dr @ Headland Dr to Myrtle Drive	4.76%	9.52%	0.00%	0.00%	85.71%	0.00%	0.00%	0.00%	100%
D	Between Campbellton Rd & Oakland City Station	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	Oakland City Station - EOL	0.00%	7.69%	44.23%	46.15%	1.92%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A Dorsey Ave @ Delowe	B Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	9	68	262	287	483	0	0	0	1109

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A Dorsey Ave @ Delowe	B Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	102	240	171	596	0	0	0	1109

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A Dorsey Ave @ Delowe	B Between Dorsey Ave @ Delowe & Delowe Dr @ Headland Drive	C Delowe Dr @ Headland Dr to Myrtle Drive	D Between Campbellton Rd & Oakland City Station	E Oakland City Station - EOL				Total
B	From Dorsey Ave @ Delowe to Delowe Dr @ Headland Drive	0.0	0.0	0.0	5.4	8.0	0.0	0.0	0.0	7.7
C	Delowe Dr @ Headland Dr to Myrtle Drive	0.0	19.5	0.0	0.0	12.7	0.0	0.0	0.0	12.7
D	Between Campbellton Rd & Oakland City Station	0.0	0.0	0.0	0.0	19.6	0.0	0.0	0.0	19.6
E	Oakland City Station - EOL	0.0	15.8	10.4	6.9	10.2	0.0	0.0	0.0	9.2
		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	0.0	0.0	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	0.0	17.0	10.4	6.8	14.2	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 165
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cascade @ Fairburn	B Between Howell Dr & Fairburn Rd @ Cascade	C Between Fairburn Rd & Hamilton E Holmes Station	D Hamilton E Holmes Station EOL					Total
A	Cascade @ Fairburn	0	5	4	21					30
B	Between Howell Dr & Fairburn Rd @ Cascade	2	1	7	39					49
C	Between Fairburn Rd & Hamilton E Holmes Station	3	3	4	15					25
D	Hamilton E Holmes Station EOL	15	29	17	0					61
										0
										0
										0
										0
	Total	20	38	32	75	0	0	0	0	165

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cascade @ Fairburn	B Between Howell Dr & Fairburn Rd @ Cascade	C Between Fairburn Rd & Hamilton E Holmes Station	D Hamilton E Holmes Station EOL					Total
A	Cascade @ Fairburn	0.00%	16.67%	13.33%	70.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Howell Dr & Fairburn Rd @ Cascade	4.08%	2.04%	14.29%	79.59%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Fairburn Rd & Hamilton E Holmes Station	12.00%	12.00%	16.00%	60.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Hamilton E Holmes Station EOL	24.59%	47.54%	27.87%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A Cascade @ Fairburn	B Between Howell Dr & Fairburn Rd @ Cascade	C Between Fairburn Rd & Hamilton E Holmes Station	D Hamilton E Holmes Station EOL					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	146	587	311	786	0	0	0	0	1830

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A Cascade @ Fairburn	B Between Howell Dr & Fairburn Rd @ Cascade	C Between Fairburn Rd & Hamilton E Holmes Station	D Hamilton E Holmes Station EOL					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	138	544	377	771	0	0	0	0	1830

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY **OFF**

ON

Segment/Stop	Segment/Stop Description	A Cascade @ Fairburn	B Between Howell Dr & Fairburn Rd @ Cascade	C Between Fairburn Rd & Hamilton E Holmes Station	D Hamilton E Holmes Station EOL					Total
A	Cascade @ Fairburn	0.0	5.6	4.7	4.8	0.0	0.0	0.0	0.0	4.9
B	Between Howell Dr & Fairburn Rd @ Cascade	6.4	14.4	12.0	12.2	0.0	0.0	0.0	0.0	12.0
C	Between Fairburn Rd & Hamilton E Holmes Station	6.8	15.2	12.7	12.9	0.0	0.0	0.0	0.0	12.4
D	Hamilton E Holmes Station EOL	7.0	15.7	13.1	0.0	0.0	0.0	0.0	0.0	12.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.9	14.3	11.8	10.3	0.0	0.0	0.0	0.0	11.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 170
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0	12	0	0	10				22
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD	2	3	0	0	5				10
C	SCOTT ST SW @ BROWNLEE RD S	0	0	0	1	0				1
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLME	2	1	0	0	1				4
E	HAMILTON E HOLMES STATION	1	10	0	4	0				15
										0
	Total	5	26	0	5	16	0	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0.00%	54.55%	0.00%	0.00%	45.45%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD	20.00%	30.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
C	SCOTT ST SW @ BROWNLEE RD S	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLME	50.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION	6.67%	66.67%	0.00%	26.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	82	92	25	69	62	0	0	0	330

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	30	83	0	35	183	0	0	0	330

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0.0	1.7	0.0	0.0	6.5	0.0	0.0	0.0	3.9
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD	3.5	4.0	0.0	0.0	15.4	0.0	0.0	0.0	9.6
C	SCOTT ST SW @ BROWNLEE RD S	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	20.3
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLME	9.5	10.8	0.0	0.0	41.4	0.0	0.0	0.0	17.8
E	HAMILTON E HOLMES STATION	3.5	3.9	0.0	3.6	0.0	0.0	0.0	0.0	3.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	5.9	3.2	0.0	7.0	11.4	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 170
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E		#REF!	#REF!	
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	SCOTT ST SW @ BROWNLEE RD S	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		#REF!	#REF!	Total
A	BARGE RD PARK/RIDE	0	4	1	2	2				9
B	FROM BARGE RD PARK/RIDE TO SCOTT ST SW @ BROWNLEE RD S	4	1	0	0	10				15
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	0	0	0	0	2				2
E	HAMILTON E HOLMES STATION	1	6	1	2	0				10
										0
										0
										0
	Total	5	11	2	4	14	0	0	0	36

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E		#REF!	#REF!	
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	SCOTT ST SW @ BROWNLEE RD S	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		#REF!	#REF!	Total
A	BARGE RD PARK/RIDE	0.00%	44.44%	11.11%	22.22%	22.22%	0.00%	0.00%	0.00%	100%
B	FROM BARGE RD PARK/RIDE TO SCOTT ST SW @ BROWNLEE RD S	26.67%	6.67%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION	10.00%	60.00%	10.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)		A	B	C	D	E		#REF!	#REF!	
		BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	SCOTT ST SW @ BROWNLEE RD S	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		#REF!	#REF!	Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	36	158	0	44	164	0	0	0	402

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)		A	B	C	D	E		#REF!	#REF!	
		BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	SCOTT ST SW @ BROWNLEE RD S	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		#REF!	#REF!	Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	74	111	25	84	108	0	0	0	402

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E		#REF!	#REF!	
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	SCOTT ST SW @ BROWNLEE RD S	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	HAMILTON E HOLMES STATION		#REF!	#REF!	Total
A	BARGE RD PARK/RIDE	0.0	3.5	5.2	8.6	1.5	0.0	0.0	0.0	4.4
B	FROM BARGE RD PARK/RIDE TO SCOTT ST SW @ BROWNLEE RD S	15.2	15.8	0.0	0.0	7.4	0.0	0.0	0.0	10.0
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	18.9
E	HAMILTON E HOLMES STATION	13.1	13.5	19.0	30.5	0.0	0.0	0.0	0.0	17.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	14.8	10.1	12.1	19.6	8.2	0.0	0.0	0.0	11.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 170
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0	3	0	3	3				9
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	2	4	0	4	9				19
C	SCOTT ST SW @ BROWNLEE RD S	0	0	0	0	1				1
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	2	1	0	1	5				9
E	HAMILTON E HOLMES STATION	1	6	4	7	0				18
										0
										0
										0
	Total	5	14	4	15	18	0	0	0	56

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0.00%	33.33%	0.00%	33.33%	33.33%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	10.53%	21.05%	0.00%	21.05%	47.37%	0.00%	0.00%	0.00%	100%
C	SCOTT ST SW @ BROWNLEE RD S	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	22.22%	11.11%	0.00%	11.11%	55.56%	0.00%	0.00%	0.00%	100%
E	HAMILTON E HOLMES STATION	5.56%	33.33%	22.22%	38.89%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	62	142	32	108	212	0	0	0	556

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	33	165	25	118	215	0	0	0	556

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE	B BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	C SCOTT ST SW @ BROWNLEE RD S	D BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	E HAMILTON E HOLMES STATION				Total
A	BARGE RD PARK/RIDE	0.0	7.4	0.0	4.8	8.5	0.0	0.0	0.0	6.9
B	BETWEEN BARGE RD PARK/RIDE & SCOTT ST SW @ BROWNLEE RD S	4.5	7.9	0.0	5.2	9.1	0.0	0.0	0.0	7.5
C	SCOTT ST SW @ BROWNLEE RD S	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3
D	BETWEEN SCOTT ST SW @ BROWNLEE RD S & HAMILTON E HOLMES STATION	7.4	13.0	0.0	8.5	14.9	0.0	0.0	0.0	12.3
E	HAMILTON E HOLMES STATION	9.3	16.3	6.3	10.6	0.0	0.0	0.0	0.0	11.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.6	11.8	6.3	7.9	11.9	0.0	0.0	0.0	9.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 172
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0	1	2				3
C	Central Ave @ Stillwood Dr	0	0	1				1
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0	1	3				4
E	Oakland City Station	1	4	1				6
								0
								0
								0
	Total	1	6	7	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
C	Central Ave @ Stillwood Dr	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100%
E	Oakland City Station	16.67%	66.67%	16.67%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	22	63	62	0	0	0	161

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	29	88	43	0	0	0	161

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.0	15.2	3.1	0.0	0.0	0.0	7.1
C	Central Ave @ Stillwood Dr	0.0	0.0	12.1	0.0	0.0	0.0	12.1
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.0	37.3	7.7	0.0	0.0	0.0	15.1
E	Oakland City Station	29.5	9.0	1.8	0.0	0.0	0.0	11.2
		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	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	29.5	14.7	6.2	0.0	0.0	0.0	11.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 172
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	D From 3400 Hamilton Blvd to Oakland City Station	E Oakland City Station				Total
B	From 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0	2				2
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0	2				2
E	Oakland City Station	2	0				2
							0
							0
							0
	Total	2	4	0	0	0	6

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	D From 3400 Hamilton Blvd to Oakland City Station	E Oakland City Station				Total
B	From 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	Oakland City Station	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

		D From 3400 Hamilton Blvd to Oakland City Station	E Oakland City Station				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	68	107	0	0	0	175

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

		D From 3400 Hamilton Blvd to Oakland City Station	E Oakland City Station				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	114	61	0	0	0	175

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	D From 3400 Hamilton Blvd to Oakland City Station	E Oakland City Station				Total
B	From 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.0	0.0	0.0	0.0	0.0	0.0
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.0	30.4	0.0	0.0	0.0	30.4
E	Oakland City Station	57.1	0.0	0.0	0.0	0.0	57.1
		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	0.0	0.0	0.0	0.0	0.0
	Total	57.1	15.2	0.0	0.0	0.0	29.2

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 172
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0	1	2				3
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0	3	10				13
E	Oakland City Station	2	13	0				15
								0
								0
								0
	Total	2	17	12	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100%
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.00%	23.08%	76.92%	0.00%	0.00%	0.00%	100%
E	Oakland City Station	13.33%	86.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	56	132	167	0	0	0	355

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	260	95	0	0	0	355

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK

ON

Segment/Stop	Segment/Stop Description	B FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	D Between Central Ave @ Stillwood Dr & Oakland City Station	E Oakland City Station				Total
B	FROM 3400 HAMILTON BLVD to Central Ave @ Stillwood Dr	0.0	31.7	11.7	0.0	0.0	0.0	18.4
D	Between Central Ave @ Stillwood Dr & Oakland City Station	0.0	19.2	7.1	0.0	0.0	0.0	9.9
E	Oakland City Station	0.0	13.2	0.0	0.0	0.0	0.0	11.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	15.3	7.9	0.0	0.0	0.0	11.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 178
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0	12	7				19
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	2	1	0				3
C	CLEVELAND AVE SW @ OLD HAPEVILLE	4	0	1				5
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	15	3	1				19
								0
								0
								0
	Total	21	16	9	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.00%	63.16%	36.84%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
C	CLEVELAND AVE SW @ OLD HAPEVILLE	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	78.95%	15.79%	5.26%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	106	86	89	0	0	0	304

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	147	80	68	0	0	0	304

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.0	4.0	7.9	0.0	0.0	0.0	5.4
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	30.6	22.2	0.0	0.0	0.0	0.0	27.8
C	CLEVELAND AVE SW @ OLD HAPEVILLE	4.1	0.0	5.9	0.0	0.0	0.0	4.5
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	4.6	3.4	6.7	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.0	5.0	7.5	0.0	0.0	0.0	6.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 178
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	CLEVELAND AVE SW @ OLD HAPEVILLE	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0	5	3	7				15
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	4	0	0	1				5
C	CLEVELAND AVE SW @ OLD HAPEVILLE	2	0	0	0				2
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	11	1	0	1				13
									0
									0
									0
	Total	17	6	3	9	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	CLEVELAND AVE SW @ OLD HAPEVILLE	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.00%	33.33%	20.00%	46.67%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	80.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	100%
C	CLEVELAND AVE SW @ OLD HAPEVILLE	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	84.62%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D				
	EAST POINT STATION	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	CLEVELAND AVE SW @ OLD HAPEVILLE	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	185	102	15	63	0	0	0	365

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D				
	EAST POINT STATION	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	CLEVELAND AVE SW @ OLD HAPEVILLE	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	117	135	16	97	0	0	0	365

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D				
Segment/Stop	Segment/Stop Description	EAST POINT STATION	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	CLEVELAND AVE SW @ OLD HAPEVILLE	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.0	22.9	5.5	9.0	0.0	0.0	0.0	12.9
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	17.8	0.0	0.0	28.0	0.0	0.0	0.0	19.8
C	CLEVELAND AVE SW @ OLD HAPEVILLE	6.6	0.0	0.0	0.0	0.0	0.0	0.0	6.6
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	3.4	15.6	0.0	5.9	0.0	0.0	0.0	4.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.2	21.7	5.5	10.8	0.0	0.0	0.0	10.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 178
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	C CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0	5	3	6				14
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	9	1	2	0				12
C	CLEVELAND AVE SW @ OLD HAPEVILLE	2	0	0	1				3
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	10	2	0	0				12
									0
									0
									0
	Total	21	8	5	7	0	0	0	41

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	C CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.00%	35.71%	21.43%	42.86%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	75.00%	8.33%	16.67%	0.00%	0.00%	0.00%	0.00%	100%
C	CLEVELAND AVE SW @ OLD HAPEVILLE	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	C CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	276	198	31	141	0	0	0	646

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	C CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	263	190	21	173	0	0	0	646

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	C CLEVELAND AVE SW @ OLD HAPEVILLE	D FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD				Total
A	EAST POINT STATION	0.0	24.3	3.8	25.3	0.0	0.0	0.0	20.3
B	BETWEEN EAST POINT STATION & CLEVELAND AVE SW @ OLD HAPEVILLE	17.1	31.1	4.9	0.0	0.0	0.0	0.0	16.2
C	CLEVELAND AVE SW @ OLD HAPEVILLE	7.7	0.0	0.0	15.6	0.0	0.0	0.0	10.3
D	FROM CLEVELAND AVE SW @ OLD HAPEVILLE TO 3400 HAMILTON BLVD	9.9	18.6	0.0	0.0	0.0	0.0	0.0	11.3
		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	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.8	23.7	4.2	23.9	0.0	0.0	0.0	15.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 180
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	5	1	2	23				31
C	CAMP DR @ STONEWALL TELL RD	0	0	0	2				2
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	2	0	0	2				4
E	COLLEGE PARK STATION	11	4	13	1				29
									0
									0
									0
	Total	18	5	15	28	0	0	0	66

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	16.13%	3.23%	6.45%	74.19%	0.00%	0.00%	0.00%	100%
C	CAMP DR @ STONEWALL TELL RD	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	37.93%	13.79%	44.83%	3.45%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	217	42	83	197	0	0	0	539

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	104	56	91	289	0	0	0	539

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	4.1	9.4	5.0	7.9	0.0	0.0	0.0	7.1
C	CAMP DR @ STONEWALL TELL RD	0.0	0.0	0.0	21.6	0.0	0.0	0.0	21.6
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	14.3	0.0	0.0	27.7	0.0	0.0	0.0	21.0
E	COLLEGE PARK STATION	5.0	11.5	6.2	9.6	0.0	0.0	0.0	6.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	5.8	11.1	6.0	10.3	0.0	0.0	0.0	8.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 180
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0	0	0	11				11
C	CAMP DR @ STONEWALL TELL RD	0	0	1	4				5
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	1	0	0	6				7
E	COLLEGE PARK STATION	17	4	7	1				29
									0
									0
									0
	Total	18	4	8	22	0	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
C	CAMP DR @ STONEWALL TELL RD	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	14.29%	0.00%	0.00%	85.71%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	58.62%	13.79%	24.14%	3.45%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	116	27	67	337	0	0	0	547

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	220	34	99	194	0	0	0	547

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0.0	0.0	0.0	10.1	0.0	0.0	0.0	10.1
C	CAMP DR @ STONEWALL TELL RD	0.0	0.0	6.8	4.9	0.0	0.0	0.0	5.3
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	11.6	0.0	0.0	8.9	0.0	0.0	0.0	9.3
E	COLLEGE PARK STATION	12.3	8.5	13.2	9.4	0.0	0.0	0.0	11.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.2	8.5	12.4	8.8	0.0	0.0	0.0	10.5

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 180
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MAIN ST @ TOOMBS ST	B BETWEEN CAMP DR @ STONEWALL TELL RD & Main St @ Toombs St	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0	3	0	2	16				21
C	CAMP DR @ STONEWALL TELL RD	0	0	0	1	3				4
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	0	1	0	0	2				3
E	COLLEGE PARK STATION	1	14	9	12	0				36
										0
										0
										0
	Total	1	18	9	15	21	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MAIN ST @ TOOMBS ST	B BETWEEN CAMP DR @ STONEWALL TELL RD & Main St @ Toombs St	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0.00%	14.29%	0.00%	9.52%	76.19%	0.00%	0.00%	0.00%	100%
C	CAMP DR @ STONEWALL TELL RD	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	2.78%	38.89%	25.00%	33.33%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A MAIN ST @ TOOMBS ST	B BETWEEN CAMP DR @ STONEWALL TELL RD & Main St @ Toombs St	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	278	66	132	421	0	0	0	897

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A MAIN ST @ TOOMBS ST	B BETWEEN CAMP DR @ STONEWALL TELL RD & Main St @ Toombs St	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	31	296	58	144	368	0	0	0	897

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A MAIN ST @ TOOMBS ST	B BETWEEN CAMP DR @ STONEWALL TELL RD & Main St @ Toombs St	C CAMP DR @ STONEWALL TELL RD	D BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	E COLLEGE PARK STATION				Total
B	From Main St @ Toombs St to CAMP DR @ STONEWALL TELL RD &	0.0	14.1	0.0	9.0	14.0	0.0	0.0	0.0	13.5
C	CAMP DR @ STONEWALL TELL RD	0.0	0.0	0.0	11.9	18.5	0.0	0.0	0.0	16.9
D	BETWEEN CAMP DR @ STONEWALL TELL RD & COLLEGE PARK STATION	0.0	44.9	0.0	0.0	44.6	0.0	0.0	0.0	44.7
E	COLLEGE PARK STATION	30.6	14.9	6.5	9.5	0.0	0.0	0.0	0.0	11.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	30.6	16.4	6.5	9.6	17.5	0.0	0.0	0.0	14.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 181
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B FROM SMITH ST @ BROAD ST TO Union Station Mall	C BETWEEN Union Station Mall & College Park Station	D COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	3	1	13					17
C	BETWEEN Union Station Mall & College Park Station	1	0	9					10
D	COLLEGE PARK STATION	6	10	0					16
									0
									0
									0
									0
	Total	10	11	22	0	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B FROM SMITH ST @ BROAD ST TO Union Station Mall	C BETWEEN Union Station Mall & College Park Station	D COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	17.65%	5.88%	76.47%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN Union Station Mall & College Park Station	10.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%	100%
D	COLLEGE PARK STATION	37.50%	62.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

		B FROM SMITH ST @ BROAD ST TO Union Station Mall	C BETWEEN Union Station Mall & College Park Station	D COLLEGE PARK STATION					Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	89	125	136	0	0	0	0	350

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

		B FROM SMITH ST @ BROAD ST TO Union Station Mall	C BETWEEN Union Station Mall & College Park Station	D COLLEGE PARK STATION					Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	83	90	177	0	0	0	0	350

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON

Segment/Stop	Segment/Stop Description	B FROM SMITH ST @ BROAD ST TO Union Station Mall	C BETWEEN Union Station Mall & College Park Station	D COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	5.6	5.4	5.1	0.0	0.0	0.0	0.0	5.2
C	BETWEEN Union Station Mall & College Park Station	13.5	0.0	12.3	0.0	0.0	0.0	0.0	12.4
D	COLLEGE PARK STATION	8.7	8.5	0.0	0.0	0.0	0.0	0.0	8.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	8.3	8.2	8.0	0.0	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 181
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0	3	1	14					18
C	BETWEEN Union Station Mall & College Park Station	0	1	2	7					10
D	COLLEGE PARK STATION	1	11	5	1					18
										0
										0
										0
										0
	Total	1	15	8	22	0	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0.00%	16.67%	5.56%	77.78%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN Union Station Mall & College Park Station	0.00%	10.00%	20.00%	70.00%	0.00%	0.00%	0.00%	0.00%	100%
D	COLLEGE PARK STATION	5.56%	61.11%	27.78%	5.56%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D					
	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	102	78	188	0	0	0	0	368

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D					
	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	118	123	114	0	0	0	0	368

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0.0	6.4	12.5	4.9	0.0	0.0	0.0	0.0	5.5
C	BETWEEN Union Station Mall & College Park Station	0.0	7.5	14.7	5.7	0.0	0.0	0.0	0.0	7.7
D	COLLEGE PARK STATION	12.0	8.3	16.3	6.3	0.0	0.0	0.0	0.0	10.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.0	7.9	15.4	5.2	0.0	0.0	0.0	0.0	8.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 181
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0	1	0	12					13
C	BETWEEN Union Station Mall & College Park Station	0	3	0	14					17
D	COLLEGE PARK STATION	1	13	5	1					20
										0
										0
										0
										0
	Total	1	17	5	27	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0.00%	7.69%	0.00%	92.31%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN Union Station Mall & College Park Station	0.00%	17.65%	0.00%	82.35%	0.00%	0.00%	0.00%	0.00%	100%
D	COLLEGE PARK STATION	5.00%	65.00%	25.00%	5.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK	A	B	C	D					
	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	161	163	230	0	0	0	0	554

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK	A	B	C	D					
	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	161	94	292	0	0	0	0	554

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	SMITH ST @ BROAD ST	BETWEEN SMITH ST @ BROAD ST & Union Station Mall	BETWEEN Union Station Mall & College Park Station	COLLEGE PARK STATION					Total
B	FROM SMITH ST @ BROAD ST TO Union Station Mall	0.0	11.3	0.0	12.3	0.0	0.0	0.0	0.0	12.2
C	BETWEEN Union Station Mall & College Park Station	0.0	8.8	0.0	9.6	0.0	0.0	0.0	0.0	9.5
D	COLLEGE PARK STATION	7.0	9.5	18.8	10.3	0.0	0.0	0.0	0.0	11.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.0	9.5	18.8	10.8	0.0	0.0	0.0	0.0	11.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 183
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	0	2	9						11
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Statio	0	0	1						1
C	Lakewood/Fort McPherson Station	1	1	0						2
										0
										0
										0
										0
										0
	Total	1	3	10	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	0.00%	18.18%	81.82%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Statio	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Lakewood/Fort McPherson Station	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	125	39	48	0	0	0	0	0	212

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C						
	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	64	14	134	0	0	0	0	0	212

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		OFF								
		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	0.0	5.1	12.2	0.0	0.0	0.0	0.0	0.0	10.9
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Statio	0.0	0.0	33.9	0.0	0.0	0.0	0.0	0.0	33.9
C	Lakewood/Fort McPherson Station	54.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	28.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	54.0	4.6	14.4	0.0	0.0	0.0	0.0	0.0	15.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 183
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE Stops - EOL	B BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	C Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	1	1	6						8
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	1	1	1						3
C	Lakewood/Fort McPherson Station	5	3	0						8
										0
										0
										0
										0
										0
	Total	7	5	7	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE Stops - EOL	B BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	C Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	12.50%	12.50%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	33.33%	33.33%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Lakewood/Fort McPherson Station	62.50%	37.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE Stops - EOL	B BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	C Lakewood/Fort McPherson Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	84	32	157	0	0	0	0	0	273

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A BARGE RD PARK/RIDE Stops - EOL	B BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	C Lakewood/Fort McPherson Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	152	52	69	0	0	0	0	0	273

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A BARGE RD PARK/RIDE Stops - EOL	B BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	C Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	15.2	7.7	9.9	0.0	0.0	0.0	0.0	0.0	10.3
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	14.8	7.5	9.6	0.0	0.0	0.0	0.0	0.0	10.6
C	Lakewood/Fort McPherson Station	24.4	12.3	0.0	0.0	0.0	0.0	0.0	0.0	19.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	21.7	10.4	9.9	0.0	0.0	0.0	0.0	0.0	14.4

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 183
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	9	5	26						40
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	2	1	5						8
C	Lakewood/Fort McPherson Station	21	11	0						32
										0
										0
										0
										0
										0
	Total	32	17	31	0	0	0	0	0	80

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	22.50%	12.50%	65.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	25.00%	12.50%	62.50%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Lakewood/Fort McPherson Station	65.63%	34.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C						
	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	211	87	203	0	0	0	0	0	501

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C						
	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	226	72	203	0	0	0	0	0	501

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK — OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BARGE RD PARK/RIDE Stops - EOL	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	Lakewood/Fort McPherson Station						Total
A	BARGE RD PARK/RIDE Stops - EOL	5.6	3.3	5.6	0.0	0.0	0.0	0.0	0.0	5.3
B	BETWEEN BARGE RD PARK/RIDE & Lakewood/Fort McPherson Station	11.5	6.9	11.5	0.0	0.0	0.0	0.0	0.0	10.9
C	Lakewood/Fort McPherson Station	7.3	4.4	0.0	0.0	0.0	0.0	0.0	0.0	6.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.1	4.2	6.5	0.0	0.0	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 185
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0	6	16	0					22
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	5	1	1	1					8
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	8	1	7	4					20
D	Winward Park and Ride Lot	1	0	5	0					6
										0
										0
										0
										0
	Total	14	8	29	5	0	0	0	0	56

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0.00%	27.27%	72.73%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	62.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	40.00%	5.00%	35.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	16.67%	0.00%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	182	125	143	18	0	0	0	0	469

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	123	66	264	16	0	0	0	0	469

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0.0	6.6	9.1	0.0	0.0	0.0	0.0	0.0	8.5
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	14.5	18.5	25.6	6.0	0.0	0.0	0.0	0.0	15.3
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	6.1	7.8	10.8	2.5	0.0	0.0	0.0	0.0	7.1
D	Winward Park and Ride Lot	1.9	0.0	3.3	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.8	8.3	9.1	3.2	0.0	0.0	0.0	0.0	8.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 185
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0	5	3	1					9
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	5	0	0	0					5
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	7	2	3	0					12
D	Winward Park and Ride Lot	0	1	0	0					1
										0
										0
										0
										0
	Total	12	8	6	1	0	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0.00%	55.56%	33.33%	11.11%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	58.33%	16.67%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	137	75	186	9	0	0	0	0	407

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	128	108	157	13	0	0	0	0	407

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	0.0	12.8	22.3	13.0	0.0	0.0	0.0	0.0	16.0
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	8.6	17.3	30.2	0.0	0.0	0.0	0.0	0.0	15.4
D	Winward Park and Ride Lot	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.7	13.5	26.2	13.0	0.0	0.0	0.0	0.0	15.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 185
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	1	6	14	1					22
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	9	0	1	0					10
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	11	1	6	0					18
D	Winward Park and Ride Lot	1	0	1	0					2
										0
										0
										0
										0
	Total	22	7	22	1	0	0	0	0	52

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	4.55%	27.27%	63.64%	4.55%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	90.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	61.11%	5.56%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	Winward Park and Ride Lot	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	296	144	306	38	0	0	0	0	784

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A	B	C	D					
	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	248	161	333	42	0	0	0	0	784

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	NORTH SPRINGS STATION	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	Between Holcome Bridge Rd & Winward Park and Ride Lot	Winward Park and Ride Lot					Total
A	NORTH SPRINGS STATION	7.0	19.0	10.4	40.0	0.0	0.0	0.0	0.0	14.0
B	BETWEEN NORTH SPRINGS STATION & Alpharetta Hwy	12.1	0.0	25.2	0.0	0.0	0.0	0.0	0.0	13.4
C	Between Holcome Bridge Rd & Winward Park and Ride Lot	11.4	43.0	22.8	0.0	0.0	0.0	0.0	0.0	16.9
D	Winward Park and Ride Lot	12.2	0.0	25.2	0.0	0.0	0.0	0.0	0.0	18.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.5	22.4	15.1	40.0	0.0	0.0	0.0	0.0	15.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 186
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
B	FROM SPRING ST @ POPLAR ST TO FIVE POINTS STATION	0	0	0	4	1	5			10
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	0	3	0	1	1	0			5
D	RAINBOW DR @ CANDLER RD	0	0	5	0	2	0			7
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	1	19	6	4	5	10			45
F	INDIAN CREEK STATION	0	2	0	0	18	0			20
										0
										0
	Total	1	24	11	9	27	15	0	0	87

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
B	FROM SPRING ST @ POPLAR ST TO FIVE POINTS STATION	0.00%	0.00%	0.00%	40.00%	10.00%	50.00%	0.00%	0.00%	100%
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	0.00%	60.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	100%
D	RAINBOW DR @ CANDLER RD	0.00%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	0.00%	100%
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	2.22%	42.22%	13.33%	8.89%	11.11%	22.22%	0.00%	0.00%	100%
F	INDIAN CREEK STATION	0.00%	10.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	160	50	196	389	114	0	0	909

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	27	91	302	60	285	144	0	0	909

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
B	FROM SPRING ST @ POPLAR ST TO FIVE POINTS STATION	0.0	0.0	0.0	9.9	33.0	16.2	0.0	0.0	15.4
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	0.0	6.0	0.0	6.7	23.8	0.0	0.0	0.0	9.7
D	RAINBOW DR @ CANDLER RD	0.0	0.0	32.1	0.0	21.5	0.0	0.0	0.0	29.1
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	26.6	3.7	22.5	4.1	14.5	6.7	0.0	0.0	8.6
F	INDIAN CREEK STATION	0.0	1.6	0.0	0.0	6.3	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	26.6	3.8	26.9	6.9	10.6	9.9	0.0	0.0	10.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 186
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL Stops - SPRING ST @ POPLAR ST	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	RAINBOW DR @ CANDLER RD	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0	0	0	2	0	2			4
B	FIVE POINTS STATION	0	0	0	10	12	6			28
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0	0	0	2	1	0			3
D	RAINBOW DR @ CANDLER RD	2	4	3	1	4	2			16
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	0	6	0	4	3	3			16
F	INDIAN CREEK STATION	0	1	2	0	8	0			11
										0
										0
	Total	2	11	5	19	28	13	0	0	78

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL Stops - SPRING ST @ POPLAR ST	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	RAINBOW DR @ CANDLER RD	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	100%
B	FIVE POINTS STATION	0.00%	0.00%	0.00%	35.71%	42.86%	21.43%	0.00%	0.00%	100%
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100%
D	RAINBOW DR @ CANDLER RD	12.50%	25.00%	18.75%	6.25%	25.00%	12.50%	0.00%	0.00%	100%
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	0.00%	37.50%	0.00%	25.00%	18.75%	18.75%	0.00%	0.00%	100%
F	INDIAN CREEK STATION	0.00%	9.09%	18.18%	0.00%	72.73%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	C	D	E	F			
	EOL Stops - SPRING ST @ POPLAR ST	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	RAINBOW DR @ CANDLER RD	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	INDIAN CREEK STATION			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	90	281	79	113	234	142	0	0	939

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	C	D	E	F			
	EOL Stops - SPRING ST @ POPLAR ST	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	RAINBOW DR @ CANDLER RD	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	INDIAN CREEK STATION			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	17	59	155	196	418	93	0	0	939

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL Stops - SPRING ST @ POPLAR ST	FIVE POINTS STATION	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	RAINBOW DR @ CANDLER RD	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0.0	0.0	0.0	23.6	0.0	19.0	0.0	0.0	21.3
B	FIVE POINTS STATION	0.0	0.0	0.0	6.2	15.7	5.0	0.0	0.0	10.0
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0.0	0.0	0.0	17.0	41.8	0.0	0.0	0.0	25.3
D	RAINBOW DR @ CANDLER RD	8.6	1.6	23.0	2.4	5.9	1.8	0.0	0.0	7.6
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	0.0	8.4	0.0	12.7	31.4	9.3	0.0	0.0	14.0
F	INDIAN CREEK STATION	0.0	2.5	37.5	0.0	9.3	0.0	0.0	0.0	13.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	8.6	5.4	28.8	10.3	15.1	7.6	0.0	0.0	12.0

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 186
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0	0	0	1	3	0			4
B	FIVE POINTS STATION	0	0	2	19	19	3			43
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0	1	0	4	2	0			7
D	RAINBOW DR @ CANDLER RD	4	9	0	0	4	0			17
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	4	20	3	6	2	15			50
F	INDIAN CREEK STATION	1	0	1	3	31	3			39
										0
										0
	Total	9	30	6	33	61	21	0	0	160

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100%
B	FIVE POINTS STATION	0.00%	0.00%	4.65%	44.19%	44.19%	6.98%	0.00%	0.00%	100%
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0.00%	14.29%	0.00%	57.14%	28.57%	0.00%	0.00%	0.00%	100%
D	RAINBOW DR @ CANDLER RD	23.53%	52.94%	0.00%	0.00%	23.53%	0.00%	0.00%	0.00%	100%
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	8.00%	40.00%	6.00%	12.00%	4.00%	30.00%	0.00%	0.00%	100%
F	INDIAN CREEK STATION	2.56%	0.00%	2.56%	7.69%	79.49%	7.69%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	74	252	58	240	496	193	0	0	1313

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	52	99	416	93	459	194	0	0	1313

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EOL Stops - SPRING ST @ POPLAR ST	B FIVE POINTS STATION	C BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD (Decatur Station)	D RAINBOW DR @ CANDLER RD	E BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	F INDIAN CREEK STATION			Total
A	EOL Stops - SPRING ST @ POPLAR ST	0.0	0.0	0.0	8.2	21.1	0.0	0.0	0.0	17.9
B	FIVE POINTS STATION	0.0	0.0	52.2	1.9	5.0	6.2	0.0	0.0	5.9
C	BETWEEN FIVE POINTS STATION AND RAINBOW DR @ CANDLER RD	0.0	3.2	0.0	5.9	15.1	0.0	0.0	0.0	8.1
D	RAINBOW DR @ CANDLER RD	10.0	6.6	0.0	0.0	33.0	0.0	0.0	0.0	13.6
E	BETWEEN RAINBOW DR @ CANDLER RD & Indian Creek Station	2.7	1.8	86.3	3.3	8.6	10.7	0.0	0.0	10.1
F	INDIAN CREEK STATION	1.3	0.0	42.7	1.6	4.2	5.1	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	5.8	3.3	67.7	2.8	7.7	9.2	0.0	0.0	8.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 189
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		B	C	D	E				
Segment/Stop	Segment/Stop Description	FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	GODBY RD @ LIMETREE WAY	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	2	0	0	2				4
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	10	0	0	18				28
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	4	0	0	2				6
E	COLLEGE PARK STATION	7	2	6	0				15
									0
									0
									0
	Total	25	2	6	22	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

ON		B	C	D	E				
Segment/Stop	Segment/Stop Description	FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	GODBY RD @ LIMETREE WAY	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	35.71%	0.00%	0.00%	64.29%	0.00%	0.00%	0.00%	100%
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	46.67%	13.33%	40.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B	C	D	E				
	FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	GODBY RD @ LIMETREE WAY	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	243	0	122	124	0	0	0	501

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B	C	D	E				
	FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	GODBY RD @ LIMETREE WAY	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	104	3	85	309	0	0	0	501

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

ON		B	C	D	E				
Segment/Stop	Segment/Stop Description	FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	GODBY RD @ LIMETREE WAY	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	1.3	0.0	0.0	4.9	0.0	0.0	0.0	3.1
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	3.1	0.0	0.0	12.1	0.0	0.0	0.0	8.9
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	10.5	0.0	0.0	40.8	0.0	0.0	0.0	20.6
E	COLLEGE PARK STATION	4.1	1.5	14.2	0.0	0.0	0.0	0.0	7.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	4.2	1.5	14.2	14.0	0.0	0.0	0.0	9.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 189
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	B FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	3	0	0	5				8
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	7	1	4	20				32
C	GODBY RD @ LIMETREE WAY	1	0	0	0				1
D	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	1	0	0	4				5
E	COLLEGE PARK STATION	17	0	9	1				27
									0
									0
									0
	Total	29	1	13	30	0	0	0	73

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	37.50%	0.00%	0.00%	62.50%	0.00%	0.00%	0.00%	100%
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	21.88%	3.13%	12.50%	62.50%	0.00%	0.00%	0.00%	100%
C	GODBY RD @ LIMETREE WAY	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	20.00%	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	62.96%	0.00%	33.33%	3.70%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	B FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	E COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	143	37	85	301	0	0	0	588

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	B FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	E COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	304	9	74	201	0	0	0	588

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM)

ON

Segment/Stop	Segment/Stop Description	B FROM LANCASTER LN @ LONDONDERRY WAY TO Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	2.5	0.0	0.0	3.0	0.0	0.0	0.0	2.8
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	4.1	9.0	2.3	4.9	0.0	0.0	0.0	4.6
C	GODBY RD @ LIMETREE WAY	36.3	0.0	0.0	0.0	0.0	0.0	0.0	36.3
D	BETWEEN GODBY RD @ LIMETREE WAY & College Park Station	15.1	0.0	0.0	18.0	0.0	0.0	0.0	17.5
E	COLLEGE PARK STATION	12.7	0.0	7.2	15.2	0.0	0.0	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	0.0	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	10.5	9.0	5.7	6.7	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 189
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LANCASTER LN @ LONDONDERRY WAY	B BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D FROM GODBY RD @ LIMETREE WAY TO College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	0	2	0	1	4				7
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	2	6	0	5	29				42
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	0	6	0	0	9				15
E	COLLEGE PARK STATION	1	26	1	16	2				46
										0
										0
										0
	Total	3	40	1	22	44	0	0	0	110

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LANCASTER LN @ LONDONDERRY WAY	B BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D FROM GODBY RD @ LIMETREE WAY TO College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	0.00%	28.57%	0.00%	14.29%	57.14%	0.00%	0.00%	0.00%	100%
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	4.76%	14.29%	0.00%	11.90%	69.05%	0.00%	0.00%	0.00%	100%
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	0.00%	40.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	100%
E	COLLEGE PARK STATION	2.17%	56.52%	2.17%	34.78%	4.35%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A LANCASTER LN @ LONDONDERRY WAY	B BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D FROM GODBY RD @ LIMETREE WAY TO College Park Station	E COLLEGE PARK STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	41	359	0	179	471	0	0	0	1050

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A LANCASTER LN @ LONDONDERRY WAY	B BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D FROM GODBY RD @ LIMETREE WAY TO College Park Station	E COLLEGE PARK STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	35	433	0	164	418	0	0	0	1050

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A LANCASTER LN @ LONDONDERRY WAY	B BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	C GODBY RD @ LIMETREE WAY	D FROM GODBY RD @ LIMETREE WAY TO College Park Station	E COLLEGE PARK STATION				Total
A	LANCASTER LN @ LONDONDERRY WAY	0.0	6.0	0.0	4.2	6.3	0.0	0.0	0.0	5.9
B	BETWEEN LANCASTER LN @ LONDONDERRY WAY & Godby Rd @ Limetree Way	10.6	8.5	0.0	6.0	8.9	0.0	0.0	0.0	8.6
D	FROM GODBY RD @ LIMETREE WAY TO College Park Station	0.0	11.7	0.0	0.0	12.2	0.0	0.0	0.0	12.0
E	COLLEGE PARK STATION	14.2	11.5	0.0	8.1	12.1	0.0	0.0	0.0	10.2
		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	0.0	0.0	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	11.8	10.8	0.0	7.4	9.5	0.0	0.0	0.0	9.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 193
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0	6	0	0				6
B	BETWEEN EAST POINT STATION & SYLVAN RD SW @ ESTES DR	5	4	0	11				20
C	SYLVAN RD SW @ ESTES DR	1	0	0	2				3
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	0	1	0	11				12
E	OAKLAND CITY STATION	0	2	4	0				6
									0
									0
									0
	Total	6	13	4	24	0	0	0	47

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EAST POINT STATION & SYLVAN RD SW @ ESTES DR	25.00%	20.00%	0.00%	55.00%	0.00%	0.00%	0.00%	100%
C	SYLVAN RD SW @ ESTES DR	33.33%	0.00%	0.00%	66.67%	0.00%	0.00%	0.00%	100%
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	0.00%	8.33%	0.00%	91.67%	0.00%	0.00%	0.00%	100%
E	OAKLAND CITY STATION	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	23	97	58	42	0	0	0	250

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	48	49	41	111	0	0	0	250

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8
B	BETWEEN EAST POINT STATION & SYLVAN RD SW @ ESTES DR	7.0	3.8	0.0	4.0	0.0	0.0	0.0	4.7
C	SYLVAN RD SW @ ESTES DR	13.5	0.0	0.0	7.8	0.0	0.0	0.0	9.7
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	0.0	4.4	0.0	4.7	0.0	0.0	0.0	4.7
E	OAKLAND CITY STATION	0.0	3.5	10.4	0.0	0.0	0.0	0.0	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	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	8.0	3.8	10.4	4.6	0.0	0.0	0.0	5.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 193
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM EAST POINT STATION TO OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
D	FROM EAST POINT STATION TO OAKLAND CITY STATION	0	1				1
E	OAKLAND CITY STATION	3	0				3
							0
							0
							0
	Total	3	1	0	0	0	4

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM EAST POINT STATION TO OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
D	FROM EAST POINT STATION TO OAKLAND CITY STATION	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	OAKLAND CITY STATION	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
PM PEAK (3-7PM)

		B FROM EAST POINT STATION TO OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	221	0	0	0	265

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
PM PEAK (3-7PM)

		B FROM EAST POINT STATION TO OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	216	49	0	0	0	265

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
PM PEAK (3-7PM)
ON

Segment/Stop	Segment/Stop Description	B FROM EAST POINT STATION TO OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
D	FROM EAST POINT STATION TO OAKLAND CITY STATION	0.0	49.0	0.0	0.0	0.0	49.0
E	OAKLAND CITY STATION	72.0	0.0	0.0	0.0	0.0	72.0
		0.0	0.0	0.0	0.0	0.0	0.0
		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	72.0	49.0	0.0	0.0	0.0	66.3

DATA EXPANSION FACTORS

TIME: NON PEAK
ROUTE: 193
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0	11	2	0				13
B	FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	2	0	2	3				7
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	1	2	0	7				10
E	OAKLAND CITY STATION	0	5	2	0				7
									0
									0
									0
	Total	3	18	6	10	0	0	0	37

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0.00%	84.62%	15.38%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	28.57%	0.00%	28.57%	42.86%	0.00%	0.00%	0.00%	100%
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	10.00%	20.00%	0.00%	70.00%	0.00%	0.00%	0.00%	100%
E	OAKLAND CITY STATION	0.00%	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

NON PEAK

	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	65	91	99	101	0	0	0	356

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

NON PEAK

	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	77	97	98	83	0	0	0	356

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

NON PEAK **OFF**

ON

Segment/Stop	Segment/Stop Description	A EAST POINT STATION	B FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	D BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	E OAKLAND CITY STATION				Total
A	EAST POINT STATION	0.0	3.7	10.5	0.0	0.0	0.0	0.0	4.7
B	FROM EAST POINT STATION TO SYLVAN RD SW @ ESTES DR	23.7	0.0	13.0	7.1	0.0	0.0	0.0	13.5
D	BETWEEN SYLVAN RD SW @ ESTES DR & OAKLAND CITY STATION	29.7	5.8	0.0	8.9	0.0	0.0	0.0	10.3
E	OAKLAND CITY STATION	0.0	9.0	25.7	0.0	0.0	0.0	0.0	13.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	25.7	5.4	16.4	8.3	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 216
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0	1							1
B	EVANS MILL PARK/RIDE	32	0							32
										0
										0
										0
										0
										0
										0
	Total	32	1	0	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	EVANS MILL PARK/RIDE	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	39	225	0	0	0	0	0	0	264

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	245	19	0	0	0	0	0	0	264

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0
B	EVANS MILL PARK/RIDE	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.3	29.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 216
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0	31							31
B	EVANS MILL PARK/RIDE	12	0							12
										0
										0
										0
										0
										0
										0
	Total	12	31	0	0	0	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	EVANS MILL PARK/RIDE	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	248	57	0	0	0	0	0	0	305

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	67	238	0	0	0	0	0	0	305

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A FIVE POINTS STATION	B EVANS MILL PARK/RIDE							Total
A	FIVE POINTS STATION	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7
B	EVANS MILL PARK/RIDE	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 245
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0	5	4	1	0				10
B	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	0	0	0	0	1				1
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0	1	3	0	2				6
E	KENSINGTON STATION - EOL	1	6	2	3	0				12
										0
										0
										0
	Total	1	12	9	4	3	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0.00%	50.00%	40.00%	10.00%	0.00%	0.00%	0.00%	0.00%	100%
B	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0.00%	16.67%	50.00%	0.00%	33.33%	0.00%	0.00%	0.00%	100%
E	KENSINGTON STATION - EOL	8.33%	50.00%	16.67%	25.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E				
	LINDBERGH STATION	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	EMORY UNIVERSITY HOSPITAL (ALL OF COUNTS SHIFTED TO D)	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	118	17	0	59	111	0	0	0	305

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E				
	LINDBERGH STATION (SOME OF COUNTS SHIFTED TO B)	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	11	151	91	25	27	0	0	0	305

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0.0	13.9	10.5	7.3	0.0	0.0	0.0	0.0	11.9
B	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	0.0	0.0	0.0	0.0	15.2	0.0	0.0	0.0	15.2
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0.0	14.2	10.7	0.0	5.9	0.0	0.0	0.0	9.7
E	KENSINGTON STATION - EOL	11.0	11.2	8.4	5.9	0.0	0.0	0.0	0.0	9.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.0	12.6	10.1	6.3	9.0	0.0	0.0	0.0	10.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 245
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0	2	1	1				4
B	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	1	0	1	6				8
C	EMORY UNIVERSITY HOSPITAL	3	0	1	1				5
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0	0	0	2				2
E	KENSINGTON STATION - EOL	1	2	0	0				3
									0
									0
									0
	Total	5	4	3	10	0	0	0	22

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0.00%	50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	12.50%	0.00%	12.50%	75.00%	0.00%	0.00%	0.00%	100%
C	EMORY UNIVERSITY HOSPITAL	60.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
E	KENSINGTON STATION - EOL	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A	B	D	E				
	LINDBERGH STATION	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	54	130	27	29	0	0	0	354

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A	B	D	E				
	LINDBERGH STATION	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	161	65	28	101	0	0	0	354

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON		A	B	D	E				
Segment/Stop	Segment/Stop Description	LINDBERGH STATION	FROM LINDBERGH STATION TO EMORY UNIVERSITY HOSPITAL	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	KENSINGTON STATION - EOL				Total
A	LINDBERGH STATION	0.0	22.5	6.6	5.6	0.0	0.0	0.0	14.3
B	BETWEEN LINDBERGH STATION & EMORY UNIVERSITY HOSPITAL	48.4	0.0	12.5	10.6	0.0	0.0	0.0	15.6
C	EMORY UNIVERSITY HOSPITAL	33.6	0.0	8.7	7.4	0.0	0.0	0.0	23.4
D	BETWEEN EMORY UNIVERSITY HOSPITAL & KENSINGTON STATION	0.0	0.0	0.0	12.1	0.0	0.0	0.0	12.1
E	KENSINGTON STATION - EOL	11.3	9.9	0.0	0.0	0.0	0.0	0.0	10.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	32.1	16.2	9.3	10.1	0.0	0.0	0.0	16.1

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 273
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

ON	OFF	A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	Fulton Industrial Blvd @ Bakers Ferry Road	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	HAMILTON E HOLMES STATION - EOL			Total
A	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	0	0	1	0	0	3			4
B	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	0	0	0	0	0	2			2
C	Fulton Industrial Blvd @ Bakers Ferry Road	1	0	0	0	0	0			1
D	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	0	0	0	0	0	11			11
E	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	0	0	0	0	0	7			7
F	HAMILTON E HOLMES STATION - EOL	20	4	3	6	15	4			52
	Total	21	4	4	6	15	27	0	0	77

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

ON	OFF	A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	Fulton Industrial Blvd @ Bakers Ferry Road	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	HAMILTON E HOLMES STATION - EOL			Total
A	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	0.00%	0.00%	25.00%	0.00%	0.00%	75.00%	0.00%	0.00%	100%
B	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
C	Fulton Industrial Blvd @ Bakers Ferry Road	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
E	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
F	HAMILTON E HOLMES STATION - EOL	38.46%	7.69%	5.77%	11.54%	28.85%	7.69%	0.00%	0.00%	100%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	Fulton Industrial Blvd @ Bakers Ferry Road	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	HAMILTON E HOLMES STATION - EOL			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	48	16	46	77	69	329	0	0	586

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C	D	E	F			
	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	Fulton Industrial Blvd @ Bakers Ferry Road	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	HAMILTON E HOLMES STATION - EOL			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	82	8	52	114	87	243	0	0	586

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

ON	OFF	A	B	C	D	E	F			
Segment/Stop	Segment/Stop Description	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	Fulton Industrial Blvd @ Bakers Ferry Road	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	HAMILTON E HOLMES STATION - EOL			Total
A	EOL - Westgate Pkwy to LaGrange Blvd @ Boat Rock Road	0.0	0.0	16.4	0.0	0.0	11.6	0.0	0.0	12.8
B	BETWEEN Boat Rock Blvd @ Lagrange Blvd & Fulton Industrial Blvd @ Bakers Ferry Road	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7
C	Fulton Industrial Blvd @ Bakers Ferry Road	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.5
D	BETWEEN Fulton Industrial Blvd @ Bakers Ferry Road & Fulton Industrial Blvd @ Patton Drive	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.5
E	Between Marvin Miller Drive @ Fulton Industrial and Hamilton E Holmes Station	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6
F	HAMILTON E HOLMES STATION - EOL	2.1	2.0	11.9	19.0	5.8	8.4	0.0	0.0	6.2
	Total	3.9	2.0	13.0	19.0	5.8	9.0	0.0	0.0	7.6

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 311
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A UNIVERSITY AVE @ GARIBALDI	B Between University @ Garibaldi St Sw & McDaniel @ Delevan	C Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	D FROM McDaniel @ Stephens St TO WEST END STATION	F WEST END STATION			Total
A	UNIVERSITY AVE @ GARIBALDI	0	0	0	0	1			1
B	Between University @ Garibaldi St Sw & McDaniel @ Delevan	0	0	0	0	7			7
C	Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	0	0	0	0	4			4
D	McDaniel @ Stephens St	0	0	0	0	1			1
E	BETWEEN McDaniel @ Stephens St & WEST END STATION	0	0	0	0	1			1
F	WEST END STATION	2	2	5	1	0			10
									0
									0
	Total	2	2	5	1	14	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A UNIVERSITY AVE @ GARIBALDI	B Between University @ Garibaldi St Sw & McDaniel @ Delevan	C Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	D FROM McDaniel @ Stephens St TO WEST END STATION	F WEST END STATION			Total
A	UNIVERSITY AVE @ GARIBALDI	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
B	Between University @ Garibaldi St Sw & McDaniel @ Delevan	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
C	Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
D	McDaniel @ Stephens St	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
E	BETWEEN McDaniel @ Stephens St & WEST END STATION	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
F	WEST END STATION	20.00%	20.00%	50.00%	10.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A UNIVERSITY AVE @ GARIBALDI	B Between University @ Garibaldi St Sw & McDaniel @ Delevan	C Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	D FROM McDaniel @ Stephens St TO WEST END STATION	F WEST END STATION			Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	18	43	57	31	107	0	0	272

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A UNIVERSITY AVE @ GARIBALDI	B Between University @ Garibaldi St Sw & McDaniel @ Delevan	C Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	D FROM McDaniel @ Stephens St TO WEST END STATION	F WEST END STATION			Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	28	40	23	166	0	0	272

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A UNIVERSITY AVE @ GARIBALDI	B Between University @ Garibaldi St Sw & McDaniel @ Delevan	C Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	D FROM McDaniel @ Stephens St TO WEST END STATION	F WEST END STATION			Total
A	UNIVERSITY AVE @ GARIBALDI	0.0	0.0	0.0	0.0	17.6	0.0	0.0	17.6
B	Between University @ Garibaldi St Sw & McDaniel @ Delevan	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.2
C	Between Fletcher St Sw @ McDaniel & McDaniel @ Stephens	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3
D	McDaniel @ Stephens St	0.0	0.0	0.0	0.0	31.1	0.0	0.0	31.1
E	BETWEEN McDaniel @ Stephens St & WEST END STATION	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.6
F	WEST END STATION	7.5	14.0	8.0	23.0	0.0	0.0	0.0	10.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	7.5	14.0	8.0	23.0	11.9	0.0	0.0	11.3

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 328
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION & Spaulding @ Pitts Rd	C Between Spaulding @ Chamblee Dunwoody Road & Roberts @ Northridge Rd	D ROBERTS DR @ NORTHRIDGE RD - EOL					Total
A	NORTH SPRINGS STATION	1	1	1	2					5
C	FROM NORTH SPRINGS STATION TO Roberts @ Northridge Rd	2	0	0	0					2
										0
										0
										0
										0
	Total	3	1	1	2	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION & Spaulding @ Pitts Rd	C Between Spaulding @ Chamblee Dunwoody Road & Roberts @ Northridge Rd	D ROBERTS DR @ NORTHRIDGE RD - EOL					Total
A	NORTH SPRINGS STATION	20.00%	20.00%	20.00%	40.00%	0.00%	0.00%	0.00%	0.00%	100%
C	FROM NORTH SPRINGS STATION TO Roberts @ Northridge Rd	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION & Spaulding @ Pitts Rd	C Between Spaulding @ Chamblee Dunwoody Road & Roberts @ Northridge Rd	D ROBERTS DR @ NORTHRIDGE RD - EOL					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	70	0	32	0	0	0	0	0	102

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION & Spaulding @ Pitts Rd	C Between Spaulding @ Chamblee Dunwoody Road & Roberts @ Northridge Rd	D ROBERTS DR @ NORTHRIDGE RD - EOL					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	56	10	32	4	0	0	0	0	102

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A NORTH SPRINGS STATION	B BETWEEN NORTH SPRINGS STATION & Spaulding @ Pitts Rd	C Between Spaulding @ Chamblee Dunwoody Road & Roberts @ Northridge Rd	D ROBERTS DR @ NORTHRIDGE RD - EOL					Total
A	NORTH SPRINGS STATION	22.8	10.0	32.0	2.0	0.0	0.0	0.0	0.0	13.8
C	FROM NORTH SPRINGS STATION TO Roberts @ Northridge Rd	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	18.7	10.0	32.0	2.0	0.0	0.0	0.0	0.0	14.6

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 329
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	D BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	E DORAVILLE STATION				Total
B	FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	0	3	0				3
D	BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	1	0	1				2
E	DORAVILLE STATION	0	2	0				2
								0
								0
								0
	Total	1	5	1	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	D BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	E DORAVILLE STATION				Total
B	FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
D	BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100%
E	DORAVILLE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	B FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	D BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	E DORAVILLE STATION				Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	15	58	31	0	0	0	104

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	B FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	D BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	E DORAVILLE STATION				Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	11	70	23	0	0	0	104

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY

ON

Segment/Stop	Segment/Stop Description	B FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	D BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	E DORAVILLE STATION				Total
B	FROM 2859 CALDWELL RD NE TO Peachtree @ Malone Dr	0.0	6.3	0.0	0.0	0.0	0.0	6.3
D	BETWEEN Peachtree @ Malone & DORAVILLE STATION (Chamblee Station)	16.0	0.0	32.0	0.0	0.0	0.0	24.0
E	DORAVILLE STATION	0.0	19.5	0.0	0.0	0.0	0.0	19.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	16.0	11.6	32.0	0.0	0.0	0.0	15.1

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 341
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & Medical Center Station	MEDICAL CENTER STATION						Total
A	BROOKHAVEN STATION	0	4	0						4
B	BETWEEN BROOKHAVEN STATION & Medical Center Station	1	3	0						4
C	MEDICAL CENTER STATION	0	6	1						7
										0
										0
	Total	1	13	1	0	0	0	0	0	15

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & Medical Center Station	MEDICAL CENTER STATION						Total
A	BROOKHAVEN STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BROOKHAVEN STATION & Medical Center Station	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	MEDICAL CENTER STATION	0.00%	85.71%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & Medical Center Station	MEDICAL CENTER STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	48	68	53	0	0	0	0	0	169

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & Medical Center Station	MEDICAL CENTER STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	46	86	37	0	0	0	0	0	169

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON		A	B	C						
Segment/Stop	Segment/Stop Description	BROOKHAVEN STATION	BETWEEN BROOKHAVEN STATION & Medical Center Station	MEDICAL CENTER STATION						Total
A	BROOKHAVEN STATION	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5
B	BETWEEN BROOKHAVEN STATION & Medical Center Station	46.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	17.1
C	MEDICAL CENTER STATION	0.0	2.9	37.0	0.0	0.0	0.0	0.0	0.0	7.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	46.0	6.6	37.0	0.0	0.0	0.0	0.0	0.0	11.3

DATA EXPANSION FACTORS

ALL DAY
ROUTE: 364
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	WEST LAKE STATION						Total
A	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	0	0	11						11
B	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	1	0	9						10
C	WEST LAKE STATION	0	6	0						6
										0
										0
										0
	Total	1	6	20	0	0	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	WEST LAKE STATION						Total
A	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	WEST LAKE STATION	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A	B	C						
	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	WEST LAKE STATION						Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	152	150	0	0	0	0	0	302

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A	B	C						
	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	WEST LAKE STATION						Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	164	138	0	0	0	0	0	302

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am)

OFF

ON		A	B	C						
Segment/Stop	Segment/Stop Description	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	WEST LAKE STATION						Total
A	EOL Stops - BENJAMIN E MAYS DR @ BEECHER RD to Benjamin E Mays @ Boulevard Granada	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN BENJAMIN E MAYS DR @ BEECHER RD & WEST LAKE STATION	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	14.5
C	WEST LAKE STATION	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	26.2
		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	0.0	0.0	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	0.0	26.2	7.3	0.0	0.0	0.0	0.0	0.0	11.2

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 376
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM LAKEWOOD/FORT MCPHERSON STATION TO HARDEE AVE @ THORN AVE -EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	2						2
								0
								0
	Total	2	0	0	0	0	0	2

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM LAKEWOOD/FORT MCPHERSON STATION TO HARDEE AVE @ THORN AVE -EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & HARDEE AVE @ THORN AVE -EOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
C	HARDEE AVE @ THORN AVE - EOL	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

		B FROM LAKEWOOD/FORT MCPHERSON STATION TO HARDEE AVE @ THORN AVE -EOL						Total
	NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	37	0	0	0	0	0	37

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

		B FROM LAKEWOOD/FORT MCPHERSON STATION TO HARDEE AVE @ THORN AVE -EOL						Total
	NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	37	0	0	0	0	0	37

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B FROM LAKEWOOD/FORT MCPHERSON STATION TO HARDEE AVE @ THORN AVE -EOL						Total
A	LAKEWOOD/FORT MCPHERSON STATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	BETWEEN LAKEWOOD/FORT MCPHERSON STATION & HARDEE AVE @ THORN AVE -EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	HARDEE AVE @ THORN AVE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DATA EXPANSION FACTORS

TIME: ALL DAY
ROUTE: 397
SYSTEM: MARTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ALL DAY — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	BETWEEN EOL Stops & MEMORIAL ST	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	INMAN PARK/REYNOLDSTOWN STATION					Total
A	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	0	0	5	2					7
B	BETWEEN EOL Stops & MEMORIAL ST	0	0	0	3					3
C	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	2	2	7	2					13
D	INMAN PARK/REYNOLDSTOWN STATION	1	0	0	0					1
										0
										0
										0
										0
	Total	3	2	12	7	0	0	0	0	24

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ALL DAY — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	BETWEEN EOL Stops & MEMORIAL ST	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	INMAN PARK/REYNOLDSTOWN STATION					Total
A	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	0.00%	0.00%	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN EOL Stops & MEMORIAL ST	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	15.38%	15.38%	53.85%	15.38%	0.00%	0.00%	0.00%	0.00%	100%
D	INMAN PARK/REYNOLDSTOWN STATION	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

ALL DAY

	A	B	C	D					
	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	BETWEEN EOL Stops & MEMORIAL ST	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	INMAN PARK/REYNOLDSTOWN STATION					Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	77	17	108	38	0	0	0	0	240

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

ALL DAY

	A	B	C	D					
	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	BETWEEN EOL Stops & MEMORIAL ST	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	INMAN PARK/REYNOLDSTOWN STATION					Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	62	19	134	25	0	0	0	0	240

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ALL DAY — **OFF**

ON		A	B	C	D					
Segment/Stop	Segment/Stop Description	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	BETWEEN EOL Stops & MEMORIAL ST	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	INMAN PARK/REYNOLDSTOWN STATION					Total
A	EOL Stops- Between Atlana Ave SE @ Park to Confederate Ave @ Ormewood Ave	0.0	0.0	13.9	3.1	0.0	0.0	0.0	0.0	10.8
B	BETWEEN EOL Stops & MEMORIAL ST	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	4.9
C	BETWEEN Cherokee & Inman Park/Reynoldstown Station (King Memorial Station)	10.5	9.5	9.2	2.1	0.0	0.0	0.0	0.0	8.4
D	INMAN PARK/REYNOLDSTOWN STATION	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	20.7	9.5	11.2	3.6	0.0	0.0	0.0	0.0	10.0

DATA EXPANSION FACTORS

ROUTE: Blue 1 and 2
SYSTEM: HAT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

OFF

ON

Segment/Stop	Segment/Stop Description	A HAT Office Transfer Center	B Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0	0							0
B	Other Than HAT Office Transfer Center	1	7							8
										0
										0
										0
										0
										0
										0
	Total	1	7	0	0	0	0	0	0	8

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

OFF

ON

Segment/Stop	Segment/Stop Description	A HAT Office Transfer Center	B Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Other Than HAT Office Transfer Center	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A HAT Office Transfer Center	B Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF BOARDINGS ALL DAY	51	94	0	0	0	0	0	0	145

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A HAT Office Transfer Center	B Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	32	113	0	0	0	0	0	0	145

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

OFF

ON

Segment/Stop	Segment/Stop Description	A HAT Office Transfer Center	B Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Other Than HAT Office Transfer Center	32.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	18.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	32.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	18.1

DATA EXPANSION FACTORS

ROUTE: Red
SYSTEM: HAT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0	2							2
B	Other Than HAT Office Transfer Center	1	6							7
										0
										0
										0
										0
										0
										0
	Total	1	8	0	0	0	0	0	0	9

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Other Than HAT Office Transfer Center	14.29%	85.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B							
	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF BOARDINGS ALL DAY	18	46	0	0	0	0	0	0	64

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B							
	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	18	46	0	0	0	0	0	0	64

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	34.5	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0
B	Other Than HAT Office Transfer Center	18.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	18.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

ROUTE: Gold
SYSTEM: HAT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0	3							3
B	Other Than HAT Office Transfer Center	0	9							9
										0
										0
										0
										0
										0
										0
	Total	0	12	0	0	0	0	0	0	12

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Other Than HAT Office Transfer Center	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B							
	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF BOARDINGS ALL DAY	27	67	0	0	0	0	0	0	94

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B							
	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	21	73	0	0	0	0	0	0	94

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B							
Segment/Stop	Segment/Stop Description	HAT Office Transfer Center	Other Than HAT Office Transfer Center							Total
A	HAT Office Transfer Center	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
B	Other Than HAT Office Transfer Center	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.1

DATA EXPANSION FACTORS

ROUTE: 1 and 2
SYSTEM: CAT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF								
		A								
Segment/Stop	Segment/Stop Description	CAT ROUTE 1 AND 2								Total
A	CAT ROUTE 1 AND 2	13								13
										0
										0
										0
										0
										0
										0
										0
	Total	13	0	0	0	0	0	0	0	13

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF								
		A								
Segment/Stop	Segment/Stop Description	CAT ROUTE 1 AND 2								Total
A	CAT ROUTE 1 AND 2	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A								
	CAT ROUTE 1 AND 2								Total
TOTAL NUMBER OF BOARDINGS ALL DAY	56	0	0	0	0	0	0	0	56

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A								
	CAT ROUTE 1 AND 2								Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	56	0	0	0	0	0	0	0	56

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF								
		A								
Segment/Stop	Segment/Stop Description	CAT ROUTE 1 AND 2								Total
A	CAT ROUTE 1 AND 2	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3

DATA EXPANSION FACTORS

ROUTE: 500
SYSTEM: CTRAN

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	STOPS NOT AT THE AIRPORT TERMINAL							Total
A	AIRPORT TERMINAL	1	17							18
B	STOPS NOT AT THE AIRPORT TERMINAL	2	1							3
										0
										0
										0
										0
										0
										0
	Total	3	18	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	STOPS NOT AT THE AIRPORT TERMINAL							Total
A	AIRPORT TERMINAL	5.56%	94.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	STOPS NOT AT THE AIRPORT TERMINAL	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A AIRPORT TERMINAL	B STOPS NOT AT THE AIRPORT TERMINAL							Total
TOTAL NUMBER OF BOARDINGS ALL DAY	75	41	0	0	0	0	0	0	116

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A AIRPORT TERMINAL	B STOPS NOT AT THE AIRPORT TERMINAL							Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	40	76	0	0	0	0	0	0	116

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	STOPS NOT AT THE AIRPORT TERMINAL							Total
A	AIRPORT TERMINAL	7.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	4.1
B	STOPS NOT AT THE AIRPORT TERMINAL	16.5	9.3	0.0	0.0	0.0	0.0	0.0	0.0	14.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5.5

DATA EXPANSION FACTORS

ROUTE: 501
SYSTEM: CTRAN

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL AREA	BETWEEN MALL & JUSTICE CENTER	JUSTICE CENTER		Total
A	AIRPORT	1	21	2	3	6	7	2		42
B	BETWEEN AIRPORT AND CLAYTON STATE	14	1	1	2	1	1	0		20
C	CLAYTON STATE	4	0	0	0	0	0	0		4
D	WALMART	4	1	0	0	0	1	0		6
E	SOUTHLAKE MALL AREA	0	5	1	0	0	4	1		11
F	BETWEEN MALL & JUSTICE CENTER	9	4	0	0	4	6	0		23
G	JUSTICE CENTER	3	0	1	1	0	0	0		5
										0
	Total	35	32	5	6	11	19	3	0	111

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL AREA	BETWEEN MALL & JUSTICE CENTER	JUSTICE CENTER		Total
A	AIRPORT	2.38%	50.00%	4.76%	7.14%	14.29%	16.67%	4.76%	0.00%	100%
B	BETWEEN AIRPORT AND CLAYTON STATE	70.00%	5.00%	5.00%	10.00%	5.00%	5.00%	0.00%	0.00%	100%
C	CLAYTON STATE	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	WALMART	66.67%	16.67%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	100%
E	SOUTHLAKE MALL AREA	0.00%	45.45%	9.09%	0.00%	0.00%	36.36%	9.09%	0.00%	100%
F	BETWEEN MALL & JUSTICE CENTER	39.13%	17.39%	0.00%	0.00%	17.39%	26.09%	0.00%	0.00%	100%
G	JUSTICE CENTER	60.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C	D	E	F	G		
	AIRPORT	BETWEEN AIRPORT AND CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL AREA	BETWEEN MALL & JUSTICE CENTER	JUSTICE CENTER		Total
TOTAL NUMBER OF BOARDINGS ALL DAY	446	299	49	88	152	329	79	0	1442

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C	D	E	F	G		
	AIRPORT	BETWEEN AIRPORT AND CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL AREA	BETWEEN MALL & JUSTICE CENTER	JUSTICE CENTER		Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	490	275	69	78	128	226	176	0	1442

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C	D	E	F	G		
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL AREA	BETWEEN MALL & JUSTICE CENTER	JUSTICE CENTER		Total
A	AIRPORT	8.9	7.6	10.9	9.9	9.1	9.3	57.0	0.0	10.8
B	BETWEEN AIRPORT AND CLAYTON STATE	14.4	12.3	17.6	16.0	14.7	15.0	0.0	0.0	14.7
C	CLAYTON STATE	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
D	WALMART	14.7	12.5	0.0	0.0	0.0	15.3	0.0	0.0	14.4
E	SOUTHLAKE MALL AREA	0.0	8.3	11.8	0.0	0.0	10.1	62.0	0.0	14.1
F	BETWEEN MALL & JUSTICE CENTER	14.4	12.3	0.0	0.0	14.7	15.0	0.0	0.0	14.2
G	JUSTICE CENTER	14.5	0.0	17.8	16.2	0.0	0.0	0.0	0.0	15.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	14.0	8.6	13.8	13.0	11.6	11.9	58.7	0.0	13.0

DATA EXPANSION FACTORS

ROUTE: 502
SYSTEM: CTRAN

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	BETWEEN AIRPORT & CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL TO COURTHOUSE				Total
A	AIRPORT TERMINAL	1	12	4	1	7				25
B	BETWEEN AIRPORT & CLAYTON STATE	5	0	1	0	7				13
C	CLAYTON STATE	7	0	0	0	1				8
D	WALMART	7	1	0	0	0				8
E	SOUTHLAKE MALL TO COURTHOUSE	11	2	0	2	7				22
										0
										0
										0
	Total	31	15	5	3	22	0	0	0	76

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	BETWEEN AIRPORT & CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL TO COURTHOUSE				Total
A	AIRPORT TERMINAL	4.00%	48.00%	16.00%	4.00%	28.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AIRPORT & CLAYTON STATE	38.46%	0.00%	7.69%	0.00%	53.85%	0.00%	0.00%	0.00%	100%
C	CLAYTON STATE	87.50%	0.00%	0.00%	0.00%	12.50%	0.00%	0.00%	0.00%	100%
D	WALMART	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
E	SOUTHLAKE MALL TO COURTHOUSE	50.00%	9.09%	0.00%	9.09%	31.82%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C	D	E				
	AIRPORT TERMINAL	BETWEEN AIRPORT & CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL TO COURTHOUSE				Total
TOTAL NUMBER OF BOARDINGS ALL DAY	361	200	78	78	217	0	0	0	934

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C	D	E				
	AIRPORT TERMINAL	BETWEEN AIRPORT & CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL TO COURTHOUSE				Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	339	195	70	83	247	0	0	0	934

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C	D	E				
Segment/Stop	Segment/Stop Description	AIRPORT TERMINAL	BETWEEN AIRPORT & CLAYTON STATE	CLAYTON STATE	WALMART	SOUTHLAKE MALL TO COURTHOUSE				Total
A	AIRPORT TERMINAL	14.8	14.0	13.6	37.1	12.3	0.0	0.0	0.0	14.4
B	BETWEEN AIRPORT & CLAYTON STATE	17.0	0.0	15.6	0.0	14.2	0.0	0.0	0.0	15.4
C	CLAYTON STATE	10.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	9.8
D	WALMART	9.8	9.3	0.0	0.0	0.0	0.0	0.0	0.0	9.8
E	SOUTHLAKE MALL TO COURTHOUSE	9.1	8.7	0.0	23.0	7.6	0.0	0.0	0.0	9.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.9	13.0	14.0	27.7	11.2	0.0	0.0	0.0	12.3

DATA EXPANSION FACTORS

ROUTE: 503
SYSTEM: CTRAN

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT & RIVERDALE	BETWEEN RIVERDALE & MT ZION						Total
A	AIRPORT	1	28	40						69
B	BETWEEN AIRPORT & RIVERDALE	26	1	11						38
C	BETWEEN RIVERDALE & MT ZION	44	8	26						78
										0
										0
										0
										0
										0
	Total	71	37	77	0	0	0	0	0	185

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT & RIVERDALE	BETWEEN RIVERDALE & MT ZION						Total
A	AIRPORT	1.45%	40.58%	57.97%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AIRPORT & RIVERDALE	68.42%	2.63%	28.95%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN RIVERDALE & MT ZION	56.41%	10.26%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	AIRPORT	BETWEEN AIRPORT & RIVERDALE	BETWEEN RIVERDALE & MT ZION						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	679	623	925	0	0	0	0	0	2227

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	AIRPORT	BETWEEN AIRPORT & RIVERDALE	BETWEEN RIVERDALE & MT ZION						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	745	590	892	0	0	0	0	0	2227

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT & RIVERDALE	BETWEEN RIVERDALE & MT ZION						Total
A	AIRPORT	5.2	13.0	7.9	0.0	0.0	0.0	0.0	0.0	9.9
B	BETWEEN AIRPORT & RIVERDALE	13.9	34.9	20.7	0.0	0.0	0.0	0.0	0.0	16.4
C	BETWEEN RIVERDALE & MT ZION	9.0	22.4	13.4	0.0	0.0	0.0	0.0	0.0	11.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.7	15.6	11.6	0.0	0.0	0.0	0.0	0.0	12.0

DATA EXPANSION FACTORS

ROUTE: 504
SYSTEM: CTRAN

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	JUSTICE CENTER					Total
A	AIRPORT	6	35	54	8					103
B	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	16	3	9	0					28
C	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	81	7	17	0					105
D	JUSTICE CENTER	25	5	5	0					35
										0
										0
										0
										0
	Total	128	50	85	8	0	0	0	0	271

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	JUSTICE CENTER					Total
A	AIRPORT	5.83%	33.98%	52.43%	7.77%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	57.14%	10.71%	32.14%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	77.14%	6.67%	16.19%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
D	JUSTICE CENTER	71.43%	14.29%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A AIRPORT	B BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	C BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	D JUSTICE CENTER					Total
TOTAL NUMBER OF BOARDINGS ALL DAY	1355	934	1124	171	0	0	0	0	3584

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A AIRPORT	B BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	C BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	D JUSTICE CENTER					Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	1496	643	1215	230	0	0	0	0	3584

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	AIRPORT	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	JUSTICE CENTER					Total
A	AIRPORT	10.4	12.0	12.1	28.3	0.0	0.0	0.0	0.0	13.2
B	BETWEEN AIRPORT AND DOWNTOWN RIVERDALE	31.2	35.8	36.2	0.0	0.0	0.0	0.0	0.0	33.3
C	BETWEEN DOWNTOWN RIVERDALE AND JUSTICE CENTER	10.3	11.8	11.9	0.0	0.0	0.0	0.0	0.0	10.6
D	JUSTICE CENTER	4.6	5.4	5.4	0.0	0.0	0.0	0.0	0.0	4.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.8	12.8	14.2	28.3	0.0	0.0	0.0	0.0	13.2

DATA EXPANSION FACTORS

ROUTE: 10
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center (MTC)/Marietta Pkwy	Cobb Pkwy/Cumberland Transfer Center	Downtown Atlanta/Arts Center Station						Total
A	Marietta Transfer Center (MTC)/Marietta Pkwy	3	45	51						99
B	Cobb Pkwy/Cumberland Transfer Center	18	9	75						102
C	Downtown Atlanta/Arts Center Station	53	141	1						195
										0
										0
										0
										0
										0
	Total	74	195	127	0	0	0	0	0	396

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center (MTC)/Marietta Pkwy	Cobb Pkwy/Cumberland Transfer Center	Downtown Atlanta/Arts Center Station						Total
A	Marietta Transfer Center (MTC)/Marietta Pkwy	3.03%	45.45%	51.52%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Cobb Pkwy/Cumberland Transfer Center	17.65%	8.82%	73.53%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Downtown Atlanta/Arts Center Station	27.18%	72.31%	0.51%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A Marietta Transfer Center (MTC)/Marietta Pkwy	B Cobb Pkwy/Cumberland Transfer Center	C Downtown Atlanta/Arts Center Station						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	954	1674	1184	0	0	0	0	0	3812

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A Marietta Transfer Center (MTC)/Marietta Pkwy	B Cobb Pkwy/Cumberland Transfer Center	C Downtown Atlanta/Arts Center Station						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	748	1881	1183	0	0	0	0	0	3812

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center (MTC)/Marietta Pkwy	Cobb Pkwy/Cumberland Transfer Center	Downtown Atlanta/Arts Center Station						Total
A	Marietta Transfer Center (MTC)/Marietta Pkwy	11.1	14.2	5.6	0.0	0.0	0.0	0.0	0.0	9.7
B	Cobb Pkwy/Cumberland Transfer Center	24.7	31.6	12.5	0.0	0.0	0.0	0.0	0.0	16.3
C	Downtown Atlanta/Arts Center Station	5.1	6.5	2.5	0.0	0.0	0.0	0.0	0.0	6.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.1	9.4	9.6	0.0	0.0	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 10A
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	7							7
B	Outside Fulton County/Downtown Atlanta	1							1
									0
									0
									0
									0
									0
									0
	Total	8	0	0	0	0	0	0	8

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	4	0	0	0	0	0	0	49

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	49	0	0	0	0	0	0	49

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)
ON

Segment/Stop	Segment/Stop Description	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
B	Outside Fulton County/Downtown Atlanta	4.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 10A
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	2	1							3
										0
										0
										0
										0
										0
										0
	Total	2	3	0	0	0	0	0	0	5

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	17	33	0	0	0	0	0	0	50

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	18	32	0	0	0	0	0	0	50

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	8.6
B	Outside Fulton County/Downtown Atlanta	9.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	10.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 10B
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	10							11
										0
										0
										0
										0
										0
										0
	Total	1	10	0	0	0	0	0	0	11

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	9.09%	90.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	47	0	0	0	0	0	0	0	47

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	2	45	0	0	0	0	0	0	47

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	2.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 10B
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	7	1							8
										0
										0
										0
										0
										0
										0
	Total	7	2	0	0	0	0	0	0	9

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	3	42	0	0	0	0	0	0	45

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	40	5	0	0	0	0	0	0	45

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7
B	Outside Fulton County/Downtown Atlanta	5.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	5.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 10C
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	11							12
B	Outside Fulton County/Downtown Atlanta	0	2							2
										0
										0
										0
										0
										0
										0
	Total	1	13	0	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	8.33%	91.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	50	8	0	0	0	0	0	0	58

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	4	54	0	0	0	0	0	0	58

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	4.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2
B	Outside Fulton County/Downtown Atlanta	0.0	4.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 10C
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) — OFF

ON — A

Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta							Total
B	Outside Fulton County/Downtown Atlanta	4							4
									0
									0
									0
									0
									0
									0
	Total	4	0	0	0	0	0	0	4

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) — OFF

ON — A

Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta							Total
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A							
	Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	0	0	0	0	0	0	52

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A							
	Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	52	0	0	0	0	0	0	52

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) — OFF

ON — A

Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta							Total
B	Outside Fulton County/Downtown Atlanta	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	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	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0

DATA EXPANSION FACTORS

ROUTE: 15
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between Marietta Transfer Center and County Services Pkwy	County Services Pkwy	Austell Road to Wildwood Pkwy					Total
A	Marietta Transfer Center	1	8	10	17					36
B	Between Marietta Transfer Center and County Services Pkwy	6	3	4	14					27
C	County Services Pkwy	6	3	1	14					24
D	Austell Road to Wildwood Pkwy	11	6	12	38					67
										0
										0
										0
										0
	Total	24	20	27	83	0	0	0	0	154

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between Marietta Transfer Center and County Services Pkwy	County Services Pkwy	Austell Road to Wildwood Pkwy					Total
A	Marietta Transfer Center	2.78%	22.22%	27.78%	47.22%	0.00%	0.00%	0.00%	0.00%	100%
B	Between Marietta Transfer Center and County Services Pkwy	22.22%	11.11%	14.81%	51.85%	0.00%	0.00%	0.00%	0.00%	100%
C	County Services Pkwy	25.00%	12.50%	4.17%	58.33%	0.00%	0.00%	0.00%	0.00%	100%
D	Austell Road to Wildwood Pkwy	16.42%	8.96%	17.91%	56.72%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C	D					
	Marietta Transfer Center	Between Marietta Transfer Center and County Services Pkwy	County Services Pkwy	Austell Road to Wildwood Pkwy					Total
TOTAL NUMBER OF BOARDINGS ALL DAY	248	324	188	710	0	0	0	0	1470

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C	D					
	Marietta Transfer Center	Between Marietta Transfer Center and County Services Pkwy	County Services Pkwy	Austell Road to Wildwood Pkwy					Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	291	262	162	755	0	0	0	0	1470

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between Marietta Transfer Center and County Services Pkwy	County Services Pkwy	Austell Road to Wildwood Pkwy					Total
A	Marietta Transfer Center	8.5	10.3	4.5	6.6	0.0	0.0	0.0	0.0	6.9
B	Between Marietta Transfer Center and County Services Pkwy	14.3	17.3	7.5	11.2	0.0	0.0	0.0	0.0	12.0
C	County Services Pkwy	8.9	10.8	4.7	7.0	0.0	0.0	0.0	0.0	7.8
D	Austell Road to Wildwood Pkwy	13.1	15.9	6.9	10.2	0.0	0.0	0.0	0.0	10.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.1	13.1	6.0	9.1	0.0	0.0	0.0	0.0	9.5

DATA EXPANSION FACTORS

ROUTE: 20
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	MARIETTA TRANSFER CENTER	BETWEEN MTC AND CTC	CUMBERLAND TRANSFER CENTER						Total
A	MARIETTA TRANSFER CENTER	1	17	2						20
B	BETWEEN MTC AND CTC	26	29	34						89
C	CUMBERLAND TRANSFER CENTER	4	24	6						34
										0
										0
										0
										0
										0
	Total	31	70	42	0	0	0	0	0	143

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	MARIETTA TRANSFER CENTER	BETWEEN MTC AND CTC	CUMBERLAND TRANSFER CENTER						Total
A	MARIETTA TRANSFER CENTER	5.00%	85.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	BETWEEN MTC AND CTC	29.21%	32.58%	38.20%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	CUMBERLAND TRANSFER CENTER	11.76%	70.59%	17.65%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	MARIETTA TRANSFER CENTER	BETWEEN MTC AND CTC	CUMBERLAND TRANSFER CENTER						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	218	1055	239	0	0	0	0	0	1512

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	MARIETTA TRANSFER CENTER	BETWEEN MTC AND CTC	CUMBERLAND TRANSFER CENTER						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	264	932	316	0	0	0	0	0	1512

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	MARIETTA TRANSFER CENTER	BETWEEN MTC AND CTC	CUMBERLAND TRANSFER CENTER						Total
A	MARIETTA TRANSFER CENTER	6.0	11.9	5.4	0.0	0.0	0.0	0.0	0.0	10.9
B	BETWEEN MTC AND CTC	9.3	18.3	8.3	0.0	0.0	0.0	0.0	0.0	11.8
C	CUMBERLAND TRANSFER CENTER	4.2	8.3	3.8	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.5	13.3	7.5	0.0	0.0	0.0	0.0	0.0	10.6

DATA EXPANSION FACTORS

ROUTE: 30
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	S Marietta Pkwy/Austell Road	EW Connector to Six Flags	Six Flags/HE Holmes					Total
A	Marietta Transfer Center	2	13	13	17					45
B	S Marietta Pkwy/Austell Road	14	14	9	20					57
C	EW Connector to Six Flags	14	4	6	23					47
D	Six Flags/HE Holmes	15	18	42	38					113
										0
										0
										0
										0
	Total	45	49	70	98	0	0	0	0	262

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	S Marietta Pkwy/Austell Road	EW Connector to Six Flags	Six Flags/HE Holmes					Total
A	Marietta Transfer Center	4.44%	28.89%	28.89%	37.78%	0.00%	0.00%	0.00%	0.00%	100%
B	S Marietta Pkwy/Austell Road	24.56%	24.56%	15.79%	35.09%	0.00%	0.00%	0.00%	0.00%	100%
C	EW Connector to Six Flags	29.79%	8.51%	12.77%	48.94%	0.00%	0.00%	0.00%	0.00%	100%
D	Six Flags/HE Holmes	13.27%	15.93%	37.17%	33.63%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C	D					
	Marietta Transfer Center	S Marietta Pkwy/Austell Road	EW Connector to Six Flags	Six Flags/HE Holmes					Total
TOTAL NUMBER OF BOARDINGS ALL DAY	343	1010	490	1147	0	0	0	0	2990

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C	D					
	Marietta Transfer Center	S Marietta Pkwy/Austell Road	EW Connector to Six Flags	Six Flags/HE Holmes					Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	495	990	500	1005	0	0	0	0	2990

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C	D					
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	S Marietta Pkwy/Austell Road	EW Connector to Six Flags	Six Flags/HE Holmes					Total
A	Marietta Transfer Center	6.2	12.5	4.7	6.4	0.0	0.0	0.0	0.0	7.6
B	S Marietta Pkwy/Austell Road	14.6	29.2	10.9	14.9	0.0	0.0	0.0	0.0	17.7
C	EW Connector to Six Flags	9.8	19.6	7.3	10.0	0.0	0.0	0.0	0.0	10.4
D	Six Flags/HE Holmes	9.4	18.9	7.1	9.7	0.0	0.0	0.0	0.0	10.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	11.0	20.2	7.1	10.3	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

ROUTE: 35
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0	4	2						6
B	DOWNTOWN AUSTELL TO SIX FLAGS	0	0	5						5
C	HE HOLMES STATION	4	3	0						7
										0
										0
										0
										0
										0
	Total	4	7	7	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	DOWNTOWN AUSTELL TO SIX FLAGS	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HE HOLMES STATION	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A COBB HOSPITAL/AUSTELL ROAD	B DOWNTOWN AUSTELL TO SIX FLAGS	C HE HOLMES STATION						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	47	43	50	0	0	0	0	0	140

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A COBB HOSPITAL/AUSTELL ROAD	B DOWNTOWN AUSTELL TO SIX FLAGS	C HE HOLMES STATION						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	24	63	53	0	0	0	0	0	140

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0.0	9.0	5.8	0.0	0.0	0.0	0.0	0.0	7.9
B	DOWNTOWN AUSTELL TO SIX FLAGS	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3
C	HE HOLMES STATION	6.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	9.0	7.6	0.0	0.0	0.0	0.0	0.0	7.8

DATA EXPANSION FACTORS

ROUTE: 40
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	3	15	11						29
B	MTC to Bells Ferry Road	5	2	2						9
C	Barrett Pkwy to Kennesaw Street	12	8	6						26
										0
										0
										0
										0
										0
	Total	20	25	19	0	0	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	10.34%	51.72%	37.93%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	MTC to Bells Ferry Road	55.56%	22.22%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Barrett Pkwy to Kennesaw Street	46.15%	30.77%	23.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	236	239	256	0	0	0	0	0	731

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	265	203	263	0	0	0	0	0	731

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	7.7	6.5	10.5	0.0	0.0	0.0	0.0	0.0	8.1
B	MTC to Bells Ferry Road	25.5	21.2	34.6	0.0	0.0	0.0	0.0	0.0	26.6
C	Barrett Pkwy to Kennesaw Street	9.5	8.0	13.0	0.0	0.0	0.0	0.0	0.0	9.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	8.1	13.8	0.0	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

ROUTE: 45
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	MTC/Marietta Square	Cobb Pkwy/Town Center/Kennesaw							Total
A	MTC/Marietta Square	9	27							36
B	Cobb Pkwy/Town Center/Kennesaw	14	7							21
										0
										0
										0
										0
										0
										0
	Total	23	34	0	0	0	0	0	0	57

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	MTC/Marietta Square	Cobb Pkwy/Town Center/Kennesaw							Total
A	MTC/Marietta Square	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Cobb Pkwy/Town Center/Kennesaw	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B							
	MTC/Marietta Square	Cobb Pkwy/Town Center/Kennesaw							Total
TOTAL NUMBER OF BOARDINGS ALL DAY	296	290	0	0	0	0	0	0	586

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B							
	MTC/Marietta Square	Cobb Pkwy/Town Center/Kennesaw							Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	239	347	0	0	0	0	0	0	586

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	OFF B							
Segment/Stop	Segment/Stop Description	MTC/Marietta Square	Cobb Pkwy/Town Center/Kennesaw							Total
A	MTC/Marietta Square	6.9	8.7	0.0	0.0	0.0	0.0	0.0	0.0	8.2
B	Cobb Pkwy/Town Center/Kennesaw	12.7	16.1	0.0	0.0	0.0	0.0	0.0	0.0	13.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.4	10.2	0.0	0.0	0.0	0.0	0.0	0.0	10.3

DATA EXPANSION FACTORS

ROUTE: 50
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC AND CTC	Cumberland Transfer Center						Total
A	Marietta Transfer Center	6	25	14						45
B	Between MTC AND CTC	14	24	35						73
C	Cumberland Transfer Center	5	24	9						38
										0
										0
										0
										0
										0
	Total	25	73	58	0	0	0	0	0	156

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC AND CTC	Cumberland Transfer Center						Total
A	Marietta Transfer Center	13.33%	55.56%	31.11%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between MTC AND CTC	19.18%	32.88%	47.95%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Cumberland Transfer Center	13.16%	63.16%	23.68%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Marietta Transfer Center	Between MTC AND CTC	Cumberland Transfer Center						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	355	934	168	0	0	0	0	0	1457

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Marietta Transfer Center	Between MTC AND CTC	Cumberland Transfer Center						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	391	875	191	0	0	0	0	0	1457

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC AND CTC	Cumberland Transfer Center						Total
A	Marietta Transfer Center	10.9	10.4	2.2	0.0	0.0	0.0	0.0	0.0	7.9
B	Between MTC AND CTC	21.2	20.3	4.3	0.0	0.0	0.0	0.0	0.0	12.8
C	Cumberland Transfer Center	5.7	5.4	1.1	0.0	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	15.6	12.0	3.3	0.0	0.0	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

ROUTE: 65
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	2	13	1						16
B	Between MTC and Dunwoody Station	13	8	7						28
C	Dunwoody Station	3	13	0						16
										0
										0
										0
										0
										0
	Total	18	34	8	0	0	0	0	0	60

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	12.50%	81.25%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between MTC and Dunwoody Station	46.43%	28.57%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Dunwoody Station	18.75%	81.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	137	270	88	0	0	0	0	0	495

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	79	343	73	0	0	0	0	0	495

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	3.0	9.7	5.6	0.0	0.0	0.0	0.0	0.0	8.6
B	Between MTC and Dunwoody Station	5.2	16.7	9.6	0.0	0.0	0.0	0.0	0.0	9.6
C	Dunwoody Station	2.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.4	10.1	9.1	0.0	0.0	0.0	0.0	0.0	8.3

DATA EXPANSION FACTORS

ROUTE: 70
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	2	13	1						16
B	Between MTC and Dunwoody Station	13	8	7						28
C	Dunwoody Station	3	13	0						16
										0
										0
										0
										0
										0
	Total	18	34	8	0	0	0	0	0	60

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	12.50%	81.25%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Between MTC and Dunwoody Station	46.43%	28.57%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Dunwoody Station	18.75%	81.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	137	270	88	0	0	0	0	0	495

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	79	343	73	0	0	0	0	0	495

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center	Between MTC and Dunwoody Station	Dunwoody Station						Total
A	Marietta Transfer Center	3.0	9.7	5.6	0.0	0.0	0.0	0.0	0.0	8.6
B	Between MTC and Dunwoody Station	5.2	16.7	9.6	0.0	0.0	0.0	0.0	0.0	9.6
C	Dunwoody Station	2.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.4	10.1	9.1	0.0	0.0	0.0	0.0	0.0	8.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 100
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	19	0							19
										0
										0
										0
										0
										0
										0
	Total	19	2	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	6	96	0	0	0	0	0	0	102

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	96	6	0	0	0	0	0	0	102

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
B	Outside Fulton County/Downtown Atlanta	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 100
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	26							26
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	26	0	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	103	5	0	0	0	0	0	0	108

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	5	103	0	0	0	0	0	0	108

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
B	Outside Fulton County/Downtown Atlanta	2.5	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 101
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	20	0							20
										0
										0
										0
										0
										0
										0
	Total	20	1	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	4	110	0	0	0	0	0	0	114

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	110	4	0	0	0	0	0	0	114

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
B	Outside Fulton County/Downtown Atlanta	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 101
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	34							35
B	Outside Fulton County/Downtown Atlanta	6	1							7
										0
										0
										0
										0
										0
										0
	Total	7	35	0	0	0	0	0	0	42

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	2.86%	97.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	85.71%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	99	13	0	0	0	0	0	0	112

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	13	99	0	0	0	0	0	0	112

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	2.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.8
B	Outside Fulton County/Downtown Atlanta	1.8	2.1	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 102
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	33	0							33
										0
										0
										0
										0
										0
										0
	Total	33	0	0	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	88	0	0	0	0	0	0	88

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	88	0	0	0	0	0	0	0	88

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	2.7	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 102
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	30							30
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	30	0	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	82	0	0	0	0	0	0	0	82

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	82	0	0	0	0	0	0	82

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7

DATA EXPANSION FACTORS

ROUTE: 10
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station Area	Buford Highway/Norcross Transfer/Beaver Ruin	Satellite Road/GTC/Discover Mills						Total
A	Doraville Station Area	2	17	26						45
B	Buford Highway/Norcross Transfer/Beaver Ruin	14	2	3						19
C	Satellite Road/GTC/Discover Mills	38	7	9						54
										0
										0
										0
										0
										0
	Total	54	26	38	0	0	0	0	0	118

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station Area	Buford Highway/Norcross Transfer/Beaver Ruin	Satellite Road/GTC/Discover Mills						Total
A	Doraville Station Area	4.44%	37.78%	57.78%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Buford Highway/Norcross Transfer/Beaver Ruin	73.68%	10.53%	15.79%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Satellite Road/GTC/Discover Mills	70.37%	12.96%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Doraville Station Area	Buford Highway/Norcross Transfer/Beaver Ruin	Satellite Road/GTC/Discover Mills						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	863	668	375	0	0	0	0	0	1906

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Doraville Station Area	Buford Highway/Norcross Transfer/Beaver Ruin	Satellite Road/GTC/Discover Mills						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	637	611	658	0	0	0	0	0	1906

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Doraville Station Area	Buford Highway/Norcross Transfer/Beaver Ruin	Satellite Road/GTC/Discover Mills						Total
A	Doraville Station Area	11.3	23.7	17.1	0.0	0.0	0.0	0.0	0.0	19.3
B	Buford Highway/Norcross Transfer/Beaver Ruin	29.4	60.3	43.5	0.0	0.0	0.0	0.0	0.0	34.8
C	Satellite Road/GTC/Discover Mills	5.7	11.6	8.4	0.0	0.0	0.0	0.0	0.0	6.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	12.0	23.3	17.1	0.0	0.0	0.0	0.0	0.0	16.1

DATA EXPANSION FACTORS

ROUTE: 20
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	North Norcross and Jim Carter/Buford Highway	South Norcross/Graves	Indian Trail/Singleton						Total
A	North Norcross and Jim Carter/Buford Highway	0	3	2						5
B	South Norcross/Graves	1	0	1						2
C	Indian Trail/Singleton	9	0	0						9
										0
										0
										0
										0
										0
	Total	10	3	3	0	0	0	0	0	16

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	North Norcross and Jim Carter/Buford Highway	South Norcross/Graves	Indian Trail/Singleton						Total
A	North Norcross and Jim Carter/Buford Highway	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	South Norcross/Graves	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Indian Trail/Singleton	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	North Norcross and Jim Carter/Buford Highway	South Norcross/Graves	Indian Trail/Singleton						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	221	61	185	0	0	0	0	0	467

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	North Norcross and Jim Carter/Buford Highway	South Norcross/Graves	Indian Trail/Singleton						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	224	127	116	0	0	0	0	0	467

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	North Norcross and Jim Carter/Buford Highway	South Norcross/Graves	Indian Trail/Singleton						Total
A	North Norcross and Jim Carter/Buford Highway	52.4	42.3	44.0	0.0	0.0	0.0	0.0	0.0	43.0
B	South Norcross/Graves	33.4	0.0	28.0	0.0	0.0	0.0	0.0	0.0	30.7
C	Indian Trail/Singleton	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	22.4	42.3	38.7	0.0	0.0	0.0	0.0	0.0	29.2

DATA EXPANSION FACTORS

ROUTE: 30
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF								
Segment/Stop	Segment/Stop Description	A North Section With GCT/Gwinnett Place Mall	B Middle Section South of GCT and North of Indian Trail	C South Section of GCT with Indian Trail and Lilburn Loop						Total
A	North Section With GCT/Gwinnett Place Mall	14	5	5						24
C	From the Middle Section South of GCT and North of Indian Trail to the South Section of GCT with Indian Trail and Lilburn Loop	4	3	2						9
										0
										0
										0
										0
										0
	Total	18	8	7	0	0	0	0	0	33

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF								
Segment/Stop	Segment/Stop Description	A North Section With GCT/Gwinnett Place Mall	B Middle Section South of GCT and North of Indian Trail	C South Section of GCT with Indian Trail and Lilburn Loop						Total
A	North Section With GCT/Gwinnett Place Mall	58.33%	20.83%	20.83%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	From the Middle Section South of GCT and North of Indian Trail to the South Section of GCT with Indian Trail and Lilburn Loop	44.44%	33.33%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A North Section With GCT/Gwinnett Place Mall	B Middle Section South of GCT and North of Indian Trail	C South Section of GCT with Indian Trail and Lilburn Loop						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	413	0	204	0	0	0	0	0	617

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A North Section With GCT/Gwinnett Place Mall	B Middle Section South of GCT and North of Indian Trail	C South Section of GCT with Indian Trail and Lilburn Loop						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	333	235	49	0	0	0	0	0	617

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF								
Segment/Stop	Segment/Stop Description	A North Section With GCT/Gwinnett Place Mall	B Middle Section South of GCT and North of Indian Trail	C South Section of GCT with Indian Trail and Lilburn Loop						Total
A	North Section With GCT/Gwinnett Place Mall	17.5	26.9	6.5	0.0	0.0	0.0	0.0	0.0	17.2
C	From the Middle Section South of GCT and North of Indian Trail to the South Section of GCT with Indian Trail and Lilburn Loop	21.8	33.5	8.1	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	18.5	29.4	7.0	0.0	0.0	0.0	0.0	0.0	18.7

DATA EXPANSION FACTORS

ROUTE: 35
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0	4	2						6
B	DOWNTOWN AUSTELL TO SIX FLAGS	0	0	5						5
C	HE HOLMES STATION	4	3	0						7
										0
										0
										0
										0
										0
	Total	4	7	7	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	DOWNTOWN AUSTELL TO SIX FLAGS	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	HE HOLMES STATION	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A COBB HOSPITAL/AUSTELL ROAD	B DOWNTOWN AUSTELL TO SIX FLAGS	C HE HOLMES STATION						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	47	43	50	0	0	0	0	0	140

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A COBB HOSPITAL/AUSTELL ROAD	B DOWNTOWN AUSTELL TO SIX FLAGS	C HE HOLMES STATION						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	24	63	53	0	0	0	0	0	140

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	COBB HOSPITAL/AUSTELL ROAD	DOWNTOWN AUSTELL TO SIX FLAGS	HE HOLMES STATION						Total
A	COBB HOSPITAL/AUSTELL ROAD	0.0	9.0	5.8	0.0	0.0	0.0	0.0	0.0	7.9
B	DOWNTOWN AUSTELL TO SIX FLAGS	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3
C	HE HOLMES STATION	6.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	9.0	7.6	0.0	0.0	0.0	0.0	0.0	7.8

DATA EXPANSION FACTORS

ROUTE: 40
SYSTEM: CCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	3	15	11						29
B	MTC to Bells Ferry Road	5	2	2						9
C	Barrett Pkwy to Kennesaw Street	12	8	6						26
										0
										0
										0
										0
										0
	Total	20	25	19	0	0	0	0	0	64

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	10.34%	51.72%	37.93%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	MTC to Bells Ferry Road	55.56%	22.22%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
C	Barrett Pkwy to Kennesaw Street	46.15%	30.77%	23.08%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

	A	B	C						
	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
TOTAL NUMBER OF BOARDINGS ALL DAY	236	239	256	0	0	0	0	0	731

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

	A	B	C						
	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
TOTAL NUMBER OF ALIGHTINGS ALL DAY	265	203	263	0	0	0	0	0	731

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

ON		OFF A	B	C						
Segment/Stop	Segment/Stop Description	Marietta Transfer Center/Fairground	MTC to Bells Ferry Road	Barrett Pkwy to Kennesaw Street						Total
A	Marietta Transfer Center/Fairground	7.7	6.5	10.5	0.0	0.0	0.0	0.0	0.0	8.1
B	MTC to Bells Ferry Road	25.5	21.2	34.6	0.0	0.0	0.0	0.0	0.0	26.6
C	Barrett Pkwy to Kennesaw Street	9.5	8.0	13.0	0.0	0.0	0.0	0.0	0.0	9.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	13.3	8.1	13.8	0.0	0.0	0.0	0.0	0.0	11.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 101
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	3							3
B	Outside Fulton County/Downtown Atlanta	38	0							38
										0
										0
										0
										0
										0
										0
	Total	38	3	0	0	0	0	0	0	41

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	19	253	0	0	0	0	0	0	272

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	253	19	0	0	0	0	0	0	272

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3
B	Outside Fulton County/Downtown Atlanta	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.7	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 101
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	47							47
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	47	0	0	0	0	0	0	47

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	288	0	0	0	0	0	0	0	288

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	288	0	0	0	0	0	0	288

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.1
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 102
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	18	0							18
										0
										0
										0
										0
										0
										0
	Total	18	0	0	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	104	0	0	0	0	0	0	104

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	104	0	0	0	0	0	0	0	104

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 102
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	14							14
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	14	0	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	114	0	0	0	0	0	0	0	114

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	114	0	0	0	0	0	0	114

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	8.1
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	8.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 103
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	3							3
B	Outside Fulton County/Downtown Atlanta	52	1							53
										0
										0
										0
										0
										0
										0
	Total	52	4	0	0	0	0	0	0	56

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	98.11%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	5	523	0	0	0	0	0	0	528

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	523	5	0	0	0	0	0	0	528

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2
B	Outside Fulton County/Downtown Atlanta	10.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0	9.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.1	1.3	0.0	0.0	0.0	0.0	0.0	0.0	9.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 103
SYSTEM: GCT

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	46							46
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	46	0	0	0	0	0	0	48

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	529	21	0	0	0	0	0	0	550

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	21	529	0	0	0	0	0	0	550

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5
B	Outside Fulton County/Downtown Atlanta	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 400
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	28	0							28
										0
										0
										0
										0
										0
										0
	Total	28	0	0	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B							
	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	124	0	0	0	0	0	0	124

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B							
	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	124	0	0	0	0	0	0	0	124

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 400
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	19							19
B	Outside Fulton County/Downtown Atlanta	1	0							1
										0
										0
										0
										0
										0
										0
	Total	1	19	0	0	0	0	0	0	20

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	121	6	0	0	0	0	0	0	127

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	6	121	0	0	0	0	0	0	127

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
B	Outside Fulton County/Downtown Atlanta	6.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 408
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	9							9
B	Outside Fulton County/Downtown Atlanta	3	6							9
										0
										0
										0
										0
										0
										0
	Total	3	15	0	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	60	60	0	0	0	0	0	0	120

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	20	100	0	0	0	0	0	0	120

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7
B	Outside Fulton County/Downtown Atlanta	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 408
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	5							5
B	Outside Fulton County/Downtown Atlanta	2	13							15
										0
										0
										0
										0
										0
										0
	Total	2	18	0	0	0	0	0	0	20

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	13.33%	86.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	31	93	0	0	0	0	0	0	124

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	112	0	0	0	0	0	0	124

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	6.2
B	Outside Fulton County/Downtown Atlanta	6.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	6.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	6.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 410
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	33	0							33
										0
										0
										0
										0
										0
										0
	Total	33	2	0	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	4	55	0	0	0	0	0	0	59

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	55	4	0	0	0	0	0	0	59

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
B	Outside Fulton County/Downtown Atlanta	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 410
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	13							13
B	Outside Fulton County/Downtown Atlanta	3	2							5
										0
										0
										0
										0
										0
										0
	Total	3	15	0	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	50	20	0	0	0	0	0	0	70

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	58	0	0	0	0	0	0	70

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.8
B	Outside Fulton County/Downtown Atlanta	4.0	4.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	3.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 412
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	4							4
B	Outside Fulton County/Downtown Atlanta	70	0							70
										0
										0
										0
										0
										0
										0
	Total	70	4	0	0	0	0	0	0	74

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	13	237	0	0	0	0	0	0	250

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	237	13	0	0	0	0	0	0	250

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3
B	Outside Fulton County/Downtown Atlanta	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.4	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 412
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	24							24
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	24	0	0	0	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	223	19	0	0	0	0	0	0	242

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	19	223	0	0	0	0	0	0	242

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	9.3
B	Outside Fulton County/Downtown Atlanta	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	9.5	9.3	0.0	0.0	0.0	0.0	0.0	0.0	9.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 418
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	33	0							33
										0
										0
										0
										0
										0
										0
	Total	33	2	0	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	6	92	0	0	0	0	0	0	98

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	92	6	0	0	0	0	0	0	98

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
B	Outside Fulton County/Downtown Atlanta	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 418
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	16							16
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	16	0	0	0	0	0	0	16

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	100	0	0	0	0	0	0	0	100

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	100	0	0	0	0	0	0	100

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 420
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	3							3
B	Outside Fulton County/Downtown Atlanta	52	0							52
										0
										0
										0
										0
										0
										0
	Total	52	3	0	0	0	0	0	0	55

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	8	136	0	0	0	0	0	0	144

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	136	8	0	0	0	0	0	0	144

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7
B	Outside Fulton County/Downtown Atlanta	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 420
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	31							31
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	31	0	0	0	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	146	0	0	0	0	0	0	0	146

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	146	0	0	0	0	0	0	146

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 421
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	27	0							27
										0
										0
										0
										0
										0
										0
	Total	27	1	0	0	0	0	0	0	28

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	4	104	0	0	0	0	0	0	108

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	104	4	0	0	0	0	0	0	108

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
B	Outside Fulton County/Downtown Atlanta	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 421
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	14							14
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	14	0	0	0	0	0	0	14

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	97	0	0	0	0	0	0	0	97

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	97	0	0	0	0	0	0	97

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 422
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	3							3
B	Outside Fulton County/Downtown Atlanta	41	0							41
										0
										0
										0
										0
										0
										0
	Total	41	3	0	0	0	0	0	0	44

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	11	143	0	0	0	0	0	0	154

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	143	11	0	0	0	0	0	0	154

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7
B	Outside Fulton County/Downtown Atlanta	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 422
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	26							27
B	Outside Fulton County/Downtown Atlanta	3	0							3
										0
										0
										0
										0
										0
										0
	Total	4	26	0	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	3.70%	96.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	146	16	0	0	0	0	0	0	162

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	21	141	0	0	0	0	0	0	162

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	5.2	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.4
B	Outside Fulton County/Downtown Atlanta	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.3	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.4

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 423
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	21	0							21
										0
										0
										0
										0
										0
										0
	Total	21	0	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	176	0	0	0	0	0	0	176

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	176	0	0	0	0	0	0	0	176

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 423
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	21							21
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	21	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	145	0	0	0	0	0	0	0	145

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	145	0	0	0	0	0	0	145

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 425
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	48	0							48
										0
										0
										0
										0
										0
										0
	Total	48	2	0	0	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	9	214	0	0	0	0	0	0	223

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	214	9	0	0	0	0	0	0	223

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5
B	Outside Fulton County/Downtown Atlanta	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 425
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	34							34
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	34	0	0	0	0	0	0	36

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	198	12	0	0	0	0	0	0	210

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	12	198	0	0	0	0	0	0	210

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8
B	Outside Fulton County/Downtown Atlanta	6.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 428
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	15	15							30
										0
										0
										0
										0
										0
										0
	Total	15	15	0	0	0	0	0	0	30

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	82	0	0	0	0	0	0	82

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	42	40	0	0	0	0	0	0	82

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	2.8	2.7	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.8	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 428
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	0	6							6
										0
										0
										0
										0
										0
										0
	Total	0	7	0	0	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	10	57	0	0	0	0	0	0	67

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	67	0	0	0	0	0	0	67

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
B	Outside Fulton County/Downtown Atlanta	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 430
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	2							3
B	Outside Fulton County/Downtown Atlanta	60	0							60
										0
										0
										0
										0
										0
										0
	Total	61	2	0	0	0	0	0	0	63

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	11	214	0	0	0	0	0	0	225

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	218	7	0	0	0	0	0	0	225

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	3.9	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6
B	Outside Fulton County/Downtown Atlanta	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.6	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 430
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	33							33
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	33	0	0	0	0	0	0	35

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	249	15	0	0	0	0	0	0	264

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	15	249	0	0	0	0	0	0	264

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5
B	Outside Fulton County/Downtown Atlanta	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 431
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	67	0							67
										0
										0
										0
										0
										0
										0
	Total	67	1	0	0	0	0	0	0	68

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	3	168	0	0	0	0	0	0	171

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	168	3	0	0	0	0	0	0	171

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
B	Outside Fulton County/Downtown Atlanta	2.5	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 431
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	19							19
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	19	0	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	182	0	0	0	0	0	0	0	182

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	182	0	0	0	0	0	0	182

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	9.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 432
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	43	1							44
										0
										0
										0
										0
										0
										0
	Total	43	2	0	0	0	0	0	0	45

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	97.73%	2.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	6	266	0	0	0	0	0	0	272

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	260	12	0	0	0	0	0	0	272

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
B	Outside Fulton County/Downtown Atlanta	6.0	6.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 432
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	27							27
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	27	0	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	224	17	0	0	0	0	0	0	241

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	17	224	0	0	0	0	0	0	241

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3
B	Outside Fulton County/Downtown Atlanta	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	8.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 440
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	46	0							46
										0
										0
										0
										0
										0
										0
	Total	46	0	0	0	0	0	0	0	46

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	241	0	0	0	0	0	0	241

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	241	0	0	0	0	0	0	0	241

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	5.2	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 440
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	32							32
B	Outside Fulton County/Downtown Atlanta	5	0							5
										0
										0
										0
										0
										0
										0
	Total	5	32	0	0	0	0	0	0	37

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	232	36	0	0	0	0	0	0	268

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	36	232	0	0	0	0	0	0	268

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3
B	Outside Fulton County/Downtown Atlanta	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 441
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	32	0							32
										0
										0
										0
										0
										0
										0
	Total	32	2	0	0	0	0	0	0	34

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	8	128	0	0	0	0	0	0	136

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	128	8	0	0	0	0	0	0	136

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
B	Outside Fulton County/Downtown Atlanta	4.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 441
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	27							27
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	27	0	0	0	0	0	0	27

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	121	0	0	0	0	0	0	0	121

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	121	0	0	0	0	0	0	121

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 442
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	19	0							19
										0
										0
										0
										0
										0
										0
	Total	19	0	0	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	110	0	0	0	0	0	0	110

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	110	0	0	0	0	0	0	0	110

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 442
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	18							18
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	18	0	0	0	0	0	0	20

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	91	10	0	0	0	0	0	0	101

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	10	91	0	0	0	0	0	0	101

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	5.1
B	Outside Fulton County/Downtown Atlanta	5.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	5.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 450
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	30	0							30
										0
										0
										0
										0
										0
										0
	Total	30	1	0	0	0	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	7	214	0	0	0	0	0	0	221

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	214	7	0	0	0	0	0	0	221

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
B	Outside Fulton County/Downtown Atlanta	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.1	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 450
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	30							30
B	Outside Fulton County/Downtown Atlanta	1	0							1
										0
										0
										0
										0
										0
										0
	Total	1	30	0	0	0	0	0	0	31

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	206	7	0	0	0	0	0	0	213

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	206	0	0	0	0	0	0	213

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9
B	Outside Fulton County/Downtown Atlanta	7.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6.9

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 455
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	8	0							8
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	8	0	0	0	0	0	0	0	8

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	139	0	0	0	0	0	0	0	139

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	139	0	0	0	0	0	0	0	139

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 455
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	19	0							19
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	19	0	0	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	129	0	0	0	0	0	0	0	129

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	129	0	0	0	0	0	0	0	129

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 460
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	1							1
B	Outside Fulton County/Downtown Atlanta	31	0							31
										0
										0
										0
										0
										0
										0
	Total	31	1	0	0	0	0	0	0	32

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs
AM PEAK (6am-10am)

	A	B							
	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	12	221	0	0	0	0	0	0	233

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs
AM PEAK (6am-10am)

	A	B							
	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	221	12	0	0	0	0	0	0	233

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors
AM PEAK (6am-10am)

OFF

ON		A	B							
Segment/Stop	Segment/Stop Description	Fulton County/Downtown Atlanta	Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
B	Outside Fulton County/Downtown Atlanta	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.1	12.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 460
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	38							38
B	Outside Fulton County/Downtown Atlanta	3	0							3
										0
										0
										0
										0
										0
										0
	Total	3	38	0	0	0	0	0	0	41

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	271	21	0	0	0	0	0	0	292

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	21	271	0	0	0	0	0	0	292

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1
B	Outside Fulton County/Downtown Atlanta	7.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 461
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	28	1							29
										0
										0
										0
										0
										0
										0
	Total	28	1	0	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	96.55%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	162	0	0	0	0	0	0	162

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	156	6	0	0	0	0	0	0	162

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	5.6	6.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	5.6	6.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 461
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	19							19
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	19	0	0	0	0	0	0	19

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	99	0	0	0	0	0	0	0	99

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	99	0	0	0	0	0	0	99

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 470
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	3							3
B	Outside Fulton County/Downtown Atlanta	23	0							23
										0
										0
										0
										0
										0
										0
	Total	23	3	0	0	0	0	0	0	26

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	22	168	0	0	0	0	0	0	190

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	168	22	0	0	0	0	0	0	190

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3
B	Outside Fulton County/Downtown Atlanta	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.3	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 470
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	16							16
B	Outside Fulton County/Downtown Atlanta	2	0							2
										0
										0
										0
										0
										0
										0
	Total	2	16	0	0	0	0	0	0	18

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	160	20	0	0	0	0	0	0	180

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	20	160	0	0	0	0	0	0	180

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
B	Outside Fulton County/Downtown Atlanta	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 475
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	39	0							39
										0
										0
										0
										0
										0
										0
	Total	39	0	0	0	0	0	0	0	39

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	40	0	0	0	0	0	0	40

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	40	0	0	0	0	0	0	0	40

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 475
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	17							17
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	17	0	0	0	0	0	0	17

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	42	0	0	0	0	0	0	0	42

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	42	0	0	0	0	0	0	42

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 477
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	22	1							23
										0
										0
										0
										0
										0
										0
	Total	22	3	0	0	0	0	0	0	25

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	95.65%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	13	147	0	0	0	0	0	0	160

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	141	19	0	0	0	0	0	0	160

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
B	Outside Fulton County/Downtown Atlanta	6.4	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.4
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6.4

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 477
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	15							15
B	Outside Fulton County/Downtown Atlanta	1	0							1
										0
										0
										0
										0
										0
										0
	Total	1	15	0	0	0	0	0	0	16

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	151	10	0	0	0	0	0	0	161

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	10	151	0	0	0	0	0	0	161

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	10.1
B	Outside Fulton County/Downtown Atlanta	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	10.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	10.1

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 480
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	2							2
B	Outside Fulton County/Downtown Atlanta	41	0							41
										0
										0
										0
										0
										0
										0
	Total	41	2	0	0	0	0	0	0	43

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	3	67	0	0	0	0	0	0	70

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	67	3	0	0	0	0	0	0	70

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
B	Outside Fulton County/Downtown Atlanta	1.6	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	1.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 480
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	49							49
B	Outside Fulton County/Downtown Atlanta	1	0							1
										0
										0
										0
										0
										0
										0
	Total	1	49	0	0	0	0	0	0	50

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	78	2	0	0	0	0	0	0	80

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	2	78	0	0	0	0	0	0	80

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6
B	Outside Fulton County/Downtown Atlanta	2.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 481
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	1	3							4
B	Outside Fulton County/Downtown Atlanta	30	0							30
										0
										0
										0
										0
										0
										0
	Total	31	3	0	0	0	0	0	0	34

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	13	100	0	0	0	0	0	0	113

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	103	10	0	0	0	0	0	0	113

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3
B	Outside Fulton County/Downtown Atlanta	3.3	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 481
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	49							49
B	Outside Fulton County/Downtown Atlanta	4	0							4
										0
										0
										0
										0
										0
										0
	Total	4	49	0	0	0	0	0	0	53

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	111	9	0	0	0	0	0	0	120

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	9	111	0	0	0	0	0	0	120

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3
B	Outside Fulton County/Downtown Atlanta	2.3	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 490
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	29	0							29
										0
										0
										0
										0
										0
										0
	Total	29	0	0	0	0	0	0	0	29

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	102	0	0	0	0	0	0	102

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	102	0	0	0	0	0	0	0	102

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 490
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	21							21
B	Outside Fulton County/Downtown Atlanta	0	0							0
										0
										0
										0
										0
										0
										0
	Total	0	21	0	0	0	0	0	0	21

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	121	0	0	0	0	0	0	0	121

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	0	121	0	0	0	0	0	0	121

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8
B	Outside Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8

DATA EXPANSION FACTORS

TIME: AM PEAK (6am-10am)
ROUTE: 491
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	0							0
B	Outside Fulton County/Downtown Atlanta	10	0							10
										0
										0
										0
										0
										0
										0
	Total	10	0	0	0	0	0	0	0	10

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	0	62	0	0	0	0	0	0	62

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

AM PEAK (6am-10am)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	62	0	0	0	0	0	0	0	62

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

AM PEAK (6am-10am) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
B	Outside Fulton County/Downtown Atlanta	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
		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	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2

DATA EXPANSION FACTORS

TIME: PM PEAK (3-7PM)
ROUTE: 491
SYSTEM: GRTA

TABLE 1 This table shows the actual number of completed surveys along the route by boarding and alighting location

Actual Number of Completed Surveys by Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0	6							6
B	Outside Fulton County/Downtown Atlanta	1	0							1
										0
										0
										0
										0
										0
										0
	Total	1	6	0	0	0	0	0	0	7

TABLE 2 This table shows the percentage distribution of boardings/alightings based on the survey data shown in table 1

% Distribution of Completed Surveys By Boarding Location

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
B	Outside Fulton County/Downtown Atlanta	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%

TABLE 3 This table shows the actual number of boarding by time of day for each of the major stops and segments along the route

Actual BOARDINGS By Location - ONs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF BOARDINGS DURING AM PEAK (6-10am)	44	7	0	0	0	0	0	0	51

TABLE 4 This table shows the actual number of alightings by time of day for each of the major stops and segments along the route

Actual ALIGHTINGS By Location - OFFs

PM PEAK (3-7PM)

	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
NUMBER OF ALIGHTINGS DURING AM PEAK (6-10am)	7	44	0	0	0	0	0	0	51

TABLE 7 This table shows the weighting factor for UNLINK TRIPS in the the survey based on revised actual distribution in Table 6 divided actual number of completed surveys in table 1

Weighting Factors

PM PEAK (3-7PM) **OFF**

ON

Segment/Stop	Segment/Stop Description	A Fulton County/Downtown Atlanta	B Outside Fulton County/Downtown Atlanta							Total
A	Fulton County/Downtown Atlanta	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3
B	Outside Fulton County/Downtown Atlanta	7.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	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	7.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7.3