



UNIVERSIDAD DEL AZUAY
FACULTAD DE CIENCIA Y TECNOLOGÍA
ESCUELA DE INGENIERÍA CIVIL Y GERENCIA DE
CONSTRUCCIONES

**Determinación del Factor de Vehículo Liviano Equivalente
(VLE) en vías rurales de la ciudad de Cuenca - Ecuador.**

Trabajo de graduación previo a la obtención del título de:
INGENIERO CIVIL CON ÉNFASIS EN GERENCIA DE
CONSTRUCCIONES

Autores:

LEÓN SANCHEZ FABIAN ANDRES
SIGUENZA MARÍN HENRY JAMIL

Director:

MOYANO TOBAR CHRISTIAN MARCELO

CUENCA, ECUADOR

2020

DEDICATORIA

Dedico de manera muy especial este trabajo a mis padres, Fabian y Gina que han sido un ejemplo de superación por su sacrificio y esfuerzo, por estar en cada momento durante todo este camino.

A mis abuelos, Francisco y Alicia por sus deseos de superación y por su motivarme a ser mejor persona.

A mis hermanos, Javier y Jocelyn que han sido mi incentivo para no rendirme.

Fabian Andres León Sanchez

DEDICATORIA

Dedicó este trabajo primeramente a Dios por haberme dado sabiduría, inteligencia y fuerza para culminar una meta más en el trayecto de mi vida.

De manera especial dedicó este trabajo a mis padres Nansy Marín Salinas y Oliverio Siguenza López, por brindarme su amor, cariño y su incondicional apoyo, ya que ellos son la parte principal de la formación de mi vida profesional.

A mis hermanos Nelly, Edwin, Jhocelin, Kevin dedicó este trabajo por confiar en mí, por nunca dejarme solo en los momentos difíciles en el camino de este proyecto.

A mi tío Danny Marín dedicó este trabajo por su apoyo moral incondicional, por creer en mí a lo largo de mi formación profesional.

Henry Jamil Siguenza Marín

AGRADECIMIENTOS

De antes mano agradecemos a dios por derramar su sabiduría e inteligencia para poder culminar este proyecto.

A nuestras familias por su apoyo incondicional y motivarnos siempre y creer en nosotros.

A la Universidad del Azuay por permitirnos formas parte de esta prestigiosa institución y formarnos profesionalmente, a nuestro director de tesis y amigo Ing. Christian Marcelo Moyano Tobar por guiarnos en la elaboración del presente proyecto y compartir todos sus conocimientos

Fabian Andres León Sanchez & Henry Jamil Siguenza Marín

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Determinación del Factor Vehículo liviano Equivalente (VLE) para vías rurales en la ciudad de Cuenca – Ecuador.

RESUMEN

La determinación del factor Vehículo Liviano Equivalente es importante para convertir los flujos de tráfico mixto en flujos de tráfico homogéneos. En Cuenca, frecuentemente se han utilizado valores de normas extranjeras que no se ajustan a sus características ya que, no reflejan la realidad del tráfico en las vías rurales de la ciudad de Cuenca. Para la determinación de los factores VLE se implementará el método *Headway*, el cual se define como la relación del promedio de los tiempos entre los tipos de vehículos que siguen a un vehículo liviano y el tiempo entre dos vehículos livianos consecutivos bajo condiciones de flujo libre, este método se lo realiza mediante la grabación de videos donde es posible observar el intervalo de tiempo entre los parachoques traseros de los distintos tipos de vehículos.

Palabras clave: Vehículo Liviano Equivalente (VLE), *Headway*, vías rurales.



Ing. Christian Marcelo Moyano Tobar

Director del Trabajo de Titulación



Ing. José Fernando Vázquez Calero

Director de Escuela



Fabian Andres León Sanchez

Autor



Henry Jamil Siguenza Marín

Autor

Determination of the Equivalent Light Vehicle Factor (VLE) for rural roads in the city of Cuenca – Ecuador.

ABSTRACT

The determination of the Equivalent Light Vehicle factor is important to convert mixed traffic flows into homogeneous traffic flows. In Cuenca, values from foreign regulations have frequently been used that do not conform to their characteristics since they do not reflect the reality of the traffic on rural roads in the city of Cuenca. To determine the VLE factors, the Headway method will be implemented, which is defined as the ratio of the average of the times between the types of vehicles that follow a light vehicle and the time between two consecutive light vehicles under free-flow conditions. This method is done by recording videos where it is possible to observe the time Interval between the rear bumpers of the different types of vehicles.

Keywords: Equivalent Light Vehicle (VLE), *Headway*, rural roads.



Ing. Christian Marcelo Moyano Tobar

Thesis Director



Ing. José Fernando Vázquez Calero

Faculty Director



Fabian Andres León Sanchez

Author



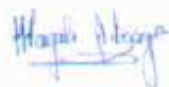
Henry Jamil Siguenza Marín

Author

Translated by



Fabián León and Henry Siguenza



INTRODUCCIÓN

La ciudad de Cuenca, fundada por los españoles en 1557 como Santa Ana de los Ríos de Cuenca, es la capital de la provincia del Azuay, así como su urbe más grande y poblada, ubicada en un valle interandino al centro-sur de la República del Ecuador. Se encuentra a una altitud de 2550 msnm y un clima andino de 15 grados Celsius y superficie es de 72 km². Según el último censo realizado en noviembre del 2010, esta ciudad alberga a 505 580 habitantes, que la convierte en la tercera ciudad más poblada del Ecuador. Su trazado urbano se ha conservado en cuadradas perpendiculares, el mismo que ha crecido considerablemente con el aumento de condominios, centros comerciales, instituciones educativas etc.; por lo tanto, existe la necesidad de transportarse de un lugar a otro por distintos motivos y diferentes medios.

El cantón Cuenca, está conformado por 21 parroquias rurales que representan el 98% de territorio cantonal y la ciudad de Cuenca constituido por 15 parroquias urbanas que ocupan el 2% de territorio restante. Su población crece anualmente a una tasa del 2%, sin embargo, el parque automotor crece a una tasa del 12% anual. Según el plan de movilidad de la ciudad de Cuenca, la movilidad es fuertemente motorizada es de un (69%), dependiendo principalmente del bus público y el automóvil particular con un 31% y 32% respectivamente. Debido a esta cantidad de vehículos y factores como semáforos mal calibrados o sin funcionar, la falta de educación vial, las malas costumbres al momento de conducir y la falta utilización de bicicletas, provocan un congestionamiento vehicular. Por lo tanto, es necesario disponer de una infraestructura vial adecuada.

En nuestro país existe problemas al momento de realizar estudios de tránsito, debido que se está usando factores de vehículos liviano equivalente (VLE) obtenidos en el *Highway Capacity Manual* (HCM). Los factores VLE dependen de las características de la vía, clima, topografía, cultura y nivel socio-económico de la zona y características del conductor (como género, edad), por ende, los flujos vehiculares, las condiciones de tráfico y las características vehiculares son distintas para cada zona. Al no contar con factores adecuados para cada zona reducirá notablemente la capacidad del carril, por lo que es necesario la disposición de los factores de vehículo liviano para la ciudad de Cuenca.

OBJETIVOS

Objetivo general

Determinar el coeficiente de Vehículo Liviano Equivalente para camiones pesados, camiones pesados, autobuses, motocicletas y bicicletas en las vías rurales más importantes de Cuenca.

Objetivos específicos

- Determinar las vías rurales en donde se realizará el muestreo y levantamiento de la información.
- Estimar el tamaño de muestra para los distintos tipos de vehículos.
- Recolectar información acerca de los diferentes tipos de vehículo que circulan por la zona.
- Determinar los coeficientes del VLE de las zonas rurales en la ciudad de Cuenca usando el método *headway*.

JUSTIFICACIÓN

Generalmente la composición de tráfico en una vía es diversa, ya que existen diversos tipos de vehículos tales como livianos, camiones, buses, motocicletas y bicicletas; por lo tanto, las condiciones operacionales serán distintas, es decir los vehículos presentarán distintas velocidades, así mismo tendrán aceleraciones y desaceleración distintas. La diversidad de condiciones operacionales llevara a un diseño y rediseño de vías rurales errónea, debido a que la presencia de varios tipos de vehículos reduce notablemente la capacidad de un carril. Todos los flujos vehiculares poseen tráfico mixto y se debe determinar factores que conviertan este tráfico en un flujo homogéneo; de este problema surge el factor VLE y los coeficientes para determinar el mismo. En nuestro país, Ecuador, se están usando los factores de vehículo liviano equivalente obtenidos del *HCM*, norma de los Estados Unidos de América utilizada a nivel mundial, no obstante, las condiciones de tráfico, los flujos vehiculares y las características vehiculares son distintas para cada zona, dado que dependen del clima, topografía, características de la vía, nivel socio-económico de la zona y características del conductor. Al no contar con las normas y parámetros adecuados afecta gravemente los resultados de estudios y diseño de tránsito.

ALCANCE

- Determinación de la hora de máxima demanda en las vías rurales de estudio en la ciudad de Cuenca.
- Identificar el número de muestra para los distintos tipos de vehículos, cuyos resultados representen un grado de confianza del 95 %.
- Obtener el tiempo *headway* para los distintos tipos de vehículos a ser estudiados en las vías rurales.
- Determinar el factor de Vehículo Liviano Equivalente para los distintos tipos de vehículos que circulan por las vías rurales de la ciudad de Cuenca.

ANTECEDENTES

En el presente trabajo se presentará investigaciones internacionales, nacionales y locales, en cuanto a la importación de los factores de equivalencia; los cuales servirán para una mayor comprensión acerca de la determinación y el comportamiento de los factores de vehículo liviano equivalente considerando las características que poseen las vías rurales alrededor del mundo.

El concepto del factor VLE fue introducido por primera vez en el *HCM* en el año de 1965, con el objetivo de analizar el efecto de los vehículos pesados en la composición de tráfico. *El HCM (2010)* definió al factor VLE como el número de vehículos livianos que equivalen a un vehículo tipo (bus, camión liviano, camión pesado, motocicleta y bicicleta) bajo las mismas condiciones operativas en una determinada calzada; además considero condiciones específicas de tráfico y condiciones de control. Estos factores fueron establecidos con el objetivo de transformar un tráfico heterogéneo en homogéneo y aplicar en el estudio de la capacidad y densidades de una carretera (Shalkamy, Said, & Radwan, 2015).

Marlina (2012), en su estudio dio a conocer que los valores de *Passenger car equivalent* (PCE) establecidos en el *HCM* representan el porcentaje de vehículos pesados en una carretera; así mismo se obtuvieron factores de 2.0 para camión individual y 3.0 para camión combinado. Además, afirmo que actualmente existe una deficiencia al momento de determinar el factor *PCE*, esto se debe a que un camión pesado que circula por un pendiente pronunciada solo puede viajar a una velocidad lenta, mientras que varios vehículos circulan a mayor velocidad. De la misma manera, el efecto de bloqueo en un calle urbana será mayor en un vehículo pesado en comparación a varios vehículos.

Actualmente existen varios estudios realizados en distintos países, en los cuales determinaron los factores VLE para los distintos tipos de vehículos. A continuación, se detallará la metodología, resultados y propósitos que tuvo cada uno de los estudios.

- Factor *PCU* en Benisuif-Assuit, Egipto.

En la revista “*Civil and Environmental Research*”, mediante el artículo *Influence of Carriageway Width and Horizontal Curve Radius on Passenger Car Unit Values of Two-lane Two-way Rural Roads*, se determinó el factor *Passenger car unit* (*PCU*) para motocicletas, microbuses, camiones ligeros, camiones pesados y autobuses, con el objetivo de estudiar la influencia de las características de geométricas y los elementos curvos con respecto al factor *PCU*, para lo cual se analizaron seis vías rurales de dos carriles. Además, el estudio tiene el propósito de transformar el tráfico heterogéneo en tráfico homogéneo de modo que pueda ser utilizado en los distintos estudios de tránsito, tales como densidad de carreteras, capacidad, niveles de servicio y otras características significativas.

El método empleado en este estudio fue de velocidades propuesto por Chandra & Sikdar (2000), la cual se aplica para los diferentes tipos de vehículos en condiciones de tráfico heterogéneo; para el levantamiento de información utilizaron cámaras de video con grabaciones entre 4 a 5 horas en días laborables. El método consiste en determinar la velocidad media del vehículo líder (vehículo liviano), la velocidad media de los vehículos particulares, el área proyectada (ancho por longitud) del vehículo líder y el área proyectada de los vehículos particulares. Posteriormente se realiza la relación de la velocidad media del vehículo líder para la velocidad media de los distintos vehículos particulares, de la misma manera el área proyectada del vehículo líder para el área proyectada de los distintos vehículos particulares. Finalmente, para la determinación del factor *PCU* se aplica una relación entre la relación de velocidades para la relación de áreas proyectadas ($PCU = \frac{V_c/V_i}{A_c/A_i}$).

Los resultados obtenidos mediante el método de velocidades para cada tipo de vehículo en cada sitio se muestran en la siguiente tabla:

Tabla 0.1 Factores *PCU* para vías rurales de dos carriles.

| Sitio Nº | Tipo de elemento | Motocicletas | microbús | Camión Ligero | Camión Pesado | Autobús |
|------------|------------------|--------------|----------|---------------|---------------|---------|
| No.1 sitio | Tangente | 0.21 | 1.25 | 2.19 | 6.39 | 4.70 |
| | Curva | 0,19 | 1.25 | 2.21 | 6.19 | 4.33 |
| No.2 sitio | Tangente | 0.20 | 1.21 | 2.10 | 6.16 | 4.65 |
| | Curva | 0.18 | 1.23 | 2.20 | 6.15 | 4.29 |
| No.3 sitio | Tangente | 0.21 | 1.23 | 2.14 | 6.26 | 4.67 |
| | Curva | 0.18 | 1.24 | 2.21 | 6.19 | 4.31 |
| No.4 sitio | Tangente | 0.18 | 1.25 | 2.30 | 6.40 | 4.74 |
| | Curva | 0,19 | 1.24 | 2.42 | 6.54 | 4.48 |
| No.5 sitio | Tangente | 0,19 | 1.29 | 2.36 | 6.59 | 4.79 |
| | Curva | 0.20 | 1.27 | 2.52 | 6.71 | 4.55 |
| No.6 sitio | Tangente | 0.20 | 1.25 | 2.25 | 6.40 | 4.73 |
| | Curva | 0,19 | 1.25 | 2.33 | 6.53 | 4.46 |

Fuente: Influence of Carriageway Width and Horizontal Curve Radius on Passenger Car Unit Values of Two-lane Two-way Rural Roads (Shalkamy, Said, & Radwan, 2015)

Mediante los valores obtenidos de *PCU*, demostraron que la anchura de la calzada aumenta a medida que el factor *PCU* aumenta; así mismo el factor *PCU* aumenta a medida que la calidad de los hombros de la vía aumentan, esto debido a que proporciona un ancho adicional de pavimento par el uso de tráfico, además ofreciendo una mejor libertad para el movimiento de los vehículos. El caso más evidente para demostrar dicha proporcionalidad se encuentra en los vehículos pesados, ya que la reducción de la velocidad en curvas tanto cerradas como lisas son mínimas.

- Factor *PCE* en Estados Unidos

El estudio realizado en estados como: Texas, Carolina del Norte, Pensilvania, Colorado y Virginia Occidental, tuvieron como objetivo determinar el factor *PCE* para 14 tipos de vehículos en carreteras rurales de dos carriles por sentido de circulación con diferentes condiciones de tráfico y geometría planas, moderadas y empinadas. El factor *PCE* lograron determinar mediante el análisis y procesos de datos recopilados en los distintos estados; para la cual utilizaron un modelo analítico en función de la distribución de la velocidad, volúmenes de tráfico y los tipos de vehículos (Cunagini & Messer, 1982).

En esta investigación, los datos fueron recopilados de una manera automática, mediante una cámara de la corporación *Super-8 Timelapse* con capacidad de ofrecer datos tales como volúmenes de tráfico y velocidades. Realizaron la recopilación de datos de la siguiente manera: dos carreteras en Colorado, Texas y Pensilvania; una carretera en Virginia Occidental y Carolina del Norte. El propósito de esta investigación fue obtener información sobre los efectos que causan los vehículos pesados sobre la capacidad de la carretera, dando como resultado de 2.9 para camiones ligeros, 3.0 para buses y 5.5 para camiones pesados (Cunagini & Messer, 1982).

- Factor *PCE* en Delhi, India.

Fazio (2000), realizó el artículo “*Passenger Car Units for Heterogeneous Traffic Using a Modified Density Method*”, con el propósito de determinar el factor *PCE* en camiones ligeros, camiones pesados, tractor, motocicletas, vehículo de tres ruedas y bicicletas para posteriormente realizar una relación entre la capacidad de la carretera y el factor *PCE*. Mediante la investigación se comprobó que a medida que los valores de *PCE* aumentan implicará un consumo alto de capacidad en carreteras donde el flujo de tráfico es heterogéneo. Además, la investigación tiene como objetivo mejorar la capacidad de las carreteras en la ciudad de Delhi, para así evitar demoras en los viajes, ya sea por motivo de trabajo, educación, salud entre otras.

Los factores equivalentes *PCE* se estimaron aplicando el método basado en la densidad modificada, el cual consta en cuantificar la proximidad que existen entre los vehículos dentro de la corriente de tráfico aplicando conceptos de tráfico homogéneo. Se analizaron 34 sitios de carreteras de la India que presentaron una corriente de tráfico heterogéneo mediante cámaras de video durante las horas de mayor congestión vehicular; a través de los videos obtuvieron información necesaria para determinación del factor *PCE* como el volumen, velocidad y la densidad de cada tipo de vehículo. A partir de la investigación realizada para los distintos tipos de vehículos se obtuvieron valores de 1.1 para camiones ligeros, 5.2 para camiones pesados, 2.1 para tractor, 0.8 para motocicletas, 8.3 para vehículos de tres ruedas y 1.1 para bicicletas (Tiwari, Fazio, & Pavitravas, 2000).

- Factor *PCE* en Alberta, Canadá.

En los últimos años en la ciudad de Alberta, ha incrementado de forma irracional los vehículos recreativos (remolques de viaje, autocaravanas y furgonetas), camiones y buses en el flujo de tráfico. El efecto de los vehículos recreativos no fue considerado por el Manual de Capacidad de Carreteras (HCM) de 1965 en el cálculo de los factores *PCE*, por lo que mediante el estudio “*Passenger Car Equivalencies of Trucks, Buses, and Recreational Vehicles for Two-Lane Rural Highways*” obtuvieron los factores *PCE* para vehículos recreativos, camiones y buses. El propósito de la investigación fue utilizar los factores *PCE* correctos en el cálculo de la capacidad de la carretera, es decir considerando los vehículos recreativos que circulan por las carreteras rurales en Alberta; evitando así saturaciones en las vías (Werner & Morrall, 1976).

En el país de Canadá debido a la carencia de investigación en cuanto a la estimación de factores *PCE*, dio lugar a la utilización de factores obtenidos en el Manual de Capacidad de Carreteras (*HCM*) para el diseño de carreteras, en el cual no consideraban los vehículos recreativos. A partir de dicha necesidad, Werner (1976) demostró que el efecto de los vehículos recreativos producían una variación en los factores *PCE* especialmente en carreteras montañosas y onduladas. Los factores *PCE* se determinaron para distintos niveles de servicio (A, B, C, D, E); aplicando el método de Walker, el cual se basa en el número de adelantamientos que se realicen por kilómetro de carretera siempre cuando la velocidad del vehículo continuara normalmente; dando como resultado los siguientes factores *PCE*:

Tabla 0.2 Factores *PCE* para vías rurales por niveles de servicio.

| | Nivel de Servicio | | |
|----------------------------|-------------------|-----|-------|
| | A y B | C | D y E |
| Vehículo Recreativo | 2 | 2 | 2 |
| Camión | 2 | 2 | 2 |
| Buses | 2.3 | 1.6 | 1.6 |

Fuente: Passenger Car Equivalencies of Trucks, Buses, and Recreational Vehicles for Two-Lane Rural Highways (Werner & Morrall, 1976).

- Factor VLE Cuba, Santa Clara

Los datos determinados por el Centro Provincial de Registros de Vehículos en Villa Clara, cuenta con un parque automotor compuesto por 431 306 vehículos, divididos en 17 211 pertenecientes al sector estatal y 24 095 al sector privado. Es una de las provincias del país con mayor cantidad de vehículos, esta representa el 6.5% del parque automotor nacional. El valor del factor equivalente VLE, varía en función del tráfico y las condiciones de carretera, los valores empelados en Cuba son los que recomienda la NC: 53-118-1984, estos fueron determinados para las condiciones de transito de los Estados Unidos, las que difieren las condiciones cubanas, debido que la norma está obsoleta y es necesaria la determinación de los factores equivalentes en la actualidad.

El tipo de vía, ya sea rural o urbana, influye en la determinación de los factores equivalentes, debido a las características geométricas y en los volúmenes de transito que son capaces de almacenar. Una vía rural está compuesta por carreteras y caminos para fines de tránsito de vehículos y peatones, encontrándose por lo general, fuera de los perímetros urbanos. Los factores están en función del nivel de servicio y del tipo de terreno, en función de esto, la velocidad de los vehículos, el flujo vehicular y la capacidad de la vía.

Para la determinación del volumen de vehículos que circulan por las principales vías rurales de la ciudad de Santa Clara, se utilizó el método de aforos vehiculares durante de la hora pico. El aforo es el conteo de los vehículos que circulan por un punto específico de las vías de estudio. Existen varios métodos de medición, los métodos más comunes son los aforos manuales y con instrumentos registradores, el método más utilizado por los ingenieros de transito es de forma manual debido a que están al alcance de los ingenieros. Este método manual se lo realizó durante la hora pico en la mañana, en el horario de 7:30 a 8:30 en las vías seleccionadas de estudio.

Los factores de vehículo liviano equivalente se obtuvieron los a partir las muestras obtenidas de velocidad y cada una del área de estudio escogidas. Una vez obtenidos los factores para cada una de las vías de estudio se procede a una agrupación de todas las muestras realizadas para luego comparar con los valores determinados en la NC: 53-118-1984 (Métodos de cálculo de las capacidades, volúmenes y niveles de servicio en Cuba).

Tabla 0.3. Comparación de los factores equivalentes determinados para vías principales, menores y colectoras.

| Categoría | | Factor equivalente | |
|------------------------------|----------------|--------------------|------------------------|
| | | NC: 53-118-1984 | Presente investigación |
| Ciclos | | - | 0,4 |
| Motos | DE DOS RUEDAS | - | 0,2 |
| | DE TRES RUEDAS | - | 0,6 |
| Ligeros | | 1,0 | 1,0 |
| Pesados | | 2,5 | 2,5 |
| Ómnibus | | 2,0 | 2,4 |
| Equipos especializados | | - | 6,6 |
| Vehículos de tracción animal | | - | 3,2 |

Fuente: Determinación de los factores de equivalencia vehicular en las principales carreteras rurales de dos carriles que acceden a la ciudad de Santa Clara (CURBELO, 2017)

Estos resultados son válidos para todas las vías rurales de dos carriles de la ciudad de Santa Clara, estos resultados se determinaron en función del área y la velocidad de los vehículos debido a que los tramos donde se realizaron los estudios la pendiente son menores o igual que 3%.

Como podemos observar en la presente investigación se determinó los factores de vehículo liviano equivalente para todos los tipos de vehículos que circulan por calles actualmente en Cuba, en cambio la norma cubana solo ha podido determinar los factores de pesados y ómnibus en función de los vehículos ligeros. Es importante conocer que los factores obtenidos son similares a los determinados en Pakistán en el año 2014. Los resultados obtenidos para cada tipo de vehículo fueron obtenidos mediante métodos estadísticos para un nivel de confianza de 95% (CURBELO, 2017).

- Factor VLE en el Ecuador.

Factor VLE Ecuador, Cuenca (intersecciones semafóricas):

Actualmente la composición de tráfico a nivel nacional es muy diversa sobre todo en las provincias principales, Azuay, Guayas y Pichicha, ya que es necesario un factor que transforme de tráfico mixto a heterogéneo. Es indispensable la estimación del factor de VLE para un correcto estudio de tránsito y diseño vial, esto se debe a que cada ciudad o

país tienen diferentes características de la vías y composición de tráfico y esto nos lleva un diseño vial erróneo. En la presente investigación para la determinación de las intersecciones relevantes de cuenca fueron seleccionadas debido a su alto volumen de tráfico, final inicial de vehículos, estacionamiento no permitido dentro o cerca de la intersección y la más relevante presentar flujo de tráfico mixto. La estimación del factor VLE para intersecciones semafóricas relevantes en la ciudad de Cuenca se utilizó el método basado en tiempo *Headway*, el cual consiste entre los parachoques frontales o traseros de dos vehículos consecutivos que pasan por un punto en común. Para la determinación del factor VLE mediante el método *Headway* se utilizó la siguiente ecuación: ($VLE_i = \frac{H_i}{H_c}$).

Donde H_i es el promedio de los tiempos *Headway* de un vehículo tipo siguiendo a un vehículo liviano y H_c es el tiempo promedio *Headway* de dos vehículos livianos consecutivos medido en segundos. Una vez seleccionadas las vías se procede a obtener los tiempos mediante cámaras de video estáticas que graban un solo carril por acceso para poder obtener el *headway* y el tamaño de muestra mínima para tipo de vehículo (Andrade Espinoza & Díaz Arce, 2019).

El VLE obtenido para cada tipo de vehículo en las intersecciones semafóricas de la ciudad de Cuenca se muestran en la siguiente tabla:

Tabla 0.4 VLE para cada tipo de vehículo en las intersecciones semafóricas relevantes de la ciudad de Cuenca.

| | Tipo de vehículo | | | | | |
|--|------------------|-------|-------------------|-------------------|-------|------------|
| | Livianos | Buses | Camiones livianos | Camiones medianos | Motos | Bicicletas |
| VLE Calles Urbanas Cuenca - Ecuador | 1.00 | 1.76 | 1.09 | 1.98 | 0.72 | 0.73 |

Fuente: Determinación del Factor de Vehículo Liviano Equivalente (VLE) para intersecciones semafóricas relevantes en la ciudad de Cuenca – Ecuador (Andrade Espinoza & Díaz Arce, 2019).

| | Tipo de vehículo | | | | | |
|--|-------------------------|--------------|--------------------------|--------------------------|--------------|-------------------|
| | Livianos | Buses | Camiones livianos | Camiones medianos | Motos | Bicicletas |
| VLE Calles Urbanas Cuenca - Ecuador | 1.00 | 1.76 | 1.09 | 1.98 | 0.72 | 0.73 |

Fuente: Determinación del Factor de Vehículo Liviano Equivalente (VLE) para calles urbanas en la ciudad de Cuenca - Ecuador

Factor VLE Ecuador, Cuenca (intersecciones no semaforizadas):

En el presente estudio se determinará el factor de VLE para las calles urbanas de la ciudad de Cuenca. El estudio se realizó en las principales calles de la ciudad de Cuenca, la selección de las calles urbanas que conforman las intersecciones no semaforizadas se realizó a partir de criterios como: la conectividad que ofrece la ciudad, presentar alto volumen de tráfico y variación de los tipos de vehículos, fila inicial y estacionamiento no permitido, y la más importante condición tráfico en la hora pico. Los factores de VLE para intersecciones no semaforizadas siendo estos valores para la ciudad de Cuenca los siguiente:

Tabla 0.5 VLE para cada tipo de vehículo en las intersecciones no semaforizadas relevantes de la ciudad de Cuenca.

| | Tipo de vehículo | | | | | |
|--|-------------------------|--------------|--------------------------|--------------------------|--------------|-------------------|
| | Livianos | Buses | Camiones livianos | Camiones medianos | Motos | Bicicletas |
| VLE Calles Urbanas Cuenca - Ecuador | 1.00 | 1.38 | 1.05 | 1.26 | 0.85 | 0.88 |

Fuente: Determinación del Factor de Vehículo Liviano Equivalente (VLE) para calles urbanas en la ciudad de Cuenca - Ecuador (Palacios Jara, 2019).

Estos valores fueron obtenidos con el método *Headway* para cada tipo de vehículos, los cuales fueron comparados con otras ciudades de mundo, en donde se concluye: el factor VLE para buses es menor, pues no presenta maniobra de rebasamiento; el VLE para camiones livianos es casi similar al vehículo liviano, esto se debe a que tiene dimensiones

muy similares a la de un vehículo liviano produciéndose aceleraciones y desaceleraciones similares, el HCM ratifica lo dicho; el factor VLE para camiones medianos es muy bajo en comparación con otras ciudades y presenta un incremento de un 26% en comparación con un vehículo liviano; el VLE para motociclistas es mayor en comparación con India, Cuba y Medellín debido a que no respetan la posición de la cola y circulan libremente; Finalmente el factor VLE en bicicletas circulan en flujo libre debido a que los usuarios transita por las veredas o cercanas a ellas (Palacios Jara, 2019).

Factor VLE Ecuador, Cuenca (intersecciones con rotondas):

En el presente estudio se determinó los factores VLE en tres principales intersecciones con rotonda de la ciudad de Cuenca-Ecuador, siendo estos factores los siguientes:

Tabla 0.6 *VLE para cada tipo de vehículo en las intersecciones con rotondas relevantes de la ciudad de Cuenca.*

| Tipo de vehículo | Headway | VLE |
|-------------------------|----------------|------------|
| Livianos | 2.44 | 1 |
| Buses | 4.39 | 1.8 |
| Camión Liviano | 3.05 | 1.25 |
| Camión Mediano | 4.11 | 1.68 |
| Camión pesado | 4.79 | 1.96 |
| Tráileres | 6.7 | 2.75 |
| Moto | 1.51 | 0.67 |
| Bicicleta | 1.75 | 0.72 |

Fuente: Determinación del Factor Vehículo Liviano Equivalente (VLE) para destacadas intersecciones con rotondas en la ciudad de Cuenca - Ecuador (Cabrera Tapia & Mendieta Quito, 2019).

Estos valores fueron obtenidos en rotondas donde su principal característica fue un tráfico heterogéneo con flujo saturado, en donde se concluye que: el factor VLE para camiones medianos es 1.7 veces aun vehículo liviano debido a la carga y peso del vehículo que

soporta; el valor del coeficiente VLE para buses es de 1.8 que es muy similar a otros países; el factor VLE para motos es considerablemente menor al de un vehículo liviano, debido a que sus tiempos *Headway* son menores; el factor VLE para tráiler resulto casi tres veces el factor de un vehículo liviano debido a que tienen mayor longitud y estos automotores tienen un mayor tiempo de reacción; el factor VLE para bicicletas tiene menor tiempo de reacción, debido a que se demoran más en entrar a una rotonda por lo el factor es menor al de un vehículo liviano (Cabrera Tapia & Mendieta Quito, 2019).

CAPÍTULO I

1.MARCO TEÓRICO

En este capítulo se dará a conocer los conceptos básicos para determinar el factor VLE en las calles rurales de Cuenca, Ecuador, lo cual es fundamental para el desarrollo del presente estudio.

La ingeniería de tránsito y transporte se fundamenta en planificar, estudiar y gestionar problemas de revisión y control en los diferentes sectores de movilidad. Una de las principales causas del problema es el aumento de vehículos, destacándose los vehículos livianos y en especial las motocicletas.

Un estudio echo en la ciudad de Santa Clara, Cuba rebela que el principal problema de movilidad es el aumento de la población en la zona rural en busca de tierras para el cultivo, ha proporcionado la circulación de vehículos tractores y camiones livianos, los cuales circulan a una velocidad lenta dando lugar a colas y dificultan la circulación de los vehículos.

En el libro de Ingeniería de Transito Cal Y Mayor señala que muchas de las vías operan por arriba de su capacidad para satisfacer los incrementos de demanda produciendo problemas de tránsito y congestionamiento vehicular, para lo cual proponen factores que deben de ser tomados en cuenta para una posible solución, los cuales son:

- Vehículos de diferentes dimensiones, velocidades y características de aceleración.
- Automóviles diversos.
- Camiones y autobuses de alta velocidad
- Camiones pesados de baja velocidad
- Motocicletas y bicicletas
- Tráiler de grandes pesos y baja velocidades

1.1 CONCEPTOS FUNDAMENTALES

1.1.1 Indicadores de Transito

Mediante el entendimiento de los conceptos fundamentales de Ingeniería de Transito, como parte fundamental para el desarrollo del presente estudio, nos basaremos en los

conceptos obtenidos de Cal y Mayor y Cárdenas, Y el *High Capacity Manual* (HCM) en su versión 2000.

1.1.1.1 Transito

Es la acción de transitar, esto significa ir de un lugar a otro ya sea en un vehículo liviano, camiones, autobuses, motocicletas, bicicletas. Esto representa la cantidad de vehículos que transitan a lo largo del día por las diferentes vías de circulación ya sea en calles o caminos.

1.1.1.2 Volumen de Transito

Cantidad de vehículos que pasan por un punto de referencia transversal de un carril o una vía durante un tiempo establecido por la persona a cargo de la investigación, por lo general el periodo de tiempo es mayor a una hora, su unidad se establece como “vehículos por unidad de tiempo” (CAL, REYES, & CARDENAS, 2007).

$$Q = \frac{N}{T} \quad (1)$$

Donde:

Q= vehículos que pasan por unidad de tiempo (vehículos/ periodo)

N= número total de vehículos que pasan (vehículos)

T= periodo determinado (unidades de tiempo)

1.1.1.3 Factor de hora de máxima demanda o factor de hora pico

El factor de hora pico (FHP) presenta el índice de grado de uniformidad que tiene el tráfico en la hora de máximo volumen horario, es la relación entre el volumen de tráfico durante la hora pico y 4 veces el volumen máximo en periodo de 15 min dentro de la hora.

$$FHP = \frac{\text{Volumen de trafico en hora pico}}{4 \text{ veces el volumen maximo de 15 minutos dentro de la hora pico}} \quad (2)$$

El factor (FHP) debe estar dentro del rango de 0.95 y 0.75, teniendo en cuenta que valores más bajos significaría una variación de flujo. El HCM 2000 nos indica que el factor de hora pico para zonas rurales es de 0.88 (PALMA, 2006).

1.1.1.4 Tasa de Flujo

Cantidad de vehículos que pasan por un punto de referencia transversal durante un periodo de tiempo establecido, los periodos de tiempos serán menores a una hora, generalmente se los realiza en periodos de 15 minutos. No obstante, la tasa de flujo se expresa en vehículos por hora, teniendo en cuenta su interpretación, ya que no se trata del número de vehículos que efectivamente pasan durante una hora completa o volumen horario (CAL, REYES, & CARDENAS, 2007).

$$Vp = \frac{V}{FHP} \quad (3)$$

Donde:

Vp = Tasa de flujo durante los 15 minutos más congestionados.

V = Volumen total durante la hora de máxima demanda.

FHP = Factor de Hora Pico.

1.1.1.5 Volumen de hora de máxima demanda (VHMD)

Es la máxima cantidad de vehículos que pasan por un punto o sección de una vía durante 60 minutos consecutivos (CHAVEZ & CUBIDES, 2018).

1.1.2 CAPACIDAD VIAL

Es la máxima cantidad de vehículos que pueden transitar en un punto dado durante un periodo determinado, en condiciones prevalecientes de la carretera y el tránsito. Tomando en cuenta no hay influencia del tránsito más adelante, dentro del punto de estudio. Está directamente relacionado con las características geométricas de la vía, con tipo de vehículos que circulan y con la velocidad de circulación (PALMA, 2006).

1.1.2.1 Infraestructura Vial

Sea esta una vía rural o calle, la infraestructura vial está compuesta de dos sistemas que pueden ser de circulación continua o discontinua. Los sistemas viales de circulación continua están compuestos por elementos fijos externos, tales como semáforos, los cuales producen interrupciones en él mismo. Los sistemas viales de circulación discontinua contienen elementos fijos que causan interrupciones periódicas del flujo de tránsito, como los semáforos, las señales de alto y otros tipos de regulación (MONTTOYA, 2005).

1.1.3 VELOCIDAD

Se define como velocidad la distancia que recorre un vehículo por unidad de tiempo. Se lo expresa en kilómetros por hora o metros por segundo.

$$v = \frac{d}{t} \quad (4)$$

Donde:

V= Velocidad constante

d= Distancia recorrida

t= Tiempo de recorrido

1.1.3.1 Velocidad de recorrido

Es la distancia total recorrida dividida para el tiempo total recorrido total, incluyendo los tiempos de demoras.

1.1.3.2 Velocidad de punto instantáneo

Sirve para evaluar las condiciones de tránsito en un punto específico de una vía, obteniendo así una distribución de velocidades por grupos de usuarios.

1.1.3.3 Aceleración

La aceleración es la magnitud física que mide la tasa de variación de la velocidad con respecto al tiempo

1.1.3.4 Desaceleración

Es la variación negativa de la velocidad, esto significa que es la disminución de la velocidad con respecto al tiempo.

1.1.4 DENSIDAD O CONCENTRACIÓN

Se define como densidad al número de vehículos que se hallan estacionados o en movimiento en un determinado instante sobre un tramo de vía, carril o una calzada. La densidad se expresa por el número de vehículos en un kilómetro de vía, se debe a que ningún vehículo cabe en metro de vía mucho menos en un punto. Una vía con densidades altas implica distancias cortas entre vehículos al contrario sucede con densidades bajas se tienen distancias grandes (NARANJO, 2015).

$$k = \frac{N}{D} \quad (5)$$

Donde:

k =Densidad o concentración

N = Número de vehículos

D = Longitud

1.2 RELACIÓN ENTRE EL FLUJO, LA VELOCIDAD, LA DENSIDAD, EL INTERVALO Y EL ESPACIAMIENTO

En la figura 1.1 muestra un par de vehículos consecutivos los cuales están asociados tanto en el tiempo como en el espacio.



Figura 1.1 Relaciones de tiempo y espacio entre vehículos.

Fuente: Determinación del Factor Vehículo Liviano Equivalente (VLE) para destacadas intersecciones con rotondas en la ciudad de Cuenca - Ecuador (Cabrera Tapia & Mendieta Quito, 2019)

1.2.1 Intervalo o *Headway*

En el esquema 1.2 muestra el tiempo medido en segundos que existe entre el parachoques trasero del vehículo líder (vehículo liviano) y el parachoques trasero de un vehículo común (camiones, buses, motocicletas y bicicletas) que pasan por un punto de referencia escogido para el estudio.

Headway se obtiene con la ayuda de un cronometro, tomando el tiempo en el cual pasa el parachoques trasero del vehículo líder y el tiempo en el cual pasa el parachoques trasero del vehículo común por un punto de referencia, la diferencia entre los dos tiempos mencionados recibe el nombre de *Headway*.

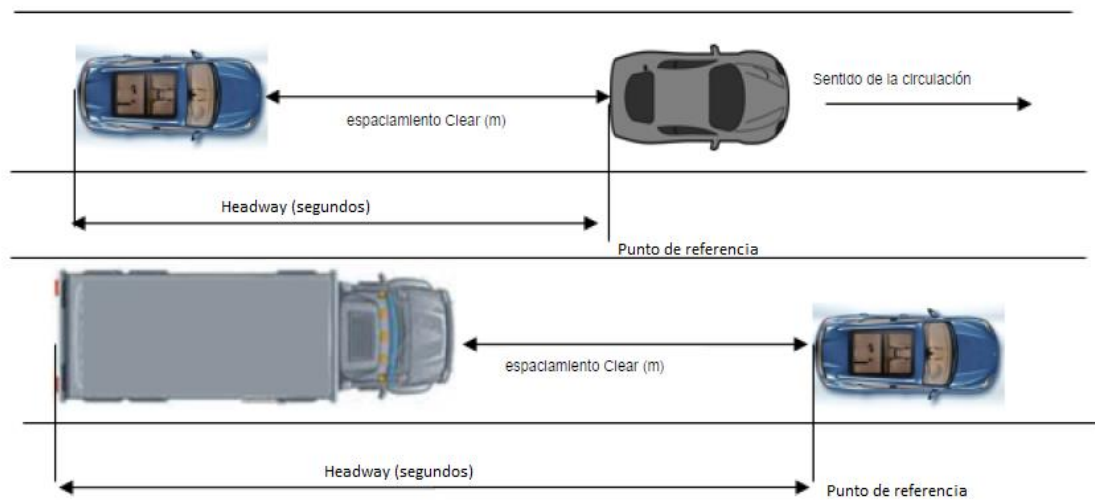


Figura 1.2 Ilustración del tiempo *Headway*

Fuente: Estimation of Passenger Car Equivalents for Basic Freeway Sections at Different Traffic Conditions (Jalal Taqi, 2016)

1.2.2 Paso

Es el tiempo necesario para que el vehículo recorra su propia longitud (CAL, REYES, & CARDENAS, 2007).

1.2.3 Brecha o Claro

Es el intervalo de tiempo libre entre dos vehículos consecutivos, medido entre el parachoques trasero del primer vehículo hasta el parachoques delantero del segundo vehículo, dividida por la segunda velocidad (la del segundo vehículo) (Reyes, Espindola, & otros, 2007).

1.2.4 Espaciamiento

Es la distancia de dos vehículos consecutivos, usualmente expresada en metros y medida entre sus parachoques traseros (SANCHEZ, 2011).

1.3 MODELOS BASICOS DEL FLUJO VEHICULAR

Los conceptos definidos anteriormente son punto de partida para analizar las características del flujo vehicular a través de sus tres variables: flujo (q), velocidad (v) y densidad (k), relacionadas mediante la ecuación fundamental del flujo vehicular, su fórmula es (SANCHEZ, 2011):

$$q = v * k \quad (6)$$

Se establece una relación entre cualquiera dos de las tres variables, relacionando dos para obtener la tercera mediante la ecuación. Comúnmente se considera la densidad k como la variable dependiente. Obsérvese la figura.

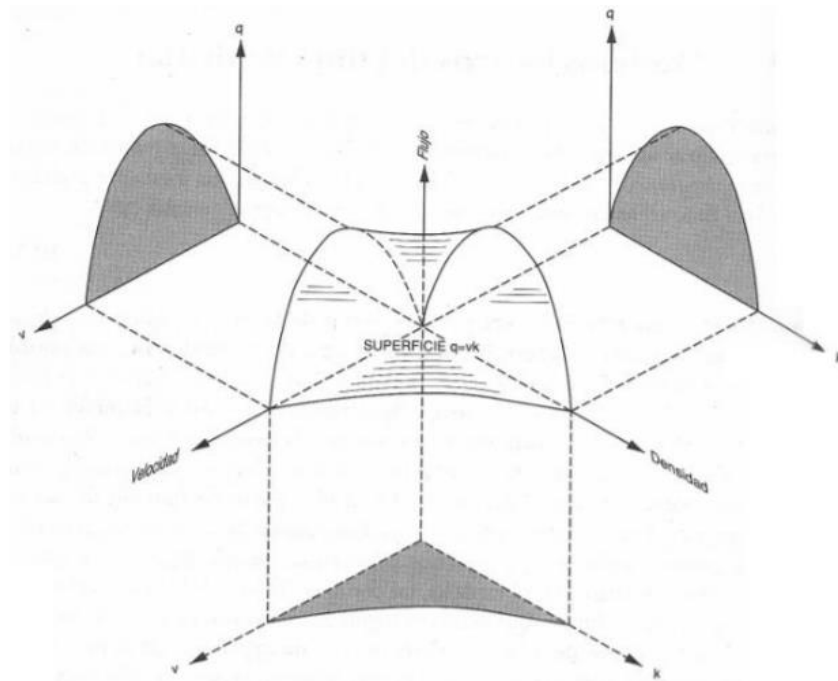


Figura 1.3 Relación fundamental del flujo vehicular

Fuente: Ingeniería de Transito, Aplicaciones y Fundamentos (CAL, REYES, & CARDENAS, 2007).

El principal objetivo del Ingeniero en Transito es optimizar la operación de los sistemas de transito existentes para que en un futuro sean eficientes.

1.3.1 MODELO LINEAL: RELACION ENTRE DENSIDAD Y VELOCIDAD

Unas de las primeras investigaciones sobre el comportamiento del flujo vehicular la llevo a cabo B.D. *Greenshields*, la cual estudio la relación entre la velocidad y le densidad, utilizando el conjunto de datos (k, v) , propuso una relación entre la velocidad y la densidad. Esto significa que mientras la velocidad disminuye a medida que aumenta la densidad, desde un valor máximo o velocidad a flujo libre, hasta un valor mínimo de velocidad cero, donde la densidad alcanza su máximo valor o congestión llamado k_c , los vehículos están detenidos uno tras otro (SANCHEZ, 2011).

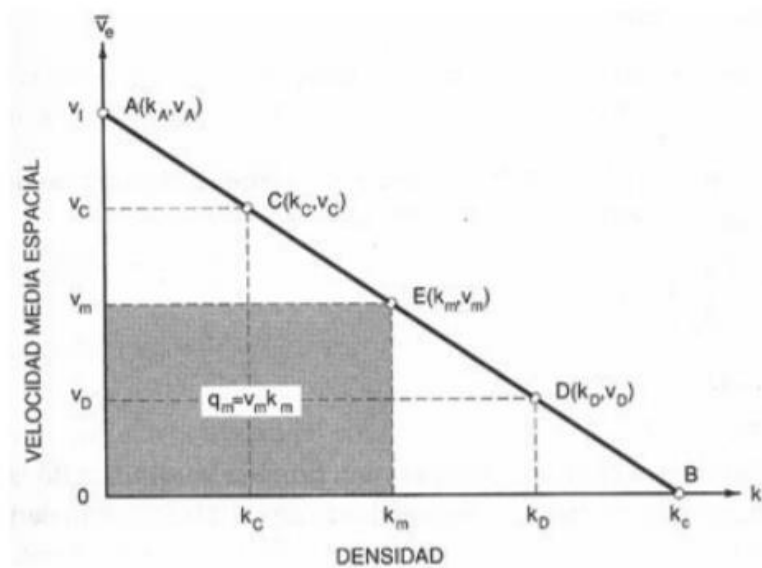


Figura 1.4 Relación lineal entre la velocidad y la densidad

Fuente: Ingeniería de Tránsito, Aplicaciones y Fundamentos (Reyes, Espindola, & otros, 2007).

1.3.2 MODELO PARABOLICO: RELACION ENTRE EL FLUJO Y LA DENSIDAD

Esta relación se muestra en una curva parabólica, expresa el flujo como una función parabólica de la densidad. Por definición se requiere cuando la densidad y el flujo se aproxime a cero, la cual representa condiciones de operación de flujo libre (punto A). Así mismo cuando la densidad es la máxima, $k = (k_c)$, los vehículos se encuentran detenidos uno tras otro, parachoques trasero y delantero, tal que no avanzan, $q=0$ (punto B) (CAL, REYES, & CARDENAS, 2007).

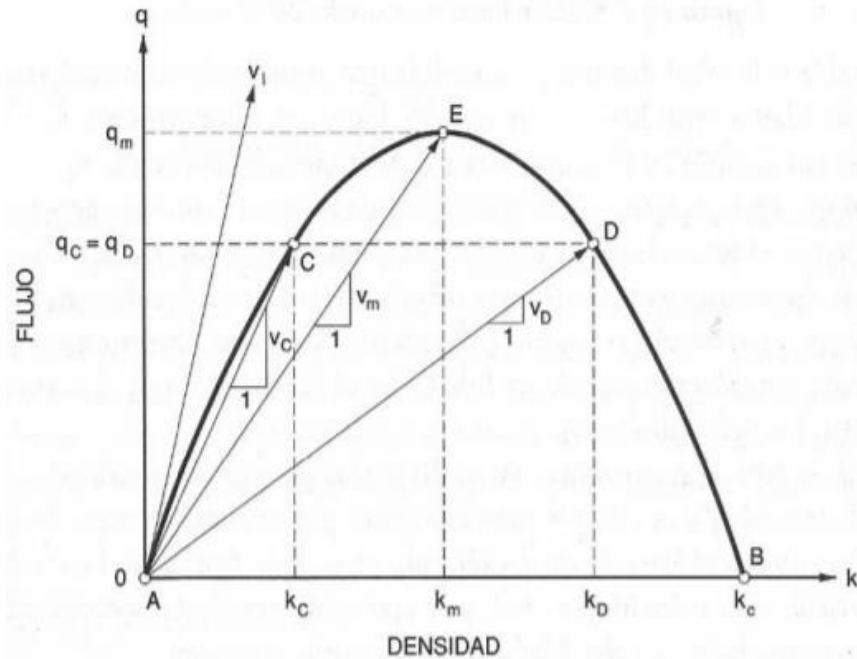


Figura 1.5 Relación parabólica entre el flujo y la densidad

Fuente: Ingeniería de Transito, Aplicaciones y Fundamentos (CAL, REYES, & CARDENAS, 2007)

Podemos observar que la densidad del congestionamiento, $k = (k_c)$ (punto B), la pendiente del vector AB es cero, esto indica que no existe velocidad, ya que los vehículos están completamente detenidos o en congestionamiento total (SANCHEZ, 2011).

1.3.3 MODELO PARABOLICO: RELACION ENTRE LA VELOCIDAD Y EL FLUJO

La figura, presenta que entre la velocidad y el flujo existe una relación parabólica, en donde el flujo está relacionado con la velocidad (v_c y v_D). A medida que el flujo aumenta desde el (punto A) a velocidad de flujo libre, la velocidad disminuye progresivamente. De manera que, si para una determina vialidad, el flujo de entrada q se aproxima a la capacidad q_m , indicando que la operación ocurre a nivel de congestionamiento (CAL, REYES, & CARDENAS, 2007).

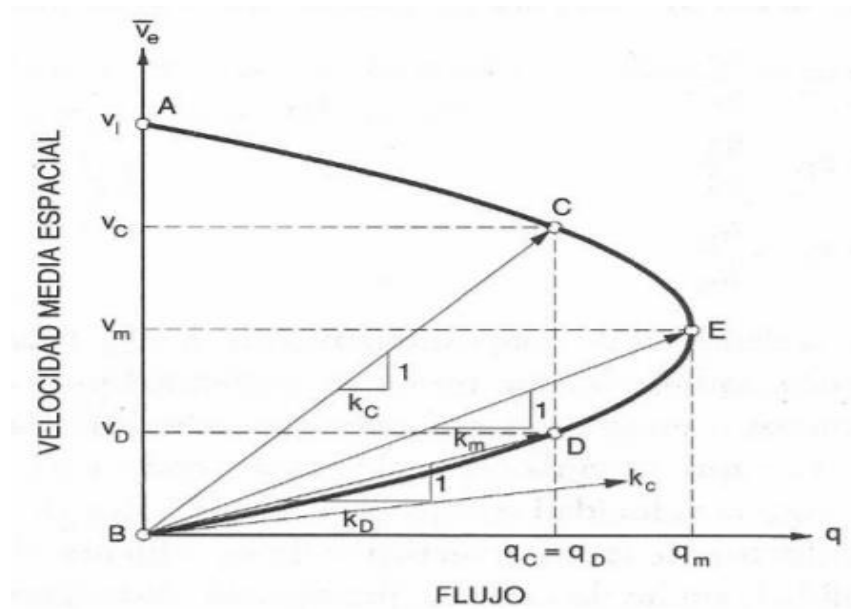


Figura 1.6 Relación parabólica entre la velocidad y el flujo

Fuente: Ingeniería de Tránsito, Aplicaciones y Fundamentos (Reyes, Espindola, & otros, 2007)

1.4 COMPOSICIÓN DE TRÁNSITO

Con el propósito de realizar este estudio es importante analizar, primeramente, los elementos que hacen que se produzca los flujos de tránsito que interactúan entre sí, los siguientes: usuario, vehículo, vialidad.

1.4.1 USUARIO

Para el presente estudio se debe de conocer las habilidades, limitaciones y requisitos que tiene el usuario. Los medios de transporte son primordiales del tránsito por las calles y carreteras, por lo que deben ser estudiados y entendidos, para poder ser controlados y guiados de forma apropiada (CAL, REYES, & CARDENAS, 2007).

1.4.1.1 Peatón

Es importante estudiar al peatón debido a que son los más vulnerables, lo cual lo convierte en un componente dentro de la seguridad vial, esto se debe a que los peatones mueren anualmente y ocupan una cifra muy alta. La importancia del estudio del peatón radica en que no solo es víctima de los accidentes de tránsito, sino también una de sus causas (USON, 2007).

Existen tres métodos para regular y proteger el peatón:

- **Método Técnicos:**

Banquetas, semáforos, cruces peatonales, barreras peatonales, zonas e isletas de seguridad, pasos a desnivel, iluminación, señales y marcas, agentes de tránsito.

- **Método Educativos:**

Deben ser claros y objetivos, con la mayor difusión posible, con fundamento lógico, e apoyo a una solución. Actualmente los medios que se utilizan son redes sociales, escuelas, televisión, la prensa, radio, etc.

- **Método Coercitivos:**

Son las normas, reglamentos y leyes.

1.4.1.2 Ciclista

El ciclista es un factor muy importante del tránsito y el transporte, ya sea en el desarrollo de una actividad, trabajo o debe desplazarse de un lugar a otro, mezclado con el tránsito peatonal o vehicular. Al momento de realizar estas actividades es vulnerable a la interacción con los vehículos motorizados, inseguridad, medio ambiente adverso, geografía y topografía tortuosa (CAL, REYES, & CARDENAS, 2007).

Sin embargo, el crecimiento de las ciudades y el aumento de la contaminación ambiental, se ha adoptado como sistemas de transporte alternativos que utilicen medios no motorizados (MÉNDEZ, 2009).

1.4.1.3 Conductor

Las personas que conducen un vehículo conocen el mecanismo, velocidades, el freno y sabe lo que es volante, sin embargo, desconoce las limitaciones, la potencialidad del vehículo y carece de destreza para mezclarlo con el flujo de tránsito.

1.4.1.4 Pasajero

Se define como aquella persona o individuos que se encuentra viajando de una ubicación a otra en un medio de transporte, sin ser quien lo conduce, ya que el pasajero no realiza la acción de dirección sobre el vehículo o medio de transporte. Por lo general un pasajero

puede viajar en transporte público, ya sea un colectivo (esto depende del país), un tren, un avión, un barco o un taxi.

1.4.2 VEHÍCULO

En el estudio de tránsito de se debe tener en cuenta las características de los vehículos, que son diferentes dependiendo de su diseño y permiten formar con ellos varias clases. La cantidad total de vehículos en el tránsito total es lo que se llama composición del tránsito (NEVI-12, 2013).

La Norma Ecuatoriana Vial NEVI-12 clasifica en dos clases generales de vehículos (automotores) son:

- **Vehículos livianos:** motocicletas y los automóviles, así como a otros vehículos ligeros como camionetas y pick-ups, con capacidad hasta de ocho pasajeros y ruedas sencillas en eje trasero.
- **Vehículos pesados:** camiones, busetas y combinaciones de camionetas (semirremolques y remolques), de más de cuatro toneladas y doble llanta en las ruedas traseras.

Y según los servicios que puedan prestar pueden ser:

- **Alquiler:** vehículos que prestan servicio de transporte de carga o de pasajeros (taxis, camionetas, furgonetas, buses, camiones).
- **Particular:** son aquellos vehículos de uso personal y familiar, que pueden realizar cualquiera otra actividad.

1.4.2.1 Características del parque automotor

Según la Norma INEN 2656 clasifica a los vehículos motorizados y no motorizados mediante sus características generales de diseño y uso. Esta norma aplica a todos los vehículos diseñados para la circulación terrestre (vehículos motorizados y unidades de carga).

1.4.2.1.1 Vehículos no motorizados

Se refieren a todos los vehículos que circulan sin necesitan de fuerza de propulsión que proviene del motor, es decir utilizan fuerza humana o por tracción animal.

- **Bicicleta:** vehículo no motorizado de dos ruedas impulsado por una persona, está compuesta por un manubrio en la parte frontal, un asiento para el usuario y dos pedales que transmiten el movimiento de las piernas a la rueda trasera mediante una cadena.



Figura 1.7 Bicicleta
Fuente: Autor

1.4.2.1.2 Vehículos motorizados

Es un vehículo de circulación terrestre que se desplaza mediante propulsión propia, se encuentra por su naturaleza destinado al transporte o traslado de personas o cosas.

- **Motocicletas:** Vehículo de dos ruedas, diseñado con motor de combustión interna.

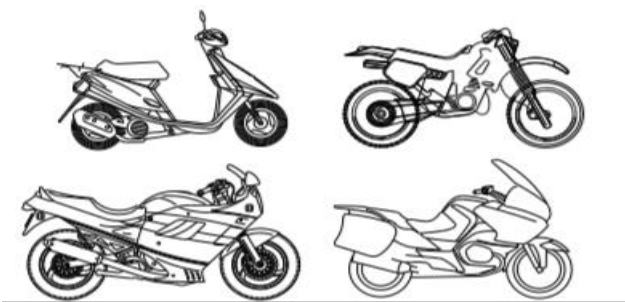


Figura 1.8 Motocicleta
Fuente: NTE INEN 2656:2016

- **Vehículo liviano:**

Sedan: Tiene 4 puertas y consta hasta de 5 plazas. Un sedán tiene techo fijo hasta el parabrisas trasero, consta de tres volúmenes (NTE INEN-ISO , 2012).



Figura 1.9 Sedán

Fuente: NTE INEN 2656:2016

Station Wagon: Vehículo desarrollado a partir del sedán, extendido hacia atrás para incrementar el espacio de carga. Tiene el número de plazas de hasta 5 en dos filas (NTE INEN-ISO , 2012) .



Figura 1.10 Station Wagon

Fuente: NTE INEN 2656:2016

Hatchback: A diferencia del sedán es que el área de los pasajeros y el área de carga conforman un solo volumen. Consta hasta 5 puertas y hasta 5 plazas en dos (NTE INEN-ISO , 2012).



Figura 1.11 Hatchback

Fuente: NTE INEN 2656:2016

Vehículo Deportivo Utilitario: Vehículo con carrocería cerrada o abierta, con techo fijo o desmontable. Cuenta con cuatros o más asiento, utilizado por lo general en carreteras de mal estado, con tracción en las cuatro ruedas o en dos (NTE INEN , 2016).



Figura 1.12 Vehículo Liviano Deportivo
Fuente: NTE INEN 2656:2016

Mini-Van: Vehículo diferente a los mencionados anteriormente, desarrollado para cargar pasajeros y su equipaje en un solo compartamiento o volumen (NTE INEN , 2016).



Figura 1.13 Mini-Van
Fuente: NTE INEN 2656:2016

Camioneta: Vehículo diseñado para el transporte de carga y mercancía, con una capacidad de carga que no exceda de 3500 kg. Puede ser de cabina simple, media y doble cabina (NTE INEN , 2016).

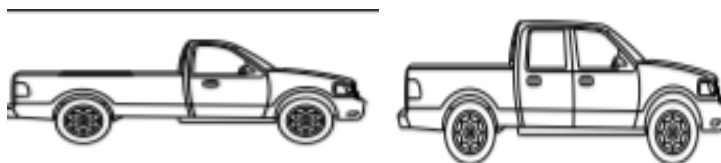


Figura 1.14 Camioneta
Fuente: NTE INEN 2656:2016

Furgoneta de Pasajeros: Vehículos motorizados para transportar pasajeros con una capacidad mayor a 8 plazas, sin incluir el asiento del conductor (NTE INEN , 2016).



Figura 1.15 Furgoneta de pasajeros
Fuente: NTE INEN 2656:2016

Furgoneta de Carga: Vehículo diseñado para el transporte de carga y mercancías, con una capacidad máxima de carga de 3500 kg (NTE INEN , 2016).

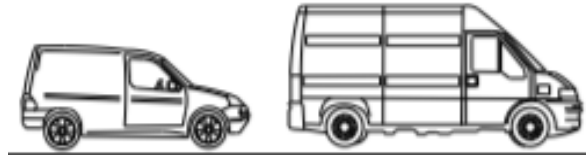


Figura 1.16 Furgoneta de carga
Fuente: NTE INEN 2656:2016

- **Vehículos medianos**

Microbús: Vehículo diseñado al transporte de pasajeros, con espacio interno de más de ocho plazas, además del asiento del conductor, y cuyo peso no sea superior a los 5000 kg (NTE INEN , 2016).



Figura 1.17 Microbús
Fuente: NTE INEN 2656:2016

Minibús: Vehículo diseñado al transporte de pasajeros, con espacio interno para circulación (corredor central). El número de plazas puede ser hasta de 60 (NTE INEN-ISO , 2012).

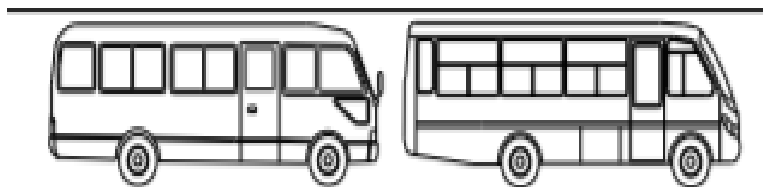


Figura 1.18 Minibús
Fuente: NTE INEN 2656:2016

Bus: Vehículo diseñado al transporte de pasajeros, con espacio interno para circulación (corredor central). El número de plazas puede ser hasta de 90 (NTE INEN-ISO , 2012).

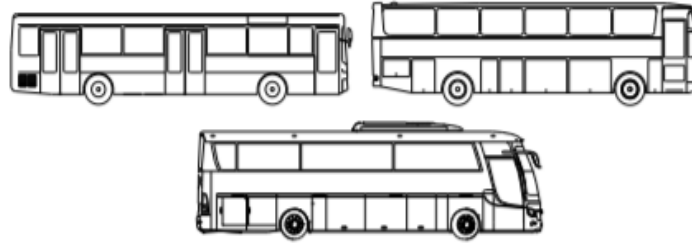


Figura 1.19 Bus
Fuente: NTE INEN 2656:2016

Camiones: Vehículos cuya capacidad de carga sea mayor a los 3500 kg y no supere los 12000 kg.

| TIPO | DISTRIBUCIÓN MÁXIMA DE CARGA POR EJE | DESCRIPCIÓN | PESO MÁXIMO PERMITIDO (Ton.) | LONGITUDES MÁXIMAS PERMITIDAS (metros) | | |
|------|--------------------------------------|-------------|------------------------------|--|-------|------|
| | | | | Largo | Ancho | Alto |
| 2 D | | | 7 | 5,00 | 2,60 | 3,00 |
| 2DA | | | 10 | 7,50 | 2,60 | 3,50 |

Figura 1.20 Tipos de Camiones
Fuente: Nevi-12

- **Camión ligero:** Vehículo diseñado para el transporte de carga y mercancías provisto de un chasis cabina, de dos ejes, al que se puede montar una estructura para transportar carga (furgón, plataforma, etc.) (NTE INEN , 2016).

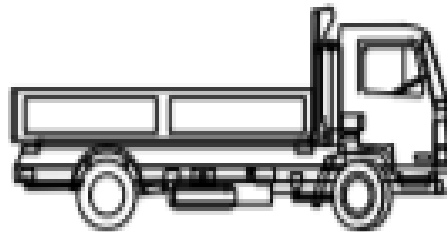


Figura 1.21 Camión ligero
Fuente: NTE INEN 2656:2016

- **Camión Mediano:** Vehículo diseñado para el transporte de carga y mercancías provisto de un chasis cabina, de dos ejes, al que se puede montar una estructura para transportar carga (furgón, plataforma, etc.) (NTE INEN , 2016).

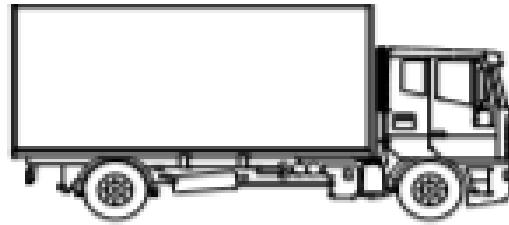


Figura 1.22 Mediano
Fuente: NTE INEN 2656:2016

Vehículos Pesados:

| | | | | | | | |
|------|--|--|---|----|-------|------|------|
| 2DB | | | CAMIÓN DE 2 EJES GRANDES | 18 | 12,20 | 2,60 | 4,10 |
| 3-A | | | CAMIÓN DE 3 EJES | 27 | 12,20 | 2,60 | 4,10 |
| 4-C | | | CAMIÓN DE 4 EJES | 31 | 12,20 | 2,60 | 4,10 |
| 4-0 | | | CAMIÓN CON TAMDEN DE DIRECCIONAL Y TAMDEN POSTERIOR | 32 | 12,20 | 2,60 | 4,10 |
| V2DB | | | VOLQUETA DE DOS EJES 8 m ³ | 18 | 12,20 | 2,60 | 4,10 |
| V3A | | | VOLQUETA DE TRES EJES 10-14 m ³ | 27 | 12,20 | 2,60 | 4,10 |
| VZS | | | VOLQUETA ZS DE 3 EJES 16 m ³ | 27 | 12,20 | 2,60 | 4,10 |

Figura 1.23 Tipos de Camiones pesados
Fuente: Nevi-12

Camión Pesado: Vehículo diseñado para el transporte de carga y mercancías provisto de un chasis cabina, de dos, tres o cuatro ejes, al que se puede montar una estructura para transportar carga (furgón, plataforma, etc.), cuya carga no supere los 12 000 kg (NTE INEN , 2016).

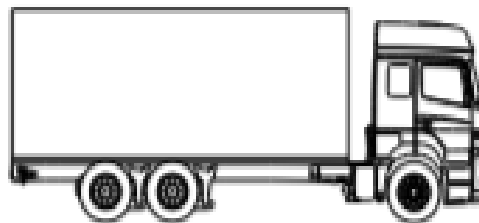


Figura 1.24 Camión Pesado
Fuente: NTE INEN 2656:2016

Tractor o Camión: Vehículo diseñado para apoyo y arrastre de unidades de carga, no autopropulsadas con dos, tres o cuatro ejes, cuya carga supere los 12 000 kg (NTE INEN , 2016).



Figura 1.25 Tractor o Camión
Fuente: NTE INEN 2656:2016

1.4.3 SISTEMA VIAL

Uno de los patrimonios más valiosos en un país es una infraestructura y un sistema vial eficiente, lo cual representa el grado de desarrollo del mismo. En los países desarrollados es común encontrar un sistema vial excelente y en un país subdesarrollado un sistema vial deficiente.

1.4.3.1 Red Vial

Para facilitar la movilidad es necesario disponer de carreteras y calles rápidas, y para tener acceso es indispensable contar con carreteras y calles lentas, se debe clasificar de tal manera que cada carretera y calles tenga una función específica, para poder atender las necesidades de movilidad de personas y mercancías, de una manera rápida conformable y segura.

Las carreteras y las calles se pueden clasificarse funcionalmente en tres grandes grupos: principales (arterias), secundarias (colectoras) y locales (CAL, REYES, & CARDENAS, 2007).

1.4.3.2 Sistema vial Urbano

Un sistema vial completo cuenta con una serie de movimientos distintas características dentro del viaje, las cuales son 6 etapas dentro de la mayoría de los viajes: movimiento, principal, transición, distribución, colección, acceso y final.

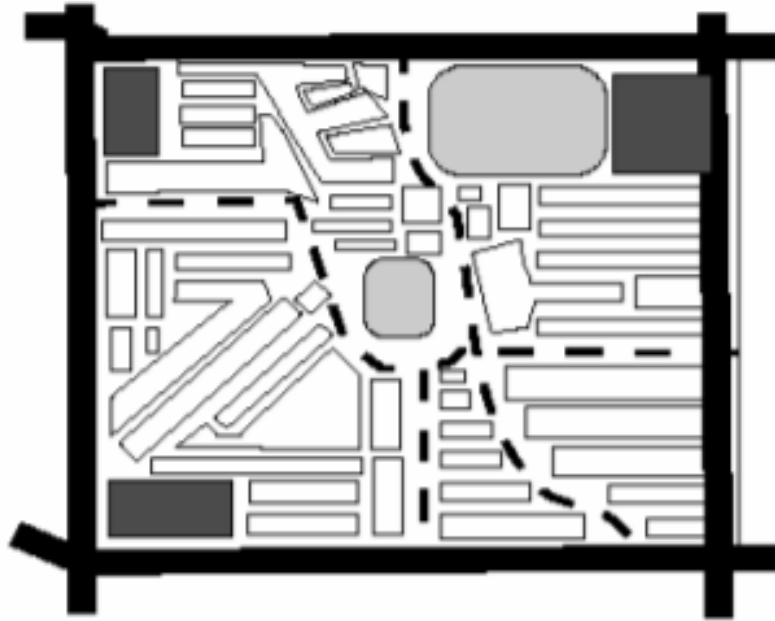


Figura 1.26 Jerarquía de movimientos en Red Vial Urbana
Fuente: Ingeniería de Transito (MONTTOYA, 2005).

Para poder identificar estas etapas el sistema vial se clasifica en 4 sistemas funcionales viales para áreas urbanas: las arterias principales y las arterias menores (vialidad primaria), los colectores (vialidad secundaria) y las calles locales (MONTTOYA, 2005).

- **Sistema de arterias urbanas principales**

Este tipo de vía se encuentra en los mayores centros actividad en áreas urbana con los corredores con los más altos volúmenes vehiculares, A pesar de que constituyen un pequeño porcentaje de la red vial total de la ciudad. Este sistema incluye autopistas y arterias principales con control de acceso parcial o sin control de acceso (MONTTOYA, 2005).

- **Sistemas de arterias urbanas menores**

Incluye a todas las arterias no clasificadas como principales, se interconecta y se complementa con el anterior. Puede servir a rutas de autobuses locales para poder proveer continuidad entre comunidades, pero no debería penetrar vecindarios (MONTTOYA, 2005).

- **Sistema de colectores urbanos**

Este sistema provee acceso y circulación de tránsito dentro de vecindarios residenciales, áreas comerciales e industriales. Son las que ligan las calles principales con las calles locales, proporcionando a su vez acceso a las propiedades colindantes (MONTTOYA, 2005).

- **Sistema de calles locales**

Este sistema permite acceso directo a generadores de viajes, conectándolos con los sistemas de vialidades superiores. Facilita el tránsito local hacia las residencias, por lo general, no deberían circular autobuses, esto no se cumple. Se conecta directamente con las calles colectoras y principales (MONTTOYA, 2005).

1.5 DISPOSITIVOS DE CONTROL

Son aquellos dispositivos para el control de tránsito a las señales, marcas, semáforos y cualquier otro dispositivo, que se colocan en las calles y carreteras, para prevenir, regular y guiar a los conductores. Los dispositivos de control indican las prevenciones, restricciones y guías estrictamente necesarias, dadas las condiciones específicas de la calle o carretera (CAL, REYES, & CARDENAS, 2007).

Según Cal Y Mayor los dispositivos para el control del tránsito en calles y carretas se clasifican en:

1. Señales Verticales

- Preventivas
- Restrictivas
- Informativas
- Turificas y de servicio
- Señales diversas

2. Señales Horizontales

- Rayas
- Marcas
- Botones

3. Dispositivos para protección en obras

- Señales horizontales
- Señales Verticales
- Barreras levantadas
- Barreras fijas
- Conos
- Tambos
- Dispositivos luminosos
- Señales manuales

4. Semáforos

- Vehiculares
- Peatonales
- Especiales

1.6 CONGESTIONAMIENTO

Se presenta cuando el volumen del tránsito vehicular supera la capacidad del sistema vial, esto genera altos niveles de saturación del flujo vehicular y obliga que todos los vehículos se desplacen a igual velocidad que los vehículos más lentos. Esto significa que existe poca probabilidad de realizar maniobras de adelantamiento o giros, por lo que afecta notablemente la operación vial. Conviene aclarar que al hablar de congestión en una carretera no es hablar de paralización de todo el movimiento. El problema de congestión vehicular se agrava aún más cuando vehículos adicionales ingresan en un flujo vehicular saturado, ya que generan mayores costos de movilización y retrasos en el cumplimiento de horarios planificados (GUAMAN, 2016).

1.6.1 Causas de la congestión vehicular

- **El incremento del uso del automóvil:** Este es uno de los factores causantes de congestión vehicular debido a que en la actualidad existe un mayor acceso al automóvil, ya que con el pasar del tiempo se ha ido incrementando el poder adquisitivo de las clases de ingresos medios, donde se dispone de: mayor

facilidad para acceder a créditos y una reducción en los precios debido a la amplia oferta de automóviles (MEJÍA & MOROCHO, 2016).

- **Existencia de zonas urbanas donde el diseño y provisión de infraestructura vial es deficitaria:** hace referencia a que, si se realizara una inversión vial para eliminar el problema, resultaría en un costo muy elevado, por lo que solo ciertos sectores son los que disponen de correctas condiciones viales, causando a la vez que se vayan definiendo ciertas vías como las más usadas y provocando también consecuencias (MEJÍA & MOROCHO, 2016).
- **La desregulación del tránsito vehicular:** este factor influye también en el congestionamiento, debido a que el disponer de una amplia desregulación en el área del transporte urbano de pasajeros conlleva a un marcado desenvolvimiento del transporte público (buses) y taxis saturados de desorden al movilizarse (MEJÍA & MOROCHO, 2016).
- **La falta de espacio vial y de estacionamiento incrementa también la congestión vehicular:** en muchos lugares la falta de estacionamiento provoca que los conductores estacionen sus vehículos en las aceras de las calles provocando consigo una reducción de las mismas y dando como resultado un aumento de la congestión vehicular (MEJÍA & MOROCHO, 2016).

1.7 INTERSECCIONES

Una intersección son todo lo cruces y empalmes de vías a nivel y desnivel. Se encuentran especialmente dentro del área urbana, involucran riesgos a los conductores, debido a que para atravesar las mismas se crean conflictos con otros usuarios viales (GUAMAN, 2016).

Su principal función es facilitar el cambio de dirección en la ruta, y para regular el paso de los vehículos, se utilizan los dispositivos del control según lo amerite el tráfico (CAL, REYES, & CARDENAS, 2007).

1.7.1 Intersecciones semafóricas

Las intersecciones semafóricas reducen al mínimo los conflictos de un vehículo con otro, pues mediante el dispositivo de semáforos es posible asignar el paso a determinados flujos

en tiempos diferentes. Estas intersecciones presentan un problema de congestión, son un ejemplo típico de la formación de una cola de espera, ya que con la presencia de la luz roja habrá cola de vehículos, otros factores son la circulación de peatones y ciclistas, también generan puntos conflictivos con los vehículos. (CUEVA, 2012).



Figura 1.27 Intersecciones semafóricas
Fuente: Google Maps

1.7.2 Intersecciones no semafóricas

Las intersecciones no semafóricas son controladas por señales de pare en las calles secundarias y no por dispositivos electrónicos, ofrecen la ventaja de no retrasar el tráfico al que circula por la calle principal. Sin embargo, solo son aplicables a calles con pequeños flujos de tráfico, si el flujo de la calle principal se incrementa eso genera una congestión y demoras excesivas en la calle secundaria, será necesario considerar la colocación de semáforos (CUEVA, 2012).



Figura 1.28 Intersecciones no semafóricas
Fuente: Google Maps

1.7.3 Intersecciones Rotatorias

Este tipo de intersecciones canalizan a los vehículos los cuales son guiados en un camino circulatorio de un sentido. Las entradas son controladas por señales dando prioridad a los vehículos que se encuentran en circulación en el redondel. Permiten un intercambio de tráfico proveniente de diferentes flujos con una mínima demora, sin embargo depende la habilidad del conductor para aprovechar los espacios entre los vehículos circulando en el redondel. Los tipos de redondeles que generalmente se utilizan son (CUEVA, 2012):

- Normal
- Mini
- Redondel doble



Figura 1.29 Intersecciones Rotatorias
Fuente: Google Maps

1.8 ANALISIS DE UNA INTERSECCION SEMAFORICA

Para determinar la capacidad de una intersección, se debe conocer sus características geométricas, las condiciones de flujo y sujeta por los dispositivos de control y medio circundante. Mediante estos estudios se podrá evaluar la capacidad de una intersección de manera cualitativa y cuantitativa (CUEVA, 2012).

1.8.1 Características Geométricas

Las características geométricas de una dependen de las condiciones de infraestructura vial como: ancho de los carriles, obstrucciones velocidad de proyecto, restricciones de rebase,

alineamientos, los movimientos que se permiten en cada uno de los accesos, su composición vehicular, es decir vehículos livianos, autobuses, camiones, motocicletas y bicicletas, existencia de carriles exclusivos para giros a la derecha o izquierda.

1.8.2 Condiciones de Trafico

Las condiciones de tráfico dependen del tiempo y el espacio, su composición vehicular y su distribución direccional, es decir el movimiento de los volúmenes de tránsito en cada acceso y la composición en función de los vehículos livianos, buses y camiones, también se debe de considerar las paradas de los buses antes y después de la intersección.

1.8.3 Condiciones semaforicas

Las condiciones semaforicas se refieren a los dispositivos para el control del tránsito, como los semáforos, que su función es ordenar y regular el tránsito de los vehículos y peatones en la calle por medio de luces, generalmente de color rojo, amarillo y verde.

1.8.3.1 Determinación de fases

Depende de las características del tráfico y del trazado de la intersección (Andrade Espinoza & Díaz Arce, 2019).

- Parte del ciclo asignada a cualquier combinación de uno o más movimientos que reciben simultáneamente el derecho de paso, durante uno o más intervalo (CUEVA, 2012).
- Una fase puede significar un solo movimiento vehicular, un solo movimiento peatonal, o una combinación de movimientos vehiculares y peatonales (CUEVA, 2012).
- Una fase comienza con la perdida de derecho de paso de los movimientos que entran en conflicto con los que lo ganan. Un movimiento pierde el derecho de paso en el momento de aparecer la indicación amarilla (CUEVA, 2012).

1.8.3.2 Reparto de tiempos verdes

Intervalo de derecho de paso durante la indicación de señal es verde. En la mayoría de los casos, debido a la proximidad entre intersecciones se adopta una misma duración de ciclo, basándose en los 15 minutos de la hora pico (Andrade Espinoza & Díaz Arce, 2019)

1.9 ANÁLISIS DE UNA INTERSECCION NO SEMAFORIZADA

1.9.1 Letreros de preferencia de Paso

En las intersecciones no semaforizadas, cada conductor comúnmente debe encontrar el momento preciso y seguro para ejecutar el movimiento deseado. En los cruces sin señales de control, conocidas como semáforos, dependen de la percepción del tiempo y el espacio de conductor, significa que el conductor decidirá cuando hacer el movimiento y decidir si es seguro hacerlo. Generalmente estas señales se las utiliza cuando el tráfico no es muy elevado y cuando las características de las vías no lo permiten (García, Vidaña, & Rodríguez, 2015).

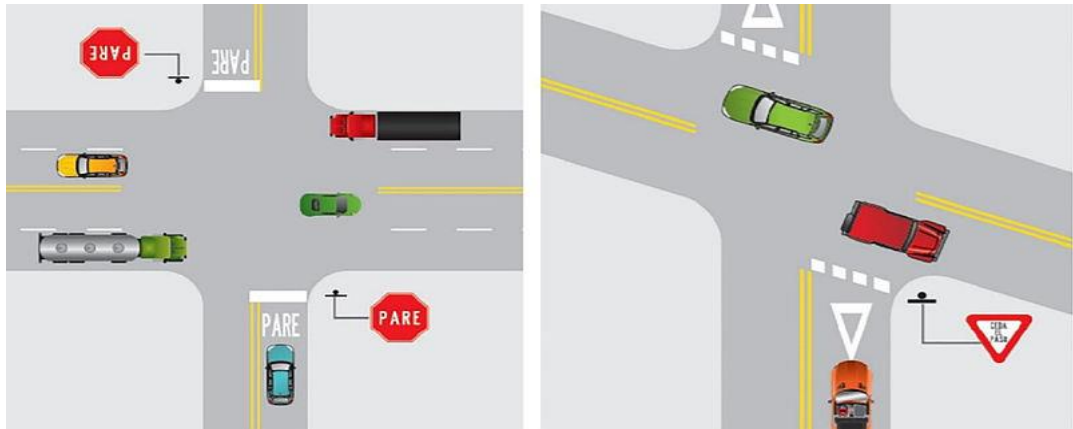


Figura 1.30 Letreros de preferencia de paso.
Fuente: Autor.

1.9.2 Letreros de Pare

En general tienden a restringir el movimiento del vehículo, recordando la existencia de alguna prohibición o limitación reglamentaria. Indica al usuario del vehículo que deberá ceder el paso a los vehículos que circulan por la carretera o calle que están entrando.

1.9.3 Trazo de Carriles

Generalmente se utiliza en una intersección para facilitar el cruce y separar los carriles de la vía, constan de líneas blancas o barreras levantadas que encausan el flujo vehicular. Depende de los siguientes parámetros (Palacios Jara, 2019):

- a) Trazado del carril para permitir el flujo natural y conveniente del tránsito
- b) Evitar la confusión mediante el uso de alguna isla bien ubicada.
- c) Selección de ancho de carril y curvatura en función del vehículo común.

1.10 DEFINICIONES ESTADÍSTICAS

La estadística puede definirse como un conjunto de conocimientos y métodos que se utilizan para el diseño del proceso de recolección, organización, presentación y análisis de datos, con el fin de interpretar conclusiones que le permitan al investigador tomar dediciones precisas y claras.

- **Población**

Es el conjunto al que se desea describir o del que se necesita establecer conclusiones, contiene a todos los elementos cuyas características queremos estudiar.

- Por su tamaño, las poblaciones pueden ser finitas o infinitas.
- Finitas, cuando es posible determinar la cantidad de los elementos.
- Infinita, cuando el elemento es muy grande y no es posible determinar

- **Muestra**

Es un subconjunto de valores de población que nos permite elegir las muestras adecuadas de una población de estudio. Es posible obtener o medir todos los valores de una población.

- **Mediana**

Punto medio del total de las observaciones, luego de que han sido ordenados los datos, proporciona un valor representativo de la tendencia central.

- **Moda**

Es el valor de la observación o elemento que tiene la mayor frecuencia.

- **Desviación Estándar**

Medida de dispersión de un conjunto de datos

- **Coefficiente de Variación**

Es una medida que indica la dispersión relativa de los datos y una relación entre la desviación de una muestra y su media.

- **Error Típico**

Valor que cuantifica cuanto se aparta de la muestra.

CAPÍTULO II

2. METODOLOGIA.

En este capítulo se realizará una revisión bibliográfica de los métodos empleados para la determinación del factor vehículo liviano equivalente para cada tipo de vehículo en vías rurales, especialmente la metodología a utilizar en la determinación de los factores VLE en vías rurales de la ciudad de Cuenca-Ecuador.

Actualmente la falta de estudios para la obtención del factor VLE en Cuenca-Ecuador, ha provocado que para el diseño de una infraestructura vial y planificación de tráfico se utilizara los factores de Vehículo Liviano Equivalente (VLE) obtenidos en otros países, puesto que es un factor muy utilizados para transformar flujos mixtos a flujos homogéneos; esto ha provocado que las vías rurales en la ciudad de Cuenca se estén diseñando de forma errónea, por lo tanto es indispensable obtener factores para cada ciudad.

La determinación del factor VLE tiene vital importancia en el estudio y planificación de tránsito, debido a esto, el estudio se enfocará en el método *Headway*, el cual consiste en la relación entre el tiempo medido en segundos que existe entre el parachoques trasero del vehículo líder (vehículo liviano) y el parachoques trasero de un vehículo común (camiones, buses, motocicletas y bicicletas) que pasan por un punto de referencia escogido para el estudio.

2.1 COMPOSICIÓN DEL TRÁFICO DE LAS PRINCIPALES PROVINCIAS DEL ECUADOR.

En las principales provincias del Ecuador, Azuay, Guayas y Pichincha presentan un tráfico heterogéneo de allí la necesidad de estimar el factor VLE, ya que dicho factor transforma un flujo de tráfico heterogéneo a homogéneo así facilitando el diseño y planificación de tránsito.

A partir del Anuario de Estadísticas de Transporte 2018 de la INEC se dará a conocer la composición de tráfico de las principales provincias del Ecuador, con el objetivo de demostrar la importancia de la determinación factor VLE para cada ciudad o zona. A continuación, se presentará los resultados obtenidos:

Tabla 2.1 *Composición del tráfico en las principales provincias del Ecuador*

| | | Principales Provincias del Ecuador | | |
|------------------|-------------|------------------------------------|--------|-----------|
| | | Azuay | Guayas | Pichincha |
| Tipo de Vehículo | Automóvil | 33.91% | 34.91% | 39.19% |
| | Autobús | 1.02% | 0.83% | 1.14% |
| | Camión | 4.18% | 4.03% | 3.94% |
| | Camioneta | 22.15% | 14.05% | 15.71% |
| | Furgoneta | 1.91% | 3.27% | 2.77% |
| | Jeep | 24.62% | 14.36% | 25.61% |
| | Motocicleta | 10.80% | 27.07% | 10.02% |
| | Tanquero | 0.09% | 0.15% | 0.14% |
| | Tráiler | 0.40% | 0.62% | 0.60% |
| | Volqueta | 0.71% | 0.45% | 0.58% |
| | Otra Clase | 0.20% | 0.25% | 0.30% |

Fuente: Autor

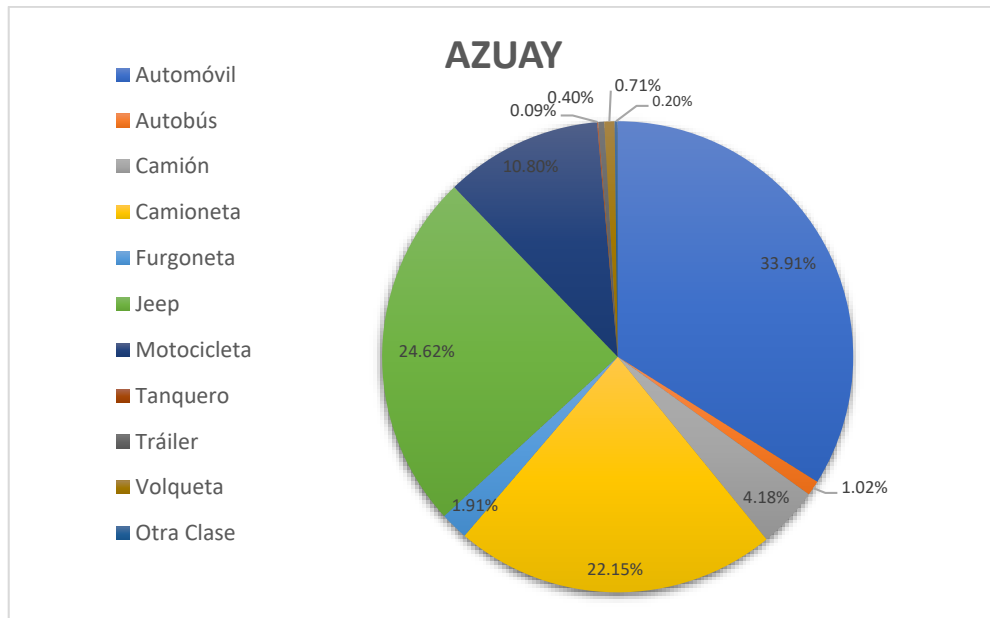


Figura 2.1 Composición vehicular de la provincia de Azuay.

Fuente: Autor.

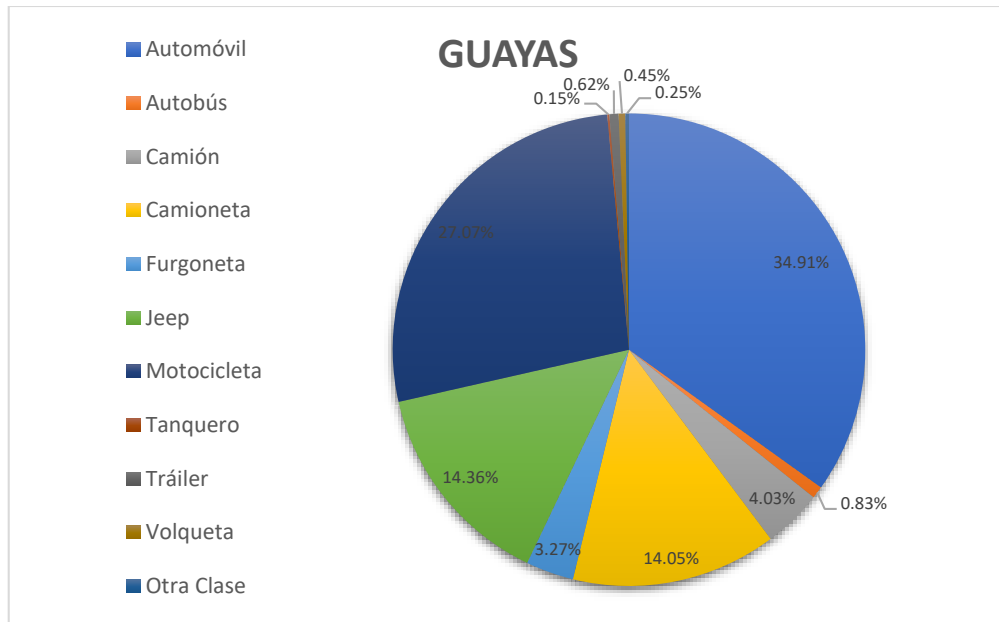


Figura 2.2 Composición vehicular de la provincia de Guayas.
Fuente: Autor.

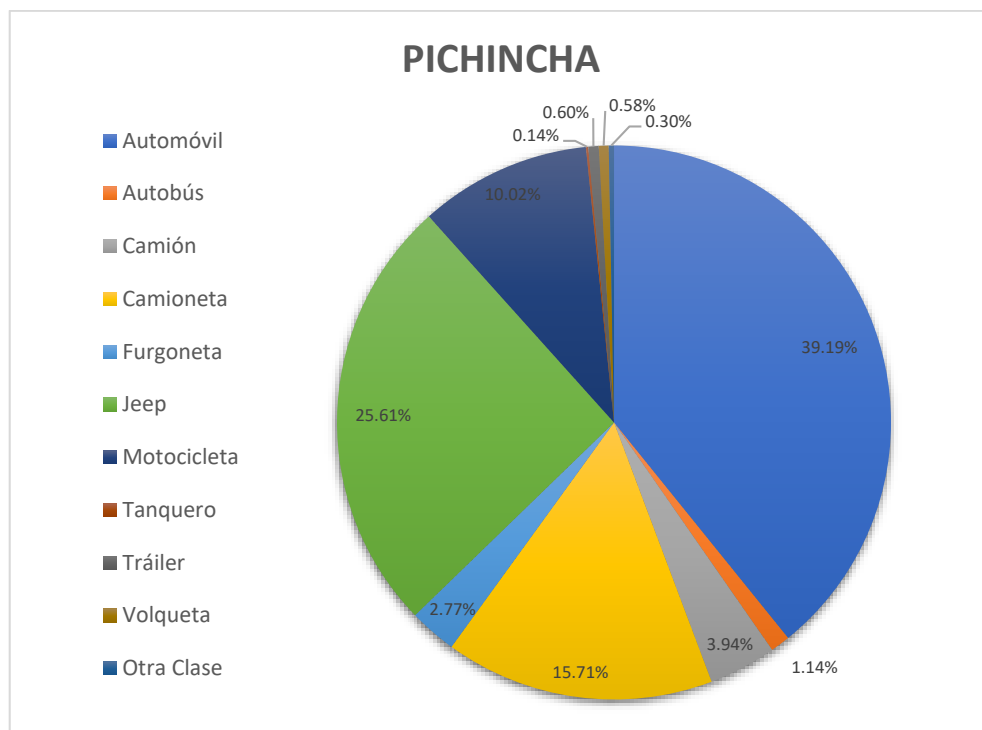


Figura 2.3 Composición vehicular de la provincia de Pichincha.
Fuente: Autor.

Tabla 2.2 Composición del tráfico en las principales provincias del Ecuador

| | | Principales Provincias del Ecuador | | | |
|------------------|-------------|------------------------------------|--------|--------|------------|
| | | Los Ríos | El Oro | Manabí | Tungurahua |
| Tipo de Vehículo | Automóvil | 12.96% | 22.76% | 24.44% | 38.13% |
| | Autobús | 0.97% | 0.93% | 0.92% | 1.88% |
| | Camión | 4.10% | 5.23% | 2.78% | 6.33% |
| | Camioneta | 15.39% | 19.37% | 19.90% | 28.17% |
| | Furgoneta | 1.05% | 1.41% | 1.36% | 2.08% |
| | Jeep | 5.78% | 12.13% | 9.32% | 15.13% |
| | Motocicleta | 58.85% | 36.44% | 39.79% | 6.91% |
| | Tanquero | 0.03% | 0.11% | 0.26% | 0.17% |
| | Tráiler | 0.35% | 0.51% | 0.35% | 0.42% |
| | Volqueta | 0.44% | 0.95% | 0.75% | 0.51% |
| | Otra Clase | 0.07% | 0.16% | 0.13% | 0.27% |

Fuente: Autor

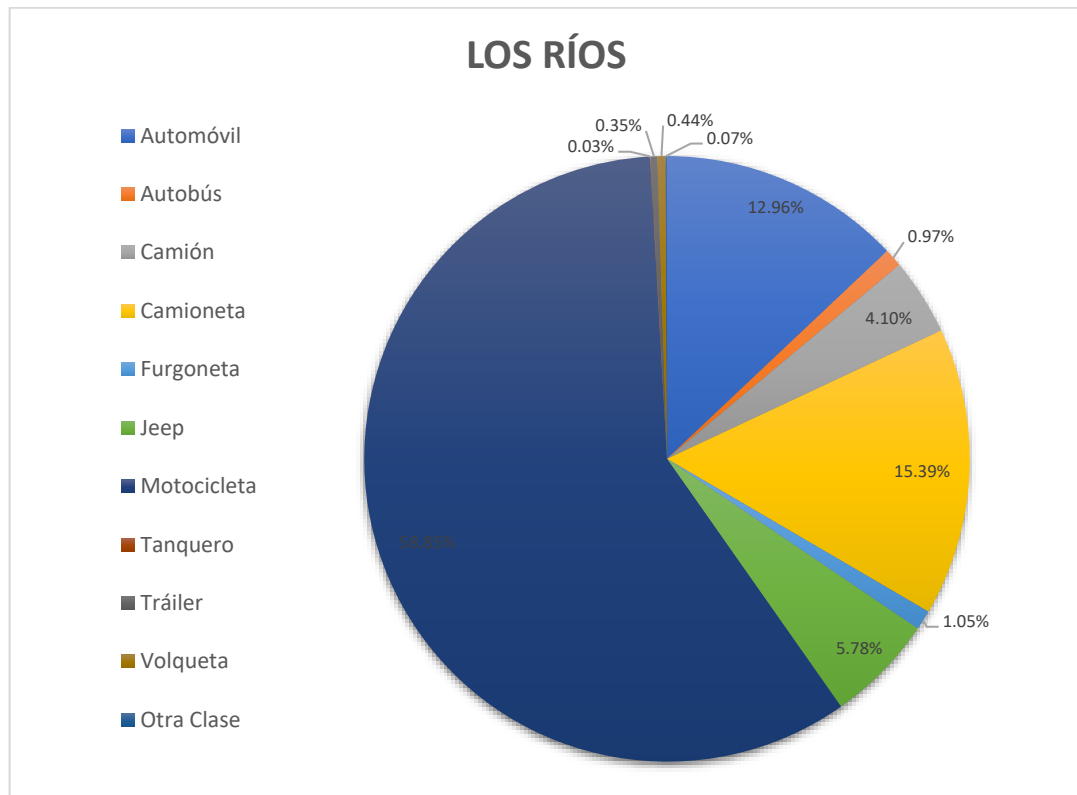


Figura 2.4 Composición vehicular de la provincia de los Ríos.

Fuente: Autor.

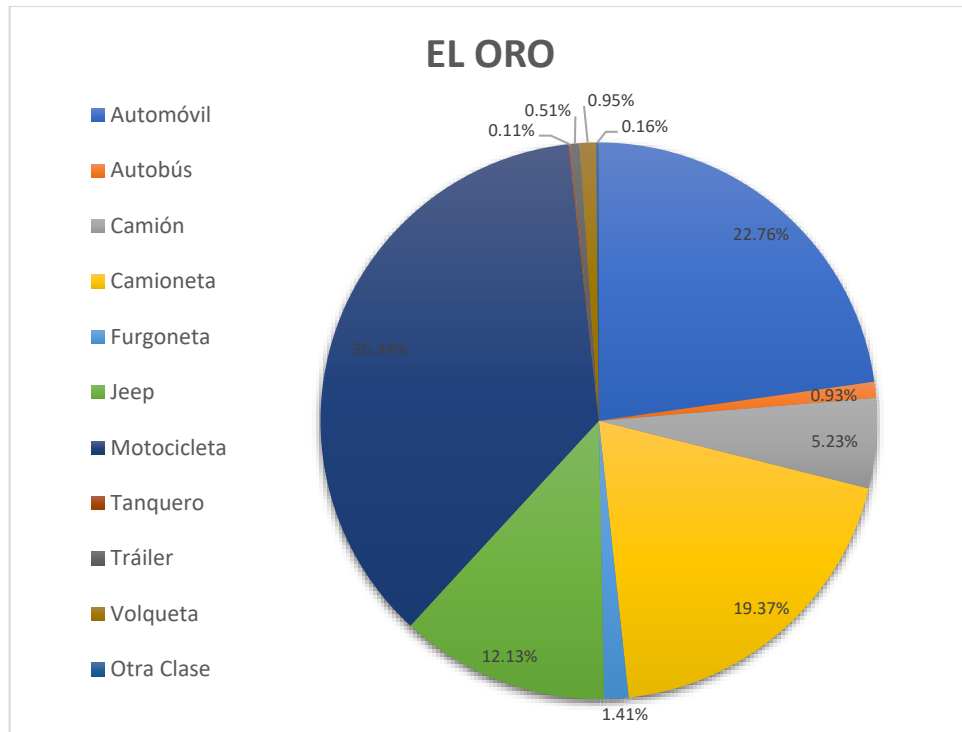


Figura 2.5 Composición vehicular de la provincia del Oro.
Fuente: Autor.

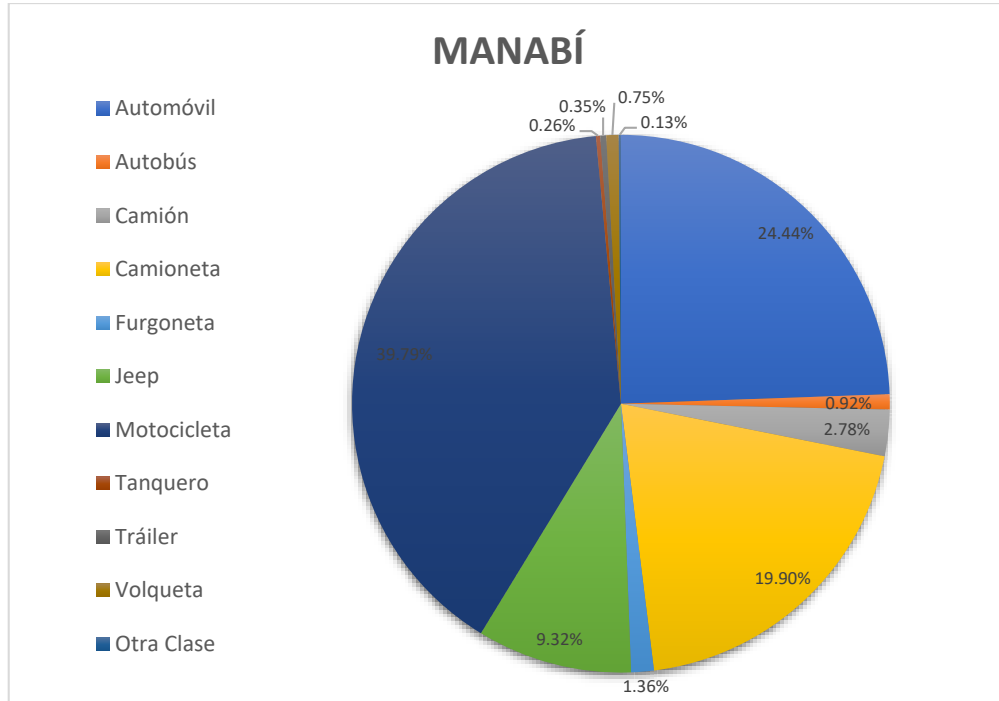


Figura 2.6 Composición vehicular de la provincia de Manabí.
Fuente: Autor.

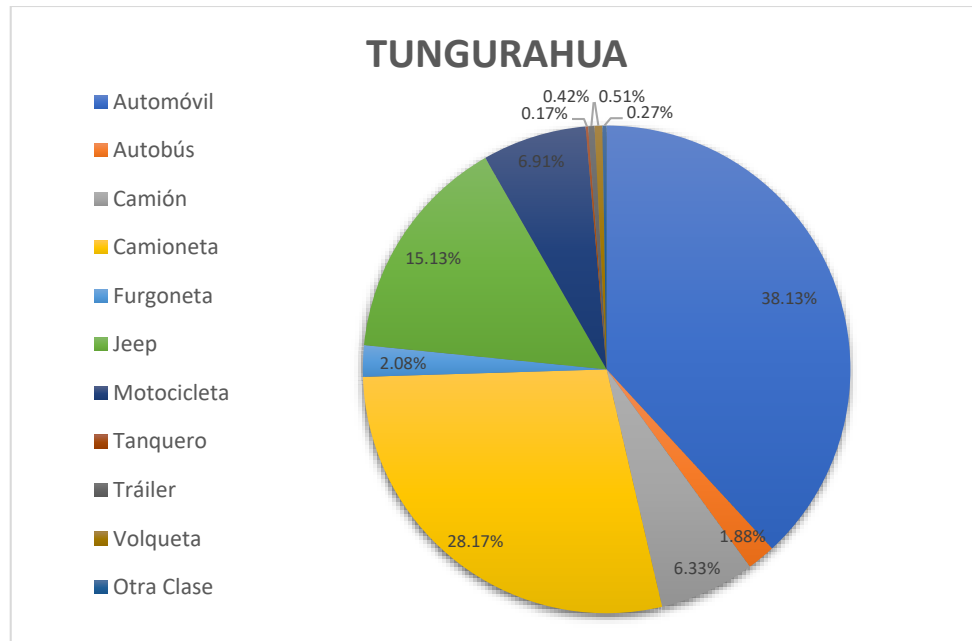


Figura 2.7 Composición vehicular de la provincia del Tungurahua.

Fuente: Autor.

2.2 MÉTODO DE OBTENCIÓN DEL FACTOR VEHICULO LIVANO EQUIVALENTE (VLE)

Para la determinación del factor VLE existen varios métodos desarrollados por varios investigadores en el área de tránsito, con el propósito de facilitar distintos estudios de tránsito. A continuación, se detallará cada método utilizado en la estimación del factor VLE:

2.2.1 MÉTODO BASADO EN LA VELOCIDAD Y EL ÁREA PROYECTA DEL VEHICULO.

Chandra & Sikdar (2000) desarrollo el método de velocidad y área proyectada del vehículo, el cual consiste en una relación entre la relación de la velocidad de un vehículo liviano con la velocidad de un vehículo tipo y la relación entre el área de proyección de un vehículo liviano con el área de proyección de un vehículo tipo. A continuación, se muestra la expresión usada para la determinación del factor VLE:

$$VLE = \frac{Vc/Vi}{Ac/Ai} \quad (2.1)$$

Donde:*VLE = Vehículo liviano equivalente**Vc = Velocidad de vehículo liviano.**Vi = Velocidad de vehículo tipo.**Ac = Área rectangular proyectada del vehículo liviano.**Ai = Área rectangular proyectada del vehículo tipo.*

El método fue empleado en 34 vías rurales de la India mediante cámaras de video durante 4 a 5 horas por día, donde concluyeron que el factor VLE para cada tipo de vehículo aumenta linealmente con el incremento del ancho de la calzada (Shalkamy, 2015). De la misma manera, Hossain & Iqbal (1999) demostró que a medida que la velocidad aumenta, el factor VLE aumenta; por lo tanto, los vehículos pesados obtuvieron factores mayores que de vehículos livianos.

2.2.2 MÉTODO BASADO EN LA DENSIDAD MODIFICADA.

La densidad del flujo de tráfico homogéneo será distinta a la densidad del flujo de tráfico heterogéneo, ya que los anchos que utilizan sobre el pavimento serán distintas. Esta diferencia da lugar al método de la densidad modificada, la cual se define como la división entre la relación de la densidad en un tráfico homogéneo con el ancho del carril en un tráfico homogéneo; y la relación de la densidad de camiones con el ancho del carril en un tráfico homogéneo (Tiwari, 2000). Posteriormente, se detallará la expresión utilizada para la determinación del factor VLE en camiones:

$$VLE_{cam} = \frac{k_{liv}/W_L}{k_{cam}/W_L} \quad (2.2)$$

Donde:*VLE_{cam} = Vehículo liviano equivalente en camiones.**k_{liv} = Densidad de vehículos livianos.**k_{cam} = Densidad de camiones.**W_L = Ancho del carril.*

Es un método que permite obtener resultados apegados a la realidad de cada zona; consiste en grabar durante horas pico con ayuda de cámaras de video, a partir de videos

anteriormente mencionados se obtendrá la densidad para vehículos livianos y camiones para posteriormente determinar el factor VLE.

2.2.3 MÉTODO WALKER'S.

El método Walker's fue desarrollado por Cunagin y Messer (1982), el cual se basan en el número de pasos o adelantamientos que se realizarían por kilómetro de carretera; un vehículo tipo i por un vehículo liviano y un vehículo liviano de bajo rendimiento por un vehículo liviano; además considera el volumen de vehículo tipo i y el volumen de vehículo de bajo rendimiento. Este método tiene aplicación en terrenos ondulados y montañosos, así como en condiciones de serviciabilidad bajas.

La ecuación para la estimación del factor VLE se presenta a continuación:

$$VLE = \left(\frac{OT_i}{VOL_i} \right) \left(\frac{OT_{LPC}}{VOL_{LPC}} \right) \quad (2.3)$$

Donde:

VLE = Vehículo liviano equivalente.

OT_i

= Numero de adelantamientos de vehículo tipo i por un vehiculo liviano por milla.

VOL_i = Volumen de vehículo tipo i por hora.

OT_{LPC}

= Numero de adelantamientos de vehículo de bajo rendimiento por un vehiculo liviano por milla

VOL_{LPC} = Volumen de vehículos de bajo rendimiento.

Una consideración fundamental en el método Walker's es que los vehículos que experimenta mayor velocidad no se ven obstaculizados al adelantamiento a los vehículos con menor velocidad, por lo tanto, no se forman colas (Cunagin & Messer, 1982).

2.2.4 MÉTODO BASADO EN DEMORAS EQUIVALENTES.

Es un método que determina el factor VLE basándose en una relación de la demora que experimenta un vehículo liviano debido a otros vehículos, además el método considera que la demora del vehículo liviano haya sido causada por obstaculización de vehículos más lentos o de bajo rendimiento (Cunagin & Messer, 1983).

La estimación del factor VLE se obtiene mediante la siguiente expresión:

$$VLE = \frac{D_{ij} - D_{base}}{D_{base}} \quad (2.4)$$

Donde:

VLE = Vehículo liviano equivalente.

D_{ij} = Demora de vehículo liviano debido a un vehículo tipo *i* bajo condición *j*.

D_{base} = Demora de vehículo liviano debido a un vehículo mas lento.

2.2.5 MÉTODO BASADO EN EL TIEMPO HEADWAY.

El tiempo *Headway* se define como el tiempo medido en segundos que existe entre el parachoques trasero del vehículo líder (vehículo liviano) y el parachoques trasero de un vehículo común (camiones, buses, motocicletas y bicicletas) que pasan por un punto de referencia escogido para el estudio.

Este método se basa en el criterio de que los vehículos livianos a comparación de los vehículos pesados tienen tiempo *headway* más pequeños, considerando que el flujo de tráfico se encuentre saturado (Muhammad, 2014).

En el año 1947 Greenshields, estableció la siguiente expresión para la estimación del factor VLE mediante el método *Headway*:

$$VLE_i = \frac{H_i}{H_c} \quad (2.5)$$

Donde:

VLE_i = Vehículo liviano equivalente para vehículo tipo *i*.

H_i = Promedio de los tiempos headway de vehículo tipo *i*

H_c = Promedio de los tiempos headway de vehículos livianos..

La presencia de vehículos pesados en autopistas dio lugar a una investigación a cargo de Cunagin y Chang (1982), con el objetivo de aplicar el método *Headway* para estimar el factor VLE en autopistas, el método anteriormente mencionado toma en consideración el volumen de tráfico y la amplitud del carril como parámetros para la estimación del factor. Para la investigación se utilizó la siguiente expresión:

$$VLE_i = \frac{H_{ij}}{H_B} \quad (2.6)$$

Donde:

VLE_i = Vehículo liviano equivalente para vehículo tipo i .

H_{ij} = Tiempo headway de un vehículo tipo i bajo condición j (seg).

H_c = Tiempo headway de un vehículos liviano (seg).

Este método también presenta ciertas desventajas las cuales son:

1. No toma en cuenta el atraso adicional de los vehículos detenidos desde la octava posición de la fila detrás de un camión.
2. No considera movimientos de cambio de carril
3. Los valores de VLE son independientes al volumen de tráfico, porcentaje de camiones y cantidad de vehículos pesados en una fila.

2.2.6 MÉTODO BASADO EN LA HCM (2010).

Es un método desarrollado en Estados Unidos por la *Highway capacity Manual* (2010), en el cual consideraron el flujo de tráfico de vehículos pesados exceptuando las características operacionales de camiones y buses. El método está basado en la siguiente expresión:

$$VLE = \frac{V}{FHP * N * f_{HV} * f_p} \quad (2.7)$$

Donde:

VLE = Vehículo liviano equivalente.

V_p = Volúmen de vehiculos livianos para un periodo de 15 min (veh/h).

FHP = Factor de hora pico

V = Volúmen de vehiculos en una hora pico (veh/h).

N = Número de carriles.

f_{HV} = Factor de ajuste para vehículos pesados.

f_p = Factor de ajuste para tipo de conductor.

El factor de ajuste para vehículos pesados permite transformar buses y camiones pesados en vehículos livianos mediante la siguiente ecuación:

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_B(E_B - 1) + P_R(E_R - 1)} \quad (2.8)$$

Donde:

f_{HV} = Factor de ajuste para vehículos pesados.

P_T = Porcentaje de camiones, expresado en decimales.

P_B = Porcentaje de buses, expresado en decimales.

P_R = Porcentaje de vehículos recreacionales, expresado en decimales.

E_T = Equivalencia de vehículo por camión, obtenido de la tabla 2.2 o 2.3 .

E_R = Equivalencia de vehículo por buses, obtenido de la tabla 2.2 o 2.3 .

Tabla 2.3 Equivalencia de camiones y buses para obtener velocidades en vías bidireccionales y direccionales

| Tipo de vehículo | Rango de velocidades de flujo en vías bidireccionales (veh/h) | Rango de velocidades de flujo en vías direccionales (veh/h) | Tipo de terreno | |
|----------------------|---|---|-----------------|----------|
| | | | Llano | Ondulado |
| Trucks, ET | 0-600 | 0-300 | 1,7 | 2,5 |
| | >600-1200 | >300-600 | 1,2 | 1,9 |
| | >1200 | >600 | 1,1 | 1,1 |
| RV ₃ , ER | 0-600 | 0-300 | 1 | 1,1 |
| | >600-1200 | >300-600 | 1 | 1,1 |
| | >1200 | >600 | 1 | 1,1 |

Fuente: Manual de Capacidad de Carreteras, 1991

Tabla 2.4 *Equivalencia de camiones y buses para obtener tiempos de seguimiento en vías bidireccionales y direccionales*

| Tipo de vehículo | Rango de velocidades de flujo en vías bidireccionales (veh/h) | Rango de velocidades de flujo en vías direccionales (veh/h) | Tipo de terreno | |
|----------------------|---|---|-----------------|----------|
| | | | Llano | Ondulado |
| Trucks, ET | 0-600 | 0-300 | 1,1 | 1,8 |
| | >600-1200 | >300-600 | 1,1 | 1,5 |
| | >1200 | >600 | 1 | 1 |
| RV _s , ER | 0-600 | 0-300 | 1 | 1 |
| | >600-1200 | >300-600 | 1 | 1 |
| | >1200 | >600 | 1 | 1 |

Fuente: Manual de Capacidad de Carreteras, 1991

2.3 CRITERIOS DE SELECCIÓN DE VÍAS DE RURALES.

2.3.1 CRITERIOS PARA LA SELECCIÓN DE VÍAS RURALES.

Las vías rurales seleccionadas para el estudio de la determinación del factor VLE en vías rurales deben cumplir con ciertas características como se presentan a continuación:

- El tránsito de vehículos necesariamente será en flujo libre, evitando que se forme una cola inicial.
- El volumen del tráfico vehicular a considerarse será alto.
- No existan estacionamientos permitidos en el espacio de estudio.
- Exista un flujo de tráfico heterogéneo de vehículos.
- La característica del tránsito se considera en la hora de mayor flujo vehicular.

En el capítulo 3 se presentan las vías rurales que fueron seleccionadas como relevantes de la ciudad de Cuenca, además se mostrara sus características geométricas, el volumen de tráfico y las horas de mayor flujo vehicular.

2.3.2 DETERMINACIÓN DEL TAMAÑO DE LA MUESTRA PARA CADA VEHÍCULO.

El tamaño de la muestra se define como una cantidad determinada de valores que conforman estadísticamente una muestra extraída de la población, para inferir la importancia de una o varias características del conjunto, el seleccionar el tamaño de la muestra antes de realizar el análisis estadístico permite disminuir el error en la obtención de los resultados. Debido a la importancia del tamaño de la muestra es necesario conocer definiciones detalladas a continuación (Baca, 2010).

2.3.2.1 Variables de investigación.

Este estudio tiene como variable de investigación el tiempo *Headway*, el cual nos una idea del volumen de flujo vehicular, características de la calzada, comportamiento del conductor y la velocidad a la que circulan los vehículos. Los datos tomados en las vías rurales deben ser recopilados en un tramo de vía en condiciones de flujo libre de la siguiente forma:

- Liviano – Liviano
- Liviano – Bus
- Liviano – Camión Liviano
- Liviano – Camión Pesado.
- Liviano – Motocicletas.
- Liviano – Bicicletas

2.3.2.2 Coeficiente de variación.

Es una medida de dispersión representada por la simbología CV, permite medir la variabilidad relativa entre dos variables cuyas distribuciones esten en diferentes unidades de medida. Se obtiene mediante la relación entre la desviación típica y el valor absoluto de la media aritmética expresada en porcentaje (Martínez Bencardino, 2011).

$$CV = \frac{\sigma}{|\bar{X}|} * 100 \quad (2.9)$$

Donde:

CV = *Coeficiente de variación.*

σ = *Desviación típica.*

\bar{X} = *Media aritmética.*

2.3.2.3 Medida de precisión y confiabilidad.

El nivel de confianza es simbolizado por Z , el cual se define como la probabilidad que la variable a determinar se situó en el intervalo de confianza, en esta investigación se asume un nivel de confianza de 95 %. Mediante la tabla de probabilidades de distribución normal al 95 % de nivel de confianza le corresponde un valor de 1.96 (Baca Urbina, 2010).

En cuanto al error de muestreo es simbolizado por E , es un valor que denota la discrepancia entre la media de la muestra y la media de la población. El error máximo admisible es asumido por el investigador, tomando en cuenta que a menor error mayor será el tamaño de la muestra, de la misma manera a mayor error menor tamaño de la muestra (Martínez Bencardino, 2011). Para esta investigación se asumió el valor del 5%.

A partir de estas definiciones se pudo determinar el tamaño de la muestra mínima necesaria para cada tipo de vehículo mediante la siguiente expresión (Bolbol, Cheng, Tsepki, & Chow, 2012):

$$N = \frac{CV^2 * Z^2}{E^2} \quad (2.10)$$

Donde:

N = *Cantidad de situaciones de cada tipo de vehículo.*

CV = *Media del coeficiente de variación de las vías rurales.*

Z = *Valor correspondiente al 95 % de nivel de confianza igual a 1.96.*

E = *Error de muestreo permisible del 5% igual a 0.05.*

Para este estudio, el número de veces que un vehículo liviano es seguido por cada tipo de vehículo se denomina población o cantidad de datos a ser muestreados, el cual es una variable necesaria para determinar el tamaño de la muestra, siendo el tamaño de la muestra un valor importante antes de empezar la estimación del factor VLE.

La población a utilizar en este estudio se considerada de tipo infinita, esto debido a que no es posible cuantificar el número de veces que un vehículo liviano es seguido por cada tipo de vehículo, además no existen fuentes secundarias (revistas, libros, artículos, estadísticas, etc.) que permitan determinar con exactitud la población; por tal situación es necesario determinar la población a utilizar en la determinación del factor VLE.

En cuanto a la población total para cada vía rural será el número de veces que vehículo liviano es seguido por un vehículo liviano, bus, camión liviano, camión pesado, motocicleta y bicicleta medido en horas de mayor flujo vehicular. Al conocer la población total de los distintos tipos de vehículos se puede determinar la muestra a ser analizada mediante la siguiente expresión (Baca Urbina, 2010):

$$n = \frac{N * Z^2 * p * q}{E^2 * (N - 1) + Z^2 * q * p} \quad (2.11)$$

Donde:

n = Cantidad de situaciones a ser analizadas de cada tipo de vehículo.

N = Cantidad total de cada tipo de vehículo.

Z = Valor correspondiente al 95 % de nivel de confianza igual a 1.96.

E = Error de muestreo permisible del 5% igual a 0.05.

p = Probabilidad de éxito.

q = Probabilidad de fracaso.

La ecuación antes descrita contiene dos nuevas variables *p* y *q*, las cuales consisten en una probabilidad de éxito y fracaso que se espera en el estudio; la falta de investigaciones en la determinación del factor VLE en vías rurales permite asumir un 50% de probabilidad de éxito y un 50% de probabilidad de fracaso.

El tamaño de la muestra determinado con la formulación anterior, se deberá considerar todas las vías rurales utilizadas en el estudio mas no para cada una de ella.

2.3.3 LEVANTAMIENTO DE INFORMACIÓN

El aforo es la forma de medición más utilizada e importante en la ingeniería de tránsito y transporte, debido acercamiento a la realidad en cuanto a flujo vehicular, volúmenes de tráfico, velocidades, capacidad, tiempos y demanda que existe en las vías; se define como la enumeración de vehículos que pasan por un punto de referencia. Acorde con los dispositivos y procedimientos utilizados se puede clasificar en distintos tipos de aforos descritos a continuación.

2.3.3.1 Aforos Manuales

El aforo manual es la forma más común de levantar volúmenes de tránsito, esto debido a varias razones tales como; los aforos manuales no requieren de equipos especializados por ende está al alcance de todo ingeniero, estudiantes y catedráticos; de la misma manera se pude mencionar cuando existen estudios que requieren poca información por lo que es innecesario instalar aforos automáticos; por último, la eficacia que existe en los aforos manuales al momento de captar situaciones difícilmente captadas por una forma mecánica, como podrían ser los movimientos direccionales de los vehículos. La percepción humana es más confiable que cualquier máquina o equipo, por más perfeccionada que estas sean. Esta investigación hará el uso de cronómetros para obtener el intervalo de tiempo *Headway* entre parachoques traseros de un vehículo liviano y cualquier vehículo (liviano, bus, camión, motocicleta y bicicleta) consecutivos que pasan por una línea de referencia transversal (Curbelo López, 2017).

2.3.3.1 Aforo Automático

Es un aforo que cuenta con sistemas de detección por grupos de vehículos en una vía, además cada sistema está compuesto por dos subsistemas los cuales; el primero se encarga de detectar el paso del vehículo por un punto de referencia y convertirlo en un impulso electrónico, y el segundo convierte los impulsos en datos organizados por períodos de tiempo y valores (Gomez & Isidoro, 1987). Este método es aplicado cuando existe conteos

vehiculares mayor a 10 horas, con el objetivo de disminuir el personal requerido en un aforo manual. Gran parte de los aforos automáticos proporciona solo cantidad de vehículos o ejes y no diferencia el tipo de vehículo (Borges Chavez, 2017).

2.3.3.2 Filmación y cámaras virtuales.

El método consiste en levantar información mediante cámaras de video para posteriormente obtener la información necesaria en el estudio de tránsito de una forma cómoda de trabajo disminuyendo la exposición de la persona a la intemperie en el proceso de obtención de datos, así mismo el método genera un mayor grado de confianza debido a que se puede comprobar los datos. Este estudio hará uso de este método; primero colocando dos cámaras de video a 1 metro del nivel del suelo una en cada sentido en el tramo de vía rural para obtener la información necesaria de esta investigación; posteriormente se procederá a filmar en cada vía rural de estudio por un período de tiempo de 120 a 180 minutos en la hora de mayor congestión vehicular; finalizando con el análisis de los videos para obtener los tiempos *Headway* con mayor precisión por cada tipo de vehículo.

2.3.3.3 Equipo de medición

El equipo de medición está conformado por una cámara de video, trípode y una memoria micro SD, este equipo de medición es indispensable al momento de levantar la información, ya que permiten obtener el tiempo *Headway* permitiendo así determinar el factor VLE para cada tipo de vehículo. A continuación, se detallará cada instrumento de medida.

- **Una cámara GoPro Action Hero.**

La cámara cuenta con un sensor de 8 megapíxeles lo que permite grabar vídeos con una resolución hasta de 1440p, posee conectividad bluetooth y una pequeña pantalla LED; además permite grabar alrededor de 150 minutos. En cuanto al almacenamiento cuenta con una entrada microSD, un cargador micro USB; esto la hace una cámara muy simple de usar, como se muestra en la **Figura 2.8**. Es una cámara apropiada para este estudio, ya que permite tener imágenes de alta calidad así evitando errores en la obtención del tiempo *Headway*.



Figura 2.8 Cámara GoPro Action Hero.
Fuente: camaradeportiva.net

- **Trípode para cámara.**

El trípode 4 secciones es ideal para cámaras tipo GoPro o smartphone, permite mantener un equilibrio adecuado gracias a sus tres patas correctamente enlazados. Tiene la capacidad de aumentar hasta 1 metro de altura mediante un ajuste de regulación ascendente, lo que hace que sea adecuado para este estudio, así mismo permite ubicar la cámara en distintos ángulos, como se muestra en la **Figura 2.9**



Figura 2.9 Trípode 4 secciones.
Fuente: ferretecno.cl

- **Memoria externa MicroSD**

Actualmente todos los dispositivos electrónicos utilizan MicroSD debido a su fácil manejo y su tamaño, el MicroSD almacenará información dependiendo la capacidad de memoria. Este estudio utilizará un MicroSD con una capacidad de 32 GB permitiendo así grabar 240 minutos, satisfaciendo así el periodo de tiempo de grabación establecido en esta investigación.



Figura 2.10 Memoria MicroSD integral.
Fuente: pcworld.es

2.4 PROCESAMIENTO Y ANÁLISIS DE DATOS

El factor VLE consiste en la relación entre el tiempo *headway* de un vehículo liviano seguido por un vehículo cualquiera y el tiempo *headway* de un vehículo liviano seguido de otro liviano, como se muestra en la siguiente ecuación:

$$VLE_i = \frac{H_i}{H_c} \quad (2.12)$$

A partir de esta definición y datos obtenidos anteriormente se procede a estimar el intervalo de tiempo *Headway* para los distintos vehículos mediante la siguiente ecuación básica propuesta en 1947, por Greenshields:

$$H_i = \frac{\sum_1^n t_2 - t_1}{n} \quad (2.13)$$

Donde:

H_i = Tiempo *headway* de un tipo de vehículo.

t₁ = Tiempo en el que pasa el parachoque trasero de un vehículo líder (vehículo liviano) por un punto de referencia.

t_2 = Tiempo en el que pasa el parachoque trasero de un vehículo tipo (bus, camión, moto, bicicleta y bicicleta) por un punto de referencia.

n = Número de tiempos headway válidos.

Para el término Hc se procede de la misma manera, con la diferencia que tanto el vehículo líder y el vehículo tipo son livianos.

El proceso de determinación del factor VLE se mantiene para los distintos tipos de vehículos que transitan por las vías rurales seleccionadas en el estudio de la ciudad de Cuenca.

2.5 ANÁLISIS ESTADÍSTICO

Es un proceso que permite interpretar los valores cuantitativos que se disponga, con el objetivo de ofrecer validez a los resultados obtenidos. Este proceso ayudará a determinar los valores de la población a tomar en cuenta para la estimación del factor VLE lo más adecuado posible, para el caso de este estudio los valores a considerar son los tiempos *Headway* de cada tipo de vehículo (PALACIOS, 2019). A continuación, se desarrollará definiciones y parámetros necesarios para llevar a cabo el análisis estadístico.

- **Sesgo**

Es la presencia de asimetría en la curva de distribución, ya sea una asimetría a la izquierda o una asimetría a la derecha; cuando la curva es simétrica el sesgo es igual a cero (Triola, 2006).

- **Valor Atípico**

Es un valor cuantitativo que no concurre o está distanciado del resto de los valores (Marchal, Lind, & Wathen, 2012).

- **Diagrama de cajas**

Es una representación gráfica que permite validar un conjunto de valores dentro de la población, el diagrama se basa en cuartiles (Marchal, Lind, & Wathen, 2012).

- **Cuartiles**

Se define como una serie de datos que divide en cuatro partes iguales la población, con el objetivo de analizar de forma rápida la dispersión de un conjunto de valores (Marchal, Lind, & Wathen, 2012). Las partes se clasifican en:

Primer cuartil (Q1): El 25% de los valores se encuentran por debajo de este valor.

Segundo cuartil (Q2): El 50% de los valores se encuentran por debajo de este valor.

Tercer cuartil (Q3): El 75% de los valores se encuentran por debajo de este valor.

2.5.1 TEOREMA DE CHEBYSHEV

El teorema de Chebyshev se basa en la desviación estándar, ya que tiene como función medir la dispersión de un conjunto de datos, dando un idea que una desviación mayor nos indica que los datos se localizan muy dispersos de la media, por el contrario, una desviación menor indica que los datos se encuentran junto a media (Marchal, Lind, & Wathen, 2012).

El teorema de chebyshev establece:

“En cualquier conjunto de observaciones (muestra o población), la proporción de valores que se encuentran a k desviaciones estándares de la media es de por lo menos $1 - \frac{1}{k^2}$, siendo k cualquier constante mayor que 1.” Mostrada en la **Figura 2.11**

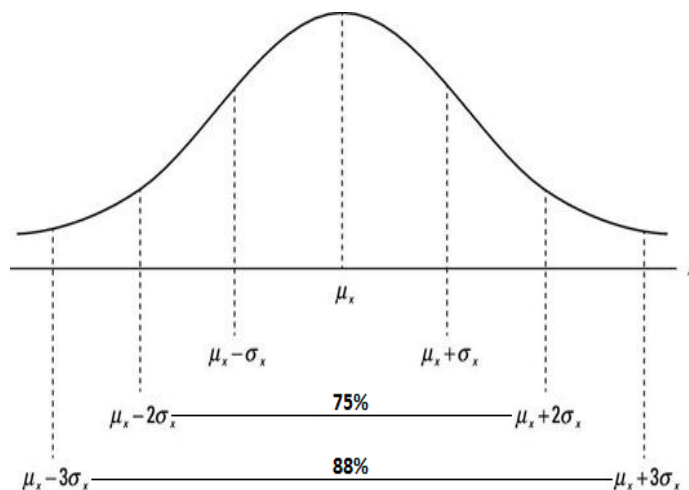


Figura 2.11 Teorema de *Chebyshev*.

Fuente: Estadística aplicada a los negocios y economía (Marchal, Lind, & Wathen, 2012).

El diagrama de caja consiste en determinar un valor atípico positivo y negativo para luego desechar los datos mayores al valor atípico superior y menores al valor atípico inferior siempre cuando los valores descartados no representen una porción considerable con respecto al total de la muestra. Mediante las siguientes expresiones se obtiene los valores atípicos:

Valor atípico superior

$$VAS = Q3 + [1.5(Q3 - Q1)] \quad (2.14)$$

Valor atípico inferior

$$VAI = Q1 - [1.5(Q3 - Q1)] \quad (2.15)$$

Donde:

VAS = Valor atípico superior.

VAI = Valor atípico inferior.

Q3 = Tercer cuartil.

Q1 = Primer cuartil.

Los valores que se encuentran entre el valor atípico superior *VAS* y el valor atípico inferior *VAI* del conjunto de datos de la muestra serán considerados para la estimación del tiempo promedio *Headway* para cada tipo de vehículo y posteriormente determinar el factor VLE. El teorema de *Chebyshev* se aplicará para dar validez a los datos obtenidos anteriormente mediante el análisis del área bajo la curva (PALACIOS, 2019).

CAPITULO III

3. DETERMINACIÓN DE LAS VÍAS RURALES Y EL NÚMERO DE VEHÍCULOS A SER MUESTREADOS EN EL PRESENTE PROYECTO.

El capítulo explica de forma detallada los aspectos relevantes a tomarse en cuenta para la selección de las vías rurales más relevantes de la ciudad de Cuenca, mediante definiciones de cómo se encuentra compuesta actualmente el sistema viario rural de la ciudad de Cuenca, de la misma manera se analizará la muestra de cada tipo de vehículos obtenidos en las vías rurales consideradas en el estudio. Partiendo de la selección de las vías rurales para el estudio, se procederá a levantar las características geométricas y el tipo de material que constituye la vía, para llevar a cabo la grabación mediante cámara de video; posteriormente se aplicará el método *Headway* de cada tipo de vehículo para determinar el factor VLE.

3.1 SISTEMA VIARIO

El sistema viario está compuesto por el conjunto de vías que permiten el desplazamiento de personas a un lugar específico por medio de distintos modos de transporte, se considera fundamental en la estructura de una ciudad, debido que mejora la conexión con centro poblados ayudando así al desarrollo de la ciudad.

3.1.1 VIARIO CANTONAL Y VIARIO RURAL

La Municipalidad de Cuenca mediante la cartografía actual determinó que el total de las vías del cantón supera los 4.590,25 km., de las cuales el viario rural cuenta con 3.493,25 km., y el viario urbano con los restantes 1.097,00 km. El viario urbano está compuesto por 13.269 tramos formados por 600 nodos entre viarios principales. Posteriormente se presenta una tabla de resumen:

Tabla 3.1 *Composición viaria de Cuenca*

| Viario Cantonal y Rural | | |
|------------------------------|-------------|--------------------------|
| Longitud del viario Cantonal | 4.590,25 km | Total de vías del Cantón |
| Longitud del viario Rural | 3.493,25 km | Tramos Rurales |
| Longitud del viario Urbano | 1.097,00 km | Tramos Urbanos |
| Total de tramos Urbanos | 13.269 | Dentro del límite Urbano |
| Total de Nodos | 600 | Dentro del límite Urbano |

Fuente: GAD Municipal del cantón Cuenca

3.1.2 GEOMETRÍA DE LA RED

El cantón Cuenca se encuentra en la parte baja y plana de la cordillera de los Andes, donde se encuentran ubicadas sus 21 parroquias rurales. Su viario tiene forma de damero cuya conexión en sentido norte-sur-este-oeste y viceversa está limitada por la diferencia de nivel entre las terrazas, por los ríos que lo cursan y por el aeropuerto, constituido como una barrera de ciudad. Así mismo se puede visualizar que la red viaria está formada por polígonos irregulares dando lugar a una vinculación incompleta en sentido oeste-sur y viceversa, en sentido norte-sur y viceversa y en sentido radial. La falta de regularidad en su geometría provoca que algunas de las vías urbanas y rurales se encuentren saturadas por el tráfico vehicular (GAD Municipal de Cuenca, 2015).

3.1.3 MALLA DE LA RED VIARIA

La malla viaria del cantón Cuenca este compuesto por los patrones detallados a continuación:

3.1.3.1 Patrón Ortogonal

Es una malla ortogonal de retícula pequeña que se formó en tiempo de fundación del Cantón, partiendo desde su centro lo que hoy en día es identificada como el Parque Calderón. Esta malla se identifica con lo que llamamos manzanas; este viario urbano está limitado por Calle Larga al sur, Av. Huayna Cápac al este, Av. De la Américas al oeste y Rafael María Arizaga al norte (GAD Municipal de Cuenca, 2015).



Figura 3.1 Fragmento del patrón ortogonal del cantón Cuenca
Fuente: Google Earth Pro, 9/05/2020

3.1.3.2 Patrón Radio-Concéntrico

Este patrón se despliega en el año 1947 luego del Primer Plan Regulador de Cuenca, se componen por ejes radiales que enlazan a Cuenca en sentido norte-sur las calles Av. Loja, Paucarbamba, Max Ulhe, Barrial Blanco y complementándose en sentido este-oeste con las calles Héroes de Verdeloma, Paseo de los Cañaris, Av. Remigio Crespo y Diez de Agosto (GAD Municipal de Cuenca, 2015).



Figura 3.2 Fragmento del patrón radio-concéntrico del cantón Cuenca
Fuente: Google Earth Pro, 9/05/2020

El patrón radio-concéntrico también se presenta en parroquias rurales, tales como Sinincay y Ricaurte; esto debido que la estructura está formada por trazos generados al enlazar la parte central con la llamada ciudad moderna, que se dirige en sentido de las orillas de ríos para evitar que las pendientes de las calles sean mayores (GAD Municipal de Cuenca, 2015).



Figura 3.3 Fragmento del patrón radio-concéntrico en la parroquia Sinincay.
Fuente: Google Earth Pro, 9/05/2020

3.1.3.3 Patrón Irregular

Esta malla viaria se refleja en la mayor parte en las vías de vocación residencial del cantón Cuenca; se caracteriza por no mantener un patrón definido, fundamentalmente en el viario de carácter local. El patrón irregular se origina debido a la necesidad para construir edificaciones nuevas, cuya geometría se ajusta a la orografía del cantón. Todo el viario rural presentan un patrón irregular, ya que sus calles fueron creadas considerando las limitaciones de la topografía del suelo, una ilustración clara se presenta en la parroquia Sayausí vía a Buenos Aires, vía al Valle, Vía a Paccha, entre otras (GAD Municipal de Cuenca, 2015).



Figura 3.4 Fragmento del patrón irregular en la parroquia el Valle.

Fuente: Google Earth Pro, 12/05/2020

3.2 ESTRUCTURA ACTUAL DEL VIARIO.

El sistema viario de la ciudad está compuesto por diferentes infraestructuras viales que poseen propiedades y capacidades únicas, destinadas a mantener una conexión intra cantonal e inter provincial mediante los distintos medios de transporte (GAD Municipal de Cuenca, 2015). El sistema viario está estructurado por dos niveles, el de índole cantonal y carácter urbano.

3.2.1 Red cantonal o territorial

La red viaria cantonal permite realizar viajes con destino a todos los cantones que conforman la provincia del Azuay, esto debido a su alta capacidad que poseen sus vías. Constituyen la parte principal para el transporte motorizado del cantón Cuenca, mediante la canalización de viajes de trayecto largo y el cumplimiento de las características de conexión. La red cantonal ha sufrido varios problemas, ya que la estructura viaria urbana nunca se ajustó a una jerarquización viaria, obligando así que varias calles locales se alimenten directamente a vías territoriales, provocando congestión. La vía rápida Cuenca Azogues es un claro ejemplo del problema que mantiene la red cantonal (GAD Municipal de Cuenca, 2015).

3.2.2 JERARQUÍA ACTUAL DEL VIARIO

La jerarquización da una idea general sobre el funcionamiento del viario del cantón, por medio de una clasificación según la función que desarrolla cada calle que se encuentra en la malla viaria de la ciudad. La velocidad de diseño, capacidad, intensidad, conexión con el transporte público, reparto de espacios, características del flujo de tráfico, entre otras son las características principales para clasificar cada vía de la red viaria (GAD Municipal de Cuenca, 2015).

A continuación, se dará a conocer la clasificación del viario:

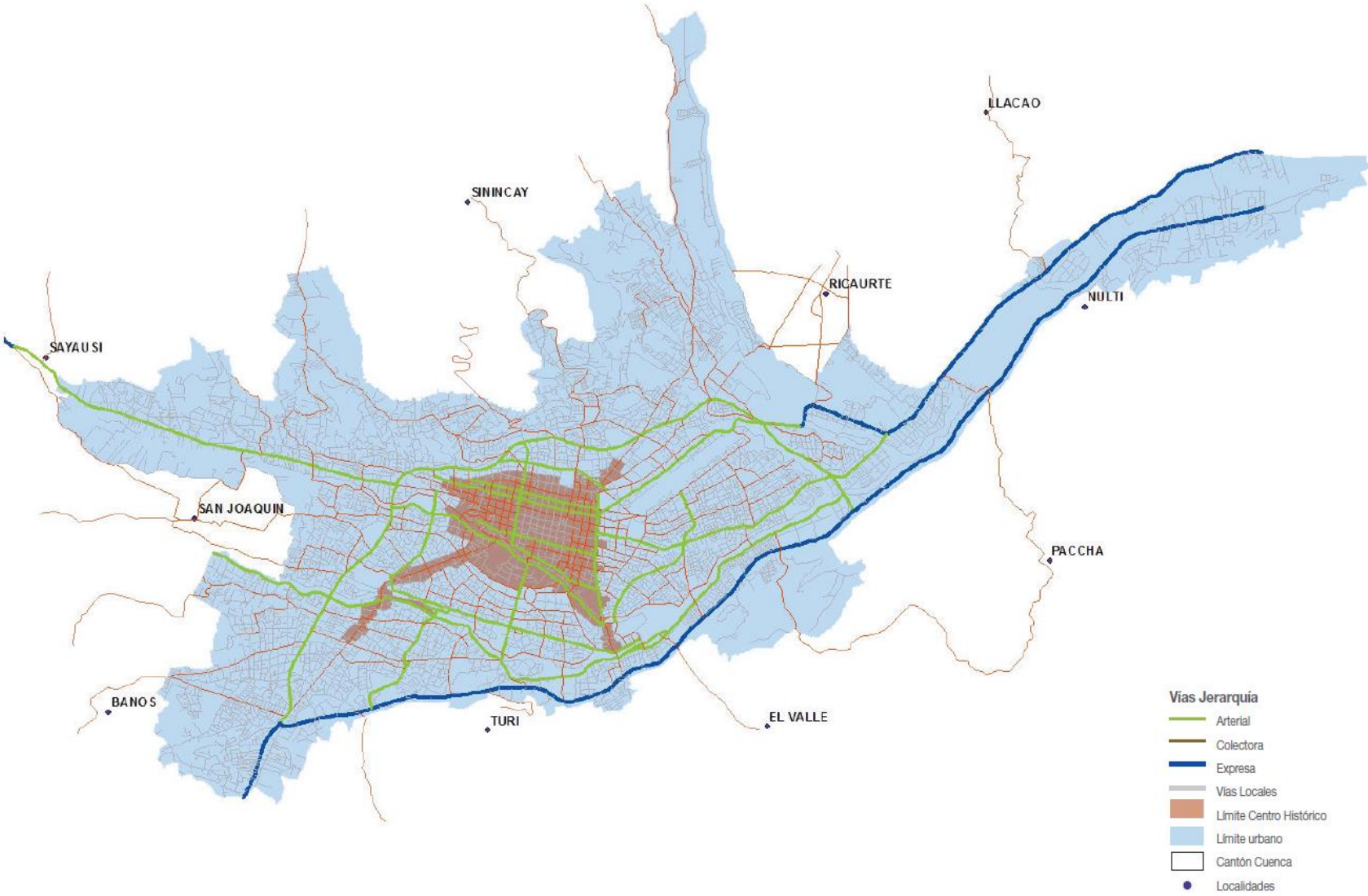


Figura 3.5 Mapa de jerarquización viaria de Cuenca.
Fuente: GAD Municipal de Cuenca. Plan de movilidad y Espacios Públicos, Pág. 103

3.2.2.1 Vías expresas

Se caracterizan por la relación que existe entre la estructura vial urbana y el sistema interurbano, tienen la función de ofrecer tráfico tipo paso, origen y destino alejados entre sí, el tránsito por estas vías se da en condiciones de accesibilidad y velocidades altas. En el trayecto las vías expresas no dispondrán de zonas de carga y descarga de mercancía, ni estacionamientos y podrán circular a una velocidad máxima de 90 km/h. La vía rápida Cuenca-Azogues se encuentra dentro de estas vías (GAD Municipal de Cuenca, 2015).

3.2.2.2 Vías arteriales

Forman la red principal del sistema viario urbano, los viajes se realizan a nivel de la ciudad ya que diferentes lugares de la ciudad se conectan con vías exteriores. Sirve para llevar a cabo el tráfico motorizado, con una velocidad de circulación menor a 50 km/h y una capacidad de 2 o más carriles por sentido de circulación. Las vías como Ordóñez Lasso, Diez de Agosto, Av. De la Américas, Héroes de Verdeloma, Huayna Cápac entre otras constituyen las vías arteriales (GAD Municipal de Cuenca, 2015).

3.2.2.3 Vías colectoras

Tienen como función principal asegurar el acceso a los barrios llevando el tráfico del viario arterial hasta la red local o utilizando como acceso de salida a la red principal. En estas vías prevalece viajes del centro de la ciudad a cabeceras parroquiales, ya que permite velocidad máxima de 50 km/h, además están compuestas por 1 a 2 carriles por sentido de circulación. Las vías que constituyen este tipo de vías son camino a Ricaurte, Llacao, San Joaquín, Ochoa León, Patamarca, Baños, Mayancela, Turi, calles como Remigio Crespo, Del Estadio, Tejar, Lamar, Paucarbamba, Gil Ramírez Dávalos, entre otras (GAD Municipal de Cuenca, 2015).

3.2.2.4 Vías locales

Se distinguen por ser vías que tienen como propósito dar acceso a los destinos finales, como son los accesos a residenciales, el volumen de tráfico que circulan por estas vías es

bajo siendo dominado por el tráfico peatonal. Poseen 1 a 2 carriles por sentido de circulación, además permite el uso de estacionamientos laterales (GAD Municipal de Cuenca, 2015).

3.3 SELECCIÓN DE LAS PRINCIPALES VÍAS RURALES.

3.3.1 PARÁMETROS DE SELECCIÓN DE LA VÍAS RURALES

Las principales vías rurales que tienen acceso a la ciudad de Cuenca consideradas para el estudio son seleccionadas mediante parámetros de funcionalidad de tránsito. Estos parámetros son:

- Vía con alto volumen de vehículos.
- Vía que haya prohibición de estacionamiento.
- Vía que presente flujo vehicular libre.
- Vías que presenten variabilidad de vehículos.

3.3.2 SELECCIÓN DE VÍAS RURALES

Las vías rurales consideradas para el estudio representan gran parte de las parroquias rurales del cantón Cuenca, esto con el propósito de obtener una muestra adecuada para el análisis y estimación del factor VLE. Para el caso de esta investigación se seleccionaron 10 vías rurales como se muestra en la **Figura 3.6**



Figura 3.6 Vías rurales seleccionadas de Cuenca, Ecuador.
Fuente: Google Earth Pro, 12/05/2020

1. Vía Nulti
2. Vía Paccha
3. Vía Monay Baguanchi Paccha
4. Vía al Valle
5. Vía el Calvario (Vía Guzho)
6. Vía Abelardo J. Andrade (Vía Racar – San Pedro)
7. Vía Cardenal de la Torre (Vía a Sinincay)
8. Vía Paseo Rio Machangara (Vía a Chiquintad)
9. Vía Ricaurte - El Guabo
10. Vía Tarquí – Gullanzhapa – Turi.

A continuación, se presenta las características como geométricos de los accesos, periodo de mayor flujo vehicular, esquema, ubicación y composición vehicular de las vías rurales seleccionadas para el estudio.

3.4 ANÁLISIS DE LAS VÍAS RURALES SELECCIONADAS

3.4.1 VÍA NULTI

3.4.1.1 Características generales

Accesos

Acceso 1: Vía Nulti Este – Sur

Acceso 2: Vía Nulti Sur – Este

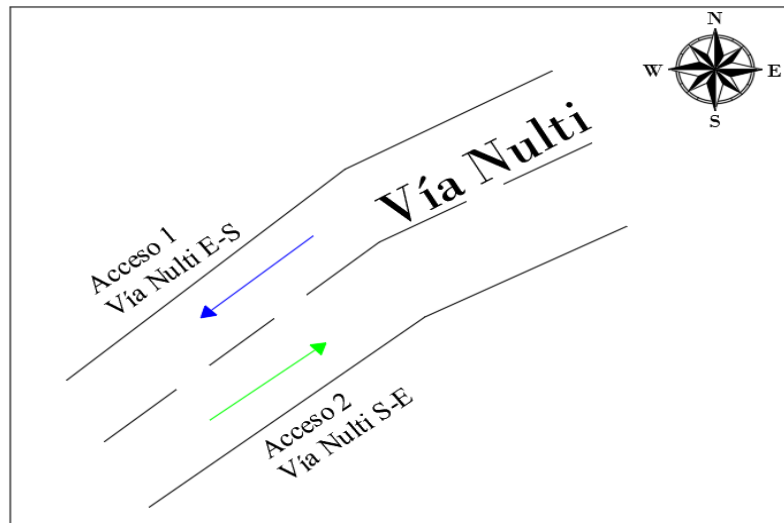


Figura 3.7 Esquema de la vía Nulti.

Fuente: Autor



Figura 3.8 Vía Nulti.

Fuente: Autor

Parroquia: Nulti

3.4.1.2 Periodo de máxima demanda

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.1.3 Condiciones geométricas

Tabla 3.2 *Características geométricas de la vía Nulti*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|----------------------|--------------------|------------------|-------------------|
| Vía Nulti Este - Sur | 1 | 3.5 | Flexible |
| Vía Nulti Sur - Este | 1 | 3.5 | Flexible |

Fuente: Autor

3.4.1.4 Número de vehículos por acceso

Fecha de levantamiento de información: 25-noviembre-2019

Tabla 3.3 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|--------------------|----------|-------|-------------------|------------------|--------------|------------|
| Vía Nulti Este-Sur | 470 | 22 | 56 | 21 | 39 | 4 |
| Vía Nulti Sur-Este | 320 | 15 | 30 | 11 | 48 | 3 |
| TOTAL | 790 | 37 | 86 | 32 | 87 | 7 |

Fuente: Autor

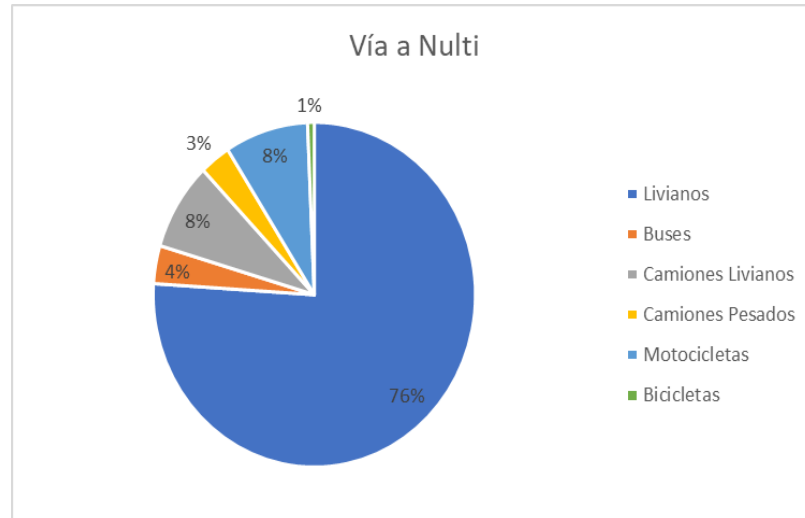


Figura 3.9 Composición de tráfico de la Vía a Nulti
Fuente: Autor

3.4.1.5 Número de situaciones favorables

Tabla 3.4 Número de situaciones favorables de la Vía a Nulti

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 508 |
| Buses | 28 |
| Camiones Livianos | 66 |
| Camiones pesados | 25 |
| Motocicletas | 54 |
| Bicicletas | 4 |

Fuente: Autor

3.4.1.6 Observaciones

Al realizar el levantamiento de la información pudimos observar que hubo una mayor cantidad de vehículos en el primero acceso, esto se debe a que a pocos metros está ubicada una escuela y la mayoría de la población accede por ese carril, se realizó el levantamiento de información en un clima seco-soleado.

3.4.2 VÍA PACCHA

3.4.2.1 Características generales

Accesos

Acceso 1: Vía Paccha Sur – Oeste

Acceso 2: Vía Paccha Oeste – Sur

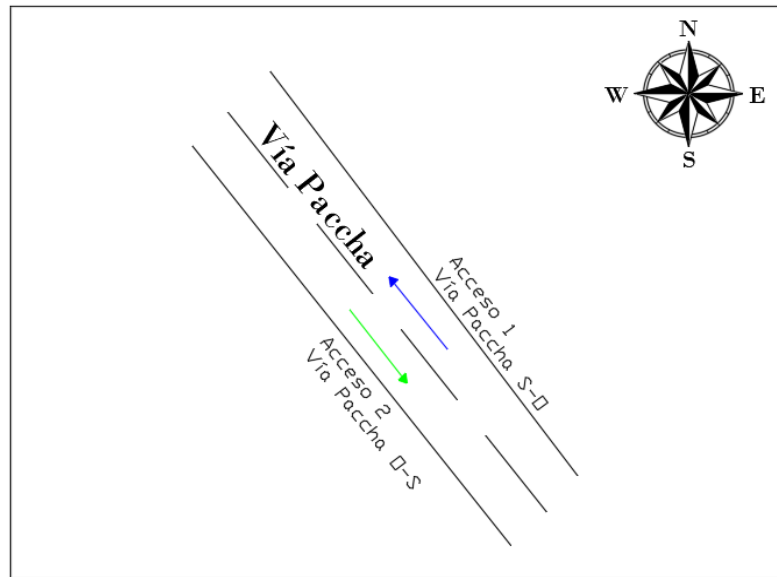


Figura 3.10 Esquema de la vía Paccha.

Fuente: Autor



Figura 3.11 Vía Paccha.

Fuente: Autor

Parroquia: Paccha**3.4.2.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.2.3 Condiciones geométricas**Tabla 3.5** *Características geométricas de la vía Paccha*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|------------------------|--------------------|------------------|-------------------|
| Vía Paccha Sur - Oeste | 1 | 3 | Flexible |
| Vía Paccha Oeste - Sur | 1 | 3 | Flexible |

Fuente: Autor

3.4.2.4 Número de vehículos por acceso

Fecha de levantamiento de información: 27-noviembre-2019

Tabla 3.6 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|----------------------|----------|-------|-------------------|------------------|--------------|------------|
| Vía Paccha Sur-Oeste | 217 | 16 | 26 | 8 | 21 | 3 |
| Vía Paccha Oeste-Sur | 310 | 14 | 15 | 9 | 22 | 5 |
| TOTAL | 527 | 30 | 41 | 17 | 43 | 8 |

Fuente: Autor

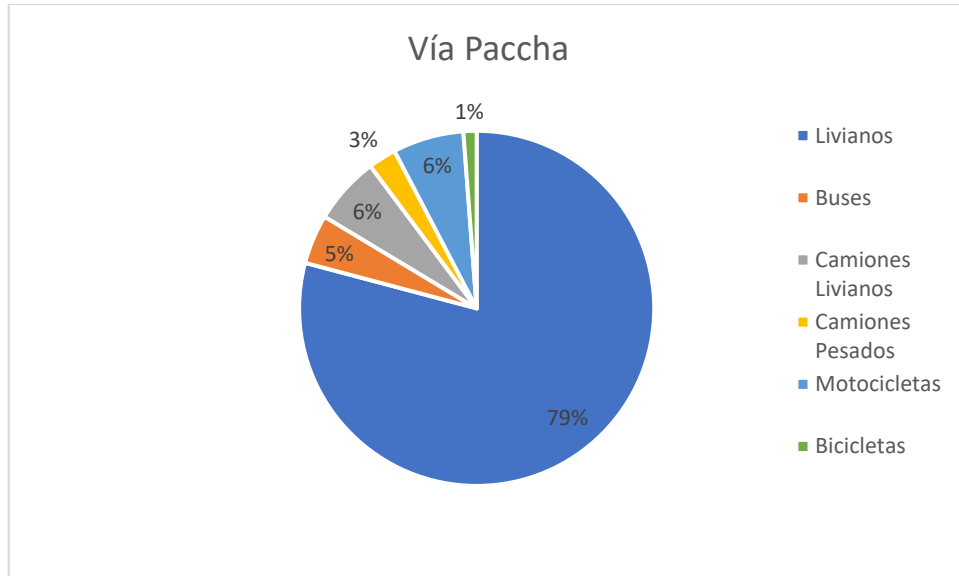


Figura 3.12 Composición de tráfico de la Vía Paccha

Fuente: Autor

3.4.2.5 Número de situaciones favorables

Tabla 3.7 *Número de situaciones favorables de la Vía a Paccha*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 370 |
| Buses | 23 |
| Camiones Livianos | 32 |
| Camiones pesados | 12 |
| Motocicletas | 24 |
| Bicicletas | 5 |

Fuente: Autor

3.4.2.6 Observaciones

En esta vía se encontró problemas de circulación debido a las malas condiciones de la vía, se realizó el levantamiento de información en un clima seco-soleado.

3.4.3 VÍA MONAY BAGUANCHI

3.4.3.1 Características generales

Accesos

Acceso 1: Vía Monay Baguanchi Norte – Este

Acceso 2: Vía Monay Baguanchi Este – Norte

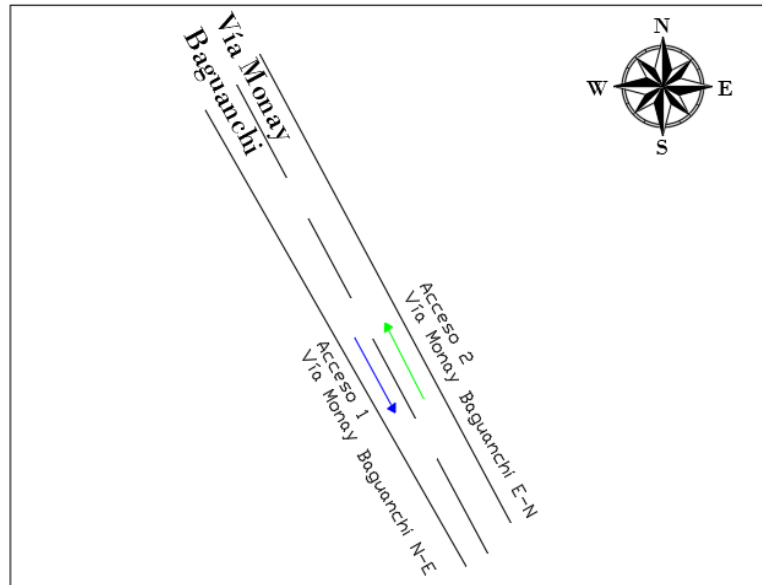


Figura 3.13 Esquema de la vía Monay Baguanchi.

Fuente: Autor



Figura 3.14 Vía Monay Baguanchi.

Fuente: Autor

Parroquia: Paccha**3.4.3.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.3.3 Condiciones geométricas**Tabla 3.8** Características geométricas de la vía Monay Baguanchi

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|-------------------------------------|--------------------|------------------|-------------------|
| Vía Monay Baguanchi Norte – Este | 1 | 3.5 | Flexible |
| Vía Monay Baguanchi Este – Norte | 1 | 3.5 | Flexible |

Fuente: Autor

3.4.3.4 Número de vehículos por acceso

Fecha de levantamiento de información: 22-enero-2020

Tabla 3.9 Número de vehículos por Acceso

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|-----------------------------|----------|-------|-------------------|------------------|--------------|------------|
| Vía Baguanchi Norte-Este | 1398 | 61 | 96 | 48 | 113 | 15 |
| Vía Baguanchi Este-Sur | 477 | 19 | 26 | 11 | 33 | 5 |
| TOTAL | 1875 | 80 | 122 | 59 | 146 | 20 |

Fuente: Autor

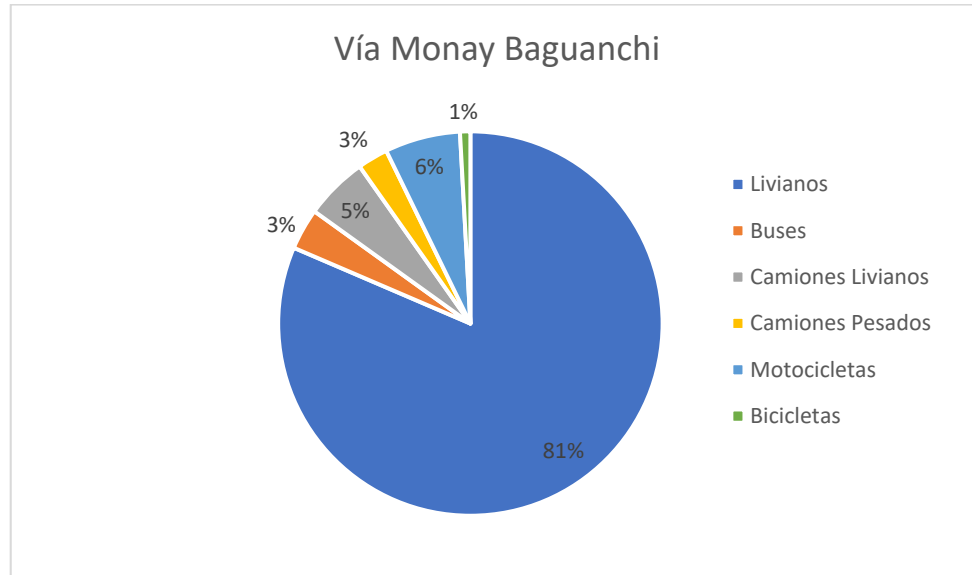


Figura 3.15 Composición de tráfico de la Vía Monay Baguanchi
Fuente: Autor

3.4.3.5 Número de situaciones favorable

Tabla 3.10 *Número de situaciones favorables de la Vía Monay Baguanchi*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 1374 |
| Buses | 66 |
| Camiones Livianos | 86 |
| Camiones pesados | 43 |
| Motocicletas | 113 |
| Bicicletas | 14 |

Fuente: Autor

3.4.3.6 Observaciones

En la vía a Baguanchi se registró la mayor cantidad de vehículos y la mayor cantidad de situaciones favorables, el levantamiento de información se lo realizó en clima seco-soleado.

3.4.4 VÍA AL VALLE

3.4.4.1 Características generales

Accesos

Acceso 1: Vía al Valle Este – Norte

Acceso 2: Vía al Valle Norte – Este

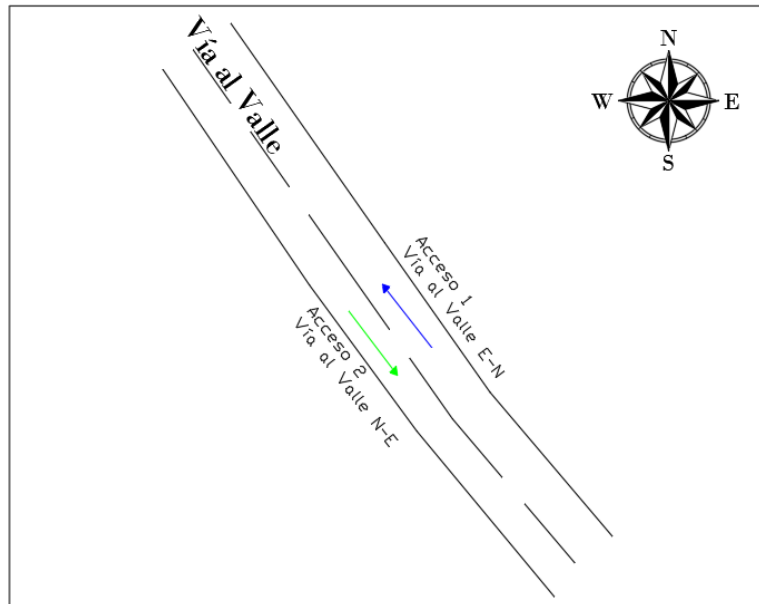


Figura 3.16 Esquema de la vía al Valle

Fuente: Autor



Figura 3.17 Vía al Valle.

Fuente: Autor

Parroquia: El Valle**3.4.4.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 4:30 pm hasta 7:00 pm en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.4.3 Condiciones geométricas**Tabla 3.11** *Características geométricas de la vía al Valle*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|------------------------------|---------------------------|-------------------------|--------------------------|
| Vía al Valle Norte – Este | 1 | 3.5 | Flexible |
| Vía al Valle Este – Norte | 1 | 3.5 | Flexible |

Fuente: Autor

3.4.4.4 Número de vehículos por acceso

Fecha de levantamiento de información: 22-enero-2020

Tabla 3.12 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|----------------------------|-----------------|--------------|--------------------------|-------------------------|---------------------|-------------------|
| Vía al Valle Este-Norte | 463 | 39 | 22 | 13 | 38 | 4 |
| Vía al Valle Norte-Este | 1303 | 71 | 46 | 20 | 124 | 10 |
| TOTAL | 1766 | 110 | 68 | 33 | 162 | 14 |

Fuente: Autor

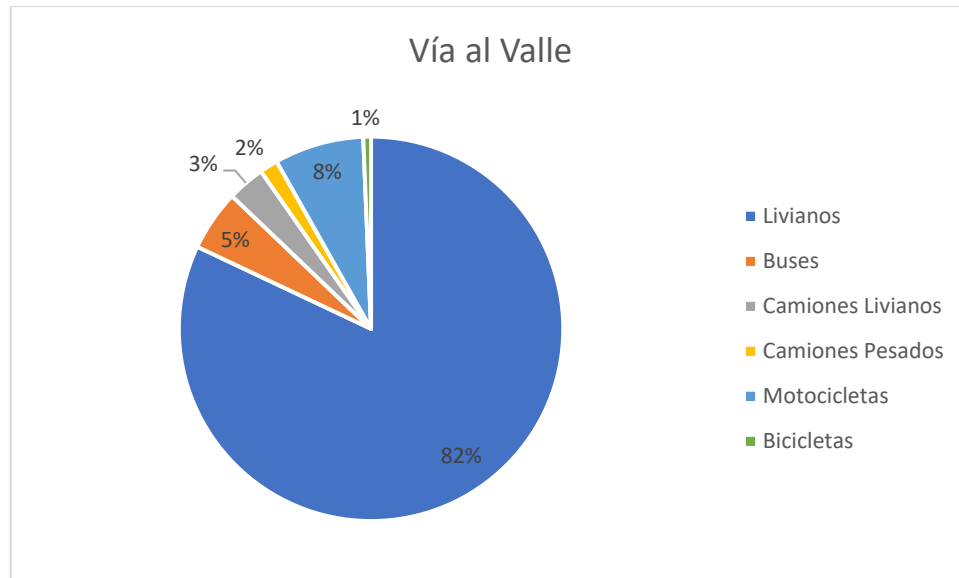


Figura 3.18 Composición de tráfico de la Vía al Valle

Fuente: Autor

3.4.4.5 Número de situaciones favorables

Tabla 3.13 *Número de situaciones favorables de la Vía al Valle*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 1260 |
| Buses | 100 |
| Camiones Livianos | 54 |
| Camiones pesados | 24 |
| Motocicletas | 123 |
| Bicicletas | 10 |

Fuente: Autor

3.4.4.6 Observaciones

En la vía al Valle se registró una alta población de buses y debido a las condiciones geométricas de la vía es la que representa mayor congestión vehicular de todas, el levantamiento de información se lo realizó en clima seco-soleado. `

3.4.5 VÍA EL CALVARIO (Vía Guzho)

3.4.5.1 Características generales

Accesos

Acceso 1: Vía el Calvario Este – Sur

Acceso 2: Vía el Calvario Sur – Este

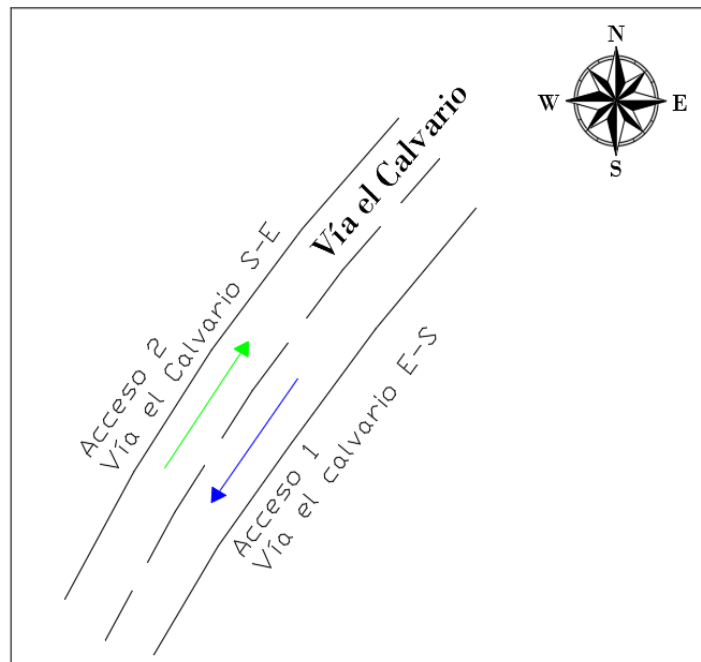


Figura 3.19 Esquema de la vía el Calvario (Guzho)

Fuente: Autor



Figura 3.20 Vía el Calvario (Guzho).

Fuente: Autor

Parroquia: Turi**3.4.5.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.5.3 Condiciones geométricas**Tabla 3.14** *Características geométricas de la vía el Calvario (Guzho)*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|-------------------------------|---------------------------|-------------------------|--------------------------|
| Vía el Calvario Este – Sur | 1 | 3 | Flexible |
| Vía el calvario Sur – Este | 1 | 3 | Flexible |

Fuente: Autor

3.4.5.4 Número de vehículos por acceso

Fecha de levantamiento de información: 6-diciembre-2019

Tabla 3.15 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|---------------------------------|-----------------|--------------|--------------------------|-------------------------|---------------------|-------------------|
| Vía el Calvario Este- Sur | 188 | 13 | 17 | 5 | 20 | 4 |
| Vía el Calvario Sur- Este | 244 | 21 | 25 | 8 | 29 | 4 |
| TOTAL | 432 | 34 | 42 | 13 | 49 | 8 |

Fuente: Autor

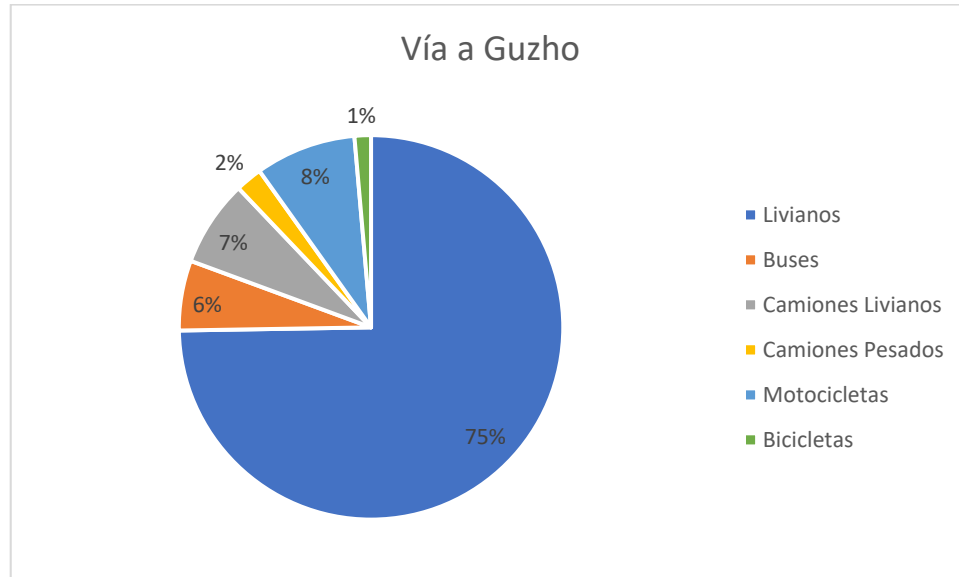


Figura 3.21 Composición de tráfico de la Vía a Guzho
Fuente: Autor

3.4.5.5 Número de situaciones favorable

Tabla 3.16 *Número de situaciones favorables de la Vía a Guzho*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 237 |
| Buses | 25 |
| Camiones Livianos | 28 |
| Camiones pesados | 7 |
| Motocicletas | 30 |
| Bicicletas | 5 |

Fuente: Autor

3.4.5.6 Observaciones

En la vía a guzho se observó que los conductores estacionan sus vehículos debido a los establecimientos comerciales causando problemas de congestionamiento vehicular, pese a que se encuentra restringido el estacionamiento, el levantamiento de información se lo realizó en clima seco-soleado.

3.4.6 VÍA ABELARDO J. ANDRADE (Vía Racar – San Pedro)

3.4.6.1 Características generales

Accesos

Acceso 1: Vía Abelardo J. Andrade Sur – Oeste

Acceso 2: Vía Abelardo J. Andrade Oeste– Sur

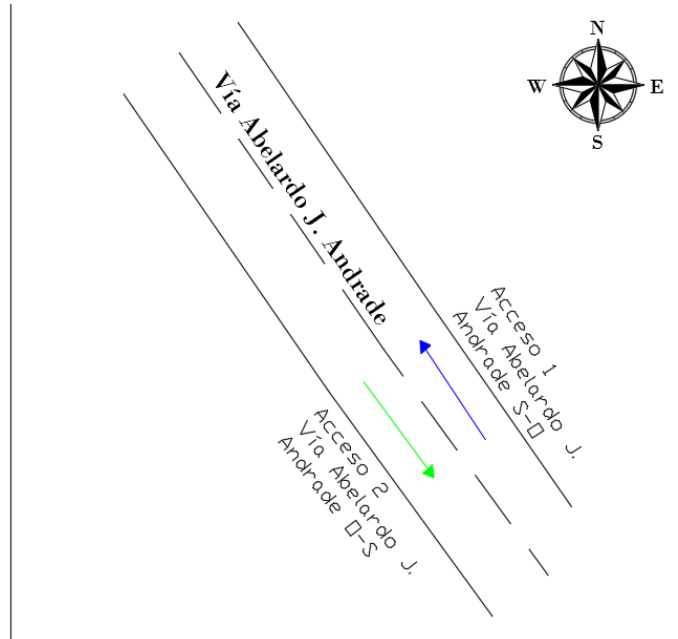


Figura 3.22 Esquema de la vía Abelardo J. Andrade (Racar – San Pedro)

Fuente: Autor



Figura 3.23 Vía Abelardo J. Andrade (Racar – San Pedro).

Fuente: Autor

Parroquia: Sinincay

3.4.6.2 Periodo de máxima demanda

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.6.3 Condiciones geométricas

Tabla 3.17 Características geométricas de la vía Abelardo J. Andrade (Racar – San Pedro)

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|-------------------------------------|--------------------|------------------|-------------------|
| Vía Abelardo J. Andrade Sur – Oeste | 1 | 4 | Flexible |
| Vía Abelardo J. Andrade Oeste – Sur | 1 | 4 | Flexible |

Fuente: Autor

3.4.6.4 Número de vehículos por acceso

Fecha de levantamiento de información: 24- enero -2020

Tabla 3.18 Número de vehículos por Acceso

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|-----------------------------------|----------|-------|-------------------|------------------|--------------|------------|
| Vía Abelardo J. Andrade Sur-Oeste | 900 | 73 | 85 | 42 | 130 | 3 |
| Vía Abelardo J. Andrade Oeste-Sur | 590 | 29 | 45 | 11 | 67 | 5 |
| TOTAL | 1490 | 102 | 130 | 53 | 197 | 8 |

Fuente: Autor

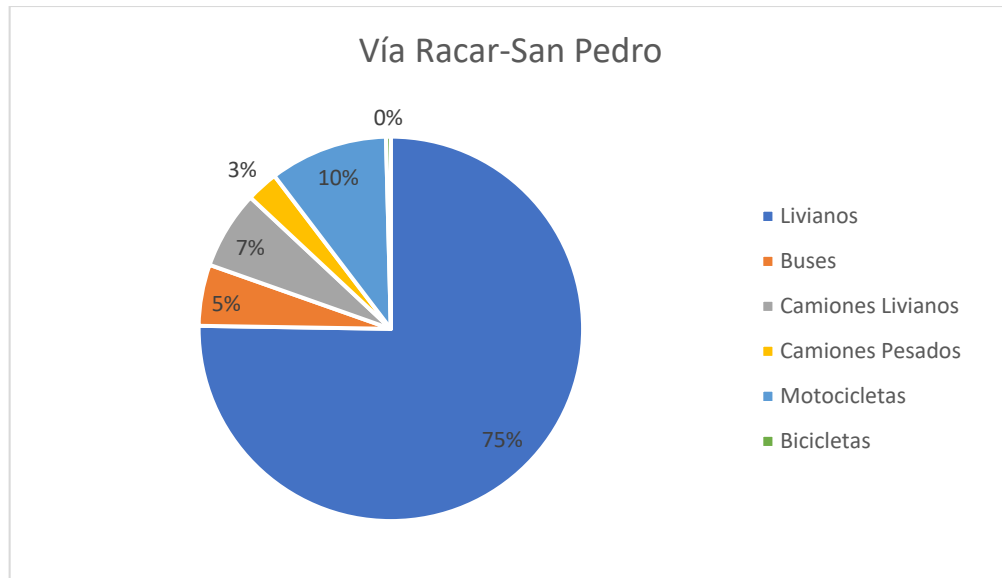


Figura 3.24 Composición de tráfico de la Vía Racar-San Pedro

Fuente: Autor

3.4.6.5 Número de situaciones favorable

Tabla 3.19 *Número de situaciones favorables de la Vía a Raca-San Pedro*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 1088 |
| Buses | 89 |
| Camiones Livianos | 108 |
| Camiones Pesados | 44 |
| Motocicletas | 145 |
| Bicycletas | 6 |

Fuente: Autor

3.4.6.6 Observaciones

Se observó que existe una alta demanda de Camiones livianos y Camiones Pesados, además que debido a las condiciones de la vía los vehículos suelen rebasar sobre todo en presencia de los buses, el registro de la información se lo realizo en un clima seco-soleado.

3.4.7 VÍA CARDENAL DE LA TORRE (Vía a Sinincay)

3.4.7.1 Características generales

Accesos

Acceso 1: Vía Cardenal de la Torre Sur – Oeste

Acceso 2: Vía Cardenal de la Torre Oeste– Sur

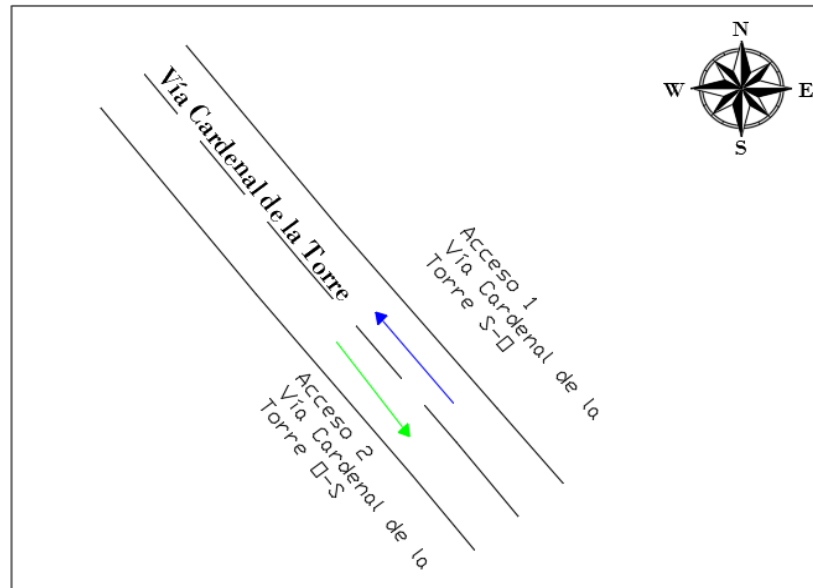


Figura 3.25 Esquema de la vía Cardenal de la Torre (Vía a Sinincay)

Fuente: Autor



Figura 3.26 Vía Cardenal de la Torre (Vía a Sinincay)

Fuente: Autor

Parroquia: Sinincay

3.4.7.2 Periodo de máxima demanda

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 4:30 pm hasta 7:00 pm en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.7.3 Condiciones geométricas

Tabla 3.20 *Características geométricas de la vía Cardenal de la Torre (Vía a Sinincay)*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|--------------------------------------|--------------------|------------------|-------------------|
| Vía Cardenal de la Torre Sur – Oeste | 1 | 3.5 | Flexible |
| Vía Cardenal de la Torre Oeste – Sur | 1 | 3.5 | Flexible |

Fuente: Autor

3.4.7.4 Número de vehículos por acceso

Fecha de levantamiento de información: 20-enero-2020

Tabla 3.21 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|------------------------------------|-------------|-----------|-------------------|------------------|--------------|------------|
| Vía Cardenal de la Torre Sur-Oeste | 590 | 53 | 63 | 21 | 65 | 5 |
| Vía Cardenal de la Torre Oeste-Sur | 480 | 32 | 47 | 14 | 43 | 3 |
| TOTAL | 1070 | 85 | 110 | 35 | 108 | 8 |

Fuente: Autor

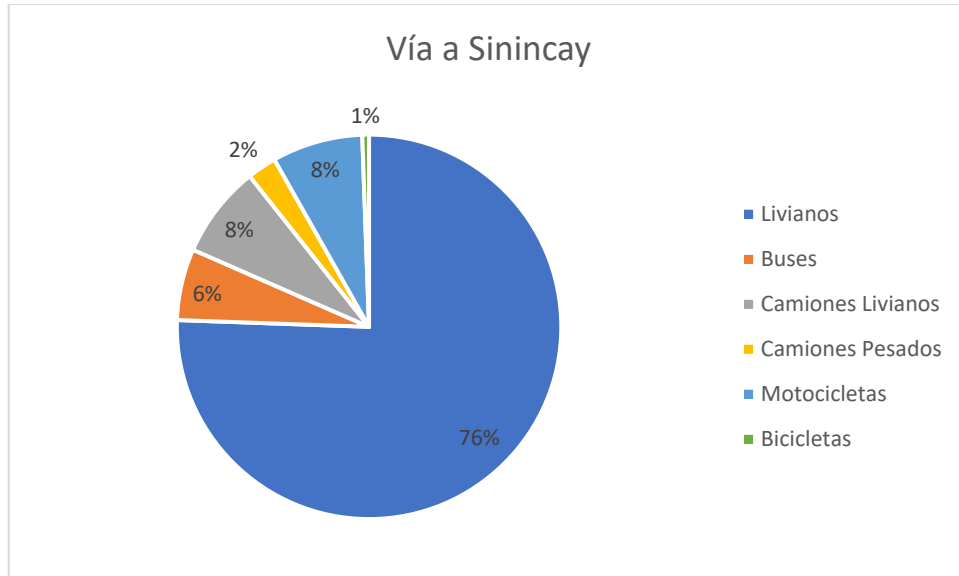


Figura 3.27 Composición de tráfico de la Vía Sinincay

Fuente: Autor

3.4.7.5 Número de situaciones favorables

Tabla 3.22 *Número de situaciones favorables de la Vía a Sinincay*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 714 |
| Buses | 66 |
| Camiones Livianos | 84 |
| Camiones Pesados | 26 |
| Motocicletas | 85 |
| Bicicletas | 7 |

Fuente: Autor

3.4.7.6 Observaciones

En la vía a Sinincay se observó que los moradores de este sector dejan continuamente sus vehículos estacionados en la vía, ya sea por los locales comerciales o fuera de sus viviendas, pese a las restricciones de estacionamiento, en consecuencia, causan congestión vehicular y un peligro para los conductores que circulan, el registro de la información se lo realizó en un clima seco-soleado.

3.4.8 VÍA PASEO RÍO MACHANGARA (Vía a Chiquintad)

3.4.8.1 Características generales

Accesos

Acceso 1: Vía Paseo Río Machangara Sur – Oeste

Acceso 2: Vía Paseo Río Machangara Oeste– Sur

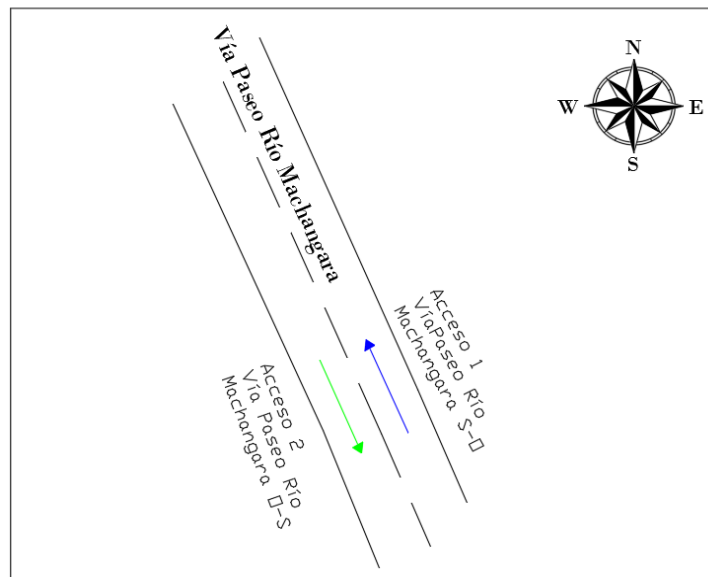


Figura 3.28 Esquema de la vía Paseo Río Machangara (Vía a Chiquintad)

Fuente: Autor



Figura 3.29 Vía Paseo Río Machangara (Vía a Chiquintad)

Fuente: Autor

Parroquia: Chiquintad

3.4.8.2 Periodo de máxima demanda

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.8.3 Condiciones geométricas

Tabla 3.23 Características geométricas de la vía Paseo Río Machangara (Vía a Chiquintad)

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|--------------------------------------|--------------------|------------------|-------------------|
| Vía Paseo Río Machangara Sur – Oeste | 1 | 3.6 | Flexible |
| Vía Paseo Río Machangara Oeste – Sur | 1 | 3.6 | Flexible |

Fuente: Autor

3.4.8.4 Número de vehículos por acceso

Fecha de levantamiento de información: 10-marzo-2020

Tabla 3.24 Número de vehículos por Acceso

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|------------------------------------|----------|-------|-------------------|------------------|--------------|------------|
| Vía Paseo Río Machangara Sur-Oeste | 499 | 26 | 13 | 25 | 40 | 6 |
| Vía Paseo Río Machangara Oeste-Sur | 756 | 27 | 50 | 24 | 90 | 6 |
| TOTAL | 1255 | 53 | 63 | 49 | 130 | 12 |

Fuente: Autor

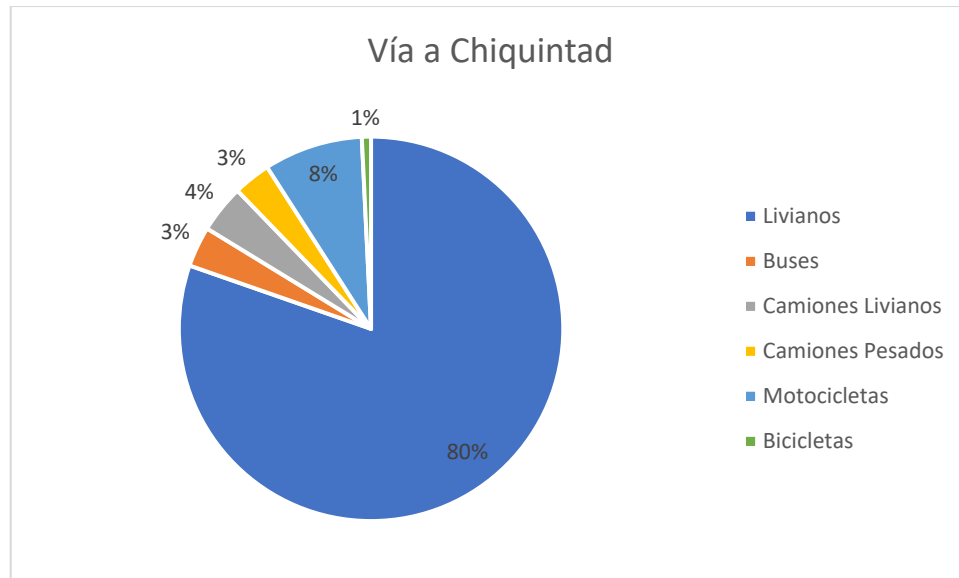


Figura 3.30 Composición de tráfico de la Vía a Chiquintad

Fuente: Autor

3.4.8.5 Número de situaciones favorable

Tabla 3.25 *Número de situaciones favorables de la Vía a Chiquintad*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 922 |
| Buses | 42 |
| Camiones Livianos | 45 |
| Camiones Pesados | 37 |
| Motocicletas | 103 |
| Bicicletas | 8 |

Fuente: Autor

3.4.8.6 Observaciones

Se observó que debido a las dimensiones geométricas de la vía los vehículos continuamente suelen rebasar, el levantamiento de información se lo realizo en clima seco-soleado.

3.4.9 VÍA RICAURTE – EL GUABO

3.4.9.1 Características generales

Accesos

Acceso 1: Vía Ricaurte – El Guabo Sur – Oeste

Acceso 2: Vía Ricaurte – El Guabo Oeste– Sur

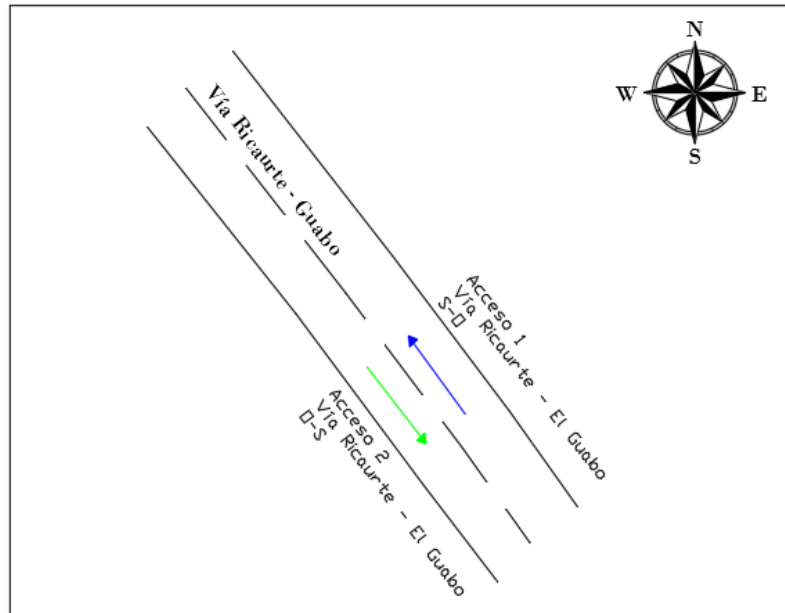


Figura 3.31 Esquema de la vía Ricaurte – El Guabo

Fuente: Autor



Figura 3.32 Vía Ricaurte – El Guabo

Fuente: Autor

Parroquia: Ricaurte**3.4.9.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.9.3 Condiciones geométricas**Tabla 3.26** *Características geométricas de la vía Ricaurte – El Guabo*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|--|---------------------------|-------------------------|--------------------------|
| Vía Ricaurte – El Guabo Sur – Oeste | 1 | 4 | Flexible |
| Vía Ricaurte – El Guabo Oeste – Sur | 1 | 4 | Flexible |

Fuente: Autor

3.4.9.4 Número de vehículos por acceso

Fecha de levantamiento de información: 2-diciembre-2019

Tabla 3.27 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|--|-----------------|--------------|--------------------------|-------------------------|---------------------|-------------------|
| Vía Ricaurte-El Guabo Sur- Oeste | 385 | 16 | 31 | 23 | 43 | 4 |
| Vía Ricaurte-El Guabo Oeste- Sur | 385 | 17 | 31 | 23 | 68 | 5 |
| TOTAL | 770 | 33 | 62 | 46 | 111 | 9 |

Fuente: Autor

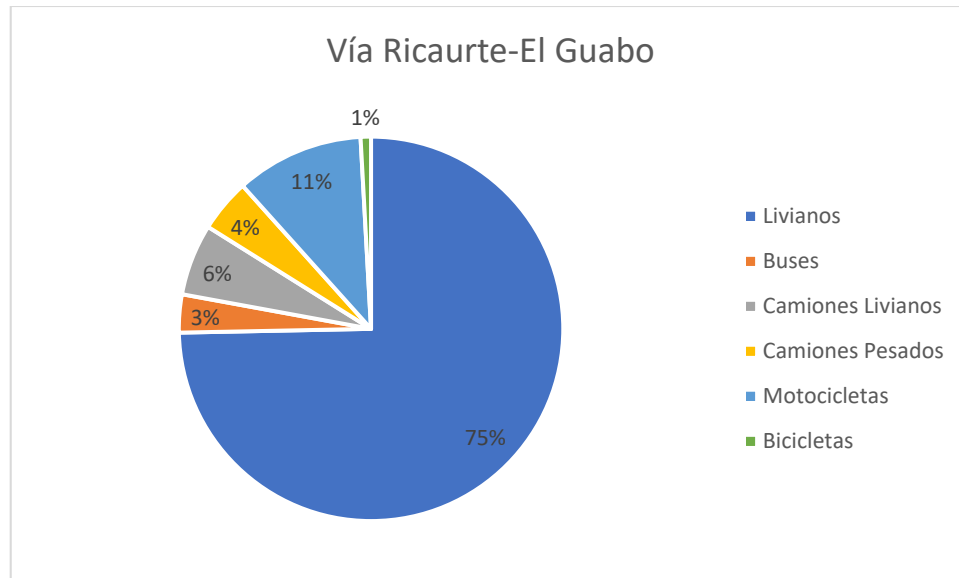


Figura 3.33 Composición de tráfico de la Vía Ricaurte-El Guabo

Fuente: Autor

3.4.9.5 Número de situaciones favorable

Tabla 3.28 Número de situaciones favorables de la Vía a Ricaurte-El Guabo

| Tipo de Vehículo | Situaciones favorables |
|-------------------------|-------------------------------|
| Livianos | 508 |
| Buses | 25 |
| Camiones Livianos | 55 |
| Camiones Pesados | 38 |
| Motocicletas | 76 |
| Bicicletas | 6 |

Fuente: Autor

3.4.9.6 Observaciones

En la vía al Guabo se observó que hay una alta demanda de población de motocicletas, debido a que es el medio de transporte más utilizado por los habitantes de esta parroquia, el levantamiento de información se lo realizó en clima seco-soleado.

3.4.10 VÍA TARQUÍ – GULLANZHAPA – TURI

3.4.10.1 Características generales

Accesos

Acceso 1: Vía Tarqui – Gullanzhapa – Turi, Oeste - Este

Acceso 2: Vía Tarqui – Gullanzhapa – Turi, Este – Oeste

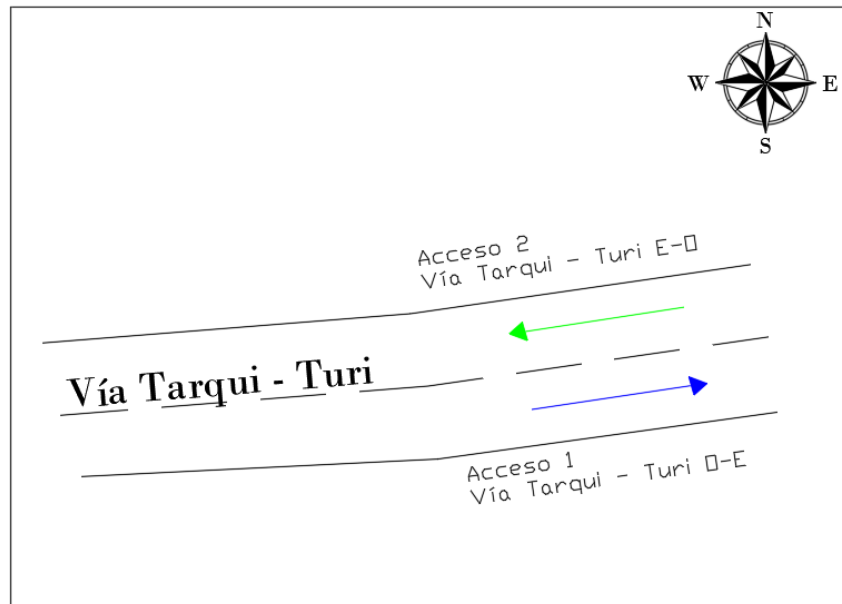


Figura 3.34 Esquema de la vía Tarqui – Gullanzhapa – Turi

Fuente: Autor



Figura 3.35 Vía Tarqui – Gullanzhapa – Turi

Fuente: Autor

Parroquia: Tarqui**3.4.10.2 Periodo de máxima demanda**

El lapso de tiempo que se empleó para el levantamiento de información fue de 150 min, por lo que la grabación se realizó a partir de las 6:30 am hasta 9:00 am en los dos sentidos, así cumpliendo con el parámetro de abarcar la hora de mayor flujo vehicular.

3.4.10.3 Condiciones geométricas**Tabla 3.29** *Características geométricas de la vía Ricaurte – El Guabo*

| Acceso | Número de Carriles | Ancho del Carril | Tipo de Pavimento |
|--|--------------------|------------------|-------------------|
| Vía Ricaurte – El Guabo Sur – Oeste | 1 | 4 | Flexible |
| Vía Ricaurte – El Guabo Oeste – Sur | 1 | 4 | Flexible |

Fuente: Autor

3.4.10.4 Número de vehículos por acceso

Fecha de levantamiento de información: 4-diciembre-2019

Tabla 3.30 *Número de vehículos por Acceso*

| Acceso | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|---|-------------|-----------|-------------------|------------------|--------------|------------|
| Vía Tarqui – Gullanzhapa – Turi, Oeste-Este | 583 | 29 | 50 | 24 | 70 | 5 |
| Vía Tarqui – Gullanzhapa – Turi, Este-Oeste | 470 | 16 | 31 | 23 | 36 | 6 |
| TOTAL | 1053 | 45 | 81 | 47 | 106 | 11 |

Fuente: Autor

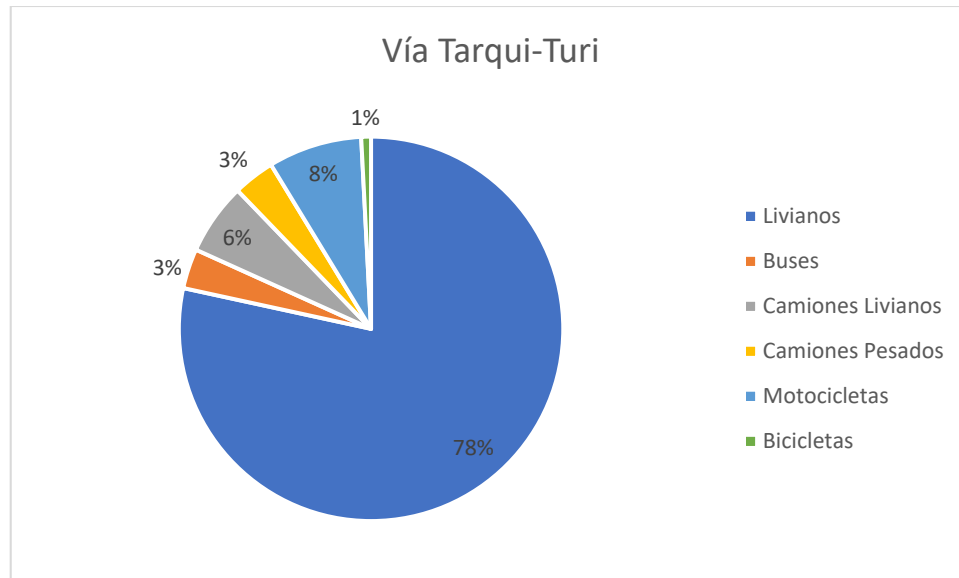


Figura 3.36 Composición de tráfico de la Vía Ricaurte-El Guabo

Fuente: Autor

3.4.10.5 Número de situaciones favorable

Tabla 3.31 *Número de situaciones favorables de la Vía a Ricaurte-El Guabo*

| Tipo de Vehículo | Situaciones favorables |
|-------------------|------------------------|
| Livianos | 719 |
| Buses | 37 |
| Camiones Livianos | 64 |
| Camiones Pesados | 32 |
| Motocicletas | 78 |
| Bicicletas | 8 |

Fuente: Autor

3.4.10.6 Observaciones

Se observó que hay una alta población de vehículos livianos sobre todo en camionetas, debido a que el registro de información se realizó un miércoles en la mañana y los moradores salen a ser sus compras o vender sus productos en la feria libre.

3.5 DETERMINACION DE LA CANTIDAD DE TIPOS DE VEHICULOS A SER MUESTREADOS

En este capítulo se pondrá en práctica las fórmulas mencionadas en el capítulo II, para determinar cuántos datos deben ser tomados en cuenta para cada tipo de vehículos en el análisis del *Headway* de cada uno de ellos con respecto al *Headway* de vehículos livianos.

Mediante un conteo vehicular en cada vía, la población fue la cantidad total de eventos favorables en la que el bus, camión liviano, camión mediano, motocicleta y bicicleta están detrás de un vehículo liviano durante el periodo de máxima demanda que fue usada para el muestreo de cada vía, a continuación, la información:

Tabla 3.32 *Número de situaciones favorables en cada vía*

| #VÍA | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|--------------|----------|-------|-------------------|------------------|--------------|------------|
| 1 | 508 | 28 | 66 | 25 | 54 | 4 |
| 2 | 370 | 23 | 32 | 12 | 24 | 5 |
| 3 | 1374 | 66 | 86 | 43 | 113 | 14 |
| 4 | 1260 | 100 | 54 | 24 | 123 | 10 |
| 5 | 237 | 25 | 28 | 7 | 30 | 5 |
| 6 | 1088 | 89 | 108 | 44 | 145 | 6 |
| 7 | 714 | 66 | 84 | 26 | 85 | 7 |
| 8 | 922 | 42 | 45 | 37 | 103 | 8 |
| 9 | 508 | 25 | 55 | 38 | 76 | 6 |
| 10 | 719 | 37 | 64 | 32 | 78 | 8 |
| TOTAL | 7700 | 501 | 622 | 288 | 831 | 73 |

Fuente: Autor

Con el total del número de situaciones favorables de cada vía se obtuvo la población y el promedio total de cada tipo de vehículo. Seguidamente se aplica la ecuación (2.11) y se obtiene el tamaño de muestra para cada vehículo de todas las vías.

Los siguientes datos representan 95% de grado de confianza y 5% de error.

Tabla 3.33 *Estimación del tamaño de la muestra para cada tipo de vehículo*

| | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
|----------------|----------|-------|-------------------|------------------|--------------|------------|
| N | 7700 | 501 | 622 | 288 | 831 | 73 |
| Z | 1,96 | 1,96 | 1,96 | 1,96 | 1,96 | 1,96 |
| E | 0,05 | 0,05 | 0,05 | 0,05 | 0,05 | 0,05 |
| p | 0,5 | 0,5 | 0,5 | 0,5 | 0,5 | 0,5 |
| q | 0,5 | 0,5 | 0,5 | 0,5 | 0,5 | 0,5 |
| Muestra | 366 | 218 | 238 | 165 | 263 | 62 |

Fuente: Autor

Debido a que la cantidad de población de tráileres no era significativa ni representativa en comparación al resto de tipos de vehículos, fueron considerados en la muestra de camiones medianos de los accesos donde se realizó el levantamiento de información.

Para los vehículos livianos se necesitan 366 casos validos de muestra mínima y fueron seleccionados 7674.

Para buses se necesitan 218 casos validos de muestra mínima y fueron seleccionados 501.

Para Camiones livianos se necesitan 238 casos validos de muestra mínima y fueron seleccionados 622.

Para Camiones Pesados se necesitan 165 casos validos de muestra mínima y fueron seleccionados 255.

Para Motocicletas se necesitan 263 casos validos de muestra mínima y fueron seleccionados 830.

Para Bicicletas se necesitan 62 casos validos de muestra mínima y fueron seleccionados 74.

En total fueron analizaron 9956 casos válidos.

3.6 EVALUACIÓN DE RESULTADOS

En el presente capítulo se dará a conocer los resultados como *Headway* y el factor VLE para cada tipo de vehículo, obtenidos a partir de videos que fueron grabados en las principales vías rurales del cantón Cuenca.

Mediante el programa *Windows Movie Maker* se logró determinar el tiempo transcurrido entre el parachoques trasero de un vehículo liviano seguido de un vehículo tipo, con una precisión de milésima de segundo, lo cual permite tener un margen de error mínimo. A partir de estos datos se determinó el tiempo *Headway* promedio para vehículos livianos, buses, camiones livianos, camiones pesados, motocicletas y bicicletas.

El tiempo *Headway* de cada tipo de vehículo se obtuvo mediante un análisis estadístico justificando así la toma de este valor, el cual consiste en obtener una distribución normal de la muestra para cada tipo de vehículo con el objetivo de determinar el porcentaje y los límites en el cual se encuentra los datos favorables mediante la siguiente expresión:

$$LI = \mu - \sigma \quad (3.1)$$

$$LS = \mu + \sigma \quad (3.2)$$

Donde:

LI = Límite inferior.

LS = Límite superior.

μ = Media de los datos.

σ = Desviación estandar.

Una vez obtenido los datos *Headway* correctos se procedió a estimar el factor VLE para cada tipo de vehículo. A continuación, se detallará el análisis estadístico para cada tipo de vehículo.

3.6.1 VEHÍCULO LIVIANO.

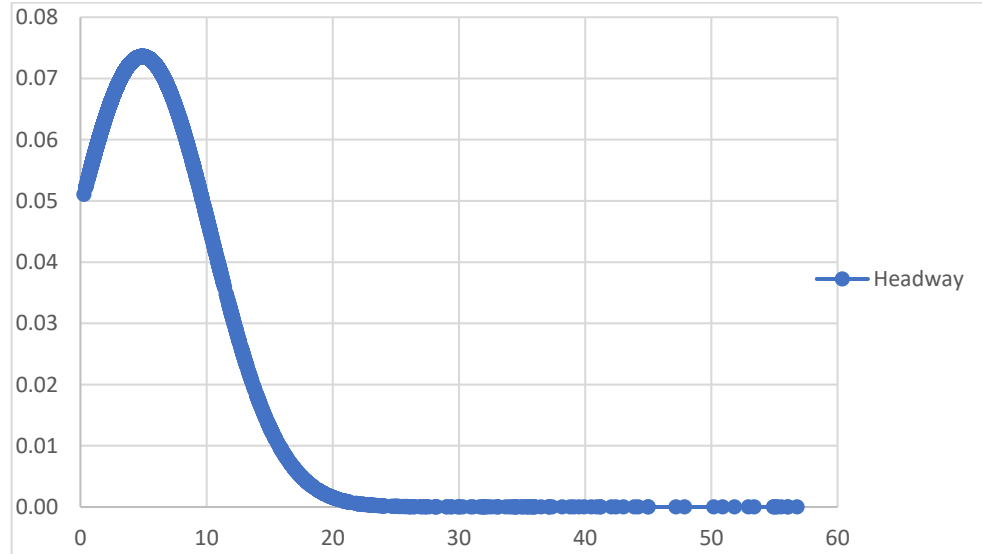


Figura 3.37 Distribución normal de *Headways* para vehículos livianos.

Fuente: Autor

La **Figura 3.37** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos mediante las siguientes expresiones:

Valor atípico inferior

$$VAI = Q1 - 1.5(Q3 - Q1) \quad (2.14)$$

Valor atípico superior

$$VAS = Q3 + 1.5(Q3 - Q1) \quad (2.15)$$

Donde:

VAS = Valor atípico superior.

VAI = Valor atípico inferior.

Q3 = Tercer cuartil de la muestra.

Q1 = Primer cuartil de la muestra.

$$Q3 = 5.332$$

$$Q1 = 2.112$$

Los valores *Headways* superiores al valor atípico VAS=10.162 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 9.27% de la muestra.

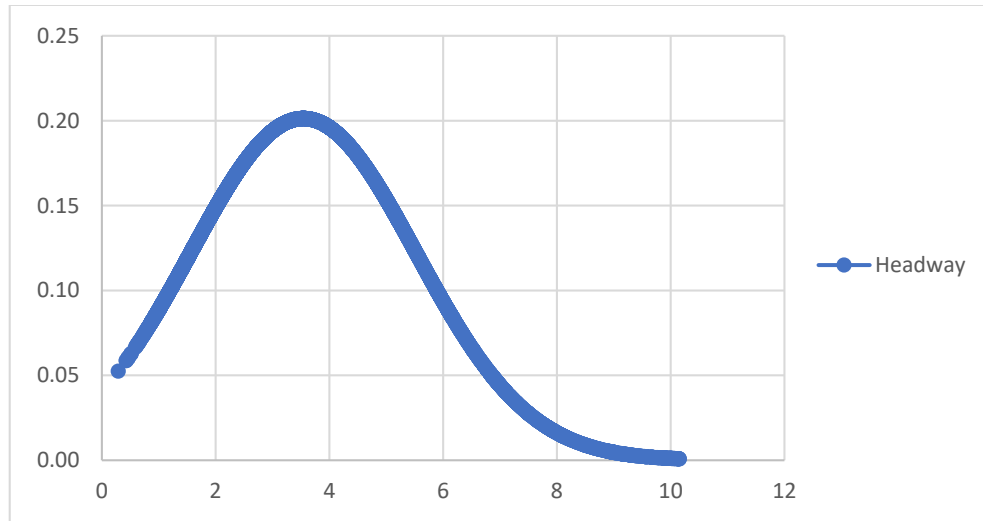


Figura 3.38 Distribución normal de *Headways* para vehículos livianos sin valores atípicos.
Fuente: Autor

Como se muestra en la **Figura 3.38**, la curva continúa presentando una asimetría positiva, por lo que es necesario utilizar el teorema de Chebyshev para demostrar que el 75% de los valores se encuentran entre 0.291 y 7.510 segundos, perteneciendo a los límites $\mu \pm 2\sigma$.

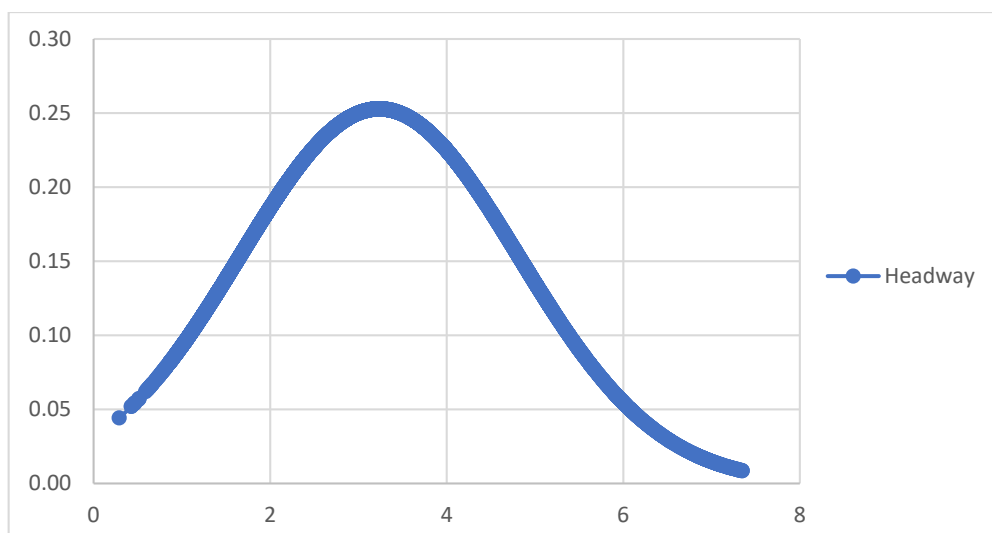


Figura 3.39 Distribución normal de *Headways* para vehículos livianos aplicando el Teorema de Chebyshev.
Fuente: Autor

De los 6566 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 0.291 y 1.561 segundos es igual a 879 datos representando así el 11.44% del total de la muestra; en el intervalo de 1.561 y 5.527 segundos existen 4975 datos representando así el 64.83% y en el intervalo de 5.527 y 7.510 segundos existen 712 datos representando así el 9.28% del total de la muestra.

Tabla 3.34 *Análisis estadístico del tiempo Headway de vehículos livianos*

| Análisis estadístico | |
|-----------------------------|-------|
| Media | 3.151 |
| Mediana | 3.024 |
| Moda | 2.210 |
| Error típico | 0.095 |
| Desviación estándar | 1.053 |
| Varianza de la muestra | 1.109 |
| Coeficiente de Asimetría | 0.433 |
| Mínimo | 0.291 |
| Máximo | 7.510 |
| Total | 6566 |

Fuente: Autor

El tiempo *Headway* de 3.151 segundos es el valor promedio correcto a asumir en vehículos livianos para determinar el factor VLE.

Los datos de los tiempos *Headway* de vehículos livianos se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.1: *Headways de vehículos livianos en la vía Nulti.*

ANEXO 3.2.1: *Headways de vehículos livianos en la vía Paccha.*

ANEXO 3.3.1: *Headways de vehículos livianos en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.1: *Headways de vehículos livianos en la vía al Valle.*

ANEXO 3.5.1: *Headways de vehículos livianos en la vía el Calvario (vía Guzho).*

ANEXO 3.6.1: *Headways de vehículos livianos en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.1: *Headways de vehículos livianos en la vía Cardenal de la Torre (vía a Sinincay).*

ANEXO 3.8.1: *Headways de vehículos livianos en la vía Paseo Rio Machangara (vía a Chiquintad).*

ANEXO 3.9.1: *Headways de vehículos livianos en la vía Ricaurte – El Guabo.*

ANEXO 3.10.1: *Headways de vehículos livianos en la vía Tarqui – Guallanzhapa – Turi.*

3.6.2 BUSES

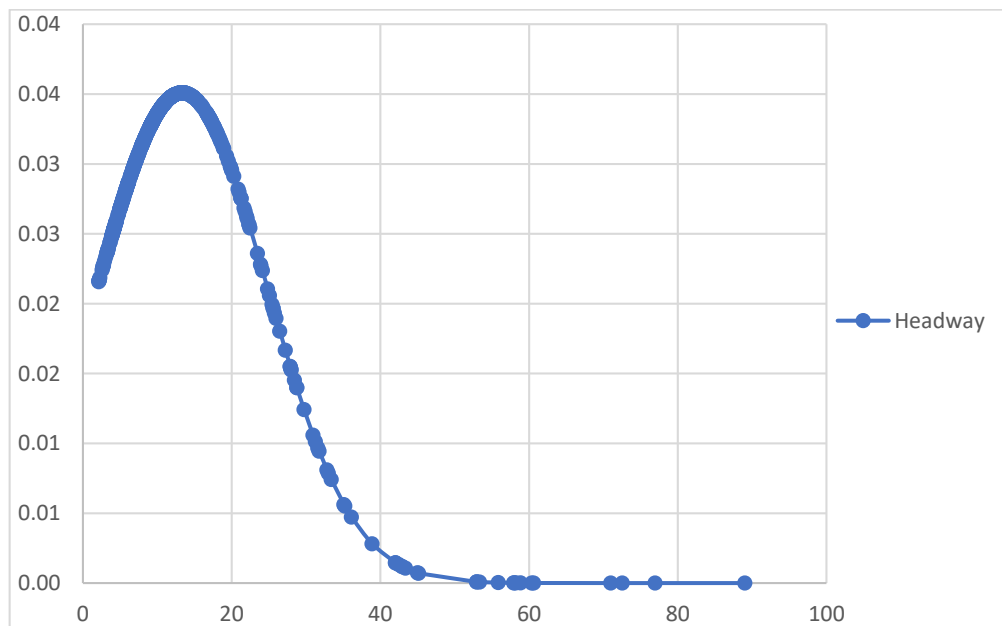


Figura 3.40 Distribución normal de *Headways* para buses.

Fuente: Autor

La **Figura 3.40** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos.

$$Q3 = 14.435$$

$$Q1 = 7.155$$

Los valores *Headways* superiores al valor atípico VAS=25.356 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 9.40% de la muestra.

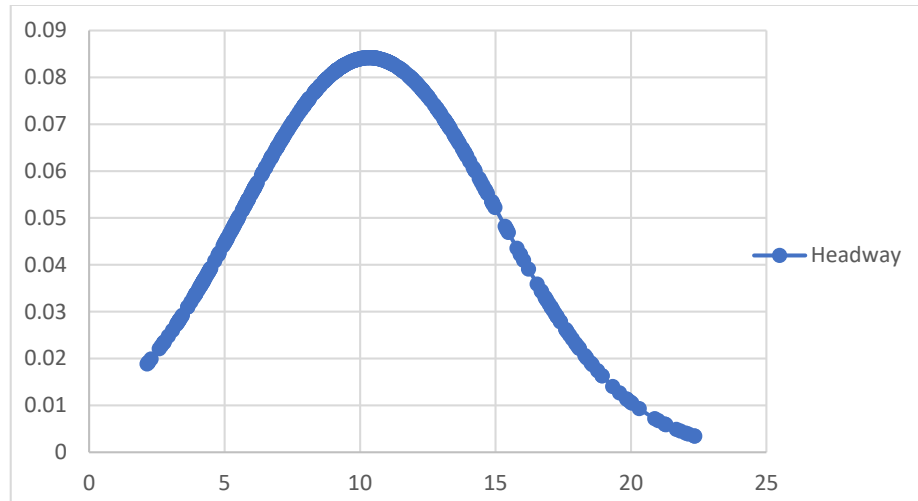


Figura 3.41 Distribución normal de *Headways* para buses sin valores atípicos
Fuente: Autor

Como se muestra en la **Figura 3.41**, la curva continúa presentando una asimetría positiva, por lo que es necesario utilizar el teorema de Chebyshev para demostrar que el 75% de los valores se encuentran entre 0.867 y 19.829 segundos, perteneciendo a los límites $\mu \pm 2\sigma$.

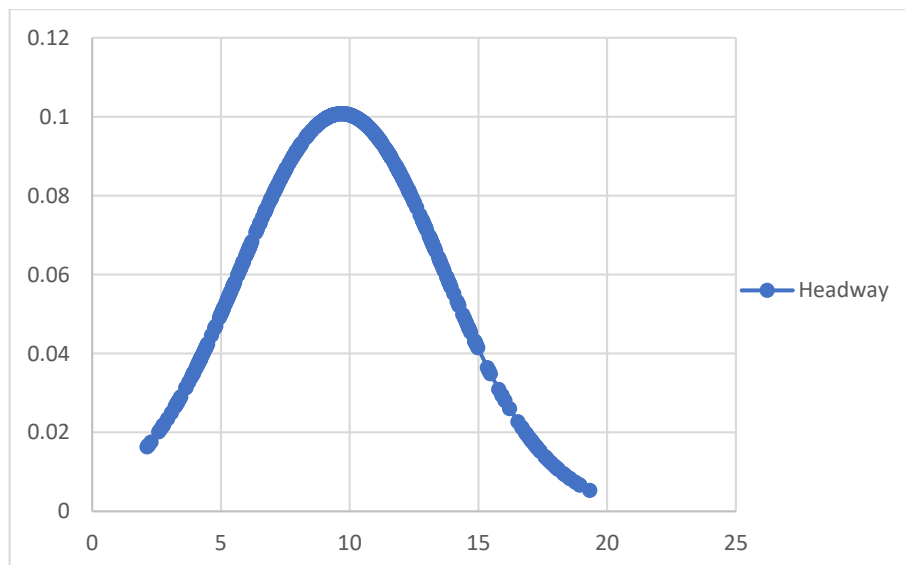


Figura 3.42 Distribución normal de *Headways* para buses aplicando el Teorema de Chebyshev
Fuente: Autor

De los 429 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 0.867 y 5.607 segundos es igual a 77 datos representando así el 15.40% del total de la muestra; en el intervalo de 5.607 y 15.088 segundos existen 310 datos representando así el 62.00% y en el intervalo de 15.088 y 19.829 segundos existen 42 datos representando así el 8.40% del total de la muestra.

Tabla 3.35 *Análisis estadístico del tiempo Headway de buses.*

| Análisis estadístico | |
|-----------------------------|--------|
| Media | 9.702 |
| Mediana | 9.639 |
| Moda | 2.181 |
| Error típico | 0.029 |
| Desviación estándar | 3.960 |
| Varianza de la muestra | 15.685 |
| Coefficiente de Asimetría | 0.255 |
| Mínimo | 2.140 |
| Máximo | 19.330 |
| Total | 429 |

Fuente: Autor

El tiempo *Headway* de 9.702 segundos es el valor promedio correcto a asumir en buses para determinar el factor VLE.

Los datos de los tiempos *Headway* de buses se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.2: *Headways de buses en la vía Nulti.*

ANEXO 3.2.2: *Headways de buses en la vía Paccha.*

ANEXO 3.3.2: *Headways de buses en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.2: *Headways de buses en la vía al Valle.*

ANEXO 3.5.2: *Headways de buses en la vía el Calvario (vía Guzho).*

ANEXO 3.6.2: *Headways de buses en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.2: *Headways de buses en la vía Cardenal de la Torre (vía a Sinincay).*

ANEXO 3.8.2: *Headways de buses en la vía Paseo Rio Machángara (vía a Chiquintad).*

ANEXO 3.9.2: *Headways de vehículos livianos en la vía Ricaurte – El Guabo.*

ANEXO 3.10.2: *Headways de vehículos livianos en la vía Tarqui – Guallanzhapa – Turi.*

3.6.3 CAMIÓN LIVIANO

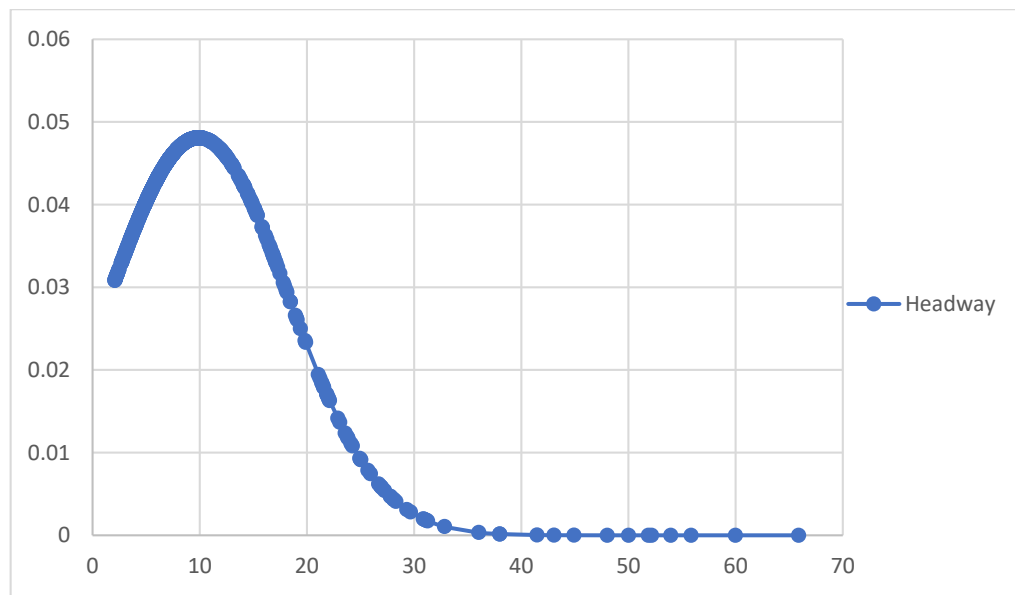


Figura 3.43 Distribución normal de *Headways* para camiones livianos.

Fuente: Autor

La **Figura 3.43** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos.

$$Q3 = 10.422$$

$$Q1 = 5.453$$

Los valores *Headways* superiores al valor atípico VAS=17.876 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 15.92% de la muestra.

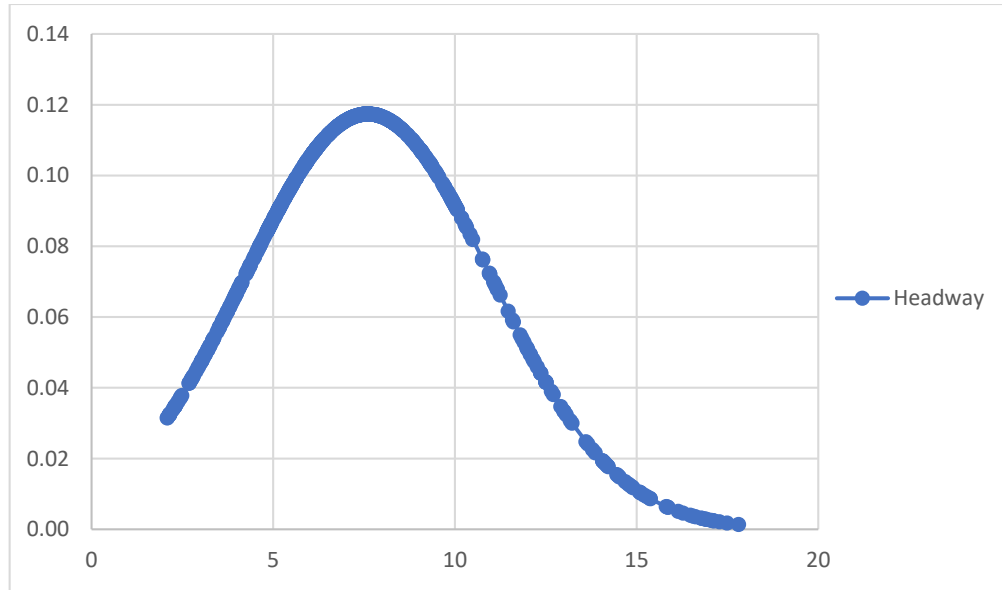


Figura 3.44 Distribución normal de Headways para camiones livianos sin valores atípicos.

Fuente: Autor

Como se muestra en la **Figura 3.44**, la curva continúa presentando una asimetría positiva, por lo que es necesario utilizar el teorema de Chebyshev para demostrar que el 75% de los valores se encuentran entre 0.809 y 14.409 segundos, perteneciendo a los límites $\mu \pm 2\sigma$.

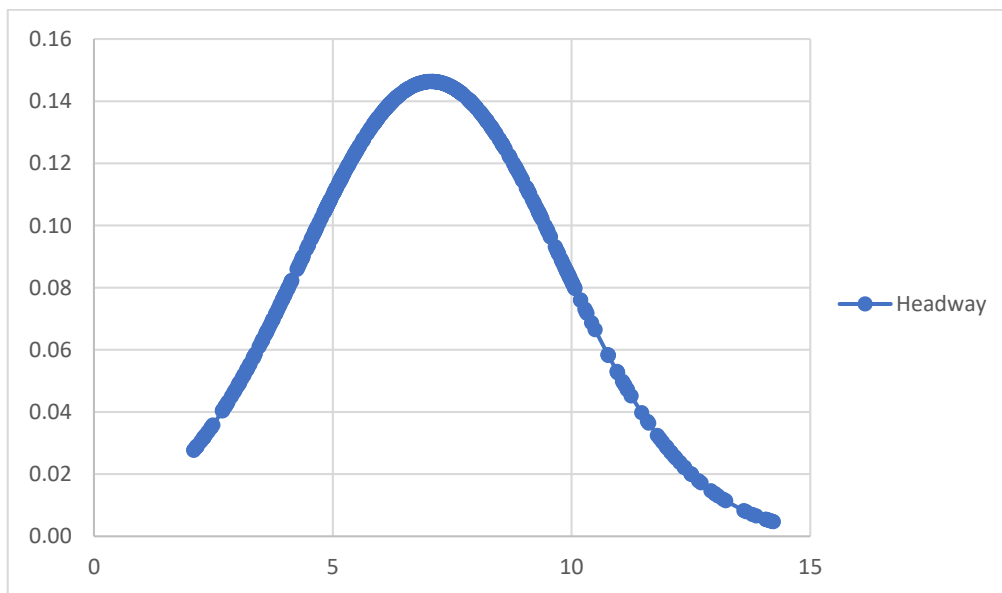


Figura 3.45 Distribución normal de *Headways* para camiones livianos aplicando el teorema de Chebyshev.

Fuente: Autor

De los 523 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 0.809 y 4.209 segundos es igual a 79 datos representando así el 12.54% del total de la muestra; en el intervalo de 4.209 y 11.009 segundos existen 396 datos representando así el 63.67% y en el intervalo de 11.009 y 14.409 segundos existen 48 datos representando así el 7.72% del total de la muestra.

Tabla 3.36 *Análisis estadístico del tiempo Headway de camiones livianos.*

| Análisis estadístico | |
|-----------------------------|--------|
| Media | 7.068 |
| Mediana | 6.936 |
| Moda | 4.95 |
| Error típico | 0.041 |
| Desviación estándar | 2.726 |
| Varianza de la muestra | 7.434 |
| Coficiente de Asimetría | 0.468 |
| Mínimo | 2.090 |
| Máximo | 14.229 |
| Total | 523 |

Fuente: Autor

El tiempo *Headway* de 7.068 segundos es el valor promedio correcto a asumir en camiones livianos para determinar el factor VLE.

Los datos de los tiempos *Headway* de camiones livianos se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.3: *Headways de Camiones livianos en la vía Nulti.*

ANEXO 3.2.3: *Headways de Camiones livianos en la vía Paccha.*

ANEXO 3.3.3: *Headways de Camiones livianos en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.3: *Headways de Camiones livianos en la vía al Valle.*

ANEXO 3.5.3: *Headways de Camiones livianos en la vía el Calvario (vía Guzho).*

ANEXO 3.6.3: *Headways de Camiones livianos en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.3: *Headways de Camiones livianos en la vía Cardenal de la Torre (vía a Sinincay).*

ANEXO 3.8.3: *Headways de Camiones livianos en la vía Paseo Rio Machangara (vía a Chiquintad).*

ANEXO 3.9.3: *Headways de Camiones livianos en la vía Ricaurte – El Guabo.*

ANEXO 3.10.3: *Headways de Camiones livianos en la vía Tarqui – Guallanzhapa – Turi.*

3.6.4 CAMIÓN PESADO

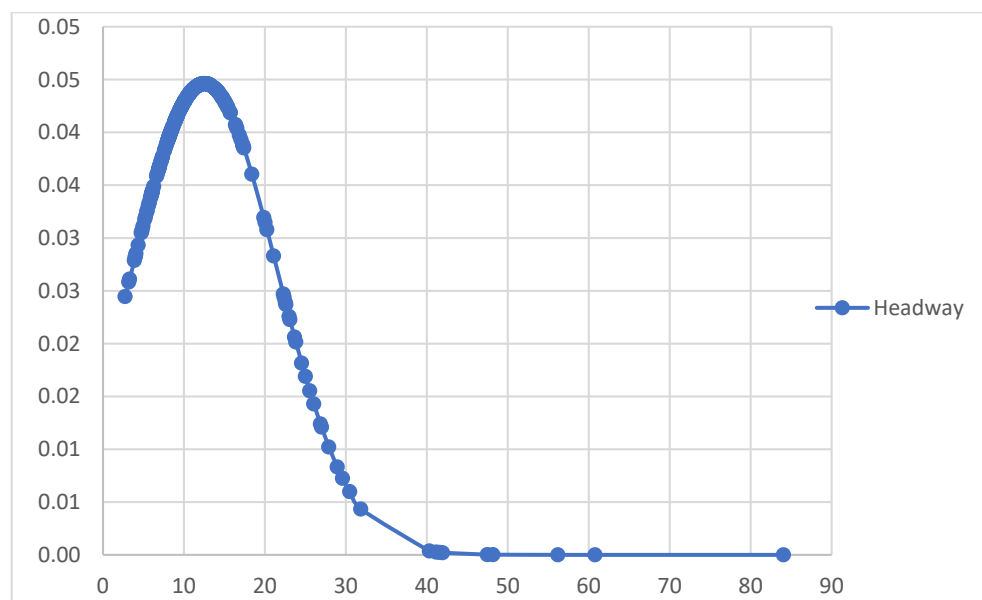


Figura 3.46 Distribución normal de *Headways* para camiones pesados.

Fuente: Autor

La **Figura 3.46** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos.

$$Q3 = 13.041$$

$$Q1 = 8.307$$

Los valores *Headways* superiores al valor atípico VAS=20.140 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 10.21% de la muestra.

De los 255 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 1.208 y 3.813 segundos es igual a 3 datos representando así el 1.06% del total de la muestra; en el intervalo de 3.813 y 16.508 segundos existen 242 datos representando así el 85.21% y en el intervalo de 11.009 y 14.409 segundos existen 10 datos representando así el 3.52% del total de la muestra.

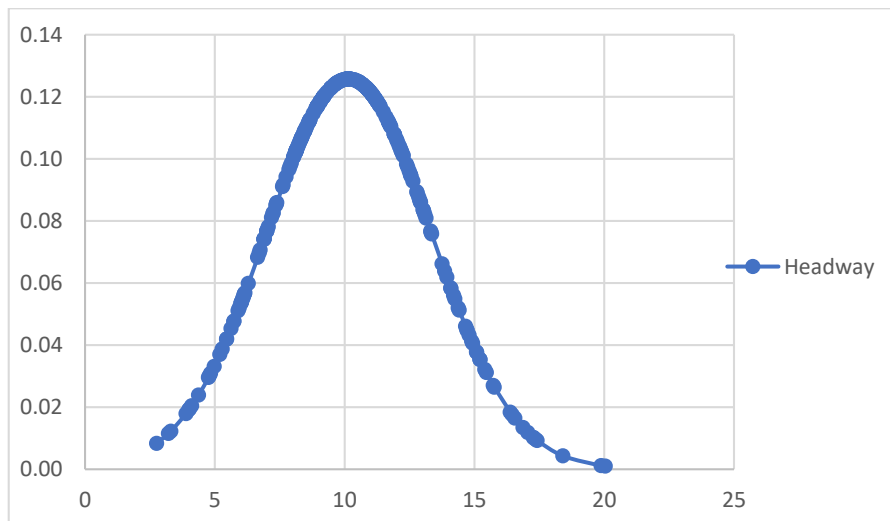


Figura 3.47 Distribución normal de *Headways* para camiones pesados sin valores atípicos.

Fuente: Autor

Tabla 3.37 *Análisis estadístico del tiempo Headway de camiones pesados.*

| Análisis estadístico | |
|-----------------------------|--------|
| Media | 10.160 |
| Mediana | 10.035 |
| Moda | 6.019 |
| Error típico | 0.036 |
| Desviación estándar | 3.174 |
| Varianza de la muestra | 10.072 |
| Coefficiente de Asimetría | 0.370 |
| Mínimo | 2.760 |
| Máximo | 20.040 |
| Total | 255 |

Fuente: Autor

El tiempo *Headway* de 10.160 segundos es el valor promedio correcto a asumir en camiones pesados para determinar el factor VLE.

Los datos de los tiempos *Headway* de camiones pesados se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.4 *Headways de Camiones Pesados en la vía Nulti.*

ANEXO 3.2.4: *Headways de Camiones Pesados en la vía Paccha.*

ANEXO 3.3.4: *Headways de Camiones Pesados en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.4: *Headways de Camiones Pesados en la vía al Valle.*

ANEXO 3.5.4: *Headways de Camiones Pesados en la vía el Calvario (vía Guzho).*

ANEXO 3.6.4: *Headways de Camiones Pesados en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.4: *Headways de Camiones Pesados en la vía Cardenal de la Torre (vía a Sinicay).*

ANEXO 3.8.4: *Headways de Camiones Pesados en la vía Paseo Rio Machangara (vía a Chiquintad).*

ANEXO 3.9.4: *Headways de Camiones Pesados en la vía Ricaurte – El Guabo.*

ANEXO 3.10.4: *Headways de Camiones Pesados en la vía Tarquí – Guallanzhapa – Turi.*

3.6.5 MOTOCICLETAS

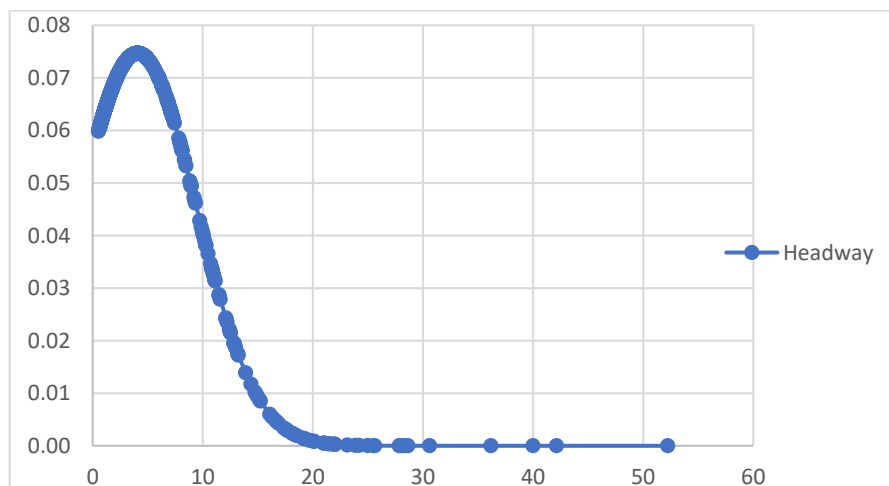


Figura 3.48 Distribución normal de *Headways* para motocicletas.

Fuente: Autor

La **Figura 3.48** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos.

$$Q3 = 3.879$$

$$Q1 = 1.543$$

Los valores *Headways* superiores al valor atípico VAS=7.383 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 11.93% de la muestra.

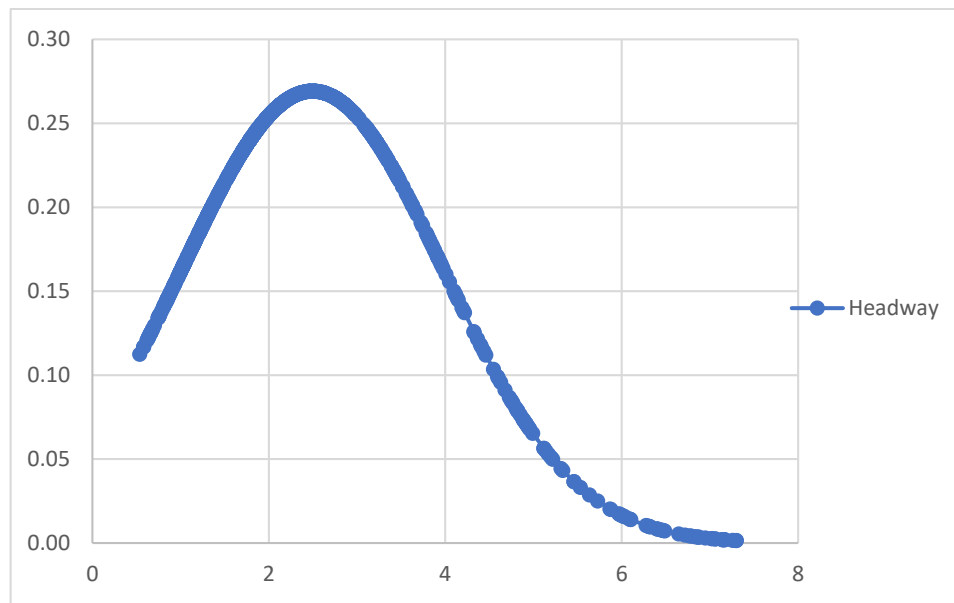


Figura 3.49 Distribución normal de *Headways* para motocicletas sin valores atípicos.

Fuente: Autor

Como se muestra en la **Figura 3.49**, la curva continúa presentando una asimetría positiva, por lo que es necesario utilizar el teorema de Chebyshev para demostrar que el 75% de los valores se encuentran entre 0.000 y 5.463 segundos, perteneciendo a los límites $\mu \pm 2\sigma$.

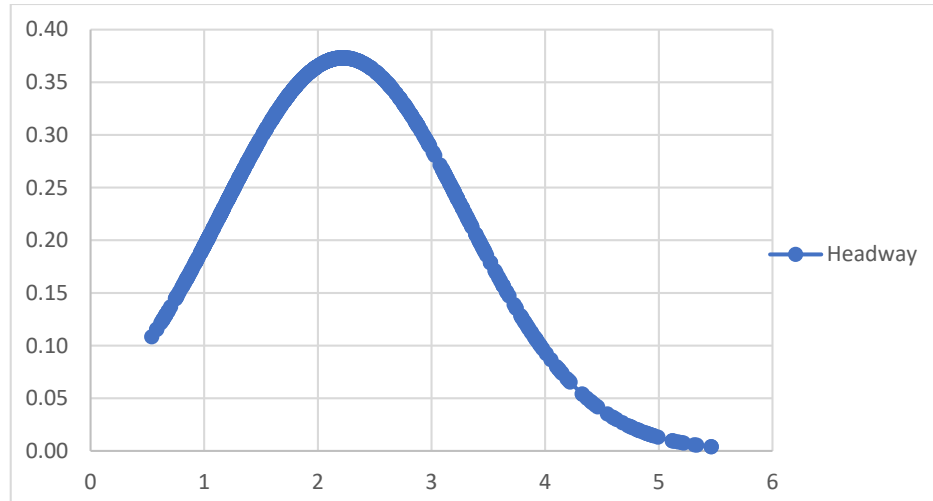


Figura 3.40 Distribución normal de *Headways* para motocicletas aplicando el teorema de Chebyshev.
Fuente: Autor

De los 684 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 0.000 y 1.016 segundos es igual a 61 datos representando así el 7.35% del total de la muestra; en el intervalo de 1.016 y 3.981 segundos existen 572 datos representando así el 68.92% y en el intervalo de 3.981 y 5.463 segundos existen 51 datos representando así el 6.14% del total de la muestra.

Tabla 3.38 *Análisis estadístico del tiempo Headway de motocicletas.*

| Análisis estadístico | |
|-----------------------------|-------|
| Media | 2.222 |
| Mediana | 2.068 |
| Moda | 1.15 |
| Error típico | 0.093 |
| Desviación estándar | 1.070 |
| Varianza de la muestra | 1.144 |
| Coefficiente de Asimetría | 0.870 |
| Mínimo | 0.539 |
| Máximo | 5.462 |
| Total | 684 |

Fuente: Autor

El tiempo *Headway* de 2.222 segundos es el valor promedio correcto a asumir en motocicletas para determinar el factor VLE.

Los datos de los tiempos *Headway* de motocicletas se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.5: *Headways de motocicletas en la vía Nulti.*

ANEXO 3.2.5: *Headways de motocicletas en la vía Paccha.*

ANEXO 3.3.5: *Headways de motocicletas en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.5: *Headways de motocicletas en la vía al Valle.*

ANEXO 3.5.5: *Headways de motocicletas en la vía el Calvario (vía Guzho).*

ANEXO 3.6.5: *Headways de motocicletas en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.5: *Headways de motocicletas en la vía Cardenal de la Torre (vía a Sinicay).*

ANEXO 3.8.5: *Headways de motocicletas en la vía Paseo Rio Machangara (vía a Chiquintad).*

ANEXO 3.9.5: *Headways de motocicletas en la vía Ricaurte – El Guabo.*

ANEXO 3.10.5: *Headways de motocicletas en la vía Tarquí – Guallanzhapa – Turi.*

3.6.6 BICICLETAS

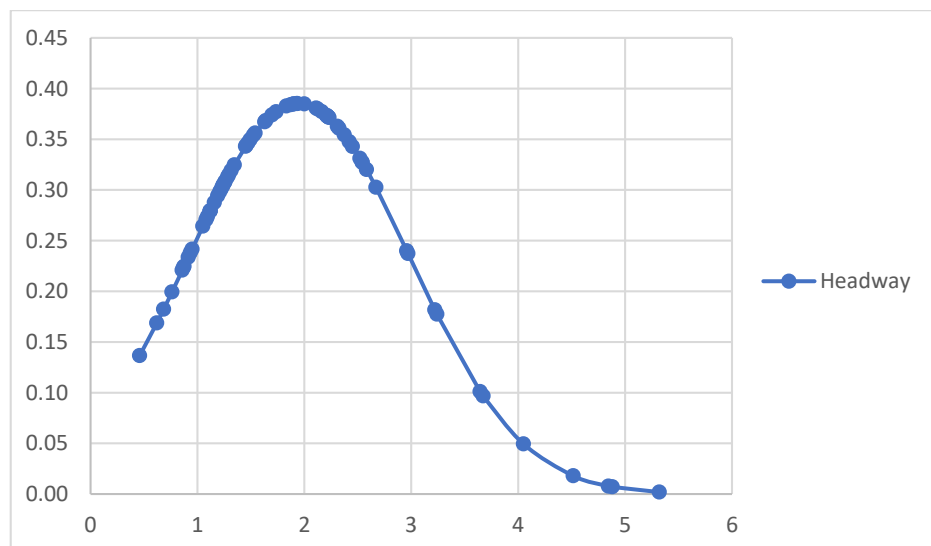


Figura 3.41 Distribución normal de *Headways* para bicicletas.

Fuente: Autor

La **Figura 3.41** muestra una curva con una asimetría positiva y un sesgo, por lo que es necesario aplicar el método de diagrama de cajas para determinar los valores atípicos.

$$Q3 = 1.209$$

$$Q1 = 2.374$$

Los valores *Headways* superiores al valor atípico VAS=4.122 e inferiores al valor atípico VAI=0.000 no serán considerados para el análisis, tales valores representan el 11.93% de la muestra.

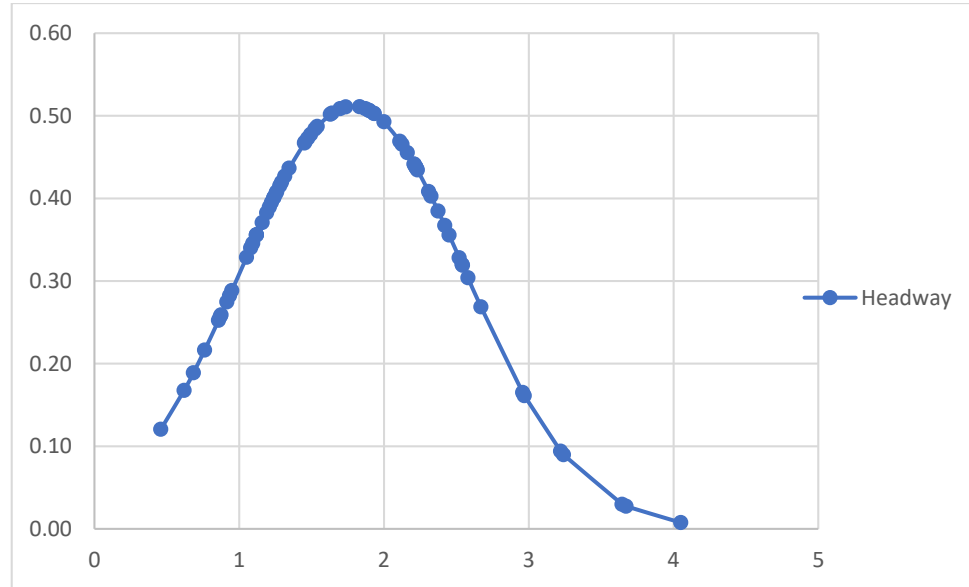


Figura 3.42 Distribución normal de *Headways* para bicicletas sin valores atípicos.

Fuente: Autor

Como se muestra en la **Figura 3.42**, la curva continúa presentando una asimetría positiva, por lo que es necesario utilizar el teorema de Chebyshev para demostrar que el 75% de los valores se encuentran entre 0.226 y 3.344 segundos, perteneciendo a los límites $\mu \pm 2\sigma$.

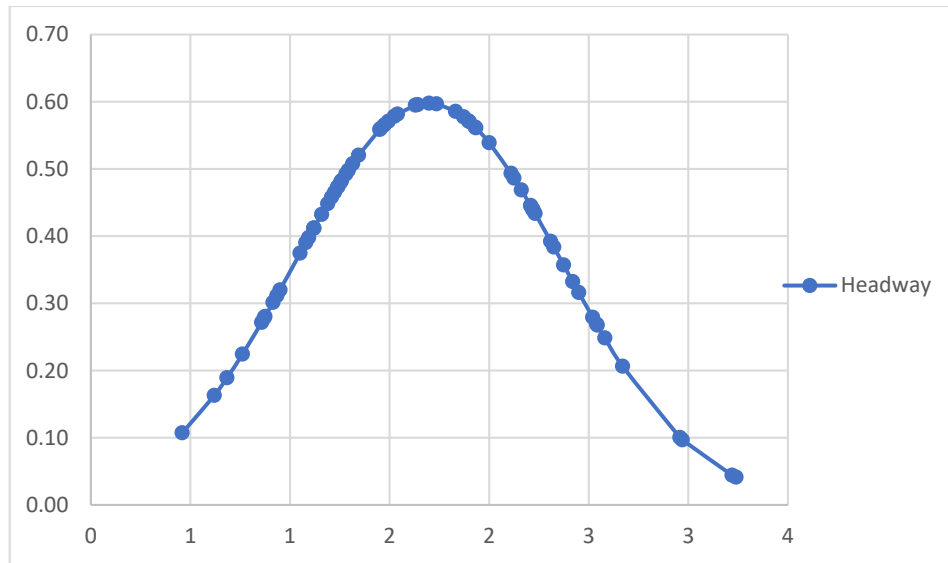


Figura 3.43 Distribución normal de *Headways* para bicicletas aplicando el teorema de Chebyshev.
Fuente: Autor

De los 68 datos de la muestra analizada, la cantidad de tiempos *Headway* que se encuentra en el intervalo de 0.226 y 1.005 segundos es igual a 10 datos representando así el 14.28% del total de la muestra; en el intervalo de 1.005 y 2.564 segundos existen 52 datos representando así el 74.29% y en el intervalo de 2.564 y 3.344 segundos existen 6 datos representando así el 8.57% del total de la muestra.

Tabla 3.39 *Análisis estadístico del tiempo Headway de bicicletas.*

| Análisis estadístico | |
|-----------------------------|-------|
| Media | 1.696 |
| Mediana | 1.585 |
| Moda | 1.12 |
| Error típico | 0.147 |
| Desviación estándar | 0.668 |
| Varianza de la muestra | 0.446 |
| Coefficiente de Asimetría | 0.359 |
| Mínimo | 0.459 |
| Máximo | 3.240 |
| Total | 68 |

Fuente: Autor

El tiempo *Headway* de 2.222 segundos es el valor promedio correcto a asumir en bicicletas para determinar el factor VLE.

Los datos de los tiempos *Headway* de bicicletas se encuentran distribuidos por las vías rurales seleccionadas dentro de los siguientes anexos:

ANEXO 3.1.6: *Headways de bicicletas en la vía Nulti.*

ANEXO 3.2.6: *Headways de bicicletas en la vía Paccha.*

ANEXO 3.3.6: *Headways de bicicletas en la vía Monay Baguanchi Paccha.*

ANEXO 3.4.6: *Headways de bicicletas en la vía al Valle.*

ANEXO 3.5.6: *Headways de bicicletas en la vía el Calvario (vía Guzho).*

ANEXO 3.6.6: *Headways de bicicletas en la vía Abelardo J. Andrade (vía Racar – San Pedro).*

ANEXO 3.7.6: *Headways de bicicletas en la vía Cardenal de la Torre (vía a Sinicay).*

ANEXO 3.8.6: *Headways de bicicletas en la vía Paseo Rio Machangara (vía a Chiquintad).*

ANEXO 3.9.6: *Headways de bicicletas en la vía Ricaurte – El Guabo.*

ANEXO 3.10.6: *Headways de bicicletas en la vía Tarquí – Guallanzhapa – Turi.*

3.7 RESUMEN

El factor vehículo liviano equivalente se determina a partir de los resultados de la muestra de tiempo *Headway*, obtenidos en las diez vías rurales seleccionadas. A continuación, se muestra los resultados del tiempo *Headway* promedio de cada tipo de vehículo, determinados a partir de un análisis estadístico.

Tabla 3.40 *Tiempo Headways promedio para cada tipo de vehículo*

| Tipo de Vehículo | Headway (seg) |
|-------------------------|----------------------|
| Liviano | 3.15 |
| Bus | 9.70 |
| Camión Liviano | 7.07 |
| Camión Pesado | 10.16 |
| Motocicleta | 2.22 |
| Bicicleta | 1.70 |

Fuente: Autor

A partir de los resultados de tiempo *Headways* obtenidos en las principales vías rurales del cantón Cuenca, se procede a determinar el factor VLE de cada tipo de vehículo mediante la siguiente ecuación:

$$VLE_i = \frac{H_i}{H_c} \quad (2.6)$$

Donde H_i es el tiempo *Headway* promedio de un vehículo tipo que sigue a un vehículo liviano, el cual se determina a partir de la ecuación básica establecida por Greenshields en el año de 1947:

$$H_i = \frac{\sum_1^n t_2 - t_1}{n} \quad (2.13)$$

Donde:

t_1

= Tiempo en el que pasa el parachoque trasero de un vehículo líder (vehículo liviano) por un punto de referencia.

t_2

= Tiempo en el que pasa el parachoque trasero de un vehículo tipo (bus, camión, moto cicleta y bicicleta) por un punto de referencia.

n = Número de tiempos *headway* válidos.

H_c es el tiempo *Headway* promedio medido en segundos de un vehículo liviano seguido de otro vehículo liviano.

A continuación, se muestra los resultados del factor VLE correspondiente a cada tipo de vehículo para las vías rurales de Cuenca.

Tabla 3.41 *Factor VLE para las vías rurales de Cuenca, Ecuador*

| Tipo de Vehículo | Factor VLE |
|-------------------------|-------------------|
| Liviano | 1.00 |
| Bus | 3.08 |
| Camión Liviano | 2.24 |
| Camión Pesado | 3.22 |
| Motocicleta | 0.71 |
| Bicicleta | 0.54 |

Fuente: Autor

CONCLUSIONES Y RECOMENDACIONES

CONCLUSIONES

En la presente investigación se determinó el factor vehículo liviano equivalente para cada categoría de vehículo propuesta por la norma NEVI, en el cantón Cuenca. Partiendo con la selección de las principales vías rurales del cantón Cuenca, para la cual se consideró que las vías presenten alto volumen vehicular en la hora pico, un flujo vehicular heterogéneo y un flujo libre, además que las vías abarquen un área representativa del sector rural; obteniendo como resultado las siguientes vías:

1. Vía Nulti
2. Vía Pacta
3. Vía Monay Baguanchi Paccha
4. Vía al Valle
5. Vía el Calvario (Vía Guzho)
6. Vía Abelardo J. Andrade (Vía Racar – San Pedro)
7. Vía Cardenal de la Torre (Vía a Sinincay)
8. Vía Paseo Rio Machangara (Vía a Chiquintad)
9. Vía Ricaurte - El Guabo
10. Vía Tarquí – Gullanzhapa – Turi.

El levantamiento de información se realizó mediante dos cámaras de video GoPro, una por cada acceso por un período de tiempo de 120 a 150 minutos en hora de máximo flujo vehicular. Se consideró que el levantamiento de información se realizara en días que no existan feriados o eventos cercanos a la vía de estudio, por lo que la información se obtuvo la información en los meses de diciembre a febrero, con el objetivo principal de obtener el tiempo *Headway* para posteriormente estimar el factor VLE de cada tipo de vehículo.

A partir de los videos grabados en todas las vías de estudio, se obtuvo el tiempo *Headway* para vehículos livianos, buses, camiones livianos, camiones pesados, motocicletas y bicicletas mediante el programa *Windows Video Maker*, el cual ofrece resultados en horas-minutos-segundos-milisegundos. Una vez obtenido el tiempo *Headway* respectivo de cada vehículo se determinó el número de situaciones favorables para posteriormente obtener el tamaño de la muestra con un nivel de confianza del 95%. En la **tabla C.1** se muestra los datos mencionados anteriormente.

Tabla C.1 *Resumen de datos analizados*

| | Tipo de Vehículo | | | | | |
|-------------------------------|------------------|-------|-------------------|------------------|--------------|------------|
| | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
| Número de situaciones válidas | 7700 | 501 | 622 | 288 | 831 | 73 |
| Muestra mínima | 366 | 218 | 238 | 165 | 263 | 62 |
| Muestra obtenida | 6566 | 429 | 523 | 255 | 684 | 68 |

Fuente: Autor

Con el objetivo de determinar el factor VLE correcto para el cantón Cuenca, se realizó un análisis estadístico para cada tipo de vehículo a través del diagrama de cajas, el cual consiste en eliminar datos menores al valor atípico inferior y mayores al valor atípico superior medianos el uso el primer y tercer cuartil. Para el tipo de vehículo cuya curva continuó presentando una simetría mayor a 1 se aplicó el teorema de Chebyshev, método basado en la dispersión de los datos con respecto a la media, el cual permite determinar el porcentaje de los datos que se encuentran a un número específico de desviaciones estándares de la media mediante los límites $\mu \pm 2\sigma$. En la **Tabla C.2** se muestra los resultados del tiempo *Headway*.

Tabla C.2 *Headways promedio de las vías rurales de Cuenca*

| Tipo de Vehículo | Headway (seg) |
|-------------------------|----------------------|
| Livianos | 3.15 |
| Buses | 9.70 |
| Camiones Liviano | 7.07 |
| Camiones Pesado | 10.16 |
| Motocicletas | 2.22 |
| Bicicletas | 1.70 |

Fuente: Autor

A partir de los datos anteriormente mencionados se determinó el factor VLE aplicando el método *Headway*, el cual considera el tiempo entre dos vehículos livianos y el tiempo entre un vehículo liviano seguido de un bus, camión liviano, camión pesado, motocicleta y bicicleta. Es este factor de obtuvo mediante la siguiente expresión:

$$VLE_i = \frac{H_i}{H_c} \quad (2.6)$$

Donde H_i es el intervalo de tiempo promedio existente entre un vehículo liviano seguido de un vehículo tipo, mientras H_c es el intervalo de tiempo promedio existente entre un vehículo liviano seguido de otro vehículo liviano.

Por medio de este método se logró estimar el factor VLE correspondiente a cada tipo de vehículo para las vías rurales del cantón Cuenca. En la **Tabla C.3** se muestra los factores vehiculares obtenidos.

Tabla C.3 *VLE para cada tipo de vehículo en vías rurales de Cuenca*

| | Tipo de Vehículo | | | | | |
|------------------------------------|-------------------------|--------------|--------------------------|-------------------------|---------------------|-------------------|
| | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
| VLE en Vías Rurales Cuenca-Ecuador | 1.00 | 3.08 | 2.24 | 3.22 | 0.71 | 0.54 |

Fuente: Autor

En la ciudad de Cuenca no existen estudios relacionados a factores vehiculares en vías rurales por lo que actualmente se está empleando factores obtenidos en normas extranjeras (*HCM*), generando así errores en estudios de tránsito ya que estos factores no reflejan la realidad de nuestra localidad. Existen estudios realizados en varios países, obteniendo los resultados que se muestran en la **Tabla C.4**.

Tabla C.4 *VLE en distintas ciudades del mundo*

| Ciudad de estudio | Tipo de Vehículo | | | | | |
|--------------------------|------------------|-------------|-------------------|------------------|--------------|-------------|
| | Livianos | Buses | Camiones Livianos | Camiones Pesados | Motocicletas | Bicicletas |
| HCM | 1.00 | - | 2.00 | 3.00 | - | - |
| Benisuif Assuit – Egipto | 1.00 | 4.74 | 2.31 | 6.61 | 0.21 | - |
| Texas – Estados Unidos | 1.00 | 3.00 | 2.90 | 5.50 | - | - |
| Delhi – India | 1.00 | - | 1.10 | 5.20 | 0.80 | 1.10 |
| Alberta – Canada | 1.00 | 2.30 | 2.00 | - | - | - |
| Santa Clara – Cuba | 1.00 | 2.40 | 2.50 | - | 0.60 | - |
| Londres – Inglaterra | 1.00 | 3.00 | 3.00 | 3.00 | 1.00 | 0.50 |
| Cuenca – Ecuador | 1.00 | 3.08 | 2.24 | 3.22 | 0.71 | 0.54 |

Fuente: Autor

Debido a los resultados obtenidos en esta investigación con respecto a los resultados presentados en la tabla C.4, se puede concluir lo siguiente:

El factor VLE para buses es igual a 3.08, lo cual nos permite concluir que el flujo vehicular de buses afecta en la capacidad de la vía 3 veces de lo que afecta un vehículo liviano, esto debido a la topografía de las vías rurales de Cuenca, las dimensiones de este tipo de vehículo, las condiciones de circulación y bajas aceleraciones. Este factor presenta variabilidad con respecto a los factores vehiculares que se obtuvieron en otras ciudades, siendo menor en las ciudades de Texas – Estados Unidos, Alberta – Canadá, Santa Clara – Cuba y Londres – Inglaterra; y mayor en la ciudad de Benisuif Assuit – Egipto, ya que el factor fue obtenido en condiciones distintas a la realidad de otras ciudades.

El factor VLE para camiones livianos es igual a 2.24, lo cual nos indica que el flujo vehicular de camiones livianos afecta un 124 % más que un vehículo liviano. Este factor tiene una cierta similitud con el factor vehicular de Benisuif Assuit – Egipto y de la norma *HCM*, ya que las características geométricas como la longitud de este tipo de vehículo, las condiciones de circulación y sus velocidades son similares; todo lo contrario, ocurre con el factor vehicular de Delhi – India, siendo un valor muy bajo en comparación con el factor obtenido en este estudio, esto debido que el estudio en Delhi consideró vías rurales de 4 carriles de circulación.

El factor VLE para camiones pesados es igual a 3.22, siendo el vehículo que más afecta en la capacidad de las vías rurales debió a varios factores como sus características geométricas, la pendiente de las vías, sobrecarga del vehículo y sus aceleraciones menores. En comparación con los factores que obtuvieron en otras ciudades tiene cierta variabilidad, asemejándose más con el factor utilizado en la norma *HCM*, en el caso de Benisuif Assuit – Egipto, Texas – Estados Unidos y Delhi – India existe gran variación, esto debido al ancho de la calzada y el deterioro de la capa de rodaduras de sus vías. Estas condiciones desfavorables hacen que los vehículos pesados circulen lentamente aumentando así el valor del factor VLE.

El factor VLE para motocicletas es igual a 0.71, lo que significa que el flujo vehicular de motocicletas impacta el 29 % menos que un vehículo liviano, esto debido a sus características geométricas como su corta dimensión y su capacidad de rebasar a los vehículos. En Benisuif Assuit – Egipto y Santa Clara – Cuba sus factores son menores, ya que son ciudades que existe gran cantidad de motocicletas de los cuales sus conductores no respetan la posición detrás de un vehículo, esto hace que los factores disminuyan. En el caso de Londres – Inglaterra el factor vehicular resultó mayor, debido a las medidas estrictas para motocicletas y la cultura de sus conductores.

Para bicicletas el factor VLE es igual a 0.54, valor que se obtuvo en condiciones de flujo libre y la inexistencia de ciclovía en las vías de estudio. Para este factor existen un bajo número de situaciones válidas debido a que son vías de largo trayecto como son las vías que conectan a parroquias rurales. Debido a sus corta longitud y ancho permite que los ciclistas viajen paralelamente con los vehículos reduciendo así notablemente el factor para

bicicletas. Existe una similitud con el factor obtenido en Londres – Inglaterra, ya que sus condiciones de circulación se asemejan; en cuanto al factor obtenido en Delhi – India difiere del factor obtenido en esta investigación debido al ancho del carril, el cual permite circular con menor velocidad lo que hace que aumente el factor comparación con nuestra investigación.

RECOMENDACIONES

Para investigaciones futuras, se recomienda prolongar el tiempo de grabación con el fin de obtener una muestra más representativa que permita determinar el factor VLE más preciso y se acerque más a la realidad de las vías rurales de Cuenca. Así mismo utilizar cámaras de video especiales para la noche, ya que en las vías rurales se presenta un alto flujo vehicular al oscurecer.

Las cámaras de video a nivel del suelo no permiten visualizar todos los carriles de estudio, por lo que se recomienda elevar la cámara a una cierta altura de manera que permita analizar de manera conjunta los carriles, de la misma manera reduciendo el número de cámaras para el levantamiento de información.

Se recomienda realizar estudios en vías rurales cuyo tramo de estudio presente una pendiente mayor para determinar la influencia de la pendiente en el factor VLE en cada tipo de vehículo, comparando con los resultados obtenidos en esta investigación. Así mismo realizar estudios en segmentos curvos con el objetivo de analizar el comportamiento del factor VLE ante un cambio de geometría de la vía.

Poner a disposición de la Empresa de Movilidad (EMOV) de cantón Cuenca los resultados obtenidos en esta investigación con el objetivo de considerar para futuras planificaciones y estudios de tránsito, así mismo para el diseño de las futuras vías rurales para que cuenten con una capacidad adecuada evitando así el incremento de las demoras en el transcurso del viaje.

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ANEXOS

3.1 Anexo Headway calculados en la vía Nulti.

Anexo 3.1.1 Headways de vehículos livianos vía Nulti

| | |
|-------------------------------|-------------------|
| VÍA | NULTI |
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Nulti-Cuenca | 0:00:53,360 | 0:01:00,142 | 0:00:06,782 |
| 2 | | 0:02:31,490 | 0:02:32,850 | 0:00:01,360 |
| 3 | | 0:02:34,200 | 0:02:41,130 | 0:00:06,930 |
| 4 | | 0:02:44,530 | 0:02:47,260 | 0:00:02,730 |
| 5 | | 0:03:56,670 | 0:03:59,345 | 0:00:02,675 |
| 6 | | 0:04:26,170 | 0:04:33,000 | 0:00:06,830 |
| 7 | | 0:05:09,100 | 0:05:12,342 | 0:00:03,242 |
| 8 | | 0:05:33,850 | 0:05:37,784 | 0:00:03,934 |
| 9 | | 0:09:02,480 | 0:09:06,843 | 0:00:04,363 |
| 10 | | 0:10:01,243 | 0:10:05,520 | 0:00:04,277 |
| 11 | | 0:10:26,130 | 0:10:32,110 | 0:00:05,980 |
| 12 | | 0:10:50,180 | 0:10:53,170 | 0:00:02,990 |
| 13 | | 0:11:48,372 | 0:11:50,500 | 0:00:02,128 |
| 14 | | 0:11:56,841 | 0:12:02,750 | 0:00:05,909 |
| 15 | | 0:13:07,100 | 0:13:11,324 | 0:00:04,224 |
| 16 | | 0:13:53,751 | 0:14:01,482 | 0:00:07,731 |
| 17 | | 0:14:22,120 | 0:14:26,075 | 0:00:03,955 |
| 18 | | 0:16:03,110 | 0:16:07,000 | 0:00:03,890 |
| 19 | | 0:16:15,997 | 0:16:21,130 | 0:00:05,133 |
| 20 | | 0:16:26,000 | 0:16:28,640 | 0:00:02,640 |
| 21 | | 0:17:19,274 | 0:17:25,150 | 0:00:05,876 |
| 22 | | 0:18:11,140 | 0:18:15,784 | 0:00:04,644 |
| 23 | | 0:18:58,430 | 0:19:02,314 | 0:00:03,884 |
| 24 | | 0:19:37,310 | 0:19:43,972 | 0:00:06,662 |
| 25 | | 0:20:45,170 | 0:20:47,100 | 0:00:01,930 |
| 26 | | 0:21:16,310 | 0:21:19,150 | 0:00:02,840 |
| 27 | | 0:22:21,490 | 0:22:31,580 | 0:00:10,090 |
| 28 | | 0:23:55,743 | 0:24:01,742 | 0:00:05,999 |
| 29 | | 0:25:25,140 | 0:25:30,140 | 0:00:05,000 |
| 30 | | 0:26:07,660 | 0:26:11,842 | 0:00:04,182 |
| 31 | | 0:26:31,210 | 0:26:42,130 | 0:00:10,920 |
| 32 | | 0:26:43,120 | 0:26:46,150 | 0:00:03,030 |
| 33 | | 0:27:02,810 | 0:27:07,624 | 0:00:04,814 |
| 34 | | 0:27:46,190 | 0:27:48,110 | 0:00:01,920 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 35 | Multi-Cuenca | 0:27:56,160 | 0:28:04,067 | 0:00:07,907 |
| 36 | | 0:28:58,420 | 0:29:01,660 | 0:00:03,240 |
| 37 | | 0:29:11,180 | 0:29:17,180 | 0:00:06,000 |
| 38 | | 0:29:35,390 | 0:29:39,500 | 0:00:04,110 |
| 39 | | 0:29:55,000 | 0:30:00,170 | 0:00:05,170 |
| 40 | | 0:30:16,180 | 0:30:21,142 | 0:00:04,962 |
| 41 | | 0:32:57,325 | 0:33:02,773 | 0:00:05,448 |
| 42 | | 0:33:47,170 | 0:33:54,000 | 0:00:06,830 |
| 43 | | 0:34:09,170 | 0:34:11,160 | 0:00:01,990 |
| 44 | | 0:34:57,684 | 0:35:00,242 | 0:00:02,558 |
| 45 | | 0:35:42,120 | 0:35:45,150 | 0:00:03,030 |
| 46 | | 0:36:08,660 | 0:36:13,823 | 0:00:05,163 |
| 47 | | 0:36:36,000 | 0:36:39,330 | 0:00:03,330 |
| 48 | | 0:36:49,140 | 0:36:50,490 | 0:00:01,350 |
| 49 | | 0:36:53,180 | 0:37:03,100 | 0:00:09,920 |
| 50 | | 0:37:04,320 | 0:37:07,210 | 0:00:02,890 |
| 51 | | 0:37:13,590 | 0:37:18,342 | 0:00:04,752 |
| 52 | | 0:37:49,000 | 0:37:51,190 | 0:00:02,190 |
| 53 | | 0:38:39,190 | 0:38:40,160 | 0:00:00,970 |
| 54 | | 0:38:42,630 | 0:38:43,750 | 0:00:01,120 |
| 55 | | 0:38:46,410 | 0:38:49,380 | 0:00:02,970 |
| 56 | | 0:39:17,100 | 0:39:23,250 | 0:00:06,150 |
| 57 | | 0:39:26,340 | 0:39:29,210 | 0:00:02,870 |
| 58 | | 0:39:52,110 | 0:39:56,140 | 0:00:04,030 |
| 59 | | 0:40:20,360 | 0:40:25,893 | 0:00:05,533 |
| 60 | | 0:40:57,100 | 0:41:00,573 | 0:00:03,473 |
| 61 | | 0:41:35,480 | 0:41:37,510 | 0:00:02,030 |
| 62 | | 0:42:07,810 | 0:42:11,750 | 0:00:03,940 |
| 63 | | 0:42:15,350 | 0:42:20,684 | 0:00:05,334 |
| 64 | | 0:42:57,160 | 0:43:01,130 | 0:00:03,970 |
| 65 | | 0:43:06,160 | 0:43:10,160 | 0:00:04,000 |
| 66 | | 0:43:16,740 | 0:43:23,035 | 0:00:06,295 |
| 67 | | 0:43:36,400 | 0:43:54,500 | 0:00:18,100 |
| 68 | | 0:43:57,640 | 0:44:00,510 | 0:00:02,870 |
| 69 | | 0:44:22,380 | 0:44:23,500 | 0:00:01,120 |
| 70 | | 0:44:43,160 | 0:44:47,345 | 0:00:04,185 |
| 71 | | 0:45:11,000 | 0:45:24,560 | 0:00:13,560 |
| 72 | | 0:45:42,150 | 0:45:46,329 | 0:00:04,179 |
| 73 | | 0:46:12,360 | 0:46:14,000 | 0:00:01,640 |
| 74 | | 0:46:24,220 | 0:46:27,342 | 0:00:03,122 |
| 75 | | 0:47:31,200 | 0:47:35,600 | 0:00:04,400 |
| 76 | | 0:48:05,550 | 0:48:08,340 | 0:00:02,790 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 77 | Multi-Cuenca | 0:48:19,190 | 0:48:21,170 | 0:00:01,980 |
| 78 | | 0:50:32,330 | 0:50:37,330 | 0:00:05,000 |
| 79 | | 0:50:55,840 | 0:51:00,843 | 0:00:05,003 |
| 80 | | 0:52:11,810 | 0:52:19,736 | 0:00:07,926 |
| 81 | | 0:53:49,640 | 0:53:51,730 | 0:00:02,090 |
| 82 | | 0:54:05,450 | 0:54:08,697 | 0:00:03,247 |
| 83 | | 0:56:03,290 | 0:56:15,000 | 0:00:11,710 |
| 84 | | 0:56:17,130 | 0:56:21,176 | 0:00:04,046 |
| 85 | | 0:57:17,190 | 0:57:23,050 | 0:00:05,860 |
| 86 | | 0:57:56,500 | 0:57:57,460 | 0:00:00,960 |
| 87 | | 0:57:59,180 | 0:58:04,000 | 0:00:04,820 |
| 88 | | 0:58:20,550 | 0:58:25,763 | 0:00:05,213 |
| 89 | | 0:58:59,314 | 0:59:05,190 | 0:00:05,876 |
| 90 | | 0:59:06,150 | 0:59:07,150 | 0:00:01,000 |
| 91 | | 0:59:35,870 | 0:59:47,920 | 0:00:12,050 |
| 92 | | 1:00:34,100 | 1:00:39,674 | 0:00:05,574 |
| 93 | | 1:00:59,340 | 1:01:03,270 | 0:00:03,930 |
| 94 | | 1:01:12,180 | 1:01:19,031 | 0:00:06,851 |
| 95 | | 1:03:00,000 | 1:03:02,130 | 0:00:02,130 |
| 96 | | 1:03:12,140 | 1:03:17,854 | 0:00:05,714 |
| 97 | | 1:03:48,160 | 1:04:00,073 | 0:00:11,913 |
| 98 | | 1:05:17,630 | 1:05:21,847 | 0:00:04,217 |
| 99 | | 1:05:56,429 | 1:06:02,943 | 0:00:06,514 |
| 100 | | 1:08:56,841 | 1:09:00,142 | 0:00:03,301 |
| 101 | | 1:09:49,090 | 1:09:53,070 | 0:00:03,980 |
| 102 | | 1:11:05,150 | 1:11:12,973 | 0:00:07,823 |
| 103 | | 1:15:49,110 | 1:16:00,024 | 0:00:10,914 |
| 104 | | 1:16:59,670 | 1:17:04,213 | 0:00:04,543 |
| 105 | | 1:17:30,190 | 1:17:38,150 | 0:00:07,960 |
| 106 | | 1:17:53,250 | 1:17:59,067 | 0:00:05,817 |
| 107 | | 1:18:17,000 | 1:18:25,214 | 0:00:08,214 |
| 108 | | 1:20:00,190 | 1:20:15,374 | 0:00:15,184 |
| 109 | | 1:22:19,260 | 1:22:26,130 | 0:00:06,870 |
| 110 | | 1:22:31,450 | 1:22:36,610 | 0:00:05,160 |
| 111 | | 1:23:42,820 | 1:23:50,960 | 0:00:08,140 |
| 112 | | 1:25:42,090 | 1:25:44,974 | 0:00:02,884 |
| 113 | | 1:29:11,974 | 1:29:17,748 | 0:00:05,774 |
| 114 | | 1:29:20,230 | 1:29:27,324 | 0:00:07,094 |
| 115 | | 1:31:17,150 | 1:31:29,160 | 0:00:12,010 |
| 116 | | 1:33:55,520 | 1:34:03,712 | 0:00:08,192 |
| 117 | | 1:35:49,350 | 1:36:16,280 | 0:00:26,930 |
| 118 | | 1:36:12,295 | 1:36:14,455 | 0:00:02,160 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 119 | Multi-Cuenca | 1:36:14,285 | 1:36:19,243 | 0:00:04,958 |
| 120 | | 1:36:59,165 | 1:37:15,384 | 0:00:16,219 |
| 121 | | 1:37:15,214 | 1:37:17,642 | 0:00:02,428 |
| 122 | | 1:37:38,229 | 1:37:42,874 | 0:00:04,645 |
| 123 | | 1:37:51,815 | 1:38:00,742 | 0:00:08,927 |
| 124 | | 1:38:08,300 | 1:38:16,843 | 0:00:08,543 |
| 125 | | 1:38:25,653 | 1:38:37,630 | 0:00:11,977 |
| 126 | | 1:38:37,460 | 1:38:39,420 | 0:00:01,960 |
| 127 | | 1:38:39,250 | 1:38:40,630 | 0:00:01,380 |
| 128 | | 1:38:40,460 | 1:38:47,407 | 0:00:06,947 |
| 129 | | 1:38:57,284 | 1:39:08,432 | 0:00:11,148 |
| 130 | | 1:39:08,262 | 1:39:13,497 | 0:00:05,235 |
| 131 | | 1:39:57,642 | 1:40:00,324 | 0:00:02,682 |
| 132 | | 1:40:40,360 | 1:40:44,873 | 0:00:04,513 |
| 133 | | 1:40:52,300 | 1:41:02,432 | 0:00:10,132 |
| 134 | | 1:43:32,355 | 1:43:34,380 | 0:00:02,025 |
| 135 | | 1:43:34,210 | 1:43:37,941 | 0:00:03,731 |
| 136 | | 1:43:49,305 | 1:43:52,451 | 0:00:03,146 |
| 137 | | 1:43:52,281 | 1:44:02,897 | 0:00:10,616 |
| 138 | | 1:44:22,365 | 1:44:24,483 | 0:00:02,118 |
| 139 | | 1:44:24,313 | 1:44:28,314 | 0:00:04,001 |
| 140 | | 1:44:55,200 | 1:45:10,425 | 0:00:15,225 |
| 141 | | 1:45:10,255 | 1:45:18,108 | 0:00:07,853 |
| 142 | | 1:45:44,240 | 1:45:46,620 | 0:00:02,380 |
| 143 | | 1:45:53,364 | 1:46:00,473 | 0:00:07,109 |
| 144 | | 1:47:16,213 | 1:47:19,874 | 0:00:03,661 |
| 145 | | 1:47:48,321 | 1:47:53,274 | 0:00:04,953 |
| 146 | | 1:47:55,620 | 1:48:00,175 | 0:00:04,555 |
| 147 | | 1:48:02,703 | 1:48:06,342 | 0:00:03,639 |
| 148 | | 1:48:23,069 | 1:48:26,512 | 0:00:03,443 |
| 149 | | 1:48:26,342 | 1:48:49,500 | 0:00:23,158 |
| 150 | | 1:48:49,330 | 1:48:58,225 | 0:00:08,895 |
| 151 | | 1:48:58,055 | 1:49:07,444 | 0:00:09,389 |
| 152 | | 1:49:07,274 | 1:49:13,472 | 0:00:06,198 |
| 153 | | 1:49:13,302 | 1:49:16,430 | 0:00:03,128 |
| 154 | | 1:49:16,260 | 1:49:27,423 | 0:00:11,163 |
| 155 | | 1:49:27,253 | 1:49:30,451 | 0:00:03,198 |
| 156 | | 1:50:39,591 | 1:50:42,391 | 0:00:02,800 |
| 157 | | 1:50:42,221 | 1:50:44,371 | 0:00:02,150 |
| 158 | | 1:50:44,201 | 1:51:02,163 | 0:00:17,962 |
| 159 | 1:51:01,993 | 1:51:08,324 | 0:00:06,331 | |
| 160 | 1:51:27,924 | 1:51:33,450 | 0:00:05,526 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 160 | Multi-Cuenca | 1:51:27,924 | 1:51:33,450 | 0:00:05,526 |
| 161 | | 1:51:58,342 | 1:52:01,547 | 0:00:03,205 |
| 162 | | 1:52:10,332 | 1:52:12,321 | 0:00:01,989 |
| 163 | | 1:52:36,280 | 1:52:39,474 | 0:00:03,194 |
| 164 | | 1:53:28,316 | 1:53:48,044 | 0:00:19,728 |
| 165 | | 1:54:13,210 | 1:54:16,413 | 0:00:03,203 |
| 166 | | 1:55:57,246 | 1:56:00,143 | 0:00:02,897 |
| 167 | | 1:56:37,324 | 1:56:39,816 | 0:00:02,492 |
| 168 | | 1:56:39,646 | 1:56:41,740 | 0:00:02,094 |
| 169 | | 1:56:51,221 | 1:56:56,424 | 0:00:05,203 |
| 170 | | 1:56:56,254 | 1:56:57,536 | 0:00:01,282 |
| 171 | | 1:56:57,366 | 1:57:00,147 | 0:00:02,781 |
| 172 | | 1:57:35,342 | 1:57:39,614 | 0:00:04,272 |
| 173 | | 1:57:39,444 | 1:57:45,012 | 0:00:05,568 |
| 174 | | 1:57:54,829 | 1:58:05,452 | 0:00:10,623 |
| 175 | | 1:58:05,282 | 1:58:10,483 | 0:00:05,201 |
| 176 | | 1:58:10,313 | 1:58:27,934 | 0:00:17,621 |
| 177 | | 1:58:38,427 | 1:58:46,505 | 0:00:08,078 |
| 178 | | 1:58:46,335 | 1:58:50,536 | 0:00:04,201 |
| 179 | | 1:58:50,366 | 1:58:55,180 | 0:00:04,814 |
| 180 | | 1:59:25,211 | 1:59:29,423 | 0:00:04,212 |
| 181 | | 2:00:34,215 | 2:00:37,125 | 0:00:02,910 |
| 182 | | 2:00:36,955 | 2:00:39,328 | 0:00:02,373 |
| 183 | | 2:00:39,158 | 2:00:45,324 | 0:00:06,166 |
| 184 | | 2:00:59,310 | 2:01:03,423 | 0:00:04,113 |
| 185 | | 2:01:03,253 | 2:01:06,928 | 0:00:03,675 |
| 186 | | 2:01:06,758 | 2:01:09,613 | 0:00:02,855 |
| 187 | | 2:03:41,453 | 2:03:43,816 | 0:00:02,363 |
| 188 | | 2:03:43,646 | 2:03:46,747 | 0:00:03,101 |
| 189 | | 2:04:27,310 | 2:04:32,471 | 0:00:05,161 |
| 190 | | 2:04:37,210 | 2:04:40,440 | 0:00:03,230 |
| 191 | | 2:04:59,210 | 2:05:01,392 | 0:00:02,182 |
| 192 | 2:08:08,320 | 2:08:12,400 | 0:00:04,080 | |
| 193 | 2:09:12,669 | 2:09:26,155 | 0:00:13,486 | |
| 194 | 2:12:12,786 | 2:12:19,202 | 0:00:06,416 | |
| 195 | 2:12:19,032 | 2:12:40,400 | 0:00:21,368 | |
| 196 | 2:13:20,714 | 2:13:23,125 | 0:00:02,411 | |
| 197 | 2:14:09,310 | 2:14:12,360 | 0:00:03,050 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Cuenca-Nulti | 0:00:40,140 | 0:00:45,120 | 0:00:04,980 |
| 2 | | 0:00:47,110 | 0:00:48,430 | 0:00:01,320 |
| 3 | | 0:01:57,536 | 0:02:05,436 | 0:00:07,900 |
| 4 | | 0:04:57,032 | 0:05:00,630 | 0:00:03,598 |
| 5 | | 0:05:43,400 | 0:05:56,570 | 0:00:13,170 |
| 6 | | 0:08:22,270 | 0:08:32,480 | 0:00:10,210 |
| 7 | | 0:08:38,120 | 0:09:23,130 | 0:00:45,010 |
| 8 | | 0:11:59,220 | 0:12:05,476 | 0:00:06,256 |
| 9 | | 0:14:09,490 | 0:14:16,740 | 0:00:07,250 |
| 10 | | 0:15:30,190 | 0:15:32,160 | 0:00:01,970 |
| 11 | | 0:15:34,550 | 0:15:40,030 | 0:00:05,480 |
| 12 | | 0:18:54,220 | 0:18:57,170 | 0:00:02,950 |
| 13 | | 0:21:20,440 | 0:21:25,763 | 0:00:05,323 |
| 14 | | 0:21:59,374 | 0:22:05,327 | 0:00:05,953 |
| 15 | | 0:22:49,170 | 0:22:52,000 | 0:00:02,830 |
| 16 | | 0:23:05,690 | 0:23:07,930 | 0:00:02,240 |
| 17 | | 0:23:10,000 | 0:23:12,150 | 0:00:02,150 |
| 18 | | 0:24:46,220 | 0:24:52,630 | 0:00:06,410 |
| 19 | | 0:26:17,120 | 0:26:19,150 | 0:00:02,030 |
| 20 | | 0:26:22,470 | 0:26:52,380 | 0:00:29,910 |
| 21 | | 0:26:55,400 | 0:27:01,753 | 0:00:06,353 |
| 22 | | 0:28:06,290 | 0:28:11,273 | 0:00:04,983 |
| 23 | | 0:28:53,380 | 0:28:56,230 | 0:00:02,850 |
| 24 | | 0:29:15,590 | 0:29:38,650 | 0:00:23,060 |
| 25 | | 0:29:41,170 | 0:29:42,140 | 0:00:00,970 |
| 26 | | 0:29:47,160 | 0:29:49,150 | 0:00:01,990 |
| 27 | | 0:30:02,930 | 0:30:04,910 | 0:00:01,980 |
| 28 | | 0:30:05,180 | 0:30:12,745 | 0:00:07,565 |
| 29 | | 0:31:13,700 | 0:31:20,630 | 0:00:06,930 |
| 30 | | 0:31:22,290 | 0:31:37,200 | 0:00:14,910 |
| 31 | | 0:31:43,440 | 0:31:45,360 | 0:00:01,920 |
| 32 | | 0:31:48,660 | 0:31:52,741 | 0:00:04,081 |
| 33 | | 0:32:00,520 | 0:32:02,370 | 0:00:01,850 |
| 34 | | 0:32:05,000 | 0:32:07,100 | 0:00:02,100 |
| 35 | | 0:32:09,320 | 0:32:34,000 | 0:00:24,680 |
| 36 | | 0:32:57,843 | 0:33:02,746 | 0:00:04,903 |
| 37 | | 0:33:33,170 | 0:33:34,900 | 0:00:01,730 |
| 38 | | 0:33:38,180 | 0:33:45,150 | 0:00:06,970 |
| 39 | | 0:34:12,066 | 0:34:18,842 | 0:00:06,776 |
| 40 | | 0:35:07,246 | 0:35:09,813 | 0:00:02,567 |
| 41 | | 0:35:09,813 | 0:35:14,501 | 0:00:04,688 |
| 42 | | 0:35:14,501 | 0:35:20,943 | 0:00:06,442 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 43 | Cuenca-Nulti | 0:35:20,943 | 0:35:22,803 | 0:00:01,860 |
| 44 | | 0:35:22,803 | 0:35:24,368 | 0:00:01,565 |
| 45 | | 0:35:24,368 | 0:35:26,692 | 0:00:02,324 |
| 46 | | 0:35:26,692 | 0:35:28,845 | 0:00:02,153 |
| 47 | | 0:35:28,845 | 0:35:31,762 | 0:00:02,917 |
| 48 | | 0:35:31,762 | 0:35:36,814 | 0:00:05,052 |
| 49 | | 0:36:37,347 | 0:36:39,129 | 0:00:01,782 |
| 50 | | 0:36:39,129 | 0:36:41,437 | 0:00:02,308 |
| 51 | | 0:36:41,437 | 0:37:02,004 | 0:00:20,567 |
| 52 | | 0:37:02,004 | 0:37:04,096 | 0:00:02,092 |
| 53 | | 0:37:46,571 | 0:37:48,142 | 0:00:01,571 |
| 54 | | 0:37:48,142 | 0:37:49,758 | 0:00:01,616 |
| 55 | | 0:37:49,758 | 0:37:51,473 | 0:00:01,715 |
| 56 | | 0:37:51,473 | 0:37:53,634 | 0:00:02,161 |
| 57 | | 0:37:53,634 | 0:37:55,507 | 0:00:01,873 |
| 58 | | 0:38:16,361 | 0:38:18,007 | 0:00:01,646 |
| 59 | | 0:38:18,007 | 0:38:20,893 | 0:00:02,886 |
| 60 | | 0:38:40,243 | 0:38:46,766 | 0:00:06,523 |
| 61 | | 0:38:46,766 | 0:38:48,823 | 0:00:02,057 |
| 62 | | 0:38:48,823 | 0:38:50,739 | 0:00:01,916 |
| 63 | | 0:38:50,739 | 0:38:52,427 | 0:00:01,688 |
| 64 | | 0:38:52,427 | 0:38:53,627 | 0:00:01,200 |
| 65 | | 0:38:53,627 | 0:38:56,914 | 0:00:03,287 |
| 66 | | 0:38:56,914 | 0:39:09,781 | 0:00:12,867 |
| 67 | | 0:39:09,781 | 0:39:27,952 | 0:00:18,171 |
| 68 | | 0:39:27,952 | 0:39:44,061 | 0:00:16,109 |
| 69 | | 0:40:45,107 | 0:40:47,942 | 0:00:02,835 |
| 70 | | 0:41:22,827 | 0:41:25,361 | 0:00:02,534 |
| 71 | | 0:41:25,361 | 0:41:41,502 | 0:00:16,141 |
| 72 | | 0:42:04,794 | 0:42:07,874 | 0:00:03,080 |
| 73 | | 0:42:43,759 | 0:42:47,804 | 0:00:04,045 |
| 74 | | 0:42:47,804 | 0:42:52,742 | 0:00:04,938 |
| 75 | | 0:42:52,742 | 0:42:56,485 | 0:00:03,743 |
| 76 | | 0:42:56,485 | 0:43:00,238 | 0:00:03,753 |
| 77 | | 0:43:00,238 | 0:43:04,756 | 0:00:04,518 |
| 78 | | 0:43:04,756 | 0:43:09,542 | 0:00:04,786 |
| 79 | | 0:44:21,475 | 0:44:26,423 | 0:00:04,948 |
| 80 | | 0:44:26,423 | 0:44:30,250 | 0:00:03,827 |
| 81 | | 0:44:30,250 | 0:44:34,578 | 0:00:04,328 |
| 82 | | 0:44:34,578 | 0:44:37,973 | 0:00:03,395 |
| 83 | | 0:44:37,973 | 0:44:41,743 | 0:00:03,770 |
| 84 | | 0:45:14,671 | 0:45:19,563 | 0:00:04,892 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 85 | Cuenca-Nulti | 0:45:19,563 | 0:45:23,867 | 0:00:04,304 |
| 86 | | 0:45:23,867 | 0:45:27,678 | 0:00:03,811 |
| 87 | | 0:45:27,678 | 0:45:31,778 | 0:00:04,100 |
| 88 | | 0:45:31,778 | 0:45:58,143 | 0:00:26,365 |
| 89 | | 0:45:58,143 | 0:46:03,245 | 0:00:05,102 |
| 90 | | 0:46:03,245 | 0:46:07,314 | 0:00:04,069 |
| 91 | | 0:46:07,314 | 0:46:12,745 | 0:00:05,431 |
| 92 | | 0:46:30,374 | 0:46:32,401 | 0:00:02,027 |
| 93 | | 0:46:32,401 | 0:46:35,548 | 0:00:03,147 |
| 94 | | 0:46:35,548 | 0:46:53,086 | 0:00:17,538 |
| 95 | | 0:46:53,086 | 0:46:58,643 | 0:00:05,557 |
| 96 | | 0:46:58,643 | 0:47:02,721 | 0:00:04,078 |
| 97 | | 0:47:02,721 | 0:47:06,345 | 0:00:03,624 |
| 98 | | 0:48:06,263 | 0:48:10,345 | 0:00:04,082 |
| 99 | | 0:48:10,345 | 0:48:15,245 | 0:00:04,900 |
| 100 | | 0:48:15,245 | 0:48:21,034 | 0:00:05,789 |
| 101 | | 0:48:21,034 | 0:48:26,841 | 0:00:05,807 |
| 102 | | 0:48:26,841 | 0:48:29,257 | 0:00:02,416 |
| 103 | | 0:48:29,257 | 0:48:33,783 | 0:00:04,526 |
| 104 | | 0:48:33,783 | 0:48:36,001 | 0:00:02,218 |
| 105 | | 0:48:36,001 | 0:48:38,247 | 0:00:02,246 |
| 106 | | 0:48:58,374 | 0:49:04,625 | 0:00:06,251 |
| 107 | | 0:51:29,524 | 0:51:39,472 | 0:00:09,948 |
| 108 | | 0:51:39,472 | 0:51:41,468 | 0:00:01,996 |
| 109 | | 0:51:41,468 | 0:51:44,075 | 0:00:02,607 |
| 110 | | 0:51:44,075 | 0:51:48,472 | 0:00:04,397 |
| 111 | | 0:52:32,475 | 0:52:36,423 | 0:00:03,948 |
| 112 | | 0:52:36,423 | 0:52:39,942 | 0:00:03,519 |
| 113 | | 0:52:39,942 | 0:52:45,847 | 0:00:05,905 |
| 114 | | 0:53:05,694 | 0:53:10,473 | 0:00:04,779 |
| 115 | | 0:53:51,467 | 0:53:53,374 | 0:00:01,907 |
| 116 | | 0:53:53,374 | 0:53:56,694 | 0:00:03,320 |
| 117 | | 0:53:56,694 | 0:54:16,502 | 0:00:19,808 |
| 118 | | 0:54:16,502 | 0:54:20,623 | 0:00:04,121 |
| 119 | | 0:54:20,623 | 0:54:23,847 | 0:00:03,224 |
| 120 | | 0:55:10,347 | 0:55:13,842 | 0:00:03,495 |
| 121 | | 0:55:13,842 | 0:55:17,753 | 0:00:03,911 |
| 122 | | 0:55:46,764 | 0:55:48,174 | 0:00:01,410 |
| 123 | | 0:56:13,462 | 0:56:18,134 | 0:00:04,672 |
| 124 | | 0:56:18,134 | 0:56:21,412 | 0:00:03,278 |
| 125 | | 0:56:21,412 | 0:56:25,642 | 0:00:04,230 |
| 126 | | 0:56:51,342 | 0:56:57,214 | 0:00:05,872 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 127 | Cuenca-Nulti | 0:56:57,214 | 0:56:59,746 | 0:00:02,532 |
| 128 | | 0:57:40,001 | 0:57:43,251 | 0:00:03,250 |
| 129 | | 0:59:43,514 | 0:59:47,240 | 0:00:03,726 |
| 130 | | 0:59:47,240 | 0:59:51,375 | 0:00:04,135 |
| 131 | | 0:59:51,375 | 0:59:55,178 | 0:00:03,803 |
| 132 | | 0:59:55,178 | 1:00:13,516 | 0:00:18,338 |
| 133 | | 1:00:13,516 | 1:00:14,995 | 0:00:01,479 |
| 134 | | 1:01:02,512 | 1:01:06,247 | 0:00:03,735 |
| 135 | | 1:01:06,247 | 1:01:11,425 | 0:00:05,178 |
| 136 | | 1:01:11,425 | 1:01:14,211 | 0:00:02,786 |
| 137 | | 1:01:35,784 | 1:01:39,642 | 0:00:03,858 |
| 138 | | 1:01:39,642 | 1:01:44,174 | 0:00:04,532 |
| 139 | | 1:01:44,174 | 1:01:49,402 | 0:00:05,228 |
| 140 | | 1:02:01,537 | 1:02:03,077 | 0:00:01,540 |
| 141 | | 1:02:03,077 | 1:02:06,443 | 0:00:03,366 |
| 142 | | 1:02:06,443 | 1:02:10,437 | 0:00:03,994 |
| 143 | | 1:03:33,789 | 1:03:36,247 | 0:00:02,458 |
| 144 | | 1:03:36,247 | 1:03:40,209 | 0:00:03,962 |
| 145 | | 1:03:40,209 | 1:03:42,743 | 0:00:02,534 |
| 146 | | 1:03:42,743 | 1:03:45,542 | 0:00:02,799 |
| 147 | | 1:03:45,542 | 1:03:46,794 | 0:00:01,252 |
| 148 | | 1:03:46,794 | 1:03:51,534 | 0:00:04,740 |
| 149 | | 1:05:49,243 | 1:05:52,473 | 0:00:03,230 |
| 150 | | 1:05:52,473 | 1:05:55,383 | 0:00:02,910 |
| 151 | | 1:12:44,733 | 1:12:49,325 | 0:00:04,592 |
| 152 | | 1:12:49,325 | 1:12:53,410 | 0:00:04,085 |
| 153 | | 1:12:53,410 | 1:12:57,213 | 0:00:03,803 |
| 154 | | 1:13:10,236 | 1:13:13,674 | 0:00:03,438 |
| 155 | | 1:13:13,674 | 1:13:18,314 | 0:00:04,640 |
| 156 | | 1:13:18,314 | 1:13:21,763 | 0:00:03,449 |
| 157 | | 1:13:41,527 | 1:13:48,607 | 0:00:07,080 |
| 158 | | 1:13:48,607 | 1:13:55,374 | 0:00:06,767 |
| 159 | | 1:13:59,262 | 1:14:06,483 | 0:00:07,221 |
| 160 | | 1:14:24,937 | 1:14:27,348 | 0:00:02,411 |
| 161 | | 1:14:27,348 | 1:14:30,475 | 0:00:03,127 |
| 162 | | 1:14:30,475 | 1:14:33,487 | 0:00:03,012 |
| 163 | | 1:14:33,487 | 1:14:35,498 | 0:00:02,011 |
| 164 | | 1:14:35,498 | 1:14:37,067 | 0:00:01,569 |
| 165 | | 1:14:40,754 | 1:14:42,476 | 0:00:01,722 |
| 166 | | 1:14:54,623 | 1:14:56,754 | 0:00:02,131 |
| 167 | | 1:14:56,754 | 1:14:58,517 | 0:00:01,763 |
| 168 | | 1:16:13,311 | 1:16:14,782 | 0:00:01,471 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 169 | Cuenca-Nulti | 1:16:59,479 | 1:17:02,488 | 0:00:03,009 |
| 170 | | 1:17:02,488 | 1:17:05,674 | 0:00:03,186 |
| 171 | | 1:17:05,674 | 1:17:09,112 | 0:00:03,438 |
| 172 | | 1:17:09,112 | 1:17:21,324 | 0:00:12,212 |
| 173 | | 1:17:21,324 | 1:17:29,243 | 0:00:07,919 |
| 174 | | 1:17:56,842 | 1:17:59,448 | 0:00:02,606 |
| 175 | | 1:19:05,483 | 1:19:07,794 | 0:00:02,311 |
| 176 | | 1:19:07,794 | 1:19:10,623 | 0:00:02,829 |
| 177 | | 1:19:10,623 | 1:19:12,985 | 0:00:02,362 |
| 178 | | 1:19:12,985 | 1:19:16,321 | 0:00:03,336 |
| 179 | | 1:20:45,638 | 1:20:49,217 | 0:00:03,579 |
| 180 | | 1:20:49,217 | 1:20:52,431 | 0:00:03,214 |
| 181 | | 1:20:52,431 | 1:20:56,012 | 0:00:03,581 |
| 182 | | 1:21:54,371 | 1:22:09,423 | 0:00:15,052 |
| 183 | | 1:22:42,148 | 1:22:44,634 | 0:00:02,486 |
| 184 | | 1:23:41,475 | 1:23:44,247 | 0:00:02,772 |
| 185 | | 1:23:44,247 | 1:23:48,215 | 0:00:03,968 |
| 186 | | 1:23:48,215 | 1:23:51,473 | 0:00:03,258 |
| 187 | | 1:23:51,473 | 1:24:00,038 | 0:00:08,565 |
| 188 | | 1:24:09,977 | 1:24:14,021 | 0:00:04,044 |
| 189 | | 1:24:38,755 | 1:24:41,345 | 0:00:02,590 |
| 190 | | 1:28:46,789 | 1:28:49,883 | 0:00:03,094 |
| 191 | | 1:29:19,541 | 1:29:23,743 | 0:00:04,202 |
| 192 | | 1:30:21,106 | 1:30:26,741 | 0:00:05,635 |
| 193 | | 1:30:26,741 | 1:30:29,599 | 0:00:02,858 |
| 194 | | 1:30:29,599 | 1:30:33,746 | 0:00:04,147 |
| 195 | | 1:30:58,276 | 1:31:02,671 | 0:00:04,395 |
| 196 | | 1:32:41,276 | 1:32:57,942 | 0:00:16,666 |
| 197 | | 1:33:20,704 | 1:33:26,612 | 0:00:05,908 |
| 198 | | 1:33:26,612 | 1:33:27,548 | 0:00:00,936 |
| 199 | | 1:33:27,548 | 1:33:30,743 | 0:00:03,195 |
| 200 | | 1:33:30,743 | 1:33:34,738 | 0:00:03,995 |
| 201 | | 1:33:34,738 | 1:33:38,137 | 0:00:03,399 |
| 202 | | 1:33:38,137 | 1:33:43,834 | 0:00:05,697 |
| 203 | | 1:36:13,694 | 1:36:19,834 | 0:00:06,140 |
| 204 | | 1:36:19,834 | 1:36:22,427 | 0:00:02,593 |
| 205 | | 1:36:37,331 | 1:36:39,201 | 0:00:01,870 |
| 206 | | 1:36:27,061 | 1:36:28,000 | 0:00:00,939 |
| 207 | | 1:36:28,486 | 1:36:32,805 | 0:00:04,319 |
| 208 | | 1:36:32,815 | 1:36:49,034 | 0:00:16,219 |
| 209 | | 1:36:49,044 | 1:36:58,050 | 0:00:09,006 |
| 210 | | 1:36:58,060 | 1:37:01,974 | 0:00:03,914 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 211 | Cuenca-Nulti | 1:37:22,130 | 1:37:29,043 | 0:00:06,913 |
| 212 | | 1:37:29,053 | 1:37:31,942 | 0:00:02,889 |
| 213 | | 1:37:31,952 | 1:38:25,361 | 0:00:53,409 |
| 214 | | 1:38:25,371 | 1:38:26,541 | 0:00:01,170 |
| 215 | | 1:38:26,551 | 1:38:27,761 | 0:00:01,210 |
| 216 | | 1:38:27,771 | 1:38:29,001 | 0:00:01,230 |
| 217 | | 1:38:29,011 | 1:38:30,249 | 0:00:01,238 |
| 218 | | 1:38:30,259 | 1:38:31,398 | 0:00:01,139 |
| 219 | | 1:38:31,408 | 1:39:27,503 | 0:00:56,095 |
| 220 | | 1:39:27,513 | 1:39:29,191 | 0:00:01,678 |
| 221 | | 1:39:29,201 | 1:39:40,123 | 0:00:10,922 |
| 222 | | 1:39:40,133 | 1:39:49,451 | 0:00:09,318 |
| 223 | | 1:39:49,461 | 1:39:52,143 | 0:00:02,682 |
| 224 | | 1:39:52,153 | 1:40:08,482 | 0:00:16,329 |
| 225 | | 1:40:08,492 | 1:40:10,258 | 0:00:01,766 |
| 226 | | 1:40:10,268 | 1:40:11,209 | 0:00:00,941 |
| 227 | | 1:40:11,219 | 1:40:13,261 | 0:00:02,042 |
| 228 | | 1:40:13,271 | 1:40:15,736 | 0:00:02,465 |
| 229 | | 1:40:15,746 | 1:40:22,071 | 0:00:06,325 |
| 230 | | 1:40:22,081 | 1:40:24,010 | 0:00:01,929 |
| 231 | | 1:41:05,907 | 1:41:06,976 | 0:00:01,069 |
| 232 | | 1:41:06,986 | 1:41:22,091 | 0:00:15,105 |
| 233 | | 1:41:52,483 | 1:42:01,412 | 0:00:08,929 |
| 234 | | 1:42:01,422 | 1:42:22,632 | 0:00:21,210 |
| 235 | | 1:42:22,642 | 1:42:24,503 | 0:00:01,861 |
| 236 | | 1:42:34,141 | 1:42:35,735 | 0:00:01,594 |
| 237 | | 1:42:35,745 | 1:42:44,014 | 0:00:08,269 |
| 238 | | 1:42:44,024 | 1:42:49,462 | 0:00:05,438 |
| 239 | | 1:42:49,472 | 1:42:52,487 | 0:00:03,015 |
| 240 | | 1:42:52,497 | 1:42:54,365 | 0:00:01,868 |
| 241 | | 1:42:59,128 | 1:43:04,003 | 0:00:04,875 |
| 242 | | 1:43:18,374 | 1:43:19,962 | 0:00:01,588 |
| 243 | 1:43:19,972 | 1:43:23,103 | 0:00:03,131 | |
| 244 | 1:43:23,113 | 1:43:25,236 | 0:00:02,123 | |
| 245 | 1:44:01,063 | 1:44:03,703 | 0:00:02,640 | |
| 246 | 1:44:16,214 | 1:44:17,831 | 0:00:01,617 | |
| 247 | 1:44:17,841 | 1:44:21,432 | 0:00:03,591 | |
| 248 | 1:44:41,877 | 1:44:50,521 | 0:00:08,644 | |
| 249 | 1:44:50,531 | 1:45:00,001 | 0:00:09,470 | |
| 250 | 1:45:24,551 | 1:45:26,841 | 0:00:02,290 | |
| 251 | 1:45:26,851 | 1:45:28,462 | 0:00:01,611 | |
| 252 | 1:45:56,842 | 1:46:00,601 | 0:00:03,759 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 253 | Cuenca-Nulti | 1:46:00,611 | 1:46:03,874 | 0:00:03,263 |
| 254 | | 1:46:09,100 | 1:46:11,003 | 0:00:01,903 |
| 255 | | 1:46:11,013 | 1:46:27,706 | 0:00:16,693 |
| 256 | | 1:46:27,716 | 1:46:32,791 | 0:00:05,075 |
| 257 | | 1:46:32,801 | 1:46:33,933 | 0:00:01,132 |
| 258 | | 1:46:33,943 | 1:46:35,674 | 0:00:01,731 |
| 259 | | 1:46:35,684 | 1:46:38,646 | 0:00:02,962 |
| 260 | | 1:46:38,656 | 1:46:40,481 | 0:00:01,825 |
| 261 | | 1:46:40,491 | 1:46:41,833 | 0:00:01,342 |
| 262 | | 1:46:41,843 | 1:46:44,703 | 0:00:02,860 |
| 263 | | 1:47:07,110 | 1:47:08,723 | 0:00:01,613 |
| 264 | | 1:47:08,733 | 1:47:11,751 | 0:00:03,018 |
| 265 | | 1:47:11,761 | 1:47:13,689 | 0:00:01,928 |
| 266 | | 1:47:48,644 | 1:47:50,143 | 0:00:01,499 |
| 267 | | 1:49:00,803 | 1:49:01,699 | 0:00:00,896 |
| 268 | | 1:49:01,709 | 1:49:08,324 | 0:00:06,615 |
| 269 | | 1:49:32,066 | 1:49:55,302 | 0:00:23,236 |
| 270 | | 1:49:55,312 | 1:49:56,738 | 0:00:01,426 |
| 271 | | 1:49:56,748 | 1:49:58,217 | 0:00:01,469 |
| 272 | | 1:49:58,227 | 1:50:00,184 | 0:00:01,957 |
| 273 | | 1:50:00,194 | 1:50:04,842 | 0:00:04,648 |
| 274 | | 1:50:04,852 | 1:50:13,479 | 0:00:08,627 |
| 275 | | 1:50:13,489 | 1:50:15,178 | 0:00:01,689 |
| 276 | | 1:50:15,188 | 1:50:16,701 | 0:00:01,513 |
| 277 | | 1:50:18,652 | 1:50:20,701 | 0:00:02,049 |
| 278 | | 1:50:20,711 | 1:50:22,834 | 0:00:02,123 |
| 279 | | 1:50:22,844 | 1:50:24,237 | 0:00:01,393 |
| 280 | | 1:51:29,020 | 1:51:31,143 | 0:00:02,123 |
| 281 | | 1:52:06,497 | 1:52:34,604 | 0:00:28,107 |
| 282 | 1:52:34,614 | 1:52:54,001 | 0:00:19,387 | |
| 283 | 1:52:54,011 | 1:53:09,453 | 0:00:15,442 | |
| 284 | 1:53:34,358 | 1:53:51,086 | 0:00:16,728 | |
| 285 | 1:54:11,514 | 1:54:20,045 | 0:00:08,531 | |
| 286 | 1:54:51,693 | 1:54:54,591 | 0:00:02,898 | |
| 287 | 1:54:54,601 | 1:54:55,674 | 0:00:01,073 | |
| 288 | 1:55:53,703 | 1:55:54,706 | 0:00:01,003 | |
| 289 | 1:55:54,716 | 1:55:55,601 | 0:00:00,885 | |
| 290 | 1:55:55,611 | 1:56:13,241 | 0:00:17,630 | |
| 291 | 1:56:13,251 | 1:56:24,594 | 0:00:11,343 | |
| 292 | 1:56:24,604 | 1:56:52,002 | 0:00:27,398 | |
| 293 | 1:56:52,012 | 1:56:53,256 | 0:00:01,244 | |
| 294 | 1:56:53,266 | 1:57:04,974 | 0:00:11,708 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 295 | Cuenca-Nulti | 1:57:27,764 | 1:57:30,176 | 0:00:02,412 |
| 296 | | 1:57:58,319 | 1:58:18,708 | 0:00:20,389 |
| 297 | | 1:58:18,718 | 1:58:20,348 | 0:00:01,630 |
| 298 | | 1:58:20,358 | 1:58:21,863 | 0:00:01,505 |
| 299 | | 1:58:39,512 | 1:58:56,583 | 0:00:17,071 |
| 300 | | 1:59:47,024 | 1:59:49,137 | 0:00:02,113 |
| 301 | | 2:00:25,259 | 2:00:28,987 | 0:00:03,728 |
| 302 | | 2:00:59,152 | 2:01:00,942 | 0:00:01,790 |
| 303 | | 2:01:20,115 | 2:01:29,146 | 0:00:09,031 |
| 304 | | 2:01:29,156 | 2:01:30,841 | 0:00:01,685 |
| 305 | | 2:04:15,647 | 2:04:17,020 | 0:00:01,373 |
| 306 | | 2:04:56,761 | 2:05:20,782 | 0:00:24,021 |
| 307 | | 2:05:20,792 | 2:05:23,187 | 0:00:02,395 |
| 308 | | 2:05:23,197 | 2:05:25,349 | 0:00:02,152 |
| 309 | | 2:05:25,359 | 2:05:42,706 | 0:00:17,347 |
| 310 | | 2:05:42,716 | 2:05:59,603 | 0:00:16,887 |
| 311 | | 2:06:31,751 | 2:06:34,169 | 0:00:02,418 |

Anexo 3.1.2 Headways de buses vía Nulti

| | |
|-------------------------------|-------------------|
| VÍA | NULTI |
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Nulti-Cuenca | 0:14:22,370 | 0:14:34,290 | 0:00:11,920 |
| 2 | | 1:24:19,500 | 1:24:44,350 | 0:00:24,850 |
| 3 | | 1:25:08,163 | 1:25:27,745 | 0:00:19,582 |
| 4 | | 1:33:10,761 | 1:33:15,837 | 0:00:05,076 |
| 5 | | 1:38:31,483 | 1:38:38,473 | 0:00:06,990 |
| 6 | | 1:41:35,806 | 1:41:44,536 | 0:00:08,730 |
| 7 | | 1:49:51,023 | 1:49:57,738 | 0:00:06,715 |
| 8 | | 1:51:28,148 | 1:51:36,517 | 0:00:08,369 |
| 9 | | 1:59:28,841 | 1:59:39,324 | 0:00:10,483 |
| 10 | | 2:08:06,841 | 2:08:16,248 | 0:00:09,407 |
| 1 | Cuenca-Nulti | 0:09:09,542 | 0:09:20,347 | 0:00:10,805 |
| 2 | | 0:12:12,745 | 0:12:28,671 | 0:00:15,926 |
| 3 | | 0:17:48,472 | 0:18:00,751 | 0:00:12,279 |
| 4 | | 0:20:40,524 | 0:20:55,437 | 0:00:14,913 |
| 5 | | 0:27:49,402 | 0:28:00,674 | 0:00:11,272 |
| 6 | | 0:40:06,483 | 0:40:22,704 | 0:00:16,221 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 7 | Cuenca-Nulti | 0:55:23,743 | 0:55:35,806 | 0:00:12,063 |
| 8 | | 1:02:33,774 | 1:02:56,133 | 0:00:22,359 |
| 9 | | 1:12:54,496 | 1:13:12,110 | 0:00:17,614 |
| 10 | | 1:15:09,815 | 1:15:21,652 | 0:00:11,837 |
| 11 | | 1:22:22,487 | 1:22:37,131 | 0:00:14,644 |
| 12 | | 1:28:06,981 | 1:28:17,599 | 0:00:10,618 |
| 13 | | 1:35:54,337 | 1:36:05,894 | 0:00:11,557 |
| 14 | | 1:40:50,299 | 1:41:00,111 | 0:00:09,812 |
| 15 | | 1:46:55,801 | 1:47:05,199 | 0:00:09,398 |
| 16 | | 1:49:39,738 | 1:49:47,875 | 0:00:08,137 |
| 17 | | 1:49:57,459 | 1:50:08,531 | 0:00:11,072 |
| 18 | | 1:54:14,096 | 1:54:30,803 | 0:00:16,707 |

Anexo 3.1.3 *Headways de camiones livianos vía Nulti*

| VÍA | NULTI |
|------------------------|-------------------|
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | camiones livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Nulti-Cuenca | 0:01:10,480 | 0:01:16,670 | 0:00:06,190 |
| 2 | | 0:12:20,170 | 0:12:24,130 | 0:00:03,960 |
| 3 | | 0:29:23,540 | 0:29:33,450 | 0:00:09,910 |
| 4 | | 0:30:43,180 | 0:31:10,120 | 0:00:26,940 |
| 5 | | 0:33:15,610 | 0:33:20,490 | 0:00:04,880 |
| 6 | | 0:34:30,520 | 0:34:36,470 | 0:00:05,950 |
| 7 | | 0:40:57,300 | 0:41:01,210 | 0:00:03,910 |
| 8 | | 0:41:50,120 | 0:42:05,000 | 0:00:14,880 |
| 9 | | 0:44:02,000 | 0:44:17,290 | 0:00:15,290 |
| 10 | | 0:47:57,000 | 0:48:03,510 | 0:00:06,510 |
| 11 | | 0:48:57,684 | 0:49:07,624 | 0:00:09,940 |
| 12 | | 0:51:50,240 | 0:52:05,370 | 0:00:15,130 |
| 13 | | 1:15:27,110 | 1:15:35,024 | 0:00:07,914 |
| 14 | | 1:36:22,210 | 1:36:36,000 | 0:00:13,790 |
| 15 | | 1:39:24,191 | 1:39:40,474 | 0:00:16,283 |
| 16 | | 1:45:27,974 | 1:45:34,921 | 0:00:06,947 |
| 17 | | 1:51:09,536 | 1:51:17,128 | 0:00:07,592 |
| 18 | | 1:51:25,954 | 1:51:34,372 | 0:00:08,418 |
| 19 | | 1:54:02,721 | 1:54:10,052 | 0:00:07,331 |
| 20 | | 2:02:31,194 | 2:02:37,316 | 0:00:06,122 |
| 21 | | 2:04:30,591 | 2:04:37,174 | 0:00:06,583 |
| 22 | | 2:07:42,347 | 2:07:50,678 | 0:00:08,331 |
| 23 | | 2:10:04,192 | 2:10:26,037 | 0:00:21,845 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Cuenca-Nulti | 0:07:37,350 | 0:08:08,290 | 0:00:30,940 |
| 2 | | 0:10:23,370 | 0:11:19,230 | 0:00:55,860 |
| 3 | | 0:11:46,110 | 0:11:55,190 | 0:00:09,080 |
| 4 | | 0:18:52,160 | 0:18:59,341 | 0:00:07,181 |
| 5 | | 0:22:18,640 | 0:22:27,520 | 0:00:08,880 |
| 6 | | 0:22:37,930 | 0:22:40,980 | 0:00:03,050 |
| 7 | | 0:23:24,270 | 0:24:09,210 | 0:00:44,940 |
| 8 | | 0:24:57,180 | 0:25:07,942 | 0:00:10,762 |
| 9 | | 0:27:40,110 | 0:27:58,170 | 0:00:18,060 |
| 10 | | 0:29:15,290 | 0:29:20,440 | 0:00:05,150 |
| 11 | | 0:29:50,700 | 0:30:00,590 | 0:00:09,890 |
| 12 | | 0:30:53,481 | 0:31:05,671 | 0:00:12,190 |
| 13 | | 0:32:28,126 | 0:32:36,084 | 0:00:07,958 |
| 14 | | 0:33:04,096 | 0:33:42,107 | 0:00:38,011 |
| 15 | | 0:36:47,942 | 0:37:02,144 | 0:00:14,202 |
| 16 | | 0:38:49,008 | 0:39:17,107 | 0:00:28,099 |
| 17 | | 0:41:23,867 | 0:41:32,842 | 0:00:08,975 |
| 18 | | 0:43:06,345 | 0:43:14,763 | 0:00:08,418 |
| 19 | | 0:46:05,024 | 0:46:10,167 | 0:00:05,143 |
| 20 | | 0:48:45,847 | 0:48:52,914 | 0:00:07,067 |
| 21 | | 0:49:16,342 | 0:49:24,672 | 0:00:08,330 |
| 22 | | 0:50:23,847 | 0:50:31,700 | 0:00:07,853 |
| 23 | | 0:54:54,021 | 0:55:02,841 | 0:00:08,820 |
| 24 | | 0:56:14,995 | 0:56:22,568 | 0:00:07,573 |
| 25 | | 0:57:14,211 | 0:57:22,345 | 0:00:08,134 |
| 26 | | 0:59:51,534 | 0:59:58,247 | 0:00:06,713 |
| 27 | | 1:10:37,067 | 1:10:39,366 | 0:00:02,299 |
| 28 | | 1:10:42,476 | 1:10:51,975 | 0:00:09,499 |
| 29 | | 1:12:14,782 | 1:12:24,117 | 0:00:09,335 |
| 30 | | 1:13:36,478 | 1:13:42,573 | 0:00:06,095 |
| 31 | | 1:14:54,547 | 1:15:02,758 | 0:00:08,211 |
| 32 | | 1:26:33,746 | 1:26:51,240 | 0:00:17,494 |
| 33 | | 1:27:51,427 | 1:27:58,244 | 0:00:06,817 |
| 34 | | 1:28:57,942 | 1:29:10,310 | 0:00:12,368 |
| 35 | | 1:31:45,190 | 1:31:52,674 | 0:00:07,484 |
| 36 | | 1:42:13,778 | 1:42:18,648 | 0:00:04,870 |
| 37 | | 1:47:31,228 | 1:47:39,543 | 0:00:08,315 |
| 38 | | 1:48:28,406 | 1:48:35,801 | 0:00:07,395 |
| 39 | | 1:49:23,171 | 1:49:28,464 | 0:00:05,293 |
| 40 | | 1:52:15,758 | 1:52:20,967 | 0:00:05,209 |
| 41 | | 1:57:10,529 | 1:57:13,671 | 0:00:03,142 |
| 42 | | 2:01:20,684 | 2:01:35,145 | 0:00:14,461 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 43 | Cuenca-Nulti | 2:06:49,712 | 2:06:54,879 | 0:00:05,167 |

Anexo 3.1.4 *Headways de camiones Pesados vía Nulti*

| VÍA | NULTI |
|-------------------------------|-------------------|
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | Camiones Pesados |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Nulti-Cuenca | 1:14:50,930 | 1:15:18,850 | 0:00:27,920 |
| 2 | | 1:25:59,576 | 1:26:03,684 | 0:00:04,108 |
| 3 | | 1:30:42,286 | 1:30:50,766 | 0:00:08,480 |
| 4 | | 1:30:58,943 | 1:31:08,142 | 0:00:09,199 |
| 5 | | 1:40:23,696 | 1:40:32,142 | 0:00:08,446 |
| 6 | | 1:48:33,175 | 1:48:41,343 | 0:00:08,168 |
| 7 | | 1:57:28,276 | 1:57:37,241 | 0:00:08,965 |

| | | | | |
|----|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Nulti | 0:10:41,743 | 0:10:50,674 | 0:00:08,931 |
| 2 | | 0:22:25,642 | 0:22:38,671 | 0:00:13,029 |
| 3 | | 0:39:21,763 | 0:39:38,637 | 0:00:16,874 |
| 4 | | 0:40:58,517 | 0:41:03,807 | 0:00:05,290 |
| 5 | | 0:45:16,321 | 0:45:31,401 | 0:00:15,080 |
| 6 | | 0:57:14,903 | 0:57:29,563 | 0:00:14,660 |
| 7 | | 1:02:31,962 | 1:02:42,506 | 0:00:10,544 |
| 8 | | 1:06:35,466 | 1:06:44,653 | 0:00:09,187 |
| 9 | | 1:08:58,751 | 1:09:10,450 | 0:00:11,699 |
| 10 | | 1:12:26,138 | 1:12:37,021 | 0:00:10,883 |
| 11 | | 1:20:37,309 | 1:20:48,571 | 0:00:11,262 |
| 12 | | 1:27:15,296 | 1:27:24,570 | 0:00:09,274 |
| 13 | | 1:29:52,061 | 1:30:02,506 | 0:00:10,445 |
| 14 | | 1:35:59,661 | 1:36:08,712 | 0:00:09,051 |
| 15 | | 1:41:29,549 | 1:41:40,536 | 0:00:10,987 |
| 16 | | 1:44:25,549 | 1:44:31,842 | 0:00:06,293 |
| 17 | | 1:44:28,512 | 1:44:33,489 | 0:00:04,977 |
| 18 | | 1:48:03,518 | 1:48:12,578 | 0:00:09,060 |

Anexo 3.1.5 Headways de motocicletas vía Nulti

| | |
|-------------------------------|--------------------------|
| VÍA | NULTI |
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Nulti-Cuenca | 0:03:03,290 | 0:03:31,150 | 0:00:27,860 |
| 2 | | 0:12:38,810 | 0:12:46,740 | 0:00:07,930 |
| 3 | | 0:21:25,580 | 0:21:29,024 | 0:00:03,444 |
| 4 | | 0:22:32,100 | 0:22:33,140 | 0:00:01,040 |
| 5 | | 1:10:05,500 | 1:10:29,700 | 0:00:24,200 |
| 6 | | 1:24:54,490 | 1:25:00,023 | 0:00:05,533 |
| 7 | | 1:34:55,120 | 1:35:02,423 | 0:00:07,303 |
| 8 | | 1:36:38,528 | 1:36:51,378 | 0:00:12,850 |
| 9 | | 1:37:20,621 | 1:37:23,101 | 0:00:02,480 |
| 10 | | 1:41:29,975 | 1:41:41,475 | 0:00:11,500 |
| 11 | | 1:42:38,192 | 1:42:40,204 | 0:00:02,012 |
| 12 | | 1:47:10,724 | 1:47:12,941 | 0:00:02,217 |
| 13 | | 1:47:40,831 | 1:47:43,131 | 0:00:02,300 |
| 14 | | 1:50:22,628 | 1:50:24,386 | 0:00:01,758 |
| 15 | | 1:50:42,601 | 1:50:45,831 | 0:00:03,230 |
| 16 | | 1:50:57,993 | 1:50:59,067 | 0:00:01,074 |
| 17 | | 1:53:02,924 | 1:53:05,231 | 0:00:02,307 |
| 18 | | 1:53:18,433 | 1:53:21,727 | 0:00:03,294 |
| 19 | | 1:53:32,971 | 1:53:35,601 | 0:00:02,630 |
| 20 | | 1:54:45,965 | 1:54:48,843 | 0:00:02,878 |
| 21 | | 1:54:52,685 | 1:54:55,981 | 0:00:03,296 |
| 22 | | 1:55:41,925 | 1:55:43,093 | 0:00:01,168 |
| 23 | | 1:57:01,441 | 1:57:08,610 | 0:00:07,169 |
| 24 | | 1:57:36,974 | 1:57:43,402 | 0:00:06,428 |
| 25 | | 1:59:49,163 | 1:59:52,364 | 0:00:03,201 |
| 26 | | 2:01:10,933 | 2:01:11,736 | 0:00:00,803 |
| 27 | | 2:03:23,518 | 2:03:28,341 | 0:00:04,823 |
| 28 | | 2:04:13,157 | 2:04:15,936 | 0:00:02,779 |
| 29 | | 2:04:45,929 | 2:04:47,273 | 0:00:01,344 |
| 30 | | 2:05:13,297 | 2:05:18,631 | 0:00:05,334 |
| 31 | | 2:06:40,192 | 2:06:42,283 | 0:00:02,091 |

| | | | | |
|---|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Nulti | 0:08:10,130 | 0:08:20,000 | 0:00:09,870 |
| 2 | | 0:33:33,170 | 0:33:36,000 | 0:00:02,830 |
| 3 | | 0:34:07,054 | 0:34:09,163 | 0:00:02,109 |
| 4 | | 0:41:41,502 | 0:41:46,108 | 0:00:04,606 |
| 5 | | 0:50:03,248 | 0:50:05,024 | 0:00:01,776 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 6 | Cuenca-Nulti | 0:53:10,473 | 0:53:13,674 | 0:00:03,201 |
| 7 | | 0:55:17,753 | 0:55:20,478 | 0:00:02,725 |
| 8 | | 0:56:06,047 | 0:56:08,114 | 0:00:02,067 |
| 9 | | 0:56:59,746 | 0:57:02,841 | 0:00:03,095 |
| 10 | | 1:00:40,005 | 1:00:59,074 | 0:00:19,069 |
| 11 | | 1:13:55,374 | 1:13:57,247 | 0:00:01,873 |
| 12 | | 1:17:29,243 | 1:17:31,401 | 0:00:02,158 |
| 13 | | 1:36:22,427 | 1:36:24,573 | 0:00:02,146 |
| 14 | | 1:45:46,968 | 1:45:50,363 | 0:00:03,395 |
| 15 | | 1:46:57,212 | 1:47:00,733 | 0:00:03,521 |
| 16 | | 1:47:17,227 | 1:47:20,585 | 0:00:03,358 |
| 17 | | 1:51:09,003 | 1:51:30,446 | 0:00:21,443 |
| 18 | | 1:55:19,132 | 1:55:28,342 | 0:00:09,210 |
| 19 | | 1:59:45,878 | 1:59:50,318 | 0:00:04,440 |
| 20 | | 2:00:57,847 | 2:01:01,160 | 0:00:03,313 |
| 21 | | 2:01:22,226 | 2:01:26,085 | 0:00:03,859 |
| 22 | | 2:02:11,969 | 2:02:15,560 | 0:00:03,591 |
| 23 | | 2:07:40,839 | 2:07:44,718 | 0:00:03,879 |

Anexo 3.1.6 Headways de bicicletas vía Nulti

| VÍA | NULTI |
|------------------------|-------------------|
| FECHA DE LEVANTAMIENTO | 25-noviembre-2019 |
| TIPO DE VEHICULO | Bicicletas |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Nulti-Cuenca | 0:57:44,160 | 0:57:46,032 | 0:00:01,872 |
| 2 | | 1:47:58,680 | 1:48:00,321 | 0:00:01,641 |

| | | | | |
|---|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Nulti | 0:35:13,780 | 0:35:16,450 | 0:00:02,670 |
| 2 | | 2:05:50,305 | 2:05:53,950 | 0:00:03,645 |

3.2 Anexo Headway calculados en la vía Paccha.

Anexo 3.2.1 Headways de vehículos livianos vía Paccha

| VÍA | PACCHA |
|------------------------|-------------------|
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 0:02:30,547 | 0:02:35,550 | 0:00:05,003 |
| 2 | | 0:02:56,843 | 0:03:04,813 | 0:00:07,970 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 3 | Cuenca-Paccha | 0:04:09,450 | 0:04:11,830 | 0:00:02,380 |
| 4 | | 0:04:17,560 | 0:04:36,770 | 0:00:19,210 |
| 5 | | 0:04:55,741 | 0:05:00,748 | 0:00:05,007 |
| 6 | | 0:05:56,842 | 0:06:01,864 | 0:00:05,022 |
| 7 | | 0:07:58,140 | 0:08:04,974 | 0:00:06,834 |
| 8 | | 0:01:20,384 | 0:01:24,374 | 0:00:03,990 |
| 9 | | 0:11:29,680 | 0:11:33,842 | 0:00:04,162 |
| 10 | | 0:12:20,140 | 0:12:26,057 | 0:00:05,917 |
| 11 | | 0:13:58,273 | 0:14:04,124 | 0:00:05,851 |
| 12 | | 0:14:09,260 | 0:14:14,934 | 0:00:05,674 |
| 13 | | 0:16:53,843 | 0:17:00,000 | 0:00:06,157 |
| 14 | | 0:19:20,834 | 0:19:26,910 | 0:00:06,076 |
| 15 | | 0:21:10,637 | 0:21:13,150 | 0:00:02,513 |
| 16 | | 0:22:46,872 | 0:22:50,160 | 0:00:03,288 |
| 17 | | 0:23:53,842 | 0:23:59,000 | 0:00:05,158 |
| 18 | | 0:24:26,840 | 0:24:32,000 | 0:00:05,160 |
| 19 | | 0:25:14,140 | 0:25:16,110 | 0:00:01,970 |
| 20 | | 0:25:40,100 | 0:25:44,000 | 0:00:03,900 |
| 21 | | 0:26:49,384 | 0:26:55,930 | 0:00:06,546 |
| 22 | | 0:27:06,190 | 0:27:08,180 | 0:00:01,990 |
| 23 | | 0:28:50,880 | 0:29:00,078 | 0:00:09,198 |
| 24 | | 0:29:19,000 | 0:29:23,812 | 0:00:04,812 |
| 25 | | 0:30:24,440 | 0:30:29,660 | 0:00:05,220 |
| 26 | | 0:31:08,580 | 0:31:14,024 | 0:00:05,444 |
| 27 | | 0:33:23,110 | 0:33:25,140 | 0:00:02,030 |
| 28 | | 0:33:27,120 | 0:33:39,000 | 0:00:11,880 |
| 29 | | 0:34:57,941 | 0:35:03,000 | 0:00:05,059 |
| 30 | | 0:35:36,023 | 0:35:40,140 | 0:00:04,117 |
| 31 | | 0:35:52,710 | 0:35:56,841 | 0:00:04,131 |
| 32 | | 0:40:07,540 | 0:40:09,820 | 0:00:02,280 |
| 33 | | 0:40:59,530 | 0:41:02,920 | 0:00:03,390 |
| 34 | | 0:42:13,190 | 0:42:34,350 | 0:00:21,160 |
| 35 | | 0:42:36,190 | 0:42:40,100 | 0:00:03,910 |
| 36 | | 0:42:42,170 | 0:42:47,284 | 0:00:05,114 |
| 37 | | 0:42:55,170 | 0:43:02,130 | 0:00:06,960 |
| 38 | | 0:43:26,000 | 0:43:37,250 | 0:00:11,250 |
| 39 | | 0:44:25,480 | 0:44:30,590 | 0:00:05,110 |
| 40 | | 0:45:57,617 | 0:46:02,784 | 0:00:05,167 |
| 41 | | 0:46:33,250 | 0:46:38,785 | 0:00:05,535 |
| 42 | | 0:47:13,120 | 0:47:24,150 | 0:00:11,030 |
| 43 | | 0:48:26,000 | 0:48:32,027 | 0:00:06,027 |
| 44 | | 0:48:44,150 | 0:48:54,048 | 0:00:09,898 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 45 | Cuenca-Paccha | 0:48:54,048 | 0:49:02,143 | 0:00:08,095 |
| 46 | | 0:49:32,360 | 0:49:41,020 | 0:00:08,660 |
| 47 | | 0:50:32,754 | 0:50:35,015 | 0:00:02,261 |
| 48 | | 0:52:59,411 | 0:53:02,426 | 0:00:03,015 |
| 49 | | 0:55:45,110 | 0:55:47,023 | 0:00:01,913 |
| 50 | | 0:56:01,756 | 0:56:04,051 | 0:00:02,295 |
| 51 | | 0:56:07,092 | 0:56:08,250 | 0:00:01,158 |
| 52 | | 0:56:08,250 | 0:56:28,014 | 0:00:19,764 |
| 53 | | 0:57:34,152 | 0:57:38,090 | 0:00:03,938 |
| 54 | | 0:57:38,090 | 0:57:42,181 | 0:00:04,091 |
| 55 | | 0:57:42,181 | 0:57:43,976 | 0:00:01,795 |
| 56 | | 1:00:28,112 | 1:00:34,021 | 0:00:05,909 |
| 57 | | 1:00:34,021 | 1:00:35,895 | 0:00:01,874 |
| 58 | | 1:00:35,895 | 1:00:39,765 | 0:00:03,870 |
| 59 | | 1:00:39,765 | 1:00:44,874 | 0:00:05,109 |
| 60 | | 1:00:54,923 | 1:01:00,142 | 0:00:05,219 |
| 61 | | 1:01:11,050 | 1:01:19,651 | 0:00:08,601 |
| 62 | | 1:01:19,651 | 1:01:23,091 | 0:00:03,440 |
| 63 | | 1:01:23,091 | 1:01:43,861 | 0:00:20,770 |
| 64 | | 1:01:53,010 | 1:02:00,003 | 0:00:06,993 |
| 65 | | 1:02:16,856 | 1:02:22,131 | 0:00:05,275 |
| 66 | | 1:02:22,131 | 1:02:49,764 | 0:00:27,633 |
| 67 | | 1:02:57,034 | 1:03:00,325 | 0:00:03,291 |
| 68 | | 1:03:11,034 | 1:03:15,763 | 0:00:04,729 |
| 69 | | 1:04:55,190 | 1:04:57,863 | 0:00:02,673 |
| 70 | | 1:06:13,172 | 1:06:16,027 | 0:00:02,855 |
| 71 | | 1:08:21,689 | 1:08:32,150 | 0:00:10,461 |
| 72 | | 1:09:08,137 | 1:09:09,648 | 0:00:01,511 |
| 73 | | 1:10:31,012 | 1:10:35,152 | 0:00:04,140 |
| 74 | | 1:11:37,000 | 1:11:39,674 | 0:00:02,674 |
| 75 | | 1:12:16,125 | 1:12:19,569 | 0:00:03,444 |
| 76 | | 1:12:19,569 | 1:12:23,864 | 0:00:04,295 |
| 77 | | 1:15:07,587 | 1:15:09,765 | 0:00:02,178 |
| 78 | | 1:16:33,546 | 1:16:37,542 | 0:00:03,996 |
| 79 | | 1:18:55,090 | 1:19:05,110 | 0:00:10,020 |
| 80 | | 1:19:10,450 | 1:19:12,469 | 0:00:02,019 |
| 81 | | 1:19:12,469 | 1:19:16,197 | 0:00:03,728 |
| 82 | | 1:19:16,197 | 1:19:18,170 | 0:00:01,973 |
| 83 | | 1:19:52,036 | 1:19:56,870 | 0:00:04,834 |
| 84 | | 1:20:54,872 | 1:20:57,630 | 0:00:02,758 |
| 85 | | 1:21:16,050 | 1:21:18,010 | 0:00:01,960 |
| 86 | | 1:21:18,010 | 1:21:38,501 | 0:00:20,491 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 87 | Cuenca-Paccha | 1:22:39,967 | 1:22:43,012 | 0:00:03,045 |
| 88 | | 1:22:43,012 | 1:22:47,634 | 0:00:04,622 |
| 89 | | 1:22:47,634 | 1:22:52,000 | 0:00:04,366 |
| 90 | | 1:22:52,000 | 1:22:56,254 | 0:00:04,254 |
| 91 | | 1:22:56,254 | 1:23:00,453 | 0:00:04,199 |
| 92 | | 1:26:02,080 | 1:26:05,215 | 0:00:03,135 |
| 93 | | 1:26:59,765 | 1:27:04,130 | 0:00:04,365 |
| 94 | | 1:27:10,030 | 1:27:15,180 | 0:00:05,150 |
| 95 | | 1:27:15,180 | 1:27:17,180 | 0:00:02,000 |
| 96 | | 1:27:17,180 | 1:27:19,261 | 0:00:02,081 |
| 97 | | 1:27:19,261 | 1:27:25,374 | 0:00:06,113 |
| 98 | | 1:27:40,130 | 1:27:52,110 | 0:00:11,980 |
| 99 | | 1:27:52,110 | 1:27:55,040 | 0:00:02,930 |
| 100 | | 1:28:33,170 | 1:28:37,021 | 0:00:03,851 |
| 101 | | 1:29:40,020 | 1:29:45,120 | 0:00:05,100 |
| 102 | | 1:29:45,120 | 1:30:17,030 | 0:00:31,910 |
| 103 | | 1:30:17,030 | 1:30:20,020 | 0:00:02,990 |
| 104 | | 1:31:46,183 | 1:31:50,264 | 0:00:04,081 |
| 105 | | 1:31:56,010 | 1:31:59,236 | 0:00:03,226 |
| 106 | | 1:33:01,170 | 1:33:06,274 | 0:00:05,104 |
| 107 | | 1:34:22,110 | 1:34:26,003 | 0:00:03,893 |
| 108 | | 1:34:26,003 | 1:34:31,156 | 0:00:05,153 |
| 109 | | 1:34:55,569 | 1:34:59,080 | 0:00:03,511 |
| 110 | | 1:37:30,387 | 1:37:34,783 | 0:00:04,396 |
| 111 | | 1:37:40,650 | 1:37:44,060 | 0:00:03,410 |
| 112 | | 1:41:24,241 | 1:41:26,315 | 0:00:02,074 |
| 113 | | 1:41:26,315 | 1:41:30,558 | 0:00:04,243 |
| 114 | | 1:42:12,863 | 1:42:38,040 | 0:00:25,177 |
| 115 | | 1:43:28,121 | 1:43:32,420 | 0:00:04,299 |
| 116 | | 1:43:32,420 | 1:43:34,876 | 0:00:02,456 |
| 117 | | 1:45:09,190 | 1:45:14,032 | 0:00:04,842 |
| 118 | | 1:50:34,054 | 1:50:39,071 | 0:00:05,017 |
| 119 | | 1:50:39,071 | 1:50:43,425 | 0:00:04,354 |
| 120 | | 1:52:10,325 | 1:52:16,091 | 0:00:05,766 |
| 121 | | 1:57:50,081 | 1:58:02,060 | 0:00:11,979 |
| 122 | | 1:58:02,060 | 1:58:05,354 | 0:00:03,294 |
| 123 | | 2:02:59,340 | 2:03:03,241 | 0:00:03,901 |
| 124 | | 2:03:50,502 | 2:03:53,685 | 0:00:03,183 |
| 125 | | 2:03:53,685 | 2:03:58,213 | 0:00:04,528 |
| 126 | | 2:04:15,384 | 2:04:19,030 | 0:00:03,646 |
| 127 | | 2:04:19,030 | 2:04:24,896 | 0:00:05,866 |
| 128 | | 2:04:24,896 | 2:04:30,012 | 0:00:05,116 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 129 | Cuenca-Paccha | 2:04:30,012 | 2:04:36,160 | 0:00:06,148 |
| 130 | | 2:04:36,160 | 2:04:54,140 | 0:00:17,980 |
| 131 | | 2:05:32,090 | 2:05:37,010 | 0:00:04,920 |
| 132 | | 2:05:37,010 | 2:05:43,485 | 0:00:06,475 |
| 133 | | 2:05:43,485 | 2:05:47,215 | 0:00:03,730 |
| 134 | | 2:11:47,467 | 2:11:57,141 | 0:00:09,674 |
| 135 | | 2:13:02,789 | 2:13:05,170 | 0:00:02,381 |
| 136 | | 2:13:40,040 | 2:13:44,023 | 0:00:03,983 |

| | | | | |
|----|---------------|-------------|-------------|-------------|
| 1 | Paccha-Cuenca | 0:00:09,350 | 0:00:11,810 | 0:00:02,460 |
| 2 | | 0:00:29,610 | 0:00:32,451 | 0:00:02,841 |
| 3 | | 0:00:49,390 | 0:01:00,142 | 0:00:10,752 |
| 4 | | 0:01:35,720 | 0:01:37,880 | 0:00:02,160 |
| 5 | | 0:01:39,640 | 0:01:41,590 | 0:00:01,950 |
| 6 | | 0:01:42,190 | 0:01:55,110 | 0:00:12,920 |
| 7 | | 0:01:57,450 | 0:02:18,630 | 0:00:21,180 |
| 8 | | 0:02:22,810 | 0:02:28,820 | 0:00:06,010 |
| 9 | | 0:02:30,640 | 0:02:34,027 | 0:00:03,387 |
| 10 | | 0:03:20,150 | 0:03:23,045 | 0:00:02,895 |
| 11 | | 0:04:02,160 | 0:04:07,190 | 0:00:05,030 |
| 12 | | 0:04:20,140 | 0:04:23,574 | 0:00:03,434 |
| 13 | | 0:05:20,770 | 0:05:29,690 | 0:00:08,920 |
| 14 | | 0:05:32,140 | 0:05:42,000 | 0:00:09,860 |
| 15 | | 0:05:55,480 | 0:06:00,830 | 0:00:05,350 |
| 16 | | 0:06:02,000 | 0:06:03,240 | 0:00:01,240 |
| 17 | | 0:06:14,630 | 0:06:16,550 | 0:00:01,920 |
| 18 | | 0:07:00,160 | 0:07:02,130 | 0:00:01,970 |
| 19 | | 0:07:16,120 | 0:07:21,160 | 0:00:05,040 |
| 20 | | 0:08:26,480 | 0:08:27,630 | 0:00:01,150 |
| 21 | | 0:08:31,180 | 0:08:47,000 | 0:00:15,820 |
| 22 | | 0:08:58,310 | 0:08:59,460 | 0:00:01,150 |
| 23 | | 0:09:00,090 | 0:09:05,412 | 0:00:05,322 |
| 24 | | 0:09:30,620 | 0:09:32,790 | 0:00:02,170 |
| 25 | | 0:10:10,540 | 0:10:15,800 | 0:00:05,260 |
| 26 | | 0:10:17,470 | 0:10:20,732 | 0:00:03,262 |
| 27 | | 0:10:30,680 | 0:10:36,900 | 0:00:06,220 |
| 28 | | 0:10:50,350 | 0:10:56,250 | 0:00:05,900 |
| 29 | | 0:12:18,190 | 0:12:22,190 | 0:00:04,000 |
| 30 | | 0:12:36,230 | 0:12:40,150 | 0:00:03,920 |
| 31 | | 0:13:23,860 | 0:13:27,950 | 0:00:04,090 |
| 32 | | 0:13:30,800 | 0:13:33,730 | 0:00:02,930 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 33 | Paccha-Cuenca | 0:13:40,110 | 0:13:42,100 | 0:00:01,990 |
| 34 | | 0:14:00,150 | 0:14:04,672 | 0:00:04,522 |
| 35 | | 0:14:30,560 | 0:14:38,830 | 0:00:08,270 |
| 36 | | 0:14:42,380 | 0:14:45,290 | 0:00:02,910 |
| 37 | | 0:14:48,130 | 0:14:49,000 | 0:00:00,870 |
| 38 | | 0:15:18,650 | 0:15:21,510 | 0:00:02,860 |
| 39 | | 0:15:22,160 | 0:15:24,834 | 0:00:02,674 |
| 40 | | 0:15:44,140 | 0:15:52,130 | 0:00:07,990 |
| 41 | | 0:15:56,630 | 0:15:59,590 | 0:00:02,960 |
| 42 | | 0:19:35,770 | 0:19:40,023 | 0:00:04,253 |
| 43 | | 0:20:07,610 | 0:20:09,550 | 0:00:01,940 |
| 44 | | 0:20:16,300 | 0:20:25,038 | 0:00:08,738 |
| 45 | | 0:20:41,620 | 0:20:44,873 | 0:00:03,253 |
| 46 | | 0:21:35,880 | 0:21:49,880 | 0:00:14,000 |
| 47 | | 0:22:17,590 | 0:22:20,700 | 0:00:03,110 |
| 48 | | 0:23:28,720 | 0:23:36,690 | 0:00:07,970 |
| 49 | | 0:23:59,973 | 0:24:06,990 | 0:00:07,017 |
| 50 | | 0:24:29,790 | 0:24:31,670 | 0:00:01,880 |
| 51 | | 0:24:57,160 | 0:25:00,560 | 0:00:03,400 |
| 52 | | 0:25:25,100 | 0:25:28,056 | 0:00:02,956 |
| 53 | | 0:26:24,330 | 0:26:36,410 | 0:00:12,080 |
| 54 | | 0:26:56,020 | 0:26:57,120 | 0:00:01,100 |
| 55 | | 0:27:14,510 | 0:27:16,630 | 0:00:02,120 |
| 56 | | 0:28:19,180 | 0:28:22,100 | 0:00:02,920 |
| 57 | | 0:28:36,100 | 0:28:40,243 | 0:00:04,143 |
| 58 | | 0:29:02,000 | 0:29:04,210 | 0:00:02,210 |
| 59 | | 0:30:29,160 | 0:30:31,574 | 0:00:02,414 |
| 60 | | 0:31:43,790 | 0:31:46,057 | 0:00:02,267 |
| 61 | | 0:32:05,390 | 0:32:08,942 | 0:00:03,552 |
| 62 | | 0:33:08,100 | 0:33:10,100 | 0:00:02,000 |
| 63 | | 0:33:29,130 | 0:33:34,276 | 0:00:05,146 |
| 64 | | 0:33:42,120 | 0:33:45,180 | 0:00:03,060 |
| 65 | | 0:33:48,570 | 0:34:00,142 | 0:00:11,572 |
| 66 | | 0:34:34,120 | 0:34:36,120 | 0:00:02,000 |
| 67 | | 0:34:58,623 | 0:35:02,300 | 0:00:03,677 |
| 68 | | 0:35:44,590 | 0:35:52,630 | 0:00:08,040 |
| 69 | | 0:35:36,180 | 0:35:39,021 | 0:00:02,841 |
| 70 | | 0:37:02,000 | 0:37:05,472 | 0:00:03,472 |
| 71 | | 0:38:36,780 | 0:38:39,035 | 0:00:02,255 |
| 72 | | 0:38:58,140 | 0:39:01,843 | 0:00:03,703 |
| 73 | | 0:39:51,370 | 0:39:54,330 | 0:00:02,960 |
| 74 | | 0:40:25,130 | 0:40:28,110 | 0:00:02,980 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 75 | Paccha-Cuenca | 0:40:30,180 | 0:40:32,350 | 0:00:02,170 |
| 76 | | 0:40:34,510 | 0:40:37,450 | 0:00:02,940 |
| 77 | | 0:40:40,470 | 0:40:42,380 | 0:00:01,910 |
| 78 | | 0:40:45,170 | 0:40:48,000 | 0:00:02,830 |
| 79 | | 0:40:51,000 | 0:40:53,110 | 0:00:02,110 |
| 80 | | 0:41:17,160 | 0:41:21,846 | 0:00:04,686 |
| 82 | | 0:41:56,370 | 0:42:01,974 | 0:00:05,604 |
| 83 | | 0:42:20,220 | 0:42:22,160 | 0:00:01,940 |
| 84 | | 0:42:23,580 | 0:42:27,942 | 0:00:04,362 |
| 85 | | 0:43:09,880 | 0:43:16,770 | 0:00:06,890 |
| 86 | | 0:45:22,640 | 0:45:40,790 | 0:00:18,150 |
| 87 | | 0:46:10,140 | 0:46:14,068 | 0:00:03,928 |
| 88 | | 0:47:21,210 | 0:47:26,842 | 0:00:05,632 |
| 89 | | 0:48:31,970 | 0:48:35,289 | 0:00:03,319 |
| 90 | | 0:49:15,000 | 0:49:19,952 | 0:00:04,952 |
| 91 | | 0:50:12,105 | 0:50:14,095 | 0:00:01,990 |
| 92 | | 0:50:14,095 | 0:50:19,385 | 0:00:05,290 |
| 93 | | 0:50:58,975 | 0:51:02,974 | 0:00:03,999 |
| 94 | | 0:51:15,024 | 0:51:18,398 | 0:00:03,374 |
| 95 | | 0:51:38,039 | 0:51:42,985 | 0:00:04,946 |
| 96 | | 0:51:51,625 | 0:52:00,310 | 0:00:08,685 |
| 97 | | 0:52:08,110 | 0:52:11,974 | 0:00:03,864 |
| 98 | | 0:52:25,463 | 0:52:37,270 | 0:00:11,807 |
| 99 | | 0:52:37,270 | 0:52:39,060 | 0:00:01,790 |
| 100 | | 0:52:39,060 | 0:52:40,270 | 0:00:01,210 |
| 101 | | 0:52:40,270 | 0:52:47,047 | 0:00:06,777 |
| 102 | | 0:52:59,348 | 0:53:05,284 | 0:00:05,936 |
| 103 | | 0:53:08,072 | 0:53:12,993 | 0:00:04,921 |
| 104 | | 0:53:59,874 | 0:54:06,841 | 0:00:06,967 |
| 105 | | 0:54:49,352 | 0:54:52,110 | 0:00:02,758 |
| 106 | | 0:54:56,942 | 0:55:02,072 | 0:00:05,130 |
| 107 | | 0:57:32,165 | 0:57:34,020 | 0:00:01,855 |
| 108 | | 0:57:34,020 | 0:57:49,115 | 0:00:15,095 |
| 109 | | 0:57:49,115 | 0:57:52,091 | 0:00:02,976 |
| 110 | | 0:57:52,091 | 0:58:00,843 | 0:00:08,752 |
| 111 | | 0:58:22,175 | 0:58:24,123 | 0:00:01,948 |
| 112 | | 0:58:24,123 | 0:58:29,876 | 0:00:05,753 |
| 113 | | 0:58:55,010 | 0:59:10,065 | 0:00:15,055 |
| 114 | | 0:59:10,065 | 0:59:15,842 | 0:00:05,777 |
| 115 | | 0:59:44,050 | 0:59:46,260 | 0:00:02,210 |
| 116 | | 0:59:53,174 | 1:00:00,113 | 0:00:06,939 |
| 117 | | 1:01:16,023 | 1:01:20,140 | 0:00:04,117 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 118 | Paccha-Cuenca | 1:01:28,112 | 1:01:32,487 | 0:00:04,375 |
| 119 | | 1:01:55,430 | 1:02:02,513 | 0:00:07,083 |
| 120 | | 1:02:02,513 | 1:02:06,897 | 0:00:04,384 |
| 121 | | 1:02:22,879 | 1:02:26,152 | 0:00:03,273 |
| 122 | | 1:02:26,152 | 1:02:32,845 | 0:00:06,693 |
| 123 | | 1:02:49,140 | 1:02:57,865 | 0:00:08,725 |
| 124 | | 1:02:57,865 | 1:03:07,084 | 0:00:09,219 |
| 125 | | 1:03:07,084 | 1:03:13,112 | 0:00:06,028 |
| 126 | | 1:03:13,112 | 1:03:16,070 | 0:00:02,958 |
| 127 | | 1:03:16,070 | 1:03:27,063 | 0:00:10,993 |
| 128 | | 1:03:27,063 | 1:03:30,091 | 0:00:03,028 |
| 129 | | 1:04:39,401 | 1:04:42,031 | 0:00:02,630 |
| 130 | | 1:04:42,031 | 1:04:44,011 | 0:00:01,980 |
| 131 | | 1:04:44,011 | 1:05:01,803 | 0:00:17,792 |
| 132 | | 1:05:01,803 | 1:05:27,734 | 0:00:25,931 |
| 133 | | 1:05:27,734 | 1:05:33,090 | 0:00:05,356 |
| 134 | | 1:05:53,842 | 1:06:00,013 | 0:00:06,171 |
| 135 | | 1:06:10,142 | 1:06:16,320 | 0:00:06,178 |
| 136 | | 1:06:36,090 | 1:06:39,114 | 0:00:03,024 |
| 137 | | 1:07:28,126 | 1:07:33,654 | 0:00:05,528 |
| 138 | | 1:08:13,020 | 1:08:16,053 | 0:00:03,033 |
| 139 | | 1:09:57,056 | 1:10:00,842 | 0:00:03,786 |
| 140 | | 1:10:37,134 | 1:10:39,456 | 0:00:02,322 |
| 141 | | 1:10:39,456 | 1:10:51,031 | 0:00:11,575 |
| 142 | | 1:10:51,031 | 1:10:56,064 | 0:00:05,033 |
| 143 | | 1:10:56,064 | 1:10:57,176 | 0:00:01,112 |
| 144 | | 1:10:57,176 | 1:11:02,842 | 0:00:05,666 |
| 145 | | 1:11:35,152 | 1:11:39,254 | 0:00:04,102 |
| 146 | | 1:11:39,254 | 1:11:44,823 | 0:00:05,569 |
| 147 | | 1:11:54,639 | 1:12:05,092 | 0:00:10,453 |
| 148 | | 1:12:05,092 | 1:12:10,123 | 0:00:05,031 |
| 149 | | 1:12:10,123 | 1:12:15,748 | 0:00:05,625 |
| 150 | 1:12:38,237 | 1:12:46,145 | 0:00:07,908 | |
| 151 | 1:12:46,145 | 1:12:50,176 | 0:00:04,031 | |
| 152 | 1:12:50,176 | 1:12:54,820 | 0:00:04,644 | |
| 153 | 1:13:25,021 | 1:13:29,063 | 0:00:04,042 | |
| 154 | 1:14:34,025 | 1:14:36,765 | 0:00:02,740 | |
| 155 | 1:14:36,765 | 1:14:38,968 | 0:00:02,203 | |
| 156 | 1:14:38,968 | 1:14:59,120 | 0:00:20,152 | |
| 157 | 1:14:59,120 | 1:15:03,063 | 0:00:03,943 | |
| 158 | 1:15:03,063 | 1:15:06,568 | 0:00:03,505 | |
| 159 | 1:15:06,568 | 1:15:09,253 | 0:00:02,685 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 160 | Paccha-Cuenca | 1:17:41,263 | 1:17:43,456 | 0:00:02,193 |
| 161 | | 1:17:43,456 | 1:17:46,387 | 0:00:02,931 |
| 162 | | 1:18:27,120 | 1:18:37,020 | 0:00:09,900 |
| 163 | | 1:18:37,020 | 1:18:40,080 | 0:00:03,060 |
| 164 | | 1:18:59,020 | 1:19:01,032 | 0:00:02,012 |
| 165 | | 1:22:08,130 | 1:22:12,040 | 0:00:03,910 |
| 166 | | 1:23:12,479 | 1:23:25,795 | 0:00:13,316 |
| 167 | | 1:26:12,596 | 1:26:18,842 | 0:00:06,246 |
| 168 | | 1:26:18,842 | 1:26:40,040 | 0:00:21,198 |
| 169 | | 1:27:20,524 | 1:27:22,765 | 0:00:02,241 |
| 170 | | 1:28:09,120 | 1:28:12,000 | 0:00:02,880 |
| 171 | | 1:29:21,050 | 1:29:25,130 | 0:00:04,080 |
| 172 | | 1:30:58,070 | 1:31:02,210 | 0:00:04,140 |
| 173 | | 1:31:17,030 | 1:31:18,560 | 0:00:01,530 |
| 174 | | 1:31:18,560 | 1:31:23,150 | 0:00:04,590 |
| 175 | | 1:31:23,150 | 1:31:50,245 | 0:00:27,095 |
| 176 | | 1:35:23,090 | 1:35:37,070 | 0:00:13,980 |
| 177 | | 1:35:37,070 | 1:35:38,190 | 0:00:01,120 |
| 178 | | 1:35:38,190 | 1:36:26,080 | 0:00:47,890 |
| 179 | | 1:37:45,210 | 1:37:50,030 | 0:00:04,820 |
| 180 | | 1:38:52,153 | 1:38:55,060 | 0:00:02,907 |
| 181 | | 1:40:02,985 | 1:40:06,110 | 0:00:03,125 |
| 182 | | 1:40:15,231 | 1:40:18,080 | 0:00:02,849 |
| 183 | | 1:40:37,120 | 1:40:42,170 | 0:00:05,050 |
| 184 | | 1:40:42,170 | 1:40:49,010 | 0:00:06,840 |
| 185 | | 1:41:19,689 | 1:41:38,962 | 0:00:19,273 |
| 186 | | 1:41:38,962 | 1:41:43,782 | 0:00:04,820 |
| 187 | | 1:41:43,782 | 1:42:14,100 | 0:00:30,318 |
| 188 | | 1:43:03,562 | 1:43:08,100 | 0:00:04,538 |
| 189 | | 1:43:08,100 | 1:43:13,451 | 0:00:05,351 |
| 190 | | 1:43:13,451 | 1:43:18,347 | 0:00:04,896 |
| 191 | | 1:44:12,154 | 1:44:16,080 | 0:00:03,926 |
| 192 | | 1:48:50,110 | 1:48:54,170 | 0:00:04,060 |
| 193 | | 1:48:54,170 | 1:49:01,063 | 0:00:06,893 |
| 194 | | 1:49:58,110 | 1:50:04,118 | 0:00:06,008 |
| 195 | | 1:50:11,140 | 1:50:18,030 | 0:00:06,890 |
| 196 | | 1:50:18,030 | 1:50:27,251 | 0:00:09,221 |
| 197 | | 1:50:27,251 | 1:50:35,631 | 0:00:08,380 |
| 198 | | 1:51:08,632 | 1:51:13,040 | 0:00:04,408 |
| 199 | | 1:51:13,040 | 1:51:17,110 | 0:00:04,070 |
| 200 | | 1:52:56,027 | 1:53:00,148 | 0:00:04,121 |
| 201 | 1:53:24,497 | 1:53:31,000 | 0:00:06,503 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 202 | Paccha-Cuenca | 1:53:31,012 | 1:53:34,274 | 0:00:03,262 |
| 203 | | 1:55:56,247 | 1:56:00,040 | 0:00:03,793 |
| 204 | | 1:56:00,040 | 1:56:04,362 | 0:00:04,322 |
| 205 | | 1:57:29,789 | 1:57:34,190 | 0:00:04,401 |
| 206 | | 1:58:11,021 | 1:58:16,365 | 0:00:05,344 |
| 207 | | 2:00:43,563 | 2:00:48,050 | 0:00:04,487 |
| 208 | | 2:00:58,842 | 2:01:05,160 | 0:00:06,318 |
| 209 | | 2:01:05,160 | 2:01:10,943 | 0:00:05,783 |
| 210 | | 2:01:39,452 | 2:01:43,141 | 0:00:03,689 |
| 211 | | 2:01:43,141 | 2:01:59,170 | 0:00:16,029 |
| 212 | | 2:01:59,170 | 2:02:04,320 | 0:00:05,150 |
| 213 | | 2:02:04,320 | 2:02:08,471 | 0:00:04,151 |
| 214 | | 2:02:08,471 | 2:02:15,541 | 0:00:07,070 |
| 215 | | 2:02:15,541 | 2:02:23,164 | 0:00:07,623 |
| 216 | | 2:05:27,070 | 2:05:49,070 | 0:00:22,000 |
| 217 | | 2:07:11,148 | 2:07:17,045 | 0:00:05,897 |
| 218 | | 2:07:17,045 | 2:07:23,060 | 0:00:06,015 |
| 219 | | 2:07:23,060 | 2:07:41,182 | 0:00:18,122 |
| 220 | | 2:07:41,182 | 2:07:43,350 | 0:00:02,168 |
| 221 | | 2:07:43,350 | 2:07:47,010 | 0:00:03,660 |
| 222 | | 2:07:47,010 | 2:07:49,467 | 0:00:02,457 |
| 223 | | 2:09:56,856 | 2:10:04,080 | 0:00:07,224 |
| 224 | | 2:10:38,090 | 2:10:40,121 | 0:00:02,031 |
| 225 | | 2:10:40,121 | 2:10:44,541 | 0:00:04,420 |
| 226 | | 2:10:44,541 | 2:10:51,090 | 0:00:06,549 |
| 227 | | 2:10:51,090 | 2:11:00,036 | 0:00:08,946 |
| 228 | | 2:11:30,124 | 2:11:37,001 | 0:00:06,877 |
| 229 | 2:11:37,001 | 2:11:39,427 | 0:00:02,426 | |
| 230 | 2:11:39,427 | 2:11:42,973 | 0:00:03,546 | |
| 231 | 2:11:52,054 | 2:11:53,257 | 0:00:01,203 | |
| 232 | 2:13:26,190 | 2:13:30,090 | 0:00:03,900 | |
| 233 | 2:13:30,090 | 2:13:42,421 | 0:00:12,331 | |
| 234 | 2:13:42,421 | 2:14:01,897 | 0:00:19,476 | |

Anexo 3.2.2 Headways de buses vía Paccha

| | |
|-------------------------------|-------------------|
| VÍA | PACCHA |
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 0:21:47,220 | 0:22:05,180 | 0:00:17,960 |
| 2 | | 0:45:02,630 | 0:45:10,710 | 0:00:08,080 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 3 | Cuenca-Paccha | 0:46:17,350 | 0:46:23,460 | 0:00:06,110 |
| 4 | | 0:55:43,976 | 0:55:54,064 | 0:00:10,088 |
| 5 | | 1:10:32,698 | 1:11:16,096 | 0:00:43,398 |
| 6 | | 1:21:00,453 | 1:21:15,365 | 0:00:14,912 |
| 7 | | 1:45:30,154 | 1:45:40,543 | 0:00:10,389 |
| 8 | | 1:55:39,125 | 1:55:48,101 | 0:00:08,976 |
| 9 | | 2:03:47,215 | 2:03:58,354 | 0:00:11,139 |
| 10 | | 2:11:44,023 | 2:11:54,387 | 0:00:10,364 |
| 11 | | 2:12:31,065 | 2:12:43,013 | 0:00:11,948 |
| 12 | | 2:12:47,251 | 2:13:01,104 | 0:00:13,853 |

| | | | | |
|----|---------------|-------------|-------------|-------------|
| 1 | Paccha-Cuenca | 0:08:55,800 | 0:09:06,812 | 0:00:11,012 |
| 2 | | 0:27:19,550 | 0:28:18,410 | 0:00:58,860 |
| 3 | | 1:10:14,183 | 1:10:29,050 | 0:00:14,867 |
| 4 | | 1:13:53,264 | 1:14:32,166 | 0:00:38,902 |
| 5 | | 1:17:46,387 | 1:18:16,137 | 0:00:29,750 |
| 6 | | 1:27:22,360 | 1:27:36,589 | 0:00:14,229 |
| 7 | | 1:37:15,321 | 1:37:28,450 | 0:00:13,129 |
| 8 | | 1:40:49,010 | 1:41:11,130 | 0:00:22,120 |
| 9 | | 1:54:59,120 | 1:55:13,061 | 0:00:13,941 |
| 10 | | 1:58:16,365 | 1:58:22,090 | 0:00:05,725 |
| 11 | | 2:11:53,257 | 2:12:05,230 | 0:00:11,973 |

Anexo 3.2.3 Headways de Camiones Livianos vía Paccha

| | |
|-------------------------------|-------------------|
| VÍA | PACCHA |
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 0:15:33,350 | 0:15:41,658 | 0:00:08,308 |
| 2 | | 0:27:55,510 | 0:28:00,670 | 0:00:05,160 |
| 3 | | 0:32:28,710 | 0:33:20,890 | 0:00:52,180 |
| 4 | | 0:33:41,020 | 0:34:29,065 | 0:00:48,045 |
| 5 | | 0:34:29,065 | 0:34:36,548 | 0:00:07,483 |
| 6 | | 0:40:04,051 | 0:40:07,092 | 0:00:03,041 |
| 7 | | 0:48:57,863 | 0:49:06,945 | 0:00:09,082 |
| 8 | | 0:56:51,105 | 0:57:11,000 | 0:00:19,895 |
| 9 | | 1:02:40,563 | 1:02:52,180 | 0:00:11,617 |
| 10 | | 1:04:41,000 | 1:04:51,190 | 0:00:10,190 |
| 11 | | 1:06:20,243 | 1:06:31,364 | 0:00:11,121 |
| 12 | | 1:14:20,020 | 1:14:24,163 | 0:00:04,143 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 13 | Cuenca-Paccha | 1:14:29,040 | 1:14:32,750 | 0:00:03,710 |
| 14 | | 1:20:41,045 | 1:20:49,060 | 0:00:08,015 |
| 15 | | 1:36:51,653 | 1:36:57,145 | 0:00:05,492 |
| 16 | | 1:37:16,507 | 1:37:27,001 | 0:00:10,494 |
| 17 | | 1:37:51,023 | 1:37:59,411 | 0:00:08,388 |
| 18 | | 1:44:47,168 | 1:45:11,021 | 0:00:23,853 |
| 19 | | 1:57:08,864 | 1:57:16,184 | 0:00:07,320 |

| | | | | |
|----|---------------|-------------|-------------|-------------|
| 1 | Paccha-Cuenca | 0:22:51,160 | 0:23:00,110 | 0:00:08,950 |
| 2 | | 0:35:09,770 | 0:35:42,630 | 0:00:32,860 |
| 3 | | 0:54:13,985 | 0:54:28,052 | 0:00:14,067 |
| 4 | | 1:00:33,659 | 1:00:41,761 | 0:00:08,102 |
| 5 | | 1:06:39,114 | 1:06:46,872 | 0:00:07,758 |
| 6 | | 1:07:47,684 | 1:08:09,236 | 0:00:21,552 |
| 7 | | 1:10:19,050 | 1:10:29,021 | 0:00:09,971 |
| 8 | | 1:13:29,063 | 1:13:40,863 | 0:00:11,800 |
| 9 | | 1:27:27,190 | 1:27:37,213 | 0:00:10,023 |
| 10 | | 1:34:41,845 | 1:34:49,716 | 0:00:07,871 |
| 11 | | 1:38:43,070 | 1:38:51,152 | 0:00:08,082 |
| 12 | | 2:08:27,045 | 2:08:36,170 | 0:00:09,125 |
| 13 | | 2:09:38,023 | 2:09:50,106 | 0:00:12,083 |

Anexo 3.2.4 Headways de Camiones Pesados vía Paccha

| VÍA | PACCHA |
|------------------------|-------------------|
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 1:09:09,648 | 1:09:25,051 | 0:00:15,403 |
| 2 | | 1:10:35,152 | 1:11:02,031 | 0:00:26,879 |
| 3 | | 1:15:01,130 | 1:15:05,023 | 0:00:03,893 |
| 4 | | 1:19:59,450 | 1:20:25,010 | 0:00:25,560 |
| 5 | | 2:13:58,378 | 2:14:09,451 | 0:00:11,073 |
| 6 | | 2:14:15,863 | 2:14:29,620 | 0:00:13,757 |

| | | | | |
|---|---------------|-------------|-------------|-------------|
| 1 | Paccha-Cuenca | 0:08:17,640 | 0:08:23,540 | 0:00:05,900 |
| 2 | | 1:10:29,021 | 1:10:38,865 | 0:00:09,844 |
| 3 | | 1:25:28,236 | 1:25:35,985 | 0:00:07,749 |
| 4 | | 2:08:42,456 | 2:08:52,698 | 0:00:10,242 |
| 5 | | 2:12:10,450 | 2:12:23,017 | 0:00:12,567 |
| 6 | | 2:12:47,124 | 2:12:58,079 | 0:00:10,955 |

Anexo 3.2.5 Headways de motocicletas vía Paccha

| | |
|-------------------------------|-------------------|
| VÍA | PACCHA |
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 0:33:49,610 | 0:34:31,750 | 0:00:42,140 |
| 2 | | 0:45:30,300 | 0:45:45,220 | 0:00:14,920 |
| 3 | | 0:58:43,861 | 0:58:45,924 | 0:00:02,063 |
| 4 | | 1:00:15,763 | 1:00:18,000 | 0:00:02,237 |
| 5 | | 1:03:47,684 | 1:03:49,789 | 0:00:02,105 |
| 6 | | 1:10:29,634 | 1:10:33,102 | 0:00:03,468 |
| 7 | | 1:17:51,190 | 1:17:52,783 | 0:00:01,593 |
| 8 | | 1:23:31,863 | 1:23:34,070 | 0:00:02,207 |
| 9 | | 1:30:53,010 | 1:30:55,022 | 0:00:02,012 |
| 10 | | 1:50:11,634 | 1:50:13,753 | 0:00:02,119 |
| 11 | | 2:10:07,451 | 2:10:11,178 | 0:00:03,727 |

| | | | | |
|----|---------------|-------------|-------------|-------------|
| 1 | Paccha-Cuenca | 0:09:17,390 | 0:09:25,320 | 0:00:07,930 |
| 2 | | 0:20:10,580 | 0:20:12,370 | 0:00:01,790 |
| 3 | | 0:36:59,400 | 0:37:01,290 | 0:00:01,890 |
| 4 | | 0:56:51,035 | 0:56:54,950 | 0:00:03,915 |
| 5 | | 0:59:46,260 | 0:59:48,075 | 0:00:01,815 |
| 6 | | 1:04:00,325 | 1:04:04,071 | 0:00:03,746 |
| 7 | | 1:08:13,020 | 1:08:29,120 | 0:00:16,100 |
| 8 | | 1:22:46,253 | 1:22:49,365 | 0:00:03,112 |
| 9 | | 1:30:17,423 | 1:30:18,632 | 0:00:01,209 |
| 10 | | 1:48:05,031 | 1:48:07,150 | 0:00:02,119 |
| 11 | | 1:48:17,238 | 1:48:20,361 | 0:00:03,123 |
| 12 | | 2:10:19,741 | 2:10:22,060 | 0:00:02,319 |
| 13 | | 2:13:13,541 | 2:13:18,090 | 0:00:04,549 |

Anexo 3.2.6 Headways de bicicletas vía Paccha

| | |
|-------------------------------|-------------------|
| VÍA | PACCHA |
| FECHA DE LEVANTAMIENTO | 27-noviembre-2019 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Paccha | 1:18:12,391 | 1:18:13,684 | 0:00:01,293 |
| 2 | | 1:24:34,236 | 1:24:36,170 | 0:00:01,934 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Paccha-Cuenca | 0:59:07,150 | 0:59:10,120 | 0:00:02,970 |
| 2 | | 1:30:57,842 | 1:31:00,362 | 0:00:02,520 |
| 3 | | 2:00:10,880 | 2:00:11,642 | 0:00:00,762 |

3.3 Anexo Headway calculados en la vía Baguanchi.

Anexo 3.3.1 Headways de vehículos livianos vía Baguanchi

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| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:00:03,150 | 0:00:10,140 | 0:00:06,990 |
| 2 | | 0:00:56,120 | 0:01:01,032 | 0:00:04,912 |
| 3 | | 0:01:59,080 | 0:02:04,973 | 0:00:05,893 |
| 4 | | 0:03:16,420 | 0:03:21,680 | 0:00:05,260 |
| 5 | | 0:04:08,340 | 0:04:16,850 | 0:00:08,510 |
| 6 | | 0:04:44,030 | 0:04:45,000 | 0:00:00,970 |
| 7 | | 0:04:59,070 | 0:05:06,270 | 0:00:07,200 |
| 8 | | 0:05:32,880 | 0:05:38,880 | 0:00:06,000 |
| 9 | | 0:06:18,720 | 0:06:36,990 | 0:00:18,270 |
| 10 | | 0:06:58,647 | 0:07:04,387 | 0:00:05,740 |
| 11 | | 0:08:41,000 | 0:08:42,580 | 0:00:01,580 |
| 12 | | 0:08:59,324 | 0:09:05,274 | 0:00:05,950 |
| 13 | | 0:09:45,110 | 0:09:58,120 | 0:00:13,010 |
| 14 | | 0:11:52,074 | 0:11:55,050 | 0:00:02,976 |
| 15 | | 0:12:07,160 | 0:12:10,090 | 0:00:02,930 |
| 16 | | 0:12:25,500 | 0:12:26,500 | 0:00:01,000 |
| 17 | | 0:13:04,770 | 0:13:09,327 | 0:00:04,557 |
| 18 | | 0:13:31,580 | 0:13:41,520 | 0:00:09,940 |
| 19 | | 0:14:25,210 | 0:14:28,974 | 0:00:03,764 |
| 20 | | 0:15:23,130 | 0:15:27,399 | 0:00:04,269 |
| 21 | | 0:16:29,110 | 0:16:33,648 | 0:00:04,538 |
| 22 | | 0:18:36,650 | 0:18:47,120 | 0:00:10,470 |
| 23 | | 0:19:59,067 | 0:20:05,360 | 0:00:06,293 |
| 24 | | 0:20:58,314 | 0:21:03,247 | 0:00:04,933 |
| 25 | | 0:24:01,370 | 0:24:04,140 | 0:00:02,770 |
| 26 | | 0:24:07,050 | 0:24:11,863 | 0:00:04,813 |
| 27 | | 0:24:33,070 | 0:24:40,390 | 0:00:07,320 |
| 28 | | 0:25:16,160 | 0:25:19,080 | 0:00:02,920 |
| 29 | | 0:25:23,080 | 0:25:28,780 | 0:00:05,700 |
| 30 | | 0:25:34,120 | 0:25:39,024 | 0:00:04,904 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 31 | Cuenca-Baguanchi | 0:28:20,100 | 0:28:21,150 | 0:00:01,050 |
| 32 | | 0:28:26,120 | 0:28:30,530 | 0:00:04,410 |
| 33 | | 0:28:35,130 | 0:28:39,974 | 0:00:04,844 |
| 34 | | 0:29:32,500 | 0:29:37,650 | 0:00:05,150 |
| 35 | | 0:29:54,030 | 0:29:55,110 | 0:00:01,080 |
| 36 | | 0:30:27,010 | 0:30:29,220 | 0:00:02,210 |
| 37 | | 0:30:33,100 | 0:30:36,440 | 0:00:03,340 |
| 38 | | 0:30:37,160 | 0:30:39,060 | 0:00:01,900 |
| 39 | | 0:30:59,010 | 0:30:59,170 | 0:00:00,160 |
| 40 | | 0:31:10,020 | 0:31:17,030 | 0:00:07,010 |
| 41 | | 0:31:46,160 | 0:31:48,040 | 0:00:01,880 |
| 42 | | 0:32:08,300 | 0:32:12,974 | 0:00:04,674 |
| 43 | | 0:32:29,160 | 0:32:35,067 | 0:00:05,907 |
| 44 | | 0:33:16,170 | 0:33:20,080 | 0:00:03,910 |
| 45 | | 0:33:58,060 | 0:34:03,684 | 0:00:05,624 |
| 46 | | 0:34:28,140 | 0:34:31,942 | 0:00:03,802 |
| 47 | | 0:36:15,310 | 0:36:16,960 | 0:00:01,650 |
| 48 | | 0:36:19,500 | 0:36:20,810 | 0:00:01,310 |
| 49 | | 0:36:22,080 | 0:36:23,010 | 0:00:00,930 |
| 50 | | 0:36:29,090 | 0:36:34,972 | 0:00:05,882 |
| 51 | | 0:37:01,000 | 0:37:02,500 | 0:00:01,500 |
| 52 | | 0:37:30,000 | 0:37:33,941 | 0:00:03,941 |
| 53 | | 0:37:55,150 | 0:38:02,941 | 0:00:07,791 |
| 54 | | 0:38:17,400 | 0:38:18,600 | 0:00:01,200 |
| 55 | | 0:38:23,070 | 0:38:28,496 | 0:00:05,426 |
| 56 | | 0:38:43,090 | 0:38:46,020 | 0:00:02,930 |
| 57 | | 0:38:49,550 | 0:39:01,880 | 0:00:12,330 |
| 58 | | 0:39:16,700 | 0:39:19,900 | 0:00:03,200 |
| 59 | | 0:39:40,090 | 0:39:42,130 | 0:00:02,040 |
| 60 | | 0:40:10,060 | 0:40:12,030 | 0:00:01,970 |
| 61 | | 0:40:13,140 | 0:40:14,130 | 0:00:00,990 |
| 62 | | 0:40:16,190 | 0:40:18,000 | 0:00:01,810 |
| 63 | | 0:40:22,300 | 0:40:25,674 | 0:00:03,374 |
| 64 | | 0:40:45,130 | 0:40:46,140 | 0:00:01,010 |
| 65 | | 0:41:34,060 | 0:41:40,641 | 0:00:06,581 |
| 66 | | 0:42:09,170 | 0:42:11,050 | 0:00:01,880 |
| 67 | | 0:42:15,180 | 0:42:31,050 | 0:00:15,870 |
| 68 | | 0:42:46,100 | 0:42:48,000 | 0:00:01,900 |
| 69 | | 0:42:59,100 | 0:43:05,841 | 0:00:06,741 |
| 70 | | 0:43:54,190 | 0:44:01,160 | 0:00:06,970 |
| 71 | | 0:44:04,310 | 0:44:11,310 | 0:00:07,000 |
| 72 | | 0:44:17,800 | 0:44:19,800 | 0:00:02,000 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 73 | Cuenca-Baguanchi | 0:44:42,110 | 0:44:44,210 | 0:00:02,100 |
| 74 | | 0:45:55,330 | 0:45:57,550 | 0:00:02,220 |
| 75 | | 0:46:05,590 | 0:46:12,700 | 0:00:07,110 |
| 76 | | 0:46:13,120 | 0:46:14,130 | 0:00:01,010 |
| 77 | | 0:46:33,140 | 0:46:35,110 | 0:00:01,970 |
| 78 | | 0:47:02,110 | 0:47:03,880 | 0:00:01,770 |
| 79 | | 0:47:31,000 | 0:47:32,190 | 0:00:01,190 |
| 80 | | 0:47:35,060 | 0:47:37,030 | 0:00:01,970 |
| 81 | | 0:47:55,247 | 0:48:01,130 | 0:00:05,883 |
| 82 | | 0:48:44,980 | 0:48:46,980 | 0:00:02,000 |
| 83 | | 0:48:51,230 | 0:48:52,330 | 0:00:01,100 |
| 84 | | 0:48:58,070 | 0:49:03,942 | 0:00:05,872 |
| 85 | | 0:49:18,020 | 0:49:24,951 | 0:00:06,931 |
| 86 | | 0:49:51,500 | 0:50:03,900 | 0:00:12,400 |
| 87 | | 0:50:06,120 | 0:50:08,090 | 0:00:01,970 |
| 88 | | 0:51:03,120 | 0:51:06,570 | 0:00:03,450 |
| 89 | | 0:51:08,230 | 0:51:12,347 | 0:00:04,117 |
| 90 | | 0:51:27,770 | 0:51:32,942 | 0:00:05,172 |
| 91 | | 0:51:54,070 | 0:52:02,641 | 0:00:08,571 |
| 92 | | 0:53:00,150 | 0:53:06,321 | 0:00:06,171 |
| 93 | | 0:53:22,440 | 0:53:23,760 | 0:00:01,320 |
| 94 | | 0:53:42,080 | 0:53:51,000 | 0:00:08,920 |
| 95 | | 0:53:53,050 | 0:53:59,010 | 0:00:05,960 |
| 96 | | 0:54:01,040 | 0:54:02,000 | 0:00:00,960 |
| 97 | | 0:54:36,110 | 0:54:37,340 | 0:00:01,230 |
| 98 | | 0:55:00,070 | 0:55:10,050 | 0:00:09,980 |
| 99 | | 0:55:15,050 | 0:55:19,035 | 0:00:03,985 |
| 100 | | 0:55:53,300 | 0:55:58,900 | 0:00:05,600 |
| 101 | | 0:56:02,150 | 0:56:12,040 | 0:00:09,890 |
| 102 | | 0:56:24,060 | 0:56:40,020 | 0:00:15,960 |
| 103 | | 0:56:52,190 | 0:56:54,180 | 0:00:01,990 |
| 104 | | 0:57:03,000 | 0:57:05,740 | 0:00:02,740 |
| 105 | | 0:57:36,110 | 0:57:41,060 | 0:00:04,950 |
| 106 | | 0:57:43,310 | 0:57:44,430 | 0:00:01,120 |
| 107 | | 0:57:47,010 | 0:57:47,640 | 0:00:00,630 |
| 108 | | 0:57:49,150 | 0:57:51,010 | 0:00:01,860 |
| 109 | | 0:57:56,120 | 0:57:58,100 | 0:00:01,980 |
| 110 | | 0:58:12,100 | 0:58:14,310 | 0:00:02,210 |
| 111 | | 0:58:27,140 | 0:58:29,090 | 0:00:01,950 |
| 112 | | 0:58:48,170 | 0:59:00,034 | 0:00:11,864 |
| 113 | | 0:59:12,110 | 0:59:15,050 | 0:00:02,940 |
| 114 | | 0:59:17,180 | 0:59:19,000 | 0:00:01,820 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 115 | Cuenca-Baguanchi | 0:59:21,140 | 0:59:23,080 | 0:00:01,940 |
| 116 | | 0:59:58,697 | 1:00:05,100 | 0:00:06,403 |
| 117 | | 1:00:13,390 | 1:00:19,570 | 0:00:06,180 |
| 118 | | 1:00:21,130 | 1:00:34,650 | 0:00:13,520 |
| 119 | | 1:00:35,540 | 1:00:37,780 | 0:00:02,240 |
| 120 | | 1:00:39,110 | 1:00:41,040 | 0:00:01,930 |
| 121 | | 1:01:06,190 | 1:01:13,010 | 0:00:06,820 |
| 122 | | 1:01:26,200 | 1:01:29,324 | 0:00:03,124 |
| 123 | | 1:01:32,100 | 1:01:36,900 | 0:00:04,800 |
| 124 | | 1:02:00,180 | 1:02:02,120 | 0:00:01,940 |
| 125 | | 1:02:03,020 | 1:02:08,010 | 0:00:04,990 |
| 126 | | 1:02:41,500 | 1:02:42,900 | 0:00:01,400 |
| 127 | | 1:02:55,000 | 1:02:59,260 | 0:00:04,260 |
| 128 | | 1:03:01,800 | 1:03:03,810 | 0:00:02,010 |
| 129 | | 1:03:13,660 | 1:03:14,990 | 0:00:01,330 |
| 130 | | 1:03:42,190 | 1:03:44,140 | 0:00:01,950 |
| 131 | | 1:03:59,000 | 1:04:05,000 | 0:00:06,000 |
| 132 | | 1:04:06,000 | 1:04:11,327 | 0:00:05,327 |
| 133 | | 1:04:36,150 | 1:04:38,020 | 0:00:01,870 |
| 134 | | 1:04:59,030 | 1:05:06,317 | 0:00:07,287 |
| 135 | | 1:05:33,100 | 1:05:40,020 | 0:00:06,920 |
| 136 | | 1:05:41,170 | 1:05:46,843 | 0:00:05,673 |
| 137 | | 1:05:55,170 | 1:06:00,020 | 0:00:04,850 |
| 138 | | 1:06:03,190 | 1:06:09,100 | 0:00:05,910 |
| 139 | | 1:06:28,080 | 1:06:34,067 | 0:00:05,987 |
| 140 | | 1:07:19,140 | 1:07:20,570 | 0:00:01,430 |
| 141 | | 1:07:23,600 | 1:07:25,700 | 0:00:02,100 |
| 142 | | 1:07:27,290 | 1:07:28,570 | 0:00:01,280 |
| 143 | | 1:07:35,140 | 1:07:40,000 | 0:00:04,860 |
| 144 | | 1:07:58,324 | 1:08:04,537 | 0:00:06,213 |
| 145 | | 1:08:47,200 | 1:08:48,770 | 0:00:01,570 |
| 146 | | 1:08:50,120 | 1:08:52,360 | 0:00:02,240 |
| 147 | | 1:08:54,700 | 1:08:56,700 | 0:00:02,000 |
| 148 | | 1:09:35,110 | 1:09:44,100 | 0:00:08,990 |
| 149 | | 1:09:45,160 | 1:09:47,020 | 0:00:01,860 |
| 150 | | 1:10:34,040 | 1:10:37,020 | 0:00:02,980 |
| 151 | | 1:10:42,020 | 1:10:42,974 | 0:00:00,954 |
| 152 | | 1:10:45,340 | 1:10:47,840 | 0:00:02,500 |
| 153 | | 1:11:01,660 | 1:11:05,740 | 0:00:04,080 |
| 154 | | 1:11:15,110 | 1:11:20,341 | 0:00:05,231 |
| 155 | | 1:11:40,220 | 1:11:42,320 | 0:00:02,100 |
| 156 | | 1:11:45,670 | 1:12:02,700 | 0:00:17,030 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 157 | Cuenca-Baguanchi | 1:12:05,310 | 1:12:06,510 | 0:00:01,200 |
| 158 | | 1:12:16,200 | 1:12:21,942 | 0:00:05,742 |
| 159 | | 1:12:51,120 | 1:12:54,070 | 0:00:02,950 |
| 160 | | 1:13:17,060 | 1:13:21,000 | 0:00:03,940 |
| 161 | | 1:13:37,140 | 1:13:38,160 | 0:00:01,020 |
| 162 | | 1:13:40,140 | 1:13:42,120 | 0:00:01,980 |
| 163 | | 1:13:46,090 | 1:13:48,170 | 0:00:02,080 |
| 164 | | 1:13:50,020 | 1:13:51,170 | 0:00:01,150 |
| 165 | | 1:13:53,170 | 1:14:12,030 | 0:00:18,860 |
| 166 | | 1:14:14,170 | 1:14:19,100 | 0:00:04,930 |
| 167 | | 1:14:22,000 | 1:14:23,290 | 0:00:01,290 |
| 168 | | 1:14:45,050 | 1:14:51,120 | 0:00:06,070 |
| 169 | | 1:15:12,170 | 1:15:14,060 | 0:00:01,890 |
| 170 | | 1:15:17,660 | 1:15:27,710 | 0:00:10,050 |
| 171 | | 1:15:57,100 | 1:16:04,942 | 0:00:07,842 |
| 172 | | 1:16:40,980 | 1:16:43,980 | 0:00:03,000 |
| 173 | | 1:17:06,330 | 1:17:13,460 | 0:00:07,130 |
| 174 | | 1:17:17,560 | 1:17:21,580 | 0:00:04,020 |
| 175 | | 1:17:44,020 | 1:17:48,140 | 0:00:04,120 |
| 176 | | 1:17:53,120 | 1:17:56,000 | 0:00:02,880 |
| 177 | | 1:18:15,160 | 1:18:17,100 | 0:00:01,940 |
| 178 | | 1:18:19,120 | 1:18:22,030 | 0:00:02,910 |
| 179 | | 1:18:31,170 | 1:18:41,060 | 0:00:09,890 |
| 180 | | 1:18:56,000 | 1:18:57,180 | 0:00:01,180 |
| 181 | | 1:18:59,000 | 1:19:06,142 | 0:00:07,142 |
| 182 | | 1:19:49,110 | 1:19:52,060 | 0:00:02,950 |
| 183 | | 1:20:00,130 | 1:20:17,430 | 0:00:17,300 |
| 184 | | 1:20:24,210 | 1:20:28,364 | 0:00:04,154 |
| 185 | | 1:20:44,290 | 1:20:46,550 | 0:00:02,260 |
| 186 | | 1:21:17,160 | 1:21:25,110 | 0:00:07,950 |
| 187 | | 1:21:39,150 | 1:21:44,080 | 0:00:04,930 |
| 188 | | 1:21:57,451 | 1:22:02,341 | 0:00:04,890 |
| 189 | | 1:22:43,842 | 1:22:48,000 | 0:00:04,158 |
| 190 | | 1:23:33,830 | 1:23:36,960 | 0:00:03,130 |
| 191 | | 1:23:39,180 | 1:23:43,000 | 0:00:03,820 |
| 192 | | 1:24:16,180 | 1:24:20,160 | 0:00:03,980 |
| 193 | | 1:24:21,210 | 1:24:24,110 | 0:00:02,900 |
| 194 | | 1:25:06,220 | 1:25:07,170 | 0:00:00,950 |
| 195 | | 1:25:10,260 | 1:25:12,490 | 0:00:02,230 |
| 196 | | 1:25:14,290 | 1:25:17,260 | 0:00:02,970 |
| 197 | | 1:25:21,640 | 1:25:25,674 | 0:00:04,034 |
| 198 | | 1:25:52,220 | 1:26:07,340 | 0:00:15,120 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 199 | Cuenca-Baguanchi | 1:26:54,460 | 1:27:01,660 | 0:00:07,200 |
| 200 | | 1:27:11,110 | 1:27:15,346 | 0:00:04,236 |
| 201 | | 1:27:28,290 | 1:27:34,000 | 0:00:05,710 |
| 202 | | 1:27:54,281 | 1:28:00,180 | 0:00:05,899 |
| 203 | | 1:28:08,190 | 1:28:12,647 | 0:00:04,457 |
| 204 | | 1:28:43,110 | 1:28:47,673 | 0:00:04,563 |
| 205 | | 1:29:32,000 | 1:29:33,970 | 0:00:01,970 |
| 206 | | 1:29:42,220 | 1:29:48,064 | 0:00:05,844 |
| 207 | | 1:31:42,100 | 1:31:44,400 | 0:00:02,300 |
| 208 | | 1:31:54,030 | 1:31:56,020 | 0:00:01,990 |
| 209 | | 1:31:58,430 | 1:32:01,590 | 0:00:03,160 |
| 210 | | 1:32:05,180 | 1:32:07,130 | 0:00:01,950 |
| 211 | | 1:32:11,190 | 1:32:13,030 | 0:00:01,840 |
| 212 | | 1:32:44,180 | 1:32:45,310 | 0:00:01,130 |
| 213 | | 1:32:47,170 | 1:32:49,100 | 0:00:01,930 |
| 214 | | 1:32:59,863 | 1:33:06,170 | 0:00:06,307 |
| 215 | | 1:33:08,180 | 1:33:09,260 | 0:00:01,080 |
| 216 | | 1:33:34,150 | 1:33:48,160 | 0:00:14,010 |
| 217 | | 1:33:50,120 | 1:33:52,000 | 0:00:01,880 |
| 218 | | 1:33:54,810 | 1:34:01,340 | 0:00:06,530 |
| 219 | | 1:34:41,170 | 1:34:45,100 | 0:00:03,930 |
| 220 | | 1:35:00,150 | 1:35:14,120 | 0:00:13,970 |
| 221 | | 1:35:24,000 | 1:35:26,270 | 0:00:02,270 |
| 222 | | 1:35:30,150 | 1:35:32,120 | 0:00:01,970 |
| 223 | 1:35:34,170 | 1:35:36,070 | 0:00:01,900 | |
| 224 | 1:35:38,470 | 1:35:40,560 | 0:00:02,090 | |
| 225 | 1:36:00,140 | 1:36:03,390 | 0:00:03,250 | |
| 226 | 1:36:33,190 | 1:36:41,120 | 0:00:07,930 | |
| 227 | 1:37:05,200 | 1:37:15,140 | 0:00:09,940 | |
| 228 | 1:37:17,250 | 1:37:19,324 | 0:00:02,074 | |
| 229 | 1:37:51,230 | 1:37:52,390 | 0:00:01,160 | |
| 230 | 1:38:54,130 | 1:38:55,190 | 0:00:01,060 | |
| 231 | 1:39:13,400 | 1:39:19,400 | 0:00:06,000 | |
| 232 | 1:40:00,250 | 1:40:01,650 | 0:00:01,400 | |
| 233 | 1:40:06,160 | 1:40:10,150 | 0:00:03,990 | |
| 234 | 1:40:11,160 | 1:40:13,130 | 0:00:01,970 | |
| 235 | 1:40:14,100 | 1:40:16,000 | 0:00:01,900 | |
| 236 | 1:40:19,220 | 1:40:22,400 | 0:00:03,180 | |
| 237 | 1:40:31,190 | 1:40:36,130 | 0:00:04,940 | |
| 238 | 1:41:00,000 | 1:41:01,190 | 0:00:01,190 | |
| 239 | 1:41:27,100 | 1:41:28,260 | 0:00:01,160 | |
| 240 | 1:41:59,190 | 1:42:08,160 | 0:00:08,970 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 241 | Cuenca-Baguanchi | 1:42:38,120 | 1:42:39,260 | 0:00:01,140 |
| 242 | | 1:42:52,250 | 1:42:54,120 | 0:00:01,870 |
| 243 | | 1:42:58,140 | 1:43:01,000 | 0:00:02,860 |
| 244 | | 1:43:03,000 | 1:43:06,390 | 0:00:03,390 |
| 245 | | 1:43:22,200 | 1:43:25,160 | 0:00:02,960 |
| 246 | | 1:43:43,180 | 1:43:46,000 | 0:00:02,820 |
| 247 | | 1:43:51,000 | 1:43:52,180 | 0:00:01,180 |
| 248 | | 1:43:55,270 | 1:44:02,941 | 0:00:07,671 |
| 249 | | 1:44:46,150 | 1:44:49,100 | 0:00:02,950 |
| 250 | | 1:45:10,230 | 1:45:16,190 | 0:00:05,960 |
| 251 | | 1:45:17,090 | 1:45:20,160 | 0:00:03,070 |
| 252 | | 1:45:43,500 | 1:45:45,460 | 0:00:01,960 |
| 253 | | 1:46:00,800 | 1:46:03,710 | 0:00:02,910 |
| 254 | | 1:46:34,410 | 1:46:41,490 | 0:00:07,080 |
| 255 | | 1:46:44,000 | 1:46:49,110 | 0:00:05,110 |
| 256 | | 1:47:31,880 | 1:47:32,840 | 0:00:00,960 |
| 257 | | 1:48:00,000 | 1:48:03,230 | 0:00:03,230 |
| 258 | | 1:48:11,430 | 1:48:18,320 | 0:00:06,890 |
| 259 | | 1:48:32,150 | 1:48:43,090 | 0:00:10,940 |
| 260 | | 1:48:45,530 | 1:48:51,460 | 0:00:05,930 |
| 261 | | 1:48:52,120 | 1:48:54,100 | 0:00:01,980 |
| 262 | | 1:49:03,110 | 1:49:08,317 | 0:00:05,207 |
| 263 | | 1:49:37,110 | 1:49:41,140 | 0:00:04,030 |
| 264 | | 1:49:49,480 | 1:49:55,160 | 0:00:05,680 |
| 265 | | 1:49:58,560 | 1:49:59,550 | 0:00:00,990 |
| 266 | | 1:50:10,670 | 1:50:16,700 | 0:00:06,030 |
| 267 | | 1:50:59,280 | 1:51:00,330 | 0:00:01,050 |
| 268 | | 1:51:02,110 | 1:51:08,032 | 0:00:05,922 |
| 269 | 1:51:24,670 | 1:51:26,690 | 0:00:02,020 | |
| 270 | 1:51:58,720 | 1:52:17,960 | 0:00:19,240 | |
| 271 | 1:52:21,560 | 1:52:25,610 | 0:00:04,050 | |
| 272 | 1:52:33,470 | 1:52:39,570 | 0:00:06,100 | |
| 273 | 1:52:59,810 | 1:53:01,740 | 0:00:01,930 | |
| 274 | 1:53:35,140 | 1:53:38,067 | 0:00:02,927 | |
| 275 | 1:54:02,010 | 1:54:04,120 | 0:00:02,110 | |
| 276 | 1:54:07,290 | 1:54:09,190 | 0:00:01,900 | |
| 277 | 1:55:03,130 | 1:55:06,270 | 0:00:03,140 | |
| 278 | 1:55:24,300 | 1:55:26,220 | 0:00:01,920 | |
| 279 | 1:56:10,250 | 1:56:14,140 | 0:00:03,890 | |
| 280 | 1:56:16,150 | 1:56:23,000 | 0:00:06,850 | |
| 281 | 1:57:09,110 | 1:57:11,200 | 0:00:02,090 | |
| 282 | 1:57:54,430 | 1:57:56,350 | 0:00:01,920 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 283 | Cuenca-Baguanchi | 1:58:27,850 | 1:58:34,710 | 0:00:06,860 |
| 284 | | 1:58:57,321 | 1:59:02,941 | 0:00:05,620 |
| 285 | | 1:59:46,100 | 1:59:53,170 | 0:00:07,070 |
| 286 | | 2:00:00,110 | 2:00:02,180 | 0:00:02,070 |
| 287 | | 2:00:05,880 | 2:00:09,790 | 0:00:03,910 |
| 288 | | 2:00:49,190 | 2:00:52,100 | 0:00:02,910 |
| 289 | | 2:00:53,480 | 2:01:00,320 | 0:00:06,840 |
| 290 | | 2:01:16,710 | 2:01:29,830 | 0:00:13,120 |
| 291 | | 2:01:56,021 | 2:02:03,547 | 0:00:07,526 |
| 292 | | 2:02:13,160 | 2:02:14,820 | 0:00:01,660 |
| 293 | | 2:02:47,150 | 2:02:58,130 | 0:00:10,980 |
| 294 | | 2:03:03,900 | 2:03:07,641 | 0:00:03,741 |
| 295 | | 2:03:20,740 | 2:03:26,317 | 0:00:05,577 |
| 296 | | 2:04:05,510 | 2:04:13,630 | 0:00:08,120 |
| 297 | | 2:04:15,550 | 2:04:19,850 | 0:00:04,300 |
| 298 | | 2:05:18,200 | 2:05:19,140 | 0:00:00,940 |
| 299 | | 2:05:23,110 | 2:05:24,190 | 0:00:01,080 |
| 300 | | 2:05:27,000 | 2:05:28,450 | 0:00:01,450 |
| 301 | | 2:05:30,650 | 2:05:47,570 | 0:00:16,920 |
| 302 | | 2:05:49,180 | 2:05:53,190 | 0:00:04,010 |
| 303 | | 2:05:56,850 | 2:05:59,720 | 0:00:02,870 |
| 304 | | 2:06:07,440 | 2:06:10,550 | 0:00:03,110 |
| 305 | | 2:06:58,180 | 2:07:00,140 | 0:00:01,960 |
| 306 | | 2:07:03,130 | 2:07:06,170 | 0:00:03,040 |
| 307 | | 2:07:10,330 | 2:07:11,760 | 0:00:01,430 |
| 308 | | 2:07:27,170 | 2:07:29,170 | 0:00:02,000 |
| 309 | | 2:07:50,240 | 2:07:53,150 | 0:00:02,910 |
| 310 | | 2:07:56,120 | 2:07:59,040 | 0:00:02,920 |
| 311 | | 2:08:00,990 | 2:08:05,314 | 0:00:04,324 |
| 312 | | 2:08:37,000 | 2:08:39,530 | 0:00:02,530 |
| 313 | | 2:08:49,180 | 2:09:00,100 | 0:00:10,920 |
| 314 | | 2:09:17,100 | 2:09:19,160 | 0:00:02,060 |
| 315 | 2:09:20,170 | 2:09:25,120 | 0:00:04,950 | |
| 316 | 2:09:27,300 | 2:09:30,270 | 0:00:02,970 | |
| 317 | 2:09:35,440 | 2:09:38,390 | 0:00:02,950 | |
| 318 | 2:09:57,315 | 2:10:03,647 | 0:00:06,332 | |
| 319 | 2:10:30,410 | 2:10:32,610 | 0:00:02,200 | |
| 320 | 2:10:42,650 | 2:10:46,450 | 0:00:03,800 | |
| 321 | 2:11:10,960 | 2:11:16,843 | 0:00:05,883 | |
| 322 | 2:11:42,430 | 2:11:45,660 | 0:00:03,230 | |
| 323 | 2:12:01,270 | 2:12:06,843 | 0:00:05,573 | |
| 324 | 2:12:31,210 | 2:12:33,190 | 0:00:01,980 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 325 | Cuenca-Baguanchi | 2:13:33,380 | 2:13:35,250 | 0:00:01,870 |
| 326 | | 2:13:45,600 | 2:13:47,510 | 0:00:01,910 |
| 327 | | 2:14:29,150 | 2:14:39,160 | 0:00:10,010 |
| 328 | | 2:14:56,500 | 2:15:04,460 | 0:00:07,960 |
| 329 | | 2:15:09,390 | 2:15:14,324 | 0:00:04,934 |
| 330 | | 2:15:28,130 | 2:15:38,110 | 0:00:09,980 |
| 331 | | 2:15:40,340 | 2:15:45,370 | 0:00:05,030 |
| 332 | | 2:16:14,150 | 2:16:16,120 | 0:00:01,970 |
| 333 | | 2:16:18,720 | 2:16:21,560 | 0:00:02,840 |
| 334 | | 2:16:56,140 | 2:17:01,324 | 0:00:05,184 |
| 335 | | 2:17:20,590 | 2:17:24,470 | 0:00:03,880 |
| 336 | | 2:17:27,100 | 2:17:29,190 | 0:00:02,090 |
| 337 | | 2:17:32,590 | 2:17:34,950 | 0:00:02,360 |
| 338 | | 2:17:44,540 | 2:17:47,320 | 0:00:02,780 |
| 339 | | 2:17:48,600 | 2:17:51,520 | 0:00:02,920 |
| 340 | | 2:18:08,960 | 2:18:11,990 | 0:00:03,030 |
| 341 | | 2:18:13,110 | 2:18:16,000 | 0:00:02,890 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:00:12,478 | 0:00:22,673 | 0:00:10,195 |
| 2 | | 0:00:22,673 | 0:00:24,287 | 0:00:01,614 |
| 3 | | 0:00:24,287 | 0:00:58,839 | 0:00:34,552 |
| 4 | | 0:00:58,839 | 0:01:08,899 | 0:00:10,060 |
| 5 | | 0:01:55,247 | 0:02:00,167 | 0:00:04,920 |
| 6 | | 0:02:17,810 | 0:02:20,379 | 0:00:02,569 |
| 7 | | 0:02:20,379 | 0:02:22,778 | 0:00:02,399 |
| 8 | | 0:02:22,778 | 0:02:26,673 | 0:00:03,895 |
| 9 | | 0:02:26,673 | 0:02:28,179 | 0:00:01,506 |
| 10 | | 0:02:28,179 | 0:02:50,476 | 0:00:22,297 |
| 11 | | 0:02:50,476 | 0:02:57,247 | 0:00:06,771 |
| 12 | | 0:02:57,247 | 0:02:59,374 | 0:00:02,127 |
| 13 | | 0:02:59,374 | 0:03:04,252 | 0:00:04,878 |
| 14 | | 0:03:04,252 | 0:03:06,761 | 0:00:02,509 |
| 15 | | 0:03:06,761 | 0:03:21,754 | 0:00:14,993 |
| 16 | | 0:03:21,754 | 0:03:23,270 | 0:00:01,516 |
| 17 | | 0:03:23,270 | 0:03:26,006 | 0:00:02,736 |
| 18 | | 0:03:26,006 | 0:03:44,509 | 0:00:18,503 |
| 19 | | 0:03:44,509 | 0:03:48,701 | 0:00:04,192 |
| 20 | | 0:03:48,701 | 0:03:53,478 | 0:00:04,777 |
| 21 | | 0:03:53,478 | 0:03:56,629 | 0:00:03,151 |
| 22 | | 0:03:56,629 | 0:03:58,797 | 0:00:02,168 |
| 23 | | 0:03:58,797 | 0:04:11,409 | 0:00:12,612 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 24 | Baguanchi-Cuenca | 0:04:11,409 | 0:04:20,374 | 0:00:08,965 |
| 25 | | 0:04:43,819 | 0:04:45,438 | 0:00:01,619 |
| 26 | | 0:04:45,438 | 0:04:49,742 | 0:00:04,304 |
| 27 | | 0:04:50,742 | 0:04:54,294 | 0:00:03,552 |
| 28 | | 0:04:54,294 | 0:05:07,173 | 0:00:12,879 |
| 29 | | 0:05:07,173 | 0:05:10,431 | 0:00:03,258 |
| 30 | | 0:05:28,607 | 0:05:30,504 | 0:00:01,897 |
| 31 | | 0:05:30,504 | 0:05:34,225 | 0:00:03,721 |
| 32 | | 0:05:34,225 | 0:05:35,373 | 0:00:01,148 |
| 33 | | 0:05:35,373 | 0:05:37,599 | 0:00:02,226 |
| 34 | | 0:05:37,599 | 0:05:39,238 | 0:00:01,639 |
| 35 | | 0:05:52,371 | 0:05:56,547 | 0:00:04,176 |
| 36 | | 0:06:00,763 | 0:06:01,841 | 0:00:01,078 |
| 37 | | 0:06:01,841 | 0:06:04,253 | 0:00:02,412 |
| 38 | | 0:06:04,253 | 0:06:08,001 | 0:00:03,748 |
| 39 | | 0:06:12,604 | 0:06:18,784 | 0:00:06,180 |
| 40 | | 0:06:18,784 | 0:06:20,831 | 0:00:02,047 |
| 41 | | 0:06:20,831 | 0:06:22,300 | 0:00:01,469 |
| 42 | | 0:06:25,967 | 0:06:33,752 | 0:00:07,785 |
| 43 | | 0:06:33,752 | 0:06:35,175 | 0:00:01,423 |
| 44 | | 0:06:35,175 | 0:07:00,497 | 0:00:25,322 |
| 45 | | 0:07:00,497 | 0:07:15,612 | 0:00:15,115 |
| 46 | | 0:07:15,612 | 0:07:17,125 | 0:00:01,513 |
| 47 | | 0:07:17,125 | 0:07:18,674 | 0:00:01,549 |
| 48 | | 0:07:18,674 | 0:07:20,433 | 0:00:01,759 |
| 49 | | 0:07:20,433 | 0:07:22,119 | 0:00:01,686 |
| 50 | | 0:07:22,119 | 0:07:23,772 | 0:00:01,653 |
| 51 | | 0:07:23,772 | 0:07:29,001 | 0:00:05,229 |
| 52 | | 0:07:29,001 | 0:07:30,864 | 0:00:01,863 |
| 53 | | 0:07:30,864 | 0:07:42,068 | 0:00:11,204 |
| 54 | | 0:07:42,068 | 0:07:43,583 | 0:00:01,515 |
| 55 | | 0:07:43,583 | 0:07:50,416 | 0:00:06,833 |
| 56 | | 0:07:50,416 | 0:07:53,728 | 0:00:03,312 |
| 57 | | 0:07:56,689 | 0:07:58,558 | 0:00:01,869 |
| 58 | | 0:07:58,558 | 0:07:59,068 | 0:00:00,510 |
| 59 | | 0:07:59,068 | 0:08:02,231 | 0:00:03,163 |
| 60 | | 0:08:02,231 | 0:08:04,251 | 0:00:02,020 |
| 61 | | 0:08:04,251 | 0:08:05,466 | 0:00:01,215 |
| 62 | | 0:08:05,466 | 0:08:07,260 | 0:00:01,794 |
| 63 | | 0:08:07,260 | 0:08:10,002 | 0:00:02,742 |
| 64 | | 0:08:10,002 | 0:08:13,753 | 0:00:03,751 |
| 65 | | 0:08:13,753 | 0:08:14,786 | 0:00:01,033 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 66 | Baguanchi-Cuenca | 0:08:14,786 | 0:08:18,034 | 0:00:03,248 |
| 67 | | 0:08:18,034 | 0:08:31,201 | 0:00:13,167 |
| 68 | | 0:08:31,201 | 0:08:32,745 | 0:00:01,544 |
| 69 | | 0:08:32,745 | 0:08:34,500 | 0:00:01,755 |
| 70 | | 0:08:34,500 | 0:08:35,499 | 0:00:00,999 |
| 71 | | 0:08:35,499 | 0:08:37,245 | 0:00:01,746 |
| 72 | | 0:08:37,245 | 0:08:41,876 | 0:00:04,631 |
| 73 | | 0:08:41,876 | 0:08:44,238 | 0:00:02,362 |
| 74 | | 0:08:44,238 | 0:08:46,711 | 0:00:02,473 |
| 75 | | 0:08:46,711 | 0:08:48,409 | 0:00:01,698 |
| 76 | | 0:08:48,409 | 0:08:49,806 | 0:00:01,397 |
| 77 | | 0:08:49,806 | 0:08:58,963 | 0:00:09,157 |
| 78 | | 0:09:11,039 | 0:09:12,142 | 0:00:01,103 |
| 79 | | 0:09:12,142 | 0:09:16,098 | 0:00:03,956 |
| 80 | | 0:09:16,098 | 0:09:19,742 | 0:00:03,644 |
| 81 | | 0:09:19,742 | 0:09:21,676 | 0:00:01,934 |
| 82 | | 0:09:21,676 | 0:09:23,535 | 0:00:01,859 |
| 83 | | 0:09:23,535 | 0:09:25,145 | 0:00:01,610 |
| 84 | | 0:09:25,145 | 0:09:35,277 | 0:00:10,132 |
| 85 | | 0:09:35,277 | 0:09:38,103 | 0:00:02,826 |
| 86 | | 0:09:54,004 | 0:09:56,412 | 0:00:02,408 |
| 87 | | 0:09:56,412 | 0:09:58,486 | 0:00:02,074 |
| 88 | | 0:09:58,486 | 0:09:59,891 | 0:00:01,405 |
| 89 | | 0:10:15,879 | 0:10:18,678 | 0:00:02,799 |
| 90 | | 0:10:18,678 | 0:10:20,583 | 0:00:01,905 |
| 91 | | 0:10:20,583 | 0:10:23,248 | 0:00:02,665 |
| 92 | | 0:10:23,248 | 0:10:25,138 | 0:00:01,890 |
| 93 | | 0:10:25,138 | 0:10:26,001 | 0:00:00,863 |
| 94 | | 0:10:26,001 | 0:10:29,002 | 0:00:03,001 |
| 95 | | 0:10:29,002 | 0:10:32,569 | 0:00:03,567 |
| 96 | | 0:10:32,569 | 0:10:37,341 | 0:00:04,772 |
| 97 | | 0:10:37,341 | 0:10:40,002 | 0:00:02,661 |
| 98 | | 0:10:40,002 | 0:10:41,089 | 0:00:01,087 |
| 99 | | 0:10:41,089 | 0:10:43,491 | 0:00:02,402 |
| 100 | | 0:10:43,491 | 0:10:46,254 | 0:00:02,763 |
| 101 | | 0:10:46,254 | 0:10:49,309 | 0:00:03,055 |
| 102 | | 0:10:59,001 | 0:11:07,086 | 0:00:08,085 |
| 103 | | 0:11:11,583 | 0:11:12,761 | 0:00:01,178 |
| 104 | | 0:11:12,761 | 0:11:15,064 | 0:00:02,303 |
| 105 | | 0:11:26,864 | 0:11:28,253 | 0:00:01,389 |
| 106 | | 0:11:28,253 | 0:11:28,864 | 0:00:00,611 |
| 107 | | 0:11:28,864 | 0:11:37,347 | 0:00:08,483 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 108 | Baguanchi-Cuenca | 0:11:37,347 | 0:11:38,469 | 0:00:01,122 |
| 109 | | 0:11:38,469 | 0:11:41,125 | 0:00:02,656 |
| 110 | | 0:11:41,125 | 0:11:42,746 | 0:00:01,621 |
| 111 | | 0:11:42,746 | 0:11:44,607 | 0:00:01,861 |
| 112 | | 0:11:44,607 | 0:11:46,599 | 0:00:01,992 |
| 113 | | 0:11:46,599 | 0:11:50,603 | 0:00:04,004 |
| 114 | | 0:12:10,103 | 0:12:11,804 | 0:00:01,701 |
| 115 | | 0:12:11,804 | 0:12:12,976 | 0:00:01,172 |
| 116 | | 0:12:12,976 | 0:12:14,501 | 0:00:01,525 |
| 117 | | 0:12:14,501 | 0:12:16,002 | 0:00:01,501 |
| 118 | | 0:12:16,002 | 0:12:17,269 | 0:00:01,267 |
| 119 | | 0:12:32,308 | 0:12:41,126 | 0:00:08,818 |
| 120 | | 0:12:41,126 | 0:12:42,606 | 0:00:01,480 |
| 121 | | 0:12:42,606 | 0:12:43,836 | 0:00:01,230 |
| 122 | | 0:12:47,449 | 0:13:02,831 | 0:00:15,382 |
| 123 | | 0:13:02,831 | 0:13:05,236 | 0:00:02,405 |
| 124 | | 0:13:05,236 | 0:13:07,762 | 0:00:02,526 |
| 125 | | 0:13:07,762 | 0:13:09,722 | 0:00:01,960 |
| 126 | | 0:13:09,722 | 0:13:13,488 | 0:00:03,766 |
| 127 | | 0:13:18,559 | 0:13:21,106 | 0:00:02,547 |
| 128 | | 0:13:21,106 | 0:13:23,869 | 0:00:02,763 |
| 129 | | 0:13:23,869 | 0:13:25,598 | 0:00:01,729 |
| 130 | | 0:13:25,598 | 0:13:27,109 | 0:00:01,511 |
| 131 | | 0:13:27,109 | 0:13:29,473 | 0:00:02,364 |
| 132 | | 0:13:29,473 | 0:13:30,739 | 0:00:01,266 |
| 133 | | 0:13:30,739 | 0:13:32,461 | 0:00:01,722 |
| 134 | | 0:13:32,461 | 0:13:34,311 | 0:00:01,850 |
| 135 | | 0:13:34,311 | 0:13:36,450 | 0:00:02,139 |
| 136 | | 0:13:36,450 | 0:13:37,866 | 0:00:01,416 |
| 137 | | 0:13:37,866 | 0:13:40,002 | 0:00:02,136 |
| 138 | | 0:13:40,002 | 0:13:44,096 | 0:00:04,094 |
| 139 | | 0:13:55,243 | 0:13:56,887 | 0:00:01,644 |
| 140 | 0:13:56,887 | 0:14:00,134 | 0:00:03,247 | |
| 141 | 0:14:00,134 | 0:14:02,640 | 0:00:02,506 | |
| 142 | 0:14:02,640 | 0:14:03,683 | 0:00:01,043 | |
| 143 | 0:14:03,683 | 0:14:04,941 | 0:00:01,258 | |
| 144 | 0:14:04,941 | 0:14:05,836 | 0:00:00,895 | |
| 145 | 0:14:05,836 | 0:14:07,689 | 0:00:01,853 | |
| 146 | 0:14:07,689 | 0:14:09,045 | 0:00:01,356 | |
| 147 | 0:14:09,045 | 0:14:10,993 | 0:00:01,948 | |
| 148 | 0:14:10,993 | 0:14:12,576 | 0:00:01,583 | |
| 149 | 0:14:12,576 | 0:14:14,806 | 0:00:02,230 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 150 | Baguanchi-Cuenca | 0:14:14,806 | 0:14:17,109 | 0:00:02,303 |
| 151 | | 0:14:17,109 | 0:14:18,562 | 0:00:01,453 |
| 152 | | 0:14:18,562 | 0:14:20,509 | 0:00:01,947 |
| 153 | | 0:14:20,509 | 0:14:22,001 | 0:00:01,492 |
| 154 | | 0:14:22,001 | 0:14:23,622 | 0:00:01,621 |
| 155 | | 0:14:23,622 | 0:14:25,998 | 0:00:02,376 |
| 156 | | 0:14:25,998 | 0:14:28,583 | 0:00:02,585 |
| 157 | | 0:14:28,583 | 0:14:30,307 | 0:00:01,724 |
| 158 | | 0:14:34,023 | 0:14:37,003 | 0:00:02,980 |
| 159 | | 0:14:37,003 | 0:14:38,936 | 0:00:01,933 |
| 160 | | 0:14:38,936 | 0:14:40,987 | 0:00:02,051 |
| 161 | | 0:14:44,778 | 0:14:46,693 | 0:00:01,915 |
| 162 | | 0:14:46,693 | 0:14:48,301 | 0:00:01,608 |
| 163 | | 0:14:48,301 | 0:14:49,751 | 0:00:01,450 |
| 164 | | 0:14:49,751 | 0:14:50,829 | 0:00:01,078 |
| 165 | | 0:14:50,829 | 0:14:52,763 | 0:00:01,934 |
| 166 | | 0:14:57,609 | 0:14:59,789 | 0:00:02,180 |
| 167 | | 0:14:59,789 | 0:15:03,866 | 0:00:04,077 |
| 168 | | 0:15:03,866 | 0:15:08,236 | 0:00:04,370 |
| 169 | | 0:15:08,236 | 0:15:09,983 | 0:00:01,747 |
| 170 | | 0:15:09,983 | 0:15:11,925 | 0:00:01,942 |
| 171 | | 0:15:11,925 | 0:15:13,687 | 0:00:01,762 |
| 172 | | 0:15:13,687 | 0:15:18,655 | 0:00:04,968 |
| 173 | | 0:15:27,481 | 0:15:31,087 | 0:00:03,606 |
| 174 | | 0:15:31,087 | 0:15:32,805 | 0:00:01,718 |
| 175 | | 0:15:32,805 | 0:15:34,794 | 0:00:01,989 |
| 176 | | 0:15:34,794 | 0:15:36,482 | 0:00:01,688 |
| 177 | | 0:15:36,482 | 0:15:39,647 | 0:00:03,165 |
| 178 | | 0:15:44,743 | 0:15:46,408 | 0:00:01,665 |
| 179 | | 0:15:53,251 | 0:15:55,283 | 0:00:02,032 |
| 180 | | 0:15:55,283 | 0:15:56,822 | 0:00:01,539 |
| 181 | | 0:15:56,822 | 0:15:59,119 | 0:00:02,297 |
| 182 | | 0:16:03,775 | 0:16:08,085 | 0:00:04,310 |
| 183 | | 0:16:08,085 | 0:16:12,002 | 0:00:03,917 |
| 184 | | 0:16:12,002 | 0:16:14,340 | 0:00:02,338 |
| 185 | | 0:16:14,340 | 0:16:15,959 | 0:00:01,619 |
| 186 | | 0:16:15,959 | 0:16:17,806 | 0:00:01,847 |
| 187 | | 0:16:17,806 | 0:16:21,663 | 0:00:03,857 |
| 188 | | 0:16:21,663 | 0:16:25,001 | 0:00:03,338 |
| 189 | | 0:16:25,001 | 0:16:25,997 | 0:00:00,996 |
| 190 | | 0:16:25,997 | 0:16:27,283 | 0:00:01,286 |
| 191 | 0:16:27,283 | 0:16:28,563 | 0:00:01,280 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 192 | Baguanchi-Cuenca | 0:16:28,563 | 0:16:30,257 | 0:00:01,694 |
| 193 | | 0:16:30,257 | 0:16:36,294 | 0:00:06,037 |
| 194 | | 0:16:36,294 | 0:16:38,911 | 0:00:02,617 |
| 195 | | 0:16:38,911 | 0:16:40,034 | 0:00:01,123 |
| 196 | | 0:16:40,034 | 0:16:41,488 | 0:00:01,454 |
| 197 | | 0:16:41,488 | 0:16:42,831 | 0:00:01,343 |
| 198 | | 0:16:42,831 | 0:16:44,216 | 0:00:01,385 |
| 199 | | 0:16:44,216 | 0:16:51,263 | 0:00:07,047 |
| 200 | | 0:16:51,263 | 0:16:58,983 | 0:00:07,720 |
| 201 | | 0:16:58,983 | 0:17:00,378 | 0:00:01,395 |
| 202 | | 0:17:00,378 | 0:17:02,512 | 0:00:02,134 |
| 203 | | 0:17:02,512 | 0:17:06,212 | 0:00:03,700 |
| 204 | | 0:17:06,212 | 0:17:08,764 | 0:00:02,552 |
| 205 | | 0:17:08,764 | 0:17:10,426 | 0:00:01,662 |
| 206 | | 0:17:10,426 | 0:17:12,149 | 0:00:01,723 |
| 207 | | 0:17:12,149 | 0:17:13,819 | 0:00:01,670 |
| 208 | | 0:17:17,437 | 0:17:21,397 | 0:00:03,960 |
| 209 | | 0:17:21,397 | 0:17:24,249 | 0:00:02,852 |
| 210 | | 0:17:24,249 | 0:17:27,516 | 0:00:03,267 |
| 211 | | 0:17:27,516 | 0:17:35,189 | 0:00:07,673 |
| 212 | | 0:17:35,189 | 0:17:37,505 | 0:00:02,316 |
| 213 | | 0:17:37,505 | 0:17:38,846 | 0:00:01,341 |
| 214 | | 0:17:38,846 | 0:17:40,249 | 0:00:01,403 |
| 215 | | 0:17:40,249 | 0:17:42,106 | 0:00:01,857 |
| 216 | | 0:17:42,106 | 0:17:44,001 | 0:00:01,895 |
| 217 | | 0:17:44,001 | 0:17:45,301 | 0:00:01,300 |
| 218 | | 0:17:48,428 | 0:17:53,773 | 0:00:05,345 |
| 219 | | 0:18:07,488 | 0:18:09,479 | 0:00:01,991 |
| 220 | | 0:18:09,479 | 0:18:11,753 | 0:00:02,274 |
| 221 | | 0:18:11,753 | 0:18:14,431 | 0:00:02,678 |
| 222 | | 0:18:14,431 | 0:18:15,936 | 0:00:01,505 |
| 223 | | 0:18:15,936 | 0:18:18,078 | 0:00:02,142 |
| 224 | | 0:18:18,078 | 0:18:19,673 | 0:00:01,595 |
| 225 | 0:18:19,673 | 0:18:21,024 | 0:00:01,351 | |
| 226 | 0:18:21,024 | 0:18:23,261 | 0:00:02,237 | |
| 227 | 0:18:23,261 | 0:18:25,812 | 0:00:02,551 | |
| 228 | 0:18:25,812 | 0:18:27,653 | 0:00:01,841 | |
| 229 | 0:18:27,653 | 0:18:29,846 | 0:00:02,193 | |
| 230 | 0:18:29,846 | 0:18:32,013 | 0:00:02,167 | |
| 231 | 0:18:32,013 | 0:18:34,763 | 0:00:02,750 | |
| 232 | 0:18:34,763 | 0:18:36,146 | 0:00:01,383 | |
| 233 | 0:18:45,183 | 0:18:47,623 | 0:00:02,440 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 234 | Baguanchi-Cuenca | 0:18:47,623 | 0:18:49,423 | 0:00:01,800 |
| 235 | | 0:18:49,423 | 0:18:51,773 | 0:00:02,350 |
| 236 | | 0:18:51,773 | 0:18:52,836 | 0:00:01,063 |
| 237 | | 0:18:52,836 | 0:18:58,263 | 0:00:05,427 |
| 238 | | 0:18:58,263 | 0:18:59,465 | 0:00:01,202 |
| 239 | | 0:18:59,465 | 0:19:01,473 | 0:00:02,008 |
| 240 | | 0:19:01,473 | 0:19:03,912 | 0:00:02,439 |
| 241 | | 0:19:03,912 | 0:19:06,253 | 0:00:02,341 |
| 242 | | 0:19:06,253 | 0:19:07,769 | 0:00:01,516 |
| 243 | | 0:19:07,769 | 0:19:10,237 | 0:00:02,468 |
| 244 | | 0:19:10,237 | 0:19:14,397 | 0:00:04,160 |
| 245 | | 0:19:14,397 | 0:19:15,761 | 0:00:01,364 |
| 246 | | 0:19:15,761 | 0:19:17,165 | 0:00:01,404 |
| 247 | | 0:19:19,001 | 0:19:20,361 | 0:00:01,360 |
| 248 | | 0:19:20,361 | 0:19:23,098 | 0:00:02,737 |
| 249 | | 0:19:23,098 | 0:19:24,739 | 0:00:01,641 |
| 250 | | 0:19:24,739 | 0:19:26,945 | 0:00:02,206 |
| 251 | | 0:19:26,945 | 0:19:29,075 | 0:00:02,130 |
| 252 | | 0:19:29,075 | 0:19:30,416 | 0:00:01,341 |
| 253 | | 0:19:30,416 | 0:19:32,943 | 0:00:02,527 |
| 254 | | 0:19:32,943 | 0:19:34,388 | 0:00:01,445 |
| 255 | | 0:19:34,388 | 0:19:36,933 | 0:00:02,545 |
| 256 | | 0:19:36,933 | 0:19:38,407 | 0:00:01,474 |
| 257 | | 0:19:38,407 | 0:19:41,375 | 0:00:02,968 |
| 258 | | 0:19:41,375 | 0:19:43,251 | 0:00:01,876 |
| 259 | | 0:19:46,821 | 0:19:47,251 | 0:00:00,430 |
| 260 | | 0:19:47,251 | 0:19:48,487 | 0:00:01,236 |
| 261 | 0:19:48,487 | 0:19:50,601 | 0:00:02,114 | |
| 262 | 0:19:55,732 | 0:19:56,764 | 0:00:01,032 | |
| 263 | 0:19:56,764 | 0:19:57,804 | 0:00:01,040 | |
| 264 | 0:19:57,804 | 0:19:58,697 | 0:00:00,893 | |
| 265 | 0:19:58,697 | 0:20:02,436 | 0:00:03,739 | |
| 266 | 0:20:07,508 | 0:20:10,473 | 0:00:02,965 | |
| 267 | 0:20:10,473 | 0:20:12,043 | 0:00:01,570 | |
| 268 | 0:20:12,043 | 0:20:14,736 | 0:00:02,693 | |
| 269 | 0:20:23,732 | 0:20:25,978 | 0:00:02,246 | |
| 270 | 0:20:25,978 | 0:20:28,607 | 0:00:02,629 | |
| 271 | 0:20:28,607 | 0:20:30,711 | 0:00:02,104 | |
| 272 | 0:20:30,711 | 0:20:32,255 | 0:00:01,544 | |
| 273 | 0:20:32,255 | 0:20:33,573 | 0:00:01,318 | |
| 274 | 0:20:33,573 | 0:20:36,376 | 0:00:02,803 | |
| 275 | 0:20:36,376 | 0:20:38,493 | 0:00:02,117 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 276 | Baguanchi-Cuenca | 0:20:38,493 | 0:20:39,976 | 0:00:01,483 |
| 277 | | 0:20:39,976 | 0:20:42,042 | 0:00:02,066 |
| 278 | | 0:20:42,042 | 0:20:44,007 | 0:00:01,965 |
| 279 | | 0:20:44,007 | 0:20:46,304 | 0:00:02,297 |
| 280 | | 0:20:46,304 | 0:20:47,412 | 0:00:01,108 |
| 281 | | 0:20:47,412 | 0:20:49,486 | 0:00:02,074 |
| 282 | | 0:20:49,486 | 0:20:51,806 | 0:00:02,320 |
| 283 | | 0:20:51,806 | 0:20:53,601 | 0:00:01,795 |
| 284 | | 0:20:53,601 | 0:20:54,783 | 0:00:01,182 |
| 285 | | 0:20:54,783 | 0:20:56,107 | 0:00:01,324 |
| 286 | | 0:20:56,107 | 0:20:58,042 | 0:00:01,935 |
| 287 | | 0:20:58,042 | 0:20:59,561 | 0:00:01,519 |
| 288 | | 0:20:59,561 | 0:21:02,486 | 0:00:02,925 |
| 289 | | 0:21:02,486 | 0:21:05,722 | 0:00:03,236 |
| 290 | | 0:21:05,722 | 0:21:07,076 | 0:00:01,354 |
| 291 | | 0:21:07,076 | 0:21:08,371 | 0:00:01,295 |
| 292 | | 0:21:08,371 | 0:21:10,139 | 0:00:01,768 |
| 293 | | 0:21:10,139 | 0:21:11,973 | 0:00:01,834 |
| 294 | | 0:21:11,973 | 0:21:14,084 | 0:00:02,111 |
| 295 | | 0:21:14,084 | 0:21:16,141 | 0:00:02,057 |
| 296 | | 0:21:16,141 | 0:21:18,866 | 0:00:02,725 |
| 297 | | 0:21:18,866 | 0:21:20,137 | 0:00:01,271 |
| 298 | | 0:21:20,137 | 0:21:21,375 | 0:00:01,238 |
| 299 | | 0:21:21,375 | 0:21:23,076 | 0:00:01,701 |
| 300 | | 0:21:23,076 | 0:21:24,607 | 0:00:01,531 |
| 301 | | 0:21:24,607 | 0:21:26,478 | 0:00:01,871 |
| 302 | | 0:21:26,478 | 0:21:29,763 | 0:00:03,285 |
| 303 | | 0:21:36,806 | 0:21:38,257 | 0:00:01,451 |
| 304 | | 0:21:38,257 | 0:21:59,101 | 0:00:20,844 |
| 305 | | 0:21:59,101 | 0:22:06,286 | 0:00:07,185 |
| 306 | | 0:22:06,286 | 0:22:09,947 | 0:00:03,661 |
| 307 | | 0:22:09,947 | 0:22:10,238 | 0:00:00,291 |
| 308 | | 0:22:10,238 | 0:22:11,257 | 0:00:01,019 |
| 309 | | 0:22:11,257 | 0:22:12,778 | 0:00:01,521 |
| 310 | | 0:22:12,778 | 0:22:16,177 | 0:00:03,399 |
| 311 | | 0:22:24,376 | 0:22:27,247 | 0:00:02,871 |
| 312 | | 0:22:30,266 | 0:22:33,251 | 0:00:02,985 |
| 313 | 0:22:33,251 | 0:22:35,246 | 0:00:01,995 | |
| 314 | 0:22:35,246 | 0:22:38,267 | 0:00:03,021 | |
| 315 | 0:22:38,267 | 0:22:40,628 | 0:00:02,361 | |
| 316 | 0:22:40,628 | 0:22:42,273 | 0:00:01,645 | |
| 317 | 0:22:42,273 | 0:22:44,388 | 0:00:02,115 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 318 | Baguanchi-Cuenca | 0:22:44,388 | 0:22:46,193 | 0:00:01,805 |
| 319 | | 0:22:46,193 | 0:22:47,934 | 0:00:01,741 |
| 320 | | 0:22:47,934 | 0:22:49,921 | 0:00:01,987 |
| 321 | | 0:22:49,921 | 0:22:53,036 | 0:00:03,115 |
| 322 | | 0:22:55,253 | 0:22:58,486 | 0:00:03,233 |
| 323 | | 0:23:02,781 | 0:23:04,889 | 0:00:02,108 |
| 324 | | 0:23:04,889 | 0:23:07,286 | 0:00:02,397 |
| 325 | | 0:23:07,286 | 0:23:09,243 | 0:00:01,957 |
| 326 | | 0:23:09,243 | 0:23:11,509 | 0:00:02,266 |
| 327 | | 0:23:11,509 | 0:23:13,461 | 0:00:01,952 |
| 328 | | 0:23:13,461 | 0:23:16,273 | 0:00:02,812 |
| 329 | | 0:23:16,273 | 0:23:18,119 | 0:00:01,846 |
| 330 | | 0:23:18,119 | 0:23:20,003 | 0:00:01,884 |
| 331 | | 0:23:20,003 | 0:23:22,361 | 0:00:02,358 |
| 332 | | 0:23:22,361 | 0:23:24,512 | 0:00:02,151 |
| 333 | | 0:23:31,083 | 0:23:34,227 | 0:00:03,144 |
| 334 | | 0:23:34,227 | 0:23:35,768 | 0:00:01,541 |
| 335 | | 0:23:43,673 | 0:23:45,573 | 0:00:01,900 |
| 336 | | 0:23:52,437 | 0:23:55,014 | 0:00:02,577 |
| 337 | | 0:23:55,014 | 0:23:57,000 | 0:00:01,986 |
| 338 | | 0:24:22,752 | 0:24:24,578 | 0:00:01,826 |
| 339 | | 0:24:24,578 | 0:24:39,263 | 0:00:14,685 |
| 340 | | 0:24:39,263 | 0:24:41,127 | 0:00:01,864 |
| 341 | | 0:24:41,127 | 0:24:42,514 | 0:00:01,387 |
| 342 | | 0:24:42,514 | 0:24:44,432 | 0:00:01,918 |
| 343 | | 0:26:09,807 | 0:26:10,863 | 0:00:01,056 |
| 344 | | 0:26:27,427 | 0:26:36,578 | 0:00:09,151 |
| 345 | | 0:26:39,843 | 0:26:50,543 | 0:00:10,700 |
| 346 | | 0:26:50,543 | 0:26:52,134 | 0:00:01,591 |
| 347 | | 0:27:19,463 | 0:27:23,542 | 0:00:04,079 |
| 348 | | 0:27:23,542 | 0:27:33,678 | 0:00:10,136 |
| 349 | | 0:27:37,239 | 0:27:52,693 | 0:00:15,454 |
| 350 | | 0:27:52,693 | 0:27:54,576 | 0:00:01,883 |
| 351 | | 0:27:54,576 | 0:28:12,956 | 0:00:18,380 |
| 352 | | 0:28:12,956 | 0:28:14,350 | 0:00:01,394 |
| 353 | | 0:28:14,350 | 0:28:15,963 | 0:00:01,613 |
| 354 | | 0:28:15,963 | 0:28:17,123 | 0:00:01,160 |
| 355 | | 0:28:32,306 | 0:28:34,213 | 0:00:01,907 |
| 356 | | 0:28:34,213 | 0:28:38,143 | 0:00:03,930 |
| 357 | 0:29:17,776 | 0:29:19,246 | 0:00:01,470 | |
| 358 | 0:29:19,246 | 0:29:21,098 | 0:00:01,852 | |
| 359 | 0:29:41,406 | 0:29:43,126 | 0:00:01,720 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 360 | Baguanchi-Cuenca | 0:29:43,126 | 0:29:46,610 | 0:00:03,484 |
| 361 | | 0:29:46,610 | 0:29:50,036 | 0:00:03,426 |
| 362 | | 0:30:06,004 | 0:30:08,070 | 0:00:02,066 |
| 363 | | 0:30:08,070 | 0:30:21,536 | 0:00:13,466 |
| 364 | | 0:30:59,436 | 0:31:00,256 | 0:00:00,820 |
| 365 | | 0:31:00,256 | 0:31:13,000 | 0:00:12,744 |
| 366 | | 0:31:36,073 | 0:31:36,943 | 0:00:00,870 |
| 367 | | 0:31:38,409 | 0:31:40,834 | 0:00:02,425 |
| 368 | | 0:31:40,834 | 0:31:44,511 | 0:00:03,677 |
| 369 | | 0:31:50,237 | 0:31:51,727 | 0:00:01,490 |
| 370 | | 0:31:51,727 | 0:31:54,253 | 0:00:02,526 |
| 371 | | 0:31:54,253 | 0:32:09,509 | 0:00:15,256 |
| 372 | | 0:32:38,012 | 0:32:39,674 | 0:00:01,662 |
| 373 | | 0:32:56,946 | 0:33:01,001 | 0:00:04,055 |
| 374 | | 0:33:01,001 | 0:33:02,011 | 0:00:01,010 |
| 375 | | 0:33:29,247 | 0:33:30,583 | 0:00:01,336 |
| 376 | | 0:33:30,583 | 0:33:32,742 | 0:00:02,159 |
| 377 | | 0:33:32,742 | 0:33:42,407 | 0:00:09,665 |
| 378 | | 0:33:42,407 | 0:34:02,421 | 0:00:20,014 |
| 379 | | 0:34:02,421 | 0:34:10,862 | 0:00:08,441 |
| 380 | | 0:34:10,862 | 0:34:13,271 | 0:00:02,409 |
| 381 | | 0:34:13,271 | 0:34:19,473 | 0:00:06,202 |
| 382 | | 0:34:58,763 | 0:35:00,253 | 0:00:01,490 |
| 383 | | 0:35:00,253 | 0:35:01,809 | 0:00:01,556 |
| 384 | | 0:35:01,809 | 0:35:05,478 | 0:00:03,669 |
| 385 | | 0:35:05,478 | 0:35:07,425 | 0:00:01,947 |
| 386 | | 0:35:07,425 | 0:35:11,783 | 0:00:04,358 |
| 387 | | 0:35:26,893 | 0:35:28,430 | 0:00:01,537 |
| 388 | | 0:36:22,506 | 0:36:23,751 | 0:00:01,245 |
| 389 | | 0:36:23,751 | 0:36:26,124 | 0:00:02,373 |
| 390 | | 0:36:26,124 | 0:36:28,673 | 0:00:02,549 |
| 391 | | 0:36:28,673 | 0:36:30,508 | 0:00:01,835 |
| 392 | | 0:36:30,508 | 0:36:33,147 | 0:00:02,639 |
| 393 | | 0:36:33,147 | 0:36:35,501 | 0:00:02,354 |
| 394 | | 0:36:51,494 | 0:36:53,984 | 0:00:02,490 |
| 395 | | 0:36:53,984 | 0:36:57,803 | 0:00:03,819 |
| 396 | | 0:36:57,803 | 0:37:05,001 | 0:00:07,198 |
| 397 | | 0:37:05,001 | 0:37:27,477 | 0:00:22,476 |
| 398 | | 0:37:27,477 | 0:37:29,502 | 0:00:02,025 |
| 399 | | 0:37:29,502 | 0:37:47,106 | 0:00:17,604 |
| 400 | | 0:37:47,106 | 0:37:53,148 | 0:00:06,042 |
| 401 | 0:38:13,789 | 0:38:14,940 | 0:00:01,151 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 402 | Baguanchi-Cuenca | 0:38:14,940 | 0:38:16,178 | 0:00:01,238 |
| 403 | | 0:38:16,178 | 0:38:28,775 | 0:00:12,597 |
| 404 | | 0:38:50,793 | 0:38:53,614 | 0:00:02,821 |
| 405 | | 0:38:53,614 | 0:39:03,768 | 0:00:10,154 |
| 406 | | 0:39:03,768 | 0:39:07,510 | 0:00:03,742 |
| 407 | | 0:39:07,510 | 0:39:08,793 | 0:00:01,283 |
| 408 | | 0:39:09,487 | 0:39:10,486 | 0:00:00,999 |
| 409 | | 0:39:10,486 | 0:39:15,653 | 0:00:05,167 |
| 410 | | 0:39:15,653 | 0:39:19,975 | 0:00:04,322 |
| 411 | | 0:39:19,975 | 0:39:20,861 | 0:00:00,886 |
| 412 | | 0:39:20,861 | 0:39:36,047 | 0:00:15,186 |
| 413 | | 0:39:36,047 | 0:39:43,001 | 0:00:06,954 |
| 414 | | 0:39:43,001 | 0:39:44,478 | 0:00:01,477 |
| 415 | | 0:39:44,478 | 0:39:46,427 | 0:00:01,949 |
| 416 | | 0:39:46,427 | 0:39:53,073 | 0:00:06,646 |
| 417 | | 0:39:53,073 | 0:39:54,138 | 0:00:01,065 |
| 418 | | 0:39:58,206 | 0:40:06,674 | 0:00:08,468 |
| 419 | | 0:40:06,674 | 0:40:12,003 | 0:00:05,329 |
| 420 | | 0:40:12,003 | 0:40:21,419 | 0:00:09,416 |
| 421 | | 0:40:21,419 | 0:40:46,487 | 0:00:25,068 |
| 422 | | 0:40:46,487 | 0:41:10,157 | 0:00:23,670 |
| 423 | | 0:41:10,157 | 0:41:12,492 | 0:00:02,335 |
| 424 | | 0:41:12,492 | 0:41:14,243 | 0:00:01,751 |
| 425 | | 0:41:14,243 | 0:41:16,742 | 0:00:02,499 |
| 426 | | 0:41:16,742 | 0:41:24,688 | 0:00:07,946 |
| 427 | | 0:41:24,688 | 0:41:27,536 | 0:00:02,848 |
| 428 | | 0:41:27,536 | 0:41:29,032 | 0:00:01,496 |
| 429 | | 0:42:17,601 | 0:42:24,972 | 0:00:07,371 |
| 430 | | 0:42:24,972 | 0:42:31,764 | 0:00:06,792 |
| 431 | | 0:42:31,764 | 0:42:44,137 | 0:00:12,373 |
| 432 | | 0:42:44,137 | 0:42:46,047 | 0:00:01,910 |
| 433 | | 0:42:46,047 | 0:42:58,933 | 0:00:12,886 |
| 434 | | 0:42:58,933 | 0:43:00,412 | 0:00:01,479 |
| 435 | | 0:43:00,412 | 0:43:01,362 | 0:00:00,950 |
| 436 | | 0:43:01,362 | 0:43:02,743 | 0:00:01,381 |
| 437 | | 0:43:02,743 | 0:43:06,693 | 0:00:03,950 |
| 438 | | 0:43:06,693 | 0:43:08,583 | 0:00:01,890 |
| 439 | | 0:43:30,235 | 0:43:31,503 | 0:00:01,268 |
| 440 | | 0:43:31,503 | 0:43:34,197 | 0:00:02,694 |
| 441 | | 0:43:34,197 | 0:43:36,172 | 0:00:01,975 |
| 442 | | 0:43:36,172 | 0:43:40,489 | 0:00:04,317 |
| 443 | | 0:43:40,489 | 0:43:42,101 | 0:00:01,612 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 444 | Baguanchi-Cuenca | 0:43:42,101 | 0:43:45,612 | 0:00:03,511 |
| 445 | | 0:43:45,612 | 0:43:47,597 | 0:00:01,985 |
| 446 | | 0:43:47,597 | 0:43:49,305 | 0:00:01,708 |
| 447 | | 0:43:53,738 | 0:43:55,283 | 0:00:01,545 |
| 448 | | 0:44:01,832 | 0:44:04,436 | 0:00:02,604 |
| 449 | | 0:44:04,436 | 0:44:06,004 | 0:00:01,568 |
| 450 | | 0:44:06,004 | 0:44:12,236 | 0:00:06,232 |
| 451 | | 0:44:12,236 | 0:44:22,236 | 0:00:10,000 |
| 452 | | 0:44:22,236 | 0:44:23,488 | 0:00:01,252 |
| 453 | | 0:44:23,488 | 0:44:25,001 | 0:00:01,513 |
| 454 | | 0:44:25,001 | 0:44:27,834 | 0:00:02,833 |
| 455 | | 0:44:27,834 | 0:44:33,239 | 0:00:05,405 |
| 456 | | 0:44:33,239 | 0:44:41,077 | 0:00:07,838 |
| 457 | | 0:45:19,005 | 0:45:20,248 | 0:00:01,243 |
| 458 | | 0:45:20,248 | 0:45:43,831 | 0:00:23,583 |
| 459 | | 0:45:43,831 | 0:45:45,486 | 0:00:01,655 |
| 460 | | 0:45:45,486 | 0:45:47,832 | 0:00:02,346 |
| 461 | | 0:45:47,832 | 0:45:50,001 | 0:00:02,169 |
| 462 | | 0:45:50,001 | 0:45:55,141 | 0:00:05,140 |
| 463 | | 0:45:55,141 | 0:45:58,012 | 0:00:02,871 |
| 464 | | 0:45:58,012 | 0:46:04,436 | 0:00:06,424 |
| 465 | | 0:46:04,436 | 0:46:06,834 | 0:00:02,398 |
| 466 | | 0:46:06,834 | 0:46:08,934 | 0:00:02,100 |
| 467 | | 0:47:03,289 | 0:47:05,748 | 0:00:02,459 |
| 468 | | 0:47:05,748 | 0:47:07,546 | 0:00:01,798 |
| 469 | | 0:47:07,546 | 0:47:09,503 | 0:00:01,957 |
| 470 | | 0:47:09,503 | 0:47:12,814 | 0:00:03,311 |
| 471 | | 0:47:12,814 | 0:47:21,587 | 0:00:08,773 |
| 472 | | 0:47:21,587 | 0:47:27,576 | 0:00:05,989 |
| 473 | | 0:47:27,576 | 0:47:28,678 | 0:00:01,102 |
| 474 | | 0:47:28,678 | 0:47:38,349 | 0:00:09,671 |
| 475 | | 0:47:38,349 | 0:47:42,160 | 0:00:03,811 |
| 476 | | 0:47:42,160 | 0:47:46,136 | 0:00:03,976 |
| 477 | | 0:47:58,757 | 0:48:03,431 | 0:00:04,674 |
| 478 | | 0:48:03,431 | 0:48:15,486 | 0:00:12,055 |
| 479 | | 0:48:15,486 | 0:48:24,143 | 0:00:08,657 |
| 480 | | 0:48:24,143 | 0:48:27,761 | 0:00:03,618 |
| 481 | | 0:48:27,761 | 0:48:30,238 | 0:00:02,477 |
| 482 | | 0:48:30,238 | 0:48:31,948 | 0:00:01,710 |
| 483 | | 0:48:31,948 | 0:48:33,614 | 0:00:01,666 |
| 484 | | 0:48:33,614 | 0:48:35,358 | 0:00:01,744 |
| 485 | | 0:48:35,358 | 0:48:36,761 | 0:00:01,403 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 486 | Baguanchi-Cuenca | 0:48:36,761 | 0:48:38,634 | 0:00:01,873 |
| 487 | | 0:48:38,634 | 0:48:40,378 | 0:00:01,744 |
| 488 | | 0:48:40,378 | 0:48:42,042 | 0:00:01,664 |
| 489 | | 0:48:50,078 | 0:49:10,173 | 0:00:20,095 |
| 490 | | 0:49:40,783 | 0:49:45,153 | 0:00:04,370 |
| 491 | | 0:49:45,153 | 0:49:48,013 | 0:00:02,860 |
| 492 | | 0:50:06,742 | 0:50:08,037 | 0:00:01,295 |
| 493 | | 0:50:08,037 | 0:50:10,097 | 0:00:02,060 |
| 494 | | 0:50:10,097 | 0:50:12,504 | 0:00:02,407 |
| 495 | | 0:50:12,504 | 0:50:13,834 | 0:00:01,330 |
| 496 | | 0:50:13,834 | 0:50:15,831 | 0:00:01,997 |
| 497 | | 0:50:15,831 | 0:50:17,793 | 0:00:01,962 |
| 498 | | 0:50:17,793 | 0:50:20,437 | 0:00:02,644 |
| 499 | | 0:50:20,437 | 0:50:22,041 | 0:00:01,604 |
| 500 | | 0:50:26,301 | 0:50:30,124 | 0:00:03,823 |
| 501 | | 0:50:30,124 | 0:50:32,733 | 0:00:02,609 |
| 502 | | 0:50:32,733 | 0:50:53,603 | 0:00:20,870 |
| 503 | | 0:50:53,603 | 0:51:01,145 | 0:00:07,542 |
| 504 | | 0:51:53,866 | 0:51:55,768 | 0:00:01,902 |
| 505 | | 0:51:55,768 | 0:51:57,301 | 0:00:01,533 |
| 506 | | 0:51:57,301 | 0:51:59,513 | 0:00:02,212 |
| 507 | | 0:51:59,513 | 0:52:03,787 | 0:00:04,274 |
| 508 | | 0:52:10,873 | 0:52:12,607 | 0:00:01,734 |
| 509 | | 0:52:12,607 | 0:52:15,001 | 0:00:02,394 |
| 510 | | 0:52:15,001 | 0:52:16,967 | 0:00:01,966 |
| 511 | | 0:52:16,967 | 0:52:19,238 | 0:00:02,271 |
| 512 | | 0:52:19,238 | 0:52:21,376 | 0:00:02,138 |
| 513 | | 0:52:21,376 | 0:52:23,289 | 0:00:01,913 |
| 514 | | 0:52:23,289 | 0:52:25,493 | 0:00:02,204 |
| 515 | | 0:52:25,493 | 0:52:27,563 | 0:00:02,070 |
| 516 | | 0:52:27,563 | 0:52:29,432 | 0:00:01,869 |
| 517 | | 0:52:36,476 | 0:52:38,411 | 0:00:01,935 |
| 518 | 0:52:55,168 | 0:52:57,308 | 0:00:02,140 | |
| 519 | 0:53:01,763 | 0:53:03,346 | 0:00:01,583 | |
| 520 | 0:53:03,346 | 0:53:05,587 | 0:00:02,241 | |
| 521 | 0:53:05,587 | 0:53:06,613 | 0:00:01,026 | |
| 522 | 0:53:06,613 | 0:53:10,074 | 0:00:03,461 | |
| 523 | 0:53:10,074 | 0:53:15,276 | 0:00:05,202 | |
| 524 | 0:53:15,276 | 0:53:22,001 | 0:00:06,725 | |
| 525 | 0:53:22,001 | 0:53:23,031 | 0:00:01,030 | |
| 526 | 0:53:23,031 | 0:53:25,511 | 0:00:02,480 | |
| 527 | 0:53:57,289 | 0:54:03,357 | 0:00:06,068 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 528 | Baguanchi-Cuenca | 0:54:03,357 | 0:54:06,438 | 0:00:03,081 |
| 529 | | 0:54:06,438 | 0:54:09,997 | 0:00:03,559 |
| 530 | | 0:54:09,997 | 0:54:13,813 | 0:00:03,816 |
| 531 | | 0:54:13,813 | 0:54:14,758 | 0:00:00,945 |
| 532 | | 0:54:14,758 | 0:54:17,588 | 0:00:02,830 |
| 533 | | 0:54:17,588 | 0:54:18,929 | 0:00:01,341 |
| 534 | | 0:54:18,929 | 0:54:21,001 | 0:00:02,072 |
| 535 | | 0:54:21,001 | 0:54:23,279 | 0:00:02,278 |
| 536 | | 0:54:23,279 | 0:54:26,002 | 0:00:02,723 |
| 537 | | 0:54:26,002 | 0:54:29,034 | 0:00:03,032 |
| 538 | | 0:54:29,034 | 0:54:30,483 | 0:00:01,449 |
| 539 | | 0:54:30,483 | 0:54:33,723 | 0:00:03,240 |
| 540 | | 0:54:33,723 | 0:54:36,712 | 0:00:02,989 |
| 541 | | 0:54:43,672 | 0:54:44,863 | 0:00:01,191 |
| 542 | | 0:54:50,800 | 0:54:52,733 | 0:00:01,933 |
| 543 | | 0:54:52,733 | 0:54:55,308 | 0:00:02,575 |
| 544 | | 0:54:55,308 | 0:54:58,342 | 0:00:03,034 |
| 545 | | 0:54:58,342 | 0:55:06,733 | 0:00:08,391 |
| 546 | | 0:55:14,126 | 0:55:15,969 | 0:00:01,843 |
| 547 | | 0:55:15,969 | 0:55:17,358 | 0:00:01,389 |
| 548 | | 0:55:17,358 | 0:55:19,563 | 0:00:02,205 |
| 549 | | 0:55:19,563 | 0:55:25,286 | 0:00:05,723 |
| 550 | | 0:55:25,286 | 0:55:27,806 | 0:00:02,520 |
| 551 | | 0:55:27,806 | 0:55:35,426 | 0:00:07,620 |
| 552 | | 0:55:57,756 | 0:56:00,287 | 0:00:02,531 |
| 553 | | 0:56:00,287 | 0:56:02,604 | 0:00:02,317 |
| 554 | | 0:56:02,604 | 0:56:09,105 | 0:00:06,501 |
| 555 | | 0:56:09,105 | 0:56:10,506 | 0:00:01,401 |
| 556 | | 0:56:10,506 | 0:56:12,001 | 0:00:01,495 |
| 557 | | 0:56:12,001 | 0:56:14,308 | 0:00:02,307 |
| 558 | | 0:56:14,308 | 0:56:16,834 | 0:00:02,526 |
| 559 | | 0:56:16,834 | 0:56:20,810 | 0:00:03,976 |
| 560 | 0:56:20,810 | 0:56:22,423 | 0:00:01,613 | |
| 561 | 0:56:22,423 | 0:56:27,563 | 0:00:05,140 | |
| 562 | 0:56:27,563 | 0:56:30,841 | 0:00:03,278 | |
| 563 | 0:56:30,841 | 0:56:33,547 | 0:00:02,706 | |
| 564 | 0:56:33,547 | 0:56:35,648 | 0:00:02,101 | |
| 565 | 0:56:35,648 | 0:56:37,213 | 0:00:01,565 | |
| 566 | 0:56:37,213 | 0:56:38,706 | 0:00:01,493 | |
| 567 | 0:56:38,706 | 0:56:41,223 | 0:00:02,517 | |
| 568 | 0:56:41,223 | 0:56:42,463 | 0:00:01,240 | |
| 569 | 0:56:42,463 | 0:56:43,786 | 0:00:01,323 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 570 | Baguanchi-Cuenca | 0:56:50,577 | 0:56:52,253 | 0:00:01,676 |
| 571 | | 0:56:52,253 | 0:57:07,375 | 0:00:15,122 |
| 572 | | 0:57:07,375 | 0:57:08,467 | 0:00:01,092 |
| 573 | | 0:57:08,467 | 0:57:10,229 | 0:00:01,762 |
| 574 | | 0:57:10,229 | 0:57:13,207 | 0:00:02,978 |
| 575 | | 0:57:13,207 | 0:57:14,257 | 0:00:01,050 |
| 576 | | 0:57:14,257 | 0:57:17,541 | 0:00:03,284 |
| 577 | | 0:57:17,541 | 0:57:19,847 | 0:00:02,306 |
| 578 | | 0:57:19,847 | 0:57:21,488 | 0:00:01,641 |
| 579 | | 0:57:21,488 | 0:57:24,987 | 0:00:03,499 |
| 580 | | 0:57:24,987 | 0:57:26,083 | 0:00:01,096 |
| 581 | | 0:57:26,083 | 0:57:27,503 | 0:00:01,420 |
| 582 | | 0:57:41,296 | 0:57:42,607 | 0:00:01,311 |
| 583 | | 0:57:42,607 | 0:57:44,746 | 0:00:02,139 |
| 584 | | 0:57:44,746 | 0:57:46,042 | 0:00:01,296 |
| 585 | | 0:57:46,042 | 0:57:49,001 | 0:00:02,959 |
| 586 | | 0:57:49,001 | 0:57:52,739 | 0:00:03,738 |
| 587 | | 0:57:52,739 | 0:57:54,677 | 0:00:01,938 |
| 588 | | 0:57:58,002 | 0:57:59,349 | 0:00:01,347 |
| 589 | | 0:57:59,349 | 0:58:01,426 | 0:00:02,077 |
| 590 | | 0:58:01,426 | 0:58:02,541 | 0:00:01,115 |
| 591 | | 0:58:02,541 | 0:58:04,783 | 0:00:02,242 |
| 592 | | 0:58:04,783 | 0:58:05,806 | 0:00:01,023 |
| 593 | | 0:58:05,806 | 0:58:15,143 | 0:00:09,337 |
| 594 | | 0:58:22,515 | 0:58:24,263 | 0:00:01,748 |
| 595 | | 0:58:34,279 | 0:58:35,744 | 0:00:01,465 |
| 596 | | 0:58:50,073 | 0:58:51,377 | 0:00:01,304 |
| 597 | | 0:58:51,377 | 0:58:52,673 | 0:00:01,296 |
| 598 | | 0:58:52,673 | 0:58:55,101 | 0:00:02,428 |
| 599 | | 0:58:58,783 | 0:59:01,501 | 0:00:02,718 |
| 600 | | 0:59:14,021 | 0:59:16,005 | 0:00:01,984 |
| 601 | | 0:59:16,005 | 0:59:17,246 | 0:00:01,241 |
| 602 | | 0:59:17,246 | 0:59:20,313 | 0:00:03,067 |
| 603 | | 0:59:20,313 | 0:59:22,001 | 0:00:01,688 |
| 604 | | 0:59:22,001 | 0:59:24,527 | 0:00:02,526 |
| 605 | | 0:59:39,514 | 0:59:42,604 | 0:00:03,090 |
| 606 | | 0:59:42,604 | 0:59:46,751 | 0:00:04,147 |
| 607 | | 0:59:46,751 | 0:59:49,234 | 0:00:02,483 |
| 608 | | 0:59:49,234 | 1:00:21,503 | 0:00:32,269 |
| 609 | | 1:00:33,001 | 1:00:34,683 | 0:00:01,682 |
| 610 | | 1:00:34,683 | 1:00:38,288 | 0:00:03,605 |
| 611 | 1:00:38,288 | 1:00:40,236 | 0:00:01,948 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 612 | Baguanchi-Cuenca | 1:00:40,236 | 1:00:41,567 | 0:00:01,331 |
| 613 | | 1:00:41,567 | 1:00:43,947 | 0:00:02,380 |
| 614 | | 1:00:47,077 | 1:00:49,001 | 0:00:01,924 |
| 615 | | 1:00:49,001 | 1:00:51,371 | 0:00:02,370 |
| 616 | | 1:00:51,371 | 1:00:53,085 | 0:00:01,714 |
| 617 | | 1:00:53,085 | 1:00:55,655 | 0:00:02,570 |
| 618 | | 1:00:55,655 | 1:00:59,786 | 0:00:04,131 |
| 619 | | 1:00:59,786 | 1:01:01,083 | 0:00:01,297 |
| 620 | | 1:01:01,083 | 1:01:03,555 | 0:00:02,472 |
| 621 | | 1:01:03,555 | 1:01:05,253 | 0:00:01,698 |
| 622 | | 1:01:15,947 | 1:01:18,243 | 0:00:02,296 |
| 623 | | 1:01:18,243 | 1:01:20,137 | 0:00:01,894 |
| 624 | | 1:01:20,137 | 1:01:24,506 | 0:00:04,369 |
| 625 | | 1:01:24,506 | 1:01:26,248 | 0:00:01,742 |
| 626 | | 1:01:26,248 | 1:01:28,226 | 0:00:01,978 |
| 627 | | 1:01:28,226 | 1:01:29,347 | 0:00:01,121 |
| 628 | | 1:01:29,347 | 1:01:31,243 | 0:00:01,896 |
| 629 | | 1:01:31,243 | 1:01:31,432 | 0:00:00,189 |
| 630 | | 1:01:31,432 | 1:01:37,001 | 0:00:05,569 |
| 631 | | 1:01:37,001 | 1:01:38,251 | 0:00:01,250 |
| 632 | | 1:01:38,251 | 1:01:40,764 | 0:00:02,513 |
| 633 | | 1:01:50,741 | 1:01:54,486 | 0:00:03,745 |
| 634 | | 1:01:54,486 | 1:01:56,789 | 0:00:02,303 |
| 635 | | 1:02:00,001 | 1:02:01,752 | 0:00:01,751 |
| 636 | | 1:02:01,752 | 1:02:05,138 | 0:00:03,386 |
| 637 | | 1:02:05,138 | 1:02:07,406 | 0:00:02,268 |
| 638 | | 1:02:07,406 | 1:02:09,001 | 0:00:01,595 |
| 639 | | 1:02:09,001 | 1:02:11,731 | 0:00:02,730 |
| 640 | | 1:02:11,731 | 1:02:19,789 | 0:00:08,058 |
| 641 | | 1:02:19,789 | 1:02:24,147 | 0:00:04,358 |
| 642 | | 1:02:24,147 | 1:02:25,783 | 0:00:01,636 |
| 643 | | 1:02:33,726 | 1:02:36,021 | 0:00:02,295 |
| 644 | | 1:02:36,021 | 1:02:37,763 | 0:00:01,742 |
| 645 | | 1:02:37,763 | 1:02:39,291 | 0:00:01,528 |
| 646 | | 1:02:39,291 | 1:02:42,543 | 0:00:03,252 |
| 647 | | 1:02:42,543 | 1:02:46,644 | 0:00:04,101 |
| 648 | | 1:02:46,644 | 1:02:49,357 | 0:00:02,713 |
| 649 | | 1:02:49,357 | 1:02:51,742 | 0:00:02,385 |
| 650 | | 1:02:51,742 | 1:03:17,077 | 0:00:25,335 |
| 651 | | 1:03:17,077 | 1:03:19,748 | 0:00:02,671 |
| 652 | | 1:03:19,748 | 1:03:21,683 | 0:00:01,935 |
| 653 | | 1:03:21,683 | 1:03:24,001 | 0:00:02,318 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 654 | Baguanchi-Cuenca | 1:03:29,507 | 1:03:37,378 | 0:00:07,871 |
| 655 | | 1:03:46,573 | 1:03:54,401 | 0:00:07,828 |
| 656 | | 1:03:58,906 | 1:04:01,984 | 0:00:03,078 |
| 657 | | 1:04:18,544 | 1:04:21,134 | 0:00:02,590 |
| 658 | | 1:04:28,240 | 1:04:44,593 | 0:00:16,353 |
| 659 | | 1:04:44,593 | 1:04:49,226 | 0:00:04,633 |
| 660 | | 1:04:49,226 | 1:04:53,014 | 0:00:03,788 |
| 661 | | 1:04:53,014 | 1:05:00,311 | 0:00:07,297 |
| 662 | | 1:05:00,311 | 1:05:02,035 | 0:00:01,724 |
| 663 | | 1:05:07,983 | 1:05:10,764 | 0:00:02,781 |
| 664 | | 1:05:24,755 | 1:05:27,593 | 0:00:02,838 |
| 665 | | 1:05:27,593 | 1:05:29,473 | 0:00:01,880 |
| 666 | | 1:05:29,473 | 1:05:35,089 | 0:00:05,616 |
| 667 | | 1:05:35,089 | 1:05:37,814 | 0:00:02,725 |
| 668 | | 1:05:37,814 | 1:05:41,349 | 0:00:03,535 |
| 669 | | 1:05:41,349 | 1:05:44,056 | 0:00:02,707 |
| 670 | | 1:05:44,056 | 1:05:47,011 | 0:00:02,955 |
| 671 | | 1:05:47,011 | 1:05:49,002 | 0:00:01,991 |
| 672 | | 1:05:49,002 | 1:05:51,763 | 0:00:02,761 |
| 673 | | 1:05:51,763 | 1:05:53,911 | 0:00:02,148 |
| 674 | | 1:06:03,104 | 1:06:06,467 | 0:00:03,363 |
| 675 | | 1:06:06,467 | 1:06:09,343 | 0:00:02,876 |
| 676 | | 1:06:09,343 | 1:06:12,744 | 0:00:03,401 |
| 677 | | 1:06:12,744 | 1:06:16,628 | 0:00:03,884 |
| 678 | | 1:06:16,628 | 1:06:19,811 | 0:00:03,183 |
| 679 | | 1:06:19,811 | 1:06:22,001 | 0:00:02,190 |
| 680 | | 1:06:22,001 | 1:06:24,124 | 0:00:02,123 |
| 681 | | 1:06:24,124 | 1:06:26,071 | 0:00:01,947 |
| 682 | | 1:06:26,071 | 1:06:30,773 | 0:00:04,702 |
| 683 | | 1:06:30,773 | 1:06:32,536 | 0:00:01,763 |
| 684 | | 1:06:32,536 | 1:06:40,407 | 0:00:07,871 |
| 685 | | 1:06:46,842 | 1:06:49,621 | 0:00:02,779 |
| 686 | 1:06:49,621 | 1:06:53,045 | 0:00:03,424 | |
| 687 | 1:06:53,045 | 1:07:00,001 | 0:00:06,956 | |
| 688 | 1:07:21,073 | 1:07:28,843 | 0:00:07,770 | |
| 689 | 1:07:28,843 | 1:07:32,583 | 0:00:03,740 | |
| 690 | 1:07:49,506 | 1:07:53,783 | 0:00:04,277 | |
| 691 | 1:07:53,783 | 1:08:02,238 | 0:00:08,455 | |
| 692 | 1:08:02,238 | 1:08:07,302 | 0:00:05,064 | |
| 693 | 1:08:07,302 | 1:08:17,808 | 0:00:10,506 | |
| 694 | 1:08:30,094 | 1:08:36,001 | 0:00:05,907 | |
| 695 | 1:08:36,001 | 1:08:46,001 | 0:00:10,000 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 696 | Baguanchi-Cuenca | 1:08:46,001 | 1:08:49,426 | 0:00:03,425 |
| 697 | | 1:08:55,784 | 1:09:02,074 | 0:00:06,290 |
| 698 | | 1:09:02,074 | 1:09:03,747 | 0:00:01,673 |
| 699 | | 1:09:03,747 | 1:09:06,975 | 0:00:03,228 |
| 700 | | 1:09:15,163 | 1:09:18,000 | 0:00:02,837 |
| 701 | | 1:09:18,000 | 1:09:23,489 | 0:00:05,489 |
| 702 | | 1:09:23,489 | 1:09:36,286 | 0:00:12,797 |
| 703 | | 1:09:36,286 | 1:09:39,021 | 0:00:02,735 |
| 704 | | 1:09:42,289 | 1:09:44,307 | 0:00:02,018 |
| 705 | | 1:09:44,307 | 1:09:49,743 | 0:00:05,436 |
| 706 | | 1:09:56,743 | 1:10:00,763 | 0:00:04,020 |
| 707 | | 1:10:00,763 | 1:10:03,046 | 0:00:02,283 |
| 708 | | 1:10:12,143 | 1:10:16,583 | 0:00:04,440 |
| 709 | | 1:10:16,583 | 1:10:22,763 | 0:00:06,180 |
| 710 | | 1:10:22,763 | 1:10:23,978 | 0:00:01,215 |
| 711 | | 1:10:23,978 | 1:10:25,256 | 0:00:01,278 |
| 712 | | 1:10:25,256 | 1:10:26,873 | 0:00:01,617 |
| 713 | | 1:10:26,873 | 1:10:27,997 | 0:00:01,124 |
| 714 | | 1:10:27,997 | 1:10:30,059 | 0:00:02,062 |
| 715 | | 1:10:30,059 | 1:10:39,261 | 0:00:09,202 |
| 716 | | 1:10:39,261 | 1:10:44,577 | 0:00:05,316 |
| 717 | | 1:10:44,577 | 1:10:50,167 | 0:00:05,590 |
| 718 | | 1:11:15,301 | 1:11:17,154 | 0:00:01,853 |
| 719 | | 1:11:17,154 | 1:11:19,101 | 0:00:01,947 |
| 720 | | 1:11:19,101 | 1:11:23,513 | 0:00:04,412 |
| 721 | | 1:11:23,513 | 1:11:27,627 | 0:00:04,114 |
| 722 | | 1:11:27,627 | 1:11:31,975 | 0:00:04,348 |
| 723 | | 1:11:31,975 | 1:11:34,488 | 0:00:02,513 |
| 724 | | 1:11:34,488 | 1:11:37,253 | 0:00:02,765 |
| 725 | | 1:11:48,433 | 1:11:53,534 | 0:00:05,101 |
| 726 | | 1:11:53,534 | 1:12:06,076 | 0:00:12,542 |
| 727 | | 1:12:45,764 | 1:13:02,435 | 0:00:16,671 |
| 728 | | 1:14:04,864 | 1:14:11,427 | 0:00:06,563 |
| 729 | | 1:14:11,427 | 1:14:17,786 | 0:00:06,359 |
| 730 | | 1:14:23,148 | 1:14:29,107 | 0:00:05,959 |
| 731 | | 1:14:29,107 | 1:14:52,139 | 0:00:23,032 |
| 732 | | 1:14:52,743 | 1:14:59,460 | 0:00:06,717 |
| 733 | 1:14:59,460 | 1:15:06,430 | 0:00:06,970 | |
| 734 | 1:15:06,430 | 1:15:22,436 | 0:00:16,006 | |
| 735 | 1:15:35,001 | 1:15:43,573 | 0:00:08,572 | |
| 736 | 1:15:43,573 | 1:15:49,231 | 0:00:05,658 | |
| 737 | 1:16:14,002 | 1:16:20,219 | 0:00:06,217 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 738 | Baguanchi-Cuenca | 1:16:20,219 | 1:16:44,157 | 0:00:23,938 |
| 739 | | 1:16:44,157 | 1:16:49,987 | 0:00:05,830 |
| 740 | | 1:16:49,987 | 1:17:03,076 | 0:00:13,089 |
| 741 | | 1:17:23,606 | 1:17:29,347 | 0:00:05,741 |
| 742 | | 1:17:54,736 | 1:17:59,035 | 0:00:04,299 |
| 743 | | 1:17:59,035 | 1:18:02,143 | 0:00:03,108 |
| 744 | | 1:18:02,143 | 1:18:03,578 | 0:00:01,435 |
| 745 | | 1:18:03,578 | 1:18:05,231 | 0:00:01,653 |
| 746 | | 1:18:05,231 | 1:18:06,986 | 0:00:01,755 |
| 747 | | 1:18:06,986 | 1:18:09,371 | 0:00:02,385 |
| 748 | | 1:18:20,895 | 1:18:22,374 | 0:00:01,479 |
| 749 | | 1:18:22,374 | 1:18:24,753 | 0:00:02,379 |
| 750 | | 1:18:24,753 | 1:18:38,251 | 0:00:13,498 |
| 751 | | 1:18:38,251 | 1:18:39,780 | 0:00:01,529 |
| 752 | | 1:18:39,780 | 1:18:41,836 | 0:00:02,056 |
| 753 | | 1:18:41,836 | 1:18:44,021 | 0:00:02,185 |
| 754 | | 1:18:44,021 | 1:18:46,003 | 0:00:01,982 |
| 755 | | 1:19:20,308 | 1:19:24,013 | 0:00:03,705 |
| 756 | | 1:19:24,013 | 1:19:28,766 | 0:00:04,753 |
| 757 | | 1:19:28,766 | 1:19:32,975 | 0:00:04,209 |
| 758 | | 1:19:32,975 | 1:19:34,632 | 0:00:01,657 |
| 759 | | 1:19:34,632 | 1:19:35,863 | 0:00:01,231 |
| 760 | | 1:19:37,601 | 1:19:46,257 | 0:00:08,656 |
| 761 | | 1:19:46,257 | 1:19:53,341 | 0:00:07,084 |
| 762 | | 1:19:53,341 | 1:19:58,226 | 0:00:04,885 |
| 763 | | 1:20:02,764 | 1:20:08,589 | 0:00:05,825 |
| 764 | | 1:20:34,983 | 1:20:36,235 | 0:00:01,252 |
| 765 | | 1:20:36,235 | 1:20:39,078 | 0:00:02,843 |
| 766 | | 1:20:39,078 | 1:20:41,750 | 0:00:02,672 |
| 767 | | 1:20:41,750 | 1:20:47,320 | 0:00:05,570 |
| 768 | | 1:20:47,320 | 1:20:51,964 | 0:00:04,644 |
| 769 | | 1:20:51,964 | 1:20:55,032 | 0:00:03,068 |
| 770 | | 1:20:55,032 | 1:21:00,420 | 0:00:05,388 |
| 771 | | 1:21:13,756 | 1:21:15,974 | 0:00:02,218 |
| 772 | | 1:21:20,488 | 1:21:23,345 | 0:00:02,857 |
| 773 | | 1:21:23,345 | 1:21:25,038 | 0:00:01,693 |
| 774 | | 1:21:31,772 | 1:21:34,004 | 0:00:02,232 |
| 775 | | 1:21:34,004 | 1:21:36,603 | 0:00:02,599 |
| 776 | | 1:21:36,603 | 1:21:39,516 | 0:00:02,913 |
| 777 | | 1:21:39,516 | 1:21:44,593 | 0:00:05,077 |
| 778 | 1:21:44,593 | 1:21:46,475 | 0:00:01,882 | |
| 779 | 1:21:46,475 | 1:21:50,314 | 0:00:03,839 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 780 | Baguanchi-Cuenca | 1:21:50,314 | 1:21:53,741 | 0:00:03,427 |
| 781 | | 1:21:53,741 | 1:21:57,101 | 0:00:03,360 |
| 782 | | 1:21:57,101 | 1:21:59,602 | 0:00:02,501 |
| 783 | | 1:22:03,486 | 1:22:07,397 | 0:00:03,911 |
| 784 | | 1:22:16,633 | 1:22:19,506 | 0:00:02,873 |
| 785 | | 1:22:19,506 | 1:22:23,496 | 0:00:03,990 |
| 786 | | 1:22:23,496 | 1:22:27,243 | 0:00:03,747 |
| 787 | | 1:23:02,341 | 1:23:09,402 | 0:00:07,061 |
| 788 | | 1:23:33,247 | 1:23:36,406 | 0:00:03,159 |
| 789 | | 1:23:36,406 | 1:23:39,794 | 0:00:03,388 |
| 790 | | 1:23:39,794 | 1:23:41,542 | 0:00:01,748 |
| 791 | | 1:23:41,542 | 1:23:44,107 | 0:00:02,565 |
| 792 | | 1:23:44,107 | 1:23:46,947 | 0:00:02,840 |
| 793 | | 1:23:46,947 | 1:23:51,503 | 0:00:04,556 |
| 794 | | 1:23:51,503 | 1:23:54,347 | 0:00:02,844 |
| 795 | | 1:24:06,128 | 1:24:24,094 | 0:00:17,966 |
| 796 | | 1:24:24,094 | 1:24:27,473 | 0:00:03,379 |
| 797 | | 1:24:27,473 | 1:24:35,467 | 0:00:07,994 |
| 798 | | 1:24:35,467 | 1:24:40,749 | 0:00:05,282 |
| 799 | | 1:25:28,246 | 1:25:31,197 | 0:00:02,951 |
| 800 | | 1:25:31,197 | 1:25:34,647 | 0:00:03,450 |
| 801 | | 1:25:34,647 | 1:25:38,768 | 0:00:04,121 |
| 802 | | 1:25:38,768 | 1:25:44,975 | 0:00:06,207 |
| 803 | | 1:25:56,012 | 1:26:00,003 | 0:00:03,991 |
| 804 | | 1:26:06,403 | 1:26:09,762 | 0:00:03,359 |
| 805 | | 1:26:15,467 | 1:26:16,876 | 0:00:01,409 |
| 806 | | 1:26:16,876 | 1:26:19,035 | 0:00:02,159 |
| 807 | | 1:26:19,035 | 1:26:20,786 | 0:00:01,751 |
| 808 | | 1:26:20,786 | 1:26:21,935 | 0:00:01,149 |
| 809 | | 1:26:21,935 | 1:26:23,458 | 0:00:01,523 |
| 810 | | 1:26:23,458 | 1:26:24,834 | 0:00:01,376 |
| 811 | | 1:26:24,834 | 1:26:27,100 | 0:00:02,266 |
| 812 | 1:26:27,100 | 1:26:31,138 | 0:00:04,038 | |
| 813 | 1:26:31,138 | 1:26:35,784 | 0:00:04,646 | |
| 814 | 1:26:35,784 | 1:26:39,042 | 0:00:03,258 | |
| 815 | 1:26:54,507 | 1:26:57,378 | 0:00:02,871 | |
| 816 | 1:27:00,258 | 1:27:05,267 | 0:00:05,009 | |
| 817 | 1:27:05,267 | 1:27:08,094 | 0:00:02,827 | |
| 818 | 1:27:35,309 | 1:27:36,076 | 0:00:00,767 | |
| 819 | 1:29:13,329 | 1:29:14,984 | 0:00:01,655 | |
| 820 | 1:29:14,984 | 1:29:16,407 | 0:00:01,423 | |
| 821 | 1:29:26,637 | 1:29:30,001 | 0:00:03,364 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 822 | Baguanchi-Cuenca | 1:29:30,001 | 1:29:31,764 | 0:00:01,763 |
| 823 | | 1:29:31,764 | 1:29:34,086 | 0:00:02,322 |
| 824 | | 1:30:31,793 | 1:30:33,310 | 0:00:01,517 |
| 825 | | 1:30:33,310 | 1:30:34,764 | 0:00:01,454 |
| 826 | | 1:30:48,826 | 1:30:50,563 | 0:00:01,737 |
| 827 | | 1:30:50,563 | 1:30:52,178 | 0:00:01,615 |
| 828 | | 1:30:52,178 | 1:30:53,896 | 0:00:01,718 |
| 829 | | 1:30:53,896 | 1:30:57,658 | 0:00:03,762 |
| 830 | | 1:31:54,346 | 1:31:55,587 | 0:00:01,241 |
| 831 | | 1:31:55,587 | 1:31:59,762 | 0:00:04,175 |
| 832 | | 1:33:14,001 | 1:33:16,723 | 0:00:02,722 |
| 833 | | 1:34:29,003 | 1:34:31,006 | 0:00:02,003 |
| 834 | | 1:34:31,006 | 1:34:32,374 | 0:00:01,368 |
| 835 | | 1:34:32,374 | 1:34:34,467 | 0:00:02,093 |
| 836 | | 1:34:34,467 | 1:34:36,483 | 0:00:02,016 |
| 837 | | 1:34:47,248 | 1:34:49,867 | 0:00:02,619 |
| 838 | | 1:35:10,341 | 1:35:11,206 | 0:00:00,865 |
| 839 | | 1:35:30,622 | 1:35:34,435 | 0:00:03,813 |
| 840 | | 1:35:34,435 | 1:35:37,101 | 0:00:02,666 |
| 841 | | 1:35:49,586 | 1:35:51,259 | 0:00:01,673 |
| 842 | | 1:35:51,259 | 1:35:52,007 | 0:00:00,748 |
| 843 | | 1:35:52,007 | 1:35:53,509 | 0:00:01,502 |
| 844 | | 1:35:53,509 | 1:35:55,237 | 0:00:01,728 |
| 845 | | 1:35:55,237 | 1:36:04,513 | 0:00:09,276 |
| 846 | | 1:36:32,253 | 1:36:33,257 | 0:00:01,004 |
| 847 | | 1:36:33,257 | 1:36:38,767 | 0:00:05,510 |
| 848 | | 1:36:38,767 | 1:36:40,756 | 0:00:01,989 |
| 849 | | 1:36:40,756 | 1:36:42,976 | 0:00:02,220 |
| 850 | | 1:36:56,183 | 1:36:58,004 | 0:00:01,821 |
| 851 | | 1:36:58,004 | 1:37:00,831 | 0:00:02,827 |
| 852 | | 1:37:00,831 | 1:37:03,076 | 0:00:02,245 |
| 853 | | 1:37:03,076 | 1:37:04,576 | 0:00:01,500 |
| 854 | | 1:37:04,576 | 1:37:06,896 | 0:00:02,320 |
| 855 | | 1:37:42,987 | 1:37:45,086 | 0:00:02,099 |
| 856 | | 1:37:45,086 | 1:37:46,593 | 0:00:01,507 |
| 857 | | 1:37:46,593 | 1:37:48,021 | 0:00:01,428 |
| 858 | | 1:38:32,261 | 1:38:33,627 | 0:00:01,366 |
| 859 | | 1:38:33,627 | 1:38:35,234 | 0:00:01,607 |
| 860 | | 1:38:35,234 | 1:38:37,763 | 0:00:02,529 |
| 861 | | 1:39:28,166 | 1:39:31,073 | 0:00:02,907 |
| 862 | | 1:39:31,073 | 1:39:33,001 | 0:00:01,928 |
| 863 | | 1:40:53,734 | 1:40:54,769 | 0:00:01,035 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 864 | Baguanchi-Cuenca | 1:40:54,769 | 1:40:57,008 | 0:00:02,239 |
| 865 | | 1:40:57,008 | 1:41:00,458 | 0:00:03,450 |
| 866 | | 1:41:04,481 | 1:41:05,834 | 0:00:01,353 |
| 867 | | 1:41:05,834 | 1:41:09,571 | 0:00:03,737 |
| 868 | | 1:41:23,509 | 1:41:25,362 | 0:00:01,853 |
| 869 | | 1:41:25,362 | 1:41:26,738 | 0:00:01,376 |
| 870 | | 1:41:34,837 | 1:41:36,259 | 0:00:01,422 |
| 871 | | 1:41:53,871 | 1:41:55,234 | 0:00:01,363 |
| 872 | | 1:42:18,406 | 1:42:20,890 | 0:00:02,484 |
| 873 | | 1:42:32,876 | 1:42:36,342 | 0:00:03,466 |
| 874 | | 1:42:36,342 | 1:42:40,543 | 0:00:04,201 |
| 875 | | 1:42:40,543 | 1:42:42,037 | 0:00:01,494 |
| 876 | | 1:42:52,374 | 1:42:54,001 | 0:00:01,627 |
| 877 | | 1:43:05,319 | 1:43:06,493 | 0:00:01,174 |
| 878 | | 1:43:06,493 | 1:43:09,176 | 0:00:02,683 |
| 879 | | 1:43:09,176 | 1:43:11,034 | 0:00:01,858 |
| 880 | | 1:43:14,411 | 1:43:17,837 | 0:00:03,426 |
| 881 | | 1:43:17,837 | 1:43:21,103 | 0:00:03,266 |
| 882 | | 1:43:21,103 | 1:43:22,804 | 0:00:01,701 |
| 883 | | 1:44:45,423 | 1:44:47,517 | 0:00:02,094 |
| 884 | | 1:44:47,517 | 1:44:49,213 | 0:00:01,696 |
| 885 | | 1:44:49,213 | 1:44:52,743 | 0:00:03,530 |
| 886 | | 1:45:46,503 | 1:45:48,011 | 0:00:01,508 |
| 887 | | 1:45:48,011 | 1:45:52,003 | 0:00:03,992 |
| 888 | | 1:46:02,245 | 1:46:04,134 | 0:00:01,889 |
| 889 | | 1:46:04,134 | 1:46:05,775 | 0:00:01,641 |
| 890 | | 1:46:42,479 | 1:46:44,089 | 0:00:01,610 |
| 891 | | 1:47:06,876 | 1:47:10,243 | 0:00:03,367 |
| 892 | | 1:48:01,511 | 1:48:03,001 | 0:00:01,490 |
| 893 | | 1:48:03,001 | 1:48:06,776 | 0:00:03,775 |
| 894 | 1:48:06,776 | 1:48:07,938 | 0:00:01,162 | |
| 895 | 1:48:13,811 | 1:48:16,734 | 0:00:02,923 | |
| 896 | 1:48:16,734 | 1:48:18,069 | 0:00:01,335 | |
| 897 | 1:48:18,069 | 1:48:20,102 | 0:00:02,033 | |
| 898 | 1:49:26,437 | 1:49:28,503 | 0:00:02,066 | |
| 899 | 1:49:41,867 | 1:49:45,504 | 0:00:03,637 | |
| 900 | 1:49:45,504 | 1:49:47,235 | 0:00:01,731 | |
| 901 | 1:49:47,235 | 1:49:49,975 | 0:00:02,740 | |
| 902 | 1:50:08,978 | 1:50:11,458 | 0:00:02,480 | |
| 903 | 1:50:11,458 | 1:50:13,397 | 0:00:01,939 | |
| 904 | 1:50:13,397 | 1:50:15,311 | 0:00:01,914 | |
| 905 | 1:50:30,947 | 1:50:34,602 | 0:00:03,655 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 906 | Baguanchi-Cuenca | 1:50:34,602 | 1:50:37,412 | 0:00:02,810 |
| 907 | | 1:50:52,578 | 1:50:54,973 | 0:00:02,395 |
| 908 | | 1:50:54,973 | 1:50:58,001 | 0:00:03,028 |
| 909 | | 1:51:42,099 | 1:51:43,318 | 0:00:01,219 |
| 910 | | 1:51:43,318 | 1:51:44,975 | 0:00:01,657 |
| 911 | | 1:51:52,607 | 1:51:54,176 | 0:00:01,569 |
| 912 | | 1:52:20,376 | 1:52:22,531 | 0:00:02,155 |
| 913 | | 1:52:22,531 | 1:52:24,835 | 0:00:02,304 |
| 914 | | 1:52:24,835 | 1:52:26,308 | 0:00:01,473 |
| 915 | | 1:52:26,308 | 1:52:27,256 | 0:00:00,948 |
| 916 | | 1:52:40,753 | 1:52:42,610 | 0:00:01,857 |
| 917 | | 1:52:50,973 | 1:52:54,248 | 0:00:03,275 |
| 918 | | 1:53:03,604 | 1:53:06,043 | 0:00:02,439 |
| 919 | | 1:53:27,752 | 1:53:28,792 | 0:00:01,040 |
| 920 | | 1:53:38,683 | 1:53:40,786 | 0:00:02,103 |
| 921 | | 1:53:43,241 | 1:53:45,024 | 0:00:01,783 |
| 922 | | 1:53:52,976 | 1:53:56,124 | 0:00:03,148 |
| 923 | | 1:54:06,784 | 1:54:12,618 | 0:00:05,834 |
| 924 | | 1:54:12,618 | 1:54:13,691 | 0:00:01,073 |
| 925 | | 1:55:43,483 | 1:55:47,043 | 0:00:03,560 |
| 926 | | 1:56:03,469 | 1:56:06,001 | 0:00:02,532 |
| 927 | | 1:56:06,001 | 1:56:08,241 | 0:00:02,240 |
| 928 | | 1:56:08,241 | 1:56:11,732 | 0:00:03,491 |
| 929 | | 1:56:11,732 | 1:56:13,097 | 0:00:01,365 |
| 930 | | 1:56:33,067 | 1:56:39,247 | 0:00:06,180 |
| 931 | | 1:56:39,247 | 1:56:41,137 | 0:00:01,890 |
| 932 | | 1:56:41,137 | 1:56:45,541 | 0:00:04,404 |
| 933 | | 1:56:45,541 | 1:56:47,783 | 0:00:02,242 |
| 934 | | 1:57:01,254 | 1:57:02,728 | 0:00:01,474 |
| 935 | | 1:57:02,728 | 1:57:05,103 | 0:00:02,375 |
| 936 | | 1:57:21,771 | 1:57:25,047 | 0:00:03,276 |
| 937 | | 1:57:30,079 | 1:57:32,187 | 0:00:02,108 |
| 938 | | 1:57:32,187 | 1:57:34,510 | 0:00:02,323 |
| 939 | | 1:57:54,075 | 1:57:56,121 | 0:00:02,046 |
| 940 | | 1:57:56,121 | 1:57:57,753 | 0:00:01,632 |
| 941 | | 1:57:57,753 | 1:57:59,430 | 0:00:01,677 |
| 942 | | 1:58:15,167 | 1:58:16,578 | 0:00:01,411 |
| 943 | | 1:58:16,578 | 1:58:21,510 | 0:00:04,932 |
| 944 | | 1:58:21,510 | 1:58:25,461 | 0:00:03,951 |
| 945 | | 1:58:40,376 | 1:58:41,437 | 0:00:01,061 |
| 946 | | 1:58:41,437 | 1:58:43,003 | 0:00:01,566 |
| 947 | | 1:58:59,077 | 1:59:00,244 | 0:00:01,167 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 948 | Baguanchi-Cuenca | 1:59:00,244 | 1:59:01,534 | 0:00:01,290 |
| 949 | | 1:59:01,534 | 1:59:06,837 | 0:00:05,303 |
| 950 | | 1:59:06,837 | 1:59:10,012 | 0:00:03,175 |
| 951 | | 1:59:28,257 | 1:59:30,131 | 0:00:01,874 |
| 952 | | 1:59:30,131 | 1:59:33,768 | 0:00:03,637 |
| 953 | | 1:59:33,768 | 1:59:35,134 | 0:00:01,366 |
| 954 | | 1:59:35,134 | 1:59:37,331 | 0:00:02,197 |
| 955 | | 1:59:37,331 | 1:59:38,947 | 0:00:01,616 |
| 956 | | 2:00:00,531 | 2:00:01,469 | 0:00:00,938 |
| 957 | | 2:00:01,469 | 2:00:03,975 | 0:00:02,506 |
| 958 | | 2:00:03,975 | 2:00:07,412 | 0:00:03,437 |
| 959 | | 2:00:12,604 | 2:00:18,784 | 0:00:06,180 |
| 960 | | 2:00:18,784 | 2:00:20,831 | 0:00:02,047 |
| 961 | | 2:00:20,831 | 2:00:22,300 | 0:00:01,469 |
| 962 | | 2:00:25,967 | 2:00:33,752 | 0:00:07,785 |
| 963 | | 2:00:33,752 | 2:00:35,175 | 0:00:01,423 |
| 964 | | 2:00:35,175 | 2:01:00,497 | 0:00:25,322 |
| 965 | | 2:01:00,497 | 2:01:15,612 | 0:00:15,115 |
| 966 | | 2:01:15,612 | 2:01:17,125 | 0:00:01,513 |
| 967 | | 2:01:17,125 | 2:01:18,674 | 0:00:01,549 |
| 968 | | 2:01:18,674 | 2:01:20,433 | 0:00:01,759 |
| 969 | | 2:01:20,433 | 2:01:22,119 | 0:00:01,686 |
| 970 | | 2:01:22,119 | 2:01:23,772 | 0:00:01,653 |
| 971 | | 2:01:23,772 | 2:01:29,001 | 0:00:05,229 |
| 972 | | 2:01:29,001 | 2:01:30,864 | 0:00:01,863 |
| 973 | | 2:01:30,864 | 2:01:42,068 | 0:00:11,204 |
| 974 | | 2:01:42,068 | 2:01:43,583 | 0:00:01,515 |
| 975 | | 2:01:43,583 | 2:01:50,416 | 0:00:06,833 |
| 976 | | 2:01:50,416 | 2:01:53,728 | 0:00:03,312 |
| 977 | | 2:01:56,689 | 2:01:58,558 | 0:00:01,869 |
| 978 | | 2:01:58,558 | 2:01:59,068 | 0:00:00,510 |
| 979 | | 2:01:59,068 | 2:02:02,231 | 0:00:03,163 |
| 980 | | 2:02:02,231 | 2:02:04,251 | 0:00:02,020 |
| 981 | | 2:02:04,251 | 2:02:05,466 | 0:00:01,215 |
| 982 | | 2:02:05,466 | 2:02:07,260 | 0:00:01,794 |
| 983 | | 2:02:07,260 | 2:02:10,002 | 0:00:02,742 |
| 984 | | 2:02:10,002 | 2:02:13,753 | 0:00:03,751 |
| 985 | | 2:02:13,753 | 2:02:14,786 | 0:00:01,033 |
| 986 | | 2:02:14,786 | 2:02:18,034 | 0:00:03,248 |
| 987 | | 2:02:18,034 | 2:02:31,201 | 0:00:13,167 |
| 988 | | 2:02:31,201 | 2:02:32,745 | 0:00:01,544 |
| 989 | | 2:02:32,745 | 2:02:34,500 | 0:00:01,755 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 990 | Baguanchi-Cuenca | 2:02:34,500 | 2:02:35,499 | 0:00:00,999 |
| 991 | | 2:02:35,499 | 2:02:37,245 | 0:00:01,746 |
| 992 | | 2:02:37,245 | 2:02:41,876 | 0:00:04,631 |
| 993 | | 2:02:41,876 | 2:02:44,238 | 0:00:02,362 |
| 994 | | 2:02:44,238 | 2:02:46,711 | 0:00:02,473 |
| 995 | | 2:02:46,711 | 2:02:48,409 | 0:00:01,698 |
| 996 | | 2:02:48,409 | 2:02:49,806 | 0:00:01,397 |
| 997 | | 2:02:49,806 | 2:02:58,963 | 0:00:09,157 |
| 998 | | 2:03:11,039 | 2:03:12,142 | 0:00:01,103 |
| 999 | | 2:03:12,142 | 2:03:16,098 | 0:00:03,956 |
| 1000 | | 2:03:16,098 | 2:03:19,742 | 0:00:03,644 |
| 1001 | | 2:03:19,742 | 2:03:21,676 | 0:00:01,934 |
| 1002 | | 2:03:21,676 | 2:03:23,535 | 0:00:01,859 |
| 1003 | | 2:03:23,535 | 2:03:25,145 | 0:00:01,610 |
| 1004 | | 2:03:25,145 | 2:03:35,277 | 0:00:10,132 |
| 1005 | | 2:03:35,277 | 2:03:38,103 | 0:00:02,826 |
| 1006 | | 2:03:54,004 | 2:03:56,412 | 0:00:02,408 |
| 1007 | | 2:03:56,412 | 2:03:58,486 | 0:00:02,074 |
| 1008 | | 2:03:58,486 | 2:03:59,891 | 0:00:01,405 |
| 1009 | | 2:04:15,879 | 2:04:18,678 | 0:00:02,799 |
| 1010 | | 2:04:18,678 | 2:04:20,583 | 0:00:01,905 |
| 1011 | | 2:04:20,583 | 2:04:23,248 | 0:00:02,665 |
| 1012 | | 2:04:23,248 | 2:04:25,138 | 0:00:01,890 |
| 1013 | | 2:04:25,138 | 2:04:26,001 | 0:00:00,863 |
| 1014 | | 2:04:26,001 | 2:04:29,002 | 0:00:03,001 |
| 1015 | | 2:04:29,002 | 2:04:32,569 | 0:00:03,567 |
| 1016 | | 2:04:32,569 | 2:04:37,341 | 0:00:04,772 |
| 1017 | | 2:04:37,341 | 2:04:40,002 | 0:00:02,661 |
| 1018 | | 2:04:40,002 | 2:04:41,089 | 0:00:01,087 |
| 1019 | | 2:04:41,089 | 2:04:43,491 | 0:00:02,402 |
| 1020 | | 2:04:43,491 | 2:04:46,254 | 0:00:02,763 |
| 1021 | 2:04:46,254 | 2:04:49,309 | 0:00:03,055 | |
| 1022 | 2:04:59,001 | 2:05:07,086 | 0:00:08,085 | |
| 1023 | 2:05:11,583 | 2:05:12,761 | 0:00:01,178 | |
| 1024 | 2:05:12,761 | 2:05:15,064 | 0:00:02,303 | |
| 1025 | 2:05:26,864 | 2:05:28,253 | 0:00:01,389 | |
| 1026 | 2:05:28,253 | 2:05:28,864 | 0:00:00,611 | |
| 1027 | 2:05:28,864 | 2:05:37,347 | 0:00:08,483 | |
| 1028 | 2:05:37,347 | 2:05:38,469 | 0:00:01,122 | |
| 1029 | 2:05:38,469 | 2:05:41,125 | 0:00:02,656 | |
| 1030 | 2:05:41,125 | 2:05:42,746 | 0:00:01,621 | |
| 1031 | 2:05:42,746 | 2:05:44,607 | 0:00:01,861 | |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1032 | Baguanchi-Cuenca | 2:05:44,607 | 2:05:46,599 | 0:00:01,992 |
| 1033 | | 2:05:46,599 | 2:05:50,603 | 0:00:04,004 |

Anexo 3.3.2 Headways de buses vía Baguanchi

| | |
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| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:06:10,130 | 0:06:15,880 | 0:00:05,750 |
| 2 | | 0:08:02,260 | 0:08:13,841 | 0:00:11,581 |
| 3 | | 0:08:44,590 | 0:08:47,370 | 0:00:02,780 |
| 4 | | 0:12:38,190 | 0:13:02,150 | 0:00:23,960 |
| 5 | | 0:13:09,327 | 0:13:20,140 | 0:00:10,813 |
| 6 | | 0:21:03,247 | 0:21:12,847 | 0:00:09,600 |
| 7 | | 0:30:42,120 | 0:30:47,070 | 0:00:04,950 |
| 8 | | 0:35:48,330 | 0:36:00,641 | 0:00:12,311 |
| 9 | | 0:50:27,110 | 0:50:51,260 | 0:00:24,150 |
| 10 | | 0:57:27,510 | 0:57:33,610 | 0:00:06,100 |
| 11 | | 1:09:47,180 | 1:10:30,170 | 0:00:42,990 |
| 12 | | 1:21:30,500 | 1:21:36,350 | 0:00:05,850 |
| 13 | | 1:50:23,370 | 1:50:33,841 | 0:00:10,471 |
| 14 | | 1:51:33,110 | 1:51:51,140 | 0:00:18,030 |
| 15 | | 2:06:43,290 | 2:06:55,130 | 0:00:11,840 |
| 16 | | 2:13:38,100 | 2:13:45,841 | 0:00:07,741 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:02:00,167 | 0:02:09,239 | 0:00:09,072 |
| 2 | | 0:07:43,583 | 0:07:45,764 | 0:00:02,181 |
| 3 | | 0:09:38,103 | 0:09:41,748 | 0:00:03,645 |
| 4 | | 0:09:59,891 | 0:10:09,021 | 0:00:09,130 |
| 5 | | 0:11:57,601 | 0:12:02,945 | 0:00:05,344 |
| 6 | | 0:13:13,488 | 0:13:22,841 | 0:00:09,353 |
| 7 | | 0:14:40,987 | 0:14:43,279 | 0:00:02,292 |
| 8 | | 0:18:36,146 | 0:18:38,736 | 0:00:02,590 |
| 9 | | 0:20:14,736 | 0:20:21,499 | 0:00:06,763 |
| 10 | | 0:22:16,177 | 0:22:21,653 | 0:00:05,476 |
| 11 | | 0:23:24,512 | 0:23:28,863 | 0:00:04,351 |
| 12 | | 0:23:35,768 | 0:23:40,237 | 0:00:04,469 |
| 13 | | 0:24:04,837 | 0:24:08,942 | 0:00:04,105 |
| 14 | | 0:24:11,163 | 0:24:15,806 | 0:00:04,643 |
| 15 | | 0:27:54,576 | 0:27:59,678 | 0:00:05,102 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|------------------|-----------------------|---------------------|----------------|
| 16 | Baguanchi-Cuenca | 0:29:21,098 | 0:29:26,978 | 0:00:05,880 |
| 17 | | 0:32:13,647 | 0:32:19,423 | 0:00:05,776 |
| 18 | | 0:33:02,011 | 0:33:07,794 | 0:00:05,783 |
| 19 | | 0:34:19,473 | 0:34:38,000 | 0:00:18,527 |
| 20 | | 0:38:28,775 | 0:38:45,834 | 0:00:17,059 |
| 21 | | 0:41:29,032 | 0:41:34,309 | 0:00:05,277 |
| 22 | | 0:48:42,042 | 0:48:48,757 | 0:00:06,715 |
| 23 | | 0:51:45,873 | 0:51:51,751 | 0:00:05,878 |
| 24 | | 0:54:44,863 | 0:54:49,304 | 0:00:04,441 |
| 25 | | 0:55:35,426 | 0:55:56,437 | 0:00:21,011 |
| 26 | | 0:58:15,143 | 0:58:20,603 | 0:00:05,460 |
| 27 | | 0:59:04,763 | 0:59:08,087 | 0:00:03,324 |
| 28 | | 0:59:32,783 | 0:59:39,514 | 0:00:06,731 |
| 29 | | 1:01:05,253 | 1:01:11,106 | 0:00:05,853 |
| 30 | | 1:02:25,783 | 1:02:30,562 | 0:00:04,779 |
| 31 | | 1:04:01,984 | 1:04:06,370 | 0:00:04,386 |
| 32 | | 1:05:13,523 | 1:05:17,768 | 0:00:04,245 |
| 33 | | 1:10:59,747 | 1:11:08,423 | 0:00:08,676 |
| 34 | | 1:11:53,534 | 1:12:01,001 | 0:00:07,467 |
| 35 | | 1:13:19,473 | 1:13:27,578 | 0:00:08,105 |
| 36 | | 1:18:09,371 | 1:18:17,743 | 0:00:08,372 |
| 37 | | 1:21:07,101 | 1:21:11,308 | 0:00:04,207 |
| 38 | | 1:23:02,341 | 1:23:09,402 | 0:00:07,061 |
| 39 | | 1:26:00,003 | 1:26:06,403 | 0:00:06,400 |
| 40 | | 1:31:59,762 | 1:32:04,001 | 0:00:04,239 |
| 41 | | 1:34:21,235 | 1:34:27,764 | 0:00:06,529 |
| 42 | | 1:37:06,896 | 1:37:13,866 | 0:00:06,970 |
| 43 | | 1:42:42,037 | 1:42:46,797 | 0:00:04,760 |
| 44 | | 1:46:05,775 | 1:46:13,604 | 0:00:07,829 |
| 45 | | 1:50:15,311 | 1:50:23,601 | 0:00:08,290 |
| 46 | | 1:55:48,047 | 1:55:55,976 | 0:00:07,929 |
| 47 | | 2:01:43,583 | 2:01:45,764 | 0:00:02,181 |
| 48 | | 2:03:38,103 | 2:03:41,748 | 0:00:03,645 |
| 49 | | 2:03:59,891 | 2:04:09,021 | 0:00:09,130 |
| 50 | | 2:05:57,601 | 2:06:02,945 | 0:00:05,344 |

Anexo 3.3.3 Headways de Camiones Livianos vía Baguanchi

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| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:05:31,450 | 0:05:38,064 | 0:00:06,614 |
| 2 | | 0:20:17,530 | 0:20:34,650 | 0:00:17,120 |
| 3 | | 0:43:35,170 | 0:43:54,110 | 0:00:18,940 |
| 4 | | 1:03:06,160 | 1:03:09,120 | 0:00:02,960 |
| 5 | | 1:28:35,590 | 1:28:38,330 | 0:00:02,740 |
| 6 | | 1:31:48,210 | 1:31:51,670 | 0:00:03,460 |
| 7 | | 1:39:10,660 | 1:39:17,036 | 0:00:06,376 |
| 8 | | 1:40:03,540 | 1:40:10,942 | 0:00:07,402 |
| 9 | | 1:42:44,340 | 1:42:47,350 | 0:00:03,010 |
| 10 | | 1:43:07,150 | 1:43:17,160 | 0:00:10,010 |
| 11 | | 1:45:47,120 | 1:45:58,370 | 0:00:11,250 |
| 12 | | 1:54:19,590 | 1:54:28,420 | 0:00:08,830 |
| 13 | | 2:07:14,110 | 2:07:25,180 | 0:00:11,070 |
| 14 | | 2:11:55,610 | 2:11:57,760 | 0:00:02,150 |
| 15 | | 2:13:49,100 | 2:14:11,160 | 0:00:22,060 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:01:08,899 | 0:01:15,806 | 0:00:06,907 |
| 2 | | 0:05:42,240 | 0:05:48,601 | 0:00:06,361 |
| 3 | | 0:06:22,300 | 0:06:29,974 | 0:00:07,674 |
| 4 | | 0:08:58,963 | 0:09:06,842 | 0:00:07,879 |
| 5 | | 0:10:49,309 | 0:10:53,056 | 0:00:03,747 |
| 6 | | 0:11:07,086 | 0:11:09,786 | 0:00:02,700 |
| 7 | | 0:11:50,603 | 0:11:56,485 | 0:00:05,882 |
| 8 | | 0:13:47,261 | 0:13:53,056 | 0:00:05,795 |
| 9 | | 0:14:52,763 | 0:14:56,097 | 0:00:03,334 |
| 10 | | 0:15:18,655 | 0:15:20,806 | 0:00:02,151 |
| 11 | | 0:15:46,408 | 0:15:51,234 | 0:00:04,826 |
| 12 | | 0:15:59,119 | 0:16:01,417 | 0:00:02,298 |
| 13 | | 0:17:13,819 | 0:17:15,964 | 0:00:02,145 |
| 14 | | 0:17:27,516 | 0:17:33,001 | 0:00:05,485 |
| 15 | | 0:18:40,477 | 0:18:44,796 | 0:00:04,319 |
| 16 | | 0:19:43,251 | 0:19:45,642 | 0:00:02,391 |
| 17 | | 0:19:50,601 | 0:19:54,589 | 0:00:03,988 |
| 18 | | 0:22:27,247 | 0:22:35,820 | 0:00:08,573 |
| 19 | | 0:22:58,486 | 0:23:00,583 | 0:00:02,097 |
| 20 | | 0:23:45,573 | 0:23:49,638 | 0:00:04,065 |
| 21 | | 0:23:57,000 | 0:24:00,611 | 0:00:03,611 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 22 | Baguanchi-Cuenca | 0:28:38,143 | 0:28:41,643 | 0:00:03,500 |
| 23 | | 0:29:50,036 | 0:29:59,846 | 0:00:09,810 |
| 24 | | 0:31:13,000 | 0:31:18,230 | 0:00:05,230 |
| 25 | | 0:32:09,509 | 0:32:13,647 | 0:00:04,138 |
| 26 | | 0:33:02,011 | 0:33:05,642 | 0:00:03,631 |
| 27 | | 0:33:09,811 | 0:33:11,963 | 0:00:02,152 |
| 28 | | 0:34:34,454 | 0:34:38,124 | 0:00:03,670 |
| 29 | | 0:37:53,148 | 0:38:03,452 | 0:00:10,304 |
| 30 | | 0:38:09,452 | 0:38:13,256 | 0:00:03,804 |
| 31 | | 0:43:08,583 | 0:43:22,246 | 0:00:13,663 |
| 32 | | 0:49:10,173 | 0:49:38,001 | 0:00:27,828 |
| 33 | | 0:49:48,013 | 0:49:51,863 | 0:00:03,850 |
| 34 | | 0:52:03,787 | 0:52:08,426 | 0:00:04,639 |
| 35 | | 0:52:29,432 | 0:52:32,785 | 0:00:03,353 |
| 36 | | 0:52:47,725 | 0:52:51,978 | 0:00:04,253 |
| 37 | | 0:52:57,308 | 0:52:59,768 | 0:00:02,460 |
| 38 | | 0:53:25,511 | 0:53:37,506 | 0:00:11,995 |
| 39 | | 0:56:43,786 | 0:56:48,459 | 0:00:04,673 |
| 40 | | 0:58:28,608 | 0:58:32,738 | 0:00:04,130 |
| 41 | | 1:00:43,947 | 1:00:51,642 | 0:00:07,695 |
| 42 | | 1:01:40,764 | 1:01:47,324 | 0:00:06,560 |
| 43 | | 1:03:24,001 | 1:03:27,749 | 0:00:03,748 |
| 44 | | 1:05:53,911 | 1:05:59,324 | 0:00:05,413 |
| 45 | | 1:07:32,583 | 1:07:36,876 | 0:00:04,293 |
| 46 | | 1:08:17,808 | 1:08:23,541 | 0:00:05,733 |
| 47 | | 1:09:06,975 | 1:09:12,001 | 0:00:05,026 |
| 48 | | 1:09:39,021 | 1:09:42,289 | 0:00:03,268 |
| 49 | | 1:10:03,046 | 1:10:08,079 | 0:00:05,033 |
| 50 | | 1:11:37,253 | 1:11:43,186 | 0:00:05,933 |
| 51 | | 1:13:52,876 | 1:13:58,977 | 0:00:06,101 |
| 52 | | 1:18:38,251 | 1:18:43,768 | 0:00:05,517 |
| 53 | | 1:18:46,003 | 1:19:11,036 | 0:00:25,033 |
| 54 | | 1:20:10,035 | 1:20:15,642 | 0:00:05,607 |
| 55 | | 1:21:15,974 | 1:21:23,641 | 0:00:07,667 |
| 56 | | 1:23:15,073 | 1:23:19,457 | 0:00:04,384 |
| 57 | | 1:25:44,975 | 1:25:50,405 | 0:00:05,430 |
| 58 | | 1:36:42,976 | 1:36:48,864 | 0:00:05,888 |
| 59 | | 1:38:25,377 | 1:38:29,376 | 0:00:03,999 |
| 60 | | 1:41:43,814 | 1:41:48,631 | 0:00:04,817 |
| 61 | | 1:42:54,001 | 1:42:59,241 | 0:00:05,240 |
| 62 | | 1:50:37,412 | 1:50:44,623 | 0:00:07,211 |
| 63 | | 1:52:33,956 | 1:52:38,791 | 0:00:04,835 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 64 | Baguanchi-Cuenca | 1:54:27,769 | 1:54:30,467 | 0:00:02,698 |
| 65 | | 1:55:01,957 | 1:55:07,412 | 0:00:05,455 |
| 66 | | 1:58:25,461 | 1:58:35,261 | 0:00:09,800 |
| 67 | | 2:00:22,300 | 2:00:24,638 | 0:00:02,338 |
| 68 | | 2:02:58,963 | 2:03:06,842 | 0:00:07,879 |
| 69 | | 2:04:49,309 | 2:04:53,056 | 0:00:03,747 |
| 70 | | 2:05:07,086 | 2:05:15,032 | 0:00:07,946 |
| 71 | | 2:05:50,603 | 2:05:56,485 | 0:00:05,882 |

Anexo 3.3.4 Headways de Camiones Pesados vía Baguanchi

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| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:23:40,310 | 0:23:52,550 | 0:00:12,240 |
| 2 | | 1:06:01,000 | 1:06:11,211 | 0:00:10,211 |
| 3 | | 1:08:18,150 | 1:08:45,170 | 0:00:27,020 |
| 4 | | 1:09:04,880 | 1:09:30,940 | 0:00:26,060 |
| 5 | | 1:22:50,430 | 1:23:30,770 | 0:00:40,340 |
| 6 | | 1:38:57,390 | 1:39:04,100 | 0:00:06,710 |
| 7 | | 2:03:58,560 | 2:04:01,320 | 0:00:02,760 |
| 8 | | 2:04:41,510 | 2:04:56,730 | 0:00:15,220 |
| 9 | | 2:08:22,160 | 2:08:27,000 | 0:00:04,840 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:05:10,431 | 0:05:27,713 | 0:00:17,282 |
| 2 | | 0:09:42,470 | 0:09:50,574 | 0:00:08,104 |
| 3 | | 0:11:15,064 | 0:11:27,607 | 0:00:12,543 |
| 4 | | 0:15:21,086 | 0:15:27,837 | 0:00:06,751 |
| 5 | | 0:15:39,647 | 0:15:49,842 | 0:00:10,195 |
| 6 | | 0:21:29,763 | 0:21:37,374 | 0:00:07,611 |
| 7 | | 0:21:38,257 | 0:21:47,911 | 0:00:09,654 |
| 8 | | 0:24:44,432 | 0:24:52,763 | 0:00:08,331 |
| 9 | | 0:28:04,350 | 0:28:12,489 | 0:00:08,139 |
| 10 | | 0:31:24,623 | 0:31:31,863 | 0:00:07,240 |
| 11 | | 0:49:55,730 | 0:50:03,632 | 0:00:07,902 |
| 12 | | 0:50:22,041 | 0:50:30,364 | 0:00:08,323 |
| 13 | | 0:52:38,411 | 0:52:47,968 | 0:00:09,557 |
| 14 | | 0:55:06,733 | 0:55:14,835 | 0:00:08,102 |
| 15 | | 0:57:27,503 | 0:57:39,411 | 0:00:11,908 |
| 16 | | 1:00:21,503 | 1:00:31,412 | 0:00:09,909 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 17 | Baguanchi-Cuenca | 1:04:21,134 | 1:04:27,167 | 0:00:06,033 |
| 18 | | 1:05:02,035 | 1:05:09,983 | 0:00:07,948 |
| 19 | | 1:07:00,001 | 1:07:09,473 | 0:00:09,472 |
| 20 | | 1:07:09,729 | 1:07:15,863 | 0:00:06,134 |
| 21 | | 1:17:03,076 | 1:17:17,324 | 0:00:14,248 |
| 22 | | 1:21:00,420 | 1:21:08,056 | 0:00:07,636 |
| 23 | | 1:23:24,273 | 1:23:32,784 | 0:00:08,511 |
| 24 | | 1:24:40,749 | 1:24:50,397 | 0:00:09,648 |
| 25 | | 1:26:39,042 | 1:26:47,483 | 0:00:08,441 |
| 26 | | 1:31:15,983 | 1:31:25,864 | 0:00:09,881 |
| 27 | | 1:38:51,186 | 1:39:00,067 | 0:00:08,881 |
| 28 | | 1:39:13,438 | 1:39:25,356 | 0:00:11,918 |
| 29 | | 1:43:22,804 | 1:43:32,004 | 0:00:09,200 |
| 30 | | 1:47:38,123 | 1:48:00,748 | 0:00:22,625 |
| 31 | | 1:48:57,975 | 1:49:06,637 | 0:00:08,662 |
| 32 | | 1:59:16,012 | 1:59:27,387 | 0:00:11,375 |
| 33 | | 2:03:42,470 | 2:03:50,574 | 0:00:08,104 |
| 34 | | 2:05:15,064 | 2:05:27,607 | 0:00:12,543 |

Anexo 3.3.5 Headways de motocicletas vía Baguanchi

| | |
|-------------------------------|---------------|
| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:21:20,000 | 0:21:38,510 | 0:00:18,510 |
| 2 | | 0:25:21,330 | 0:25:22,640 | 0:00:01,310 |
| 3 | | 0:26:52,160 | 0:26:54,110 | 0:00:01,950 |
| 4 | | 0:42:43,190 | 0:42:45,000 | 0:00:01,810 |
| 5 | | 0:45:49,500 | 0:45:51,360 | 0:00:01,860 |
| 6 | | 0:46:58,150 | 0:47:00,120 | 0:00:01,970 |
| 7 | | 0:47:14,200 | 0:47:23,140 | 0:00:08,940 |
| 8 | | 0:57:53,520 | 0:57:54,650 | 0:00:01,130 |
| 9 | | 1:00:43,150 | 1:00:49,170 | 0:00:06,020 |
| 10 | | 1:04:48,640 | 1:04:50,760 | 0:00:02,120 |
| 11 | | 1:06:11,340 | 1:06:13,490 | 0:00:02,150 |
| 12 | | 1:07:00,000 | 1:07:06,040 | 0:00:06,040 |
| 13 | | 1:14:28,700 | 1:14:29,700 | 0:00:01,000 |
| 14 | | 1:17:28,280 | 1:17:32,160 | 0:00:03,880 |
| 15 | | 1:28:40,000 | 1:28:41,000 | 0:00:01,000 |
| 16 | | 1:33:24,120 | 1:33:26,100 | 0:00:01,980 |
| 17 | | 1:33:28,660 | 1:33:30,700 | 0:00:02,040 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 18 | Cuenca-Baguanchi | 1:37:59,150 | 1:38:27,110 | 0:00:27,960 |
| 19 | | 1:42:41,180 | 1:42:42,150 | 0:00:00,970 |
| 20 | | 1:43:29,490 | 1:43:39,770 | 0:00:10,280 |
| 21 | | 1:46:06,170 | 1:46:07,150 | 0:00:00,980 |
| 22 | | 1:49:25,130 | 1:49:26,150 | 0:00:01,020 |
| 23 | | 1:54:57,160 | 1:55:01,110 | 0:00:03,950 |
| 24 | | 1:58:06,530 | 1:58:09,660 | 0:00:03,130 |
| 25 | | 2:00:19,180 | 2:00:21,842 | 0:00:02,662 |
| 26 | | 2:13:42,150 | 2:13:44,190 | 0:00:02,040 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:04:20,374 | 0:04:37,243 | 0:00:16,869 |
| 2 | | 0:05:39,238 | 0:05:40,240 | 0:00:01,002 |
| 3 | | 0:05:56,547 | 0:05:57,253 | 0:00:00,706 |
| 4 | | 0:07:53,728 | 0:07:55,001 | 0:00:01,273 |
| 5 | | 0:09:49,257 | 0:09:50,102 | 0:00:00,845 |
| 6 | | 0:10:53,125 | 0:10:53,809 | 0:00:00,684 |
| 7 | | 0:12:17,269 | 0:12:18,412 | 0:00:01,143 |
| 8 | | 0:12:43,836 | 0:12:45,547 | 0:00:01,711 |
| 9 | | 0:13:44,096 | 0:13:45,583 | 0:00:01,487 |
| 10 | | 0:14:30,307 | 0:14:31,308 | 0:00:01,001 |
| 11 | | 0:17:45,301 | 0:17:46,841 | 0:00:01,540 |
| 12 | | 0:17:53,773 | 0:17:54,764 | 0:00:00,991 |
| 13 | | 0:19:17,165 | 0:19:18,375 | 0:00:01,210 |
| 14 | | 0:20:02,436 | 0:20:04,347 | 0:00:01,911 |
| 15 | | 0:22:53,036 | 0:22:54,239 | 0:00:01,203 |
| 16 | | 0:25:03,738 | 0:25:16,261 | 0:00:12,523 |
| 17 | | 0:25:17,267 | 0:25:18,487 | 0:00:01,220 |
| 18 | | 0:25:50,148 | 0:25:51,154 | 0:00:01,006 |
| 19 | | 0:26:10,863 | 0:26:24,108 | 0:00:13,245 |
| 20 | | 0:26:52,134 | 0:27:08,467 | 0:00:16,333 |
| 21 | | 0:27:33,678 | 0:27:34,523 | 0:00:00,845 |
| 22 | | 0:28:17,123 | 0:28:18,067 | 0:00:00,944 |
| 23 | | 0:29:28,642 | 0:29:29,756 | 0:00:01,114 |
| 24 | | 0:31:44,511 | 0:31:46,214 | 0:00:01,703 |
| 25 | | 0:32:53,804 | 0:32:54,797 | 0:00:00,993 |
| 26 | | 0:35:11,783 | 0:35:22,601 | 0:00:10,818 |
| 27 | | 0:36:08,058 | 0:36:09,142 | 0:00:01,084 |
| 28 | | 0:36:35,501 | 0:36:36,386 | 0:00:00,885 |
| 29 | | 0:36:37,764 | 0:36:44,786 | 0:00:07,022 |
| 30 | | 0:39:54,138 | 0:39:56,004 | 0:00:01,866 |
| 31 | | 0:43:24,753 | 0:43:28,001 | 0:00:03,248 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 32 | Baguanchi-Cuenca | 0:43:49,305 | 0:43:50,763 | 0:00:01,458 |
| 33 | | 0:44:41,077 | 0:44:43,152 | 0:00:02,075 |
| 34 | | 0:46:08,934 | 0:46:09,766 | 0:00:00,832 |
| 35 | | 0:47:57,678 | 0:47:58,757 | 0:00:01,079 |
| 36 | | 0:51:26,678 | 0:51:27,721 | 0:00:01,043 |
| 37 | | 0:52:51,682 | 0:52:52,701 | 0:00:01,019 |
| 38 | | 0:54:36,712 | 0:54:37,573 | 0:00:00,861 |
| 39 | | 0:57:54,677 | 0:57:55,787 | 0:00:01,110 |
| 40 | | 0:58:35,744 | 0:58:36,503 | 0:00:00,759 |
| 41 | | 0:58:55,101 | 0:58:55,867 | 0:00:00,766 |
| 42 | | 0:59:01,501 | 0:59:03,752 | 0:00:02,251 |
| 43 | | 0:59:24,527 | 0:59:28,377 | 0:00:03,850 |
| 44 | | 1:01:44,433 | 1:01:46,541 | 0:00:02,108 |
| 45 | | 1:03:37,378 | 1:03:38,547 | 0:00:01,169 |
| 46 | | 1:05:09,753 | 1:05:11,036 | 0:00:01,283 |
| 47 | | 1:06:40,407 | 1:06:41,694 | 0:00:01,287 |
| 48 | | 1:08:23,541 | 1:08:25,513 | 0:00:01,972 |
| 49 | | 1:08:49,426 | 1:08:51,064 | 0:00:01,638 |
| 50 | | 1:09:49,743 | 1:09:51,476 | 0:00:01,733 |
| 51 | | 1:10:50,167 | 1:10:53,032 | 0:00:02,865 |
| 52 | | 1:14:17,786 | 1:14:20,036 | 0:00:02,250 |
| 53 | | 1:14:46,987 | 1:14:49,073 | 0:00:02,086 |
| 54 | | 1:15:22,436 | 1:15:23,101 | 0:00:00,665 |
| 55 | | 1:17:29,347 | 1:17:41,449 | 0:00:12,102 |
| 56 | | 1:19:35,863 | 1:19:36,611 | 0:00:00,748 |
| 57 | | 1:19:58,226 | 1:20:01,131 | 0:00:02,905 |
| 58 | | 1:21:25,038 | 1:21:26,673 | 0:00:01,635 |
| 59 | | 1:21:29,634 | 1:21:30,671 | 0:00:01,037 |
| 60 | | 1:21:59,602 | 1:22:02,471 | 0:00:02,869 |
| 61 | | 1:22:56,743 | 1:22:57,974 | 0:00:01,231 |
| 62 | | 1:23:54,347 | 1:23:59,467 | 0:00:05,120 |
| 63 | | 1:25:22,467 | 1:25:26,099 | 0:00:03,632 |
| 64 | | 1:26:57,378 | 1:26:58,764 | 0:00:01,386 |
| 65 | | 1:28:53,024 | 1:28:54,429 | 0:00:01,405 |
| 66 | | 1:30:57,658 | 1:30:59,367 | 0:00:01,709 |
| 67 | | 1:31:40,534 | 1:31:41,849 | 0:00:01,315 |
| 68 | | 1:32:09,024 | 1:32:10,781 | 0:00:01,757 |
| 69 | | 1:32:24,629 | 1:32:31,101 | 0:00:06,472 |
| 70 | | 1:32:38,235 | 1:32:45,256 | 0:00:07,021 |
| 71 | | 1:34:36,483 | 1:34:37,361 | 0:00:00,878 |
| 72 | | 1:35:08,543 | 1:35:09,687 | 0:00:01,144 |
| 73 | | 1:37:48,021 | 1:37:50,003 | 0:00:01,982 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 74 | Baguanchi-Cuenca | 1:38:37,763 | 1:38:38,396 | 0:00:00,633 |
| 75 | | 1:41:00,458 | 1:41:02,074 | 0:00:01,616 |
| 76 | | 1:41:55,234 | 1:41:56,254 | 0:00:01,020 |
| 77 | | 1:43:11,034 | 1:43:12,153 | 0:00:01,119 |
| 78 | | 1:48:07,938 | 1:48:12,834 | 0:00:04,896 |
| 79 | | 1:49:06,803 | 1:49:07,829 | 0:00:01,026 |
| 80 | | 1:52:54,248 | 1:52:56,087 | 0:00:01,839 |
| 81 | | 1:53:40,786 | 1:53:41,834 | 0:00:01,048 |
| 82 | | 1:58:08,011 | 1:58:09,243 | 0:00:01,232 |
| 83 | | 1:59:38,947 | 1:59:39,937 | 0:00:00,990 |
| 84 | | 1:59:56,248 | 1:59:56,998 | 0:00:00,750 |
| 85 | | 2:01:53,728 | 2:01:55,001 | 0:00:01,273 |
| 86 | | 2:03:49,257 | 2:03:50,102 | 0:00:00,845 |
| 87 | | 2:04:53,125 | 2:04:53,809 | 0:00:00,684 |

Anexo 3.3.6 Headways de bicicletas vía Baguanchi

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| VÍA | BAGUANCHI |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Bicicletas |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca-Baguanchi | 0:25:15,620 | 0:25:16,570 | 0:00:00,950 |
| 2 | | 0:41:10,610 | 0:41:12,150 | 0:00:01,540 |
| 3 | | 1:53:29,200 | 1:53:31,032 | 0:00:01,832 |

| | | | | |
|----|------------------|-------------|-------------|-------------|
| 1 | Baguanchi-Cuenca | 0:06:08,001 | 0:06:09,241 | 0:00:01,240 |
| 2 | | 0:26:36,578 | 0:26:37,436 | 0:00:00,858 |
| 3 | | 0:43:55,283 | 0:44:00,604 | 0:00:05,321 |
| 4 | | 0:58:24,263 | 0:58:25,578 | 0:00:01,315 |
| 5 | | 1:01:56,789 | 1:01:57,723 | 0:00:00,934 |
| 6 | | 1:03:54,401 | 1:03:55,276 | 0:00:00,875 |
| 7 | | 1:13:16,683 | 1:13:17,142 | 0:00:00,459 |
| 8 | | 1:15:49,231 | 1:15:54,075 | 0:00:04,844 |
| 9 | | 1:20:08,589 | 1:20:09,640 | 0:00:01,051 |
| 10 | | 1:52:27,256 | 1:52:27,876 | 0:00:00,620 |
| 11 | | 2:00:07,747 | 2:00:09,001 | 0:00:01,254 |

3.4 Anexo Headway calculados en la vía al Valle.

Anexo 3.4.1 Headways de vehículos livianos vía al Valle

| | |
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| VÍA | EL VALLE |
| FECHA DE LEVANTAMIENTO | 22-enero-2020 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|------------------|----------------|--------------|-------------|
| 1 | Cuenca- El Valle | 0:00:14,100 | 0:00:17,110 | 0:00:03,010 |
| 2 | | 0:00:19,200 | 0:00:21,440 | 0:00:02,240 |
| 3 | | 0:00:23,300 | 0:00:25,500 | 0:00:02,200 |
| 4 | | 0:00:49,220 | 0:00:50,230 | 0:00:01,010 |
| 5 | | 0:01:43,450 | 0:01:47,660 | 0:00:04,210 |
| 6 | | 0:01:50,300 | 0:01:53,520 | 0:00:03,220 |
| 7 | | 0:02:56,110 | 0:03:04,318 | 0:00:08,208 |
| 8 | | 0:03:09,120 | 0:03:12,310 | 0:00:03,190 |
| 9 | | 0:03:17,670 | 0:03:20,880 | 0:00:03,210 |
| 10 | | 0:04:13,300 | 0:04:16,420 | 0:00:03,120 |
| 11 | | 0:05:13,100 | 0:05:15,360 | 0:00:02,260 |
| 12 | | 0:05:17,410 | 0:05:21,620 | 0:00:04,210 |
| 13 | | 0:05:38,350 | 0:05:40,500 | 0:00:02,150 |
| 14 | | 0:07:36,720 | 0:07:38,900 | 0:00:02,180 |
| 15 | | 0:07:39,340 | 0:07:42,800 | 0:00:03,460 |
| 16 | | 0:07:44,470 | 0:07:47,780 | 0:00:03,310 |
| 17 | | 0:07:51,130 | 0:07:52,270 | 0:00:01,140 |
| 18 | | 0:07:57,600 | 0:08:00,700 | 0:00:03,100 |
| 19 | | 0:09:44,550 | 0:09:46,900 | 0:00:02,350 |
| 20 | | 0:09:49,180 | 0:09:54,310 | 0:00:05,130 |
| 21 | | 0:09:56,420 | 0:09:58,680 | 0:00:02,260 |
| 22 | | 0:10:01,300 | 0:10:08,590 | 0:00:07,290 |
| 23 | | 0:10:36,230 | 0:10:39,420 | 0:00:03,190 |
| 24 | | 0:10:42,280 | 0:10:44,640 | 0:00:02,360 |
| 25 | | 0:11:39,270 | 0:11:41,510 | 0:00:02,240 |
| 26 | | 0:13:04,010 | 0:13:06,100 | 0:00:02,090 |
| 27 | | 0:13:08,980 | 0:13:10,990 | 0:00:02,010 |
| 28 | | 0:13:12,360 | 0:13:14,680 | 0:00:02,320 |
| 29 | | 0:13:16,180 | 0:13:19,810 | 0:00:03,630 |
| 30 | | 0:13:21,290 | 0:13:23,630 | 0:00:02,340 |
| 31 | | 0:13:25,170 | 0:13:28,540 | 0:00:03,370 |
| 32 | | 0:13:52,930 | 0:13:55,980 | 0:00:03,050 |
| 33 | | 0:13:58,990 | 0:14:01,980 | 0:00:02,990 |
| 34 | | 0:14:03,140 | 0:14:06,660 | 0:00:03,520 |
| 35 | | 0:14:08,780 | 0:14:10,800 | 0:00:02,020 |
| 36 | | 0:14:13,270 | 0:14:16,420 | 0:00:03,150 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|------------------|-----------------------|---------------------|----------------|
| 37 | | 0:15:15,310 | 0:15:18,590 | 0:00:03,280 |
| 38 | | 0:15:22,380 | 0:15:26,700 | 0:00:04,320 |
| 39 | | 0:15:56,320 | 0:15:59,660 | 0:00:03,340 |
| 40 | | 0:16:03,200 | 0:16:06,500 | 0:00:03,300 |
| 41 | | 0:16:06,670 | 0:16:10,940 | 0:00:04,270 |
| 42 | | 0:16:13,290 | 0:16:17,710 | 0:00:04,420 |
| 43 | | 0:16:18,300 | 0:16:21,730 | 0:00:03,430 |
| 44 | | 0:16:25,270 | 0:16:27,800 | 0:00:02,530 |
| 45 | | 0:16:29,150 | 0:16:31,320 | 0:00:02,170 |
| 46 | | 0:16:34,320 | 0:16:36,710 | 0:00:02,390 |
| 47 | | 0:16:41,100 | 0:16:46,220 | 0:00:05,120 |
| 48 | | 0:16:50,760 | 0:16:58,840 | 0:00:08,080 |
| 49 | | 0:17:00,630 | 0:17:02,810 | 0:00:02,180 |
| 50 | | 0:18:24,960 | 0:18:28,880 | 0:00:03,920 |
| 51 | | 0:18:32,270 | 0:18:37,660 | 0:00:05,390 |
| 52 | | 0:18:58,440 | 0:19:00,810 | 0:00:02,370 |
| 53 | | 0:19:03,640 | 0:19:09,600 | 0:00:05,960 |
| 54 | | 0:19:14,330 | 0:19:15,510 | 0:00:01,180 |
| 55 | | 0:19:39,540 | 0:19:42,900 | 0:00:03,360 |
| 56 | | 0:20:36,670 | 0:20:39,710 | 0:00:03,040 |
| 57 | Cuenca- El Valle | 0:20:41,190 | 0:20:44,600 | 0:00:03,410 |
| 58 | | 0:20:46,410 | 0:20:49,650 | 0:00:03,240 |
| 59 | | 0:20:52,390 | 0:20:55,930 | 0:00:03,540 |
| 60 | | 0:21:13,710 | 0:21:17,900 | 0:00:04,190 |
| 61 | | 0:21:19,470 | 0:21:21,950 | 0:00:02,480 |
| 62 | | 0:21:44,100 | 0:21:46,760 | 0:00:02,660 |
| 63 | | 0:21:49,170 | 0:21:51,900 | 0:00:02,730 |
| 64 | | 0:21:54,880 | 0:21:57,300 | 0:00:02,420 |
| 65 | | 0:22:35,640 | 0:22:38,870 | 0:00:03,230 |
| 66 | | 0:22:41,290 | 0:22:44,000 | 0:00:02,710 |
| 67 | | 0:22:47,520 | 0:22:50,660 | 0:00:03,140 |
| 68 | | 0:22:53,600 | 0:22:56,900 | 0:00:03,300 |
| 69 | | 0:23:12,760 | 0:23:16,000 | 0:00:03,240 |
| 70 | | 0:23:18,440 | 0:23:21,930 | 0:00:03,490 |
| 71 | | 0:23:42,000 | 0:23:44,000 | 0:00:02,000 |
| 72 | | 0:23:59,320 | 0:24:08,300 | 0:00:08,980 |
| 73 | | 0:24:29,790 | 0:24:31,850 | 0:00:02,060 |
| 74 | | 0:25:30,630 | 0:25:32,810 | 0:00:02,180 |
| 75 | | 0:25:35,230 | 0:25:37,670 | 0:00:02,440 |
| 76 | | 0:25:42,880 | 0:25:47,930 | 0:00:05,050 |
| 77 | | 0:25:50,250 | 0:25:54,520 | 0:00:04,270 |
| 78 | | 0:25:57,660 | 0:25:59,970 | 0:00:02,310 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|------------------|-----------------------|---------------------|----------------|
| 79 | Cuenca- El Valle | 0:26:01,330 | 0:26:10,770 | 0:00:09,440 |
| 80 | | 0:28:22,390 | 0:28:25,100 | 0:00:02,710 |
| 81 | | 0:28:40,800 | 0:28:43,990 | 0:00:03,190 |
| 82 | | 0:28:45,240 | 0:28:46,510 | 0:00:01,270 |
| 83 | | 0:28:48,630 | 0:28:50,980 | 0:00:02,350 |
| 84 | | 0:29:15,810 | 0:29:22,800 | 0:00:06,990 |
| 85 | | 0:29:30,170 | 0:29:34,000 | 0:00:03,830 |
| 86 | | 0:30:05,250 | 0:30:07,330 | 0:00:02,080 |
| 87 | | 0:30:21,240 | 0:30:27,230 | 0:00:05,990 |
| 88 | | 0:30:29,680 | 0:30:33,790 | 0:00:04,110 |
| 89 | | 0:30:57,390 | 0:31:00,630 | 0:00:03,240 |
| 90 | | 0:31:02,760 | 0:31:06,950 | 0:00:04,190 |
| 91 | | 0:31:16,590 | 0:31:20,860 | 0:00:04,270 |
| 92 | | 0:31:26,650 | 0:31:28,880 | 0:00:02,230 |
| 93 | | 0:31:31,730 | 0:31:34,900 | 0:00:03,170 |
| 94 | | 0:31:36,130 | 0:31:39,990 | 0:00:03,860 |
| 95 | | 0:31:42,770 | 0:31:44,710 | 0:00:01,940 |
| 96 | | 0:31:47,320 | 0:31:49,850 | 0:00:02,530 |
| 97 | | 0:32:32,660 | 0:32:34,880 | 0:00:02,220 |
| 98 | | 0:32:37,110 | 0:32:41,350 | 0:00:04,240 |
| 99 | 0:32:54,000 | 0:32:58,000 | 0:00:04,000 | |
| 100 | 0:33:17,170 | 0:33:21,080 | 0:00:03,910 | |
| 101 | 0:33:54,060 | 0:34:14,020 | 0:00:19,960 | |
| 102 | 0:34:30,140 | 0:34:50,080 | 0:00:19,940 | |
| 103 | 0:36:16,020 | 0:36:17,050 | 0:00:01,030 | |
| 104 | 0:36:19,050 | 0:36:20,110 | 0:00:01,060 | |
| 105 | 0:36:21,080 | 0:36:25,170 | 0:00:04,090 | |
| 106 | 0:36:30,100 | 0:36:35,674 | 0:00:05,574 | |
| 107 | 0:37:02,030 | 0:37:04,160 | 0:00:02,130 | |
| 108 | 0:37:30,000 | 0:37:34,287 | 0:00:04,287 | |
| 109 | 0:37:56,500 | 0:38:01,943 | 0:00:05,443 | |
| 110 | 0:38:17,400 | 0:38:18,960 | 0:00:01,560 | |
| 111 | 0:40:33,230 | 0:40:37,600 | 0:00:04,370 | |
| 112 | 0:40:40,330 | 0:40:47,820 | 0:00:07,490 | |
| 113 | 0:40:50,410 | 0:40:53,660 | 0:00:03,250 | |
| 114 | 0:40:57,700 | 0:41:01,820 | 0:00:04,120 | |
| 115 | 0:41:02,380 | 0:41:09,730 | 0:00:07,350 | |
| 116 | 0:41:11,660 | 0:41:14,740 | 0:00:03,080 | |
| 117 | 0:41:15,220 | 0:41:19,060 | 0:00:03,840 | |
| 118 | 0:41:35,300 | 0:41:45,880 | 0:00:10,580 | |
| 119 | 0:41:50,740 | 0:41:54,900 | 0:00:04,160 | |
| 120 | 0:41:55,200 | 0:41:58,570 | 0:00:03,370 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|------------------|-----------------------|---------------------|----------------|
| 121 | | 0:42:38,550 | 0:42:41,800 | 0:00:03,250 |
| 122 | | 0:42:44,160 | 0:42:50,090 | 0:00:05,930 |
| 123 | | 0:43:22,810 | 0:43:24,990 | 0:00:02,180 |
| 124 | | 0:43:27,350 | 0:43:31,548 | 0:00:04,198 |
| 125 | | 0:43:38,530 | 0:43:41,600 | 0:00:03,070 |
| 126 | | 0:43:43,630 | 0:43:48,890 | 0:00:05,260 |
| 127 | | 0:43:55,470 | 0:44:03,100 | 0:00:07,630 |
| 128 | | 0:45:21,290 | 0:45:24,570 | 0:00:03,280 |
| 129 | | 0:45:26,770 | 0:45:30,910 | 0:00:04,140 |
| 130 | | 0:45:31,400 | 0:45:34,660 | 0:00:03,260 |
| 131 | | 0:45:35,000 | 0:45:39,100 | 0:00:04,100 |
| 132 | | 0:45:38,150 | 0:45:44,110 | 0:00:05,960 |
| 133 | | 0:46:02,670 | 0:46:05,690 | 0:00:03,020 |
| 134 | | 0:46:06,220 | 0:46:10,660 | 0:00:04,440 |
| 135 | | 0:46:15,980 | 0:46:19,050 | 0:00:03,070 |
| 136 | | 0:46:26,440 | 0:46:31,630 | 0:00:05,190 |
| 137 | | 0:46:32,360 | 0:46:36,800 | 0:00:04,440 |
| 138 | | 0:47:55,100 | 0:47:59,000 | 0:00:03,900 |
| 139 | | 0:48:14,200 | 0:48:18,500 | 0:00:04,300 |
| 140 | | 0:48:19,600 | 0:48:23,790 | 0:00:04,190 |
| 141 | | 0:48:31,450 | 0:48:35,950 | 0:00:04,500 |
| 142 | Cuenca- El Valle | 0:48:39,230 | 0:48:42,330 | 0:00:03,100 |
| 143 | | 0:48:44,000 | 0:48:49,110 | 0:00:05,110 |
| 144 | | 0:48:54,300 | 0:49:00,120 | 0:00:05,820 |
| 145 | | 0:49:05,430 | 0:49:11,600 | 0:00:06,170 |
| 146 | | 0:49:20,750 | 0:49:24,976 | 0:00:04,226 |
| 147 | | 0:49:57,640 | 0:50:00,880 | 0:00:03,240 |
| 148 | | 0:50:01,590 | 0:50:05,500 | 0:00:03,910 |
| 149 | | 0:50:53,100 | 0:50:56,460 | 0:00:03,360 |
| 150 | | 0:50:57,550 | 0:51:00,730 | 0:00:03,180 |
| 151 | | 0:51:03,660 | 0:51:06,900 | 0:00:03,240 |
| 152 | | 0:51:09,780 | 0:51:13,360 | 0:00:03,580 |
| 153 | | 0:51:15,790 | 0:51:18,973 | 0:00:03,183 |
| 154 | | 0:51:29,450 | 0:51:34,880 | 0:00:05,430 |
| 155 | | 0:52:35,620 | 0:52:38,820 | 0:00:03,200 |
| 156 | | 0:52:47,310 | 0:52:52,930 | 0:00:05,620 |
| 157 | | 0:52:54,160 | 0:52:57,190 | 0:00:03,030 |
| 158 | | 0:53:22,000 | 0:53:25,520 | 0:00:03,520 |
| 159 | | 0:53:27,440 | 0:53:30,880 | 0:00:03,440 |
| 160 | | 0:54:12,520 | 0:54:16,700 | 0:00:04,180 |
| 161 | | 0:54:30,660 | 0:54:35,930 | 0:00:05,270 |
| 162 | | 0:54:36,900 | 0:54:40,880 | 0:00:03,980 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|------------------|-----------------------|---------------------|----------------|
| 163 | | 0:55:08,770 | 0:55:13,950 | 0:00:05,180 |
| 164 | | 0:55:16,310 | 0:55:21,100 | 0:00:04,790 |
| 165 | | 0:55:52,200 | 0:55:55,990 | 0:00:03,790 |
| 166 | | 0:55:56,190 | 0:56:00,460 | 0:00:04,270 |
| 167 | | 0:56:01,290 | 0:56:04,600 | 0:00:03,310 |
| 168 | | 0:56:05,430 | 0:56:08,850 | 0:00:03,420 |
| 169 | | 0:56:14,580 | 0:56:20,910 | 0:00:06,330 |
| 170 | | 0:56:34,360 | 0:56:38,570 | 0:00:04,210 |
| 171 | | 0:57:25,230 | 0:57:28,210 | 0:00:02,980 |
| 172 | | 0:58:26,490 | 0:58:33,600 | 0:00:07,110 |
| 173 | | 0:59:11,100 | 0:59:15,110 | 0:00:04,010 |
| 174 | | 0:59:23,465 | 0:59:27,880 | 0:00:04,415 |
| 175 | | 0:59:30,920 | 0:59:34,960 | 0:00:04,040 |
| 176 | | 1:00:04,690 | 1:00:08,750 | 0:00:04,060 |
| 177 | | 1:00:56,140 | 1:01:00,510 | 0:00:04,370 |
| 178 | | 1:01:03,390 | 1:01:07,740 | 0:00:04,350 |
| 179 | | 1:01:08,660 | 1:01:11,780 | 0:00:03,120 |
| 180 | | 1:01:37,300 | 1:01:40,460 | 0:00:03,160 |
| 181 | | 1:03:22,210 | 1:03:29,870 | 0:00:07,660 |
| 182 | | 1:03:50,900 | 1:03:54,870 | 0:00:03,970 |
| 183 | Cuenca- El Valle | 1:04:28,090 | 1:04:35,200 | 0:00:07,110 |
| 184 | | 1:04:50,390 | 1:04:57,610 | 0:00:07,220 |
| 185 | | 1:04:59,230 | 1:05:04,080 | 0:00:04,850 |
| 186 | | 1:05:05,010 | 1:05:10,900 | 0:00:05,890 |
| 187 | | 1:05:10,710 | 1:05:16,850 | 0:00:06,140 |
| 188 | | 1:05:18,100 | 1:05:23,250 | 0:00:05,150 |
| 189 | | 1:08:57,540 | 1:09:00,860 | 0:00:03,320 |
| 190 | | 1:09:04,830 | 1:09:09,850 | 0:00:05,020 |
| 191 | | 1:09:57,030 | 1:10:01,200 | 0:00:04,170 |
| 192 | | 1:10:06,630 | 1:10:14,910 | 0:00:08,280 |
| 193 | | 1:10:54,160 | 1:11:04,410 | 0:00:10,250 |
| 194 | | 1:11:05,230 | 1:11:08,400 | 0:00:03,170 |
| 195 | | 1:11:09,100 | 1:11:13,600 | 0:00:04,500 |
| 196 | | 1:11:39,250 | 1:11:41,300 | 0:00:02,050 |
| 197 | | 1:11:58,942 | 1:12:02,100 | 0:00:03,158 |
| 198 | | 1:12:06,210 | 1:12:07,110 | 0:00:00,900 |
| 199 | | 1:12:18,200 | 1:12:35,100 | 0:00:16,900 |
| 200 | | 1:12:50,120 | 1:12:54,070 | 0:00:03,950 |
| 201 | | 1:13:18,300 | 1:13:21,000 | 0:00:02,700 |
| 202 | | 1:13:36,140 | 1:13:38,160 | 0:00:02,020 |
| 203 | | 1:13:40,140 | 1:13:43,120 | 0:00:02,980 |
| 204 | | 1:13:46,090 | 1:13:49,100 | 0:00:03,010 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|------------------|-----------------------|---------------------|----------------|
| 205 | | 1:13:49,900 | 1:13:51,170 | 0:00:01,270 |
| 206 | | 1:13:58,170 | 1:14:12,300 | 0:00:14,130 |
| 207 | | 1:15:31,410 | 1:15:36,240 | 0:00:04,830 |
| 208 | | 1:17:57,684 | 1:18:01,420 | 0:00:03,736 |
| 209 | | 1:17:49,640 | 1:18:06,880 | 0:00:17,240 |
| 210 | | 1:18:28,934 | 1:18:33,300 | 0:00:04,366 |
| 211 | | 1:18:34,540 | 1:18:40,610 | 0:00:06,070 |
| 212 | | 1:19:27,140 | 1:19:33,800 | 0:00:06,660 |
| 213 | | 1:19:36,270 | 1:19:37,300 | 0:00:01,030 |
| 214 | | 1:19:41,580 | 1:19:43,810 | 0:00:02,230 |
| 215 | | 1:19:46,170 | 1:19:47,680 | 0:00:01,510 |
| 216 | | 1:20:50,530 | 1:20:51,710 | 0:00:01,180 |
| 217 | | 1:21:00,410 | 1:21:02,900 | 0:00:02,490 |
| 218 | | 1:21:05,200 | 1:21:06,830 | 0:00:01,630 |
| 219 | | 1:21:59,090 | 1:22:02,510 | 0:00:03,420 |
| 220 | | 1:22:07,490 | 1:22:08,960 | 0:00:01,470 |
| 221 | | 1:22:13,240 | 1:22:15,490 | 0:00:02,250 |
| 222 | | 1:22:20,520 | 1:22:22,860 | 0:00:02,340 |
| 223 | | 1:22:37,410 | 1:22:39,530 | 0:00:02,120 |
| 224 | | 1:22:44,740 | 1:22:51,920 | 0:00:07,180 |
| 225 | Cuenca- El Valle | 1:23:49,310 | 1:23:51,690 | 0:00:02,380 |
| 226 | | 1:24:48,150 | 1:24:50,890 | 0:00:02,740 |
| 227 | | 1:24:52,130 | 1:24:54,330 | 0:00:02,200 |
| 228 | | 1:24:56,770 | 1:24:57,680 | 0:00:00,910 |
| 229 | | 1:25:00,220 | 1:25:02,480 | 0:00:02,260 |
| 230 | | 1:25:09,450 | 1:25:10,950 | 0:00:01,500 |
| 231 | | 1:25:14,170 | 1:25:20,300 | 0:00:06,130 |
| 232 | | 1:25:23,130 | 1:25:26,890 | 0:00:03,760 |
| 233 | | 1:25:31,030 | 1:25:38,150 | 0:00:07,120 |
| 234 | | 1:25:45,500 | 1:26:00,490 | 0:00:14,990 |
| 235 | | 1:25:48,620 | 1:25:51,900 | 0:00:03,280 |
| 236 | | 1:25:55,140 | 1:26:00,490 | 0:00:05,350 |
| 237 | | 1:27:20,550 | 1:27:21,670 | 0:00:01,120 |
| 238 | | 1:27:25,340 | 1:27:26,880 | 0:00:01,540 |
| 239 | | 1:27:30,770 | 1:27:32,990 | 0:00:02,220 |
| 240 | | 1:27:36,130 | 1:27:38,440 | 0:00:02,310 |
| 241 | | 1:27:43,540 | 1:27:46,930 | 0:00:03,390 |
| 242 | | 1:28:02,280 | 1:28:04,860 | 0:00:02,580 |
| 243 | | 1:28:38,000 | 1:28:40,998 | 0:00:02,998 |
| 244 | | 1:28:45,250 | 1:28:46,480 | 0:00:01,230 |
| 245 | | 1:28:49,470 | 1:28:50,850 | 0:00:01,380 |
| 246 | | 1:28:53,340 | 1:28:56,300 | 0:00:02,960 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| 247 | | 1:29:57,170 | 1:29:59,300 | 0:00:02,130 |
|--------|------------------|----------------|--------------|-------------|
| 248 | | 1:30:02,280 | 1:30:07,310 | 0:00:05,030 |
| 249 | | 1:30:15,030 | 1:30:17,620 | 0:00:02,590 |
| 250 | | 1:30:22,220 | 1:30:23,770 | 0:00:01,550 |
| 251 | | 1:30:31,410 | 1:30:32,300 | 0:00:00,890 |
| 252 | | 1:30:39,310 | 1:30:46,960 | 0:00:07,650 |
| 253 | | 1:30:49,140 | 1:30:51,890 | 0:00:02,750 |
| 254 | | 1:30:56,320 | 1:30:57,780 | 0:00:01,460 |
| 255 | | 1:31:41,100 | 1:31:47,400 | 0:00:06,300 |
| 256 | | 1:31:53,300 | 1:31:57,200 | 0:00:03,900 |
| 257 | | 1:31:57,500 | 1:32:02,100 | 0:00:04,600 |
| 258 | | 1:32:06,180 | 1:32:08,130 | 0:00:01,950 |
| 259 | | 1:32:10,200 | 1:32:13,300 | 0:00:03,100 |
| 260 | | 1:32:44,090 | 1:32:45,140 | 0:00:01,050 |
| 261 | | 1:32:46,900 | 1:32:49,700 | 0:00:02,800 |
| 262 | | 1:32:59,312 | 1:33:06,170 | 0:00:06,858 |
| 263 | | 1:33:07,800 | 1:33:09,160 | 0:00:01,360 |
| 264 | | 1:33:35,500 | 1:33:48,600 | 0:00:13,100 |
| 265 | | 1:33:50,100 | 1:33:53,000 | 0:00:02,900 |
| 266 | | 1:33:53,900 | 1:33:58,400 | 0:00:04,500 |
| 267 | | 1:34:02,370 | 1:34:08,760 | 0:00:06,390 |
| 268 | Cuenca- El Valle | 1:36:14,520 | 1:36:20,880 | 0:00:06,360 |
| 269 | | 1:36:22,120 | 1:36:27,440 | 0:00:05,320 |
| 270 | | 1:36:26,530 | 1:36:35,790 | 0:00:09,260 |
| 271 | | 1:36:34,290 | 1:36:40,400 | 0:00:06,110 |
| 272 | | 1:36:40,360 | 1:36:47,660 | 0:00:07,300 |
| 273 | | 1:36:49,630 | 1:36:56,580 | 0:00:06,950 |
| 274 | | 1:37:57,930 | 1:38:04,870 | 0:00:06,940 |
| 275 | | 1:38:01,920 | 1:38:09,520 | 0:00:07,600 |
| 276 | | 1:38:07,810 | 1:38:16,790 | 0:00:08,980 |
| 277 | | 1:39:17,500 | 1:39:24,470 | 0:00:06,970 |
| 278 | | 1:39:24,780 | 1:39:31,690 | 0:00:06,910 |
| 279 | | 1:39:35,960 | 1:39:43,890 | 0:00:07,930 |
| 280 | | 1:40:12,630 | 1:40:18,270 | 0:00:05,640 |
| 281 | | 1:40:52,760 | 1:40:58,480 | 0:00:05,720 |
| 282 | | 1:40:55,900 | 1:41:02,400 | 0:00:06,500 |
| 283 | | 1:41:00,300 | 1:41:09,480 | 0:00:09,180 |
| 284 | | 1:41:44,600 | 1:41:50,700 | 0:00:06,100 |
| 285 | | 1:41:52,930 | 1:42:05,510 | 0:00:12,580 |
| 286 | | 1:42:14,110 | 1:42:22,320 | 0:00:08,210 |
| 287 | | 1:42:46,010 | 1:42:52,320 | 0:00:06,310 |
| 288 | | 1:43:11,360 | 1:43:25,400 | 0:00:14,040 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|-----|------------------|-------------|-------------|-------------|
| 289 | Cuenca- El Valle | 1:43:43,660 | 1:43:49,800 | 0:00:06,140 |
| 290 | | 1:44:05,980 | 1:44:11,473 | 0:00:05,493 |
| 291 | | 1:46:07,040 | 1:46:12,942 | 0:00:05,902 |
| 292 | | 1:46:51,900 | 1:47:00,034 | 0:00:08,134 |
| 293 | | 1:49:59,990 | 1:50:04,364 | 0:00:04,374 |
| 294 | | 1:50:04,930 | 1:50:10,324 | 0:00:05,394 |
| 295 | | 1:51:32,000 | 1:51:38,500 | 0:00:06,500 |
| 296 | | 1:52:08,950 | 1:52:25,410 | 0:00:16,460 |
| 297 | | 1:54:04,920 | 1:54:11,540 | 0:00:06,620 |
| 298 | | 1:56:19,030 | 1:56:31,470 | 0:00:12,440 |
| 299 | | 1:56:28,020 | 1:56:34,550 | 0:00:06,530 |
| 300 | | 1:57:05,970 | 1:57:12,540 | 0:00:06,570 |
| 301 | | 1:57:30,920 | 1:57:37,570 | 0:00:06,650 |
| 302 | | 1:57:53,060 | 1:58:33,560 | 0:00:40,500 |
| 303 | | 1:58:51,050 | 1:59:28,440 | 0:00:37,390 |
| 304 | | 1:59:27,000 | 2:00:03,510 | 0:00:36,510 |
| 305 | | 2:00:41,960 | 2:00:54,570 | 0:00:12,610 |
| 306 | | 2:01:57,000 | 2:02:05,510 | 0:00:08,510 |
| 307 | | 2:02:28,030 | 2:02:43,580 | 0:00:15,550 |
| 308 | | 2:04:54,571 | 2:05:00,420 | 0:00:05,849 |
| 309 | | 2:05:40,342 | 2:05:46,480 | 0:00:06,138 |
| 310 | 2:07:28,927 | 2:07:32,490 | 0:00:03,563 | |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | El Valle-Cuenca | 0:00:00,000 | 0:00:03,030 | 0:00:03,030 |
| 2 | | 0:00:06,600 | 0:00:09,980 | 0:00:03,380 |
| 3 | | 0:00:17,320 | 0:00:19,870 | 0:00:02,550 |
| 4 | | 0:00:21,630 | 0:00:23,790 | 0:00:02,160 |
| 5 | | 0:00:26,400 | 0:00:29,650 | 0:00:03,250 |
| 6 | | 0:00:31,180 | 0:00:34,930 | 0:00:03,750 |
| 7 | | 0:00:49,590 | 0:00:53,770 | 0:00:04,180 |
| 8 | | 0:00:55,110 | 0:00:58,420 | 0:00:03,310 |
| 9 | | 0:00:59,360 | 0:01:00,750 | 0:00:01,390 |
| 10 | | 0:01:06,060 | 0:01:09,500 | 0:00:03,440 |
| 11 | | 0:01:14,440 | 0:01:23,620 | 0:00:09,180 |
| 12 | | 0:01:30,390 | 0:01:34,480 | 0:00:04,090 |
| 13 | | 0:01:37,600 | 0:01:41,000 | 0:00:03,400 |
| 14 | | 0:01:47,320 | 0:01:50,670 | 0:00:03,350 |
| 15 | | 0:01:53,330 | 0:01:56,990 | 0:00:03,660 |
| 16 | | 0:01:59,890 | 0:02:02,950 | 0:00:03,060 |
| 17 | | 0:02:03,440 | 0:02:07,680 | 0:00:04,240 |
| 18 | | 0:02:29,320 | 0:02:33,650 | 0:00:04,330 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 19 | El Valle-Cuenca | 0:02:37,890 | 0:02:42,980 | 0:00:05,090 |
| 20 | | 0:02:47,620 | 0:02:49,770 | 0:00:02,150 |
| 21 | | 0:02:56,340 | 0:03:01,980 | 0:00:05,640 |
| 22 | | 0:03:04,590 | 0:03:07,860 | 0:00:03,270 |
| 23 | | 0:03:10,330 | 0:03:14,520 | 0:00:04,190 |
| 24 | | 0:03:19,460 | 0:03:23,990 | 0:00:04,530 |
| 25 | | 0:03:27,900 | 0:03:30,860 | 0:00:02,960 |
| 26 | | 0:03:33,470 | 0:03:36,790 | 0:00:03,320 |
| 27 | | 0:03:40,630 | 0:03:43,990 | 0:00:03,360 |
| 28 | | 0:03:45,560 | 0:03:48,870 | 0:00:03,310 |
| 29 | | 0:03:52,230 | 0:03:56,480 | 0:00:04,250 |
| 30 | | 0:04:00,000 | 0:04:04,030 | 0:00:04,030 |
| 31 | | 0:04:12,500 | 0:04:15,660 | 0:00:03,160 |
| 32 | | 0:04:19,780 | 0:04:21,900 | 0:00:02,120 |
| 33 | | 0:04:24,490 | 0:04:28,630 | 0:00:04,140 |
| 34 | | 0:04:32,330 | 0:04:34,850 | 0:00:02,520 |
| 35 | | 0:04:38,120 | 0:04:43,670 | 0:00:05,550 |
| 36 | | 0:04:50,690 | 0:04:55,880 | 0:00:05,190 |
| 37 | | 0:05:00,000 | 0:05:02,420 | 0:00:02,420 |
| 38 | | 0:05:05,510 | 0:05:08,630 | 0:00:03,120 |
| 39 | | 0:05:20,790 | 0:05:23,720 | 0:00:02,930 |
| 40 | | 0:05:27,330 | 0:05:32,490 | 0:00:05,160 |
| 41 | | 0:05:38,060 | 0:05:43,200 | 0:00:05,140 |
| 42 | | 0:05:48,890 | 0:05:51,930 | 0:00:03,040 |
| 43 | | 0:05:55,440 | 0:05:57,490 | 0:00:02,050 |
| 44 | | 0:06:01,530 | 0:06:04,960 | 0:00:03,430 |
| 45 | | 0:06:11,740 | 0:06:14,860 | 0:00:03,120 |
| 46 | | 0:06:25,010 | 0:06:28,600 | 0:00:03,590 |
| 47 | | 0:06:31,410 | 0:06:35,770 | 0:00:04,360 |
| 48 | | 0:06:42,380 | 0:06:47,880 | 0:00:05,500 |
| 49 | | 0:06:51,440 | 0:06:55,990 | 0:00:04,550 |
| 50 | | 0:07:01,050 | 0:07:06,910 | 0:00:05,860 |
| 51 | | 0:07:15,330 | 0:07:20,760 | 0:00:05,430 |
| 52 | | 0:08:05,550 | 0:08:09,660 | 0:00:04,110 |
| 53 | | 0:08:13,220 | 0:08:17,530 | 0:00:04,310 |
| 54 | | 0:08:20,470 | 0:08:24,850 | 0:00:04,380 |
| 55 | | 0:08:38,610 | 0:08:42,640 | 0:00:04,030 |
| 56 | | 0:08:46,460 | 0:08:53,990 | 0:00:07,530 |
| 57 | | 0:09:09,310 | 0:09:14,650 | 0:00:05,340 |
| 58 | | 0:09:30,740 | 0:09:35,990 | 0:00:05,250 |
| 59 | 0:09:50,050 | 0:09:54,390 | 0:00:04,340 | |
| 60 | 0:10:04,600 | 0:10:09,790 | 0:00:05,190 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 61 | | 0:10:16,460 | 0:10:22,890 | 0:00:06,430 |
| 62 | | 0:10:32,630 | 0:10:38,720 | 0:00:06,090 |
| 63 | | 0:10:47,840 | 0:10:58,930 | 0:00:11,090 |
| 64 | | 0:11:05,350 | 0:11:12,749 | 0:00:07,399 |
| 65 | | 0:11:16,110 | 0:11:19,230 | 0:00:03,120 |
| 66 | | 0:11:37,620 | 0:11:41,860 | 0:00:04,240 |
| 67 | | 0:11:45,950 | 0:11:51,870 | 0:00:05,920 |
| 68 | | 0:11:59,560 | 0:12:06,830 | 0:00:07,270 |
| 69 | | 0:12:24,620 | 0:12:29,710 | 0:00:05,090 |
| 70 | | 0:12:45,030 | 0:12:49,280 | 0:00:04,250 |
| 71 | | 0:13:03,460 | 0:13:08,670 | 0:00:05,210 |
| 72 | | 0:13:28,330 | 0:13:35,760 | 0:00:07,430 |
| 73 | | 0:13:45,210 | 0:13:53,350 | 0:00:08,140 |
| 74 | | 0:14:12,690 | 0:14:18,960 | 0:00:06,270 |
| 75 | | 0:14:23,460 | 0:14:28,720 | 0:00:05,260 |
| 76 | | 0:14:36,610 | 0:14:39,900 | 0:00:03,290 |
| 77 | | 0:15:12,030 | 0:15:16,000 | 0:00:03,970 |
| 78 | | 0:15:20,370 | 0:15:24,670 | 0:00:04,300 |
| 79 | | 0:15:26,240 | 0:15:29,940 | 0:00:03,700 |
| 80 | | 0:15:44,960 | 0:15:49,040 | 0:00:04,080 |
| 81 | El Valle-Cuenca | 0:16:02,360 | 0:16:05,780 | 0:00:03,420 |
| 82 | | 0:16:08,230 | 0:16:11,970 | 0:00:03,740 |
| 83 | | 0:16:18,930 | 0:16:19,870 | 0:00:00,940 |
| 84 | | 0:16:27,610 | 0:16:29,770 | 0:00:02,160 |
| 85 | | 0:16:33,110 | 0:16:35,060 | 0:00:01,950 |
| 86 | | 0:16:41,550 | 0:16:43,680 | 0:00:02,130 |
| 87 | | 0:16:52,440 | 0:16:55,880 | 0:00:03,440 |
| 88 | | 0:16:57,330 | 0:17:02,930 | 0:00:05,600 |
| 89 | | 0:17:06,120 | 0:17:10,640 | 0:00:04,520 |
| 90 | | 0:17:15,510 | 0:17:21,730 | 0:00:06,220 |
| 91 | | 0:17:26,650 | 0:17:30,990 | 0:00:04,340 |
| 92 | | 0:17:46,180 | 0:17:52,350 | 0:00:06,170 |
| 93 | | 0:18:14,870 | 0:18:20,550 | 0:00:05,680 |
| 94 | | 0:18:36,460 | 0:18:44,930 | 0:00:08,470 |
| 95 | | 0:18:50,100 | 0:18:56,500 | 0:00:06,400 |
| 96 | | 0:19:08,630 | 0:19:11,890 | 0:00:03,260 |
| 97 | | 0:19:15,360 | 0:19:18,555 | 0:00:03,195 |
| 98 | | 0:19:21,280 | 0:19:26,390 | 0:00:05,110 |
| 99 | | 0:19:36,090 | 0:19:42,150 | 0:00:06,060 |
| 100 | | 0:20:05,640 | 0:20:08,790 | 0:00:03,150 |
| 101 | | 0:20:32,560 | 0:20:36,960 | 0:00:04,400 |
| 102 | | 0:20:40,660 | 0:20:44,710 | 0:00:04,050 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 103 | | 0:20:47,230 | 0:20:50,460 | 0:00:03,230 |
| 104 | | 0:20:58,390 | 0:21:02,760 | 0:00:04,370 |
| 105 | | 0:21:08,190 | 0:21:13,930 | 0:00:05,740 |
| 106 | | 0:21:31,850 | 0:21:35,890 | 0:00:04,040 |
| 107 | | 0:21:38,220 | 0:21:39,630 | 0:00:01,410 |
| 108 | | 0:21:43,650 | 0:21:49,880 | 0:00:06,230 |
| 109 | | 0:21:53,740 | 0:21:56,850 | 0:00:03,110 |
| 110 | | 0:21:59,440 | 0:22:04,580 | 0:00:05,140 |
| 111 | | 0:22:08,300 | 0:22:12,000 | 0:00:03,700 |
| 112 | | 0:22:28,760 | 0:22:32,030 | 0:00:03,270 |
| 113 | | 0:22:40,690 | 0:22:43,900 | 0:00:03,210 |
| 114 | | 0:22:46,530 | 0:22:51,680 | 0:00:05,150 |
| 115 | | 0:22:54,060 | 0:22:58,280 | 0:00:04,220 |
| 116 | | 0:23:06,310 | 0:23:12,450 | 0:00:06,140 |
| 117 | | 0:23:47,640 | 0:23:49,990 | 0:00:02,350 |
| 118 | | 0:23:50,050 | 0:23:56,500 | 0:00:06,450 |
| 119 | | 0:24:09,660 | 0:24:11,780 | 0:00:02,120 |
| 120 | | 0:24:23,460 | 0:24:25,880 | 0:00:02,420 |
| 121 | | 0:26:23,410 | 0:26:28,390 | 0:00:04,980 |
| 122 | | 0:26:30,650 | 0:26:31,810 | 0:00:01,160 |
| 123 | El Valle-Cuenca | 0:26:58,220 | 0:27:00,550 | 0:00:02,330 |
| 124 | | 0:27:19,780 | 0:27:23,930 | 0:00:04,150 |
| 125 | | 0:27:50,690 | 0:27:53,810 | 0:00:03,120 |
| 126 | | 0:28:01,440 | 0:28:05,570 | 0:00:04,130 |
| 127 | | 0:28:07,310 | 0:28:09,680 | 0:00:02,370 |
| 128 | | 0:28:12,480 | 0:28:16,940 | 0:00:04,460 |
| 129 | | 0:28:36,160 | 0:28:42,740 | 0:00:06,580 |
| 130 | | 0:28:44,330 | 0:28:47,880 | 0:00:03,550 |
| 131 | | 0:28:50,750 | 0:28:51,950 | 0:00:01,200 |
| 132 | | 0:28:59,360 | 0:29:06,580 | 0:00:07,220 |
| 133 | | 0:29:11,660 | 0:29:13,740 | 0:00:02,080 |
| 134 | | 0:29:15,090 | 0:29:16,620 | 0:00:01,530 |
| 135 | | 0:29:20,470 | 0:29:26,770 | 0:00:06,300 |
| 136 | | 0:29:28,740 | 0:29:30,990 | 0:00:02,250 |
| 137 | | 0:29:35,210 | 0:29:38,100 | 0:00:02,890 |
| 138 | | 0:29:43,810 | 0:29:47,970 | 0:00:04,160 |
| 139 | | 0:29:59,630 | 0:30:03,550 | 0:00:03,920 |
| 140 | | 0:30:53,280 | 0:30:59,310 | 0:00:06,030 |
| 141 | | 0:31:03,740 | 0:31:06,880 | 0:00:03,140 |
| 142 | | 0:31:25,220 | 0:31:27,630 | 0:00:02,410 |
| 143 | | 0:31:30,550 | 0:31:31,960 | 0:00:01,410 |
| 144 | | 0:31:36,470 | 0:31:43,890 | 0:00:07,420 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 145 | El Valle-Cuenca | 0:31:48,390 | 0:31:54,630 | 0:00:06,240 |
| 146 | | 0:31:58,450 | 0:32:00,000 | 0:00:01,550 |
| 147 | | 0:32:04,030 | 0:32:06,200 | 0:00:02,170 |
| 148 | | 0:32:11,190 | 0:32:13,380 | 0:00:02,190 |
| 149 | | 0:32:15,480 | 0:32:17,660 | 0:00:02,180 |
| 150 | | 0:32:20,350 | 0:32:23,900 | 0:00:03,550 |
| 151 | | 0:32:26,630 | 0:32:31,870 | 0:00:05,240 |
| 152 | | 0:32:39,220 | 0:32:41,600 | 0:00:02,380 |
| 153 | | 0:32:58,630 | 0:33:00,830 | 0:00:02,200 |
| 154 | | 0:33:07,470 | 0:33:09,950 | 0:00:02,480 |
| 155 | | 0:33:29,030 | 0:33:31,000 | 0:00:01,970 |
| 156 | | 0:34:01,410 | 0:34:02,600 | 0:00:01,190 |
| 157 | | 0:34:16,530 | 0:34:19,650 | 0:00:03,120 |
| 158 | | 0:34:21,110 | 0:34:28,980 | 0:00:07,870 |
| 159 | | 0:34:53,650 | 0:34:57,560 | 0:00:03,910 |
| 160 | | 0:35:21,220 | 0:35:23,730 | 0:00:02,510 |
| 161 | | 0:35:56,400 | 0:35:58,820 | 0:00:02,420 |
| 162 | | 0:36:01,130 | 0:36:02,060 | 0:00:00,930 |
| 163 | | 0:36:04,290 | 0:36:07,550 | 0:00:03,260 |
| 164 | | 0:36:17,610 | 0:36:20,870 | 0:00:03,260 |
| 165 | | 0:36:54,340 | 0:36:56,650 | 0:00:02,310 |
| 166 | | 0:37:08,710 | 0:37:11,950 | 0:00:03,240 |
| 167 | | 0:37:12,470 | 0:37:15,830 | 0:00:03,360 |
| 168 | | 0:37:20,290 | 0:37:23,360 | 0:00:03,070 |
| 169 | | 0:37:26,590 | 0:37:27,600 | 0:00:01,010 |
| 170 | | 0:37:32,440 | 0:37:35,750 | 0:00:03,310 |
| 171 | | 0:37:38,980 | 0:37:43,870 | 0:00:04,890 |
| 172 | | 0:37:45,130 | 0:37:50,190 | 0:00:05,060 |
| 173 | | 0:38:17,870 | 0:38:20,990 | 0:00:03,120 |
| 174 | | 0:38:26,550 | 0:38:29,710 | 0:00:03,160 |
| 175 | | 0:38:32,290 | 0:38:35,660 | 0:00:03,370 |
| 176 | | 0:38:38,120 | 0:38:41,400 | 0:00:03,280 |
| 177 | | 0:38:43,990 | 0:38:45,830 | 0:00:01,840 |
| 178 | | 0:39:28,270 | 0:39:35,680 | 0:00:07,410 |
| 179 | | 0:39:44,330 | 0:39:47,740 | 0:00:03,410 |
| 180 | | 0:40:14,150 | 0:40:17,270 | 0:00:03,120 |
| 181 | | 0:40:35,330 | 0:40:40,500 | 0:00:05,170 |
| 182 | | 0:40:44,680 | 0:40:46,900 | 0:00:02,220 |
| 183 | | 0:40:51,050 | 0:40:53,000 | 0:00:01,950 |
| 184 | | 0:40:55,460 | 0:40:57,880 | 0:00:02,420 |
| 185 | | 0:41:00,900 | 0:41:02,980 | 0:00:02,080 |
| 186 | | 0:41:05,560 | 0:41:07,670 | 0:00:02,110 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 187 | | 0:41:08,200 | 0:41:11,560 | 0:00:03,360 |
| 188 | | 0:41:14,130 | 0:41:16,220 | 0:00:02,090 |
| 189 | | 0:41:18,660 | 0:41:23,890 | 0:00:05,230 |
| 190 | | 0:41:26,500 | 0:41:27,770 | 0:00:01,270 |
| 191 | | 0:41:29,110 | 0:41:36,900 | 0:00:07,790 |
| 192 | | 0:41:44,540 | 0:41:47,610 | 0:00:03,070 |
| 193 | | 0:41:50,230 | 0:41:52,800 | 0:00:02,570 |
| 194 | | 0:41:55,250 | 0:41:57,130 | 0:00:01,880 |
| 195 | | 0:42:00,100 | 0:42:03,330 | 0:00:03,230 |
| 196 | | 0:42:10,010 | 0:42:13,060 | 0:00:03,050 |
| 197 | | 0:42:47,460 | 0:42:50,550 | 0:00:03,090 |
| 198 | | 0:43:26,790 | 0:43:28,880 | 0:00:02,090 |
| 199 | | 0:43:39,650 | 0:43:42,830 | 0:00:03,180 |
| 200 | | 0:43:44,400 | 0:43:46,740 | 0:00:02,340 |
| 201 | | 0:43:51,560 | 0:43:54,690 | 0:00:03,130 |
| 202 | | 0:44:24,210 | 0:44:25,540 | 0:00:01,330 |
| 203 | | 0:44:27,060 | 0:44:31,130 | 0:00:04,070 |
| 204 | | 0:44:36,590 | 0:44:37,700 | 0:00:01,110 |
| 205 | | 0:44:43,310 | 0:44:47,490 | 0:00:04,180 |
| 206 | | 0:44:48,560 | 0:44:55,630 | 0:00:07,070 |
| 207 | El Valle-Cuenca | 0:44:57,410 | 0:44:59,560 | 0:00:02,150 |
| 208 | | 0:45:11,890 | 0:45:15,930 | 0:00:04,040 |
| 209 | | 0:45:33,120 | 0:45:34,790 | 0:00:01,670 |
| 210 | | 0:45:37,350 | 0:45:39,660 | 0:00:02,310 |
| 211 | | 0:45:48,190 | 0:45:50,210 | 0:00:02,020 |
| 212 | | 0:45:59,480 | 0:46:03,560 | 0:00:04,080 |
| 213 | | 0:46:07,240 | 0:46:12,380 | 0:00:05,140 |
| 214 | | 0:46:16,650 | 0:46:24,870 | 0:00:08,220 |
| 215 | | 0:46:27,010 | 0:46:30,320 | 0:00:03,310 |
| 216 | | 0:46:34,260 | 0:46:39,910 | 0:00:05,650 |
| 217 | | 0:47:12,330 | 0:47:14,690 | 0:00:02,360 |
| 218 | | 0:47:16,440 | 0:47:24,830 | 0:00:08,390 |
| 219 | | 0:47:29,250 | 0:47:30,960 | 0:00:01,710 |
| 220 | | 0:47:34,560 | 0:47:38,630 | 0:00:04,070 |
| 221 | | 0:47:47,230 | 0:47:49,770 | 0:00:02,540 |
| 222 | | 0:48:14,370 | 0:48:16,560 | 0:00:02,190 |
| 223 | | 0:49:21,470 | 0:49:24,830 | 0:00:03,360 |
| 224 | | 0:49:26,970 | 0:49:28,910 | 0:00:01,940 |
| 225 | | 0:49:31,060 | 0:49:37,920 | 0:00:06,860 |
| 226 | | 0:49:42,410 | 0:49:46,630 | 0:00:04,220 |
| 227 | | 0:49:58,390 | 0:50:00,600 | 0:00:02,210 |
| 228 | | 0:50:01,020 | 0:50:03,790 | 0:00:02,770 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 229 | El Valle-Cuenca | 0:50:04,320 | 0:50:07,480 | 0:00:03,160 |
| 230 | | 0:50:08,230 | 0:50:12,550 | 0:00:04,320 |
| 231 | | 0:50:14,890 | 0:50:16,930 | 0:00:02,040 |
| 232 | | 0:50:20,040 | 0:50:22,000 | 0:00:01,960 |
| 233 | | 0:50:25,670 | 0:50:27,890 | 0:00:02,220 |
| 234 | | 0:50:30,290 | 0:50:37,330 | 0:00:07,040 |
| 235 | | 0:50:50,490 | 0:50:54,680 | 0:00:04,190 |
| 236 | | 0:51:06,880 | 0:51:09,970 | 0:00:03,090 |
| 237 | | 0:51:22,230 | 0:51:26,550 | 0:00:04,320 |
| 238 | | 0:51:30,440 | 0:51:32,660 | 0:00:02,220 |
| 239 | | 0:51:58,360 | 0:52:01,530 | 0:00:03,170 |
| 240 | | 0:52:03,240 | 0:52:05,630 | 0:00:02,390 |
| 241 | | 0:52:09,720 | 0:52:10,985 | 0:00:01,265 |
| 242 | | 0:52:13,630 | 0:52:17,790 | 0:00:04,160 |
| 243 | | 0:52:22,470 | 0:52:26,630 | 0:00:04,160 |
| 244 | | 0:52:29,090 | 0:52:31,250 | 0:00:02,160 |
| 245 | | 0:52:35,780 | 0:52:39,990 | 0:00:04,210 |
| 246 | | 0:52:45,340 | 0:52:48,630 | 0:00:03,290 |
| 247 | | 0:52:51,120 | 0:52:53,450 | 0:00:02,330 |
| 248 | | 0:52:55,490 | 0:52:57,630 | 0:00:02,140 |
| 249 | | 0:52:59,330 | 0:53:02,580 | 0:00:03,250 |
| 250 | | 0:53:04,460 | 0:53:05,960 | 0:00:01,500 |
| 251 | | 0:53:08,730 | 0:53:10,850 | 0:00:02,120 |
| 252 | | 0:53:14,210 | 0:53:18,360 | 0:00:04,150 |
| 253 | | 0:53:20,090 | 0:53:22,150 | 0:00:02,060 |
| 254 | | 0:53:29,470 | 0:53:31,630 | 0:00:02,160 |
| 255 | | 0:53:33,820 | 0:53:37,990 | 0:00:04,170 |
| 256 | 0:53:40,580 | 0:53:42,630 | 0:00:02,050 | |
| 257 | 0:53:43,880 | 0:53:47,950 | 0:00:04,070 | |
| 258 | 0:53:53,630 | 0:53:56,890 | 0:00:03,260 | |
| 259 | 0:53:59,550 | 0:54:02,660 | 0:00:03,110 | |
| 260 | 0:54:04,120 | 0:54:07,390 | 0:00:03,270 | |
| 261 | 0:54:10,420 | 0:54:13,680 | 0:00:03,260 | |
| 262 | 0:54:18,610 | 0:54:21,790 | 0:00:03,180 | |
| 263 | 0:54:24,330 | 0:54:26,750 | 0:00:02,420 | |
| 264 | 0:54:31,070 | 0:54:33,250 | 0:00:02,180 | |
| 265 | 0:54:41,450 | 0:54:43,830 | 0:00:02,380 | |
| 266 | 0:54:45,180 | 0:54:48,660 | 0:00:03,480 | |
| 267 | 0:54:53,310 | 0:54:58,550 | 0:00:05,240 | |
| 268 | 0:55:01,050 | 0:55:02,180 | 0:00:01,130 | |
| 269 | 0:55:07,480 | 0:55:09,690 | 0:00:02,210 | |
| 270 | 0:55:18,220 | 0:55:23,560 | 0:00:05,340 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 271 | El Valle-Cuenca | 0:55:26,630 | 0:55:30,980 | 0:00:04,350 |
| 272 | | 0:55:33,420 | 0:55:36,750 | 0:00:03,330 |
| 273 | | 0:55:39,980 | 0:55:41,780 | 0:00:01,800 |
| 274 | | 0:55:44,530 | 0:55:46,970 | 0:00:02,440 |
| 275 | | 0:55:49,120 | 0:55:52,460 | 0:00:03,340 |
| 276 | | 0:55:55,680 | 0:55:58,830 | 0:00:03,150 |
| 277 | | 0:56:03,010 | 0:56:06,560 | 0:00:03,550 |
| 278 | | 0:56:08,110 | 0:56:11,630 | 0:00:03,520 |
| 279 | | 0:56:13,420 | 0:56:16,550 | 0:00:03,130 |
| 280 | | 0:56:19,940 | 0:56:27,820 | 0:00:07,880 |
| 281 | | 0:56:30,250 | 0:56:33,590 | 0:00:03,340 |
| 282 | | 0:56:36,620 | 0:56:38,600 | 0:00:01,980 |
| 283 | | 0:56:43,230 | 0:56:45,340 | 0:00:02,110 |
| 284 | | 0:56:48,520 | 0:56:51,770 | 0:00:03,250 |
| 285 | | 0:56:53,490 | 0:56:56,860 | 0:00:03,370 |
| 286 | | 0:57:06,440 | 0:57:09,630 | 0:00:03,190 |
| 287 | | 0:57:12,780 | 0:57:15,930 | 0:00:03,150 |
| 288 | | 0:57:18,070 | 0:57:20,280 | 0:00:02,210 |
| 289 | | 0:57:22,550 | 0:57:25,740 | 0:00:03,190 |
| 290 | | 0:57:28,130 | 0:57:34,660 | 0:00:06,530 |
| 291 | | 0:57:35,220 | 0:57:38,410 | 0:00:03,190 |
| 292 | | 0:57:49,690 | 0:57:51,980 | 0:00:02,290 |
| 293 | | 0:57:56,369 | 0:57:58,520 | 0:00:02,151 |
| 294 | | 0:58:11,470 | 0:58:14,630 | 0:00:03,160 |
| 295 | | 0:58:16,180 | 0:58:19,560 | 0:00:03,380 |
| 296 | | 0:58:29,650 | 0:58:31,990 | 0:00:02,340 |
| 297 | | 0:58:33,330 | 0:58:35,660 | 0:00:02,330 |
| 298 | | 0:58:39,740 | 0:58:41,880 | 0:00:02,140 |
| 299 | | 0:58:44,410 | 0:58:46,560 | 0:00:02,150 |
| 300 | | 0:58:49,320 | 0:58:51,970 | 0:00:02,650 |
| 301 | | 0:58:54,980 | 0:58:57,730 | 0:00:02,750 |
| 302 | 0:59:02,510 | 0:59:05,980 | 0:00:03,470 | |
| 303 | 0:59:09,280 | 0:59:12,560 | 0:00:03,280 | |
| 304 | 0:59:14,740 | 0:59:21,820 | 0:00:07,080 | |
| 305 | 0:59:27,130 | 0:59:29,030 | 0:00:01,900 | |
| 306 | 0:59:31,330 | 0:59:33,770 | 0:00:02,440 | |
| 307 | 0:59:36,470 | 0:59:37,630 | 0:00:01,160 | |
| 308 | 0:59:40,980 | 0:59:43,000 | 0:00:02,020 | |
| 309 | 0:59:46,530 | 0:59:55,690 | 0:00:09,160 | |
| 310 | 0:59:57,470 | 1:00:01,740 | 0:00:04,270 | |
| 311 | 1:00:02,360 | 1:00:05,830 | 0:00:03,470 | |
| 312 | 1:00:09,127 | 1:00:11,320 | 0:00:02,193 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 313 | | 1:00:17,690 | 1:00:20,950 | 0:00:03,260 |
| 314 | | 1:00:24,340 | 1:00:26,870 | 0:00:02,530 |
| 315 | | 1:00:29,760 | 1:00:34,320 | 0:00:04,560 |
| 316 | | 1:00:38,410 | 1:00:40,650 | 0:00:02,240 |
| 317 | | 1:00:43,840 | 1:00:45,850 | 0:00:02,010 |
| 318 | | 1:00:49,320 | 1:00:52,410 | 0:00:03,090 |
| 319 | | 1:01:00,030 | 1:01:03,140 | 0:00:03,110 |
| 320 | | 1:01:05,650 | 1:01:07,970 | 0:00:02,320 |
| 321 | | 1:01:20,180 | 1:01:23,630 | 0:00:03,450 |
| 322 | | 1:01:26,440 | 1:01:28,660 | 0:00:02,220 |
| 323 | | 1:01:31,790 | 1:01:33,810 | 0:00:02,020 |
| 324 | | 1:01:36,430 | 1:01:40,770 | 0:00:04,340 |
| 325 | | 1:01:42,300 | 1:01:45,170 | 0:00:02,870 |
| 326 | | 1:01:54,390 | 1:01:58,400 | 0:00:04,010 |
| 327 | | 1:02:47,500 | 1:02:50,580 | 0:00:03,080 |
| 328 | | 1:02:53,321 | 1:02:56,830 | 0:00:03,509 |
| 329 | | 1:02:58,260 | 1:03:01,640 | 0:00:03,380 |
| 330 | | 1:03:03,390 | 1:03:06,530 | 0:00:03,140 |
| 331 | | 1:03:08,470 | 1:03:11,660 | 0:00:03,190 |
| 332 | | 1:03:28,620 | 1:03:31,880 | 0:00:03,260 |
| 333 | El Valle-Cuenca | 1:03:32,960 | 1:03:35,999 | 0:00:03,039 |
| 334 | | 1:03:37,320 | 1:03:38,790 | 0:00:01,470 |
| 335 | | 1:03:40,160 | 1:03:43,310 | 0:00:03,150 |
| 336 | | 1:03:45,630 | 1:03:48,850 | 0:00:03,220 |
| 337 | | 1:03:59,470 | 1:04:05,980 | 0:00:06,510 |
| 338 | | 1:04:08,230 | 1:04:13,740 | 0:00:05,510 |
| 339 | | 1:04:18,540 | 1:04:20,630 | 0:00:02,090 |
| 340 | | 1:04:23,810 | 1:04:26,990 | 0:00:03,180 |
| 341 | | 1:04:29,130 | 1:04:32,960 | 0:00:03,830 |
| 342 | | 1:04:43,090 | 1:04:46,630 | 0:00:03,540 |
| 343 | | 1:04:48,740 | 1:04:52,950 | 0:00:04,210 |
| 344 | | 1:04:59,550 | 1:05:01,740 | 0:00:02,190 |
| 345 | | 1:05:04,440 | 1:05:08,930 | 0:00:04,490 |
| 346 | | 1:05:22,280 | 1:05:25,690 | 0:00:03,410 |
| 347 | | 1:05:28,770 | 1:05:31,950 | 0:00:03,180 |
| 348 | | 1:05:35,350 | 1:05:39,790 | 0:00:04,440 |
| 349 | | 1:05:40,220 | 1:05:43,490 | 0:00:03,270 |
| 350 | | 1:05:45,600 | 1:05:50,750 | 0:00:05,150 |
| 351 | | 1:06:11,880 | 1:06:13,910 | 0:00:02,030 |
| 352 | | 1:06:15,550 | 1:06:19,970 | 0:00:04,420 |
| 353 | | 1:06:21,120 | 1:06:25,410 | 0:00:04,290 |
| 354 | | 1:06:29,340 | 1:06:32,580 | 0:00:03,240 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 355 | | 1:06:34,330 | 1:06:38,470 | 0:00:04,140 |
| 356 | | 1:07:00,550 | 1:07:04,790 | 0:00:04,240 |
| 357 | | 1:07:07,610 | 1:07:10,740 | 0:00:03,130 |
| 358 | | 1:07:12,470 | 1:07:17,880 | 0:00:05,410 |
| 359 | | 1:07:20,010 | 1:07:22,090 | 0:00:02,080 |
| 360 | | 1:07:27,560 | 1:07:30,960 | 0:00:03,400 |
| 361 | | 1:07:34,420 | 1:07:36,550 | 0:00:02,130 |
| 362 | | 1:07:50,770 | 1:07:55,890 | 0:00:05,120 |
| 363 | | 1:07:59,740 | 1:08:02,860 | 0:00:03,120 |
| 364 | | 1:08:14,230 | 1:08:18,360 | 0:00:04,130 |
| 365 | | 1:08:35,490 | 1:08:38,750 | 0:00:03,260 |
| 366 | | 1:09:05,640 | 1:09:10,800 | 0:00:05,160 |
| 367 | | 1:09:13,560 | 1:09:19,590 | 0:00:06,030 |
| 368 | | 1:09:39,090 | 1:09:44,150 | 0:00:05,060 |
| 369 | | 1:09:48,460 | 1:09:51,770 | 0:00:03,310 |
| 370 | | 1:09:55,120 | 1:09:57,330 | 0:00:02,210 |
| 371 | | 1:10:09,550 | 1:10:13,980 | 0:00:04,430 |
| 372 | | 1:10:16,440 | 1:10:19,770 | 0:00:03,330 |
| 373 | | 1:10:22,930 | 1:10:25,880 | 0:00:02,950 |
| 374 | | 1:10:28,210 | 1:10:31,750 | 0:00:03,540 |
| 375 | El Valle-Cuenca | 1:10:46,550 | 1:10:49,890 | 0:00:03,340 |
| 376 | | 1:10:51,130 | 1:11:00,510 | 0:00:09,380 |
| 377 | | 1:11:00,490 | 1:11:02,550 | 0:00:02,060 |
| 378 | | 1:11:05,230 | 1:11:09,660 | 0:00:04,430 |
| 379 | | 1:11:12,870 | 1:11:15,990 | 0:00:03,120 |
| 380 | | 1:11:25,490 | 1:11:29,780 | 0:00:04,290 |
| 381 | | 1:11:33,330 | 1:11:36,570 | 0:00:03,240 |
| 382 | | 1:11:43,100 | 1:11:44,470 | 0:00:01,370 |
| 383 | | 1:11:47,630 | 1:11:50,960 | 0:00:03,330 |
| 384 | | 1:11:53,410 | 1:11:56,750 | 0:00:03,340 |
| 385 | | 1:11:58,430 | 1:12:01,690 | 0:00:03,260 |
| 386 | | 1:12:03,120 | 1:12:04,770 | 0:00:01,650 |
| 387 | | 1:12:13,550 | 1:12:16,680 | 0:00:03,130 |
| 388 | | 1:12:21,140 | 1:12:23,360 | 0:00:02,220 |
| 389 | | 1:12:27,790 | 1:12:29,890 | 0:00:02,100 |
| 390 | | 1:12:33,340 | 1:12:34,750 | 0:00:01,410 |
| 391 | | 1:12:49,080 | 1:12:53,240 | 0:00:04,160 |
| 392 | | 1:12:55,630 | 1:12:58,890 | 0:00:03,260 |
| 393 | | 1:13:01,930 | 1:13:04,870 | 0:00:02,940 |
| 394 | | 1:13:28,220 | 1:13:32,910 | 0:00:04,690 |
| 395 | | 1:13:35,450 | 1:13:37,660 | 0:00:02,210 |
| 396 | | 1:13:42,110 | 1:13:45,470 | 0:00:03,360 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 397 | | 1:13:49,360 | 1:13:52,550 | 0:00:03,190 |
| 398 | | 1:13:55,610 | 1:13:58,460 | 0:00:02,850 |
| 399 | | 1:14:00,030 | 1:14:03,270 | 0:00:03,240 |
| 400 | | 1:14:12,660 | 1:14:15,820 | 0:00:03,160 |
| 401 | | 1:14:23,380 | 1:14:25,510 | 0:00:02,130 |
| 402 | | 1:14:28,150 | 1:14:30,390 | 0:00:02,240 |
| 403 | | 1:14:32,645 | 1:14:34,720 | 0:00:02,075 |
| 404 | | 1:14:36,130 | 1:14:40,640 | 0:00:04,510 |
| 405 | | 1:14:47,190 | 1:14:49,550 | 0:00:02,360 |
| 406 | | 1:15:03,060 | 1:15:07,190 | 0:00:04,130 |
| 407 | | 1:15:10,889 | 1:15:12,935 | 0:00:02,046 |
| 408 | | 1:15:14,430 | 1:15:17,970 | 0:00:03,540 |
| 409 | | 1:15:47,630 | 1:15:50,750 | 0:00:03,120 |
| 410 | | 1:15:54,410 | 1:15:57,890 | 0:00:03,480 |
| 411 | | 1:16:01,060 | 1:16:04,780 | 0:00:03,720 |
| 412 | | 1:16:08,050 | 1:16:11,090 | 0:00:03,040 |
| 413 | | 1:16:15,480 | 1:16:19,660 | 0:00:04,180 |
| 414 | | 1:16:22,820 | 1:16:25,960 | 0:00:03,140 |
| 415 | | 1:16:28,470 | 1:16:31,560 | 0:00:03,090 |
| 416 | | 1:16:33,770 | 1:16:36,980 | 0:00:03,210 |
| 417 | | 1:16:47,360 | 1:16:54,880 | 0:00:07,520 |
| 418 | El Valle-Cuenca | 1:17:09,510 | 1:17:14,960 | 0:00:05,450 |
| 419 | | 1:17:19,440 | 1:17:22,970 | 0:00:03,530 |
| 420 | | 1:17:27,290 | 1:17:30,550 | 0:00:03,260 |
| 421 | | 1:17:33,120 | 1:17:37,330 | 0:00:04,210 |
| 422 | | 1:17:41,520 | 1:17:44,690 | 0:00:03,170 |
| 423 | | 1:17:47,080 | 1:17:51,750 | 0:00:04,670 |
| 424 | | 1:17:54,660 | 1:17:59,930 | 0:00:05,270 |
| 425 | | 1:18:08,180 | 1:18:12,510 | 0:00:04,330 |
| 426 | | 1:18:15,330 | 1:18:18,460 | 0:00:03,130 |
| 427 | | 1:18:37,710 | 1:18:40,990 | 0:00:03,280 |
| 428 | | 1:19:13,050 | 1:19:17,270 | 0:00:04,220 |
| 429 | | 1:19:20,680 | 1:19:23,990 | 0:00:03,310 |
| 430 | | 1:19:32,470 | 1:19:35,650 | 0:00:03,180 |
| 431 | | 1:19:41,780 | 1:19:47,925 | 0:00:06,145 |
| 432 | | 1:19:54,560 | 1:19:58,710 | 0:00:04,150 |
| 433 | | 1:20:13,320 | 1:20:18,990 | 0:00:05,670 |
| 434 | | 1:20:23,550 | 1:20:28,860 | 0:00:05,310 |
| 435 | | 1:20:32,630 | 1:20:36,740 | 0:00:04,110 |
| 436 | | 1:20:40,850 | 1:20:43,980 | 0:00:03,130 |
| 437 | | 1:20:46,990 | 1:20:49,850 | 0:00:02,860 |
| 438 | | 1:20:52,360 | 1:20:56,880 | 0:00:04,520 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 439 | El Valle-Cuenca | 1:21:00,440 | 1:21:03,660 | 0:00:03,220 |
| 440 | | 1:21:24,290 | 1:21:27,910 | 0:00:03,620 |
| 441 | | 1:21:39,630 | 1:21:42,780 | 0:00:03,150 |
| 442 | | 1:21:44,970 | 1:21:47,890 | 0:00:02,920 |
| 443 | | 1:22:02,210 | 1:22:05,930 | 0:00:03,720 |
| 444 | | 1:22:16,660 | 1:22:18,770 | 0:00:02,110 |
| 445 | | 1:22:21,330 | 1:22:23,670 | 0:00:02,340 |
| 446 | | 1:22:47,790 | 1:22:50,980 | 0:00:03,190 |
| 447 | | 1:22:53,550 | 1:22:56,630 | 0:00:03,080 |
| 448 | | 1:23:18,590 | 1:23:21,790 | 0:00:03,200 |
| 449 | | 1:23:24,030 | 1:23:25,160 | 0:00:01,130 |
| 450 | | 1:23:26,360 | 1:23:29,660 | 0:00:03,300 |
| 451 | | 1:23:31,490 | 1:23:36,780 | 0:00:05,290 |
| 452 | | 1:23:50,330 | 1:23:54,870 | 0:00:04,540 |
| 453 | | 1:23:56,140 | 1:24:00,610 | 0:00:04,470 |
| 454 | | 1:24:03,790 | 1:24:08,900 | 0:00:05,110 |
| 455 | | 1:24:13,070 | 1:24:17,090 | 0:00:04,020 |
| 456 | | 1:24:21,550 | 1:24:24,680 | 0:00:03,130 |
| 457 | | 1:25:01,470 | 1:25:05,630 | 0:00:04,160 |
| 458 | | 1:25:16,660 | 1:25:17,790 | 0:00:01,130 |
| 459 | | 1:25:27,630 | 1:25:31,990 | 0:00:04,360 |
| 460 | | 1:25:33,460 | 1:25:34,750 | 0:00:01,290 |
| 461 | | 1:25:37,630 | 1:25:39,840 | 0:00:02,210 |
| 462 | | 1:25:42,550 | 1:25:44,670 | 0:00:02,120 |
| 463 | | 1:25:51,690 | 1:25:54,880 | 0:00:03,190 |
| 464 | | 1:25:57,320 | 1:26:04,490 | 0:00:07,170 |
| 465 | | 1:26:12,560 | 1:26:13,690 | 0:00:01,130 |
| 466 | | 1:26:15,480 | 1:26:18,660 | 0:00:03,180 |
| 467 | | 1:26:23,310 | 1:26:25,630 | 0:00:02,320 |
| 468 | | 1:26:39,450 | 1:26:42,840 | 0:00:03,390 |
| 469 | | 1:26:44,060 | 1:26:49,250 | 0:00:05,190 |
| 470 | | 1:26:55,490 | 1:26:56,650 | 0:00:01,160 |
| 471 | | 1:27:00,080 | 1:27:06,110 | 0:00:06,030 |
| 472 | | 1:27:43,640 | 1:27:45,990 | 0:00:02,350 |
| 473 | | 1:27:50,030 | 1:27:54,180 | 0:00:04,150 |
| 474 | | 1:28:06,890 | 1:28:09,990 | 0:00:03,100 |
| 475 | | 1:28:14,320 | 1:28:17,650 | 0:00:03,330 |
| 476 | | 1:29:06,490 | 1:29:08,630 | 0:00:02,140 |
| 477 | | 1:29:09,950 | 1:29:12,980 | 0:00:03,030 |
| 478 | | 1:29:13,250 | 1:29:15,770 | 0:00:02,520 |
| 479 | 1:29:18,630 | 1:29:22,890 | 0:00:04,260 | |
| 480 | 1:29:33,060 | 1:29:37,400 | 0:00:04,340 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 481 | | 1:29:50,880 | 1:29:55,999 | 0:00:05,119 |
| 482 | | 1:29:57,130 | 1:30:00,460 | 0:00:03,330 |
| 483 | | 1:30:24,090 | 1:30:28,490 | 0:00:04,400 |
| 484 | | 1:31:07,650 | 1:31:09,780 | 0:00:02,130 |
| 485 | | 1:31:11,310 | 1:31:13,550 | 0:00:02,240 |
| 486 | | 1:31:25,460 | 1:31:31,700 | 0:00:06,240 |
| 487 | | 1:31:55,870 | 1:32:01,990 | 0:00:06,120 |
| 488 | | 1:32:48,750 | 1:32:50,630 | 0:00:01,880 |
| 489 | | 1:32:53,210 | 1:32:55,520 | 0:00:02,310 |
| 490 | | 1:33:00,110 | 1:33:03,630 | 0:00:03,520 |
| 491 | | 1:33:07,020 | 1:33:09,000 | 0:00:01,980 |
| 492 | | 1:33:23,290 | 1:33:28,460 | 0:00:05,170 |
| 493 | | 1:33:31,350 | 1:33:34,660 | 0:00:03,310 |
| 494 | | 1:33:36,230 | 1:33:38,480 | 0:00:02,250 |
| 495 | | 1:33:50,520 | 1:33:53,770 | 0:00:03,250 |
| 496 | | 1:33:55,810 | 1:33:57,970 | 0:00:02,160 |
| 497 | | 1:34:00,440 | 1:34:07,630 | 0:00:07,190 |
| 498 | | 1:34:12,960 | 1:34:15,850 | 0:00:02,890 |
| 499 | | 1:35:02,470 | 1:35:06,170 | 0:00:03,700 |
| 500 | | 1:35:18,190 | 1:35:22,100 | 0:00:03,910 |
| 501 | El Valle-Cuenca | 1:35:21,050 | 1:35:29,140 | 0:00:08,090 |
| 502 | | 1:35:27,180 | 1:35:46,030 | 0:00:18,850 |
| 503 | | 1:35:52,020 | 1:36:18,170 | 0:00:26,150 |
| 504 | | 1:36:36,060 | 1:36:41,130 | 0:00:05,070 |
| 505 | | 1:36:48,130 | 1:36:57,110 | 0:00:08,980 |
| 506 | | 1:36:55,190 | 1:36:59,130 | 0:00:03,940 |
| 507 | | 1:37:06,000 | 1:37:15,020 | 0:00:09,020 |
| 508 | | 1:37:21,160 | 1:37:32,080 | 0:00:10,920 |
| 509 | | 1:37:30,120 | 1:37:34,120 | 0:00:04,000 |
| 510 | | 1:37:33,030 | 1:37:40,050 | 0:00:07,020 |
| 511 | | 1:37:39,180 | 1:38:01,090 | 0:00:21,910 |
| 512 | | 1:38:07,160 | 1:38:14,050 | 0:00:06,890 |
| 513 | | 1:38:13,120 | 1:38:20,160 | 0:00:07,040 |
| 514 | | 1:38:34,130 | 1:38:37,034 | 0:00:02,904 |
| 515 | | 1:38:56,110 | 1:39:03,010 | 0:00:06,900 |
| 516 | | 1:39:07,050 | 1:39:10,170 | 0:00:03,120 |
| 517 | | 1:39:10,120 | 1:39:14,038 | 0:00:03,918 |
| 518 | | 1:39:43,150 | 1:39:49,160 | 0:00:06,010 |
| 519 | | 1:39:51,040 | 1:39:55,020 | 0:00:03,980 |
| 520 | | 1:39:53,090 | 1:39:57,040 | 0:00:03,950 |
| 521 | | 1:39:55,010 | 1:39:59,120 | 0:00:04,110 |
| 522 | | 1:40:09,190 | 1:40:20,180 | 0:00:10,990 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 523 | El Valle-Cuenca | 1:40:23,060 | 1:40:26,140 | 0:00:03,080 |
| 524 | | 1:40:28,190 | 1:40:32,070 | 0:00:03,880 |
| 525 | | 1:40:43,130 | 1:40:49,040 | 0:00:05,910 |
| 526 | | 1:40:47,150 | 1:40:55,110 | 0:00:07,960 |
| 527 | | 1:41:10,140 | 1:41:15,160 | 0:00:05,020 |
| 528 | | 1:41:15,140 | 1:41:20,080 | 0:00:04,940 |
| 529 | | 1:41:20,020 | 1:41:26,150 | 0:00:06,130 |
| 530 | | 1:41:24,140 | 1:41:29,070 | 0:00:04,930 |
| 531 | | 1:41:33,100 | 1:41:37,130 | 0:00:04,030 |
| 532 | | 1:41:44,030 | 1:41:49,030 | 0:00:05,000 |
| 533 | | 1:42:03,010 | 1:42:09,170 | 0:00:06,160 |
| 534 | | 1:42:10,060 | 1:42:15,130 | 0:00:05,070 |
| 535 | | 1:42:16,010 | 1:42:23,000 | 0:00:06,990 |
| 536 | | 1:42:25,000 | 1:42:31,030 | 0:00:06,030 |
| 537 | | 1:42:34,070 | 1:42:39,020 | 0:00:04,950 |
| 538 | | 1:42:38,050 | 1:42:45,100 | 0:00:07,050 |
| 539 | | 1:43:05,040 | 1:43:23,090 | 0:00:18,050 |
| 540 | | 1:43:32,130 | 1:43:36,190 | 0:00:04,060 |
| 541 | | 1:43:36,120 | 1:43:46,040 | 0:00:09,920 |
| 542 | | 1:43:45,080 | 1:43:49,180 | 0:00:04,100 |
| 543 | | 1:43:48,060 | 1:43:56,050 | 0:00:07,990 |
| 544 | | 1:44:14,010 | 1:44:17,100 | 0:00:03,090 |
| 545 | | 1:44:17,020 | 1:44:23,150 | 0:00:06,130 |
| 546 | | 1:44:21,110 | 1:44:30,100 | 0:00:08,990 |
| 547 | | 1:44:40,000 | 1:44:45,030 | 0:00:05,030 |
| 548 | | 1:44:46,000 | 1:44:51,180 | 0:00:05,180 |
| 549 | | 1:45:01,030 | 1:45:19,030 | 0:00:18,000 |
| 550 | | 1:45:17,130 | 1:45:25,120 | 0:00:07,990 |
| 551 | | 1:45:26,120 | 1:45:35,070 | 0:00:08,950 |
| 552 | | 1:45:41,170 | 1:45:47,010 | 0:00:05,840 |
| 553 | | 1:45:45,030 | 1:45:52,070 | 0:00:07,040 |
| 554 | | 1:46:12,110 | 1:46:29,190 | 0:00:17,080 |
| 555 | | 1:46:39,060 | 1:46:45,040 | 0:00:05,980 |
| 556 | | 1:46:44,060 | 1:46:49,110 | 0:00:05,050 |
| 557 | 1:46:47,170 | 1:46:52,100 | 0:00:04,930 | |
| 558 | 1:46:51,000 | 1:46:55,030 | 0:00:04,030 | |
| 559 | 1:46:54,130 | 1:46:59,120 | 0:00:04,990 | |
| 560 | 1:46:58,020 | 1:47:02,090 | 0:00:04,070 | |
| 561 | 1:47:01,130 | 1:47:08,070 | 0:00:06,940 | |
| 562 | 1:47:29,040 | 1:47:35,120 | 0:00:06,080 | |
| 563 | 1:47:43,080 | 1:47:47,160 | 0:00:04,080 | |
| 564 | 1:47:46,150 | 1:47:55,020 | 0:00:08,870 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 565 | El Valle-Cuenca | 1:47:53,020 | 1:48:01,342 | 0:00:08,322 |
| 566 | | 1:48:07,070 | 1:48:10,470 | 0:00:03,400 |
| 567 | | 1:48:37,060 | 1:48:49,060 | 0:00:12,000 |
| 568 | | 1:48:47,140 | 1:48:56,140 | 0:00:09,000 |
| 569 | | 1:48:54,170 | 1:48:58,130 | 0:00:03,960 |
| 570 | | 1:48:56,190 | 1:49:00,140 | 0:00:03,950 |
| 571 | | 1:49:01,010 | 1:49:05,314 | 0:00:04,304 |
| 572 | | 1:49:09,110 | 1:49:14,110 | 0:00:05,000 |
| 573 | | 1:49:14,070 | 1:49:17,243 | 0:00:03,173 |
| 574 | | 1:49:29,100 | 1:49:31,487 | 0:00:02,387 |
| 575 | | 1:49:45,140 | 1:49:50,160 | 0:00:05,020 |
| 576 | | 1:50:05,110 | 1:50:10,050 | 0:00:04,940 |
| 577 | | 1:50:09,190 | 1:50:14,050 | 0:00:04,860 |
| 578 | | 1:50:18,110 | 1:50:36,160 | 0:00:18,050 |
| 579 | | 1:50:56,140 | 1:51:03,090 | 0:00:06,950 |
| 580 | | 1:51:08,160 | 1:51:23,170 | 0:00:15,010 |
| 581 | | 1:51:25,070 | 1:51:30,080 | 0:00:05,010 |
| 582 | | 1:51:34,120 | 1:51:38,180 | 0:00:04,060 |
| 583 | | 1:51:38,030 | 1:51:42,100 | 0:00:04,070 |
| 584 | | 1:51:42,180 | 1:51:47,140 | 0:00:04,960 |
| 585 | | 1:51:46,010 | 1:51:49,180 | 0:00:03,170 |
| 586 | | 1:51:56,080 | 1:52:00,040 | 0:00:03,960 |
| 587 | | 1:52:19,100 | 1:52:25,020 | 0:00:05,920 |
| 588 | | 1:52:25,190 | 1:52:33,060 | 0:00:07,870 |
| 589 | | 1:52:56,120 | 1:53:00,110 | 0:00:03,990 |
| 590 | | 1:52:58,130 | 1:53:06,050 | 0:00:07,920 |
| 591 | | 1:53:06,070 | 1:53:10,100 | 0:00:04,030 |
| 592 | | 1:53:18,060 | 1:53:55,190 | 0:00:37,130 |
| 593 | | 1:54:02,020 | 1:54:06,090 | 0:00:04,070 |
| 594 | | 1:54:06,060 | 1:54:11,040 | 0:00:04,980 |
| 595 | | 1:54:09,090 | 1:54:45,110 | 0:00:36,020 |
| 596 | 1:54:45,020 | 1:54:49,130 | 0:00:04,110 | |
| 597 | 1:55:03,160 | 1:55:08,040 | 0:00:04,880 | |
| 598 | 1:55:07,150 | 1:55:11,180 | 0:00:04,030 | |
| 599 | 1:55:11,080 | 1:55:15,110 | 0:00:04,030 | |
| 600 | 1:55:14,080 | 1:55:19,010 | 0:00:04,930 | |
| 601 | 1:55:45,060 | 1:55:51,160 | 0:00:06,100 | |
| 602 | 1:56:03,120 | 1:56:06,248 | 0:00:03,128 | |
| 603 | 1:56:29,030 | 1:56:35,150 | 0:00:06,120 | |
| 604 | 1:56:34,050 | 1:56:38,180 | 0:00:04,130 | |
| 605 | 1:56:38,190 | 1:56:47,030 | 0:00:08,840 | |
| 606 | 1:57:19,000 | 1:57:30,050 | 0:00:11,050 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 607 | | 1:57:28,070 | 1:57:32,080 | 0:00:04,010 |
| 608 | | 1:57:31,050 | 1:57:34,140 | 0:00:03,090 |
| 609 | | 1:57:35,080 | 1:57:40,020 | 0:00:04,940 |
| 610 | | 1:57:58,110 | 1:58:02,120 | 0:00:04,010 |
| 611 | | 1:58:24,060 | 1:58:28,190 | 0:00:04,130 |
| 612 | | 1:58:27,020 | 1:58:53,090 | 0:00:26,070 |
| 613 | | 1:58:56,000 | 1:59:16,090 | 0:00:20,090 |
| 614 | | 1:59:46,070 | 1:59:53,110 | 0:00:07,040 |
| 615 | | 1:59:52,040 | 1:59:57,180 | 0:00:05,140 |
| 616 | | 1:59:56,140 | 2:00:05,140 | 0:00:09,000 |
| 617 | | 2:00:08,070 | 2:00:12,050 | 0:00:03,980 |
| 618 | | 2:00:12,190 | 2:00:20,020 | 0:00:07,830 |
| 619 | | 2:00:25,040 | 2:00:37,130 | 0:00:12,090 |
| 620 | | 2:00:54,317 | 2:01:00,471 | 0:00:06,154 |
| 621 | | 2:01:18,050 | 2:01:23,130 | 0:00:05,080 |
| 622 | | 2:01:32,160 | 2:01:38,040 | 0:00:05,880 |
| 623 | | 2:01:38,040 | 2:01:43,130 | 0:00:05,090 |
| 624 | | 2:01:44,040 | 2:01:57,130 | 0:00:13,090 |
| 625 | | 2:01:55,140 | 2:02:05,050 | 0:00:09,910 |
| 626 | | 2:02:45,060 | 2:02:50,190 | 0:00:05,130 |
| 627 | El Valle-Cuenca | 2:02:54,120 | 2:02:58,150 | 0:00:04,030 |
| 628 | | 2:03:57,241 | 2:04:00,150 | 0:00:02,909 |
| 629 | | 2:04:22,190 | 2:04:40,150 | 0:00:17,960 |
| 630 | | 2:04:42,190 | 2:04:47,100 | 0:00:04,910 |
| 631 | | 2:04:58,034 | 2:05:02,080 | 0:00:04,046 |
| 632 | | 2:05:00,160 | 2:05:17,180 | 0:00:17,020 |
| 633 | | 2:05:25,090 | 2:05:41,000 | 0:00:15,910 |
| 634 | | 2:05:45,030 | 2:06:01,324 | 0:00:16,294 |
| 635 | | 2:05:49,010 | 2:05:53,000 | 0:00:03,990 |
| 636 | | 2:05:52,020 | 2:05:57,100 | 0:00:05,080 |
| 637 | | 2:05:55,060 | 2:06:02,070 | 0:00:07,010 |
| 638 | | 2:06:59,150 | 2:07:05,090 | 0:00:05,940 |
| 639 | 2:07:04,040 | 2:07:10,110 | 0:00:06,070 | |
| 640 | 2:07:12,010 | 2:07:32,010 | 0:00:20,000 | |
| 641 | 2:07:30,060 | 2:07:41,120 | 0:00:11,060 | |
| 642 | 2:08:55,317 | 2:09:01,647 | 0:00:06,330 | |
| 643 | 2:09:23,170 | 2:09:28,050 | 0:00:04,880 | |
| 644 | 2:09:29,170 | 2:09:38,170 | 0:00:09,000 | |
| 645 | 2:09:40,130 | 2:09:58,190 | 0:00:18,060 | |
| 646 | 2:09:31,100 | 2:09:35,014 | 0:00:03,914 | |
| 647 | 2:10:42,110 | 2:11:07,050 | 0:00:24,940 | |
| 648 | 2:13:35,499 | 2:13:37,245 | 0:00:01,746 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 649 | | 2:13:37,245 | 2:13:41,876 | 0:00:04,631 |
| 650 | | 2:13:41,876 | 2:13:44,238 | 0:00:02,362 |
| 651 | | 2:13:44,238 | 2:13:46,711 | 0:00:02,473 |
| 652 | | 2:13:46,711 | 2:13:48,409 | 0:00:01,698 |
| 653 | | 2:13:48,409 | 2:13:49,806 | 0:00:01,397 |
| 654 | | 2:13:49,806 | 2:13:58,963 | 0:00:09,157 |
| 655 | | 2:14:11,039 | 2:14:12,142 | 0:00:01,103 |
| 656 | | 2:14:12,142 | 2:14:16,098 | 0:00:03,956 |
| 657 | | 2:14:16,098 | 2:14:19,742 | 0:00:03,644 |
| 658 | | 2:14:19,742 | 2:14:21,676 | 0:00:01,934 |
| 659 | | 2:14:21,676 | 2:14:23,535 | 0:00:01,859 |
| 660 | | 2:14:23,535 | 2:14:25,145 | 0:00:01,610 |
| 661 | | 2:14:25,145 | 2:14:35,277 | 0:00:10,132 |
| 662 | | 2:14:35,277 | 2:14:38,103 | 0:00:02,826 |
| 663 | | 2:14:54,004 | 2:14:56,412 | 0:00:02,408 |
| 664 | | 2:14:56,412 | 2:14:58,486 | 0:00:02,074 |
| 665 | | 2:14:58,486 | 2:14:59,891 | 0:00:01,405 |
| 666 | | 2:15:15,879 | 2:15:18,678 | 0:00:02,799 |
| 667 | | 2:15:18,678 | 2:15:20,583 | 0:00:01,905 |
| 668 | | 2:15:20,583 | 2:15:23,248 | 0:00:02,665 |
| 669 | El Valle-Cuenca | 2:15:23,248 | 2:15:25,138 | 0:00:01,890 |
| 670 | | 2:15:25,138 | 2:15:26,001 | 0:00:00,863 |
| 671 | | 2:15:26,001 | 2:15:29,002 | 0:00:03,001 |
| 672 | | 2:15:29,002 | 2:15:32,569 | 0:00:03,567 |
| 673 | | 2:15:32,569 | 2:15:37,341 | 0:00:04,772 |
| 674 | | 2:15:37,341 | 2:15:40,002 | 0:00:02,661 |
| 675 | | 2:15:40,002 | 2:15:41,089 | 0:00:01,087 |
| 676 | | 2:15:41,089 | 2:15:43,491 | 0:00:02,402 |
| 677 | | 2:15:43,491 | 2:15:46,254 | 0:00:02,763 |
| 678 | | 2:15:46,254 | 2:15:49,309 | 0:00:03,055 |
| 679 | | 2:15:59,001 | 2:16:07,086 | 0:00:08,085 |
| 680 | | 2:16:11,583 | 2:16:12,761 | 0:00:01,178 |
| 681 | | 2:16:12,761 | 2:16:15,064 | 0:00:02,303 |
| 682 | | 2:16:26,864 | 2:16:28,253 | 0:00:01,389 |
| 683 | | 2:16:28,253 | 2:16:28,864 | 0:00:00,611 |
| 684 | | 2:16:28,864 | 2:16:37,347 | 0:00:08,483 |
| 685 | | 2:16:37,347 | 2:16:38,469 | 0:00:01,122 |
| 686 | | 2:16:38,469 | 2:16:41,125 | 0:00:02,656 |
| 687 | | 2:16:41,125 | 2:16:42,746 | 0:00:01,621 |
| 688 | | 2:16:42,746 | 2:16:44,607 | 0:00:01,861 |
| 689 | | 2:16:44,607 | 2:16:46,599 | 0:00:01,992 |
| 690 | | 2:16:46,599 | 2:16:50,603 | 0:00:04,004 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 691 | | 2:17:10,103 | 2:17:11,804 | 0:00:01,701 |
| 692 | | 2:17:11,804 | 2:17:12,976 | 0:00:01,172 |
| 693 | | 2:17:12,976 | 2:17:14,501 | 0:00:01,525 |
| 694 | | 2:17:14,501 | 2:17:16,002 | 0:00:01,501 |
| 695 | | 2:17:16,002 | 2:17:17,269 | 0:00:01,267 |
| 696 | | 2:17:32,308 | 2:17:41,126 | 0:00:08,818 |
| 697 | | 2:17:41,126 | 2:17:42,606 | 0:00:01,480 |
| 698 | | 2:17:42,606 | 2:17:43,836 | 0:00:01,230 |
| 699 | | 2:17:47,449 | 2:18:02,831 | 0:00:15,382 |
| 700 | | 2:18:02,831 | 2:18:05,236 | 0:00:02,405 |
| 701 | | 2:18:05,236 | 2:18:07,762 | 0:00:02,526 |
| 702 | | 2:18:07,762 | 2:18:09,722 | 0:00:01,960 |
| 703 | | 2:18:09,722 | 2:18:13,488 | 0:00:03,766 |
| 704 | | 2:18:18,559 | 2:18:21,106 | 0:00:02,547 |
| 705 | | 2:18:21,106 | 2:18:23,869 | 0:00:02,763 |
| 706 | | 2:18:23,869 | 2:18:25,598 | 0:00:01,729 |
| 707 | | 2:18:25,598 | 2:18:27,109 | 0:00:01,511 |
| 708 | | 2:18:27,109 | 2:18:29,473 | 0:00:02,364 |
| 709 | | 2:18:29,473 | 2:18:30,739 | 0:00:01,266 |
| 710 | | 2:18:30,739 | 2:18:32,461 | 0:00:01,722 |
| 711 | El Valle-Cuenca | 2:18:32,461 | 2:18:34,311 | 0:00:01,850 |
| 712 | | 2:18:34,311 | 2:18:36,450 | 0:00:02,139 |
| 713 | | 2:18:36,450 | 2:18:37,866 | 0:00:01,416 |
| 714 | | 2:18:37,866 | 2:18:40,002 | 0:00:02,136 |
| 715 | | 2:18:40,002 | 2:18:44,096 | 0:00:04,094 |
| 716 | | 2:18:55,243 | 2:18:56,887 | 0:00:01,644 |
| 717 | | 2:18:56,887 | 2:19:00,134 | 0:00:03,247 |
| 718 | | 2:19:00,134 | 2:19:02,640 | 0:00:02,506 |
| 719 | | 2:19:02,640 | 2:19:03,683 | 0:00:01,043 |
| 720 | | 2:19:03,683 | 2:19:04,941 | 0:00:01,258 |
| 721 | | 2:19:04,941 | 2:19:05,836 | 0:00:00,895 |
| 722 | | 2:19:05,836 | 2:19:07,689 | 0:00:01,853 |
| 723 | | 2:19:07,689 | 2:19:09,045 | 0:00:01,356 |
| 724 | | 2:19:09,045 | 2:19:10,993 | 0:00:01,948 |
| 725 | | 2:19:10,993 | 2:19:12,576 | 0:00:01,583 |
| 726 | | 2:19:12,576 | 2:19:14,806 | 0:00:02,230 |
| 727 | | 2:19:14,806 | 2:19:17,109 | 0:00:02,303 |
| 728 | | 2:19:17,109 | 2:19:18,562 | 0:00:01,453 |
| 729 | | 2:19:18,562 | 2:19:20,509 | 0:00:01,947 |
| 730 | | 2:19:20,509 | 2:19:22,001 | 0:00:01,492 |
| 731 | | 2:19:22,001 | 2:19:23,622 | 0:00:01,621 |
| 732 | | 2:19:23,622 | 2:19:25,998 | 0:00:02,376 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|---------------|-----------------------|---------------------|----------------|
| 733 | El Valle-Cuenca | 2:19:25,998 | 2:19:28,583 | 0:00:02,585 | |
| 734 | | 2:19:28,583 | 2:19:30,307 | 0:00:01,724 | |
| 735 | | 2:19:34,023 | 2:19:37,003 | 0:00:02,980 | |
| 736 | | 2:19:37,003 | 2:19:38,936 | 0:00:01,933 | |
| 737 | | 2:19:38,936 | 2:19:40,987 | 0:00:02,051 | |
| 738 | | 2:19:44,778 | 2:19:46,693 | 0:00:01,915 | |
| 739 | | 2:19:46,693 | 2:19:48,301 | 0:00:01,608 | |
| 740 | | 2:19:48,301 | 2:19:49,751 | 0:00:01,450 | |
| 741 | | 2:19:49,751 | 2:19:50,829 | 0:00:01,078 | |
| 742 | | 2:19:50,829 | 2:19:52,763 | 0:00:01,934 | |
| 743 | | 2:19:57,609 | 2:19:59,789 | 0:00:02,180 | |
| 744 | | 2:19:59,789 | 2:20:03,866 | 0:00:04,077 | |
| 745 | | 2:20:03,866 | 2:20:08,236 | 0:00:04,370 | |
| 746 | | 2:20:08,236 | 2:20:09,983 | 0:00:01,747 | |
| 747 | | 2:20:09,983 | 2:20:11,925 | 0:00:01,942 | |
| 748 | | 2:20:11,925 | 2:20:13,687 | 0:00:01,762 | |
| 749 | | 2:20:13,687 | 2:20:18,655 | 0:00:04,968 | |
| 750 | | 2:20:27,481 | 2:20:31,087 | 0:00:03,606 | |
| 751 | | 2:20:31,087 | 2:20:32,805 | 0:00:01,718 | |
| 752 | | 2:20:32,805 | 2:20:34,794 | 0:00:01,989 | |
| 753 | | 2:20:34,794 | 2:20:36,482 | 0:00:01,688 | |
| 754 | | 2:20:36,482 | 2:20:39,647 | 0:00:03,165 | |
| 755 | | 2:20:44,743 | 2:20:46,408 | 0:00:01,665 | |
| 756 | | 2:20:53,251 | 2:20:55,283 | 0:00:02,032 | |
| 757 | | 2:20:55,283 | 2:20:56,822 | 0:00:01,539 | |
| 758 | | 2:20:56,822 | 2:20:59,119 | 0:00:02,297 | |
| 759 | | 2:21:03,775 | 2:21:08,085 | 0:00:04,310 | |
| 760 | | 2:21:08,085 | 2:21:12,002 | 0:00:03,917 | |
| 761 | | 2:21:12,002 | 2:21:14,340 | 0:00:02,338 | |
| 762 | | 2:21:14,340 | 2:21:15,959 | 0:00:01,619 | |
| 763 | | 2:21:15,959 | 2:21:17,806 | 0:00:01,847 | |
| 764 | | 2:21:17,806 | 2:21:21,663 | 0:00:03,857 | |
| 765 | | 2:21:21,663 | 2:21:25,001 | 0:00:03,338 | |
| 766 | | 2:21:25,001 | 2:21:25,997 | 0:00:00,996 | |
| 767 | | 2:21:25,997 | 2:21:27,283 | 0:00:01,286 | |
| 768 | | 2:21:27,283 | 2:21:28,563 | 0:00:01,280 | |
| 769 | | 2:21:28,563 | 2:21:30,257 | 0:00:01,694 | |
| 770 | | 2:21:30,257 | 2:21:36,294 | 0:00:06,037 | |
| 771 | | 2:21:36,294 | 2:21:38,911 | 0:00:02,617 | |
| 772 | | 2:21:38,911 | 2:21:40,034 | 0:00:01,123 | |
| 773 | | 2:21:40,034 | 2:21:41,488 | 0:00:01,454 | |
| 774 | | 2:21:41,488 | 2:21:42,831 | 0:00:01,343 | |
| NÚMERO | | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 775 | | 2:21:42,831 | 2:21:44,216 | 0:00:01,385 |
| 776 | | 2:21:44,216 | 2:21:51,263 | 0:00:07,047 |
| 777 | | 2:21:51,263 | 2:21:58,983 | 0:00:07,720 |
| 778 | | 2:21:58,983 | 2:22:00,378 | 0:00:01,395 |
| 779 | | 2:22:00,378 | 2:22:02,512 | 0:00:02,134 |
| 780 | | 2:22:02,512 | 2:22:06,212 | 0:00:03,700 |
| 781 | | 2:22:06,212 | 2:22:08,764 | 0:00:02,552 |
| 782 | | 2:22:08,764 | 2:22:10,426 | 0:00:01,662 |
| 783 | | 2:22:10,426 | 2:22:12,149 | 0:00:01,723 |
| 784 | | 2:22:12,149 | 2:22:13,819 | 0:00:01,670 |
| 785 | | 2:22:17,437 | 2:22:21,397 | 0:00:03,960 |
| 786 | | 2:22:21,397 | 2:22:24,249 | 0:00:02,852 |
| 787 | | 2:22:24,249 | 2:22:27,516 | 0:00:03,267 |
| 788 | | 2:22:27,516 | 2:22:35,189 | 0:00:07,673 |
| 789 | | 2:22:35,189 | 2:22:37,505 | 0:00:02,316 |
| 790 | | 2:22:37,505 | 2:22:38,846 | 0:00:01,341 |
| 791 | | 2:22:38,846 | 2:22:40,249 | 0:00:01,403 |
| 792 | | 2:22:40,249 | 2:22:42,106 | 0:00:01,857 |
| 793 | | 2:22:42,106 | 2:22:44,001 | 0:00:01,895 |
| 794 | | 2:22:44,001 | 2:22:45,301 | 0:00:01,300 |
| 795 | El Valle-Cuenca | 2:22:48,428 | 2:22:53,773 | 0:00:05,345 |
| 796 | | 2:23:07,488 | 2:23:09,479 | 0:00:01,991 |
| 797 | | 2:23:09,479 | 2:23:11,753 | 0:00:02,274 |
| 798 | | 2:23:11,753 | 2:23:14,431 | 0:00:02,678 |
| 799 | | 2:23:14,431 | 2:23:15,936 | 0:00:01,505 |
| 800 | | 2:23:15,936 | 2:23:18,078 | 0:00:02,142 |
| 801 | | 2:23:18,078 | 2:23:19,673 | 0:00:01,595 |
| 802 | | 2:23:19,673 | 2:23:21,024 | 0:00:01,351 |
| 803 | | 2:23:21,024 | 2:23:23,261 | 0:00:02,237 |
| 804 | | 2:23:23,261 | 2:23:25,812 | 0:00:02,551 |
| 805 | | 2:23:25,812 | 2:23:27,653 | 0:00:01,841 |
| 806 | | 2:23:27,653 | 2:23:29,846 | 0:00:02,193 |
| 807 | | 2:23:29,846 | 2:23:32,013 | 0:00:02,167 |
| 808 | | 2:23:32,013 | 2:23:34,763 | 0:00:02,750 |
| 809 | | 2:23:34,763 | 2:23:36,146 | 0:00:01,383 |
| 810 | | 2:23:45,183 | 2:23:47,623 | 0:00:02,440 |
| 811 | | 2:23:47,623 | 2:23:49,423 | 0:00:01,800 |
| 812 | 2:23:49,423 | 2:23:51,773 | 0:00:02,350 | |
| 813 | 2:23:51,773 | 2:23:52,836 | 0:00:01,063 | |
| 814 | 2:23:52,836 | 2:23:58,263 | 0:00:05,427 | |
| 815 | 2:23:58,263 | 2:23:59,465 | 0:00:01,202 | |
| 816 | 2:23:59,465 | 2:24:01,473 | 0:00:02,008 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 817 | | 2:24:01,473 | 2:24:03,912 | 0:00:02,439 |
| 818 | | 2:24:03,912 | 2:24:06,253 | 0:00:02,341 |
| 819 | | 2:24:06,253 | 2:24:07,769 | 0:00:01,516 |
| 820 | | 2:24:07,769 | 2:24:10,237 | 0:00:02,468 |
| 821 | | 2:24:10,237 | 2:24:14,397 | 0:00:04,160 |
| 822 | | 2:24:14,397 | 2:24:15,761 | 0:00:01,364 |
| 823 | | 2:24:15,761 | 2:24:17,165 | 0:00:01,404 |
| 824 | | 2:24:19,001 | 2:24:20,361 | 0:00:01,360 |
| 825 | | 2:24:20,361 | 2:24:23,098 | 0:00:02,737 |
| 826 | | 2:24:23,098 | 2:24:24,739 | 0:00:01,641 |
| 827 | | 2:24:24,739 | 2:24:26,945 | 0:00:02,206 |
| 828 | | 2:24:26,945 | 2:24:29,075 | 0:00:02,130 |
| 829 | | 2:24:29,075 | 2:24:30,416 | 0:00:01,341 |
| 830 | | 2:24:30,416 | 2:24:32,943 | 0:00:02,527 |
| 831 | | 2:24:32,943 | 2:24:34,388 | 0:00:01,445 |
| 832 | | 2:24:34,388 | 2:24:36,933 | 0:00:02,545 |
| 833 | | 2:24:36,933 | 2:24:38,407 | 0:00:01,474 |
| 834 | | 2:24:38,407 | 2:24:41,375 | 0:00:02,968 |
| 835 | | 2:24:41,375 | 2:24:43,251 | 0:00:01,876 |
| 836 | | 2:24:46,821 | 2:24:47,251 | 0:00:00,430 |
| 837 | El Valle-Cuenca | 2:24:47,251 | 2:24:48,487 | 0:00:01,236 |
| 838 | | 2:24:48,487 | 2:24:50,601 | 0:00:02,114 |
| 839 | | 2:24:55,732 | 2:24:56,764 | 0:00:01,032 |
| 840 | | 2:24:56,764 | 2:24:57,804 | 0:00:01,040 |
| 841 | | 2:24:57,804 | 2:24:58,697 | 0:00:00,893 |
| 842 | | 2:24:58,697 | 2:25:02,436 | 0:00:03,739 |
| 843 | | 2:25:07,508 | 2:25:10,473 | 0:00:02,965 |
| 844 | | 2:25:10,473 | 2:25:12,043 | 0:00:01,570 |
| 845 | | 2:25:12,043 | 2:25:14,736 | 0:00:02,693 |
| 846 | | 2:25:23,732 | 2:25:25,978 | 0:00:02,246 |
| 847 | | 2:25:25,978 | 2:25:28,607 | 0:00:02,629 |
| 848 | | 2:25:28,607 | 2:25:30,711 | 0:00:02,104 |
| 849 | | 2:25:30,711 | 2:25:32,255 | 0:00:01,544 |
| 850 | | 2:25:32,255 | 2:25:33,573 | 0:00:01,318 |
| 851 | | 2:25:33,573 | 2:25:36,376 | 0:00:02,803 |
| 852 | | 2:25:36,376 | 2:25:38,493 | 0:00:02,117 |
| 853 | | 2:25:38,493 | 2:25:39,976 | 0:00:01,483 |
| 854 | 2:25:39,976 | 2:25:42,042 | 0:00:02,066 | |
| 855 | 2:25:42,042 | 2:25:44,007 | 0:00:01,965 | |
| 856 | 2:25:44,007 | 2:25:46,304 | 0:00:02,297 | |
| 857 | 2:25:46,304 | 2:25:47,412 | 0:00:01,108 | |
| 858 | 2:25:47,412 | 2:25:49,486 | 0:00:02,074 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 859 | | 2:25:49,486 | 2:25:51,806 | 0:00:02,320 |
| 860 | | 2:25:51,806 | 2:25:53,601 | 0:00:01,795 |
| 861 | | 2:25:53,601 | 2:25:54,783 | 0:00:01,182 |
| 862 | | 2:25:54,783 | 2:25:56,107 | 0:00:01,324 |
| 863 | | 2:25:56,107 | 2:25:58,042 | 0:00:01,935 |
| 864 | | 2:25:58,042 | 2:25:59,561 | 0:00:01,519 |
| 865 | | 2:25:59,561 | 2:26:02,486 | 0:00:02,925 |
| 866 | | 2:26:02,486 | 2:26:05,722 | 0:00:03,236 |
| 867 | | 2:26:05,722 | 2:26:07,076 | 0:00:01,354 |
| 868 | | 2:26:07,076 | 2:26:08,371 | 0:00:01,295 |
| 869 | | 2:26:08,371 | 2:26:10,139 | 0:00:01,768 |
| 870 | | 2:26:10,139 | 2:26:11,973 | 0:00:01,834 |
| 871 | | 2:26:11,973 | 2:26:14,084 | 0:00:02,111 |
| 872 | | 2:26:14,084 | 2:26:16,141 | 0:00:02,057 |
| 873 | | 2:26:16,141 | 2:26:18,866 | 0:00:02,725 |
| 874 | | 2:26:18,866 | 2:26:20,137 | 0:00:01,271 |
| 875 | | 2:26:20,137 | 2:26:21,375 | 0:00:01,238 |
| 876 | | 2:26:21,375 | 2:26:23,076 | 0:00:01,701 |
| 877 | | 2:26:23,076 | 2:26:24,607 | 0:00:01,531 |
| 878 | | 2:26:24,607 | 2:26:26,478 | 0:00:01,871 |
| 879 | | 2:26:26,478 | 2:26:29,763 | 0:00:03,285 |
| 880 | El Valle-Cuenca | 2:26:36,806 | 2:26:38,257 | 0:00:01,451 |
| 881 | | 2:26:38,257 | 2:26:59,101 | 0:00:20,844 |
| 882 | | 2:26:59,101 | 2:27:06,286 | 0:00:07,185 |
| 883 | | 2:27:06,286 | 2:27:09,947 | 0:00:03,661 |
| 884 | | 2:27:09,947 | 2:27:10,238 | 0:00:00,291 |
| 885 | | 2:27:10,238 | 2:27:11,257 | 0:00:01,019 |
| 886 | | 2:27:11,257 | 2:27:12,778 | 0:00:01,521 |
| 887 | | 2:27:12,778 | 2:27:16,177 | 0:00:03,399 |
| 888 | | 2:27:24,376 | 2:27:27,247 | 0:00:02,871 |
| 889 | | 2:27:30,266 | 2:27:33,251 | 0:00:02,985 |
| 890 | | 2:27:33,251 | 2:27:35,246 | 0:00:01,995 |
| 891 | | 2:27:35,246 | 2:27:38,267 | 0:00:03,021 |
| 892 | | 2:27:38,267 | 2:27:40,628 | 0:00:02,361 |
| 893 | | 2:27:40,628 | 2:27:42,273 | 0:00:01,645 |
| 894 | | 2:27:42,273 | 2:27:44,388 | 0:00:02,115 |
| 895 | | 2:27:44,388 | 2:27:46,193 | 0:00:01,805 |
| 896 | | 2:27:46,193 | 2:27:47,934 | 0:00:01,741 |
| 897 | | 2:27:47,934 | 2:27:49,921 | 0:00:01,987 |
| 898 | | 2:27:49,921 | 2:27:53,036 | 0:00:03,115 |
| 899 | | 2:27:55,253 | 2:27:58,486 | 0:00:03,233 |
| 900 | | 2:28:02,781 | 2:28:04,889 | 0:00:02,108 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 901 | | 2:28:04,889 | 2:28:07,286 | 0:00:02,397 |
| 902 | | 2:28:07,286 | 2:28:09,243 | 0:00:01,957 |
| 903 | | 2:28:09,243 | 2:28:11,509 | 0:00:02,266 |
| 904 | | 2:28:11,509 | 2:28:13,461 | 0:00:01,952 |
| 905 | | 2:28:13,461 | 2:28:16,273 | 0:00:02,812 |
| 906 | | 2:28:16,273 | 2:28:18,119 | 0:00:01,846 |
| 907 | | 2:28:18,119 | 2:28:20,003 | 0:00:01,884 |
| 908 | | 2:28:20,003 | 2:28:22,361 | 0:00:02,358 |
| 909 | | 2:28:22,361 | 2:28:24,512 | 0:00:02,151 |
| 910 | | 2:28:31,083 | 2:28:34,227 | 0:00:03,144 |
| 911 | | 2:28:34,227 | 2:28:35,768 | 0:00:01,541 |
| 912 | | 2:28:43,673 | 2:28:45,573 | 0:00:01,900 |
| 913 | | 2:28:52,437 | 2:28:55,014 | 0:00:02,577 |
| 914 | | 2:28:55,014 | 2:28:57,000 | 0:00:01,986 |
| 915 | | 2:29:22,752 | 2:29:24,578 | 0:00:01,826 |
| 916 | | 2:29:24,578 | 2:29:39,263 | 0:00:14,685 |
| 917 | | 2:29:39,263 | 2:29:41,127 | 0:00:01,864 |
| 918 | | 2:29:41,127 | 2:29:42,514 | 0:00:01,387 |
| 919 | | 2:29:42,514 | 2:29:44,432 | 0:00:01,918 |
| 920 | | 2:31:09,807 | 2:31:10,863 | 0:00:01,056 |
| 921 | El Valle-Cuenca | 2:31:27,427 | 2:31:36,578 | 0:00:09,151 |
| 922 | | 2:31:39,843 | 2:31:50,543 | 0:00:10,700 |
| 923 | | 2:31:50,543 | 2:31:52,134 | 0:00:01,591 |
| 924 | | 2:32:19,463 | 2:32:23,542 | 0:00:04,079 |
| 925 | | 2:32:23,542 | 2:32:33,678 | 0:00:10,136 |
| 926 | | 2:32:37,239 | 2:32:52,693 | 0:00:15,454 |
| 927 | | 2:32:52,693 | 2:32:54,576 | 0:00:01,883 |
| 928 | | 2:32:54,576 | 2:33:12,956 | 0:00:18,380 |
| 929 | | 2:33:12,956 | 2:33:14,350 | 0:00:01,394 |
| 930 | | 2:33:14,350 | 2:33:15,963 | 0:00:01,613 |
| 931 | | 2:33:15,963 | 2:33:17,123 | 0:00:01,160 |
| 932 | | 2:33:32,306 | 2:33:34,213 | 0:00:01,907 |
| 933 | | 2:33:34,213 | 2:33:38,143 | 0:00:03,930 |
| 934 | | 2:34:17,776 | 2:34:19,246 | 0:00:01,470 |
| 935 | | 2:34:19,246 | 2:34:21,098 | 0:00:01,852 |
| 936 | | 2:34:41,406 | 2:34:43,126 | 0:00:01,720 |
| 937 | | 2:34:43,126 | 2:34:46,610 | 0:00:03,484 |
| 938 | | 2:34:46,610 | 2:34:50,036 | 0:00:03,426 |
| 939 | | 2:35:06,004 | 2:35:08,070 | 0:00:02,066 |
| 940 | | 2:35:08,070 | 2:35:21,536 | 0:00:13,466 |
| 941 | | 2:35:59,436 | 2:36:00,256 | 0:00:00,820 |
| 942 | | 2:36:00,256 | 2:36:13,000 | 0:00:12,744 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|-----|-----------------|-------------|-------------|-------------|
| 943 | El Valle-Cuenca | 2:36:36,073 | 2:36:36,943 | 0:00:00,870 |
| 944 | | 2:36:38,409 | 2:36:40,834 | 0:00:02,425 |
| 945 | | 2:36:40,834 | 2:36:44,511 | 0:00:03,677 |
| 946 | | 2:36:50,237 | 2:36:51,727 | 0:00:01,490 |
| 947 | | 2:36:51,727 | 2:36:54,253 | 0:00:02,526 |
| 948 | | 2:36:54,253 | 2:37:09,509 | 0:00:15,256 |
| 949 | | 2:37:38,012 | 2:37:39,674 | 0:00:01,662 |
| 950 | | 2:37:56,946 | 2:38:01,001 | 0:00:04,055 |

Anexo 3.4.2 Headways de buses vía al Valle

| | |
|-------------------------------|----------|
| CALLE | EL VALLE |
| FECHA DE LEVANTAMIENTO | 9-ene-20 |
| TIPO DE VEHICULO | Buses |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | CUENCA-EL VALLE | 0:00:02.140 | 0:00:08.650 | 0:00:06.510 |
| 2 | CUENCA-EL VALLE | 0:00:25.330 | 0:00:28.000 | 0:00:02.670 |
| 3 | CUENCA-EL VALLE | 0:25:24.610 | 0:25:29.990 | 0:00:05.380 |
| 4 | CUENCA-EL VALLE | 0:28:14.460 | 0:28:18.660 | 0:00:04.200 |
| 5 | CUENCA-EL VALLE | 0:30:33.870 | 0:30:49.910 | 0:00:16.040 |
| 6 | CUENCA-EL VALLE | 0:30:52.560 | 0:30:55.890 | 0:00:03.330 |
| 7 | CUENCA-EL VALLE | 0:32:26.410 | 0:32:39.660 | 0:00:13.250 |
| 8 | CUENCA-EL VALLE | 0:36:22.320 | 0:36:30.850 | 0:00:08.530 |
| 9 | CUENCA-EL VALLE | 0:38:53.460 | 0:39:01.870 | 0:00:08.410 |
| 10 | CUENCA-EL VALLE | 0:40:57.230 | 0:41:06.540 | 0:00:09.310 |
| 11 | CUENCA-EL VALLE | 0:42:41.470 | 0:42:59.770 | 0:00:18.300 |
| 12 | CUENCA-EL VALLE | 0:45:34.310 | 0:45:53.640 | 0:00:19.330 |
| 13 | CUENCA-EL VALLE | 0:46:58.890 | 0:47:06.988 | 0:00:08.098 |
| 14 | CUENCA-EL VALLE | 0:48:59.550 | 0:49:10.660 | 0:00:11.110 |
| 15 | CUENCA-EL VALLE | 0:52:20.230 | 0:52:26.750 | 0:00:06.520 |
| 16 | CUENCA-EL VALLE | 0:53:04.590 | 0:53:32.630 | 0:00:28.040 |
| 17 | CUENCA-EL VALLE | 0:54:14.420 | 0:54:23.780 | 0:00:09.360 |
| 18 | CUENCA-EL VALLE | 0:58:57.790 | 0:59:03.960 | 0:00:06.170 |
| 19 | CUENCA-EL VALLE | 0:59:04.470 | 0:59:31.700 | 0:00:27.230 |
| 20 | CUENCA-EL VALLE | 0:59:38.210 | 1:00:11.620 | 0:00:33.410 |
| 21 | CUENCA-EL VALLE | 1:01:26.240 | 1:02:38.800 | 0:01:12.560 |
| 22 | CUENCA-EL VALLE | 1:02:58.550 | 1:03:10.941 | 0:00:12.391 |
| 23 | CUENCA-EL VALLE | 1:03:51.547 | 1:04:02.970 | 0:00:11.423 |
| 24 | CUENCA-EL VALLE | 1:06:18.660 | 1:06:53.780 | 0:00:35.120 |
| 25 | CUENCA-EL VALLE | 1:09:49.341 | 1:10:01.845 | 0:00:12.504 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------|----------------|--------------|---------|
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|----|-----------------|-------------|-------------|-------------|
| 26 | Cuenca-El Valle | 1:12:55,490 | 1:13:10,847 | 0:00:15,357 |
| 27 | | 1:13:11,610 | 1:14:09,850 | 0:00:58,240 |
| 28 | | 1:15:14,350 | 1:15:45,960 | 0:00:31,610 |
| 29 | | 1:21:34,000 | 1:22:27,000 | 0:00:53,000 |
| 30 | | 1:27:44,030 | 1:28:42,080 | 0:00:58,050 |
| 31 | | 1:29:36,060 | 1:31:05,100 | 0:01:29,040 |
| 32 | | 1:30:18,190 | 1:31:14,070 | 0:00:55,880 |
| 33 | | 1:34:12,190 | 1:35:29,150 | 0:01:16,960 |
| 34 | | 1:52:16,120 | 1:53:14,070 | 0:00:57,950 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | El Valle-Cuenca | 0:00:40,540 | 0:00:46,960 | 0:00:06,420 |
| 2 | | 0:01:00,060 | 0:01:03,320 | 0:00:03,260 |
| 3 | | 0:02:07,770 | 0:02:13,890 | 0:00:06,120 |
| 4 | | 0:02:17,600 | 0:02:25,940 | 0:00:08,340 |
| 5 | | 0:04:04,120 | 0:04:12,894 | 0:00:08,774 |
| 6 | | 0:06:14,630 | 0:06:21,710 | 0:00:07,080 |
| 7 | | 0:11:23,330 | 0:11:32,490 | 0:00:09,160 |
| 8 | | 0:12:29,470 | 0:12:40,630 | 0:00:11,160 |
| 9 | | 0:12:49,030 | 0:12:58,950 | 0:00:09,920 |
| 10 | | 0:15:52,450 | 0:15:59,700 | 0:00:07,250 |
| 11 | | 0:16:11,630 | 0:16:15,660 | 0:00:04,030 |
| 12 | | 0:16:35,250 | 0:16:38,330 | 0:00:03,080 |
| 13 | | 0:16:47,230 | 0:16:50,990 | 0:00:03,760 |
| 14 | | 0:17:52,090 | 0:18:00,110 | 0:00:08,020 |
| 15 | | 0:22:11,610 | 0:22:16,790 | 0:00:05,180 |
| 16 | | 0:22:32,010 | 0:22:38,630 | 0:00:06,620 |
| 17 | | 0:23:26,300 | 0:23:44,880 | 0:00:18,580 |
| 18 | | 0:23:56,770 | 0:24:06,850 | 0:00:10,080 |
| 19 | | 0:26:31,330 | 0:26:45,510 | 0:00:14,180 |
| 20 | | 0:27:38,090 | 0:27:45,630 | 0:00:07,540 |
| 21 | | 0:27:54,410 | 0:27:59,920 | 0:00:05,510 |
| 22 | | 0:28:19,180 | 0:28:23,490 | 0:00:04,310 |
| 23 | | 0:36:56,630 | 0:37:07,850 | 0:00:11,220 |
| 24 | | 0:39:50,090 | 0:40:09,030 | 0:00:18,940 |
| 25 | | 0:40:24,950 | 0:40:32,890 | 0:00:07,940 |
| 26 | | 0:41:38,460 | 0:41:42,950 | 0:00:04,490 |
| 27 | | 0:45:17,310 | 0:45:24,470 | 0:00:07,160 |
| 28 | | 0:45:41,230 | 0:45:45,640 | 0:00:04,410 |
| 29 | | 0:47:40,490 | 0:47:45,780 | 0:00:05,290 |
| 30 | | 0:48:41,030 | 0:48:54,250 | 0:00:13,220 |
| 31 | | 0:49:46,460 | 0:49:55,890 | 0:00:09,430 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 32 | El Valle-Cuenca | 0:54:33,780 | 0:54:38,850 | 0:00:05,070 |
| 33 | | 0:55:09,530 | 0:55:26,814 | 0:00:17,284 |
| 34 | | 0:57:41,090 | 0:57:46,630 | 0:00:05,540 |
| 35 | | 0:58:00,460 | 0:58:05,570 | 0:00:05,110 |
| 36 | | 0:58:23,600 | 0:58:26,880 | 0:00:03,280 |
| 37 | | 1:01:11,430 | 1:01:18,570 | 0:00:07,140 |
| 38 | | 1:03:48,180 | 1:03:55,330 | 0:00:07,150 |
| 39 | | 1:04:36,470 | 1:04:40,610 | 0:00:04,140 |
| 40 | | 1:05:12,850 | 1:05:16,790 | 0:00:03,940 |
| 41 | | 1:05:55,740 | 1:06:01,950 | 0:00:06,210 |
| 42 | | 1:06:04,030 | 1:06:08,510 | 0:00:04,480 |
| 43 | | 1:06:38,790 | 1:06:49,850 | 0:00:11,060 |
| 44 | | 1:08:22,310 | 1:08:32,960 | 0:00:10,650 |
| 45 | | 1:08:55,740 | 1:09:01,840 | 0:00:06,100 |
| 46 | | 1:08:31,230 | 1:08:34,640 | 0:00:03,410 |
| 47 | | 1:14:15,590 | 1:14:21,680 | 0:00:06,090 |
| 48 | | 1:14:40,050 | 1:14:45,930 | 0:00:05,880 |
| 49 | | 1:15:17,330 | 1:15:24,650 | 0:00:07,320 |
| 50 | | 1:16:36,490 | 1:16:43,920 | 0:00:07,430 |
| 51 | | 1:18:26,910 | 1:18:32,880 | 0:00:05,970 |
| 52 | | 1:18:40,440 | 1:18:52,330 | 0:00:11,890 |
| 53 | | 1:18:58,620 | 1:19:10,860 | 0:00:12,240 |
| 54 | | 1:19:58,630 | 1:20:07,760 | 0:00:09,130 |
| 55 | | 1:21:07,980 | 1:21:12,970 | 0:00:04,990 |
| 56 | | 1:22:59,060 | 1:23:09,770 | 0:00:10,710 |
| 57 | | 1:25:05,120 | 1:25:12,330 | 0:00:07,210 |
| 58 | | 1:25:44,460 | 1:25:49,690 | 0:00:05,230 |
| 59 | | 1:32:40,210 | 1:32:43,660 | 0:00:03,450 |
| 60 | | 1:33:38,010 | 1:33:48,700 | 0:00:10,690 |
| 61 | | 1:40:20,130 | 1:40:34,010 | 0:00:13,880 |
| 62 | | 1:43:23,170 | 1:43:37,100 | 0:00:13,930 |
| 63 | | 1:45:55,190 | 1:46:08,040 | 0:00:12,850 |
| 64 | | 1:50:57,030 | 1:51:09,070 | 0:00:12,040 |
| 65 | | 1:51:31,150 | 1:51:44,080 | 0:00:12,930 |
| 66 | | 1:56:16,070 | 1:56:44,060 | 0:00:27,990 |

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|-------------------------------|-------------------|
| CALLE | EL VALLE |
| FECHA DE LEVANTAMIENTO | 9-ene-20 |
| TIPO DE VEHICULO | camiones livianos |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | CUENCA-EL VALLE | 0:01:55.320 | 0:02:11.470 | 0:00:16.150 |
| 2 | CUENCA-EL VALLE | 0:03:11.110 | 0:03:16.660 | 0:00:05.550 |
| 3 | CUENCA-EL VALLE | 0:06:56.470 | 0:07:00.000 | 0:00:03.530 |
| 4 | CUENCA-EL VALLE | 0:07:28.420 | 0:07:40.010 | 0:00:11.590 |
| 5 | CUENCA-EL VALLE | 0:09:34.341 | 0:09:37.870 | 0:00:03.529 |
| 6 | CUENCA-EL VALLE | 0:14:07.460 | 0:14:15.690 | 0:00:08.230 |
| 7 | CUENCA-EL VALLE | 0:16:00.100 | 0:16:03.320 | 0:00:03.220 |
| 8 | CUENCA-EL VALLE | 0:08:28.560 | 0:08:31.900 | 0:00:03.340 |
| 9 | CUENCA-EL VALLE | 0:29:06.470 | 0:29:11.660 | 0:00:05.190 |
| 10 | CUENCA-EL VALLE | 0:30:07.120 | 0:30:18.970 | 0:00:11.850 |
| 11 | CUENCA-EL VALLE | 0:30:35.890 | 0:30:38.995 | 0:00:03.105 |
| 12 | CUENCA-EL VALLE | 0:31:31.000 | 0:31:38.600 | 0:00:07.600 |
| 13 | CUENCA-EL VALLE | 0:37:02.050 | 0:37:09.160 | 0:00:07.110 |
| 14 | CUENCA-EL VALLE | 0:51:48.030 | 0:52:12.150 | 0:00:24.120 |
| 15 | CUENCA-EL VALLE | 1:15:06.170 | 1:15:32.110 | 0:00:25.940 |
| 16 | CUENCA-EL VALLE | 1:34:37.160 | 1:34:47.120 | 0:00:09.960 |
| 17 | CUENCA-EL VALLE | 2:00:06.190 | 2:00:16.030 | 0:00:09.840 |

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|----|-----------------|-------------|-------------|-------------|
| 1 | El Valle-Cuenca | 0:08:28,090 | 0:08:32,960 | 0:00:04,870 |
| 2 | | 0:13:08,130 | 0:13:13,450 | 0:00:05,320 |
| 3 | | 0:14:44,060 | 0:14:48,610 | 0:00:04,550 |
| 4 | | 0:18:04,330 | 0:18:08,950 | 0:00:04,620 |
| 5 | | 0:20:08,030 | 0:20:13,590 | 0:00:05,560 |
| 6 | | 0:21:13,650 | 0:21:27,770 | 0:00:14,120 |
| 7 | | 0:26:09,210 | 0:26:15,440 | 0:00:06,230 |
| 8 | | 0:27:31,090 | 0:27:39,324 | 0:00:08,234 |
| 9 | | 0:32:33,350 | 0:32:37,710 | 0:00:04,360 |
| 10 | | 0:35:37,580 | 0:35:52,790 | 0:00:15,210 |
| 11 | | 0:37:15,420 | 0:37:17,910 | 0:00:02,490 |
| 12 | | 0:39:00,030 | 0:39:08,600 | 0:00:08,570 |
| 13 | | 0:43:30,470 | 0:43:36,990 | 0:00:06,520 |
| 14 | | 0:47:24,150 | 0:47:32,642 | 0:00:08,492 |
| 15 | | 0:53:22,960 | 0:53:28,810 | 0:00:05,850 |
| 16 | | 1:03:18,630 | 1:03:20,790 | 0:00:02,160 |
| 17 | | 1:08:38,000 | 1:08:48,324 | 0:00:10,324 |
| 18 | | 1:09:57,120 | 1:10:04,957 | 0:00:07,837 |
| 19 | | 1:10:37,650 | 1:10:42,930 | 0:00:05,280 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 20 | El Valle-Cuenca | 1:12:43,220 | 1:12:50,398 | 0:00:07,178 |
| 21 | | 1:18:02,690 | 1:18:05,890 | 0:00:03,200 |
| 22 | | 1:18:18,410 | 1:18:23,570 | 0:00:05,160 |
| 23 | | 1:19:46,090 | 1:19:54,875 | 0:00:08,785 |
| 24 | | 1:21:16,140 | 1:21:20,630 | 0:00:04,490 |
| 25 | | 1:21:50,740 | 1:21:53,880 | 0:00:03,140 |
| 26 | | 1:23:12,550 | 1:23:17,670 | 0:00:05,120 |
| 27 | | 1:23:41,180 | 1:23:47,330 | 0:00:06,150 |
| 28 | | 1:26:32,490 | 1:26:36,850 | 0:00:04,360 |
| 28 | | 1:28:00,010 | 1:28:04,960 | 0:00:04,950 |
| 29 | | 1:30:00,525 | 1:30:02,690 | 0:00:02,165 |
| 30 | | 1:37:25,050 | 1:37:32,000 | 0:00:06,950 |
| 31 | | 1:39:10,090 | 1:39:20,100 | 0:00:10,010 |
| 32 | | 1:39:53,140 | 1:39:59,060 | 0:00:05,920 |
| 33 | | 1:41:44,050 | 1:41:58,130 | 0:00:14,080 |
| 34 | | 1:42:23,060 | 1:42:28,010 | 0:00:04,950 |
| 35 | | 1:46:27,180 | 1:46:37,070 | 0:00:09,890 |
| 36 | | 1:47:40,120 | 1:47:44,010 | 0:00:03,890 |
| 37 | 1:58:03,020 | 1:58:26,090 | 0:00:23,070 | |

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| CALLE | EL VALLE |
| FECHA DE LEVANTAMIENTO | 9-ene-20 |
| TIPO DE VEHICULO | Camiones Pesados |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | CUENCA-EL VALLE | 0:00:25.500 | 0:00:36.842 | 0:00:11.342 |
| 2 | CUENCA-EL VALLE | 0:04:16.420 | 0:04:25.037 | 0:00:08.617 |
| 3 | CUENCA-EL VALLE | 0:11:41.510 | 0:11:52.097 | 0:00:10.587 |
| 4 | CUENCA-EL VALLE | 0:17:02.810 | 0:17:12.943 | 0:00:10.133 |
| 5 | CUENCA-EL VALLE | 0:26:10.770 | 0:26:19.837 | 0:00:09.067 |
| 6 | CUENCA-EL VALLE | 0:32:41.980 | 0:32:46.770 | 0:00:04.790 |
| 7 | CUENCA-EL VALLE | 0:41:58.570 | 0:42:09.841 | 0:00:11.271 |
| 8 | CUENCA-EL VALLE | 0:59:34.960 | 0:59:43.925 | 0:00:08.965 |
| 9 | CUENCA-EL VALLE | 1:19:47.680 | 1:19:58.326 | 0:00:10.646 |
| 10 | CUENCA-EL VALLE | 1:43:49.800 | 1:43:59.864 | 0:00:10.064 |

| 1 | El Valle-Cuenca | 0:08:28,090 | 0:08:32,960 | 0:00:04,870 |
|--------|-----------------|----------------|--------------|-------------|
| 2 | | 0:13:08,130 | 0:13:13,450 | 0:00:05,320 |
| 3 | | 0:14:44,060 | 0:14:48,610 | 0:00:04,550 |
| 4 | | 0:18:04,330 | 0:18:08,950 | 0:00:04,620 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 5 | El Valle-Cuenca | 0:20:08,030 | 0:20:13,590 | 0:00:05,560 |
| 6 | | 0:21:13,650 | 0:21:27,770 | 0:00:14,120 |
| 7 | | 0:26:09,210 | 0:26:15,440 | 0:00:06,230 |
| 8 | | 0:27:31,090 | 0:27:39,324 | 0:00:08,234 |
| 9 | | 0:32:33,350 | 0:32:37,710 | 0:00:04,360 |
| 10 | | 0:35:37,580 | 0:35:52,790 | 0:00:15,210 |
| 11 | | 0:37:15,420 | 0:37:17,910 | 0:00:02,490 |
| 12 | | 0:39:00,030 | 0:39:08,600 | 0:00:08,570 |
| 13 | | 0:43:30,470 | 0:43:36,990 | 0:00:06,520 |
| 14 | | 0:47:24,150 | 0:47:32,642 | 0:00:08,492 |
| 15 | | 0:53:22,960 | 0:53:28,810 | 0:00:05,850 |
| 16 | | 1:03:18,630 | 1:03:20,790 | 0:00:02,160 |
| 17 | | 1:08:38,000 | 1:08:48,324 | 0:00:10,324 |
| 18 | | 1:09:57,120 | 1:10:04,957 | 0:00:07,837 |
| 19 | | 1:10:37,650 | 1:10:42,930 | 0:00:05,280 |
| 20 | | 1:12:43,220 | 1:12:50,398 | 0:00:07,178 |
| 21 | | 1:18:02,690 | 1:18:05,890 | 0:00:03,200 |
| 22 | | 1:18:18,410 | 1:18:23,570 | 0:00:05,160 |
| 23 | | 1:19:46,090 | 1:19:54,875 | 0:00:08,785 |
| 24 | | 1:21:16,140 | 1:21:20,630 | 0:00:04,490 |
| 25 | | 1:21:50,740 | 1:21:53,880 | 0:00:03,140 |
| 26 | | 1:23:12,550 | 1:23:17,670 | 0:00:05,120 |
| 27 | | 1:23:41,180 | 1:23:47,330 | 0:00:06,150 |
| 28 | | 1:26:32,490 | 1:26:36,850 | 0:00:04,360 |
| 28 | | 1:28:00,010 | 1:28:04,960 | 0:00:04,950 |
| 29 | | 1:30:00,525 | 1:30:02,690 | 0:00:02,165 |
| 30 | | 1:37:25,050 | 1:37:32,000 | 0:00:06,950 |
| 31 | | 1:39:10,090 | 1:39:20,100 | 0:00:10,010 |
| 32 | | 1:39:53,140 | 1:39:59,060 | 0:00:05,920 |
| 33 | | 1:41:44,050 | 1:41:58,130 | 0:00:14,080 |
| 34 | | 1:42:23,060 | 1:42:28,010 | 0:00:04,950 |
| 35 | | 1:46:27,180 | 1:46:37,070 | 0:00:09,890 |
| 36 | | 1:47:40,120 | 1:47:44,010 | 0:00:03,890 |
| 37 | | 1:58:03,020 | 1:58:26,090 | 0:00:23,070 |

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| CALLE | EL VALLE |
|--------------|-----------------|

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| FECHA DE LEVANTAMIENTO | 9-ene-20 |
| TIPO DE VEHICULO | Motocicletas |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | CUENCA-EL VALLE | 0:03:46.310 | 0:03:47.850 | 0:00:01.540 |
| 2 | CUENCA-EL VALLE | 0:12:58.660 | 0:13:01.980 | 0:00:03.320 |
| 3 | CUENCA-EL VALLE | 0:23:44.440 | 0:23:45.690 | 0:00:01.250 |
| 4 | CUENCA-EL VALLE | 0:28:25.100 | 0:28:26.130 | 0:00:01.030 |
| 5 | CUENCA-EL VALLE | 0:31:53.450 | 0:31:56.390 | 0:00:02.940 |
| 6 | CUENCA-EL VALLE | 0:32:07.410 | 0:32:25.550 | 0:00:18.140 |
| 7 | CUENCA-EL VALLE | 0:36:20.190 | 0:36:22.350 | 0:00:02.160 |
| 8 | CUENCA-EL VALLE | 0:37:53.570 | 0:37:56.800 | 0:00:03.230 |
| 9 | CUENCA-EL VALLE | 0:38:56.020 | 0:38:58.710 | 0:00:02.690 |
| 10 | CUENCA-EL VALLE | 0:45:05.650 | 0:45:07.541 | 0:00:01.891 |
| 11 | CUENCA-EL VALLE | 0:45:36.000 | 0:45:58.010 | 0:00:22.010 |
| 12 | CUENCA-EL VALLE | 0:49:23.450 | 0:49:25.890 | 0:00:02.440 |
| 13 | CUENCA-EL VALLE | 0:58:12.470 | 0:58:21.750 | 0:00:09.280 |
| 14 | CUENCA-EL VALLE | 1:00:23.410 | 1:00:25.531 | 0:00:02.121 |
| 15 | CUENCA-EL VALLE | 1:01:05.260 | 1:01:30.890 | 0:00:25.630 |
| 16 | CUENCA-EL VALLE | 1:08:59.324 | 1:09:03.650 | 0:00:04.326 |
| 17 | CUENCA-EL VALLE | 1:00:52.920 | 1:01:00.362 | 0:00:07.442 |
| 18 | CUENCA-EL VALLE | 1:02:48.320 | 1:02:51.034 | 0:00:02.714 |
| 19 | CUENCA-EL VALLE | 1:03:15.125 | 1:03:17.321 | 0:00:02.196 |
| 20 | CUENCA-EL VALLE | 1:05:56.390 | 1:06:00.324 | 0:00:03.934 |
| 21 | CUENCA-EL VALLE | 1:27:16.000 | 1:27:56.010 | 0:00:40.010 |
| 22 | CUENCA-EL VALLE | 1:31:17.030 | 1:31:20.364 | 0:00:03.334 |
| 23 | CUENCA-EL VALLE | 1:32:48.160 | 1:32:50.324 | 0:00:02.164 |
| 24 | CUENCA-EL VALLE | 1:48:59.974 | 1:49:03.321 | 0:00:03.347 |
| 25 | CUENCA-EL VALLE | 1:51:45.190 | 1:52:09.060 | 0:00:23.870 |
| 26 | CUENCA-EL VALLE | 1:52:57.842 | 1:53:01.642 | 0:00:03.800 |
| 27 | CUENCA-EL VALLE | 1:53:39.064 | 1:53:41.040 | 0:00:01.976 |

| 1 | El Valle-Cuenca | 0:00:13,130 | 0:00:14,930 | 0:00:01,800 |
|--------|-----------------|----------------|--------------|-------------|
| 2 | | 0:00:37,050 | 0:00:38,600 | 0:00:01,550 |
| 3 | | 0:02:49,550 | 0:02:52,820 | 0:00:03,270 |
| 4 | | 0:05:12,230 | 0:05:15,660 | 0:00:03,430 |
| 5 | | 0:05:43,430 | 0:05:44,780 | 0:00:01,350 |
| 6 | | 0:07:09,090 | 0:07:15,550 | 0:00:06,460 |
| 7 | | 0:08:46,730 | 0:08:53,900 | 0:00:07,170 |
| 8 | | 0:09:25,410 | 0:09:26,630 | 0:00:01,220 |
| 9 | | 0:09:39,550 | 0:09:42,770 | 0:00:03,220 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | | |
|---------------|-----------------|---------------|-----------------------|---------------------|----------------|
| 10 | El Valle-Cuenca | 0:09:57,350 | 0:10:01,470 | 0:00:04,120 | |
| 11 | | 0:10:11,110 | 0:10:13,630 | 0:00:02,520 | |
| 12 | | 0:13:18,760 | 0:13:21,990 | 0:00:03,230 | |
| 13 | | 0:14:32,630 | 0:14:33,850 | 0:00:01,220 | |
| 14 | | 0:15:31,490 | 0:15:32,630 | 0:00:01,140 | |
| 15 | | 0:15:38,880 | 0:15:40,999 | 0:00:02,119 | |
| 16 | | 0:16:43,350 | 0:16:44,660 | 0:00:01,310 | |
| 17 | | 0:17:34,630 | 0:17:40,940 | 0:00:06,310 | |
| 18 | | 0:18:26,750 | 0:18:30,870 | 0:00:04,120 | |
| 19 | | 0:18:59,330 | 0:19:04,550 | 0:00:05,220 | |
| 20 | | 0:21:02,250 | 0:21:05,880 | 0:00:03,630 | |
| 21 | | 0:21:39,030 | 0:21:41,198 | 0:00:02,168 | |
| 22 | | 0:23:15,590 | 0:23:17,324 | 0:00:01,734 | |
| 23 | | 0:24:12,330 | 0:24:18,610 | 0:00:06,280 | |
| 24 | | 0:24:25,490 | 0:24:26,660 | 0:00:01,170 | |
| 25 | | 0:27:01,090 | 0:27:02,130 | 0:00:01,040 | |
| 26 | | 0:27:26,630 | 0:27:28,960 | 0:00:02,330 | |
| 27 | | 0:28:51,480 | 0:28:52,650 | 0:00:01,170 | |
| 28 | | 0:28:56,270 | 0:28:58,590 | 0:00:02,320 | |
| 29 | | 0:31:06,650 | 0:31:07,960 | 0:00:01,310 | |
| 30 | | 0:31:31,410 | 0:31:33,880 | 0:00:02,470 | |
| 31 | | 0:36:36,150 | 0:36:41,060 | 0:00:04,910 | |
| 32 | | 0:39:38,410 | 0:39:40,550 | 0:00:02,140 | |
| 33 | | 0:40:19,780 | 0:40:22,630 | 0:00:02,850 | |
| 34 | | 0:45:28,050 | 0:45:29,840 | 0:00:01,790 | |
| 35 | | 0:45:30,600 | 0:45:31,730 | 0:00:01,130 | |
| 36 | | 0:47:49,180 | 0:47:50,210 | 0:00:01,030 | |
| 37 | | 0:48:16,800 | 0:48:24,930 | 0:00:08,130 | |
| 38 | | 0:50:56,520 | 0:50:59,640 | 0:00:03,120 | |
| 39 | | 0:51:09,300 | 0:51:13,450 | 0:00:04,150 | |
| 40 | | 0:51:35,390 | 0:51:37,410 | 0:00:02,020 | |
| 41 | | 0:54:16,630 | 0:54:17,990 | 0:00:01,360 | |
| 42 | | 0:56:56,080 | 0:56:57,260 | 0:00:01,180 | |
| 43 | | 0:57:00,100 | 0:57:02,130 | 0:00:02,030 | |
| 44 | | 0:57:20,190 | 0:57:21,520 | 0:00:01,330 | |
| 45 | | 0:57:53,860 | 0:57:55,910 | 0:00:02,050 | |
| 46 | | 0:58:19,300 | 0:58:20,900 | 0:00:01,600 | |
| 47 | | 0:58:41,560 | 0:58:42,770 | 0:00:01,210 | |
| 48 | | 0:58:57,800 | 0:58:58,950 | 0:00:01,150 | |
| 49 | | 1:00:13,010 | 1:00:16,530 | 0:00:03,520 | |
| 50 | | 1:00:54,460 | 1:00:56,660 | 0:00:02,200 | |
| 51 | | 1:02:02,230 | 1:02:06,860 | 0:00:04,630 | |
| NÚMERO | | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| 52 | El Valle-Cuenca | 1:03:24,490 | 1:03:25,640 | 0:00:01,150 |
|--------|-----------------|----------------|--------------|-------------|
| 53 | | 1:04:20,310 | 1:04:21,900 | 0:00:01,590 |
| 54 | | 1:04:32,630 | 1:04:34,990 | 0:00:02,360 |
| 55 | | 1:05:19,760 | 1:05:20,810 | 0:00:01,050 |
| 56 | | 1:05:25,980 | 1:05:27,770 | 0:00:01,790 |
| 57 | | 1:07:22,630 | 1:07:25,960 | 0:00:03,330 |
| 58 | | 1:08:45,740 | 1:08:47,980 | 0:00:02,240 |
| 59 | | 1:10:25,230 | 1:10:26,610 | 0:00:01,380 |
| 60 | | 1:11:16,490 | 1:11:22,810 | 0:00:06,320 |
| 61 | | 1:11:28,630 | 1:11:29,780 | 0:00:01,150 |
| 62 | | 1:11:38,460 | 1:11:39,760 | 0:00:01,300 |
| 63 | | 1:12:06,050 | 1:12:09,440 | 0:00:03,390 |
| 64 | | 1:12:58,560 | 1:12:59,870 | 0:00:01,310 |
| 65 | | 1:13:04,630 | 1:13:05,710 | 0:00:01,080 |
| 66 | | 1:14:49,490 | 1:14:57,570 | 0:00:08,080 |
| 67 | | 1:17:22,150 | 1:17:25,420 | 0:00:03,270 |
| 68 | | 1:19:27,090 | 1:19:28,230 | 0:00:01,140 |
| 69 | | 1:21:31,650 | 1:21:32,960 | 0:00:01,310 |
| 70 | | 1:21:56,520 | 1:21:58,630 | 0:00:02,110 |
| 71 | | 1:22:05,130 | 1:22:07,460 | 0:00:02,330 |
| 72 | | 1:23:10,740 | 1:23:11,960 | 0:00:01,220 |
| 73 | | 1:24:17,360 | 1:24:19,490 | 0:00:02,130 |
| 74 | | 1:25:17,630 | 1:25:20,770 | 0:00:03,140 |
| 75 | | 1:26:06,220 | 1:26:07,930 | 0:00:01,710 |
| 76 | | 1:26:50,310 | 1:26:52,890 | 0:00:02,580 |
| 77 | | 1:29:23,630 | 1:29:28,520 | 0:00:04,890 |
| 78 | | 1:31:53,190 | 1:32:03,490 | 0:00:10,300 |
| 79 | | 1:33:30,170 | 1:33:37,050 | 0:00:06,880 |
| 80 | | 1:34:42,060 | 1:34:44,265 | 0:00:02,205 |
| 81 | | 1:35:36,010 | 1:35:38,254 | 0:00:02,244 |
| 82 | | 1:37:03,120 | 1:37:12,010 | 0:00:08,890 |
| 83 | | 1:39:39,010 | 1:39:45,000 | 0:00:05,990 |
| 84 | 1:42:20,080 | 1:42:23,064 | 0:00:02,984 | |
| 85 | 1:46:00,020 | 1:46:02,654 | 0:00:02,634 | |
| 86 | 1:46:33,100 | 1:46:39,190 | 0:00:06,090 | |
| 87 | 1:47:46,010 | 1:48:09,150 | 0:00:23,140 | |
| 88 | 1:52:24,070 | 1:52:26,034 | 0:00:01,964 | |
| 89 | 1:54:48,040 | 1:54:50,512 | 0:00:02,472 | |
| 90 | 1:55:33,040 | 1:55:39,010 | 0:00:05,970 | |
| 91 | 2:00:50,100 | 2:00:56,100 | 0:00:06,000 | |
| 92 | 2:03:04,100 | 2:03:07,324 | 0:00:03,224 | |
| 93 | 2:11:15,160 | 2:11:24,120 | 0:00:08,960 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 94 | El Valle-Cuenca | 2:12:45,060 | 2:12:52,010 | 0:00:06,950 |
| 95 | | 2:14:54,020 | 2:15:01,080 | 0:00:07,060 |
| 96 | | 2:18:46,070 | 2:18:56,040 | 0:00:09,970 |

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|-------------------------------|------------|
| CALLE | EL VALLE |
| FECHA DE LEVANTAMIENTO | 9-ene-20 |
| TIPO DE VEHICULO | Bicicletas |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | CUENCA-EL VALLE | 0:26:19.780 | 0:26:21.410 | 0:00:01.630 |
| 2 | CUENCA-EL VALLE | 1:29:16.000 | 1:29:18.110 | 0:00:02.110 |
| 3 | CUENCA-EL VALLE | 1:41:13.687 | 1:41:15.032 | 0:00:01.345 |

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|---|-----------------|-------------|-------------|-------------|
| 1 | El Valle-Cuenca | 0:04:15,150 | 0:04:17,360 | 0:00:02,210 |
| 2 | | 0:17:42,870 | 0:17:43,990 | 0:00:01,120 |
| 3 | | 0:19:50,030 | 0:19:52,450 | 0:00:02,420 |
| 4 | | 0:25:58,460 | 0:26:01,041 | 0:00:02,581 |
| 5 | | 0:52:42,230 | 0:52:44,770 | 0:00:02,540 |
| 6 | | 1:04:13,310 | 1:04:14,550 | 0:00:01,240 |
| 7 | | 1:26:56,630 | 1:26:57,710 | 0:00:01,080 |

3.5 Anexo Headways calculados en la vía El Calvario (vía Guzho).

Anexo 3.5.1 Headways de vehículos livianos vía Guzho

| | |
|-------------------------------|------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Guzho-Cuenca | 0:01:28,130 | 0:01:34,150 | 0:00:06,020 |
| 2 | | 0:01:37,280 | 0:01:44,170 | 0:00:06,890 |
| 3 | | 0:01:50,000 | 0:02:00,500 | 0:00:10,500 |
| 4 | | 0:02:17,220 | 0:02:18,190 | 0:00:00,970 |
| 5 | | 0:02:20,190 | 0:02:22,000 | 0:00:01,810 |
| 6 | | 0:02:24,370 | 0:02:36,650 | 0:00:12,280 |
| 7 | | 0:02:37,410 | 0:02:39,350 | 0:00:01,940 |
| 8 | | 0:02:46,600 | 0:02:50,540 | 0:00:03,940 |
| 9 | | 0:04:20,120 | 0:04:24,110 | 0:00:03,990 |
| 10 | | 0:04:26,140 | 0:04:29,180 | 0:00:03,040 |
| 11 | | 0:04:48,550 | 0:04:50,830 | 0:00:02,280 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | | |
|---------------|--------------|---------------|-----------------------|---------------------|----------------|
| 12 | Guzho-Cuenca | 0:06:50,470 | 0:06:58,000 | 0:00:07,530 | |
| 13 | | 0:07:07,220 | 0:07:16,640 | 0:00:09,420 | |
| 14 | | 0:08:56,240 | 0:09:01,000 | 0:00:04,760 | |
| 15 | | 0:09:11,360 | 0:09:45,339 | 0:00:33,979 | |
| 16 | | 0:10:20,590 | 0:10:22,380 | 0:00:01,790 | |
| 17 | | 0:10:34,190 | 0:10:38,341 | 0:00:04,151 | |
| 18 | | 0:12:22,250 | 0:12:30,850 | 0:00:08,600 | |
| 19 | | 0:13:26,620 | 0:13:41,770 | 0:00:15,150 | |
| 20 | | 0:13:57,170 | 0:14:03,542 | 0:00:06,372 | |
| 21 | | 0:14:59,000 | 0:15:06,690 | 0:00:07,690 | |
| 22 | | 0:15:08,250 | 0:15:11,850 | 0:00:03,600 | |
| 23 | | 0:16:53,110 | 0:16:55,150 | 0:00:02,040 | |
| 24 | | 0:17:52,370 | 0:17:56,412 | 0:00:04,042 | |
| 25 | | 0:20:00,041 | 0:20:03,123 | 0:00:03,082 | |
| 26 | | 0:20:59,321 | 0:21:07,459 | 0:00:08,138 | |
| 27 | | 0:22:28,160 | 0:22:32,941 | 0:00:04,781 | |
| 28 | | 0:23:44,390 | 0:23:47,720 | 0:00:03,330 | |
| 29 | | 0:24:42,440 | 0:24:44,570 | 0:00:02,130 | |
| 30 | | 0:25:15,290 | 0:25:36,410 | 0:00:21,120 | |
| 31 | | 0:25:50,110 | 0:26:01,542 | 0:00:11,432 | |
| 32 | | 0:26:34,120 | 0:26:36,190 | 0:00:02,070 | |
| 33 | | 0:29:58,942 | 0:30:04,000 | 0:00:05,058 | |
| 34 | | 0:30:23,150 | 0:30:25,190 | 0:00:02,040 | |
| 35 | | 0:32:00,160 | 0:32:02,100 | 0:00:01,940 | |
| 36 | | 0:32:45,110 | 0:32:55,120 | 0:00:10,010 | |
| 37 | | 0:33:07,400 | 0:33:13,942 | 0:00:06,542 | |
| 38 | | 0:34:44,870 | 0:34:46,990 | 0:00:02,120 | |
| 39 | | 0:37:09,642 | 0:37:13,170 | 0:00:03,528 | |
| 40 | | 0:37:16,640 | 0:37:27,580 | 0:00:10,940 | |
| 41 | | 0:37:32,100 | 0:37:35,130 | 0:00:03,030 | |
| 42 | | 0:38:42,290 | 0:38:48,315 | 0:00:06,025 | |
| 43 | | 0:41:00,140 | 0:41:13,130 | 0:00:12,990 | |
| 44 | | 0:41:15,250 | 0:41:16,170 | 0:00:00,920 | |
| 45 | | 0:41:32,110 | 0:41:34,170 | 0:00:02,060 | |
| 46 | | 0:43:39,350 | 0:44:01,512 | 0:00:22,162 | |
| 47 | | 0:44:56,310 | 0:45:06,614 | 0:00:10,304 | |
| 48 | | 0:46:58,000 | 0:47:03,842 | 0:00:05,842 | |
| 49 | | 0:51:50,490 | 0:52:10,350 | 0:00:19,860 | |
| 50 | | 0:53:01,650 | 0:53:06,842 | 0:00:05,192 | |
| 51 | | 0:54:43,540 | 0:55:19,450 | 0:00:35,910 | |
| 52 | | 0:55:25,660 | 0:55:43,000 | 0:00:17,340 | |
| 53 | | 0:57:20,110 | 0:57:44,659 | 0:00:24,549 | |
| NÚMERO | | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| 54 | Guzho-Cuenca | 0:59:58,324 | 1:00:03,210 | 0:00:04,886 |
|--------|--------------|----------------|--------------|-------------|
| 55 | | 1:01:01,160 | 1:01:03,000 | 0:00:01,840 |
| 56 | | 1:01:05,880 | 1:01:41,264 | 0:00:35,384 |
| 57 | | 1:02:45,170 | 1:03:22,160 | 0:00:36,990 |
| 58 | | 1:03:57,812 | 1:04:17,740 | 0:00:19,928 |
| 59 | | 1:07:09,560 | 1:07:17,623 | 0:00:08,063 |
| 60 | | 1:10:05,770 | 1:10:08,730 | 0:00:02,960 |
| 61 | | 1:10:59,374 | 1:11:07,326 | 0:00:07,952 |
| 62 | | 1:15:08,400 | 1:15:12,680 | 0:00:04,280 |
| 63 | | 1:16:56,841 | 1:17:01,230 | 0:00:04,389 |
| 64 | | 1:19:00,090 | 1:19:35,150 | 0:00:35,060 |
| 65 | | 1:20:17,680 | 1:20:42,530 | 0:00:24,850 |
| 66 | | 1:23:02,130 | 1:23:43,870 | 0:00:41,740 |
| 67 | | 1:25:24,542 | 1:25:29,810 | 0:00:05,268 |
| 68 | | 1:25:59,324 | 1:26:07,031 | 0:00:07,707 |
| 69 | | 1:26:42,140 | 1:26:49,314 | 0:00:07,174 |
| 70 | | 1:29:31,700 | 1:29:55,650 | 0:00:23,950 |
| 71 | | 1:31:13,880 | 1:31:18,342 | 0:00:04,462 |
| 72 | | 1:37:40,030 | 1:37:49,100 | 0:00:09,070 |
| 73 | | 1:39:57,479 | 1:40:11,910 | 0:00:14,431 |
| 74 | | 1:40:44,110 | 1:41:28,090 | 0:00:43,980 |
| 75 | | 1:41:30,260 | 1:41:36,014 | 0:00:05,754 |
| 76 | | 1:43:58,000 | 1:44:02,324 | 0:00:04,324 |
| 77 | | 1:48:51,530 | 1:49:22,420 | 0:00:30,890 |
| 78 | | 1:49:25,000 | 1:50:08,396 | 0:00:43,396 |
| 79 | 1:52:26,110 | 1:52:44,000 | 0:00:17,890 | |
| 80 | 1:55:37,470 | 1:56:01,942 | 0:00:24,472 | |
| 81 | 1:59:59,630 | 2:00:33,870 | 0:00:34,240 | |
| 82 | 2:01:40,510 | 2:02:09,324 | 0:00:28,814 | |
| 83 | 2:04:08,860 | 2:04:12,710 | 0:00:03,850 | |
| 84 | 2:05:31,350 | 2:05:36,784 | 0:00:05,434 | |
| 85 | 2:11:40,160 | 2:12:00,000 | 0:00:19,840 | |
| 86 | 2:12:40,140 | 2:12:45,250 | 0:00:05,110 | |
| 87 | 2:12:47,110 | 2:12:48,560 | 0:00:01,450 | |
| 88 | 2:13:37,330 | 2:13:42,972 | 0:00:05,642 | |
| 89 | 2:16:36,000 | 2:17:00,760 | 0:00:24,760 | |
| 90 | 2:17:43,400 | 2:17:56,700 | 0:00:13,300 | |
| 91 | 2:20:22,270 | 2:20:32,610 | 0:00:10,340 | |
| 92 | 2:20:38,120 | 2:20:43,974 | 0:00:05,854 | |
| 93 | 2:23:59,220 | 2:24:19,130 | 0:00:19,910 | |
| 94 | 2:26:09,490 | 2:26:16,870 | 0:00:07,380 | |
| 95 | 2:27:30,190 | 2:27:32,290 | 0:00:02,100 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|-----|--------------|-------------|-------------|-------------|
| 96 | Guzho-Cuenca | 2:29:35,345 | 2:30:05,540 | 0:00:30,195 |
| 97 | | 2:30:54,220 | 2:30:57,300 | 0:00:03,080 |
| 98 | | 2:33:20,440 | 2:33:30,660 | 0:00:10,220 |
| 99 | | 2:33:38,560 | 2:34:12,330 | 0:00:33,770 |
| 100 | | 2:34:49,170 | 2:34:52,130 | 0:00:02,960 |
| 101 | | 2:35:05,690 | 2:35:08,060 | 0:00:02,370 |
| 102 | | 2:35:10,000 | 2:35:12,280 | 0:00:02,280 |
| 103 | | 2:36:46,220 | 2:36:52,760 | 0:00:06,540 |
| 104 | | 2:38:17,120 | 2:38:19,280 | 0:00:02,160 |
| 105 | | 2:38:22,470 | 2:38:52,510 | 0:00:30,040 |
| 106 | | 2:38:55,400 | 2:39:01,942 | 0:00:06,542 |
| 107 | | 2:40:06,290 | 2:40:15,420 | 0:00:09,130 |
| 108 | | 2:40:53,380 | 2:40:56,360 | 0:00:02,980 |
| 109 | | 2:41:15,590 | 2:41:38,780 | 0:00:23,190 |
| 110 | | 2:41:41,170 | 2:41:42,270 | 0:00:01,100 |
| 111 | | 2:41:47,160 | 2:41:49,280 | 0:00:02,120 |
| 112 | | 2:42:02,930 | 2:42:05,040 | 0:00:02,110 |
| 113 | | 2:42:05,180 | 2:42:11,842 | 0:00:06,662 |
| 114 | | 2:43:13,700 | 2:43:20,760 | 0:00:07,060 |
| 115 | | 2:43:22,290 | 2:43:37,330 | 0:00:15,040 |
| 116 | | 2:43:43,440 | 2:43:45,490 | 0:00:02,050 |
| 117 | | 2:43:48,660 | 2:43:59,010 | 0:00:10,350 |
| 118 | | 2:44:00,520 | 2:44:02,500 | 0:00:01,980 |
| 119 | | 2:44:05,000 | 2:44:07,230 | 0:00:02,230 |
| 120 | | 2:44:09,320 | 2:44:34,130 | 0:00:24,810 |
| 121 | | 2:44:37,160 | 2:44:41,932 | 0:00:04,772 |
| 122 | | 2:45:33,170 | 2:45:35,030 | 0:00:01,860 |
| 123 | | 2:45:38,180 | 2:45:45,280 | 0:00:07,100 |
| 124 | | 2:46:12,066 | 2:46:18,972 | 0:00:06,906 |
| 125 | | 2:47:07,246 | 2:47:09,943 | 0:00:02,697 |
| 126 | | 2:47:09,813 | 2:47:14,631 | 0:00:04,818 |
| 127 | | 2:47:14,501 | 2:47:21,073 | 0:00:06,572 |
| 128 | | 2:47:20,943 | 2:47:22,933 | 0:00:01,990 |
| 129 | | 2:47:22,803 | 2:47:24,498 | 0:00:01,695 |
| 130 | | 2:47:24,368 | 2:47:26,822 | 0:00:02,454 |
| 131 | | 2:47:26,692 | 2:47:28,975 | 0:00:02,283 |
| 132 | | 2:47:28,845 | 2:47:31,892 | 0:00:03,047 |
| 133 | | 2:47:31,762 | 2:47:36,944 | 0:00:05,182 |

| | | | | |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Guzho | 0:03:53,941 | 0:04:00,321 | 0:00:06,380 |
| 2 | | 0:08:56,812 | 0:09:00,000 | 0:00:03,188 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | | |
|---------------|--------------|---------------|-----------------------|---------------------|----------------|
| 3 | Cuenca-Guzho | 0:11:09,110 | 0:11:14,842 | 0:00:05,732 | |
| 4 | | 0:11:27,120 | 0:11:31,942 | 0:00:04,822 | |
| 5 | | 0:12:54,450 | 0:13:00,541 | 0:00:06,091 | |
| 6 | | 0:16:14,660 | 0:16:18,943 | 0:00:04,283 | |
| 7 | | 0:16:31,500 | 0:16:35,843 | 0:00:04,343 | |
| 8 | | 0:19:09,150 | 0:19:13,542 | 0:00:04,392 | |
| 9 | | 0:20:56,490 | 0:21:15,800 | 0:00:19,310 | |
| 10 | | 0:21:45,510 | 0:21:51,680 | 0:00:06,170 | |
| 11 | | 0:21:54,350 | 0:22:01,842 | 0:00:07,492 | |
| 12 | | 0:24:13,660 | 0:24:18,324 | 0:00:04,664 | |
| 13 | | 0:25:14,380 | 0:25:19,472 | 0:00:05,092 | |
| 14 | | 0:26:56,327 | 0:27:00,000 | 0:00:03,673 | |
| 15 | | 0:28:52,140 | 0:28:55,160 | 0:00:03,020 | |
| 16 | | 0:30:39,000 | 0:31:00,180 | 0:00:21,180 | |
| 17 | | 0:32:14,110 | 0:32:16,130 | 0:00:02,020 | |
| 18 | | 0:32:22,150 | 0:32:27,943 | 0:00:05,793 | |
| 19 | | 0:35:13,160 | 0:35:17,672 | 0:00:04,512 | |
| 20 | | 0:38:54,340 | 0:39:01,842 | 0:00:07,502 | |
| 21 | | 0:41:23,990 | 0:41:30,810 | 0:00:06,820 | |
| 22 | | 0:42:22,650 | 0:42:37,510 | 0:00:14,860 | |
| 23 | | 0:43:15,180 | 0:43:21,130 | 0:00:05,950 | |
| 24 | | 0:44:50,490 | 0:45:02,600 | 0:00:12,110 | |
| 25 | | 0:45:28,140 | 0:45:34,110 | 0:00:05,970 | |
| 26 | | 0:45:59,034 | 0:46:04,381 | 0:00:05,347 | |
| 27 | | 0:50:35,140 | 0:50:56,160 | 0:00:21,020 | |
| 28 | | 0:51:01,350 | 0:51:06,812 | 0:00:05,462 | |
| 29 | | 0:55:57,150 | 0:56:02,641 | 0:00:05,491 | |
| 30 | | 0:58:58,641 | 0:59:02,380 | 0:00:03,739 | |
| 31 | | 1:01:50,013 | 1:02:01,942 | 0:00:11,929 | |
| 32 | | 1:06:34,230 | 1:06:36,190 | 0:00:01,960 | |
| 33 | | 1:06:59,014 | 1:07:04,812 | 0:00:05,798 | |
| 34 | | 1:10:20,341 | 1:10:25,550 | 0:00:05,209 | |
| 35 | | 1:10:40,410 | 1:10:46,390 | 0:00:05,980 | |
| 36 | | 1:10:54,550 | 1:11:01,842 | 0:00:07,292 | |
| 37 | | 1:12:42,150 | 1:12:45,150 | 0:00:03,000 | |
| 38 | | 1:12:49,130 | 1:13:01,942 | 0:00:12,812 | |
| 39 | | 1:17:21,034 | 1:17:23,140 | 0:00:02,106 | |
| 40 | | 1:19:59,974 | 1:20:07,490 | 0:00:07,516 | |
| 41 | | 1:20:29,510 | 1:20:34,094 | 0:00:04,584 | |
| 42 | | 1:21:25,640 | 1:21:29,367 | 0:00:03,727 | |
| 43 | | 1:28:41,730 | 1:28:45,850 | 0:00:04,120 | |
| 44 | | 1:31:54,140 | 1:31:55,180 | 0:00:01,040 | |
| NÚMERO | | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|---------------|-----------------------|---------------------|----------------|
| 45 | Cuenca-Guzho | 1:33:02,490 | 1:33:18,710 | 0:00:16,220 |
| 46 | | 1:37:07,330 | 1:37:11,843 | 0:00:04,513 |
| 47 | | 1:37:54,130 | 1:38:00,812 | 0:00:06,682 |
| 48 | | 1:38:58,317 | 1:39:05,812 | 0:00:07,495 |
| 49 | | 1:40:58,420 | 1:41:03,820 | 0:00:05,400 |
| 50 | | 1:44:41,120 | 1:44:47,833 | 0:00:06,713 |
| 51 | | 1:47:59,523 | 1:48:02,830 | 0:00:03,307 |
| 52 | | 1:59:58,671 | 2:00:00,031 | 0:00:01,360 |
| 53 | | 2:02:19,150 | 2:02:23,064 | 0:00:03,914 |
| 54 | | 2:03:03,300 | 2:03:06,314 | 0:00:03,014 |
| 55 | | 2:08:12,890 | 2:08:17,324 | 0:00:04,434 |
| 56 | | 2:09:54,812 | 2:10:00,090 | 0:00:05,278 |
| 57 | | 2:10:53,370 | 2:11:07,560 | 0:00:14,190 |
| 58 | | 2:12:31,500 | 2:12:32,940 | 0:00:01,440 |
| 59 | | 2:12:34,210 | 2:12:38,064 | 0:00:03,854 |
| 60 | | 2:12:44,540 | 2:12:47,350 | 0:00:02,810 |
| 61 | | 2:13:57,340 | 2:14:01,674 | 0:00:04,334 |
| 62 | | 2:14:26,180 | 2:14:33,090 | 0:00:06,910 |
| 63 | | 2:15:09,110 | 2:15:14,032 | 0:00:04,922 |
| 64 | | 2:15:33,860 | 2:15:37,032 | 0:00:03,172 |
| 65 | | 2:19:02,490 | 2:19:20,940 | 0:00:18,450 |
| 66 | | 2:19:57,034 | 2:20:04,812 | 0:00:07,778 |
| 67 | | 2:20:26,140 | 2:20:32,200 | 0:00:06,060 |
| 68 | | 2:20:50,190 | 2:20:53,260 | 0:00:03,070 |
| 69 | | 2:21:38,370 | 2:21:42,384 | 0:00:04,014 |
| 70 | | 2:21:54,160 | 2:22:01,842 | 0:00:07,682 |
| 71 | | 2:23:07,110 | 2:23:24,090 | 0:00:16,980 |
| 72 | | 2:23:58,210 | 2:24:01,990 | 0:00:03,780 |
| 73 | | 2:24:22,130 | 2:24:27,613 | 0:00:05,483 |
| 74 | | 2:26:03,120 | 2:26:07,090 | 0:00:03,970 |
| 75 | | 2:26:08,140 | 2:26:21,220 | 0:00:13,080 |
| 76 | | 2:26:26,010 | 2:26:28,730 | 0:00:02,720 |
| 77 | | 2:27:10,160 | 2:27:15,842 | 0:00:05,682 |
| 78 | | 2:28:11,150 | 2:28:14,032 | 0:00:02,882 |
| 79 | | 2:28:58,440 | 2:29:13,000 | 0:00:14,560 |
| 80 | | 2:29:56,214 | 2:30:01,241 | 0:00:05,027 |
| 81 | | 2:30:45,180 | 2:30:47,190 | 0:00:02,010 |
| 82 | | 2:31:16,320 | 2:31:19,240 | 0:00:02,920 |
| 83 | | 2:32:21,500 | 2:32:31,670 | 0:00:10,170 |
| 84 | | 2:33:56,010 | 2:34:01,943 | 0:00:05,933 |
| 85 | | 2:35:25,150 | 2:35:36,210 | 0:00:11,060 |
| 86 | | 2:36:07,670 | 2:36:28,940 | 0:00:21,270 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|-----|--------------|-------------|-------------|-------------|
| 87 | Cuenca-Guzho | 2:36:31,220 | 2:36:42,220 | 0:00:11,000 |
| 88 | | 2:36:43,130 | 2:36:46,240 | 0:00:03,110 |
| 89 | | 2:37:02,820 | 2:37:24,810 | 0:00:21,990 |
| 90 | | 2:37:46,200 | 2:37:48,200 | 0:00:02,000 |
| 91 | | 2:37:56,170 | 2:38:00,341 | 0:00:04,171 |
| 92 | | 2:38:56,214 | 2:39:01,750 | 0:00:05,536 |
| 93 | | 2:39:11,190 | 2:39:17,270 | 0:00:06,080 |
| 94 | | 2:39:35,400 | 2:39:39,590 | 0:00:04,190 |
| 95 | | 2:39:55,010 | 2:40:00,260 | 0:00:05,250 |
| 96 | | 2:40:16,190 | 2:40:21,090 | 0:00:04,900 |
| 97 | | 2:41:50,980 | 2:42:05,090 | 0:00:14,110 |
| 98 | | 2:43:47,180 | 2:43:54,090 | 0:00:06,910 |
| 99 | | 2:44:09,180 | 2:44:11,250 | 0:00:02,070 |
| 100 | | 2:44:52,190 | 2:45:00,451 | 0:00:08,261 |
| 101 | | 2:45:42,130 | 2:45:45,240 | 0:00:03,110 |
| 102 | | 2:46:08,670 | 2:46:17,960 | 0:00:09,290 |
| 103 | | 2:46:36,010 | 2:46:39,420 | 0:00:03,410 |
| 104 | | 2:46:49,150 | 2:46:50,580 | 0:00:01,430 |

Anexo 3.5.2 Headways de buses vía Guzho

| | |
|-------------------------------|-------------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Guzho-Cuenca | 0:00:08,120 | 0:00:19,031 | 0:00:10,911 |
| 2 | | 0:07:39,450 | 0:07:43,630 | 0:00:04,180 |
| 3 | | 0:58:00,000 | 0:58:45,000 | 0:00:45,000 |
| 4 | | 0:59:21,070 | 0:59:38,130 | 0:00:17,060 |
| 5 | | 1:12:59,410 | 1:13:10,230 | 0:00:10,820 |
| 6 | | 1:13:52,890 | 1:13:58,550 | 0:00:05,660 |
| 7 | | 1:17:40,230 | 1:17:44,440 | 0:00:04,210 |
| 8 | | 1:26:17,900 | 1:26:28,530 | 0:00:10,630 |
| 9 | | 1:28:39,880 | 1:28:53,660 | 0:00:13,780 |
| 10 | | 1:35:13,550 | 1:35:24,512 | 0:00:10,962 |
| 11 | | 1:35:23,630 | 1:35:52,410 | 0:00:28,780 |
| 12 | | 1:40:49,900 | 1:41:00,065 | 0:00:10,165 |
| 13 | | 1:50:03,830 | 1:50:29,420 | 0:00:25,590 |
| 14 | | 1:54:51,090 | 1:55:03,612 | 0:00:12,522 |
| 15 | | 1:57:26,000 | 1:57:36,000 | 0:00:10,000 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
|---------------|---------------|-----------------------|---------------------|----------------|

| | | | | |
|----|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Guzho | 1:11:56,100 | 1:12:38,130 | 0:00:42,030 |
| 2 | | 0:24:18,324 | 0:24:29,314 | 0:00:10,990 |
| 3 | | 0:32:27,943 | 0:32:36,814 | 0:00:08,871 |
| 4 | | 0:39:01,842 | 0:39:12,847 | 0:00:11,005 |
| 5 | | 0:45:34,110 | 0:45:47,325 | 0:00:13,215 |
| 6 | | 0:56:02,641 | 0:56:11,945 | 0:00:09,304 |
| 7 | | 1:07:04,812 | 1:07:14,964 | 0:00:10,152 |
| 8 | | 1:13:01,942 | 1:13:19,347 | 0:00:17,405 |
| 9 | | 1:34:22,370 | 1:34:34,290 | 0:00:11,920 |
| 10 | | 2:44:19,500 | 2:44:29,841 | 0:00:10,341 |

Anexo 3.5.3 Headways de Camiones Livianos vía Guzho

| | |
|-------------------------------|-------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Guzho-Cuenca | 0:03:59,700 | 0:04:18,800 | 0:00:19,100 |
| 2 | | 0:09:04,000 | 0:09:08,630 | 0:00:04,630 |
| 3 | | 0:32:37,880 | 0:32:42,770 | 0:00:04,890 |
| 4 | | 1:04:31,170 | 1:04:34,430 | 0:00:03,260 |
| 5 | | 2:03:50,150 | 2:03:54,100 | 0:00:03,950 |
| 6 | | 2:04:03,630 | 2:04:12,684 | 0:00:09,054 |
| 7 | | 2:07:33,330 | 2:08:01,122 | 0:00:27,792 |
| 8 | | 2:13:57,812 | 2:14:05,150 | 0:00:07,338 |
| 9 | | 2:15:15,880 | 2:15:24,941 | 0:00:09,061 |
| 10 | | 2:15:59,550 | 2:16:06,841 | 0:00:07,291 |
| 11 | | 2:16:49,324 | 2:17:01,841 | 0:00:12,517 |
| 12 | | 2:23:14,960 | 2:23:24,321 | 0:00:09,361 |
| 13 | | 2:23:58,630 | 2:24:06,841 | 0:00:08,211 |
| 14 | | 2:29:05,490 | 2:29:46,970 | 0:00:41,480 |
| 15 | | 2:32:04,260 | 2:32:35,540 | 0:00:31,280 |
| 16 | | 2:34:47,790 | 2:35:30,850 | 0:00:43,060 |

| 1 | Cuenca-Guzho | 1:08:21,490 | 1:08:52,600 | 0:00:31,110 |
|--------|--------------|----------------|--------------|-------------|
| 2 | | 1:16:21,300 | 1:16:31,032 | 0:00:09,732 |
| 3 | | 1:17:31,780 | 1:17:49,930 | 0:00:18,150 |
| 4 | | 1:28:41,470 | 1:28:48,964 | 0:00:07,494 |
| 5 | | 1:45:44,840 | 1:46:06,710 | 0:00:21,870 |
| 6 | | 1:47:04,480 | 1:47:13,842 | 0:00:09,362 |
| 7 | | 1:49:36,910 | 1:49:46,984 | 0:00:10,074 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|----|--------------|-------------|-------------|-------------|
| 8 | Cuenca-Guzho | 1:50:51,820 | 1:51:09,730 | 0:00:17,910 |
| 9 | | 1:57:18,600 | 1:57:28,548 | 0:00:09,948 |
| 10 | | 1:58:11,420 | 1:58:21,842 | 0:00:10,422 |
| 11 | | 2:00:23,300 | 2:00:50,550 | 0:00:27,250 |
| 12 | | 2:04:18,300 | 2:04:36,770 | 0:00:18,470 |

Anexo 3.5.4 Headways de Camiones Pesados vía Guzho

| | |
|-------------------------------|------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Guzho-Cuenca | 0:02:00,500 | 0:02:09,964 | 0:00:09,464 |
| 2 | | 0:17:56,412 | 0:18:08,324 | 0:00:11,912 |
| 3 | | 0:52:10,350 | 0:52:21,842 | 0:00:11,492 |
| 4 | | 1:35:59,220 | 1:36:06,284 | 0:00:07,064 |
| 5 | | 1:54:58,770 | 1:55:30,640 | 0:00:31,870 |

| | | | | |
|---|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Guzho | 1:27:19,150 | 1:28:00,329 | 0:00:41,179 |
| 2 | | 1:36:32,850 | 1:36:45,990 | 0:00:13,140 |

Anexo 3.5.5 Headways de motocicletas vía Guzho

| | |
|-------------------------------|------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Guzho-Cuenca | 0:04:40,300 | 0:04:46,400 | 0:00:06,100 |
| 2 | | 0:04:58,374 | 0:05:00,241 | 0:00:01,867 |
| 3 | | 0:14:36,650 | 0:14:38,640 | 0:00:01,990 |
| 4 | | 0:15:57,310 | 0:16:01,642 | 0:00:04,332 |
| 5 | | 0:27:08,010 | 0:27:10,842 | 0:00:02,832 |
| 6 | | 0:30:45,120 | 0:30:55,190 | 0:00:10,070 |
| 7 | | 0:33:43,570 | 0:33:46,032 | 0:00:02,462 |
| 8 | | 0:38:11,660 | 0:38:16,830 | 0:00:05,170 |
| 9 | | 0:38:42,190 | 0:38:53,120 | 0:00:10,930 |
| 10 | | 0:46:28,630 | 0:46:30,060 | 0:00:01,430 |
| 11 | | 0:49:48,130 | 0:50:10,120 | 0:00:21,990 |
| 12 | | 1:14:48,670 | 1:14:50,325 | 0:00:01,655 |
| 13 | | 1:35:22,140 | 1:35:44,140 | 0:00:22,000 |
| 14 | | 1:40:19,700 | 1:40:23,920 | 0:00:04,220 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|----|--------------|-------------|-------------|-------------|
| 15 | Guzho-Cuenca | 1:49:10,130 | 1:49:13,542 | 0:00:03,412 |
| 16 | | 2:14:33,170 | 2:14:35,942 | 0:00:02,772 |
| 17 | | 2:15:07,054 | 2:15:10,540 | 0:00:03,486 |
| 18 | | 2:22:57,314 | 2:23:01,108 | 0:00:03,794 |
| 19 | | 2:31:03,248 | 2:31:07,842 | 0:00:04,594 |

| | | | | |
|----|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Guzho | 0:29:20,590 | 0:29:22,314 | 0:00:01,724 |
| 2 | | 0:35:58,250 | 0:36:00,324 | 0:00:02,074 |
| 3 | | 0:54:58,324 | 0:55:04,627 | 0:00:06,303 |
| 4 | | 1:08:57,230 | 1:09:00,032 | 0:00:02,802 |
| 5 | | 1:28:51,120 | 1:29:16,100 | 0:00:24,980 |
| 6 | | 1:35:57,542 | 1:36:00,090 | 0:00:02,548 |
| 7 | | 2:05:55,327 | 2:06:00,320 | 0:00:04,993 |
| 8 | | 2:23:03,350 | 2:23:06,324 | 0:00:02,974 |
| 9 | | 2:32:38,870 | 2:32:40,243 | 0:00:01,373 |
| 10 | | 2:41:25,640 | 2:41:43,330 | 0:00:17,690 |
| 11 | | 2:42:32,160 | 2:42:34,040 | 0:00:01,880 |

Anexo 3.5.6 Headways de bicicletas vía Guzho

| | |
|-------------------------------|------------------|
| VÍA | GUZHO-CUENCA |
| FECHA DE LEVANTAMIENTO | 6-diciembre-2019 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|--------------|----------------|--------------|-------------|
| 1 | Guzho-Cuenca | 0:00:37,290 | 0:00:39,512 | 0:00:02,222 |
| 2 | | 1:30:20,700 | 1:30:21,924 | 0:00:01,224 |
| 3 | | 2:25:08,950 | 2:25:11,324 | 0:00:02,374 |

| | | | | |
|---|--------------|-------------|-------------|-------------|
| 1 | Cuenca-Guzho | 0:55:58,090 | 0:56:00,321 | 0:00:02,231 |
| 2 | | 2:40:46,380 | 2:40:48,281 | 0:00:01,901 |

3.6 Anexo Headways calculados en la vía Racar-San Pedro.

Anexo 3.6.1 Headways de vehículos livianos vía a Racar

| | |
|-------------------------------|-----------------|
| VÍA | SAN PEDRO-RACAR |
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | San Pedro-Racar | 0:01:17,140 | 0:01:18,160 | 0:00:01,020 |
| 2 | | 0:01:36,130 | 0:02:47,180 | 0:01:11,050 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 3 | | 0:03:26,390 | 0:03:39,250 | 0:00:12,860 |
| 4 | | 0:04:00,120 | 0:04:35,180 | 0:00:35,060 |
| 5 | | 0:08:55,200 | 0:08:59,430 | 0:00:04,230 |
| 6 | | 0:09:54,600 | 0:10:38,510 | 0:00:43,910 |
| 7 | | 0:10:47,000 | 0:11:06,120 | 0:00:19,120 |
| 8 | | 0:12:39,670 | 0:12:42,880 | 0:00:03,210 |
| 9 | | 0:12:44,130 | 0:12:47,130 | 0:00:03,000 |
| 10 | | 0:13:12,120 | 0:13:35,160 | 0:00:23,040 |
| 11 | | 0:14:05,850 | 0:14:11,930 | 0:00:06,080 |
| 12 | | 0:14:48,500 | 0:14:52,440 | 0:00:03,940 |
| 13 | | 0:15:19,220 | 0:15:23,310 | 0:00:04,090 |
| 14 | | 0:15:32,000 | 0:16:14,100 | 0:00:42,100 |
| 15 | | 0:19:02,460 | 0:19:10,570 | 0:00:08,110 |
| 16 | | 0:19:25,110 | 0:19:27,130 | 0:00:02,020 |
| 17 | | 0:19:30,000 | 0:19:36,120 | 0:00:06,120 |
| 18 | | 0:19:53,140 | 0:20:09,170 | 0:00:16,030 |
| 19 | | 0:20:11,250 | 0:20:22,400 | 0:00:11,150 |
| 20 | | 0:20:41,700 | 0:20:48,640 | 0:00:06,940 |
| 21 | | 0:21:22,170 | 0:21:48,290 | 0:00:26,120 |
| 22 | | 0:22:34,420 | 0:22:35,530 | 0:00:01,110 |
| 23 | | 0:22:56,280 | 0:23:08,610 | 0:00:12,330 |
| 24 | San Pedro-Racar | 0:24:20,970 | 0:24:25,850 | 0:00:04,880 |
| 25 | | 0:24:42,120 | 0:24:44,100 | 0:00:01,980 |
| 26 | | 0:24:46,310 | 0:24:50,420 | 0:00:04,110 |
| 27 | | 0:24:51,180 | 0:24:53,140 | 0:00:01,960 |
| 28 | | 0:24:55,290 | 0:24:56,360 | 0:00:01,070 |
| 29 | | 0:24:58,150 | 0:25:03,180 | 0:00:05,030 |
| 30 | | 0:25:12,380 | 0:25:23,270 | 0:00:10,890 |
| 31 | | 0:26:31,220 | 0:26:45,390 | 0:00:14,170 |
| 32 | | 0:26:51,170 | 0:26:53,500 | 0:00:02,330 |
| 33 | | 0:27:12,160 | 0:27:24,110 | 0:00:11,950 |
| 34 | | 0:27:33,620 | 0:27:35,870 | 0:00:02,250 |
| 35 | | 0:27:39,400 | 0:27:43,360 | 0:00:03,960 |
| 36 | | 0:28:14,100 | 0:28:24,100 | 0:00:10,000 |
| 37 | | 0:28:28,690 | 0:28:34,450 | 0:00:05,760 |
| 38 | | 0:28:48,000 | 0:28:49,110 | 0:00:01,110 |
| 39 | | 0:29:39,148 | 0:29:41,611 | 0:00:02,463 |
| 40 | | 0:29:41,611 | 0:29:43,434 | 0:00:01,823 |
| 41 | | 0:29:43,434 | 0:29:59,732 | 0:00:16,298 |
| 42 | | 0:29:59,732 | 0:30:00,797 | 0:00:01,065 |
| 43 | | 0:30:27,104 | 0:30:27,833 | 0:00:00,729 |
| 44 | | 0:30:27,833 | 0:30:29,763 | 0:00:01,930 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 45 | | 0:30:29,763 | 0:30:31,923 | 0:00:02,160 |
| 46 | | 0:30:58,366 | 0:31:08,041 | 0:00:09,675 |
| 47 | | 0:31:08,041 | 0:31:19,806 | 0:00:11,765 |
| 48 | | 0:31:19,806 | 0:31:21,525 | 0:00:01,719 |
| 49 | | 0:32:20,517 | 0:32:22,969 | 0:00:02,452 |
| 50 | | 0:32:22,969 | 0:32:28,862 | 0:00:05,893 |
| 51 | | 0:32:28,862 | 0:32:33,472 | 0:00:04,610 |
| 52 | | 0:32:33,472 | 0:32:38,148 | 0:00:04,676 |
| 53 | | 0:32:38,148 | 0:32:41,412 | 0:00:03,264 |
| 54 | | 0:33:13,644 | 0:33:16,223 | 0:00:02,579 |
| 55 | | 0:33:16,223 | 0:33:18,475 | 0:00:02,252 |
| 56 | | 0:33:18,475 | 0:33:20,074 | 0:00:01,599 |
| 57 | | 0:33:33,143 | 0:33:40,612 | 0:00:07,469 |
| 58 | | 0:34:16,446 | 0:34:20,143 | 0:00:03,697 |
| 59 | | 0:34:20,143 | 0:34:22,340 | 0:00:02,197 |
| 60 | | 0:34:22,340 | 0:34:29,210 | 0:00:06,870 |
| 61 | | 0:34:29,210 | 0:34:37,786 | 0:00:08,576 |
| 62 | | 0:35:06,766 | 0:35:09,758 | 0:00:02,992 |
| 63 | | 0:35:09,758 | 0:35:19,172 | 0:00:09,414 |
| 64 | | 0:35:19,172 | 0:35:21,320 | 0:00:02,148 |
| 65 | San Pedro-Racar | 0:35:57,742 | 0:35:59,351 | 0:00:01,609 |
| 66 | | 0:36:10,372 | 0:36:11,792 | 0:00:01,420 |
| 67 | | 0:36:11,792 | 0:36:14,729 | 0:00:02,937 |
| 68 | | 0:36:27,781 | 0:36:30,473 | 0:00:02,692 |
| 69 | | 0:36:30,473 | 0:36:34,001 | 0:00:03,528 |
| 70 | | 0:36:34,001 | 0:36:39,803 | 0:00:05,802 |
| 71 | | 0:36:39,803 | 0:36:42,763 | 0:00:02,960 |
| 72 | | 0:36:42,763 | 0:36:45,801 | 0:00:03,038 |
| 73 | | 0:37:08,673 | 0:37:10,374 | 0:00:01,701 |
| 74 | | 0:37:10,374 | 0:37:18,247 | 0:00:07,873 |
| 75 | | 0:37:18,247 | 0:37:19,804 | 0:00:01,557 |
| 76 | | 0:37:19,804 | 0:37:24,231 | 0:00:04,427 |
| 77 | | 0:37:52,103 | 0:37:54,009 | 0:00:01,906 |
| 78 | | 0:37:54,009 | 0:37:56,127 | 0:00:02,118 |
| 79 | | 0:37:56,127 | 0:37:59,372 | 0:00:03,245 |
| 80 | | 0:37:59,372 | 0:38:03,245 | 0:00:03,873 |
| 81 | | 0:38:17,506 | 0:38:20,603 | 0:00:03,097 |
| 82 | | 0:38:35,133 | 0:38:37,523 | 0:00:02,390 |
| 83 | | 0:39:20,368 | 0:39:22,754 | 0:00:02,386 |
| 84 | | 0:39:22,754 | 0:39:24,793 | 0:00:02,039 |
| 85 | | 0:40:02,107 | 0:40:05,431 | 0:00:03,324 |
| 86 | | 0:40:05,431 | 0:40:19,864 | 0:00:14,433 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 87 | | 0:40:19,864 | 0:40:20,791 | 0:00:00,927 |
| 88 | | 0:40:20,791 | 0:40:23,982 | 0:00:03,191 |
| 89 | | 0:40:35,801 | 0:40:40,462 | 0:00:04,661 |
| 90 | | 0:40:40,462 | 0:40:44,813 | 0:00:04,351 |
| 91 | | 0:40:49,377 | 0:40:51,243 | 0:00:01,866 |
| 92 | | 0:41:02,443 | 0:41:05,612 | 0:00:03,169 |
| 93 | | 0:41:14,811 | 0:41:16,743 | 0:00:01,932 |
| 94 | | 0:41:16,743 | 0:41:19,910 | 0:00:03,167 |
| 95 | | 0:41:45,247 | 0:41:49,310 | 0:00:04,063 |
| 96 | | 0:41:49,310 | 0:41:54,001 | 0:00:04,691 |
| 97 | | 0:42:17,166 | 0:42:18,518 | 0:00:01,352 |
| 98 | | 0:42:18,518 | 0:42:36,117 | 0:00:17,599 |
| 99 | | 0:42:15,402 | 0:42:17,509 | 0:00:02,107 |
| 100 | | 0:43:37,873 | 0:43:40,574 | 0:00:02,701 |
| 101 | | 0:43:40,574 | 0:43:44,314 | 0:00:03,740 |
| 102 | | 0:44:13,729 | 0:44:14,381 | 0:00:00,652 |
| 103 | | 0:44:14,381 | 0:44:18,217 | 0:00:03,836 |
| 104 | | 0:44:18,217 | 0:44:23,001 | 0:00:04,784 |
| 105 | | 0:44:23,001 | 0:44:26,788 | 0:00:03,787 |
| 106 | | 0:44:26,788 | 0:44:30,752 | 0:00:03,964 |
| 107 | San Pedro-Racar | 0:44:30,752 | 0:44:32,864 | 0:00:02,112 |
| 108 | | 0:44:32,864 | 0:44:36,124 | 0:00:03,260 |
| 109 | | 0:44:36,124 | 0:44:40,741 | 0:00:04,617 |
| 110 | | 0:44:40,741 | 0:44:42,391 | 0:00:01,650 |
| 111 | | 0:44:42,391 | 0:44:44,643 | 0:00:02,252 |
| 112 | | 0:44:44,643 | 0:44:46,341 | 0:00:01,698 |
| 113 | | 0:44:58,583 | 0:45:03,427 | 0:00:04,844 |
| 114 | | 0:45:03,427 | 0:45:08,253 | 0:00:04,826 |
| 115 | | 0:45:08,253 | 0:45:11,004 | 0:00:02,751 |
| 116 | | 0:45:11,004 | 0:45:14,051 | 0:00:03,047 |
| 117 | | 0:45:14,051 | 0:45:18,702 | 0:00:04,651 |
| 118 | | 0:45:18,702 | 0:45:22,322 | 0:00:03,620 |
| 119 | | 0:45:22,322 | 0:45:24,961 | 0:00:02,639 |
| 120 | | 0:45:24,961 | 0:45:28,942 | 0:00:03,981 |
| 121 | | 0:45:43,233 | 0:45:45,324 | 0:00:02,091 |
| 122 | | 0:46:01,927 | 0:46:03,412 | 0:00:01,485 |
| 123 | | 0:46:03,412 | 0:46:06,684 | 0:00:03,272 |
| 124 | | 0:46:06,684 | 0:46:10,412 | 0:00:03,728 |
| 125 | | 0:46:10,412 | 0:46:14,372 | 0:00:03,960 |
| 126 | | 0:46:14,372 | 0:46:18,942 | 0:00:04,570 |
| 127 | | 0:46:18,942 | 0:46:21,523 | 0:00:02,581 |
| 128 | | 0:46:50,005 | 0:46:53,512 | 0:00:03,507 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 129 | | 0:46:53,512 | 0:46:57,234 | 0:00:03,722 |
| 130 | | 0:46:57,234 | 0:47:00,103 | 0:00:02,869 |
| 131 | | 0:47:24,243 | 0:47:27,123 | 0:00:02,880 |
| 132 | | 0:47:27,123 | 0:47:31,423 | 0:00:04,300 |
| 133 | | 0:47:31,423 | 0:47:45,796 | 0:00:14,373 |
| 134 | | 0:47:45,796 | 0:47:47,499 | 0:00:01,703 |
| 135 | | 0:48:08,968 | 0:48:11,264 | 0:00:02,296 |
| 136 | | 0:48:11,264 | 0:48:14,132 | 0:00:02,868 |
| 137 | | 0:48:14,132 | 0:48:17,415 | 0:00:03,283 |
| 138 | | 0:48:40,267 | 0:48:42,162 | 0:00:01,895 |
| 139 | | 0:48:42,162 | 0:48:50,794 | 0:00:08,632 |
| 140 | | 0:48:59,701 | 0:49:04,245 | 0:00:04,544 |
| 141 | | 0:49:04,245 | 0:49:05,341 | 0:00:01,096 |
| 142 | | 0:49:56,246 | 0:50:01,145 | 0:00:04,899 |
| 143 | | 0:50:31,752 | 0:50:35,642 | 0:00:03,890 |
| 144 | | 0:50:58,784 | 0:51:02,141 | 0:00:03,357 |
| 145 | | 0:51:02,141 | 0:51:04,362 | 0:00:02,221 |
| 146 | | 0:51:04,362 | 0:51:06,374 | 0:00:02,012 |
| 147 | | 0:51:11,428 | 0:51:15,321 | 0:00:03,893 |
| 148 | | 0:51:15,321 | 0:51:16,824 | 0:00:01,503 |
| 149 | San Pedro-Racar | 0:51:30,258 | 0:51:33,841 | 0:00:03,583 |
| 150 | | 0:51:33,841 | 0:51:37,647 | 0:00:03,806 |
| 151 | | 0:52:04,531 | 0:52:09,323 | 0:00:04,792 |
| 152 | | 0:52:09,323 | 0:52:11,831 | 0:00:02,508 |
| 153 | | 0:52:11,831 | 0:52:14,342 | 0:00:02,511 |
| 154 | | 0:52:14,342 | 0:52:16,941 | 0:00:02,599 |
| 155 | | 0:52:16,941 | 0:52:25,447 | 0:00:08,506 |
| 156 | | 0:52:25,447 | 0:52:27,739 | 0:00:02,292 |
| 157 | | 0:52:27,739 | 0:52:30,812 | 0:00:03,073 |
| 158 | | 0:52:30,812 | 0:52:34,766 | 0:00:03,954 |
| 159 | | 0:52:34,766 | 0:52:38,806 | 0:00:04,040 |
| 160 | | 0:53:08,382 | 0:53:22,077 | 0:00:13,695 |
| 161 | | 0:53:22,077 | 0:53:26,021 | 0:00:03,944 |
| 162 | | 0:53:26,021 | 0:53:27,758 | 0:00:01,737 |
| 163 | | 0:54:13,000 | 0:54:15,375 | 0:00:02,375 |
| 164 | | 0:54:15,375 | 0:54:18,243 | 0:00:02,868 |
| 165 | | 0:54:18,243 | 0:54:21,423 | 0:00:03,180 |
| 166 | | 0:54:21,423 | 0:54:26,299 | 0:00:04,876 |
| 167 | | 0:54:46,002 | 0:54:48,641 | 0:00:02,639 |
| 168 | | 0:55:31,194 | 0:55:34,410 | 0:00:03,216 |
| 169 | | 0:56:07,537 | 0:56:09,814 | 0:00:02,277 |
| 170 | | 0:56:09,814 | 0:56:15,402 | 0:00:05,588 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 171 | | 0:56:45,627 | 0:56:48,779 | 0:00:03,152 |
| 172 | | 0:56:58,807 | 0:57:00,335 | 0:00:01,528 |
| 173 | | 0:57:00,335 | 0:57:01,791 | 0:00:01,456 |
| 174 | | 0:57:20,782 | 0:57:23,841 | 0:00:03,059 |
| 175 | | 0:57:23,841 | 0:57:27,952 | 0:00:04,111 |
| 176 | | 0:57:37,245 | 0:57:39,412 | 0:00:02,167 |
| 177 | | 0:57:39,412 | 0:57:43,270 | 0:00:03,858 |
| 178 | | 0:58:36,621 | 0:58:41,754 | 0:00:05,133 |
| 179 | | 0:59:01,165 | 0:59:02,768 | 0:00:01,603 |
| 180 | | 0:59:02,768 | 0:59:05,784 | 0:00:03,016 |
| 181 | | 0:59:05,784 | 0:59:08,000 | 0:00:02,216 |
| 182 | | 0:59:08,000 | 0:59:09,904 | 0:00:01,904 |
| 183 | | 0:59:09,904 | 0:59:11,834 | 0:00:01,930 |
| 184 | | 0:59:11,834 | 0:59:13,137 | 0:00:01,303 |
| 185 | | 0:59:13,137 | 0:59:14,562 | 0:00:01,425 |
| 186 | | 0:59:30,166 | 0:59:32,583 | 0:00:02,417 |
| 187 | | 0:59:32,583 | 0:59:33,832 | 0:00:01,249 |
| 188 | | 0:59:33,832 | 0:59:36,568 | 0:00:02,736 |
| 189 | | 0:59:41,601 | 0:59:42,819 | 0:00:01,218 |
| 190 | | 0:59:42,819 | 0:59:45,010 | 0:00:02,191 |
| 191 | | 0:59:45,010 | 0:59:46,523 | 0:00:01,513 |
| 192 | San Pedro-Racar | 0:59:46,523 | 0:59:50,133 | 0:00:03,610 |
| 193 | | 1:00:27,921 | 1:00:29,570 | 0:00:01,649 |
| 194 | | 1:00:29,570 | 1:00:31,285 | 0:00:01,715 |
| 195 | | 1:00:31,285 | 1:00:33,000 | 0:00:01,715 |
| 196 | | 1:00:33,000 | 1:00:34,483 | 0:00:01,483 |
| 197 | | 1:00:34,483 | 1:00:35,610 | 0:00:01,127 |
| 198 | | 1:00:35,610 | 1:00:41,532 | 0:00:05,922 |
| 199 | | 1:00:41,532 | 1:00:43,808 | 0:00:02,276 |
| 200 | | 1:01:30,572 | 1:01:33,259 | 0:00:02,687 |
| 201 | | 1:01:33,259 | 1:01:37,507 | 0:00:04,248 |
| 202 | | 1:01:45,001 | 1:01:47,681 | 0:00:02,680 |
| 203 | | 1:02:32,821 | 1:02:35,237 | 0:00:02,416 |
| 204 | | 1:03:19,624 | 1:03:22,462 | 0:00:02,838 |
| 205 | | 1:03:22,462 | 1:03:25,641 | 0:00:03,179 |
| 206 | | 1:03:40,562 | 1:03:44,503 | 0:00:03,941 |
| 207 | | 1:03:44,503 | 1:03:45,755 | 0:00:01,252 |
| 208 | | 1:03:49,523 | 1:03:52,328 | 0:00:02,805 |
| 209 | | 1:03:52,328 | 1:03:56,239 | 0:00:03,911 |
| 210 | | 1:03:56,239 | 1:03:58,268 | 0:00:02,029 |
| 211 | | 1:04:04,581 | 1:04:06,678 | 0:00:02,097 |
| 212 | | 1:04:06,678 | 1:04:10,375 | 0:00:03,697 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 213 | | 1:04:10,375 | 1:04:14,612 | 0:00:04,237 |
| 214 | | 1:04:14,612 | 1:04:18,507 | 0:00:03,895 |
| 215 | | 1:04:18,507 | 1:04:19,738 | 0:00:01,231 |
| 216 | | 1:04:19,738 | 1:04:31,068 | 0:00:11,330 |
| 217 | | 1:04:31,068 | 1:04:33,165 | 0:00:02,097 |
| 218 | | 1:04:48,073 | 1:04:50,251 | 0:00:02,178 |
| 219 | | 1:04:50,251 | 1:04:54,310 | 0:00:04,059 |
| 220 | | 1:05:07,864 | 1:05:10,365 | 0:00:02,501 |
| 221 | | 1:05:10,365 | 1:05:13,942 | 0:00:03,577 |
| 222 | | 1:05:13,942 | 1:05:17,423 | 0:00:03,481 |
| 223 | | 1:05:17,423 | 1:05:19,942 | 0:00:02,519 |
| 224 | | 1:05:36,492 | 1:05:39,372 | 0:00:02,880 |
| 225 | | 1:05:39,372 | 1:05:41,503 | 0:00:02,131 |
| 226 | | 1:05:41,503 | 1:05:46,001 | 0:00:04,498 |
| 227 | | 1:05:46,001 | 1:05:50,212 | 0:00:04,211 |
| 228 | | 1:05:50,212 | 1:05:54,023 | 0:00:03,811 |
| 229 | | 1:05:54,023 | 1:05:58,742 | 0:00:04,719 |
| 230 | | 1:06:04,322 | 1:06:06,748 | 0:00:02,426 |
| 231 | | 1:06:06,748 | 1:06:09,084 | 0:00:02,336 |
| 232 | | 1:06:09,084 | 1:06:12,263 | 0:00:03,179 |
| 233 | San Pedro-Racar | 1:06:12,263 | 1:06:15,367 | 0:00:03,104 |
| 234 | | 1:06:46,162 | 1:06:51,048 | 0:00:04,886 |
| 235 | | 1:06:51,048 | 1:06:53,368 | 0:00:02,320 |
| 236 | | 1:06:53,368 | 1:06:57,742 | 0:00:04,374 |
| 237 | | 1:06:57,742 | 1:06:59,870 | 0:00:02,128 |
| 238 | | 1:07:10,821 | 1:07:12,745 | 0:00:01,924 |
| 239 | | 1:07:12,745 | 1:07:17,172 | 0:00:04,427 |
| 240 | | 1:07:50,263 | 1:07:52,475 | 0:00:02,212 |
| 241 | | 1:08:27,003 | 1:08:32,503 | 0:00:05,500 |
| 242 | | 1:09:26,745 | 1:09:29,692 | 0:00:02,947 |
| 243 | | 1:09:29,692 | 1:09:31,486 | 0:00:01,794 |
| 244 | | 1:09:31,486 | 1:09:37,628 | 0:00:06,142 |
| 245 | | 1:09:37,628 | 1:09:39,652 | 0:00:02,024 |
| 246 | | 1:09:39,652 | 1:09:45,596 | 0:00:05,944 |
| 247 | | 1:09:59,752 | 1:10:03,283 | 0:00:03,531 |
| 248 | | 1:10:06,059 | 1:10:10,473 | 0:00:04,414 |
| 249 | | 1:10:10,473 | 1:10:12,053 | 0:00:01,580 |
| 250 | | 1:10:12,053 | 1:10:15,423 | 0:00:03,370 |
| 251 | | 1:10:30,745 | 1:10:32,703 | 0:00:01,958 |
| 252 | | 1:10:32,703 | 1:10:37,341 | 0:00:04,638 |
| 253 | | 1:11:06,764 | 1:11:10,683 | 0:00:03,919 |
| 254 | | 1:11:39,965 | 1:11:42,683 | 0:00:02,718 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 255 | | 1:11:42,683 | 1:11:45,625 | 0:00:02,942 |
| 256 | | 1:11:54,213 | 1:11:56,943 | 0:00:02,730 |
| 257 | | 1:12:14,762 | 1:12:17,002 | 0:00:02,240 |
| 258 | | 1:12:31,483 | 1:12:38,832 | 0:00:07,349 |
| 259 | | 1:12:50,642 | 1:12:51,903 | 0:00:01,261 |
| 260 | | 1:13:02,462 | 1:13:05,243 | 0:00:02,781 |
| 261 | | 1:13:31,875 | 1:13:33,423 | 0:00:01,548 |
| 262 | | 1:13:33,423 | 1:13:41,543 | 0:00:08,120 |
| 263 | | 1:13:41,543 | 1:13:43,486 | 0:00:01,943 |
| 264 | | 1:13:43,486 | 1:13:45,968 | 0:00:02,482 |
| 265 | | 1:13:55,623 | 1:13:58,740 | 0:00:03,117 |
| 266 | | 1:14:50,172 | 1:14:51,428 | 0:00:01,256 |
| 267 | | 1:15:34,781 | 1:15:37,062 | 0:00:02,281 |
| 268 | | 1:15:37,062 | 1:15:43,142 | 0:00:06,080 |
| 269 | | 1:15:43,142 | 1:15:45,739 | 0:00:02,597 |
| 270 | | 1:15:45,739 | 1:15:47,246 | 0:00:01,507 |
| 271 | | 1:16:02,006 | 1:16:04,083 | 0:00:02,077 |
| 272 | | 1:16:04,083 | 1:16:06,544 | 0:00:02,461 |
| 273 | | 1:16:06,544 | 1:16:09,453 | 0:00:02,909 |
| 274 | | 1:16:09,453 | 1:16:12,794 | 0:00:03,341 |
| 275 | San Pedro-Racar | 1:16:12,794 | 1:16:15,684 | 0:00:02,890 |
| 276 | | 1:16:24,508 | 1:16:28,648 | 0:00:04,140 |
| 277 | | 1:17:13,761 | 1:17:15,963 | 0:00:02,202 |
| 278 | | 1:17:15,963 | 1:17:16,831 | 0:00:00,868 |
| 279 | | 1:17:16,831 | 1:17:29,786 | 0:00:12,955 |
| 280 | | 1:18:45,731 | 1:18:48,685 | 0:00:02,954 |
| 281 | | 1:18:48,685 | 1:18:52,631 | 0:00:03,946 |
| 282 | | 1:19:17,361 | 1:19:19,608 | 0:00:02,247 |
| 283 | | 1:19:19,608 | 1:19:22,313 | 0:00:02,705 |
| 284 | | 1:19:50,582 | 1:19:53,612 | 0:00:03,030 |
| 285 | | 1:19:53,612 | 1:19:57,324 | 0:00:03,712 |
| 286 | | 1:19:57,324 | 1:19:59,940 | 0:00:02,616 |
| 287 | | 1:20:23,237 | 1:20:24,575 | 0:00:01,338 |
| 288 | | 1:20:24,575 | 1:20:27,784 | 0:00:03,209 |
| 289 | | 1:20:27,784 | 1:20:28,584 | 0:00:00,800 |
| 290 | | 1:20:28,584 | 1:20:32,409 | 0:00:03,825 |
| 291 | | 1:20:32,409 | 1:20:36,672 | 0:00:04,263 |
| 292 | | 1:20:36,672 | 1:20:38,807 | 0:00:02,135 |
| 293 | | 1:20:38,807 | 1:20:43,254 | 0:00:04,447 |
| 294 | | 1:20:52,263 | 1:20:54,538 | 0:00:02,275 |
| 295 | | 1:20:54,538 | 1:21:00,241 | 0:00:05,703 |
| 296 | | 1:21:00,241 | 1:21:02,183 | 0:00:01,942 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 297 | | 1:21:02,183 | 1:21:03,753 | 0:00:01,570 |
| 298 | | 1:21:17,374 | 1:21:20,739 | 0:00:03,365 |
| 299 | | 1:21:20,739 | 1:21:31,042 | 0:00:10,303 |
| 300 | | 1:21:47,834 | 1:21:49,742 | 0:00:01,908 |
| 301 | | 1:22:02,437 | 1:22:04,742 | 0:00:02,305 |
| 302 | | 1:22:35,248 | 1:22:37,362 | 0:00:02,114 |
| 303 | | 1:22:37,362 | 1:22:39,847 | 0:00:02,485 |
| 304 | | 1:22:39,847 | 1:22:41,741 | 0:00:01,894 |
| 305 | | 1:22:53,004 | 1:22:55,076 | 0:00:02,072 |
| 306 | | 1:22:55,076 | 1:22:59,308 | 0:00:04,232 |
| 307 | | 1:22:59,308 | 1:23:01,258 | 0:00:01,950 |
| 308 | | 1:23:01,258 | 1:23:04,671 | 0:00:03,413 |
| 309 | | 1:23:24,762 | 1:23:27,356 | 0:00:02,594 |
| 310 | | 1:23:43,166 | 1:23:46,530 | 0:00:03,364 |
| 311 | | 1:23:57,604 | 1:23:59,843 | 0:00:02,239 |
| 312 | | 1:23:59,843 | 1:24:01,509 | 0:00:01,666 |
| 313 | | 1:24:01,509 | 1:24:03,573 | 0:00:02,064 |
| 314 | | 1:24:03,573 | 1:24:07,468 | 0:00:03,895 |
| 315 | | 1:24:07,468 | 1:24:10,638 | 0:00:03,170 |
| 316 | | 1:24:10,638 | 1:24:13,568 | 0:00:02,930 |
| 317 | | 1:24:13,568 | 1:24:15,262 | 0:00:01,694 |
| 318 | San Pedro-Racar | 1:24:21,542 | 1:24:47,229 | 0:00:25,687 |
| 319 | | 1:24:47,229 | 1:24:48,642 | 0:00:01,413 |
| 320 | | 1:24:48,642 | 1:24:51,421 | 0:00:02,779 |
| 321 | | 1:25:20,053 | 1:25:23,123 | 0:00:03,070 |
| 322 | | 1:25:39,655 | 1:25:41,141 | 0:00:01,486 |
| 323 | | 1:25:41,141 | 1:25:42,483 | 0:00:01,342 |
| 324 | | 1:26:24,652 | 1:26:25,834 | 0:00:01,182 |
| 325 | | 1:26:50,736 | 1:26:52,823 | 0:00:02,087 |
| 326 | | 1:26:52,823 | 1:26:56,475 | 0:00:03,652 |
| 327 | | 1:28:24,642 | 1:28:26,431 | 0:00:01,789 |
| 328 | | 1:28:26,431 | 1:28:27,563 | 0:00:01,132 |
| 329 | | 1:28:27,563 | 1:28:28,761 | 0:00:01,198 |
| 330 | | 1:28:28,761 | 1:28:30,467 | 0:00:01,706 |
| 331 | | 1:28:30,467 | 1:28:33,201 | 0:00:02,734 |
| 332 | | 1:28:33,201 | 1:28:36,148 | 0:00:02,947 |
| 333 | | 1:28:36,148 | 1:28:40,086 | 0:00:03,938 |
| 334 | | 1:28:40,086 | 1:28:41,406 | 0:00:01,320 |
| 335 | | 1:29:12,507 | 1:29:15,210 | 0:00:02,703 |
| 336 | | 1:30:00,862 | 1:30:03,547 | 0:00:02,685 |
| 337 | | 1:30:25,934 | 1:30:27,493 | 0:00:01,559 |
| 338 | | 1:30:56,648 | 1:30:58,697 | 0:00:02,049 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| 339 | | 1:31:14,108 | 1:31:17,351 | 0:00:03,243 |
|--------|-----------------|----------------|--------------|-------------|
| 340 | | 1:31:17,351 | 1:31:35,747 | 0:00:18,396 |
| 341 | | 1:31:35,747 | 1:31:36,762 | 0:00:01,015 |
| 342 | | 1:31:36,762 | 1:31:38,862 | 0:00:02,100 |
| 343 | | 1:31:38,862 | 1:31:41,731 | 0:00:02,869 |
| 344 | | 1:32:15,236 | 1:32:17,563 | 0:00:02,327 |
| 345 | | 1:32:17,563 | 1:32:21,003 | 0:00:03,440 |
| 346 | | 1:32:21,003 | 1:32:23,346 | 0:00:02,343 |
| 347 | | 1:32:52,094 | 1:32:54,677 | 0:00:02,583 |
| 348 | | 1:32:54,677 | 1:33:01,683 | 0:00:07,006 |
| 349 | | 1:33:01,683 | 1:33:03,764 | 0:00:02,081 |
| 350 | | 1:33:20,243 | 1:33:24,173 | 0:00:03,930 |
| 351 | | 1:33:24,173 | 1:33:26,842 | 0:00:02,669 |
| 352 | | 1:33:26,842 | 1:33:28,523 | 0:00:01,681 |
| 353 | | 1:33:28,523 | 1:33:30,612 | 0:00:02,089 |
| 354 | | 1:33:30,612 | 1:33:32,067 | 0:00:01,455 |
| 355 | | 1:33:46,638 | 1:33:48,426 | 0:00:01,788 |
| 356 | | 1:33:48,426 | 1:33:51,642 | 0:00:03,216 |
| 357 | | 1:34:55,109 | 1:35:00,241 | 0:00:05,132 |
| 358 | | 1:35:00,241 | 1:35:05,753 | 0:00:05,512 |
| 359 | San Pedro-Racar | 1:35:05,753 | 1:35:07,872 | 0:00:02,119 |
| 360 | | 1:35:07,872 | 1:35:09,746 | 0:00:01,874 |
| 361 | | 1:35:09,746 | 1:35:12,453 | 0:00:02,707 |
| 362 | | 1:35:12,453 | 1:35:13,864 | 0:00:01,411 |
| 363 | | 1:35:13,864 | 1:35:16,473 | 0:00:02,609 |
| 364 | | 1:35:16,473 | 1:35:19,684 | 0:00:03,211 |
| 365 | | 1:35:46,639 | 1:35:50,042 | 0:00:03,403 |
| 366 | | 1:36:27,348 | 1:36:30,471 | 0:00:03,123 |
| 367 | | 1:36:30,471 | 1:36:32,753 | 0:00:02,282 |
| 368 | | 1:36:44,976 | 1:36:49,504 | 0:00:04,528 |
| 369 | | 1:36:49,504 | 1:36:51,360 | 0:00:01,856 |
| 370 | | 1:36:51,360 | 1:36:54,943 | 0:00:03,583 |
| 371 | | 1:36:54,943 | 1:36:58,124 | 0:00:03,181 |
| 372 | | 1:36:58,124 | 1:37:04,502 | 0:00:06,378 |
| 373 | | 1:37:04,502 | 1:37:06,671 | 0:00:02,169 |
| 374 | | 1:38:07,452 | 1:38:10,743 | 0:00:03,291 |
| 375 | | 1:38:10,743 | 1:38:12,842 | 0:00:02,099 |
| 376 | | 1:38:12,842 | 1:38:14,352 | 0:00:01,510 |
| 377 | | 1:38:14,352 | 1:38:16,005 | 0:00:01,653 |
| 378 | | 1:38:16,005 | 1:38:22,473 | 0:00:06,468 |
| 379 | | 1:38:22,473 | 1:38:26,307 | 0:00:03,834 |
| 380 | | 1:38:26,307 | 1:38:28,426 | 0:00:02,119 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 381 | | 1:38:28,426 | 1:38:30,742 | 0:00:02,316 |
| 382 | | 1:39:22,157 | 1:39:24,506 | 0:00:02,349 |
| 383 | | 1:39:24,506 | 1:39:27,243 | 0:00:02,737 |
| 384 | | 1:39:27,243 | 1:39:29,684 | 0:00:02,441 |
| 385 | | 1:39:29,684 | 1:39:31,942 | 0:00:02,258 |
| 386 | | 1:39:31,942 | 1:39:34,421 | 0:00:02,479 |
| 387 | | 1:39:34,421 | 1:39:37,632 | 0:00:03,211 |
| 388 | | 1:40:29,247 | 1:40:33,231 | 0:00:03,984 |
| 389 | | 1:40:33,231 | 1:40:36,175 | 0:00:02,944 |
| 390 | | 1:40:53,506 | 1:40:58,723 | 0:00:05,217 |
| 391 | | 1:41:43,143 | 1:41:47,043 | 0:00:03,900 |
| 392 | | 1:41:47,043 | 1:41:50,412 | 0:00:03,369 |
| 393 | | 1:41:50,412 | 1:41:52,741 | 0:00:02,329 |
| 394 | | 1:41:52,741 | 1:41:54,521 | 0:00:01,780 |
| 395 | | 1:41:54,521 | 1:41:57,430 | 0:00:02,909 |
| 396 | | 1:42:37,821 | 1:42:43,342 | 0:00:05,521 |
| 397 | | 1:42:43,342 | 1:42:45,436 | 0:00:02,094 |
| 398 | | 1:42:45,436 | 1:42:48,486 | 0:00:03,050 |
| 399 | | 1:42:48,486 | 1:42:53,723 | 0:00:05,237 |
| 400 | | 1:42:53,723 | 1:42:55,527 | 0:00:01,804 |
| 401 | | 1:42:55,527 | 1:42:57,503 | 0:00:01,976 |
| 402 | San Pedro-Racar | 1:42:57,503 | 1:42:59,653 | 0:00:02,150 |
| 403 | | 1:43:09,806 | 1:43:12,765 | 0:00:02,959 |
| 404 | | 1:43:12,765 | 1:43:15,643 | 0:00:02,878 |
| 405 | | 1:43:15,643 | 1:43:18,831 | 0:00:03,188 |
| 406 | | 1:43:46,937 | 1:43:49,139 | 0:00:02,202 |
| 407 | | 1:44:07,364 | 1:44:09,872 | 0:00:02,508 |
| 408 | | 1:44:23,594 | 1:44:38,506 | 0:00:14,912 |
| 409 | | 1:44:38,506 | 1:44:40,268 | 0:00:01,762 |
| 410 | | 1:44:40,268 | 1:44:41,477 | 0:00:01,209 |
| 411 | | 1:44:41,477 | 1:44:42,906 | 0:00:01,429 |
| 412 | | 1:45:29,169 | 1:45:33,041 | 0:00:03,872 |
| 413 | | 1:46:04,066 | 1:46:14,461 | 0:00:10,395 |
| 414 | | 1:46:14,461 | 1:46:17,348 | 0:00:02,887 |
| 415 | | 1:46:17,348 | 1:46:20,489 | 0:00:03,141 |
| 416 | | 1:46:32,054 | 1:46:33,583 | 0:00:01,529 |
| 417 | | 1:46:43,701 | 1:46:46,249 | 0:00:02,548 |
| 418 | | 1:47:08,869 | 1:47:11,734 | 0:00:02,865 |
| 419 | | 1:47:22,876 | 1:47:26,572 | 0:00:03,696 |
| 420 | | 1:47:26,572 | 1:47:29,879 | 0:00:03,307 |
| 421 | | 1:48:12,429 | 1:48:15,276 | 0:00:02,847 |
| 422 | | 1:48:15,276 | 1:48:23,478 | 0:00:08,202 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 423 | | 1:49:10,853 | 1:49:12,974 | 0:00:02,121 |
| 424 | | 1:49:12,974 | 1:49:15,683 | 0:00:02,709 |
| 425 | | 1:49:15,683 | 1:49:19,678 | 0:00:03,995 |
| 426 | | 1:49:19,678 | 1:49:22,685 | 0:00:03,007 |
| 427 | | 1:49:34,253 | 1:49:37,842 | 0:00:03,589 |
| 428 | | 1:50:20,167 | 1:50:21,789 | 0:00:01,622 |
| 429 | | 1:50:21,789 | 1:50:23,574 | 0:00:01,785 |
| 430 | | 1:50:29,752 | 1:50:30,875 | 0:00:01,123 |
| 431 | | 1:50:42,263 | 1:50:45,004 | 0:00:02,741 |
| 432 | | 1:50:45,004 | 1:50:45,784 | 0:00:00,780 |
| 433 | | 1:50:45,784 | 1:50:46,807 | 0:00:01,023 |
| 434 | | 1:50:46,807 | 1:50:48,543 | 0:00:01,736 |
| 435 | | 1:50:48,543 | 1:50:55,324 | 0:00:06,781 |
| 436 | | 1:51:18,739 | 1:51:20,832 | 0:00:02,093 |
| 437 | | 1:51:20,832 | 1:51:23,426 | 0:00:02,594 |
| 438 | | 1:52:19,007 | 1:52:20,794 | 0:00:01,787 |
| 439 | | 1:52:20,794 | 1:52:22,267 | 0:00:01,473 |
| 440 | | 1:52:22,267 | 1:52:24,975 | 0:00:02,708 |
| 441 | | 1:52:24,975 | 1:52:30,001 | 0:00:05,026 |
| 442 | | 1:52:30,001 | 1:52:34,659 | 0:00:04,658 |
| 443 | San Pedro-Racar | 1:52:34,659 | 1:52:40,742 | 0:00:06,083 |
| 444 | | 1:52:40,742 | 1:52:42,473 | 0:00:01,731 |
| 445 | | 1:52:42,473 | 1:52:43,799 | 0:00:01,326 |
| 446 | | 1:52:43,799 | 1:52:46,183 | 0:00:02,384 |
| 447 | | 1:52:46,183 | 1:52:57,242 | 0:00:11,059 |
| 448 | | 1:52:57,242 | 1:52:58,741 | 0:00:01,499 |
| 449 | | 1:53:11,641 | 1:53:12,591 | 0:00:00,950 |
| 450 | | 1:53:12,591 | 1:53:13,762 | 0:00:01,171 |
| 451 | | 1:53:13,762 | 1:53:15,973 | 0:00:02,211 |
| 452 | | 1:53:15,973 | 1:53:19,365 | 0:00:03,392 |
| 453 | | 1:53:19,365 | 1:53:20,806 | 0:00:01,441 |
| 454 | | 1:53:20,806 | 1:53:22,609 | 0:00:01,803 |
| 455 | | 1:53:22,609 | 1:53:25,567 | 0:00:02,958 |
| 456 | | 1:53:25,567 | 1:53:28,057 | 0:00:02,490 |
| 457 | | 1:53:32,462 | 1:53:33,563 | 0:00:01,101 |
| 458 | | 1:53:33,563 | 1:53:37,602 | 0:00:04,039 |
| 459 | | 1:53:37,602 | 1:53:40,593 | 0:00:02,991 |
| 460 | | 1:54:08,083 | 1:54:13,241 | 0:00:05,158 |
| 461 | | 1:54:13,241 | 1:54:13,706 | 0:00:00,465 |
| 462 | | 1:54:34,486 | 1:54:36,852 | 0:00:02,366 |
| 463 | | 1:54:36,852 | 1:54:39,762 | 0:00:02,910 |
| 464 | | 1:55:08,168 | 1:55:12,843 | 0:00:04,675 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 465 | | 1:55:42,068 | 1:55:43,681 | 0:00:01,613 |
| 466 | | 1:55:43,681 | 1:55:45,274 | 0:00:01,593 |
| 467 | | 1:55:45,274 | 1:55:47,083 | 0:00:01,809 |
| 468 | | 1:55:47,083 | 1:55:49,276 | 0:00:02,193 |
| 469 | | 1:55:49,276 | 1:55:51,583 | 0:00:02,307 |
| 470 | | 1:55:51,583 | 1:55:55,601 | 0:00:04,018 |
| 471 | | 1:55:55,601 | 1:55:59,491 | 0:00:03,890 |
| 472 | | 1:55:59,491 | 1:56:02,473 | 0:00:02,982 |
| 473 | | 1:56:02,473 | 1:56:04,623 | 0:00:02,150 |
| 474 | | 1:56:04,623 | 1:56:06,518 | 0:00:01,895 |
| 475 | | 1:56:06,518 | 1:56:09,425 | 0:00:02,907 |
| 476 | | 1:56:09,425 | 1:56:17,462 | 0:00:08,037 |
| 477 | | 1:56:17,462 | 1:56:18,958 | 0:00:01,496 |
| 478 | | 1:56:18,958 | 1:56:21,520 | 0:00:02,562 |
| 479 | | 1:56:21,520 | 1:56:23,648 | 0:00:02,128 |
| 480 | | 1:56:33,248 | 1:56:37,541 | 0:00:04,293 |
| 481 | | 1:56:44,817 | 1:56:47,742 | 0:00:02,925 |
| 482 | | 1:57:32,133 | 1:57:33,841 | 0:00:01,708 |
| 483 | | 1:57:33,841 | 1:57:35,658 | 0:00:01,817 |
| 484 | | 1:57:35,658 | 1:57:36,543 | 0:00:00,885 |
| 485 | San Pedro-Racar | 1:57:36,543 | 1:57:38,476 | 0:00:01,933 |
| 486 | | 1:57:38,476 | 1:57:42,462 | 0:00:03,986 |
| 487 | | 1:57:42,462 | 1:57:45,547 | 0:00:03,085 |
| 488 | | 1:58:32,737 | 1:58:33,993 | 0:00:01,256 |
| 489 | | 1:58:33,993 | 1:58:38,876 | 0:00:04,883 |
| 490 | | 1:58:38,876 | 1:58:43,163 | 0:00:04,287 |
| 491 | | 1:58:43,163 | 1:58:46,653 | 0:00:03,490 |
| 492 | | 1:58:46,653 | 1:58:51,523 | 0:00:04,870 |
| 493 | | 1:59:47,755 | 1:59:50,612 | 0:00:02,857 |
| 494 | | 2:00:28,237 | 2:00:31,642 | 0:00:03,405 |
| 495 | | 2:00:31,642 | 2:00:34,574 | 0:00:02,932 |
| 496 | | 2:00:43,580 | 2:00:46,569 | 0:00:02,989 |
| 497 | | 2:00:46,569 | 2:00:51,624 | 0:00:05,055 |
| 498 | | 2:00:51,624 | 2:00:52,752 | 0:00:01,128 |
| 499 | | 2:00:52,752 | 2:00:54,389 | 0:00:01,637 |
| 500 | | 2:00:54,389 | 2:01:01,632 | 0:00:07,243 |
| 501 | | 2:02:05,264 | 2:02:11,576 | 0:00:06,312 |
| 502 | | 2:02:11,576 | 2:02:15,241 | 0:00:03,665 |
| 503 | | 2:02:15,241 | 2:02:17,078 | 0:00:01,837 |
| 504 | | 2:02:17,078 | 2:02:18,138 | 0:00:01,060 |
| 505 | | 2:02:18,138 | 2:02:20,196 | 0:00:02,058 |
| 506 | | 2:02:20,196 | 2:02:21,641 | 0:00:01,445 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 507 | | 2:02:43,103 | 2:02:44,826 | 0:00:01,723 |
| 508 | | 2:02:44,826 | 2:02:46,782 | 0:00:01,956 |
| 509 | | 2:03:30,638 | 2:03:33,157 | 0:00:02,519 |
| 510 | | 2:04:20,638 | 2:04:25,164 | 0:00:04,526 |
| 511 | | 2:04:25,164 | 2:04:30,007 | 0:00:04,843 |
| 512 | | 2:04:30,007 | 2:04:31,594 | 0:00:01,587 |
| 513 | | 2:04:48,243 | 2:04:54,005 | 0:00:05,762 |
| 514 | | 2:04:54,005 | 2:04:57,253 | 0:00:03,248 |
| 515 | | 2:04:57,253 | 2:05:00,412 | 0:00:03,159 |
| 516 | | 2:05:00,412 | 2:05:04,873 | 0:00:04,461 |
| 517 | | 2:05:30,328 | 2:05:31,864 | 0:00:01,536 |
| 518 | | 2:05:31,864 | 2:05:40,346 | 0:00:08,482 |
| 519 | | 2:05:52,435 | 2:05:54,684 | 0:00:02,249 |
| 520 | | 2:05:54,684 | 2:05:57,842 | 0:00:03,158 |
| 521 | | 2:05:57,842 | 2:06:00,512 | 0:00:02,670 |
| 522 | | 2:06:50,371 | 2:06:52,993 | 0:00:02,622 |
| 523 | | 2:07:21,658 | 2:07:23,269 | 0:00:01,611 |
| 524 | | 2:07:23,269 | 2:07:32,061 | 0:00:08,792 |
| 525 | | 2:07:32,061 | 2:07:36,681 | 0:00:04,620 |
| 526 | | 2:07:36,681 | 2:07:38,185 | 0:00:01,504 |
| 527 | | 2:07:38,185 | 2:07:41,263 | 0:00:03,078 |
| 528 | San Pedro-Racar | 2:08:29,371 | 2:08:32,008 | 0:00:02,637 |
| 529 | | 2:08:32,008 | 2:08:33,739 | 0:00:01,731 |
| 530 | | 2:08:33,739 | 2:08:35,194 | 0:00:01,455 |
| 531 | | 2:08:35,194 | 2:08:42,259 | 0:00:07,065 |
| 532 | | 2:08:42,259 | 2:08:45,176 | 0:00:02,917 |
| 533 | | 2:08:45,176 | 2:08:48,623 | 0:00:03,447 |
| 534 | | 2:08:48,623 | 2:08:51,426 | 0:00:02,803 |
| 535 | | 2:09:43,509 | 2:09:49,501 | 0:00:05,992 |
| 536 | | 2:09:49,501 | 2:09:53,158 | 0:00:03,657 |
| 537 | | 2:10:05,492 | 2:10:10,043 | 0:00:04,551 |
| 538 | | 2:10:10,043 | 2:10:12,247 | 0:00:02,204 |
| 539 | | 2:10:12,247 | 2:10:18,032 | 0:00:05,785 |
| 540 | | 2:10:18,032 | 2:10:21,943 | 0:00:03,911 |
| 541 | | 2:10:21,943 | 2:10:25,048 | 0:00:03,105 |
| 542 | | 2:10:25,048 | 2:10:26,796 | 0:00:01,748 |
| 543 | | 2:10:48,625 | 2:10:52,486 | 0:00:03,861 |
| 544 | | 2:10:52,486 | 2:10:54,752 | 0:00:02,266 |
| 545 | | 2:10:54,752 | 2:10:56,423 | 0:00:01,671 |
| 546 | | 2:11:17,468 | 2:11:19,268 | 0:00:01,800 |
| 547 | | 2:11:32,876 | 2:11:36,342 | 0:00:03,466 |
| 548 | | 2:11:36,342 | 2:11:40,543 | 0:00:04,201 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 549 | | 2:11:40,543 | 2:11:42,037 | 0:00:01,494 |
| 550 | | 2:11:52,374 | 2:11:54,001 | 0:00:01,627 |
| 551 | | 2:12:09,176 | 2:12:11,034 | 0:00:01,858 |
| 552 | | 2:12:14,411 | 2:12:17,837 | 0:00:03,426 |
| 553 | | 2:12:17,837 | 2:12:21,103 | 0:00:03,266 |
| 554 | | 2:12:21,103 | 2:12:22,804 | 0:00:01,701 |
| 555 | | 2:13:00,800 | 2:13:02,009 | 0:00:01,209 |
| 556 | | 2:13:35,109 | 2:13:37,542 | 0:00:02,433 |
| 557 | | 2:14:07,083 | 2:14:10,432 | 0:00:03,349 |
| 558 | | 2:14:40,503 | 2:14:43,748 | 0:00:03,245 |
| 559 | | 2:15:28,548 | 2:15:29,374 | 0:00:00,826 |
| 560 | | 2:15:38,391 | 2:15:39,806 | 0:00:01,415 |
| 561 | | 2:15:39,806 | 2:15:43,793 | 0:00:03,987 |
| 562 | | 2:15:43,793 | 2:15:47,842 | 0:00:04,049 |
| 563 | | 2:16:43,163 | 2:16:45,843 | 0:00:02,680 |
| 564 | | 2:16:45,843 | 2:16:49,764 | 0:00:03,921 |
| 565 | | 2:16:49,764 | 2:16:51,854 | 0:00:02,090 |
| 566 | | 2:16:56,482 | 2:16:58,843 | 0:00:02,361 |
| 567 | | 2:17:24,004 | 2:17:26,826 | 0:00:02,822 |
| 568 | | 2:17:26,826 | 2:17:30,259 | 0:00:03,433 |
| 569 | San Pedro-Racar | 2:17:30,259 | 2:17:34,826 | 0:00:04,567 |
| 570 | | 2:17:51,731 | 2:17:54,442 | 0:00:02,711 |
| 571 | | 2:17:54,442 | 2:17:57,768 | 0:00:03,326 |
| 572 | | 2:17:57,768 | 2:18:00,749 | 0:00:02,981 |
| 573 | | 2:18:16,590 | 2:18:18,742 | 0:00:02,152 |
| 574 | | 2:18:18,742 | 2:18:21,695 | 0:00:02,953 |
| 575 | | 2:18:21,695 | 2:18:25,934 | 0:00:04,239 |
| 576 | | 2:19:00,261 | 2:19:03,842 | 0:00:03,581 |
| 577 | | 2:19:22,948 | 2:19:26,627 | 0:00:03,679 |
| 578 | | 2:19:26,627 | 2:19:35,173 | 0:00:08,546 |
| 579 | | 2:19:35,173 | 2:19:39,097 | 0:00:03,924 |
| 580 | | 2:19:39,097 | 2:19:43,426 | 0:00:04,329 |
| 581 | | 2:20:27,658 | 2:20:30,483 | 0:00:02,825 |
| 582 | | 2:20:48,817 | 2:20:51,346 | 0:00:02,529 |
| 583 | | 2:20:51,346 | 2:20:55,267 | 0:00:03,921 |
| 584 | | 2:21:19,864 | 2:21:23,501 | 0:00:03,637 |
| 585 | | 2:21:23,501 | 2:21:25,627 | 0:00:02,126 |
| 586 | | 2:21:25,627 | 2:21:30,549 | 0:00:04,922 |
| 587 | | 2:21:30,549 | 2:21:32,768 | 0:00:02,219 |
| 588 | | 2:21:32,768 | 2:21:41,758 | 0:00:08,990 |
| 589 | | 2:21:55,426 | 2:21:58,762 | 0:00:03,336 |
| 590 | | 2:22:09,533 | 2:22:12,841 | 0:00:03,308 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|-----|-----------------|-------------|-------------|-------------|
| 591 | San Pedro-Racar | 2:22:25,457 | 2:22:27,243 | 0:00:01,786 |
| 592 | | 2:22:37,819 | 2:22:39,156 | 0:00:01,337 |
| 593 | | 2:22:39,156 | 2:22:40,794 | 0:00:01,638 |
| 594 | | 2:22:40,794 | 2:22:41,763 | 0:00:00,969 |
| 595 | | 2:23:05,247 | 2:23:07,509 | 0:00:02,262 |
| 596 | | 2:23:58,481 | 2:23:59,784 | 0:00:01,303 |
| 597 | | 2:23:59,784 | 2:24:17,948 | 0:00:18,164 |
| 598 | | 2:24:17,948 | 2:24:20,658 | 0:00:02,710 |
| 599 | | 2:24:20,658 | 2:24:23,756 | 0:00:03,098 |
| 600 | | 2:24:23,756 | 2:24:28,416 | 0:00:04,660 |
| 601 | | 2:24:37,429 | 2:24:39,318 | 0:00:01,889 |
| 602 | | 2:25:08,486 | 2:25:12,074 | 0:00:03,588 |
| 603 | | 2:25:56,247 | 2:25:58,663 | 0:00:02,416 |
| 604 | | 2:25:58,663 | 2:26:01,453 | 0:00:02,790 |
| 605 | | 2:26:18,489 | 2:26:21,843 | 0:00:03,354 |
| 606 | | 2:26:42,083 | 2:26:45,426 | 0:00:03,343 |
| 607 | | 2:27:06,542 | 2:27:08,163 | 0:00:01,621 |
| 608 | | 2:27:08,163 | 2:27:10,176 | 0:00:02,013 |
| 609 | | 2:27:10,176 | 2:27:13,005 | 0:00:02,829 |
| 610 | | 2:27:13,005 | 2:27:16,423 | 0:00:03,418 |
| 611 | | 2:27:16,423 | 2:27:26,755 | 0:00:10,332 |
| 612 | | 2:28:21,496 | 2:28:22,268 | 0:00:00,772 |
| 613 | | 2:29:04,806 | 2:29:06,485 | 0:00:01,679 |
| 614 | | 2:29:06,485 | 2:29:08,639 | 0:00:02,154 |
| 615 | | 2:29:08,639 | 2:29:10,464 | 0:00:01,825 |
| 616 | | 2:29:17,458 | 2:29:20,843 | 0:00:03,385 |
| 617 | | 2:29:20,843 | 2:29:23,456 | 0:00:02,613 |
| 618 | | 2:29:31,246 | 2:29:33,576 | 0:00:02,330 |
| 619 | | 2:29:49,429 | 2:29:52,506 | 0:00:03,077 |
| 620 | | 2:29:52,506 | 2:29:56,503 | 0:00:03,997 |
| 621 | | 2:30:31,008 | 2:30:33,486 | 0:00:02,478 |
| 622 | | 2:30:52,276 | 2:30:54,846 | 0:00:02,570 |
| 623 | | 2:31:42,742 | 2:31:45,943 | 0:00:03,201 |
| 624 | | 2:32:29,237 | 2:32:30,587 | 0:00:01,350 |
| 625 | | 2:32:48,826 | 2:32:52,947 | 0:00:04,121 |
| 626 | | 2:32:52,947 | 2:32:56,236 | 0:00:03,289 |
| 627 | | 2:32:56,236 | 2:33:00,473 | 0:00:04,237 |
| 628 | | 2:33:18,873 | 2:33:21,346 | 0:00:02,473 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Racar-San Pedro | 0:00:50,110 | 0:00:51,170 | 0:00:01,060 |
| 2 | | 0:01:06,190 | 0:01:07,100 | 0:00:00,910 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 3 | | 0:01:09,360 | 0:01:14,640 | 0:00:05,280 |
| 4 | | 0:01:15,590 | 0:01:31,480 | 0:00:15,890 |
| 5 | | 0:01:40,020 | 0:02:03,170 | 0:00:23,150 |
| 6 | | 0:02:24,160 | 0:02:27,910 | 0:00:03,750 |
| 7 | | 0:02:36,130 | 0:02:42,110 | 0:00:05,980 |
| 8 | | 0:02:43,190 | 0:02:44,130 | 0:00:00,940 |
| 9 | | 0:02:54,000 | 0:03:00,220 | 0:00:06,220 |
| 10 | | 0:03:09,660 | 0:03:17,490 | 0:00:07,830 |
| 11 | | 0:03:18,520 | 0:03:19,520 | 0:00:01,000 |
| 12 | | 0:03:21,430 | 0:03:25,650 | 0:00:04,220 |
| 13 | | 0:03:27,290 | 0:03:46,180 | 0:00:18,890 |
| 14 | | 0:03:55,640 | 0:04:00,570 | 0:00:04,930 |
| 15 | | 0:04:01,720 | 0:04:05,960 | 0:00:04,240 |
| 16 | | 0:04:22,130 | 0:04:41,130 | 0:00:19,000 |
| 17 | | 0:04:44,810 | 0:04:48,700 | 0:00:03,890 |
| 18 | | 0:04:55,540 | 0:04:56,990 | 0:00:01,450 |
| 19 | | 0:04:58,120 | 0:05:15,120 | 0:00:17,000 |
| 20 | | 0:05:31,150 | 0:05:34,160 | 0:00:03,010 |
| 21 | | 0:05:39,440 | 0:05:40,380 | 0:00:00,940 |
| 22 | | 0:05:41,990 | 0:05:42,930 | 0:00:00,940 |
| 23 | | 0:05:43,630 | 0:05:44,870 | 0:00:01,240 |
| 24 | Racar-San Pedro | 0:05:57,190 | 0:06:05,180 | 0:00:07,990 |
| 25 | | 0:06:11,330 | 0:06:11,610 | 0:00:00,280 |
| 26 | | 0:06:16,290 | 0:06:17,170 | 0:00:00,880 |
| 27 | | 0:06:31,210 | 0:06:34,160 | 0:00:02,950 |
| 28 | | 0:06:35,150 | 0:06:40,110 | 0:00:04,960 |
| 29 | | 0:06:58,140 | 0:07:00,160 | 0:00:02,020 |
| 30 | | 0:07:03,360 | 0:07:05,280 | 0:00:01,920 |
| 31 | | 0:07:08,420 | 0:07:11,650 | 0:00:03,230 |
| 32 | | 0:07:12,670 | 0:07:14,340 | 0:00:01,670 |
| 33 | | 0:07:21,100 | 0:07:22,130 | 0:00:01,030 |
| 34 | | 0:07:32,650 | 0:07:34,660 | 0:00:02,010 |
| 35 | | 0:07:51,340 | 0:07:54,500 | 0:00:03,160 |
| 36 | | 0:07:58,490 | 0:08:00,620 | 0:00:02,130 |
| 37 | | 0:08:04,100 | 0:08:08,000 | 0:00:03,900 |
| 38 | | 0:08:13,000 | 0:08:16,210 | 0:00:03,210 |
| 39 | | 0:08:22,150 | 0:08:24,110 | 0:00:01,960 |
| 40 | | 0:08:26,350 | 0:08:30,400 | 0:00:04,050 |
| 41 | | 0:08:53,740 | 0:09:08,900 | 0:00:15,160 |
| 42 | | 0:09:20,130 | 0:09:21,190 | 0:00:01,060 |
| 43 | | 0:09:24,520 | 0:09:31,630 | 0:00:07,110 |
| 44 | | 0:09:33,450 | 0:09:34,770 | 0:00:01,320 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 45 | | 0:09:36,390 | 0:09:41,260 | 0:00:04,870 |
| 46 | | 0:10:02,110 | 0:10:02,200 | 0:00:00,090 |
| 47 | | 0:10:05,220 | 0:10:08,450 | 0:00:03,230 |
| 48 | | 0:10:09,110 | 0:10:15,100 | 0:00:05,990 |
| 49 | | 0:10:28,000 | 0:10:30,310 | 0:00:02,310 |
| 50 | | 0:10:34,000 | 0:10:36,180 | 0:00:02,180 |
| 51 | | 0:10:49,430 | 0:11:04,470 | 0:00:15,040 |
| 52 | | 0:11:05,220 | 0:11:10,120 | 0:00:04,900 |
| 53 | | 0:11:14,310 | 0:11:20,250 | 0:00:05,940 |
| 54 | | 0:11:29,350 | 0:11:32,280 | 0:00:02,930 |
| 55 | | 0:11:33,630 | 0:11:37,780 | 0:00:04,150 |
| 56 | | 0:12:00,110 | 0:12:14,190 | 0:00:14,080 |
| 57 | | 0:12:27,160 | 0:12:30,090 | 0:00:02,930 |
| 58 | | 0:12:32,480 | 0:12:34,910 | 0:00:02,430 |
| 59 | | 0:12:35,170 | 0:12:37,100 | 0:00:01,930 |
| 60 | | 0:12:39,000 | 0:12:40,150 | 0:00:01,150 |
| 61 | | 0:12:42,130 | 0:12:44,120 | 0:00:01,990 |
| 62 | | 0:12:46,710 | 0:12:47,990 | 0:00:01,280 |
| 63 | | 0:12:49,630 | 0:12:53,570 | 0:00:03,940 |
| 64 | | 0:13:17,680 | 0:13:20,710 | 0:00:03,030 |
| 65 | Racar-San Pedro | 0:13:31,350 | 0:13:32,490 | 0:00:01,140 |
| 66 | | 0:13:34,470 | 0:13:40,320 | 0:00:05,850 |
| 67 | | 0:13:41,000 | 0:13:51,000 | 0:00:10,000 |
| 68 | | 0:13:55,120 | 0:14:10,170 | 0:00:15,050 |
| 69 | | 0:14:25,320 | 0:14:34,420 | 0:00:09,100 |
| 70 | | 0:14:35,140 | 0:14:41,140 | 0:00:06,000 |
| 71 | | 0:14:42,170 | 0:14:43,130 | 0:00:00,960 |
| 72 | | 0:14:44,190 | 0:14:45,140 | 0:00:00,950 |
| 73 | | 0:14:49,360 | 0:14:55,520 | 0:00:06,160 |
| 74 | | 0:14:57,110 | 0:14:59,180 | 0:00:02,070 |
| 75 | | 0:15:02,970 | 0:15:16,940 | 0:00:13,970 |
| 76 | | 0:15:17,800 | 0:15:33,750 | 0:00:15,950 |
| 77 | | 0:15:33,140 | 0:15:35,160 | 0:00:02,020 |
| 78 | | 0:15:53,210 | 0:15:55,130 | 0:00:01,920 |
| 79 | | 0:15:57,290 | 0:15:59,150 | 0:00:01,860 |
| 80 | | 0:16:06,110 | 0:16:21,160 | 0:00:15,050 |
| 81 | | 0:16:44,240 | 0:16:48,190 | 0:00:03,950 |
| 82 | | 0:16:56,630 | 0:17:09,760 | 0:00:13,130 |
| 83 | | 0:17:13,770 | 0:17:15,880 | 0:00:02,110 |
| 84 | | 0:17:22,520 | 0:17:23,630 | 0:00:01,110 |
| 85 | | 0:17:26,330 | 0:17:27,400 | 0:00:01,070 |
| 86 | | 0:17:30,180 | 0:17:32,140 | 0:00:01,960 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 87 | | 0:17:34,510 | 0:17:34,980 | 0:00:00,470 |
| 88 | | 0:17:44,280 | 0:17:45,180 | 0:00:00,900 |
| 89 | | 0:18:07,900 | 0:18:10,830 | 0:00:02,930 |
| 90 | | 0:18:13,190 | 0:18:18,100 | 0:00:04,910 |
| 91 | | 0:18:44,120 | 0:18:45,110 | 0:00:00,990 |
| 92 | | 0:18:46,670 | 0:18:51,590 | 0:00:04,920 |
| 93 | | 0:18:54,270 | 0:18:55,300 | 0:00:01,030 |
| 94 | | 0:19:06,560 | 0:19:40,790 | 0:00:34,230 |
| 95 | | 0:19:50,220 | 0:19:51,390 | 0:00:01,170 |
| 96 | | 0:19:54,600 | 0:19:57,560 | 0:00:02,960 |
| 97 | | 0:19:57,480 | 0:20:30,610 | 0:00:33,130 |
| 98 | | 0:20:33,820 | 0:20:35,980 | 0:00:02,160 |
| 99 | | 0:20:51,750 | 0:20:53,630 | 0:00:01,880 |
| 100 | | 0:20:55,150 | 0:20:56,180 | 0:00:01,030 |
| 101 | | 0:20:59,480 | 0:21:00,510 | 0:00:01,030 |
| 102 | | 0:21:02,530 | 0:21:04,480 | 0:00:01,950 |
| 103 | | 0:21:33,440 | 0:21:36,960 | 0:00:03,520 |
| 104 | | 0:21:51,220 | 0:22:11,160 | 0:00:19,940 |
| 105 | | 0:22:17,310 | 0:22:20,640 | 0:00:03,330 |
| 106 | | 0:22:22,450 | 0:22:23,770 | 0:00:01,320 |
| 107 | | 0:22:26,990 | 0:22:32,880 | 0:00:05,890 |
| 108 | Racar-San Pedro | 0:23:07,000 | 0:23:15,150 | 0:00:08,150 |
| 109 | | 0:23:16,470 | 0:23:17,530 | 0:00:01,060 |
| 110 | | 0:23:19,250 | 0:23:19,380 | 0:00:00,130 |
| 111 | | 0:23:23,480 | 0:23:25,360 | 0:00:01,880 |
| 112 | | 0:23:46,110 | 0:23:47,120 | 0:00:01,010 |
| 113 | | 0:24:12,160 | 0:24:13,250 | 0:00:01,090 |
| 114 | | 0:24:15,410 | 0:24:38,790 | 0:00:23,380 |
| 115 | | 0:24:44,000 | 0:25:01,190 | 0:00:17,190 |
| 116 | | 0:25:34,270 | 0:25:38,310 | 0:00:04,040 |
| 117 | | 0:25:40,390 | 0:25:42,730 | 0:00:02,340 |
| 118 | | 0:25:44,140 | 0:25:50,140 | 0:00:06,000 |
| 119 | | 0:25:56,270 | 0:25:57,350 | 0:00:01,080 |
| 120 | | 0:26:00,590 | 0:26:05,520 | 0:00:04,930 |
| 121 | | 0:26:13,440 | 0:26:23,620 | 0:00:10,180 |
| 122 | | 0:26:32,000 | 0:26:59,100 | 0:00:27,100 |
| 123 | | 0:27:06,550 | 0:27:08,900 | 0:00:02,350 |
| 124 | | 0:27:20,630 | 0:27:23,410 | 0:00:02,780 |
| 125 | | 0:27:26,280 | 0:27:28,500 | 0:00:02,220 |
| 126 | | 0:27:32,620 | 0:27:42,770 | 0:00:10,150 |
| 127 | | 0:27:43,340 | 0:27:50,250 | 0:00:06,910 |
| 128 | | 0:28:33,660 | 0:28:35,780 | 0:00:02,120 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 129 | | 0:28:42,120 | 0:28:43,150 | 0:00:01,030 |
| 130 | | 0:28:50,340 | 0:29:45,490 | 0:00:55,150 |
| 131 | | 0:30:10,190 | 0:30:25,150 | 0:00:14,960 |
| 132 | | 0:30:30,190 | 0:30:32,100 | 0:00:01,910 |
| 133 | | 0:30:40,420 | 0:30:47,350 | 0:00:06,930 |
| 134 | | 0:30:48,160 | 0:31:02,180 | 0:00:14,020 |
| 135 | | 0:31:13,140 | 0:31:26,000 | 0:00:12,860 |
| 136 | | 0:31:33,350 | 0:31:55,470 | 0:00:22,120 |
| 137 | | 0:31:37,100 | 0:31:38,000 | 0:00:00,900 |
| 138 | | 0:31:40,160 | 0:31:42,200 | 0:00:02,040 |
| 139 | | 0:31:43,370 | 0:31:47,400 | 0:00:04,030 |
| 140 | | 0:32:47,650 | 0:32:50,390 | 0:00:02,740 |
| 141 | | 0:32:52,690 | 0:32:55,710 | 0:00:03,020 |
| 142 | | 0:33:00,180 | 0:33:17,200 | 0:00:17,020 |
| 143 | | 0:33:18,360 | 0:33:26,520 | 0:00:08,160 |
| 144 | | 0:34:13,400 | 0:34:58,400 | 0:00:45,000 |
| 145 | | 0:35:11,570 | 0:35:13,510 | 0:00:01,940 |
| 146 | | 0:35:17,170 | 0:35:23,170 | 0:00:06,000 |
| 147 | | 0:35:28,130 | 0:35:43,190 | 0:00:15,060 |
| 148 | | 0:35:19,100 | 0:36:20,180 | 0:01:01,080 |
| 149 | | 0:36:30,810 | 0:36:52,720 | 0:00:21,910 |
| 150 | Racar-San Pedro | 0:37:06,110 | 0:37:07,140 | 0:00:01,030 |
| 151 | | 0:37:39,880 | 0:38:11,700 | 0:00:31,820 |
| 152 | | 0:38:17,000 | 0:38:30,180 | 0:00:13,180 |
| 153 | | 0:38:33,290 | 0:38:45,130 | 0:00:11,840 |
| 154 | | 0:38:51,660 | 0:39:26,580 | 0:00:34,920 |
| 155 | | 0:39:28,120 | 0:39:29,140 | 0:00:01,020 |
| 156 | | 0:39:30,120 | 0:39:31,170 | 0:00:01,050 |
| 157 | | 0:39:34,130 | 0:39:35,100 | 0:00:00,970 |
| 158 | | 0:39:36,560 | 0:40:15,380 | 0:00:38,820 |
| 159 | | 0:40:16,400 | 0:40:51,510 | 0:00:35,110 |
| 160 | | 0:40:53,130 | 0:41:04,100 | 0:00:10,970 |
| 161 | | 0:41:08,340 | 0:41:39,290 | 0:00:30,950 |
| 162 | | 0:41:49,500 | 0:41:51,630 | 0:00:02,130 |
| 163 | | 0:41:57,920 | 0:42:23,850 | 0:00:25,930 |
| 164 | | 0:42:28,120 | 0:42:36,100 | 0:00:07,980 |
| 165 | | 0:42:39,000 | 0:42:40,190 | 0:00:01,190 |
| 166 | | 0:42:44,620 | 0:42:51,540 | 0:00:06,920 |
| 167 | | 0:42:56,780 | 0:42:58,650 | 0:00:01,870 |
| 168 | | 0:43:01,100 | 0:43:05,290 | 0:00:04,190 |
| 169 | | 0:43:07,140 | 0:43:20,110 | 0:00:12,970 |
| 170 | | 0:43:44,800 | 0:43:51,960 | 0:00:07,160 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 171 | | 0:43:57,180 | 0:44:00,190 | 0:00:03,010 |
| 172 | | 0:44:04,500 | 0:44:14,780 | 0:00:10,280 |
| 173 | | 0:44:38,290 | 0:44:44,220 | 0:00:05,930 |
| 174 | | 0:44:58,220 | 0:44:59,370 | 0:00:01,150 |
| 175 | | 0:45:01,180 | 0:45:14,110 | 0:00:12,930 |
| 176 | | 0:45:14,320 | 0:45:18,390 | 0:00:04,070 |
| 177 | | 0:45:23,110 | 0:45:29,200 | 0:00:06,090 |
| 178 | | 0:45:53,150 | 0:45:54,000 | 0:00:00,850 |
| 179 | | 0:45:58,100 | 0:46:00,140 | 0:00:02,040 |
| 180 | | 0:46:08,110 | 0:46:20,160 | 0:00:12,050 |
| 181 | | 0:46:37,280 | 0:46:50,150 | 0:00:12,870 |
| 182 | | 0:46:57,370 | 0:47:12,330 | 0:00:14,960 |
| 183 | | 0:47:17,100 | 0:47:18,120 | 0:00:01,020 |
| 184 | | 0:47:28,580 | 0:47:41,470 | 0:00:12,890 |
| 185 | | 0:47:44,180 | 0:48:55,100 | 0:01:10,920 |
| 186 | | 0:49:03,230 | 0:49:13,540 | 0:00:10,310 |
| 187 | | 0:49:15,000 | 0:49:22,170 | 0:00:07,170 |
| 188 | | 0:49:39,210 | 0:49:41,400 | 0:00:02,190 |
| 189 | | 0:50:45,190 | 0:50:53,140 | 0:00:07,950 |
| 190 | | 0:50:55,890 | 0:50:56,740 | 0:00:00,850 |
| 191 | Racar-San Pedro | 0:51:07,430 | 0:51:11,270 | 0:00:03,840 |
| 192 | | 0:51:14,600 | 0:51:15,780 | 0:00:01,180 |
| 193 | | 0:51:19,520 | 0:51:26,490 | 0:00:06,970 |
| 194 | | 0:51:28,370 | 0:51:31,620 | 0:00:03,250 |
| 195 | | 0:52:29,800 | 0:52:31,730 | 0:00:01,930 |
| 196 | | 0:52:32,490 | 0:52:35,370 | 0:00:02,880 |
| 197 | | 0:52:42,440 | 0:52:50,970 | 0:00:08,530 |
| 198 | | 0:52:52,000 | 0:53:00,140 | 0:00:08,140 |
| 199 | | 0:53:07,290 | 0:53:31,430 | 0:00:24,140 |
| 200 | | 0:53:33,000 | 0:53:36,190 | 0:00:03,190 |
| 201 | | 0:53:38,170 | 0:53:40,000 | 0:00:01,830 |
| 202 | | 0:53:47,420 | 0:54:12,580 | 0:00:25,160 |
| 203 | 0:54:25,790 | 0:54:41,610 | 0:00:15,820 | |
| 204 | 0:54:43,320 | 0:54:46,730 | 0:00:03,410 | |
| 205 | 0:55:04,400 | 0:55:16,350 | 0:00:11,950 | |
| 206 | 0:55:20,100 | 0:55:21,140 | 0:00:01,040 | |
| 207 | 0:55:24,930 | 0:55:26,850 | 0:00:01,920 | |
| 208 | 0:55:27,600 | 0:55:29,370 | 0:00:01,770 | |
| 209 | 0:55:36,150 | 0:55:38,630 | 0:00:02,480 | |
| 210 | 0:55:40,950 | 0:55:52,800 | 0:00:11,850 | |
| 211 | 0:56:07,290 | 0:56:41,000 | 0:00:33,710 | |
| 212 | 0:56:42,380 | 0:56:51,340 | 0:00:08,960 | |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 213 | | 0:56:54,120 | 0:57:06,150 | 0:00:12,030 |
| 214 | | 0:57:08,450 | 0:57:11,570 | 0:00:03,120 |
| 215 | | 0:57:14,230 | 0:57:19,190 | 0:00:04,960 |
| 216 | | 0:57:20,710 | 0:57:21,900 | 0:00:01,190 |
| 217 | | 0:57:28,280 | 0:57:42,560 | 0:00:14,280 |
| 218 | | 0:58:01,330 | 0:58:02,470 | 0:00:01,140 |
| 219 | | 0:58:31,420 | 0:58:52,380 | 0:00:20,960 |
| 220 | | 0:58:53,140 | 0:59:10,100 | 0:00:16,960 |
| 221 | | 0:59:14,660 | 0:59:26,520 | 0:00:11,860 |
| 222 | | 1:00:29,880 | 1:00:31,750 | 0:00:01,870 |
| 223 | | 1:00:37,160 | 1:00:39,180 | 0:00:02,020 |
| 224 | | 1:00:43,400 | 1:00:45,550 | 0:00:02,150 |
| 225 | | 1:00:58,200 | 1:00:59,210 | 0:00:01,010 |
| 226 | | 1:01:05,580 | 1:01:07,440 | 0:00:01,860 |
| 227 | | 1:01:09,170 | 1:01:34,100 | 0:00:24,930 |
| 228 | | 1:02:10,970 | 1:02:15,920 | 0:00:04,950 |
| 229 | | 1:02:17,340 | 1:02:21,580 | 0:00:04,240 |
| 230 | | 1:02:22,300 | 1:02:23,210 | 0:00:00,910 |
| 231 | | 1:02:25,460 | 1:02:39,290 | 0:00:13,830 |
| 232 | | 1:02:41,130 | 1:02:43,100 | 0:00:01,970 |
| 233 | | 1:03:02,440 | 1:03:05,470 | 0:00:03,030 |
| 234 | Racar-San Pedro | 1:03:27,280 | 1:03:40,230 | 0:00:12,950 |
| 235 | | 1:04:01,160 | 1:04:20,100 | 0:00:18,940 |
| 236 | | 1:04:21,530 | 1:04:26,650 | 0:00:05,120 |
| 237 | | 1:04:28,170 | 1:04:30,180 | 0:00:02,010 |
| 238 | | 1:04:33,910 | 1:04:36,890 | 0:00:02,980 |
| 239 | | 1:04:54,100 | 1:04:56,100 | 0:00:02,000 |
| 240 | | 1:04:58,120 | 1:05:07,120 | 0:00:09,000 |
| 241 | | 1:05:20,380 | 1:05:26,000 | 0:00:05,620 |
| 242 | | 1:05:31,140 | 1:05:32,150 | 0:00:01,010 |
| 243 | | 1:05:41,420 | 1:05:46,360 | 0:00:04,940 |
| 244 | | 1:05:57,190 | 1:06:08,200 | 0:00:11,010 |
| 245 | | 1:06:35,610 | 1:06:40,480 | 0:00:04,870 |
| 246 | | 1:07:00,000 | 1:07:02,160 | 0:00:02,160 |
| 247 | | 1:07:13,570 | 1:07:14,650 | 0:00:01,080 |
| 248 | | 1:07:17,430 | 1:07:18,730 | 0:00:01,300 |
| 249 | | 1:07:27,340 | 1:07:47,680 | 0:00:20,340 |
| 250 | | 1:07:48,520 | 1:07:51,410 | 0:00:02,890 |
| 251 | | 1:07:52,390 | 1:07:54,230 | 0:00:01,840 |
| 252 | | 1:07:55,180 | 1:08:00,000 | 0:00:04,820 |
| 253 | | 1:08:11,290 | 1:08:13,560 | 0:00:02,270 |
| 254 | | 1:08:22,000 | 1:08:24,070 | 0:00:02,070 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 255 | | 1:08:33,680 | 1:08:39,850 | 0:00:06,170 |
| 256 | | 1:08:50,090 | 1:08:51,090 | 0:00:01,000 |
| 257 | | 1:08:55,740 | 1:08:57,530 | 0:00:01,790 |
| 258 | | 1:09:09,290 | 1:09:11,210 | 0:00:01,920 |
| 259 | | 1:09:24,660 | 1:09:26,530 | 0:00:01,870 |
| 260 | | 1:09:29,520 | 1:09:31,410 | 0:00:01,890 |
| 261 | | 1:09:57,110 | 1:09:58,890 | 0:00:01,780 |
| 262 | | 1:10:10,420 | 1:10:13,350 | 0:00:02,930 |
| 263 | | 1:10:18,770 | 1:10:25,690 | 0:00:06,920 |
| 264 | | 1:10:26,160 | 1:10:32,190 | 0:00:06,030 |
| 265 | | 1:10:35,350 | 1:10:40,280 | 0:00:04,930 |
| 266 | | 1:10:48,180 | 1:11:11,160 | 0:00:22,980 |
| 267 | | 1:11:45,420 | 1:11:47,740 | 0:00:02,320 |
| 268 | | 1:11:49,110 | 1:11:50,330 | 0:00:01,220 |
| 269 | | 1:11:58,190 | 1:12:02,190 | 0:00:04,000 |
| 270 | | 1:12:04,600 | 1:12:07,520 | 0:00:02,920 |
| 271 | | 1:12:18,480 | 1:12:28,380 | 0:00:09,900 |
| 272 | | 1:12:41,170 | 1:12:43,110 | 0:00:01,940 |
| 273 | | 1:12:47,360 | 1:12:49,450 | 0:00:02,090 |
| 274 | | 1:12:54,510 | 1:12:58,470 | 0:00:03,960 |
| 275 | Racar-San Pedro | 1:13:05,130 | 1:13:11,180 | 0:00:06,050 |
| 276 | | 1:13:19,450 | 1:13:23,290 | 0:00:03,840 |
| 277 | | 1:13:25,900 | 1:13:34,830 | 0:00:08,930 |
| 278 | | 1:13:35,210 | 1:13:37,330 | 0:00:02,120 |
| 279 | | 1:13:42,100 | 1:13:48,000 | 0:00:05,900 |
| 280 | | 1:13:51,690 | 1:13:55,470 | 0:00:03,780 |
| 281 | | 1:13:57,160 | 1:14:00,180 | 0:00:03,020 |
| 282 | | 1:14:11,280 | 1:14:18,150 | 0:00:06,870 |
| 283 | | 1:14:20,150 | 1:14:33,160 | 0:00:13,010 |
| 284 | | 1:14:38,770 | 1:14:47,650 | 0:00:08,880 |
| 285 | | 1:14:53,130 | 1:14:56,170 | 0:00:03,040 |
| 286 | | 1:15:00,910 | 1:15:02,780 | 0:00:01,870 |
| 287 | | 1:15:20,140 | 1:15:21,190 | 0:00:01,050 |
| 288 | | 1:15:48,140 | 1:16:03,110 | 0:00:14,970 |
| 289 | | 1:16:05,910 | 1:16:07,830 | 0:00:01,920 |
| 290 | | 1:16:26,480 | 1:16:32,570 | 0:00:06,090 |
| 291 | | 1:16:33,170 | 1:16:37,170 | 0:00:04,000 |
| 292 | | 1:18:27,620 | 1:18:30,550 | 0:00:02,930 |
| 293 | | 1:18:31,860 | 1:18:32,930 | 0:00:01,070 |
| 294 | | 1:19:30,100 | 1:19:35,180 | 0:00:05,080 |
| 295 | | 1:19:37,990 | 1:19:39,880 | 0:00:01,890 |
| 296 | | 1:19:52,110 | 1:19:53,160 | 0:00:01,050 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 297 | | 1:19:55,000 | 1:19:57,900 | 0:00:02,900 |
| 298 | | 1:19:59,490 | 1:20:05,600 | 0:00:06,110 |
| 299 | | 1:20:10,120 | 1:20:22,160 | 0:00:12,040 |
| 300 | | 1:20:24,110 | 1:20:25,180 | 0:00:01,070 |
| 301 | | 1:20:28,100 | 1:20:41,000 | 0:00:12,900 |
| 302 | | 1:20:42,900 | 1:20:49,680 | 0:00:06,780 |
| 303 | | 1:21:21,150 | 1:21:23,730 | 0:00:02,580 |
| 304 | | 1:21:30,290 | 1:21:32,210 | 0:00:01,920 |
| 305 | | 1:21:34,580 | 1:21:35,370 | 0:00:00,790 |
| 306 | | 1:21:49,560 | 1:22:11,950 | 0:00:22,390 |
| 307 | | 1:22:14,680 | 1:22:22,870 | 0:00:08,190 |
| 308 | | 1:22:31,730 | 1:22:33,640 | 0:00:01,910 |
| 309 | | 1:22:34,160 | 1:22:37,100 | 0:00:02,940 |
| 310 | | 1:22:39,140 | 1:22:56,140 | 0:00:17,000 |
| 311 | | 1:22:57,370 | 1:22:58,370 | 0:00:01,000 |
| 312 | | 1:23:11,450 | 1:23:13,230 | 0:00:01,780 |
| 313 | | 1:24:38,150 | 1:24:41,190 | 0:00:03,040 |
| 314 | | 1:24:49,140 | 1:24:52,140 | 0:00:03,000 |
| 315 | | 1:24:55,680 | 1:24:58,630 | 0:00:02,950 |
| 316 | | 1:24:59,220 | 1:25:01,000 | 0:00:01,780 |
| 317 | | 1:25:02,740 | 1:25:04,900 | 0:00:02,160 |
| 318 | Racar-San Pedro | 1:25:09,170 | 1:25:10,120 | 0:00:00,950 |
| 319 | | 1:25:13,100 | 1:25:28,000 | 0:00:14,900 |
| 320 | | 1:25:40,530 | 1:25:44,710 | 0:00:04,180 |
| 321 | | 1:25:52,360 | 1:26:00,200 | 0:00:07,840 |
| 322 | | 1:26:39,750 | 1:26:42,640 | 0:00:02,890 |
| 323 | | 1:27:14,180 | 1:27:15,310 | 0:00:01,130 |
| 324 | | 1:27:22,300 | 1:27:23,500 | 0:00:01,200 |
| 325 | | 1:27:37,180 | 1:27:38,120 | 0:00:00,940 |
| 326 | | 1:27:52,890 | 1:28:00,780 | 0:00:07,890 |
| 327 | | 1:28:13,170 | 1:28:16,160 | 0:00:02,990 |
| 328 | | 1:28:51,000 | 1:29:09,110 | 0:00:18,110 |
| 329 | | 1:29:11,130 | 1:29:19,150 | 0:00:08,020 |
| 330 | | 1:30:06,480 | 1:30:08,690 | 0:00:02,210 |
| 331 | | 1:30:17,340 | 1:30:20,540 | 0:00:03,200 |
| 332 | | 1:30:31,000 | 1:30:35,000 | 0:00:04,000 |
| 333 | | 1:30:39,160 | 1:30:41,150 | 0:00:01,990 |
| 334 | | 1:31:00,180 | 1:31:04,140 | 0:00:03,960 |
| 335 | | 1:31:08,150 | 1:31:14,000 | 0:00:05,850 |
| 336 | | 1:31:32,950 | 1:31:43,630 | 0:00:10,680 |
| 337 | | 1:32:10,000 | 1:32:12,370 | 0:00:02,370 |
| 338 | | 1:32:20,420 | 1:32:20,880 | 0:00:00,460 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 339 | | 1:32:49,740 | 1:32:55,950 | 0:00:06,210 |
| 340 | | 1:32:57,620 | 1:33:01,580 | 0:00:03,960 |
| 341 | | 1:33:33,130 | 1:33:41,190 | 0:00:08,060 |
| 342 | | 1:33:45,350 | 1:33:47,240 | 0:00:01,890 |
| 343 | | 1:33:48,980 | 1:33:50,790 | 0:00:01,810 |
| 344 | | 1:33:52,130 | 1:33:54,000 | 0:00:01,870 |
| 345 | | 1:33:56,410 | 1:34:00,960 | 0:00:04,550 |
| 346 | | 1:34:28,100 | 1:34:32,110 | 0:00:04,010 |
| 347 | | 1:34:33,170 | 1:34:47,000 | 0:00:13,830 |
| 348 | | 1:35:10,690 | 1:35:11,780 | 0:00:01,090 |
| 349 | | 1:35:16,280 | 1:35:21,450 | 0:00:05,170 |
| 350 | | 1:35:26,950 | 1:35:27,990 | 0:00:01,040 |
| 351 | | 1:35:41,630 | 1:35:59,580 | 0:00:17,950 |
| 352 | | 1:36:00,170 | 1:36:02,150 | 0:00:01,980 |
| 353 | | 1:36:12,520 | 1:36:17,480 | 0:00:04,960 |
| 354 | | 1:36:24,190 | 1:36:26,000 | 0:00:01,810 |
| 355 | | 1:36:37,200 | 1:36:41,100 | 0:00:03,900 |
| 356 | | 1:36:43,180 | 1:36:49,130 | 0:00:05,950 |
| 357 | | 1:36:56,160 | 1:37:00,160 | 0:00:04,000 |
| 358 | | 1:37:02,470 | 1:37:11,610 | 0:00:09,140 |
| 359 | | 1:37:13,280 | 1:37:17,230 | 0:00:03,950 |
| 360 | Racar-San Pedro | 1:38:05,490 | 1:38:06,510 | 0:00:01,020 |
| 361 | | 1:38:16,870 | 1:38:21,630 | 0:00:04,760 |
| 362 | | 1:38:33,120 | 1:38:35,120 | 0:00:02,000 |
| 363 | | 1:38:48,460 | 1:38:49,680 | 0:00:01,220 |
| 364 | | 1:38:51,300 | 1:39:08,410 | 0:00:17,110 |
| 365 | | 1:39:38,160 | 1:39:42,180 | 0:00:04,020 |
| 366 | | 1:39:49,380 | 1:40:12,500 | 0:00:23,120 |
| 367 | | 1:40:15,000 | 1:40:25,260 | 0:00:10,260 |
| 368 | | 1:40:30,800 | 1:40:41,950 | 0:00:11,150 |
| 369 | | 1:41:17,000 | 1:41:19,330 | 0:00:02,330 |
| 370 | | 1:41:22,110 | 1:41:42,120 | 0:00:20,010 |
| 371 | | 1:42:17,740 | 1:42:18,920 | 0:00:01,180 |
| 372 | | 1:42:20,630 | 1:42:28,490 | 0:00:07,860 |
| 373 | | 1:42:44,530 | 1:42:50,220 | 0:00:05,690 |
| 374 | | 1:42:52,200 | 1:42:53,310 | 0:00:01,110 |
| 375 | | 1:42:59,350 | 1:42:59,470 | 0:00:00,120 |
| 376 | | 1:43:06,660 | 1:43:14,720 | 0:00:08,060 |
| 377 | | 1:43:23,490 | 1:43:26,300 | 0:00:02,810 |
| 378 | | 1:43:46,130 | 1:43:47,110 | 0:00:00,980 |
| 379 | | 1:44:55,150 | 1:45:17,120 | 0:00:21,970 |
| 380 | | 1:46:48,160 | 1:46:50,130 | 0:00:01,970 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 381 | | 1:46:51,280 | 1:46:55,130 | 0:00:03,850 |
| 382 | | 1:46:56,670 | 1:46:58,420 | 0:00:01,750 |
| 383 | | 1:47:10,100 | 1:47:15,170 | 0:00:05,070 |
| 384 | | 1:47:20,160 | 1:47:22,180 | 0:00:02,020 |
| 385 | | 1:47:25,380 | 1:47:33,200 | 0:00:07,820 |
| 386 | | 1:47:34,120 | 1:47:56,110 | 0:00:21,990 |
| 387 | | 1:48:33,600 | 1:48:52,710 | 0:00:19,110 |
| 388 | | 1:48:55,150 | 1:48:59,440 | 0:00:04,290 |
| 389 | | 1:49:03,170 | 1:49:29,000 | 0:00:25,830 |
| 390 | | 1:49:34,110 | 1:49:36,150 | 0:00:02,040 |
| 391 | | 1:49:38,930 | 1:49:42,730 | 0:00:03,800 |
| 392 | | 1:49:52,190 | 1:49:57,130 | 0:00:04,940 |
| 393 | | 1:50:15,460 | 1:50:17,250 | 0:00:01,790 |
| 394 | | 1:50:31,380 | 1:50:32,670 | 0:00:01,290 |
| 395 | | 1:50:34,620 | 1:50:39,590 | 0:00:04,970 |
| 396 | | 1:50:52,210 | 1:51:31,320 | 0:00:39,110 |
| 397 | | 1:51:34,630 | 1:51:36,800 | 0:00:02,170 |
| 398 | | 1:51:38,520 | 1:51:40,980 | 0:00:02,460 |
| 399 | | 1:51:42,410 | 1:51:47,000 | 0:00:04,590 |
| 400 | | 1:52:23,940 | 1:52:31,860 | 0:00:07,920 |
| 401 | Racar-San Pedro | 1:53:17,500 | 1:53:29,340 | 0:00:11,840 |
| 402 | | 1:53:35,130 | 1:53:38,120 | 0:00:02,990 |
| 403 | | 1:53:42,150 | 1:54:16,150 | 0:00:34,000 |
| 404 | | 1:54:25,110 | 1:54:39,100 | 0:00:13,990 |
| 405 | | 1:54:49,180 | 1:54:53,000 | 0:00:03,820 |
| 406 | | 1:54:58,490 | 1:55:16,600 | 0:00:18,110 |
| 407 | | 1:55:21,380 | 1:55:55,730 | 0:00:34,350 |
| 408 | | 1:55:56,830 | 1:55:58,710 | 0:00:01,880 |
| 409 | | 1:56:03,280 | 1:56:12,350 | 0:00:09,070 |
| 410 | | 1:56:17,120 | 1:56:24,100 | 0:00:06,980 |
| 411 | | 1:56:25,160 | 1:57:01,120 | 0:00:35,960 |
| 412 | | 1:57:02,170 | 1:57:07,180 | 0:00:05,010 |
| 413 | | 1:57:08,140 | 1:57:11,120 | 0:00:02,980 |
| 414 | | 1:57:41,180 | 1:57:47,140 | 0:00:05,960 |
| 415 | | 1:57:55,830 | 1:58:00,700 | 0:00:04,870 |
| 416 | | 1:58:29,690 | 1:58:40,520 | 0:00:10,830 |
| 417 | | 1:59:31,000 | 1:59:32,140 | 0:00:01,140 |
| 418 | | 1:59:57,250 | 2:00:00,080 | 0:00:02,830 |
| 419 | | 2:00:06,150 | 2:00:13,000 | 0:00:06,850 |
| 420 | | 2:00:14,140 | 2:00:21,170 | 0:00:07,030 |
| 421 | | 2:00:25,550 | 2:00:37,820 | 0:00:12,270 |
| 422 | | 2:00:42,090 | 2:00:44,110 | 0:00:02,020 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |

| | | | | |
|-----|-----------------|-------------|-------------|-------------|
| 423 | | 2:00:47,120 | 2:00:54,180 | 0:00:07,060 |
| 424 | | 2:00:56,370 | 2:01:00,550 | 0:00:04,180 |
| 425 | | 2:01:02,650 | 2:01:15,830 | 0:00:13,180 |
| 426 | | 2:01:27,150 | 2:01:35,110 | 0:00:07,960 |
| 427 | | 2:01:48,690 | 2:01:51,540 | 0:00:02,850 |
| 428 | | 2:01:55,910 | 2:02:01,850 | 0:00:05,940 |
| 429 | | 2:02:34,230 | 2:02:42,000 | 0:00:07,770 |
| 430 | | 2:03:15,220 | 2:03:16,600 | 0:00:01,380 |
| 431 | | 2:03:19,610 | 2:03:29,880 | 0:00:10,270 |
| 432 | | 2:03:32,130 | 2:03:35,190 | 0:00:03,060 |
| 433 | | 2:03:51,660 | 2:04:15,530 | 0:00:23,870 |
| 434 | | 2:04:41,280 | 2:04:45,100 | 0:00:03,820 |
| 435 | | 2:05:07,180 | 2:05:13,110 | 0:00:05,930 |
| 436 | | 2:05:36,400 | 2:05:36,500 | 0:00:00,100 |
| 437 | | 2:05:40,530 | 2:05:51,470 | 0:00:10,940 |
| 438 | | 2:05:52,120 | 2:06:03,130 | 0:00:11,010 |
| 439 | | 2:06:07,670 | 2:06:10,280 | 0:00:02,610 |
| 440 | | 2:06:15,800 | 2:06:17,730 | 0:00:01,930 |
| 441 | Racar-San Pedro | 2:06:29,460 | 2:06:36,580 | 0:00:07,120 |
| 442 | | 2:06:42,140 | 2:06:57,190 | 0:00:15,050 |
| 443 | | 2:07:20,210 | 2:07:28,310 | 0:00:08,100 |
| 444 | | 2:07:30,180 | 2:07:33,180 | 0:00:03,000 |
| 445 | | 2:08:40,740 | 2:08:43,950 | 0:00:03,210 |
| 446 | | 2:09:23,100 | 2:09:24,100 | 0:00:01,000 |
| 447 | | 2:09:56,900 | 2:09:58,810 | 0:00:01,910 |
| 448 | | 2:10:01,110 | 2:10:02,120 | 0:00:01,010 |
| 449 | | 2:10:04,000 | 2:10:19,350 | 0:00:15,350 |
| 450 | | 2:11:04,810 | 2:11:05,930 | 0:00:01,120 |
| 451 | | 2:11:07,650 | 2:11:28,510 | 0:00:20,860 |
| 452 | | 2:11:42,240 | 2:11:44,300 | 0:00:02,060 |
| 453 | | 2:11:54,600 | 2:12:14,950 | 0:00:20,350 |
| 454 | | 2:12:20,120 | 2:12:32,110 | 0:00:11,990 |
| 455 | | 2:12:58,130 | 2:13:05,130 | 0:00:07,000 |
| 456 | | 2:13:39,650 | 2:13:43,520 | 0:00:03,870 |
| 457 | | 2:13:49,690 | 2:13:52,510 | 0:00:02,820 |
| 458 | | 2:14:20,400 | 2:14:24,380 | 0:00:03,980 |
| 459 | | 2:14:32,000 | 2:14:53,110 | 0:00:21,110 |
| 460 | | 2:15:18,140 | 2:15:20,120 | 0:00:01,980 |

Anexo 3.6.2 Headways de buses vía Racar

| | |
|-------------------------------|------------------------|
| VÍA | SAN PEDRO-RACAR |
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | San Pedro-Racar | 0:01:13,100 | 0:01:25,841 | 0:00:12,741 |
| 2 | | 0:01:28,100 | 0:01:34,130 | 0:00:06,030 |
| 3 | | 0:02:51,990 | 0:02:57,840 | 0:00:05,850 |
| 4 | | 0:03:50,200 | 0:03:59,380 | 0:00:09,180 |
| 5 | | 0:08:07,350 | 0:08:50,260 | 0:00:42,910 |
| 6 | | 0:11:47,110 | 0:12:18,390 | 0:00:31,280 |
| 7 | | 0:13:49,630 | 0:13:58,790 | 0:00:09,160 |
| 8 | | 0:18:11,550 | 0:18:53,610 | 0:00:42,060 |
| 9 | | 0:21:55,830 | 0:21:59,780 | 0:00:03,950 |
| 10 | | 0:24:34,650 | 0:24:43,842 | 0:00:09,192 |
| 11 | | 0:25:57,190 | 0:26:04,140 | 0:00:06,950 |
| 12 | | 0:32:05,768 | 0:32:12,706 | 0:00:06,938 |
| 13 | | 0:33:21,320 | 0:33:54,342 | 0:00:33,022 |
| 14 | | 0:36:54,248 | 0:37:05,791 | 0:00:11,543 |
| 15 | | 0:39:54,001 | 0:40:03,431 | 0:00:09,430 |
| 16 | | 0:41:44,314 | 0:41:59,742 | 0:00:15,428 |
| 17 | | 0:45:00,103 | 0:45:09,254 | 0:00:09,151 |
| 18 | | 0:46:17,415 | 0:46:31,034 | 0:00:13,619 |
| 19 | | 0:48:01,145 | 0:48:21,451 | 0:00:20,306 |
| 20 | | 0:50:38,806 | 0:50:47,912 | 0:00:09,106 |
| 21 | | 0:53:34,410 | 0:53:46,553 | 0:00:12,143 |
| 22 | | 0:55:59,987 | 0:56:11,146 | 0:00:11,159 |
| 23 | | 0:56:13,742 | 0:56:31,841 | 0:00:18,099 |
| 24 | | 0:56:45,784 | 0:56:59,241 | 0:00:13,457 |
| 25 | | 0:57:50,133 | 0:58:07,401 | 0:00:17,268 |
| 26 | | 1:02:33,165 | 1:02:42,874 | 0:00:09,709 |
| 27 | | 1:03:19,942 | 1:03:33,502 | 0:00:13,560 |
| 28 | | 1:05:17,172 | 1:05:28,200 | 0:00:11,028 |
| 29 | | 1:06:43,472 | 1:06:52,575 | 0:00:09,103 |
| 30 | | 1:06:55,153 | 1:07:04,804 | 0:00:09,651 |
| 31 | | 1:07:45,596 | 1:07:57,892 | 0:00:12,296 |
| 32 | | 1:10:17,002 | 1:10:27,423 | 0:00:10,421 |
| 33 | | 1:11:58,740 | 1:12:08,942 | 0:00:10,202 |
| 34 | | 1:16:12,475 | 1:16:22,034 | 0:00:09,559 |
| 35 | | 1:17:22,313 | 1:17:45,803 | 0:00:23,490 |
| 36 | | 1:17:59,940 | 1:18:15,734 | 0:00:15,794 |
| 37 | | 1:19:31,042 | 1:19:34,268 | 0:00:03,226 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 38 | San Pedro-Racar | 1:22:51,421 | 1:23:02,413 | 0:00:10,992 |
| 39 | | 1:28:27,493 | 1:28:36,842 | 0:00:09,349 |
| 40 | | 1:29:58,458 | 1:30:11,638 | 0:00:13,180 |
| 41 | | 1:30:23,346 | 1:30:30,863 | 0:00:07,517 |
| 42 | | 1:32:24,253 | 1:32:36,860 | 0:00:12,607 |
| 43 | | 1:37:37,632 | 1:37:48,321 | 0:00:10,689 |
| 44 | | 1:40:15,536 | 1:40:27,844 | 0:00:12,308 |
| 45 | | 1:41:18,831 | 1:41:44,607 | 0:00:25,776 |
| 46 | | 1:41:49,139 | 1:42:04,121 | 0:00:14,982 |
| 47 | | 1:48:55,324 | 1:49:07,642 | 0:00:12,318 |
| 48 | | 1:50:11,822 | 1:50:16,087 | 0:00:04,265 |
| 49 | | 1:50:58,741 | 1:51:10,534 | 0:00:11,793 |
| 50 | | 1:53:12,843 | 1:53:29,823 | 0:00:16,980 |
| 51 | | 1:55:45,547 | 1:55:54,942 | 0:00:09,395 |
| 52 | | 1:56:07,374 | 1:56:15,507 | 0:00:08,133 |
| 53 | | 2:00:21,641 | 2:00:33,941 | 0:00:12,300 |
| 54 | | 2:01:58,412 | 2:02:11,571 | 0:00:13,159 |
| 55 | | 2:04:28,804 | 2:04:42,305 | 0:00:13,501 |
| 56 | | 2:07:09,862 | 2:07:14,876 | 0:00:05,014 |
| 57 | | 2:10:43,542 | 2:10:54,091 | 0:00:10,549 |
| 58 | | 2:12:43,748 | 2:13:15,532 | 0:00:31,784 |
| 59 | | 2:16:25,934 | 2:16:36,428 | 0:00:10,494 |
| 60 | | 2:17:03,842 | 2:17:18,243 | 0:00:14,401 |
| 61 | | 2:20:41,763 | 2:21:00,534 | 0:00:18,771 |
| 62 | | 2:24:21,843 | 2:24:33,952 | 0:00:12,109 |
| 63 | | 2:27:33,576 | 2:27:47,248 | 0:00:13,672 |
| 64 | | 2:31:00,473 | 2:31:17,375 | 0:00:16,902 |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 1 | Racar-San Pedro | 0:06:42,230 | 0:06:46,150 | 0:00:03,920 |
| 2 | | 0:09:45,170 | 0:09:49,100 | 0:00:03,930 |
| 3 | | 0:12:17,390 | 0:12:20,140 | 0:00:02,750 |
| 4 | | 0:17:19,630 | 0:17:21,770 | 0:00:02,140 |
| 5 | | 0:17:53,450 | 0:17:56,380 | 0:00:02,930 |
| 6 | | 0:22:38,790 | 0:22:56,630 | 0:00:17,840 |
| 7 | | 0:32:33,150 | 0:32:38,180 | 0:00:05,030 |
| 8 | | 0:36:55,490 | 0:36:59,560 | 0:00:04,070 |
| 9 | | 0:44:48,350 | 0:44:55,280 | 0:00:06,930 |
| 10 | | 0:50:05,210 | 0:50:41,340 | 0:00:36,130 |
| 11 | | 0:51:46,580 | 0:51:55,930 | 0:00:09,350 |
| 12 | | 0:59:35,820 | 0:59:52,650 | 0:00:16,830 |
| 13 | | 1:07:05,650 | 1:07:09,840 | 0:00:04,190 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 14 | Racar-San Pedro | 1:09:12,980 | 1:09:19,690 | 0:00:06,710 |
| 15 | | 1:15:09,190 | 1:15:17,120 | 0:00:07,930 |
| 16 | | 1:23:33,630 | 1:24:34,260 | 0:01:00,630 |
| 17 | | 1:29:35,140 | 1:29:46,180 | 0:00:11,040 |
| 18 | | 1:38:01,520 | 1:38:12,900 | 0:00:11,380 |
| 19 | | 1:41:46,700 | 1:41:48,890 | 0:00:02,190 |
| 20 | | 1:48:17,160 | 1:48:23,150 | 0:00:05,990 |
| 21 | | 1:49:45,340 | 1:49:55,027 | 0:00:09,687 |
| 22 | | 1:58:56,120 | 1:59:17,000 | 0:00:20,880 |
| 23 | | 2:07:08,130 | 2:07:16,180 | 0:00:08,050 |
| 24 | | 2:08:25,000 | 2:08:36,200 | 0:00:11,200 |
| 25 | | 2:09:25,120 | 2:09:51,100 | 0:00:25,980 |

Anexo 3.6.3 Headways de Camiones Livianos vía Racar

| | |
|-------------------------------|-------------------|
| VÍA | SAN PEDRO-RACAR |
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | San Pedro-Racar | 0:05:23,520 | 0:05:46,410 | 0:00:22,890 |
| 2 | | 0:09:31,190 | 0:09:38,627 | 0:00:07,437 |
| 3 | | 0:13:37,190 | 0:13:54,110 | 0:00:16,920 |
| 4 | | 0:26:56,500 | 0:27:06,400 | 0:00:09,900 |
| 5 | | 0:27:57,660 | 0:28:07,940 | 0:00:10,280 |
| 6 | | 0:29:21,525 | 0:29:26,601 | 0:00:05,076 |
| 7 | | 0:32:37,786 | 0:32:42,942 | 0:00:05,156 |
| 8 | | 0:34:45,801 | 0:34:52,910 | 0:00:07,109 |
| 9 | | 0:34:59,381 | 0:35:05,149 | 0:00:05,768 |
| 10 | | 0:35:36,068 | 0:35:42,178 | 0:00:06,110 |
| 11 | | 0:36:37,523 | 0:36:42,854 | 0:00:05,331 |
| 12 | | 0:37:24,793 | 0:37:27,823 | 0:00:03,030 |
| 13 | | 0:38:23,982 | 0:38:29,012 | 0:00:05,030 |
| 14 | | 0:38:51,243 | 0:38:57,411 | 0:00:06,168 |
| 15 | | 0:40:17,509 | 0:40:22,413 | 0:00:04,904 |
| 16 | | 0:42:46,341 | 0:42:53,014 | 0:00:06,673 |
| 17 | | 0:44:21,523 | 0:44:27,433 | 0:00:05,910 |
| 18 | | 0:44:33,583 | 0:44:40,843 | 0:00:07,260 |
| 19 | | 0:46:50,794 | 0:46:54,843 | 0:00:04,049 |
| 20 | | 0:47:05,341 | 0:47:32,045 | 0:00:26,704 |
| 21 | | 0:48:21,941 | 0:48:25,531 | 0:00:03,590 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 22 | San Pedro-Racar | 0:48:35,642 | 0:48:57,233 | 0:00:21,591 |
| 23 | | 0:49:16,824 | 0:49:23,923 | 0:00:07,099 |
| 24 | | 0:51:50,431 | 0:51:58,324 | 0:00:07,893 |
| 25 | | 0:52:48,641 | 0:52:54,203 | 0:00:05,562 |
| 26 | | 0:53:16,011 | 0:53:20,501 | 0:00:04,490 |
| 27 | | 0:53:49,745 | 0:53:58,233 | 0:00:08,488 |
| 28 | | 0:54:15,402 | 0:54:21,642 | 0:00:06,240 |
| 29 | | 0:54:22,841 | 0:54:42,246 | 0:00:19,405 |
| 30 | | 0:57:36,568 | 0:57:38,864 | 0:00:02,296 |
| 31 | | 0:58:43,808 | 0:58:49,712 | 0:00:05,904 |
| 32 | | 0:59:37,507 | 0:59:42,351 | 0:00:04,844 |
| 33 | | 1:00:35,237 | 1:00:41,423 | 0:00:06,186 |
| 34 | | 1:01:25,641 | 1:01:39,509 | 0:00:13,868 |
| 35 | | 1:01:58,268 | 1:02:05,940 | 0:00:07,672 |
| 36 | | 1:04:15,367 | 1:04:22,036 | 0:00:06,669 |
| 37 | | 1:04:59,870 | 1:05:08,412 | 0:00:08,542 |
| 38 | | 1:06:32,503 | 1:06:43,472 | 0:00:10,969 |
| 39 | | 1:07:15,485 | 1:07:19,758 | 0:00:04,273 |
| 40 | | 1:08:37,341 | 1:08:43,542 | 0:00:06,201 |
| 41 | | 1:10:51,903 | 1:10:57,356 | 0:00:05,453 |
| 42 | | 1:11:45,968 | 1:11:50,685 | 0:00:04,717 |
| 43 | | 1:14:28,648 | 1:14:35,620 | 0:00:06,972 |
| 44 | | 1:15:29,786 | 1:15:35,423 | 0:00:05,637 |
| 45 | | 1:20:04,742 | 1:20:10,375 | 0:00:05,633 |
| 46 | | 1:20:41,741 | 1:20:45,812 | 0:00:04,071 |
| 47 | | 1:30:45,238 | 1:30:52,942 | 0:00:07,704 |
| 48 | | 1:31:03,764 | 1:31:09,276 | 0:00:05,512 |
| 49 | | 1:31:51,642 | 1:31:57,759 | 0:00:06,117 |
| 50 | | 1:33:50,042 | 1:34:02,542 | 0:00:12,500 |
| 51 | | 1:35:06,671 | 1:35:28,792 | 0:00:22,121 |
| 52 | | 1:37:14,087 | 1:37:20,130 | 0:00:06,043 |
| 53 | | 1:38:36,175 | 1:38:42,032 | 0:00:05,857 |
| 54 | | 1:40:59,653 | 1:41:08,507 | 0:00:08,854 |
| 55 | | 1:42:09,872 | 1:42:15,941 | 0:00:06,069 |
| 56 | | 1:43:44,934 | 1:43:49,504 | 0:00:04,570 |
| 57 | | 1:44:46,249 | 1:44:52,996 | 0:00:06,747 |
| 58 | | 1:48:30,875 | 1:48:37,325 | 0:00:06,450 |
| 59 | | 1:49:23,426 | 1:49:29,760 | 0:00:06,334 |
| 60 | | 1:51:40,593 | 1:51:45,973 | 0:00:05,380 |
| 61 | | 1:54:23,648 | 1:54:29,741 | 0:00:06,093 |
| 62 | | 1:56:26,948 | 1:56:30,001 | 0:00:03,053 |
| 63 | | 1:57:10,650 | 1:57:17,743 | 0:00:07,093 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 64 | San Pedro-Racar | 1:59:01,632 | 1:59:18,421 | 0:00:16,789 |
| 65 | | 2:00:46,782 | 2:00:51,963 | 0:00:05,181 |
| 66 | | 2:01:33,157 | 2:01:39,286 | 0:00:06,129 |
| 67 | | 2:04:00,512 | 2:04:05,842 | 0:00:05,330 |
| 68 | | 2:05:41,263 | 2:05:48,672 | 0:00:07,409 |
| 69 | | 2:07:53,158 | 2:07:59,684 | 0:00:06,526 |
| 70 | | 2:11:02,009 | 2:11:09,576 | 0:00:07,567 |
| 71 | | 2:13:47,842 | 2:13:54,903 | 0:00:07,061 |
| 72 | | 2:14:24,942 | 2:14:29,932 | 0:00:04,990 |
| 73 | | 2:17:43,426 | 2:17:51,763 | 0:00:08,337 |
| 74 | | 2:20:12,841 | 2:20:19,425 | 0:00:06,584 |
| 75 | | 2:23:02,745 | 2:23:07,509 | 0:00:04,764 |
| 76 | | 2:24:12,621 | 2:24:15,068 | 0:00:02,447 |
| 77 | | 2:29:45,943 | 2:29:51,586 | 0:00:05,643 |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 1 | Racar-San Pedro | 0:07:25,150 | 0:07:30,000 | 0:00:04,850 |
| 2 | | 0:09:10,490 | 0:09:18,600 | 0:00:08,110 |
| 3 | | 0:09:53,550 | 0:09:57,360 | 0:00:03,810 |
| 4 | | 0:11:44,270 | 0:11:56,640 | 0:00:12,370 |
| 5 | | 0:12:23,600 | 0:12:26,410 | 0:00:02,810 |
| 6 | | 0:16:27,180 | 0:16:35,120 | 0:00:07,940 |
| 7 | | 0:17:40,340 | 0:17:47,642 | 0:00:07,302 |
| 8 | | 0:28:03,200 | 0:28:24,590 | 0:00:21,390 |
| 9 | | 0:49:44,230 | 0:49:49,410 | 0:00:05,180 |
| 10 | | 0:58:05,660 | 0:58:15,320 | 0:00:09,660 |
| 11 | | 1:01:35,000 | 1:01:42,036 | 0:00:07,036 |
| 12 | | 1:06:09,470 | 1:06:22,650 | 0:00:13,180 |
| 13 | | 1:09:02,290 | 1:09:05,170 | 0:00:02,880 |
| 14 | | 1:09:39,580 | 1:09:53,730 | 0:00:14,150 |
| 15 | | 1:15:28,360 | 1:15:45,150 | 0:00:16,790 |
| 16 | | 1:18:03,690 | 1:18:13,170 | 0:00:09,480 |
| 17 | | 1:24:45,120 | 1:24:52,641 | 0:00:07,521 |
| 18 | | 1:26:13,230 | 1:26:37,480 | 0:00:24,250 |
| 19 | | 1:27:17,130 | 1:27:20,510 | 0:00:03,380 |
| 20 | | 1:28:28,460 | 1:28:45,510 | 0:00:17,050 |
| 21 | | 1:30:22,910 | 1:30:27,850 | 0:00:04,940 |
| 22 | | 1:32:04,120 | 1:32:11,354 | 0:00:07,234 |
| 23 | | 1:33:26,140 | 1:33:32,100 | 0:00:05,960 |
| 24 | | 1:34:02,150 | 1:34:14,160 | 0:00:12,010 |
| 25 | | 1:45:22,700 | 1:46:28,590 | 0:01:05,890 |
| 26 | | 1:59:34,150 | 1:59:56,130 | 0:00:21,980 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 27 | Racar-San Pedro | 2:01:42,480 | 2:01:47,520 | 0:00:05,040 |
| 28 | | 2:02:04,140 | 2:02:17,150 | 0:00:13,010 |
| 29 | | 2:04:23,160 | 2:04:30,120 | 0:00:06,960 |
| 30 | | 2:05:15,900 | 2:05:23,981 | 0:00:08,081 |
| 31 | | 2:10:53,320 | 2:11:02,550 | 0:00:09,230 |

Anexo 3.6.4 Headways de Camiones Pesados vía Racar

| VÍA | SAN PEDRO-RACAR |
|------------------------|------------------|
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | San Pedro-Racar | 0:07:14,729 | 0:07:27,781 | 0:00:13,052 |
| 2 | | 0:16:45,324 | 0:16:56,923 | 0:00:11,599 |
| 3 | | 0:18:57,842 | 0:19:08,945 | 0:00:11,103 |
| 4 | | 0:22:37,647 | 0:22:48,210 | 0:00:10,563 |
| 5 | | 0:22:50,009 | 0:22:59,622 | 0:00:09,613 |
| 6 | | 0:25:26,299 | 0:25:43,573 | 0:00:17,274 |
| 7 | | 0:26:58,233 | 0:27:02,610 | 0:00:04,377 |
| 8 | | 0:30:14,562 | 0:30:26,754 | 0:00:12,192 |
| 9 | | 0:31:12,741 | 0:31:25,374 | 0:00:12,633 |
| 10 | | 0:38:52,475 | 0:39:02,841 | 0:00:10,366 |
| 11 | | 0:44:05,243 | 0:44:16,214 | 0:00:10,971 |
| 12 | | 0:52:04,000 | 0:52:14,165 | 0:00:10,165 |
| 13 | | 0:57:00,973 | 0:57:21,242 | 0:00:20,269 |
| 14 | | 0:59:10,153 | 0:59:22,934 | 0:00:12,781 |
| 15 | | 1:04:32,067 | 1:04:40,860 | 0:00:08,793 |
| 16 | | 1:07:13,745 | 1:07:24,932 | 0:00:11,187 |
| 17 | | 1:08:40,243 | 1:08:53,042 | 0:00:12,799 |
| 18 | | 1:09:35,842 | 1:09:53,257 | 0:00:17,415 |
| 19 | | 1:13:27,623 | 1:13:33,764 | 0:00:06,141 |
| 20 | | 1:17:33,583 | 1:17:43,701 | 0:00:10,118 |
| 21 | | 1:18:29,879 | 1:18:42,734 | 0:00:12,855 |
| 22 | | 1:28:14,239 | 1:28:26,274 | 0:00:12,035 |
| 23 | | 1:30:50,612 | 1:31:05,412 | 0:00:14,800 |
| 24 | | 1:37:52,993 | 1:38:03,879 | 0:00:10,886 |
| 25 | | 1:42:01,745 | 1:42:14,134 | 0:00:12,389 |
| 26 | | 1:44:37,542 | 1:44:50,874 | 0:00:13,332 |
| 27 | | 1:46:22,149 | 1:46:25,368 | 0:00:03,219 |
| 28 | | 1:46:29,374 | 1:46:35,001 | 0:00:05,627 |
| 29 | | 1:47:06,182 | 1:47:20,037 | 0:00:13,855 |
| 30 | | 1:47:30,032 | 1:47:37,409 | 0:00:07,377 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 31 | San Pedro-Racar | 1:48:34,826 | 1:48:47,318 | 0:00:12,492 |
| 32 | | 1:51:30,483 | 1:51:44,573 | 0:00:14,090 |
| 33 | | 1:55:39,318 | 1:55:51,746 | 0:00:12,428 |
| 34 | | 1:59:57,739 | 2:00:03,815 | 0:00:06,076 |

| | | | | |
|---|-----------------|-------------|-------------|-------------|
| 1 | Racar-San Pedro | 1:03:42,420 | 1:03:49,312 | 0:00:06,892 |
| 2 | | 1:05:10,640 | 1:05:16,580 | 0:00:05,940 |
| 3 | | 1:11:17,190 | 1:11:40,300 | 0:00:23,110 |
| 4 | | 1:11:41,120 | 1:11:48,975 | 0:00:07,855 |
| 5 | | 1:40:44,190 | 1:40:56,190 | 0:00:12,000 |
| 6 | | 1:46:34,920 | 1:46:46,850 | 0:00:11,930 |
| 7 | | 2:02:18,170 | 2:02:32,110 | 0:00:13,940 |

Anexo 3.6.5 Headways de motocicletas vía Racar

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| VÍA | SAN PEDRO-RACAR |
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | San Pedro-Racar | 0:05:00,270 | 0:05:11,130 | 0:00:10,860 |
| 2 | | 0:13:07,650 | 0:13:10,820 | 0:00:03,170 |
| 3 | | 0:14:01,320 | 0:14:02,250 | 0:00:00,930 |
| 4 | | 0:14:19,500 | 0:14:26,760 | 0:00:07,260 |
| 5 | | 0:16:59,120 | 0:17:51,370 | 0:00:52,250 |
| 6 | | 0:18:35,300 | 0:18:54,520 | 0:00:19,220 |
| 7 | | 0:19:18,460 | 0:19:19,650 | 0:00:01,190 |
| 8 | | 0:19:37,190 | 0:19:41,110 | 0:00:03,920 |
| 9 | | 0:21:10,430 | 0:21:11,580 | 0:00:01,150 |
| 10 | | 0:23:11,140 | 0:23:17,930 | 0:00:06,790 |
| 11 | | 0:23:40,320 | 0:23:54,220 | 0:00:13,900 |
| 12 | | 0:25:06,430 | 0:25:10,000 | 0:00:03,570 |
| 13 | | 0:25:26,600 | 0:25:33,750 | 0:00:07,150 |
| 14 | | 0:26:15,750 | 0:26:16,620 | 0:00:00,870 |
| 15 | | 0:26:21,300 | 0:26:25,700 | 0:00:04,400 |
| 16 | | 0:27:00,797 | 0:27:18,177 | 0:00:17,380 |
| 17 | | 0:29:47,423 | 0:29:49,162 | 0:00:01,739 |
| 18 | | 0:30:20,074 | 0:30:22,601 | 0:00:02,527 |
| 19 | | 0:30:40,612 | 0:30:45,437 | 0:00:04,825 |
| 20 | | 0:32:59,351 | 0:33:02,168 | 0:00:02,817 |
| 21 | | 0:34:24,231 | 0:34:26,742 | 0:00:02,511 |
| 22 | | 0:35:03,245 | 0:35:05,142 | 0:00:01,897 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 23 | San Pedro-Racar | 0:36:59,463 | 0:37:00,492 | 0:00:01,029 |
| 24 | | 0:37:44,813 | 0:37:47,164 | 0:00:02,351 |
| 25 | | 0:38:05,612 | 0:38:07,472 | 0:00:01,860 |
| 26 | | 0:40:04,723 | 0:40:06,503 | 0:00:01,780 |
| 27 | | 0:40:09,213 | 0:40:11,612 | 0:00:02,399 |
| 28 | | 0:42:28,942 | 0:42:30,243 | 0:00:01,301 |
| 29 | | 0:46:35,428 | 0:46:37,213 | 0:00:01,785 |
| 30 | | 0:47:27,804 | 0:47:30,761 | 0:00:02,957 |
| 31 | | 0:48:06,374 | 0:48:07,814 | 0:00:01,440 |
| 32 | | 0:49:48,410 | 0:49:50,512 | 0:00:02,102 |
| 33 | | 0:50:27,758 | 0:50:29,576 | 0:00:01,818 |
| 34 | | 0:51:58,314 | 0:52:00,741 | 0:00:02,427 |
| 35 | | 0:54:01,791 | 0:54:02,763 | 0:00:00,972 |
| 36 | | 0:57:11,801 | 0:57:13,479 | 0:00:01,678 |
| 37 | | 0:58:47,681 | 0:58:49,723 | 0:00:02,042 |
| 38 | | 0:59:50,836 | 0:59:58,869 | 0:00:08,033 |
| 39 | | 1:00:45,755 | 1:00:46,375 | 0:00:00,620 |
| 40 | | 1:02:58,742 | 1:02:59,402 | 0:00:00,660 |
| 41 | | 1:03:28,045 | 1:03:31,674 | 0:00:03,629 |
| 42 | | 1:07:03,283 | 1:07:03,867 | 0:00:00,584 |
| 43 | | 1:07:15,423 | 1:07:18,397 | 0:00:02,974 |
| 44 | | 1:08:10,683 | 1:08:12,311 | 0:00:01,628 |
| 45 | | 1:09:38,832 | 1:09:39,371 | 0:00:00,539 |
| 46 | | 1:11:19,685 | 1:11:21,423 | 0:00:01,738 |
| 47 | | 1:11:51,428 | 1:12:22,053 | 0:00:30,625 |
| 48 | | 1:12:22,842 | 1:12:24,192 | 0:00:01,350 |
| 49 | | 1:13:15,684 | 1:13:17,473 | 0:00:01,789 |
| 50 | | 1:13:45,683 | 1:13:47,741 | 0:00:02,058 |
| 51 | | 1:15:41,574 | 1:15:43,037 | 0:00:01,463 |
| 52 | | 1:17:16,274 | 1:17:18,436 | 0:00:02,162 |
| 53 | | 1:17:43,254 | 1:17:45,612 | 0:00:02,358 |
| 54 | | 1:18:49,742 | 1:18:57,879 | 0:00:08,137 |
| 55 | | 1:18:58,674 | 1:19:00,509 | 0:00:01,835 |
| 56 | | 1:20:04,671 | 1:20:06,457 | 0:00:01,786 |
| 57 | | 1:20:31,974 | 1:20:34,749 | 0:00:02,775 |
| 58 | | 1:21:15,262 | 1:21:17,164 | 0:00:01,902 |
| 59 | | 1:22:42,483 | 1:22:44,783 | 0:00:02,300 |
| 60 | | 1:23:59,997 | 1:24:02,568 | 0:00:02,571 |
| 61 | | 1:26:34,743 | 1:26:36,601 | 0:00:01,858 |
| 62 | | 1:27:03,547 | 1:27:05,861 | 0:00:02,314 |
| 63 | | 1:27:42,765 | 1:27:43,932 | 0:00:01,167 |
| 64 | | 1:29:42,561 | 1:29:43,143 | 0:00:00,582 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 65 | San Pedro-Racar | 1:33:08,143 | 1:33:10,246 | 0:00:02,103 |
| 66 | | 1:34:38,642 | 1:34:40,243 | 0:00:01,601 |
| 67 | | 1:35:30,742 | 1:35:32,009 | 0:00:01,267 |
| 68 | | 1:37:58,723 | 1:38:00,143 | 0:00:01,420 |
| 69 | | 1:38:39,570 | 1:38:40,982 | 0:00:01,412 |
| 70 | | 1:41:42,906 | 1:41:44,435 | 0:00:01,529 |
| 71 | | 1:45:23,478 | 1:45:24,672 | 0:00:01,194 |
| 72 | | 1:46:19,678 | 1:46:25,408 | 0:00:05,730 |
| 73 | | 1:47:23,574 | 1:47:25,428 | 0:00:01,854 |
| 74 | | 1:50:28,057 | 1:50:30,174 | 0:00:02,117 |
| 75 | | 1:51:39,762 | 1:51:41,364 | 0:00:01,602 |
| 76 | | 1:53:37,541 | 1:53:40,076 | 0:00:02,535 |
| 77 | | 1:55:21,702 | 1:55:22,627 | 0:00:00,925 |
| 78 | | 1:55:51,523 | 1:56:02,630 | 0:00:11,107 |
| 79 | | 1:58:27,641 | 1:58:29,486 | 0:00:01,845 |
| 80 | | 2:00:06,843 | 2:00:09,032 | 0:00:02,189 |
| 81 | | 2:01:31,594 | 2:01:33,483 | 0:00:01,889 |
| 82 | | 2:04:54,652 | 2:04:56,721 | 0:00:02,069 |
| 83 | | 2:08:14,001 | 2:08:15,083 | 0:00:01,082 |
| 84 | | 2:10:25,642 | 2:10:27,741 | 0:00:02,099 |
| 85 | | 2:11:10,432 | 2:11:12,624 | 0:00:02,192 |
| 86 | | 2:15:47,826 | 2:15:50,014 | 0:00:02,188 |
| 87 | | 2:17:05,324 | 2:17:22,983 | 0:00:17,659 |
| 88 | | 2:17:55,267 | 2:17:56,842 | 0:00:01,575 |
| 89 | | 2:18:58,762 | 2:19:00,510 | 0:00:01,748 |
| 90 | | 2:20:07,509 | 2:20:08,764 | 0:00:01,255 |
| 91 | | 2:20:33,245 | 2:20:35,674 | 0:00:02,429 |
| 92 | | 2:24:26,755 | 2:24:28,690 | 0:00:01,935 |
| 93 | | 2:25:22,268 | 2:25:25,365 | 0:00:03,097 |
| 94 | | 2:26:56,503 | 2:26:58,470 | 0:00:01,967 |
| 95 | | 2:30:21,346 | 2:30:23,536 | 0:00:02,190 |

| | | | | |
|---|-----------------|-------------|-------------|-------------|
| 1 | Racar-San Pedro | 0:02:30,170 | 0:02:35,120 | 0:00:04,950 |
| 2 | | 0:04:07,370 | 0:04:09,280 | 0:00:01,910 |
| 3 | | 0:05:19,660 | 0:05:21,760 | 0:00:02,100 |
| 4 | | 0:06:13,320 | 0:06:16,550 | 0:00:03,230 |
| 5 | | 0:07:40,610 | 0:07:45,430 | 0:00:04,820 |
| 6 | | 0:10:16,110 | 0:10:17,000 | 0:00:00,890 |
| 7 | | 0:12:57,880 | 0:13:04,750 | 0:00:06,870 |
| 8 | | 0:16:37,320 | 0:16:42,460 | 0:00:05,140 |
| 9 | | 0:17:10,100 | 0:17:11,190 | 0:00:01,090 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 10 | | 0:18:23,310 | 0:18:41,530 | 0:00:18,220 |
| 11 | | 0:23:01,700 | 0:23:03,690 | 0:00:01,990 |
| 12 | | 0:25:25,640 | 0:25:28,780 | 0:00:03,140 |
| 13 | | 0:26:10,440 | 0:26:11,350 | 0:00:00,910 |
| 14 | | 0:31:27,100 | 0:31:28,100 | 0:00:01,000 |
| 15 | | 0:33:58,924 | 0:34:01,032 | 0:00:02,108 |
| 16 | | 0:41:52,160 | 0:41:56,120 | 0:00:03,960 |
| 17 | | 0:43:22,600 | 0:43:24,410 | 0:00:01,810 |
| 18 | | 0:45:31,820 | 0:45:33,950 | 0:00:02,130 |
| 19 | | 0:49:23,770 | 0:49:28,690 | 0:00:04,920 |
| 20 | | 0:50:44,000 | 0:50:45,261 | 0:00:01,261 |
| 21 | | 1:08:05,640 | 1:08:06,790 | 0:00:01,150 |
| 22 | | 1:01:00,960 | 1:01:03,820 | 0:00:02,860 |
| 23 | | 1:03:14,890 | 1:03:15,990 | 0:00:01,100 |
| 24 | | 1:09:20,130 | 1:09:21,160 | 0:00:01,030 |
| 25 | | 1:09:54,130 | 1:09:55,170 | 0:00:01,040 |
| 26 | | 1:16:24,650 | 1:16:25,600 | 0:00:00,950 |
| 27 | | 1:17:16,340 | 1:17:20,480 | 0:00:04,140 |
| 28 | | 1:19:12,850 | 1:19:15,360 | 0:00:02,510 |
| 29 | | 1:20:53,790 | 1:20:56,670 | 0:00:02,880 |
| 30 | Racar-San Pedro | 1:21:23,190 | 1:21:26,140 | 0:00:02,950 |
| 31 | | 1:28:18,350 | 1:28:19,270 | 0:00:00,920 |
| 32 | | 1:34:18,200 | 1:34:19,460 | 0:00:01,260 |
| 33 | | 1:36:50,100 | 1:36:51,674 | 0:00:01,574 |
| 34 | | 1:36:54,780 | 1:36:55,630 | 0:00:00,850 |
| 35 | | 1:37:58,032 | 1:38:00,790 | 0:00:02,758 |
| 36 | | 1:38:37,300 | 1:38:40,500 | 0:00:03,200 |
| 37 | | 1:39:46,000 | 1:39:47,130 | 0:00:01,130 |
| 38 | | 1:43:55,130 | 1:43:57,326 | 0:00:02,196 |
| 39 | | 1:44:50,440 | 1:44:52,370 | 0:00:01,930 |
| 40 | | 1:46:30,200 | 1:46:31,900 | 0:00:01,700 |
| 41 | | 1:52:38,380 | 1:52:44,250 | 0:00:05,870 |
| 42 | | 1:54:18,280 | 1:54:20,210 | 0:00:01,930 |
| 43 | | 1:57:13,670 | 1:57:28,430 | 0:00:14,760 |
| 44 | | 2:04:47,590 | 2:04:50,760 | 0:00:03,170 |
| 45 | | 2:07:48,230 | 2:07:56,570 | 0:00:08,340 |
| 46 | | 2:09:53,000 | 2:09:54,400 | 0:00:01,400 |
| 47 | | 2:11:51,340 | 2:11:52,800 | 0:00:01,460 |
| 48 | | 2:13:12,170 | 2:13:15,034 | 0:00:02,864 |
| 49 | | 2:13:53,650 | 2:13:58,770 | 0:00:05,120 |
| 50 | | 2:14:54,140 | 2:15:07,130 | 0:00:12,990 |

Anexo 3.6.6 Headways de bicicletas vía Racar

| | |
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| VÍA | SAN PEDRO-RACAR |
| FECHA DE LEVANTAMIENTO | 24- enero -2020 |
| TIPO DE VEHICULO | Bicicletas |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | San Pedro-Racar | 0:18:59,010 | 0:19:01,230 | 0:00:02,220 |
| 2 | | 1:00:05,780 | 1:00:07,998 | 0:00:02,218 |

| | | | | |
|---|-----------------|-------------|-------------|-------------|
| 1 | Racar-San Pedro | 0:02:17,640 | 0:02:18,510 | 0:00:00,870 |
| 2 | | 1:01:59,000 | 1:02:03,050 | 0:00:04,050 |
| 3 | | 1:38:18,200 | 1:38:19,460 | 0:00:01,260 |
| 4 | | 1:55:18,380 | 1:55:20,310 | 0:00:01,930 |

3.7 Anexo Headways calculados en la vía Sinincay.**Anexo 3.7.1** Headways de vehículos livianos vía Sinincay

| | |
|-------------------------------|---------------|
| VÍA | SININCAY |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 1 | Cuenca-Sinincay | 0:00:18,683 | 0:00:20,784 | 0:00:02,101 |
| 2 | | 0:00:20,784 | 0:00:26,872 | 0:00:06,088 |
| 3 | | 0:00:26,872 | 0:00:31,607 | 0:00:04,735 |
| 4 | | 0:00:31,607 | 0:00:33,421 | 0:00:01,814 |
| 5 | | 0:00:58,705 | 0:01:00,674 | 0:00:01,969 |
| 6 | | 0:01:16,437 | 0:01:18,605 | 0:00:02,168 |
| 7 | | 0:01:18,605 | 0:01:22,256 | 0:00:03,651 |
| 8 | | 0:01:22,256 | 0:01:23,946 | 0:00:01,690 |
| 9 | | 0:01:23,946 | 0:01:30,043 | 0:00:06,097 |
| 10 | | 0:01:40,486 | 0:01:43,675 | 0:00:03,189 |
| 11 | | 0:01:43,675 | 0:01:45,142 | 0:00:01,467 |
| 12 | | 0:01:45,142 | 0:01:48,023 | 0:00:02,881 |
| 13 | | 0:01:48,023 | 0:01:50,768 | 0:00:02,745 |
| 14 | | 0:01:50,768 | 0:02:00,341 | 0:00:09,573 |
| 15 | | 0:02:16,116 | 0:02:17,365 | 0:00:01,249 |
| 16 | | 0:02:17,365 | 0:02:21,239 | 0:00:03,874 |
| 17 | | 0:02:21,239 | 0:02:22,387 | 0:00:01,148 |
| 18 | | 0:02:22,387 | 0:02:25,612 | 0:00:03,225 |
| 19 | | 0:02:35,483 | 0:02:38,304 | 0:00:02,821 |
| 20 | | 0:02:38,304 | 0:02:41,024 | 0:00:02,720 |
| 21 | | 0:02:54,758 | 0:02:56,253 | 0:00:01,495 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 22 | Cuenca-Sinincay | 0:03:56,253 | 0:03:58,845 | 0:00:02,592 |
| 23 | | 0:04:12,475 | 0:04:15,684 | 0:00:03,209 |
| 24 | | 0:04:15,684 | 0:04:17,503 | 0:00:01,819 |
| 25 | | 0:04:30,257 | 0:04:34,831 | 0:00:04,574 |
| 26 | | 0:04:59,614 | 0:05:01,748 | 0:00:02,134 |
| 27 | | 0:05:01,748 | 0:05:03,486 | 0:00:01,738 |
| 28 | | 0:05:29,364 | 0:05:31,004 | 0:00:01,640 |
| 29 | | 0:05:31,004 | 0:05:32,364 | 0:00:01,360 |
| 30 | | 0:05:32,364 | 0:05:34,644 | 0:00:02,280 |
| 31 | | 0:05:34,644 | 0:05:36,248 | 0:00:01,604 |
| 32 | | 0:05:36,248 | 0:05:39,327 | 0:00:03,079 |
| 33 | | 0:05:39,327 | 0:05:42,923 | 0:00:03,596 |
| 34 | | 0:05:42,923 | 0:05:45,508 | 0:00:02,585 |
| 35 | | 0:05:45,508 | 0:05:47,246 | 0:00:01,738 |
| 36 | | 0:06:10,247 | 0:06:14,337 | 0:00:04,090 |
| 37 | | 0:06:14,337 | 0:06:16,142 | 0:00:01,805 |
| 38 | | 0:06:16,142 | 0:06:19,642 | 0:00:03,500 |
| 39 | | 0:06:35,479 | 0:06:38,942 | 0:00:03,463 |
| 40 | | 0:06:47,496 | 0:06:48,762 | 0:00:01,266 |
| 41 | | 0:06:48,762 | 0:06:53,138 | 0:00:04,376 |
| 42 | | 0:06:53,138 | 0:06:54,864 | 0:00:01,726 |
| 43 | | 0:06:54,864 | 0:07:05,000 | 0:00:10,136 |
| 44 | | 0:07:05,000 | 0:07:09,371 | 0:00:04,371 |
| 45 | | 0:07:09,371 | 0:07:12,764 | 0:00:03,393 |
| 46 | | 0:08:40,945 | 0:08:53,257 | 0:00:12,312 |
| 47 | | 0:08:53,257 | 0:08:58,320 | 0:00:05,063 |
| 48 | | 0:09:28,734 | 0:09:31,982 | 0:00:03,248 |
| 49 | | 0:09:31,982 | 0:09:38,612 | 0:00:06,630 |
| 50 | | 0:09:38,612 | 0:09:43,731 | 0:00:05,119 |
| 51 | | 0:09:43,731 | 0:09:47,842 | 0:00:04,111 |
| 52 | | 0:10:23,372 | 0:10:25,253 | 0:00:01,881 |
| 53 | | 0:10:25,253 | 0:10:29,008 | 0:00:03,755 |
| 54 | | 0:10:29,008 | 0:10:33,486 | 0:00:04,478 |
| 55 | | 0:10:33,486 | 0:10:37,772 | 0:00:04,286 |
| 56 | | 0:10:37,772 | 0:10:47,794 | 0:00:10,022 |
| 58 | | 0:10:47,794 | 0:10:51,506 | 0:00:03,712 |
| 59 | | 0:10:51,506 | 0:10:53,681 | 0:00:02,175 |
| 60 | | 0:11:52,321 | 0:11:53,118 | 0:00:00,797 |
| 61 | | 0:11:53,118 | 0:11:54,593 | 0:00:01,475 |
| 62 | | 0:11:54,593 | 0:12:04,792 | 0:00:10,199 |
| 63 | | 0:12:04,792 | 0:12:07,105 | 0:00:02,313 |
| 64 | | 0:12:07,105 | 0:12:17,785 | 0:00:10,680 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-----------------|----------------|--------------|-------------|
| 65 | Cuenca-Sinincay | 0:12:17,785 | 0:12:22,037 | 0:00:04,252 |
| 66 | | 0:12:54,942 | 0:12:58,347 | 0:00:03,405 |
| 67 | | 0:13:09,134 | 0:13:10,984 | 0:00:01,850 |
| 68 | | 0:13:10,984 | 0:13:12,746 | 0:00:01,762 |
| 69 | | 0:13:12,746 | 0:13:18,603 | 0:00:05,857 |
| 70 | | 0:13:18,603 | 0:13:20,004 | 0:00:01,401 |
| 71 | | 0:13:20,004 | 0:13:25,120 | 0:00:05,116 |
| 72 | | 0:13:25,120 | 0:13:29,742 | 0:00:04,622 |
| 73 | | 0:13:29,742 | 0:13:33,703 | 0:00:03,961 |
| 74 | | 0:13:33,703 | 0:13:39,734 | 0:00:06,031 |
| 75 | | 0:13:39,734 | 0:13:41,164 | 0:00:01,430 |
| 76 | | 0:13:41,164 | 0:13:43,240 | 0:00:02,076 |
| 77 | | 0:13:43,240 | 0:13:44,483 | 0:00:01,243 |
| 78 | | 0:13:44,483 | 0:13:47,121 | 0:00:02,638 |
| 79 | | 0:13:54,972 | 0:13:58,879 | 0:00:03,907 |
| 80 | | 0:13:58,879 | 0:14:03,911 | 0:00:05,032 |
| 81 | | 0:14:03,911 | 0:14:07,738 | 0:00:03,827 |
| 82 | | 0:14:37,573 | 0:14:38,746 | 0:00:01,173 |
| 83 | | 0:14:38,746 | 0:14:40,761 | 0:00:02,015 |
| 84 | | 0:14:40,761 | 0:14:42,142 | 0:00:01,381 |
| 85 | | 0:14:43,257 | 0:14:45,510 | 0:00:02,253 |
| 86 | | 0:14:51,974 | 0:14:52,673 | 0:00:00,699 |
| 87 | | 0:14:52,673 | 0:14:56,794 | 0:00:04,121 |
| 88 | | 0:14:56,794 | 0:14:59,401 | 0:00:02,607 |
| 89 | | 0:14:59,401 | 0:15:00,804 | 0:00:01,403 |
| 90 | | 0:15:00,804 | 0:15:05,483 | 0:00:04,679 |
| 91 | | 0:15:05,483 | 0:15:08,847 | 0:00:03,364 |
| 92 | | 0:15:08,847 | 0:15:10,786 | 0:00:01,939 |
| 93 | | 0:15:10,786 | 0:15:11,609 | 0:00:00,823 |
| 94 | | 0:15:11,609 | 0:15:14,781 | 0:00:03,172 |
| 95 | | 0:15:14,781 | 0:15:17,942 | 0:00:03,161 |
| 96 | | 0:15:41,684 | 0:15:43,102 | 0:00:01,418 |
| 97 | | 0:15:43,102 | 0:15:46,842 | 0:00:03,740 |
| 99 | | 0:15:46,842 | 0:15:47,546 | 0:00:00,704 |
| 100 | | 0:15:47,546 | 0:15:50,137 | 0:00:02,591 |
| 101 | | 0:15:50,137 | 0:15:51,567 | 0:00:01,430 |
| 102 | | 0:15:57,001 | 0:16:02,094 | 0:00:05,093 |
| 103 | | 0:16:02,094 | 0:16:04,506 | 0:00:02,412 |
| 104 | | 0:16:04,506 | 0:16:06,269 | 0:00:01,763 |
| 105 | | 0:16:06,269 | 0:16:09,024 | 0:00:02,755 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 106 | | 0:16:12,703 | 0:16:14,568 | 0:00:01,865 |
| 107 | | 0:17:09,064 | 0:17:11,173 | 0:00:02,109 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 108 | | 0:17:11,173 | 0:17:17,474 | 0:00:06,301 |
| 109 | | 0:17:17,474 | 0:17:19,613 | 0:00:02,139 |
| 110 | | 0:17:19,613 | 0:17:22,099 | 0:00:02,486 |
| 111 | | 0:17:38,509 | 0:17:40,634 | 0:00:02,125 |
| 112 | | 0:17:46,137 | 0:17:50,345 | 0:00:04,208 |
| 113 | | 0:17:50,345 | 0:17:54,706 | 0:00:04,361 |
| 114 | | 0:17:54,706 | 0:17:57,423 | 0:00:02,717 |
| 115 | | 0:18:11,789 | 0:18:12,758 | 0:00:00,969 |
| 116 | | 0:18:12,758 | 0:18:15,537 | 0:00:02,779 |
| 117 | | 0:18:15,537 | 0:18:23,079 | 0:00:07,542 |
| 118 | | 0:18:23,079 | 0:18:26,508 | 0:00:03,429 |
| 119 | | 0:18:26,508 | 0:18:36,073 | 0:00:09,565 |
| 120 | | 0:18:36,073 | 0:18:39,834 | 0:00:03,761 |
| 121 | | 0:18:39,834 | 0:18:43,248 | 0:00:03,414 |
| 122 | | 0:18:59,437 | 0:19:04,321 | 0:00:04,884 |
| 123 | | 0:19:04,321 | 0:19:06,243 | 0:00:01,922 |
| 124 | | 0:19:06,243 | 0:19:09,842 | 0:00:03,599 |
| 125 | | 0:19:09,842 | 0:19:13,842 | 0:00:04,000 |
| 126 | | 0:19:13,842 | 0:19:16,201 | 0:00:02,359 |
| 127 | | 0:19:16,201 | 0:19:19,253 | 0:00:03,052 |
| 128 | Cuenca-Sinincay | 0:19:30,878 | 0:19:35,634 | 0:00:04,756 |
| 129 | | 0:19:35,634 | 0:19:39,245 | 0:00:03,611 |
| 130 | | 0:19:43,483 | 0:19:47,243 | 0:00:03,760 |
| 131 | | 0:19:47,243 | 0:19:52,001 | 0:00:04,758 |
| 132 | | 0:19:52,001 | 0:19:53,483 | 0:00:01,482 |
| 133 | | 0:19:53,483 | 0:20:02,879 | 0:00:09,396 |
| 134 | | 0:20:28,254 | 0:20:29,784 | 0:00:01,530 |
| 135 | | 0:21:00,267 | 0:21:05,062 | 0:00:04,795 |
| 136 | | 0:21:20,077 | 0:21:24,001 | 0:00:03,924 |
| 137 | | 0:21:24,001 | 0:21:28,431 | 0:00:04,430 |
| 138 | | 0:21:28,431 | 0:21:30,164 | 0:00:01,733 |
| 139 | | 0:21:30,164 | 0:21:33,761 | 0:00:03,597 |
| 140 | | 0:21:58,087 | 0:21:59,009 | 0:00:00,922 |
| 141 | | 0:21:59,009 | 0:22:01,263 | 0:00:02,254 |
| 142 | | 0:22:01,263 | 0:22:05,769 | 0:00:04,506 |
| 143 | | 0:22:05,769 | 0:22:19,523 | 0:00:13,754 |
| 144 | | 0:22:19,523 | 0:22:23,214 | 0:00:03,691 |
| 145 | | 0:22:23,214 | 0:22:27,035 | 0:00:03,821 |
| 146 | | 0:22:27,035 | 0:22:28,945 | 0:00:01,910 |
| 147 | | 0:22:41,340 | 0:22:44,210 | 0:00:02,870 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 148 | | 0:23:00,501 | 0:23:04,107 | 0:00:03,606 |
| 149 | | 0:23:28,133 | 0:23:30,637 | 0:00:02,504 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 150 | | 0:23:30,637 | 0:23:34,257 | 0:00:03,620 |
| 151 | | 0:23:34,257 | 0:23:37,681 | 0:00:03,424 |
| 152 | | 0:23:37,681 | 0:23:44,914 | 0:00:07,233 |
| 153 | | 0:23:59,467 | 0:24:00,502 | 0:00:01,035 |
| 154 | | 0:24:00,502 | 0:24:03,689 | 0:00:03,187 |
| 155 | | 0:24:03,689 | 0:24:08,108 | 0:00:04,419 |
| 156 | | 0:24:08,108 | 0:24:12,377 | 0:00:04,269 |
| 157 | | 0:24:12,377 | 0:24:17,099 | 0:00:04,722 |
| 158 | | 0:24:17,099 | 0:24:19,501 | 0:00:02,402 |
| 159 | | 0:24:19,501 | 0:24:22,257 | 0:00:02,756 |
| 160 | | 0:24:22,257 | 0:24:26,351 | 0:00:04,094 |
| 161 | | 0:24:26,351 | 0:24:32,213 | 0:00:05,862 |
| 162 | | 0:24:36,481 | 0:24:39,278 | 0:00:02,797 |
| 163 | | 0:24:39,278 | 0:24:42,806 | 0:00:03,528 |
| 164 | | 0:25:27,743 | 0:25:29,247 | 0:00:01,504 |
| 165 | | 0:25:40,763 | 0:25:43,477 | 0:00:02,714 |
| 166 | | 0:26:06,786 | 0:26:08,643 | 0:00:01,857 |
| 167 | | 0:26:37,384 | 0:26:38,637 | 0:00:01,253 |
| 168 | | 0:26:56,255 | 0:26:59,341 | 0:00:03,086 |
| 169 | | 0:27:21,346 | 0:27:28,247 | 0:00:06,901 |
| 170 | Cuenca-Sinincay | 0:27:28,247 | 0:27:29,267 | 0:00:01,020 |
| 171 | | 0:27:29,267 | 0:27:30,592 | 0:00:01,325 |
| 172 | | 0:27:30,592 | 0:27:38,301 | 0:00:07,709 |
| 173 | | 0:27:38,301 | 0:27:39,564 | 0:00:01,263 |
| 174 | | 0:28:11,162 | 0:28:14,542 | 0:00:03,380 |
| 175 | | 0:28:14,542 | 0:28:22,492 | 0:00:07,950 |
| 176 | | 0:28:22,492 | 0:28:25,842 | 0:00:03,350 |
| 177 | | 0:28:36,982 | 0:28:39,643 | 0:00:02,661 |
| 178 | | 0:28:39,643 | 0:28:44,243 | 0:00:04,600 |
| 179 | | 0:29:03,764 | 0:29:06,812 | 0:00:03,048 |
| 180 | | 0:29:06,812 | 0:29:08,486 | 0:00:01,674 |
| 181 | | 0:29:08,486 | 0:29:13,012 | 0:00:04,526 |
| 182 | | 0:29:13,012 | 0:29:21,145 | 0:00:08,133 |
| 183 | | 0:29:54,804 | 0:29:58,314 | 0:00:03,510 |
| 184 | | 0:29:58,314 | 0:30:02,011 | 0:00:03,697 |
| 185 | | 0:30:02,011 | 0:30:04,421 | 0:00:02,410 |
| 186 | | 0:30:04,421 | 0:30:06,510 | 0:00:02,089 |
| 187 | | 0:30:06,510 | 0:30:08,342 | 0:00:01,832 |
| 188 | | 0:30:08,342 | 0:30:14,124 | 0:00:05,782 |
| 189 | | 0:30:14,124 | 0:30:16,324 | 0:00:02,200 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 190 | | 0:30:16,324 | 0:30:20,512 | 0:00:04,188 |
| 191 | | 0:30:25,261 | 0:30:28,172 | 0:00:02,911 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 192 | Cuenca-Sinincay | 0:31:10,942 | 0:31:14,421 | 0:00:03,479 |
| 193 | | 0:31:14,421 | 0:31:16,319 | 0:00:01,898 |
| 194 | | 0:31:34,004 | 0:31:36,483 | 0:00:02,479 |
| 195 | | 0:31:36,483 | 0:31:38,738 | 0:00:02,255 |
| 196 | | 0:31:38,738 | 0:31:42,324 | 0:00:03,586 |
| 197 | | 0:31:42,324 | 0:31:47,233 | 0:00:04,909 |
| 198 | | 0:31:47,233 | 0:31:50,263 | 0:00:03,030 |
| 199 | | 0:31:50,263 | 0:31:54,021 | 0:00:03,758 |
| 200 | | 0:31:54,021 | 0:31:57,241 | 0:00:03,220 |
| 201 | | 0:31:57,241 | 0:32:01,423 | 0:00:04,182 |
| 202 | | 0:32:01,423 | 0:32:05,045 | 0:00:03,622 |
| 203 | | 0:32:19,803 | 0:32:22,741 | 0:00:02,938 |
| 204 | | 0:32:36,764 | 0:33:01,833 | 0:00:25,069 |
| 205 | | 0:33:01,833 | 0:33:07,402 | 0:00:05,569 |
| 206 | | 0:33:54,744 | 0:33:57,841 | 0:00:03,097 |
| 207 | | 0:34:28,001 | 0:34:31,476 | 0:00:03,475 |
| 208 | | 0:35:28,401 | 0:35:31,327 | 0:00:02,926 |
| 209 | | 0:36:01,899 | 0:36:06,307 | 0:00:04,408 |
| 210 | | 0:36:06,307 | 0:36:08,273 | 0:00:01,966 |
| 211 | | 0:36:08,273 | 0:36:10,642 | 0:00:02,369 |
| 212 | | 0:36:35,811 | 0:36:59,748 | 0:00:23,937 |
| 213 | | 0:36:59,748 | 0:37:03,890 | 0:00:04,142 |
| 214 | | 0:37:03,890 | 0:37:06,542 | 0:00:02,652 |
| 215 | 0:37:22,886 | 0:37:25,743 | 0:00:02,857 | |
| 216 | 0:38:30,367 | 0:38:33,412 | 0:00:03,045 | |
| 217 | 0:38:33,412 | 0:38:35,512 | 0:00:02,100 | |
| 218 | 0:39:01,374 | 0:39:05,147 | 0:00:03,773 | |
| 219 | 0:39:05,147 | 0:39:08,012 | 0:00:02,865 | |
| 220 | 0:39:37,604 | 0:39:38,763 | 0:00:01,159 | |
| 221 | 0:39:38,763 | 0:39:40,751 | 0:00:01,988 | |
| 222 | 0:39:40,751 | 0:39:43,261 | 0:00:02,510 | |
| 223 | 0:39:43,261 | 0:39:45,814 | 0:00:02,553 | |
| 224 | 0:39:45,814 | 0:39:50,134 | 0:00:04,320 | |
| 225 | 0:39:50,134 | 0:39:54,142 | 0:00:04,008 | |
| 226 | 0:40:14,162 | 0:40:16,810 | 0:00:02,648 | |
| 227 | 0:40:40,573 | 0:40:42,427 | 0:00:01,854 | |
| 228 | 0:42:09,764 | 0:42:12,365 | 0:00:02,601 | |
| 229 | 0:42:54,506 | 0:42:56,210 | 0:00:01,704 | |
| 230 | 0:43:13,467 | 0:43:16,376 | 0:00:02,909 | |
| 231 | 0:43:54,361 | 0:43:57,216 | 0:00:02,855 | |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 232 | | 0:43:57,216 | 0:44:01,243 | 0:00:04,027 |
| 233 | | 0:44:01,243 | 0:44:04,012 | 0:00:02,769 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 234 | | 0:44:04,012 | 0:44:08,003 | 0:00:03,991 |
| 235 | | 0:44:40,327 | 0:44:52,134 | 0:00:11,807 |
| 236 | | 0:46:28,889 | 0:46:30,573 | 0:00:01,684 |
| 237 | | 0:46:39,274 | 0:46:43,024 | 0:00:03,750 |
| 238 | | 0:47:06,134 | 0:47:09,124 | 0:00:02,990 |
| 239 | | 0:47:22,874 | 0:47:24,094 | 0:00:01,220 |
| 240 | | 0:47:24,094 | 0:47:25,614 | 0:00:01,520 |
| 241 | | 0:47:25,614 | 0:47:30,895 | 0:00:05,281 |
| 242 | | 0:48:04,064 | 0:48:06,874 | 0:00:02,810 |
| 243 | | 0:48:42,374 | 0:48:48,704 | 0:00:06,330 |
| 244 | | 0:49:43,728 | 0:49:45,842 | 0:00:02,114 |
| 245 | | 0:50:07,998 | 0:50:10,249 | 0:00:02,251 |
| 246 | | 0:51:10,082 | 0:51:13,426 | 0:00:03,344 |
| 247 | | 0:51:24,746 | 0:51:26,487 | 0:00:01,741 |
| 248 | | 0:51:26,487 | 0:51:28,840 | 0:00:02,353 |
| 249 | | 0:51:56,830 | 0:51:59,762 | 0:00:02,932 |
| 250 | | 0:52:57,133 | 0:52:58,706 | 0:00:01,573 |
| 251 | | 0:52:58,706 | 0:53:01,641 | 0:00:02,935 |
| 252 | | 0:53:57,381 | 0:54:02,728 | 0:00:05,347 |
| 253 | | 0:54:02,728 | 0:54:05,412 | 0:00:02,684 |
| 254 | Cuenca-Sinincay | 0:54:05,412 | 0:54:08,167 | 0:00:02,755 |
| 255 | | 0:54:08,167 | 0:54:13,794 | 0:00:05,627 |
| 256 | | 0:54:13,794 | 0:54:15,079 | 0:00:01,285 |
| 257 | | 0:54:15,079 | 0:54:24,062 | 0:00:08,983 |
| 258 | | 0:54:48,001 | 0:54:51,285 | 0:00:03,284 |
| 259 | | 0:54:51,285 | 0:54:54,923 | 0:00:03,638 |
| 260 | | 0:55:20,501 | 0:55:24,023 | 0:00:03,522 |
| 261 | | 0:55:24,023 | 0:55:27,475 | 0:00:03,452 |
| 262 | | 0:56:06,942 | 0:56:09,642 | 0:00:02,700 |
| 263 | | 0:56:31,962 | 0:56:34,235 | 0:00:02,273 |
| 264 | | 0:56:34,235 | 0:56:38,172 | 0:00:03,937 |
| 265 | | 0:56:38,172 | 0:56:42,542 | 0:00:04,370 |
| 266 | | 0:56:59,375 | 0:57:02,341 | 0:00:02,966 |
| 267 | | 0:57:02,341 | 0:57:19,164 | 0:00:16,823 |
| 268 | | 0:58:16,742 | 0:58:18,366 | 0:00:01,624 |
| 269 | | 0:58:18,366 | 0:58:20,576 | 0:00:02,210 |
| 270 | | 0:58:20,576 | 0:58:23,149 | 0:00:02,573 |
| 271 | | 0:59:02,507 | 0:59:04,472 | 0:00:01,965 |
| 272 | | 0:59:04,472 | 0:59:07,340 | 0:00:02,868 |
| 273 | | 0:59:07,340 | 0:59:10,012 | 0:00:02,672 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 274 | | 0:59:28,798 | 0:59:32,163 | 0:00:03,365 |
| 275 | | 1:00:23,237 | 1:00:28,423 | 0:00:05,186 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 276 | Cuenca-Sinincay | 1:00:28,423 | 1:00:29,894 | 0:00:01,471 |
| 277 | | 1:00:29,894 | 1:00:32,610 | 0:00:02,716 |
| 278 | | 1:00:32,610 | 1:00:35,088 | 0:00:02,478 |
| 279 | | 1:00:35,088 | 1:00:37,803 | 0:00:02,715 |
| 280 | | 1:01:03,731 | 1:01:07,324 | 0:00:03,593 |
| 281 | | 1:01:07,324 | 1:01:12,437 | 0:00:05,113 |
| 282 | | 1:01:28,119 | 1:01:31,548 | 0:00:03,429 |
| 283 | | 1:01:31,548 | 1:01:34,324 | 0:00:02,776 |
| 284 | | 1:01:34,324 | 1:01:38,473 | 0:00:04,149 |
| 285 | | 1:01:38,473 | 1:01:51,001 | 0:00:12,528 |
| 286 | | 1:02:00,938 | 1:02:03,411 | 0:00:02,473 |
| 287 | | 1:02:03,411 | 1:02:10,509 | 0:00:07,098 |
| 288 | | 1:02:23,724 | 1:02:27,674 | 0:00:03,950 |
| 289 | | 1:02:27,674 | 1:02:31,347 | 0:00:03,673 |
| 290 | | 1:02:31,347 | 1:02:34,788 | 0:00:03,441 |
| 291 | | 1:02:41,734 | 1:02:42,943 | 0:00:01,209 |
| 292 | | 1:03:50,367 | 1:03:52,543 | 0:00:02,176 |
| 293 | | 1:04:08,638 | 1:04:11,703 | 0:00:03,065 |
| 294 | | 1:04:11,703 | 1:04:14,539 | 0:00:02,836 |
| 295 | | 1:04:45,168 | 1:04:47,427 | 0:00:02,259 |
| 296 | | 1:04:47,427 | 1:04:49,621 | 0:00:02,194 |
| 297 | | 1:04:49,621 | 1:04:53,480 | 0:00:03,859 |
| 298 | | 1:04:53,480 | 1:04:55,247 | 0:00:01,767 |
| 299 | | 1:05:09,872 | 1:05:12,899 | 0:00:03,027 |
| 300 | | 1:06:09,083 | 1:06:10,117 | 0:00:01,034 |
| 301 | | 1:06:10,117 | 1:06:16,107 | 0:00:05,990 |
| 302 | | 1:06:16,107 | 1:06:19,341 | 0:00:03,234 |
| 303 | | 1:06:19,341 | 1:06:22,674 | 0:00:03,333 |
| 304 | | 1:07:30,460 | 1:07:31,638 | 0:00:01,178 |
| 305 | | 1:07:31,638 | 1:07:34,375 | 0:00:02,737 |
| 306 | | 1:07:34,375 | 1:07:39,066 | 0:00:04,691 |
| 307 | 1:07:55,362 | 1:07:58,642 | 0:00:03,280 | |
| 308 | 1:07:58,642 | 1:08:03,210 | 0:00:04,568 | |
| 309 | 1:08:17,703 | 1:08:21,531 | 0:00:03,828 | |
| 310 | 1:08:21,531 | 1:08:24,376 | 0:00:02,845 | |
| 311 | 1:08:24,376 | 1:08:27,842 | 0:00:03,466 | |
| 312 | 1:08:27,842 | 1:08:29,933 | 0:00:02,091 | |
| 313 | 1:08:45,001 | 1:08:50,257 | 0:00:05,256 | |
| 314 | 1:08:50,257 | 1:08:52,308 | 0:00:02,051 | |
| 315 | 1:08:52,308 | 1:08:55,352 | 0:00:03,044 | |

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| 316 | | 1:09:12,755 | 1:09:16,812 | 0:00:04,057 |
| 317 | | 1:09:42,647 | 1:09:43,993 | 0:00:01,346 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 318 | Cuenca-Sinincay | 1:09:43,993 | 1:09:46,523 | 0:00:02,530 |
| 319 | | 1:10:10,068 | 1:10:52,517 | 0:00:42,449 |
| 320 | | 1:10:52,517 | 1:10:56,275 | 0:00:03,758 |
| 321 | | 1:10:56,275 | 1:10:58,147 | 0:00:01,872 |
| 322 | | 1:11:28,347 | 1:11:31,263 | 0:00:02,916 |
| 323 | | 1:12:05,236 | 1:12:11,466 | 0:00:06,230 |
| 324 | | 1:12:11,466 | 1:12:14,261 | 0:00:02,795 |
| 325 | | 1:12:32,737 | 1:12:34,246 | 0:00:01,509 |
| 326 | | 1:12:45,107 | 1:12:48,211 | 0:00:03,104 |
| 327 | | 1:12:50,412 | 1:12:54,243 | 0:00:03,831 |
| 328 | | 1:14:31,801 | 1:14:34,510 | 0:00:02,709 |
| 329 | | 1:14:34,510 | 1:14:39,032 | 0:00:04,522 |
| 330 | | 1:14:39,032 | 1:14:41,367 | 0:00:02,335 |
| 331 | | 1:14:41,367 | 1:14:42,873 | 0:00:01,506 |
| 332 | | 1:14:57,736 | 1:14:59,172 | 0:00:01,436 |
| 333 | | 1:14:59,172 | 1:15:15,803 | 0:00:16,631 |
| 334 | | 1:15:15,803 | 1:15:21,001 | 0:00:05,198 |
| 335 | | 1:15:21,001 | 1:15:24,275 | 0:00:03,274 |
| 336 | | 1:15:24,275 | 1:15:28,567 | 0:00:04,292 |
| 337 | | 1:15:28,567 | 1:15:31,612 | 0:00:03,045 |
| 338 | | 1:15:31,612 | 1:15:33,417 | 0:00:01,805 |
| 339 | | 1:15:33,417 | 1:15:37,210 | 0:00:03,793 |
| 340 | | 1:16:12,732 | 1:16:14,377 | 0:00:01,645 |
| 341 | | 1:16:14,377 | 1:16:15,748 | 0:00:01,371 |
| 342 | | 1:16:15,748 | 1:16:21,164 | 0:00:05,416 |
| 343 | | 1:16:21,164 | 1:16:24,946 | 0:00:03,782 |
| 344 | | 1:16:48,807 | 1:16:51,286 | 0:00:02,479 |
| 345 | | 1:17:52,266 | 1:17:56,341 | 0:00:04,075 |
| 346 | | 1:18:19,755 | 1:18:29,524 | 0:00:09,769 |
| 347 | | 1:18:29,524 | 1:18:34,137 | 0:00:04,613 |
| 348 | | 1:19:00,242 | 1:19:03,384 | 0:00:03,142 |
| 349 | | 1:19:03,384 | 1:19:06,783 | 0:00:03,399 |
| 350 | | 1:19:12,248 | 1:19:13,374 | 0:00:01,126 |
| 351 | | 1:19:13,374 | 1:19:16,842 | 0:00:03,468 |
| 352 | | 1:19:16,842 | 1:19:20,176 | 0:00:03,334 |
| 353 | 1:19:20,176 | 1:19:24,042 | 0:00:03,866 | |
| 354 | 1:19:39,412 | 1:19:42,594 | 0:00:03,182 | |
| 355 | 1:19:42,594 | 1:19:45,472 | 0:00:02,878 | |
| 356 | 1:19:45,472 | 1:19:48,258 | 0:00:02,786 | |
| 357 | 1:19:48,258 | 1:19:50,684 | 0:00:02,426 | |

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| 358 | | 1:19:50,684 | 1:19:53,739 | 0:00:03,055 |
| 359 | | 1:20:15,067 | 1:20:16,694 | 0:00:01,627 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 360 | Cuenca-Sinincay | 1:20:35,794 | 1:20:38,934 | 0:00:03,140 |
| 361 | | 1:20:52,465 | 1:20:55,677 | 0:00:03,212 |
| 362 | | 1:20:55,677 | 1:20:59,481 | 0:00:03,804 |
| 363 | | 1:20:59,481 | 1:21:02,183 | 0:00:02,702 |
| 364 | | 1:21:22,248 | 1:21:25,745 | 0:00:03,497 |
| 365 | | 1:22:17,196 | 1:22:20,381 | 0:00:03,185 |
| 366 | | 1:24:02,140 | 1:24:05,100 | 0:00:02,960 |
| 367 | | 1:24:47,000 | 1:25:42,200 | 0:00:55,200 |
| 368 | | 1:27:55,980 | 1:27:58,760 | 0:00:02,780 |
| 369 | | 1:28:00,300 | 1:28:50,500 | 0:00:50,200 |
| 370 | | 1:29:27,100 | 1:29:29,100 | 0:00:02,000 |
| 371 | | 1:30:04,850 | 1:30:16,810 | 0:00:11,960 |
| 372 | | 1:32:00,200 | 1:32:02,690 | 0:00:02,490 |
| 373 | | 1:34:14,230 | 1:34:22,180 | 0:00:07,950 |
| 374 | | 1:34:23,120 | 1:34:25,150 | 0:00:02,030 |
| 375 | | 1:35:01,650 | 1:35:03,740 | 0:00:02,090 |
| 376 | | 1:35:26,220 | 1:35:28,630 | 0:00:02,410 |
| 377 | | 1:35:48,160 | 1:36:24,160 | 0:00:36,000 |
| 378 | | 1:36:46,350 | 1:37:19,290 | 0:00:32,940 |
| 379 | | 1:37:22,100 | 1:37:54,110 | 0:00:32,010 |
| 380 | | 1:38:37,630 | 1:38:45,780 | 0:00:08,150 |
| 381 | | 1:39:52,100 | 1:39:56,110 | 0:00:04,010 |
| 382 | | 1:40:23,130 | 1:40:34,180 | 0:00:11,050 |
| 383 | | 1:41:30,700 | 1:42:21,610 | 0:00:50,910 |
| 384 | | 1:42:26,640 | 1:43:07,570 | 0:00:40,930 |
| 385 | | 1:43:35,370 | 1:44:53,320 | 0:01:17,950 |
| 386 | | 1:49:50,230 | 1:49:52,810 | 0:00:02,580 |
| 387 | | 1:50:03,640 | 1:50:06,250 | 0:00:02,610 |
| 388 | | 1:50:08,480 | 1:50:25,410 | 0:00:16,930 |
| 389 | | 1:50:29,610 | 1:50:33,740 | 0:00:04,130 |
| 390 | 1:50:43,100 | 1:51:01,140 | 0:00:18,040 | |
| 391 | 1:51:58,160 | 1:52:33,620 | 0:00:35,460 | |
| 392 | 1:52:46,190 | 1:53:41,130 | 0:00:54,940 | |
| 393 | 1:54:15,310 | 1:54:19,260 | 0:00:03,950 | |
| 394 | 1:54:23,120 | 1:54:33,160 | 0:00:10,040 | |
| 395 | 1:55:02,268 | 1:55:14,771 | 0:00:12,503 | |
| 396 | 1:55:04,731 | 1:55:16,594 | 0:00:11,863 | |
| 397 | 1:55:06,554 | 1:55:32,892 | 0:00:26,338 | |
| 398 | 1:55:22,852 | 1:55:33,957 | 0:00:11,105 | |
| 399 | 1:55:50,224 | 1:56:00,993 | 0:00:10,769 | |

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| 400 | | 1:55:50,953 | 1:56:02,923 | 0:00:11,970 |
| 401 | | 1:55:52,883 | 1:56:05,083 | 0:00:12,200 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 402 | Cuenca-Sinincay | 1:56:21,486 | 1:56:41,201 | 0:00:19,715 |
| 403 | | 1:56:31,161 | 1:56:52,966 | 0:00:21,805 |
| 404 | | 1:56:42,926 | 1:56:54,685 | 0:00:11,759 |
| 405 | | 1:57:43,637 | 1:57:56,129 | 0:00:12,492 |
| 406 | | 1:57:46,089 | 1:58:02,022 | 0:00:15,933 |
| 407 | | 1:57:51,982 | 1:58:06,632 | 0:00:14,650 |
| 408 | | 1:57:56,592 | 1:58:11,308 | 0:00:14,716 |
| 409 | | 1:58:01,268 | 1:58:14,572 | 0:00:13,304 |
| 410 | | 1:58:36,764 | 1:58:49,383 | 0:00:12,619 |
| 411 | | 1:58:39,343 | 1:58:51,635 | 0:00:12,292 |
| 412 | | 1:58:41,595 | 1:58:53,234 | 0:00:11,639 |
| 413 | | 1:58:56,263 | 1:59:13,772 | 0:00:17,509 |
| 414 | | 1:59:39,566 | 1:59:53,303 | 0:00:13,737 |
| 415 | | 1:59:43,263 | 1:59:55,500 | 0:00:12,237 |
| 416 | | 1:59:45,460 | 2:00:02,370 | 0:00:16,910 |
| 417 | | 1:59:52,330 | 2:00:10,946 | 0:00:18,616 |
| 418 | | 2:00:29,886 | 2:00:42,918 | 0:00:13,032 |

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|----|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:02:27,374 | 0:02:29,131 | 0:00:01,757 |
| 2 | | 0:02:29,131 | 0:02:31,423 | 0:00:02,292 |
| 3 | | 0:02:31,423 | 0:02:33,174 | 0:00:01,751 |
| 4 | | 0:04:15,384 | 0:04:18,612 | 0:00:03,228 |
| 5 | | 0:04:18,612 | 0:04:21,742 | 0:00:03,130 |
| 6 | | 0:04:25,324 | 0:04:28,654 | 0:00:03,330 |
| 7 | | 0:04:28,654 | 0:04:31,475 | 0:00:02,821 |
| 8 | | 0:05:42,578 | 0:05:46,243 | 0:00:03,665 |
| 9 | | 0:06:48,245 | 0:06:52,423 | 0:00:04,178 |
| 10 | | 0:07:53,242 | 0:07:57,342 | 0:00:04,100 |
| 11 | | 0:08:27,345 | 0:08:32,475 | 0:00:05,130 |
| 12 | | 0:08:32,475 | 0:08:35,384 | 0:00:02,909 |
| 13 | | 0:09:24,352 | 0:09:29,243 | 0:00:04,891 |
| 14 | | 0:10:06,067 | 0:10:08,489 | 0:00:02,422 |
| 15 | | 0:10:18,642 | 0:10:22,748 | 0:00:04,106 |
| 16 | | 0:10:22,748 | 0:10:26,320 | 0:00:03,572 |
| 17 | | 0:10:26,320 | 0:10:29,761 | 0:00:03,441 |
| 18 | | 0:10:29,761 | 0:10:33,074 | 0:00:03,313 |
| 19 | | 0:10:33,074 | 0:10:37,658 | 0:00:04,584 |
| 20 | | 0:10:37,658 | 0:10:42,742 | 0:00:05,084 |
| 21 | | 0:11:22,683 | 0:11:26,324 | 0:00:03,641 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 22 | | 0:13:24,754 | 0:13:28,675 | 0:00:03,921 |
| 23 | | 0:13:48,361 | 0:13:51,942 | 0:00:03,581 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 24 | Sinincay-Cuenca | 0:14:32,678 | 0:14:36,354 | 0:00:03,676 |
| 25 | | 0:14:36,354 | 0:14:40,243 | 0:00:03,889 |
| 26 | | 0:14:40,243 | 0:14:45,109 | 0:00:04,866 |
| 27 | | 0:15:21,364 | 0:15:25,362 | 0:00:03,998 |
| 28 | | 0:15:25,362 | 0:15:27,325 | 0:00:01,963 |
| 29 | | 0:16:32,141 | 0:16:36,274 | 0:00:04,133 |
| 30 | | 0:16:36,274 | 0:16:39,826 | 0:00:03,552 |
| 31 | | 0:17:10,352 | 0:17:14,176 | 0:00:03,824 |
| 32 | | 0:18:50,945 | 0:18:52,694 | 0:00:01,749 |
| 33 | | 0:18:52,694 | 0:18:55,101 | 0:00:02,407 |
| 34 | | 0:18:55,101 | 0:18:57,683 | 0:00:02,582 |
| 35 | | 0:18:57,683 | 0:18:59,945 | 0:00:02,262 |
| 36 | | 0:18:59,945 | 0:19:05,364 | 0:00:05,419 |
| 37 | | 0:19:55,641 | 0:19:58,742 | 0:00:03,101 |
| 38 | | 0:19:58,742 | 0:20:03,087 | 0:00:04,345 |
| 39 | | 0:20:42,478 | 0:20:46,325 | 0:00:03,847 |
| 40 | | 0:21:36,842 | 0:21:40,568 | 0:00:03,726 |
| 41 | | 0:21:40,568 | 0:21:50,986 | 0:00:10,418 |
| 42 | | 0:21:50,986 | 0:21:56,889 | 0:00:05,903 |
| 43 | | 0:21:56,889 | 0:22:00,584 | 0:00:03,695 |
| 44 | | 0:25:19,983 | 0:25:23,256 | 0:00:03,273 |
| 45 | | 0:25:23,256 | 0:25:27,243 | 0:00:03,987 |
| 46 | | 0:25:27,243 | 0:25:31,542 | 0:00:04,299 |
| 47 | | 0:25:31,542 | 0:25:36,983 | 0:00:05,441 |
| 48 | | 0:25:36,983 | 0:25:42,001 | 0:00:05,018 |
| 49 | | 0:25:53,643 | 0:25:55,507 | 0:00:01,864 |
| 50 | | 0:25:55,507 | 0:25:58,276 | 0:00:02,769 |
| 51 | | 0:25:58,276 | 0:25:59,786 | 0:00:01,510 |
| 52 | | 0:25:59,786 | 0:26:17,461 | 0:00:17,675 |
| 53 | | 0:26:17,461 | 0:26:21,332 | 0:00:03,871 |
| 54 | | 0:26:21,332 | 0:26:25,147 | 0:00:03,815 |
| 55 | | 0:26:48,001 | 0:26:52,276 | 0:00:04,275 |
| 56 | | 0:26:52,276 | 0:26:54,753 | 0:00:02,477 |
| 57 | | 0:27:22,593 | 0:27:26,452 | 0:00:03,859 |
| 58 | | 0:27:57,467 | 0:28:00,251 | 0:00:02,784 |
| 59 | | 0:28:00,251 | 0:28:03,274 | 0:00:03,023 |
| 60 | 0:28:23,424 | 0:28:27,571 | 0:00:04,147 | |
| 61 | 0:28:27,571 | 0:28:30,641 | 0:00:03,070 | |
| 62 | 0:28:30,641 | 0:28:33,784 | 0:00:03,143 | |
| 63 | 0:29:20,746 | 0:29:24,937 | 0:00:04,191 | |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 64 | | 0:31:29,047 | 0:31:33,935 | 0:00:04,888 |
| 65 | | 0:31:38,738 | 0:31:42,324 | 0:00:03,586 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 66 | | 0:31:42,324 | 0:31:47,233 | 0:00:04,909 |
| 67 | | 0:31:47,233 | 0:31:50,263 | 0:00:03,030 |
| 68 | | 0:31:50,263 | 0:32:45,807 | 0:00:55,544 |
| 69 | | 0:32:45,807 | 0:32:48,712 | 0:00:02,905 |
| 70 | | 0:32:48,712 | 0:32:52,632 | 0:00:03,920 |
| 71 | | 0:33:03,513 | 0:33:07,321 | 0:00:03,808 |
| 72 | | 0:38:12,944 | 0:38:15,742 | 0:00:02,798 |
| 73 | | 0:38:15,742 | 0:38:20,314 | 0:00:04,572 |
| 74 | | 0:38:20,314 | 0:38:25,501 | 0:00:05,187 |
| 75 | | 0:38:44,941 | 0:38:47,127 | 0:00:02,186 |
| 76 | | 0:38:47,127 | 0:38:48,831 | 0:00:01,704 |
| 77 | | 0:38:48,831 | 0:38:50,274 | 0:00:01,443 |
| 78 | | 0:38:50,274 | 0:38:52,531 | 0:00:02,257 |
| 79 | | 0:38:52,531 | 0:38:55,574 | 0:00:03,043 |
| 80 | | 0:38:55,574 | 0:38:57,747 | 0:00:02,173 |
| 81 | | 0:38:57,747 | 0:38:59,811 | 0:00:02,064 |
| 82 | | 0:38:59,811 | 0:39:01,377 | 0:00:01,566 |
| 83 | | 0:39:01,377 | 0:39:09,403 | 0:00:08,026 |
| 84 | | 0:39:09,403 | 0:39:12,241 | 0:00:02,838 |
| 85 | Sinincay-Cuenca | 0:39:25,522 | 0:39:52,001 | 0:00:26,479 |
| 86 | | 0:39:52,001 | 0:39:54,325 | 0:00:02,324 |
| 87 | | 0:40:05,374 | 0:40:08,475 | 0:00:03,101 |
| 88 | | 0:40:22,381 | 0:40:25,731 | 0:00:03,350 |
| 89 | | 0:40:41,155 | 0:40:42,391 | 0:00:01,236 |
| 90 | | 0:41:48,073 | 0:41:51,237 | 0:00:03,164 |
| 91 | | 0:41:51,237 | 0:41:56,740 | 0:00:05,503 |
| 92 | | 0:42:13,966 | 0:42:19,423 | 0:00:05,457 |
| 93 | | 0:42:19,423 | 0:42:24,305 | 0:00:04,882 |
| 94 | | 0:42:40,772 | 0:42:44,961 | 0:00:04,189 |
| 95 | | 0:42:44,961 | 0:42:46,804 | 0:00:01,843 |
| 96 | | 0:42:46,804 | 0:42:48,767 | 0:00:01,963 |
| 97 | | 0:42:48,767 | 0:42:53,374 | 0:00:04,607 |
| 98 | | 0:42:53,374 | 0:42:56,922 | 0:00:03,548 |
| 99 | | 0:43:44,873 | 0:43:53,504 | 0:00:08,631 |
| 100 | | 0:43:53,504 | 0:43:55,001 | 0:00:01,497 |
| 101 | | 0:43:55,001 | 0:43:58,675 | 0:00:03,674 |
| 102 | | 0:44:17,244 | 0:44:19,839 | 0:00:02,595 |
| 103 | | 0:44:19,839 | 0:44:23,816 | 0:00:03,977 |
| 104 | | 0:44:48,793 | 0:44:50,488 | 0:00:01,695 |
| 105 | | 0:46:24,467 | 0:46:26,792 | 0:00:02,325 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 106 | | 0:46:26,792 | 0:46:30,806 | 0:00:04,014 |
| 107 | | 0:46:42,793 | 0:46:45,529 | 0:00:02,736 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 108 | Sinincay-Cuenca | 0:47:02,460 | 0:47:07,172 | 0:00:04,712 |
| 109 | | 0:49:06,517 | 0:49:07,406 | 0:00:00,889 |
| 110 | | 0:49:07,406 | 0:49:11,048 | 0:00:03,642 |
| 111 | | 0:50:01,632 | 0:50:13,063 | 0:00:11,431 |
| 112 | | 0:50:13,063 | 0:50:19,642 | 0:00:06,579 |
| 113 | | 0:50:19,642 | 0:50:22,412 | 0:00:02,770 |
| 114 | | 0:50:22,412 | 0:50:25,943 | 0:00:03,531 |
| 115 | | 0:51:09,360 | 0:51:12,162 | 0:00:02,802 |
| 116 | | 0:51:12,162 | 0:51:16,234 | 0:00:04,072 |
| 117 | | 0:51:16,234 | 0:51:19,078 | 0:00:02,844 |
| 118 | | 0:51:19,078 | 0:51:22,154 | 0:00:03,076 |
| 119 | | 0:51:42,763 | 0:51:45,238 | 0:00:02,475 |
| 120 | | 0:52:10,344 | 0:52:15,401 | 0:00:05,057 |
| 121 | | 0:52:15,401 | 0:52:20,572 | 0:00:05,171 |
| 122 | | 0:53:01,004 | 0:53:13,823 | 0:00:12,819 |
| 123 | | 0:53:13,823 | 0:53:16,486 | 0:00:02,663 |
| 124 | | 0:53:16,486 | 0:53:19,824 | 0:00:03,338 |
| 125 | | 0:53:19,824 | 0:53:22,632 | 0:00:02,808 |
| 126 | | 0:53:40,338 | 0:53:44,231 | 0:00:03,893 |
| 127 | | 0:54:00,008 | 0:54:06,694 | 0:00:06,686 |
| 128 | | 0:54:40,340 | 0:54:42,124 | 0:00:01,784 |
| 129 | | 0:54:42,124 | 0:54:44,687 | 0:00:02,563 |
| 130 | | 0:54:44,687 | 0:54:48,341 | 0:00:03,654 |
| 131 | | 0:54:48,341 | 0:54:51,273 | 0:00:02,932 |
| 132 | | 0:54:51,273 | 0:54:56,607 | 0:00:05,334 |
| 133 | | 0:55:16,328 | 0:55:18,483 | 0:00:02,155 |
| 134 | | 0:55:18,483 | 0:55:21,325 | 0:00:02,842 |
| 135 | | 0:55:21,325 | 0:55:25,867 | 0:00:04,542 |
| 136 | | 0:55:25,867 | 0:55:30,603 | 0:00:04,736 |
| 137 | | 0:55:30,603 | 0:55:32,745 | 0:00:02,142 |
| 138 | 0:56:04,867 | 0:56:07,823 | 0:00:02,956 | |
| 139 | 0:56:07,823 | 0:56:10,922 | 0:00:03,099 | |
| 140 | 0:56:10,922 | 0:56:12,364 | 0:00:01,442 | |
| 141 | 0:56:23,166 | 0:56:26,423 | 0:00:03,257 | |
| 142 | 0:56:41,347 | 0:56:43,583 | 0:00:02,236 | |
| 143 | 0:56:43,583 | 0:56:45,479 | 0:00:01,896 | |
| 144 | 0:57:11,878 | 0:57:17,806 | 0:00:05,928 | |
| 145 | 0:57:17,806 | 0:57:20,264 | 0:00:02,458 | |
| 146 | 0:57:20,264 | 0:57:21,764 | 0:00:01,500 | |
| 147 | 0:57:21,764 | 0:57:26,603 | 0:00:04,839 | |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 148 | | 0:58:18,334 | 0:58:22,001 | 0:00:03,667 |
| 149 | | 0:58:22,001 | 0:58:29,483 | 0:00:07,482 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 150 | | 0:58:29,483 | 0:58:31,724 | 0:00:02,241 |
| 151 | | 0:58:47,377 | 0:58:50,752 | 0:00:03,375 |
| 152 | | 0:58:50,752 | 0:58:53,101 | 0:00:02,349 |
| 153 | | 0:58:53,101 | 0:58:57,742 | 0:00:04,641 |
| 154 | | 0:59:31,364 | 0:59:34,354 | 0:00:02,990 |
| 155 | | 0:59:34,354 | 0:59:37,475 | 0:00:03,121 |
| 156 | | 0:59:58,155 | 1:00:06,047 | 0:00:07,892 |
| 157 | | 1:00:06,047 | 1:00:09,507 | 0:00:03,460 |
| 158 | | 1:00:46,374 | 1:00:48,472 | 0:00:02,098 |
| 159 | | 1:02:30,642 | 1:02:32,745 | 0:00:02,103 |
| 160 | | 1:02:32,745 | 1:02:35,504 | 0:00:02,759 |
| 161 | | 1:02:35,504 | 1:02:38,248 | 0:00:02,744 |
| 162 | | 1:02:38,248 | 1:02:41,453 | 0:00:03,205 |
| 163 | | 1:02:41,453 | 1:02:43,492 | 0:00:02,039 |
| 164 | | 1:02:43,492 | 1:02:48,862 | 0:00:05,370 |
| 165 | | 1:02:48,862 | 1:02:50,974 | 0:00:02,112 |
| 166 | | 1:02:50,974 | 1:02:56,421 | 0:00:05,447 |
| 167 | | 1:04:22,001 | 1:04:25,142 | 0:00:03,141 |
| 168 | | 1:04:48,869 | 1:04:51,002 | 0:00:02,133 |
| 169 | Sinincay-Cuenca | 1:04:51,002 | 1:04:53,421 | 0:00:02,419 |
| 170 | | 1:04:53,421 | 1:04:57,640 | 0:00:04,219 |
| 171 | | 1:04:57,640 | 1:05:01,394 | 0:00:03,754 |
| 172 | | 1:05:01,394 | 1:05:03,674 | 0:00:02,280 |
| 173 | | 1:05:03,674 | 1:05:12,974 | 0:00:09,300 |
| 174 | | 1:06:05,478 | 1:06:07,451 | 0:00:01,973 |
| 175 | | 1:06:07,451 | 1:06:09,934 | 0:00:02,483 |
| 176 | | 1:06:09,934 | 1:06:12,674 | 0:00:02,740 |
| 177 | | 1:07:03,682 | 1:07:06,934 | 0:00:03,252 |
| 178 | | 1:08:16,934 | 1:08:17,812 | 0:00:00,878 |
| 179 | | 1:08:17,812 | 1:08:21,801 | 0:00:03,989 |
| 180 | | 1:08:21,801 | 1:08:24,743 | 0:00:02,942 |
| 181 | | 1:08:24,743 | 1:08:30,506 | 0:00:05,763 |
| 182 | | 1:08:30,506 | 1:08:32,473 | 0:00:01,967 |
| 183 | | 1:08:32,473 | 1:08:35,495 | 0:00:03,022 |
| 184 | | 1:08:35,495 | 1:08:39,248 | 0:00:03,753 |
| 185 | | 1:08:47,106 | 1:08:51,074 | 0:00:03,968 |
| 186 | | 1:09:16,133 | 1:09:19,201 | 0:00:03,068 |
| 187 | | 1:11:43,601 | 1:11:48,437 | 0:00:04,836 |
| 188 | | 1:12:05,003 | 1:12:08,214 | 0:00:03,211 |
| 189 | 1:12:08,214 | 1:12:12,302 | 0:00:04,088 | |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 190 | | 1:12:22,491 | 1:12:26,510 | 0:00:04,019 |
| 191 | | 1:12:56,507 | 1:12:59,032 | 0:00:02,525 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 192 | | 1:14:42,442 | 1:14:44,510 | 0:00:02,068 |
| 193 | | 1:15:31,485 | 1:15:34,325 | 0:00:02,840 |
| 194 | | 1:15:34,325 | 1:15:39,120 | 0:00:04,795 |
| 195 | | 1:15:39,120 | 1:15:42,743 | 0:00:03,623 |
| 196 | | 1:17:15,140 | 1:17:16,779 | 0:00:01,639 |
| 197 | | 1:17:31,264 | 1:17:33,534 | 0:00:02,270 |
| 198 | | 1:17:33,534 | 1:17:37,062 | 0:00:03,528 |
| 199 | | 1:17:37,062 | 1:17:40,559 | 0:00:03,497 |
| 200 | | 1:17:40,559 | 1:17:43,264 | 0:00:02,705 |
| 201 | | 1:17:43,264 | 1:17:46,593 | 0:00:03,329 |
| 202 | | 1:17:46,593 | 1:17:48,372 | 0:00:01,779 |
| 203 | | 1:17:48,372 | 1:17:49,784 | 0:00:01,412 |
| 204 | | 1:17:49,784 | 1:17:52,573 | 0:00:02,789 |
| 205 | | 1:17:52,573 | 1:17:53,946 | 0:00:01,373 |
| 206 | | 1:17:53,946 | 1:17:57,489 | 0:00:03,543 |
| 207 | | 1:18:43,647 | 1:18:45,563 | 0:00:01,916 |
| 208 | | 1:18:45,563 | 1:18:48,229 | 0:00:02,666 |
| 209 | | 1:19:14,492 | 1:19:31,841 | 0:00:17,349 |
| 210 | | 1:19:31,841 | 1:19:34,578 | 0:00:02,737 |
| 211 | Sinincay-Cuenca | 1:19:34,578 | 1:19:39,412 | 0:00:04,834 |
| 212 | | 1:19:39,412 | 1:19:42,594 | 0:00:03,182 |
| 213 | | 1:19:42,594 | 1:19:45,472 | 0:00:02,878 |
| 214 | | 1:21:06,366 | 1:21:10,336 | 0:00:03,970 |
| 215 | | 1:21:10,336 | 1:21:14,032 | 0:00:03,696 |
| 216 | | 1:21:14,032 | 1:21:18,761 | 0:00:04,729 |
| 217 | | 1:21:53,257 | 1:21:56,742 | 0:00:03,485 |
| 218 | | 1:22:20,742 | 1:22:23,841 | 0:00:03,099 |
| 219 | | 1:22:23,841 | 1:22:26,494 | 0:00:02,653 |
| 220 | | 1:23:02,590 | 1:23:09,420 | 0:00:06,830 |
| 221 | | 1:24:23,210 | 1:24:28,210 | 0:00:05,000 |
| 222 | | 1:24:36,840 | 1:24:44,950 | 0:00:08,110 |
| 223 | | 1:25:27,170 | 1:25:38,180 | 0:00:11,010 |
| 224 | | 1:25:49,390 | 1:25:53,490 | 0:00:04,100 |
| 225 | | 1:25:56,190 | 1:26:05,120 | 0:00:08,930 |
| 226 | | 1:26:33,100 | 1:26:43,130 | 0:00:10,030 |
| 227 | | 1:27:12,110 | 1:27:34,180 | 0:00:22,070 |
| 228 | | 1:27:56,120 | 1:27:58,150 | 0:00:02,030 |
| 229 | | 1:28:00,000 | 1:28:07,490 | 0:00:07,490 |
| 230 | | 1:28:27,200 | 1:28:42,180 | 0:00:14,980 |
| 231 | | 1:28:58,280 | 1:29:10,230 | 0:00:11,950 |

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|---------------|-----------------|-----------------------|---------------------|----------------|
| 232 | | 1:29:38,190 | 1:29:40,000 | 0:00:01,810 |
| 233 | | 1:30:26,110 | 1:30:30,000 | 0:00:03,890 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 234 | Sinincay-Cuenca | 1:33:59,570 | 1:34:05,660 | 0:00:06,090 |
| 235 | | 1:34:50,000 | 1:34:54,140 | 0:00:04,140 |
| 236 | | 1:36:01,550 | 1:36:03,420 | 0:00:01,870 |
| 237 | | 1:36:04,880 | 1:36:12,730 | 0:00:07,850 |
| 238 | | 1:36:18,130 | 1:36:21,100 | 0:00:02,970 |
| 239 | | 1:36:24,230 | 1:36:47,000 | 0:00:22,770 |
| 240 | | 1:36:55,520 | 1:36:57,490 | 0:00:01,970 |
| 241 | | 1:38:03,120 | 1:38:08,100 | 0:00:04,980 |
| 242 | | 1:39:24,170 | 1:39:28,150 | 0:00:03,980 |
| 243 | | 1:39:53,440 | 1:40:01,550 | 0:00:08,110 |
| 244 | | 1:40:05,110 | 1:40:14,100 | 0:00:08,990 |
| 245 | | 1:40:23,160 | 1:40:39,100 | 0:00:15,940 |
| 246 | | 1:40:50,640 | 1:40:52,750 | 0:00:02,110 |
| 247 | | 1:40:58,260 | 1:40:59,300 | 0:00:01,040 |
| 248 | | 1:41:02,110 | 1:41:05,120 | 0:00:03,010 |
| 249 | | 1:41:07,420 | 1:41:13,590 | 0:00:06,170 |
| 250 | | 1:41:14,100 | 1:41:15,160 | 0:00:01,060 |
| 251 | | 1:41:59,180 | 1:42:12,000 | 0:00:12,820 |
| 252 | | 1:42:29,670 | 1:42:33,790 | 0:00:04,120 |
| 253 | | 1:42:48,300 | 1:43:28,230 | 0:00:39,930 |
| 254 | | 1:43:33,360 | 1:43:35,480 | 0:00:02,120 |
| 255 | | 1:44:53,150 | 1:45:37,360 | 0:00:44,210 |
| 256 | | 1:45:42,880 | 1:45:46,950 | 0:00:04,070 |
| 257 | | 1:46:42,110 | 1:46:49,070 | 0:00:06,960 |
| 258 | | 1:46:59,590 | 1:47:15,410 | 0:00:15,820 |
| 259 | | 1:47:50,900 | 1:47:53,830 | 0:00:02,930 |
| 260 | | 1:48:03,150 | 1:49:10,000 | 0:01:06,850 |
| 261 | 1:50:03,820 | 1:50:05,700 | 0:00:01,880 | |
| 262 | 1:51:28,150 | 1:52:20,000 | 0:00:51,850 | |
| 263 | 1:52:22,530 | 1:52:23,660 | 0:00:01,130 | |
| 264 | 1:52:48,150 | 1:52:59,100 | 0:00:10,950 | |
| 265 | 1:53:25,150 | 1:54:18,100 | 0:00:52,950 | |
| 266 | 1:54:34,740 | 1:55:07,830 | 0:00:33,090 | |
| 267 | 1:55:12,966 | 1:55:18,842 | 0:00:05,876 | |
| 268 | 1:56:08,146 | 1:56:09,813 | 0:00:01,667 | |
| 269 | 1:56:10,713 | 1:56:14,501 | 0:00:03,788 | |
| 270 | 1:56:15,401 | 1:56:20,943 | 0:00:05,542 | |
| 271 | 1:56:21,843 | 1:56:22,803 | 0:00:00,960 | |
| 272 | 1:56:23,703 | 1:56:24,368 | 0:00:00,665 | |
| 273 | 1:56:25,268 | 1:56:26,692 | 0:00:01,424 | |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 274 | | 1:56:27,592 | 1:56:28,845 | 0:00:01,253 |
| 275 | | 1:56:29,745 | 1:56:31,762 | 0:00:02,017 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 276 | Sinincay-Cuenca | 1:56:32,662 | 1:56:36,814 | 0:00:04,152 |
| 277 | | 1:57:38,247 | 1:57:39,129 | 0:00:00,882 |
| 278 | | 1:57:40,029 | 1:57:41,437 | 0:00:01,408 |
| 279 | | 1:57:42,337 | 1:58:02,004 | 0:00:19,667 |
| 280 | | 1:58:02,904 | 1:58:04,096 | 0:00:01,192 |
| 281 | | 1:58:47,471 | 1:58:48,142 | 0:00:00,671 |
| 282 | | 1:58:49,042 | 1:58:49,758 | 0:00:00,716 |
| 283 | | 1:58:50,658 | 1:58:51,473 | 0:00:00,815 |
| 284 | | 1:58:52,373 | 1:58:53,634 | 0:00:01,261 |
| 285 | | 1:58:54,534 | 1:58:55,507 | 0:00:00,973 |
| 286 | | 1:59:17,261 | 1:59:18,007 | 0:00:00,746 |
| 287 | | 1:59:18,907 | 1:59:20,893 | 0:00:01,986 |
| 288 | | 1:59:41,143 | 1:59:46,766 | 0:00:05,623 |
| 289 | | 1:59:47,666 | 1:59:48,823 | 0:00:01,157 |
| 290 | | 1:59:49,723 | 1:59:50,739 | 0:00:01,016 |
| 291 | | 1:59:51,639 | 1:59:52,427 | 0:00:00,788 |
| 292 | | 1:59:53,327 | 1:59:53,627 | 0:00:00,300 |
| 293 | | 1:59:54,527 | 1:59:56,914 | 0:00:02,387 |
| 294 | | 1:59:57,814 | 2:00:09,781 | 0:00:11,967 |
| 295 | | 2:00:10,681 | 2:00:27,952 | 0:00:17,271 |
| 296 | 2:00:28,852 | 2:00:44,061 | 0:00:15,209 | |

Anexo 3.7.2 Headways de buses vía Racar

| | |
|-------------------------------|---------------|
| VÍA | SININCA Y |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Sinincay | 0:03:01,762 | 0:03:11,067 | 0:00:09,305 |
| 2 | | 0:05:03,486 | 0:05:24,783 | 0:00:21,297 |
| 3 | | 0:05:47,246 | 0:06:05,614 | 0:00:18,368 |
| 4 | | 0:07:52,734 | 0:08:02,069 | 0:00:09,335 |
| 5 | | 0:10:06,784 | 0:10:14,327 | 0:00:07,543 |
| 6 | | 0:15:17,942 | 0:15:26,847 | 0:00:08,905 |
| 7 | | 0:17:57,423 | 0:18:09,144 | 0:00:11,721 |
| 8 | | 0:25:29,247 | 0:25:39,784 | 0:00:10,537 |
| 9 | | 0:26:30,689 | 0:26:35,497 | 0:00:04,808 |
| 10 | | 0:31:00,110 | 0:31:08,764 | 0:00:08,654 |
| 11 | | 0:32:05,045 | 0:32:17,492 | 0:00:12,447 |
| 12 | | 0:35:31,327 | 0:35:40,762 | 0:00:09,435 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 13 | | 0:39:19,942 | 0:39:33,247 | 0:00:13,305 |
| 14 | | 0:44:11,276 | 0:44:23,581 | 0:00:12,305 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 15 | Cuenca-Sinincay | 0:47:30,895 | 0:47:41,645 | 0:00:10,750 |
| 16 | | 0:49:27,741 | 0:49:38,338 | 0:00:10,597 |
| 17 | | 0:50:10,249 | 0:50:32,074 | 0:00:21,825 |
| 18 | | 0:50:36,324 | 0:50:49,834 | 0:00:13,510 |
| 19 | | 0:55:27,475 | 0:55:38,672 | 0:00:11,197 |
| 20 | | 0:59:10,012 | 0:59:20,003 | 0:00:09,991 |
| 21 | | 0:59:32,163 | 0:59:47,564 | 0:00:15,401 |
| 22 | | 1:04:14,539 | 1:04:26,601 | 0:00:12,062 |
| 23 | | 1:09:12,755 | 1:09:40,652 | 0:00:27,897 |
| 24 | | 1:11:31,263 | 1:11:49,001 | 0:00:17,738 |
| 25 | | 1:13:54,074 | 1:14:04,117 | 0:00:10,043 |
| 26 | | 1:14:05,322 | 1:14:29,231 | 0:00:23,909 |
| 27 | | 1:15:51,322 | 1:15:59,842 | 0:00:08,520 |
| 28 | | 1:20:16,694 | 1:20:25,701 | 0:00:09,007 |
| 29 | | 1:22:00,732 | 1:22:10,842 | 0:00:10,110 |
| 30 | | 1:22:26,410 | 1:22:34,743 | 0:00:08,333 |
| 31 | | 1:27:34,180 | 1:27:42,000 | 0:00:07,820 |
| 32 | | 1:29:00,000 | 1:29:25,100 | 0:00:25,100 |
| 33 | | 1:29:45,000 | 1:29:57,190 | 0:00:12,190 |
| 34 | | 1:30:39,990 | 1:31:10,950 | 0:00:30,960 |
| 35 | | 1:33:58,540 | 1:34:11,670 | 0:00:13,130 |
| 36 | | 1:38:50,180 | 1:39:50,560 | 0:01:00,380 |
| 37 | | 1:41:05,550 | 1:41:27,230 | 0:00:21,680 |
| 38 | | 1:45:52,120 | 1:46:37,290 | 0:00:45,170 |
| 39 | | 1:47:48,250 | 1:48:09,500 | 0:00:21,250 |
| 40 | | 1:49:11,170 | 1:49:33,190 | 0:00:22,020 |
| 41 | | 1:58:20,712 | 1:58:53,537 | 0:00:32,825 |

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|----|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:08:32,475 | 0:08:45,772 | 0:00:13,297 |
| 2 | | 0:11:05,236 | 0:11:19,783 | 0:00:14,547 |
| 3 | | 0:11:45,342 | 0:11:57,486 | 0:00:12,144 |
| 4 | | 0:18:41,542 | 0:18:50,975 | 0:00:09,433 |
| 5 | | 0:22:49,468 | 0:23:00,573 | 0:00:11,105 |
| 6 | | 0:24:44,896 | 0:24:54,705 | 0:00:09,809 |
| 7 | | 0:25:42,001 | 0:25:52,071 | 0:00:10,070 |
| 8 | | 0:38:25,501 | 0:38:33,401 | 0:00:07,900 |
| 9 | | 0:41:33,241 | 0:41:37,367 | 0:00:04,126 |
| 10 | | 0:46:30,806 | 0:46:40,089 | 0:00:09,283 |
| 11 | | 0:51:22,154 | 0:51:35,143 | 0:00:12,989 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 12 | | 0:54:56,607 | 0:55:13,738 | 0:00:17,131 |
| 13 | | 0:57:26,603 | 0:57:43,812 | 0:00:17,209 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 14 | Sinincay-Cuenca | 1:05:12,974 | 1:05:24,572 | 0:00:11,598 |
| 15 | | 1:05:46,762 | 1:05:54,746 | 0:00:07,984 |
| 16 | | 1:09:58,864 | 1:10:24,310 | 0:00:25,446 |
| 17 | | 1:11:29,874 | 1:11:41,483 | 0:00:11,609 |
| 18 | | 1:17:01,342 | 1:17:12,814 | 0:00:11,472 |
| 19 | | 1:17:19,176 | 1:17:27,867 | 0:00:08,691 |
| 20 | | 1:18:48,229 | 1:18:58,034 | 0:00:09,805 |
| 21 | | 1:26:47,110 | 1:26:56,130 | 0:00:09,020 |
| 22 | | 1:35:13,650 | 1:35:41,540 | 0:00:27,890 |
| 23 | | 1:44:35,120 | 1:44:49,170 | 0:00:14,050 |
| 24 | | 1:49:18,230 | 1:49:32,480 | 0:00:14,250 |
| 25 | | 1:49:53,190 | 1:50:01,310 | 0:00:08,120 |

Anexo 3.7.3 Headways de Camiones Livianos vía Sinincay

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| VÍA | SININCAY |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | camiones livianos |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Sinincay | 0:00:42,367 | 0:00:51,475 | 0:00:09,108 |
| 2 | | 0:01:11,181 | 0:01:14,384 | 0:00:03,203 |
| 3 | | 0:01:30,043 | 0:01:34,495 | 0:00:04,452 |
| 4 | | 0:06:19,642 | 0:06:27,534 | 0:00:07,892 |
| 5 | | 0:09:43,731 | 0:09:51,362 | 0:00:07,631 |
| 6 | | 0:10:05,517 | 0:10:09,619 | 0:00:04,102 |
| 7 | | 0:12:22,037 | 0:12:29,376 | 0:00:07,339 |
| 8 | | 0:14:45,510 | 0:14:51,573 | 0:00:06,063 |
| 9 | | 0:16:36,307 | 0:16:42,830 | 0:00:06,523 |
| 10 | | 0:17:57,423 | 0:18:03,705 | 0:00:06,282 |
| 11 | | 0:18:43,248 | 0:18:52,093 | 0:00:08,845 |
| 12 | | 0:20:50,472 | 0:20:56,274 | 0:00:05,802 |
| 13 | | 0:21:33,761 | 0:21:39,957 | 0:00:06,196 |
| 14 | | 0:22:28,945 | 0:22:36,809 | 0:00:07,864 |
| 15 | | 0:26:38,637 | 0:26:46,242 | 0:00:07,605 |
| 16 | | 0:27:39,564 | 0:27:47,947 | 0:00:08,383 |
| 17 | | 0:28:44,243 | 0:28:50,976 | 0:00:06,733 |
| 18 | | 0:30:21,512 | 0:30:24,283 | 0:00:02,771 |
| 19 | | 0:31:16,319 | 0:31:22,674 | 0:00:06,355 |
| 20 | | 0:39:54,142 | 0:40:00,388 | 0:00:06,246 |
| 21 | | 0:45:47,248 | 0:45:55,144 | 0:00:07,896 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 22 | | 0:50:54,304 | 0:50:56,993 | 0:00:02,689 |
| 23 | | 0:51:28,840 | 0:51:36,012 | 0:00:07,172 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 24 | Cuenca-Sinincay | 0:51:59,762 | 0:52:08,310 | 0:00:08,548 |
| 25 | | 0:53:01,641 | 0:53:10,253 | 0:00:08,612 |
| 26 | | 0:54:24,062 | 0:54:31,020 | 0:00:06,958 |
| 27 | | 0:56:09,642 | 0:56:15,974 | 0:00:06,332 |
| 28 | | 0:57:49,001 | 0:57:56,145 | 0:00:07,144 |
| 29 | | 0:58:29,483 | 0:58:37,125 | 0:00:07,642 |
| 30 | | 0:59:47,564 | 0:59:52,753 | 0:00:05,189 |
| 31 | | 1:00:37,803 | 1:00:44,572 | 0:00:06,769 |
| 32 | | 1:01:51,001 | 1:01:58,674 | 0:00:07,673 |
| 33 | | 1:02:10,509 | 1:02:18,742 | 0:00:08,233 |
| 34 | | 1:02:42,943 | 1:02:50,367 | 0:00:07,424 |
| 35 | | 1:07:39,066 | 1:07:47,352 | 0:00:08,286 |
| 36 | | 1:16:24,946 | 1:16:31,743 | 0:00:06,797 |
| 37 | | 1:18:12,866 | 1:18:17,994 | 0:00:05,128 |
| 38 | | 1:19:06,783 | 1:19:12,243 | 0:00:05,460 |
| 39 | | 1:21:02,183 | 1:21:09,042 | 0:00:06,859 |
| 40 | | 1:22:13,066 | 1:22:17,196 | 0:00:04,130 |
| 41 | | 1:25:43,380 | 1:26:35,260 | 0:00:51,880 |
| 42 | | 1:38:11,270 | 1:38:20,380 | 0:00:09,110 |
| 43 | | 1:41:28,126 | 1:41:36,084 | 0:00:07,958 |
| 44 | | 1:42:04,096 | 1:42:42,107 | 0:00:38,011 |
| 45 | | 1:45:47,942 | 1:46:02,144 | 0:00:14,202 |
| 46 | | 1:47:49,008 | 1:48:17,107 | 0:00:28,099 |
| 47 | | 1:50:23,867 | 1:50:32,842 | 0:00:08,975 |
| 48 | | 1:52:06,345 | 1:52:14,763 | 0:00:08,418 |
| 49 | | 1:55:05,024 | 1:55:10,167 | 0:00:05,143 |

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|----|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:17:14,176 | 0:17:21,682 | 0:00:07,506 |
| 2 | | 0:19:05,364 | 0:19:16,324 | 0:00:10,960 |
| 3 | | 0:20:03,087 | 0:20:11,452 | 0:00:08,365 |
| 4 | | 0:26:54,753 | 0:27:02,345 | 0:00:07,592 |
| 5 | | 0:29:24,937 | 0:29:32,142 | 0:00:07,205 |
| 6 | | 0:33:07,321 | 0:33:15,031 | 0:00:07,710 |
| 7 | | 0:36:33,562 | 0:36:41,794 | 0:00:08,232 |
| 8 | | 0:37:50,021 | 0:37:55,967 | 0:00:05,946 |
| 9 | | 0:39:12,241 | 0:39:20,423 | 0:00:08,182 |
| 10 | | 0:39:37,374 | 0:39:40,912 | 0:00:03,538 |
| 11 | | 0:41:56,740 | 0:42:04,325 | 0:00:07,585 |
| 12 | | 0:42:56,922 | 0:43:09,432 | 0:00:12,510 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 13 | | 0:44:23,816 | 0:44:40,691 | 0:00:16,875 |
| 14 | | 0:46:09,385 | 0:46:21,361 | 0:00:11,976 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 15 | Sinincay-Cuenca | 0:46:45,529 | 0:46:52,620 | 0:00:07,091 |
| 16 | | 0:47:07,172 | 0:47:15,892 | 0:00:08,720 |
| 17 | | 0:51:45,238 | 0:51:52,623 | 0:00:07,385 |
| 18 | | 0:54:06,694 | 0:54:14,368 | 0:00:07,674 |
| 19 | | 0:55:32,745 | 0:55:40,986 | 0:00:08,241 |
| 20 | | 0:56:45,479 | 0:56:50,834 | 0:00:05,355 |
| 21 | | 0:59:08,461 | 0:59:16,470 | 0:00:08,009 |
| 22 | | 1:03:19,863 | 1:03:26,728 | 0:00:06,865 |
| 23 | | 1:08:39,248 | 1:08:44,705 | 0:00:05,457 |
| 24 | | 1:09:19,201 | 1:09:25,367 | 0:00:06,166 |
| 25 | | 1:17:16,779 | 1:17:25,324 | 0:00:08,545 |
| 26 | | 1:19:45,472 | 1:19:52,942 | 0:00:07,470 |
| 27 | | 1:21:18,761 | 1:21:24,785 | 0:00:06,024 |
| 28 | | 1:21:56,742 | 1:22:03,749 | 0:00:07,007 |
| 29 | | 1:23:28,590 | 1:23:48,420 | 0:00:19,830 |
| 30 | | 1:25:00,000 | 1:25:10,190 | 0:00:10,190 |
| 31 | | 1:27:39,250 | 1:27:42,870 | 0:00:03,620 |
| 32 | | 1:29:34,170 | 1:29:37,100 | 0:00:02,930 |
| 33 | | 1:31:58,720 | 1:32:52,680 | 0:00:53,960 |
| 34 | | 1:46:26,230 | 1:46:40,350 | 0:00:14,120 |
| 35 | 1:50:18,120 | 1:51:18,120 | 0:01:00,000 | |

Anexo 3.7.4 Headways de Camiones Pesados vía Sinincay

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| VÍA | SININCA Y |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Sinincay | 0:08:10,959 | 0:08:21,784 | 0:00:10,825 |
| 2 | | 0:10:14,541 | 0:10:21,794 | 0:00:07,253 |
| 3 | | 0:14:07,738 | 0:14:18,450 | 0:00:10,712 |
| 4 | | 0:14:23,409 | 0:14:36,501 | 0:00:13,092 |
| 5 | | 0:21:05,062 | 0:21:17,324 | 0:00:12,262 |
| 6 | | 0:25:58,365 | 0:26:05,017 | 0:00:06,652 |
| 7 | | 0:33:07,402 | 0:33:16,503 | 0:00:09,101 |
| 8 | | 0:52:27,067 | 0:52:38,240 | 0:00:11,173 |
| 9 | | 0:57:19,164 | 0:57:30,064 | 0:00:10,900 |
| 10 | | 1:01:12,437 | 1:01:24,221 | 0:00:11,784 |
| 11 | | 1:12:54,243 | 1:13:06,341 | 0:00:12,098 |
| 12 | | 1:16:51,286 | 1:17:03,472 | 0:00:12,186 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 13 | | 1:19:53,739 | 1:20:01,875 | 0:00:08,136 |
| 14 | | 1:20:38,934 | 1:20:48,997 | 0:00:10,063 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 15 | Cuenca-Sinincay | 1:21:51,799 | 1:21:58,809 | 0:00:07,010 |
| 16 | | 1:49:35,180 | 1:49:48,110 | 0:00:12,930 |

| | | | | |
|----|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:27:26,452 | 0:27:36,142 | 0:00:09,690 |
| 2 | | 0:42:24,305 | 0:42:35,210 | 0:00:10,905 |
| 3 | | 0:44:50,488 | 0:45:00,245 | 0:00:09,757 |
| 4 | | 0:53:44,231 | 0:53:55,310 | 0:00:11,079 |
| 5 | | 0:58:31,724 | 0:58:43,423 | 0:00:11,699 |
| 6 | | 1:02:12,841 | 1:02:22,794 | 0:00:09,953 |
| 7 | | 1:14:44,510 | 1:14:54,671 | 0:00:10,161 |
| 8 | | 1:18:12,247 | 1:18:42,742 | 0:00:30,495 |
| 9 | | 1:29:41,743 | 1:29:50,674 | 0:00:08,931 |
| 10 | | 1:41:25,642 | 1:41:38,671 | 0:00:13,029 |

Anexo 3.7.5 Headways de motocicletas vía Sinincay

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| VÍA | SININCAY |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Sinincay | 0:03:58,845 | 0:04:01,073 | 0:00:02,228 |
| 2 | | 0:04:17,503 | 0:04:19,476 | 0:00:01,973 |
| 3 | | 0:07:53,721 | 0:07:56,481 | 0:00:02,760 |
| 4 | | 0:09:23,486 | 0:09:26,276 | 0:00:02,790 |
| 5 | | 0:12:35,246 | 0:12:37,975 | 0:00:02,729 |
| 6 | | 0:15:51,567 | 0:15:55,249 | 0:00:03,682 |
| 7 | | 0:16:09,024 | 0:16:11,485 | 0:00:02,461 |
| 8 | | 0:16:30,842 | 0:16:33,427 | 0:00:02,585 |
| 9 | | 0:17:40,634 | 0:17:42,186 | 0:00:01,552 |
| 10 | | 0:19:19,253 | 0:19:21,878 | 0:00:02,625 |
| 11 | | 0:19:39,245 | 0:19:41,762 | 0:00:02,517 |
| 12 | | 0:20:02,879 | 0:20:06,702 | 0:00:03,823 |
| 13 | | 0:22:36,901 | 0:22:38,162 | 0:00:01,261 |
| 14 | | 0:23:04,107 | 0:23:05,384 | 0:00:01,277 |
| 15 | | 0:24:32,213 | 0:24:34,791 | 0:00:02,578 |
| 16 | | 0:26:59,341 | 0:27:01,963 | 0:00:02,622 |
| 17 | | 0:27:51,032 | 0:27:54,108 | 0:00:03,076 |
| 18 | | 0:28:22,492 | 0:28:25,610 | 0:00:03,118 |
| 19 | | 0:30:49,504 | 0:31:04,743 | 0:00:15,239 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 20 | | 0:32:22,741 | 0:32:25,994 | 0:00:03,253 |
| 21 | | 0:35:09,141 | 0:35:10,944 | 0:00:01,803 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 22 | Cuenca-Sinincay | 0:36:10,642 | 0:36:14,099 | 0:00:03,457 |
| 23 | | 0:37:17,921 | 0:37:19,873 | 0:00:01,952 |
| 24 | | 0:37:45,603 | 0:37:47,563 | 0:00:01,960 |
| 25 | | 0:37:47,563 | 0:38:13,101 | 0:00:25,538 |
| 26 | | 0:41:24,123 | 0:41:25,503 | 0:00:01,380 |
| 27 | | 0:44:08,003 | 0:44:10,173 | 0:00:02,170 |
| 28 | | 0:44:52,134 | 0:45:07,254 | 0:00:15,120 |
| 29 | | 0:48:06,874 | 0:48:10,794 | 0:00:03,920 |
| 30 | | 0:48:48,704 | 0:48:51,347 | 0:00:02,643 |
| 31 | | 0:52:14,410 | 0:52:16,327 | 0:00:01,917 |
| 32 | | 0:54:36,142 | 0:54:38,245 | 0:00:02,103 |
| 33 | | 0:55:17,371 | 0:55:19,179 | 0:00:01,808 |
| 34 | | 0:58:23,149 | 0:58:24,793 | 0:00:01,644 |
| 35 | | 1:02:50,974 | 1:02:53,347 | 0:00:02,373 |
| 36 | | 1:06:36,254 | 1:06:48,783 | 0:00:12,529 |
| 37 | | 1:08:03,210 | 1:08:06,091 | 0:00:02,881 |
| 38 | | 1:08:29,933 | 1:08:32,712 | 0:00:02,779 |
| 39 | | 1:12:29,048 | 1:12:30,804 | 0:00:01,756 |
| 40 | | 1:12:34,246 | 1:12:39,001 | 0:00:04,755 |
| 41 | | 1:17:56,341 | 1:17:59,104 | 0:00:02,763 |
| 42 | | 1:18:57,632 | 1:18:59,762 | 0:00:02,130 |
| 43 | | 1:20:16,694 | 1:20:18,122 | 0:00:01,428 |
| 44 | | 1:21:02,183 | 1:21:04,794 | 0:00:02,611 |
| 45 | | 1:21:25,745 | 1:21:45,860 | 0:00:20,115 |
| 46 | | 1:26:47,610 | 1:26:54,760 | 0:00:07,150 |
| 47 | | 1:29:38,980 | 1:29:43,750 | 0:00:04,770 |
| 48 | | 1:45:52,120 | 1:46:03,000 | 0:00:10,880 |
| 49 | | 1:56:51,583 | 1:56:52,612 | 0:00:01,029 |
| 50 | | 1:57:36,933 | 1:57:39,284 | 0:00:02,351 |

| | | | | |
|---|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:06:52,423 | 0:06:54,361 | 0:00:01,938 |
| 2 | | 0:19:21,374 | 0:19:23,657 | 0:00:02,283 |
| 3 | | 0:19:31,784 | 0:19:33,687 | 0:00:01,903 |
| 4 | | 0:28:33,784 | 0:28:35,572 | 0:00:01,788 |
| 5 | | 0:29:30,014 | 0:29:32,764 | 0:00:02,750 |
| 6 | | 0:37:55,967 | 0:37:58,234 | 0:00:02,267 |
| 7 | | 0:42:02,912 | 0:42:05,081 | 0:00:02,169 |
| 8 | | 0:51:01,168 | 0:51:02,473 | 0:00:01,305 |
| 9 | | 0:54:14,368 | 0:54:16,742 | 0:00:02,374 |

| | | | | |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 10 | | 0:55:54,261 | 0:55:56,423 | 0:00:02,162 |
| 11 | | 0:56:12,364 | 0:56:14,573 | 0:00:02,209 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 12 | Sinincay-Cuenca | 0:58:57,742 | 0:58:59,843 | 0:00:02,101 |
| 13 | | 0:59:37,475 | 0:59:40,041 | 0:00:02,566 |
| 14 | | 1:01:21,945 | 1:01:23,786 | 0:00:01,841 |
| 15 | | 1:04:25,142 | 1:04:27,423 | 0:00:02,281 |
| 16 | | 1:05:36,142 | 1:05:38,274 | 0:00:02,132 |
| 17 | | 1:12:00,104 | 1:12:01,367 | 0:00:01,263 |
| 18 | | 1:20:16,507 | 1:20:18,543 | 0:00:02,036 |
| 19 | | 1:20:45,374 | 1:20:47,475 | 0:00:02,101 |
| 20 | | 1:21:34,282 | 1:21:36,412 | 0:00:02,130 |
| 21 | | 1:25:11,630 | 1:25:21,820 | 0:00:10,190 |
| 22 | | 1:25:44,130 | 1:25:47,000 | 0:00:02,870 |
| 23 | | 1:26:08,100 | 1:26:11,300 | 0:00:03,200 |
| 24 | | 1:28:33,180 | 1:28:34,032 | 0:00:00,852 |
| 25 | | 1:29:10,830 | 1:29:13,710 | 0:00:02,880 |
| 26 | | 1:29:50,560 | 1:29:58,930 | 0:00:08,370 |
| 27 | | 1:30:28,990 | 1:30:31,065 | 0:00:02,075 |
| 28 | | 1:36:58,190 | 1:37:09,000 | 0:00:10,810 |
| 29 | | 1:38:59,000 | 1:39:20,000 | 0:00:21,000 |
| 30 | | 1:43:35,210 | 1:43:37,624 | 0:00:02,414 |
| 31 | | 1:47:24,560 | 1:47:27,420 | 0:00:02,860 |
| 32 | | 1:49:11,230 | 1:49:15,910 | 0:00:04,680 |
| 33 | | 1:51:24,240 | 1:51:26,120 | 0:00:01,880 |
| 34 | | 1:53:04,380 | 1:53:11,150 | 0:00:06,770 |
| 35 | | 1:54:19,450 | 1:54:20,210 | 0:00:00,760 |

Anexo 3.7.6 Headways de bicicletas vía Sinincay

| | |
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| VÍA | SININCAY |
| FECHA DE LEVANTAMIENTO | 20-enero-2020 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-----------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Sinincay | 0:23:44,914 | 0:23:47,364 | 0:00:02,450 |
| 2 | | 0:37:43,215 | 0:37:44,739 | 0:00:01,524 |
| 3 | | 0:48:59,240 | 0:49:00,360 | 0:00:01,120 |
| 4 | | 1:21:07,810 | 1:21:09,000 | 0:00:01,190 |

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|---|-----------------|-------------|-------------|-------------|
| 1 | Sinincay-Cuenca | 0:48:15,878 | 0:48:17,614 | 0:00:01,736 |
| 2 | | 0:58:37,548 | 0:58:38,642 | 0:00:01,094 |
| 3 | | 1:19:06,243 | 1:19:07,452 | 0:00:01,209 |

3.8 Anexo Headways calculados en la vía Paseo Rio Machángara (Vía Chiquintad).

Anexo 3.8.1 Headways de vehículos livianos vía Chiquintad

| | |
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| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Liviano |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-------------------|----------------|--------------|-------------|
| 1 | | 0:00:49,875 | 0:00:51,344 | 0:00:01,469 |
| 2 | | 0:00:51,344 | 0:00:54,246 | 0:00:02,902 |
| 3 | | 0:05:26,374 | 0:05:39,754 | 0:00:13,380 |
| 4 | | 0:06:33,001 | 0:06:35,611 | 0:00:02,610 |
| 5 | | 0:07:38,507 | 0:07:40,569 | 0:00:02,062 |
| 6 | | 0:07:33,431 | 0:07:40,812 | 0:00:07,381 |
| 7 | | 0:07:40,812 | 0:07:42,756 | 0:00:01,944 |
| 8 | | 0:07:42,756 | 0:07:46,799 | 0:00:04,043 |
| 9 | | 0:07:46,799 | 0:07:49,265 | 0:00:02,466 |
| 10 | | 0:07:49,265 | 0:08:05,145 | 0:00:15,880 |
| 11 | | 0:10:06,974 | 0:10:09,692 | 0:00:02,718 |
| 12 | | 0:10:17,693 | 0:10:20,374 | 0:00:02,681 |
| 13 | | 0:10:40,258 | 0:10:43,075 | 0:00:02,817 |
| 14 | | 0:10:43,075 | 0:10:47,300 | 0:00:04,225 |
| 15 | | 0:10:47,300 | 0:10:50,142 | 0:00:02,842 |
| 16 | | 0:10:50,142 | 0:11:06,673 | 0:00:16,531 |
| 17 | Cuenca-Chiquintad | 0:11:06,673 | 0:11:09,536 | 0:00:02,863 |
| 18 | | 0:11:09,536 | 0:11:12,001 | 0:00:02,465 |
| 19 | | 0:11:49,694 | 0:11:51,964 | 0:00:02,270 |
| 20 | | 0:11:51,964 | 0:11:54,021 | 0:00:02,057 |
| 21 | | 0:11:54,021 | 0:12:01,346 | 0:00:07,325 |
| 22 | | 0:12:29,968 | 0:12:32,143 | 0:00:02,175 |
| 23 | | 0:12:45,749 | 0:12:48,246 | 0:00:02,497 |
| 24 | | 0:12:48,246 | 0:12:53,403 | 0:00:05,157 |
| 25 | | 0:14:59,753 | 0:15:03,631 | 0:00:03,878 |
| 26 | | 0:15:03,631 | 0:15:05,832 | 0:00:02,201 |
| 27 | | 0:15:05,832 | 0:15:09,243 | 0:00:03,411 |
| 28 | | 0:15:09,243 | 0:15:14,253 | 0:00:05,010 |
| 29 | | 0:15:14,253 | 0:15:30,980 | 0:00:16,727 |
| 30 | | 0:15:30,980 | 0:15:36,254 | 0:00:05,274 |
| 31 | | 0:15:36,254 | 0:15:40,053 | 0:00:03,799 |
| 32 | | 0:16:33,083 | 0:16:34,747 | 0:00:01,664 |
| 33 | | 0:16:34,747 | 0:16:36,946 | 0:00:02,199 |

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|----|--|-------------|-------------|-------------|
| 34 | | 0:16:58,246 | 0:17:16,210 | 0:00:17,964 |
| 35 | | 0:17:16,210 | 0:17:19,487 | 0:00:03,277 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-------------------|----------------|--------------|-------------|
| 36 | | 0:17:19,487 | 0:17:25,301 | 0:00:05,814 |
| 37 | | 0:17:25,301 | 0:17:28,517 | 0:00:03,216 |
| 38 | | 0:17:28,517 | 0:17:32,764 | 0:00:04,247 |
| 39 | | 0:17:32,764 | 0:17:35,634 | 0:00:02,870 |
| 40 | | 0:17:35,634 | 0:17:38,251 | 0:00:02,617 |
| 41 | | 0:17:55,423 | 0:17:59,407 | 0:00:03,984 |
| 42 | | 0:18:59,245 | 0:19:01,578 | 0:00:02,333 |
| 43 | | 0:19:48,374 | 0:19:52,278 | 0:00:03,904 |
| 44 | | 0:19:52,278 | 0:19:57,534 | 0:00:05,256 |
| 45 | | 0:19:57,534 | 0:20:02,432 | 0:00:04,898 |
| 46 | | 0:20:02,432 | 0:20:04,156 | 0:00:01,724 |
| 47 | | 0:20:04,156 | 0:20:05,747 | 0:00:01,591 |
| 48 | | 0:20:05,747 | 0:20:06,378 | 0:00:00,631 |
| 49 | | 0:22:10,763 | 0:22:12,073 | 0:00:01,310 |
| 50 | | 0:22:12,073 | 0:22:15,310 | 0:00:03,237 |
| 51 | | 0:22:15,310 | 0:22:18,001 | 0:00:02,691 |
| 52 | | 0:23:27,973 | 0:23:29,531 | 0:00:01,558 |
| 53 | | 0:23:29,531 | 0:23:36,967 | 0:00:07,436 |
| 54 | | 0:23:47,781 | 0:23:50,367 | 0:00:02,586 |
| 55 | Cuenca-Chiquintad | 0:23:15,782 | 0:23:18,792 | 0:00:03,010 |
| 56 | | 0:23:18,792 | 0:23:31,375 | 0:00:12,583 |
| 57 | | 0:26:07,635 | 0:26:10,734 | 0:00:03,099 |
| 58 | | 0:26:14,847 | 0:26:18,308 | 0:00:03,461 |
| 59 | | 0:26:46,773 | 0:26:51,241 | 0:00:04,468 |
| 60 | | 0:26:51,241 | 0:26:57,125 | 0:00:05,884 |
| 61 | | 0:26:57,125 | 0:27:02,500 | 0:00:05,375 |
| 62 | | 0:27:02,500 | 0:27:09,431 | 0:00:06,931 |
| 63 | | 0:27:09,431 | 0:27:13,573 | 0:00:04,142 |
| 64 | | 0:27:13,573 | 0:27:15,749 | 0:00:02,176 |
| 65 | | 0:27:43,051 | 0:27:43,869 | 0:00:00,818 |
| 66 | | 0:27:43,869 | 0:27:46,106 | 0:00:02,237 |
| 67 | | 0:27:46,106 | 0:27:48,364 | 0:00:02,258 |
| 68 | | 0:28:01,537 | 0:28:03,077 | 0:00:01,540 |
| 69 | | 0:28:03,077 | 0:28:06,443 | 0:00:03,366 |
| 70 | | 0:28:06,443 | 0:28:10,437 | 0:00:03,994 |
| 71 | | 0:29:33,789 | 0:29:36,247 | 0:00:02,458 |
| 72 | | 0:29:36,247 | 0:29:40,209 | 0:00:03,962 |
| 73 | | 0:29:40,209 | 0:29:42,743 | 0:00:02,534 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 74 | | 0:29:42,743 | 0:29:45,542 | 0:00:02,799 |
| 75 | | 0:29:45,542 | 0:29:46,794 | 0:00:01,252 |
| 76 | | 0:29:46,794 | 0:29:51,534 | 0:00:04,740 |
| 77 | | 0:30:49,318 | 0:30:54,214 | 0:00:04,896 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 78 | Cuenca-Chiquintad | 0:30:54,214 | 0:30:58,045 | 0:00:03,831 |
| 79 | | 0:30:37,803 | 0:30:42,421 | 0:00:04,618 |
| 80 | | 0:31:59,809 | 0:32:04,147 | 0:00:04,338 |
| 81 | | 0:32:04,147 | 0:32:08,476 | 0:00:04,329 |
| 82 | | 0:32:47,504 | 0:32:50,341 | 0:00:02,837 |
| 83 | | 0:33:07,137 | 0:33:09,248 | 0:00:02,111 |
| 84 | | 0:33:09,248 | 0:33:10,766 | 0:00:01,518 |
| 85 | | 0:33:10,766 | 0:33:13,136 | 0:00:02,370 |
| 86 | | 0:34:11,751 | 0:34:14,793 | 0:00:03,042 |
| 87 | | 0:35:06,784 | 0:35:09,348 | 0:00:02,564 |
| 88 | | 0:35:09,348 | 0:35:13,054 | 0:00:03,706 |
| 89 | | 0:35:13,054 | 0:35:16,469 | 0:00:03,415 |
| 90 | | 0:35:32,064 | 0:35:36,767 | 0:00:04,703 |
| 91 | | 0:35:36,767 | 0:35:39,426 | 0:00:02,659 |
| 92 | | 0:35:48,406 | 0:35:50,124 | 0:00:01,718 |
| 93 | | 0:35:50,124 | 0:35:54,324 | 0:00:04,200 |
| 94 | | 0:35:54,324 | 0:35:58,934 | 0:00:04,610 |
| 95 | | 0:36:13,174 | 0:36:18,237 | 0:00:05,063 |
| 96 | | 0:36:18,237 | 0:36:22,001 | 0:00:03,764 |
| 97 | | 0:36:22,001 | 0:36:25,374 | 0:00:03,373 |
| 98 | | 0:36:25,374 | 0:36:28,643 | 0:00:03,269 |
| 99 | | 0:36:28,643 | 0:36:35,743 | 0:00:07,100 |
| 100 | | 0:36:35,743 | 0:36:43,374 | 0:00:07,631 |
| 101 | | 0:36:43,374 | 0:36:48,483 | 0:00:05,109 |
| 102 | | 0:36:48,483 | 0:36:53,741 | 0:00:05,258 |
| 103 | | 0:36:53,741 | 0:36:55,376 | 0:00:01,635 |
| 104 | | 0:36:55,376 | 0:36:59,093 | 0:00:03,717 |
| 105 | | 0:36:59,093 | 0:37:02,737 | 0:00:03,644 |
| 106 | | 0:37:02,737 | 0:37:05,673 | 0:00:02,936 |
| 107 | | 0:37:05,673 | 0:37:08,801 | 0:00:03,128 |
| 108 | | 0:37:08,801 | 0:37:11,237 | 0:00:02,436 |
| 109 | | 0:39:20,773 | 0:39:27,046 | 0:00:06,273 |
| 110 | | 0:39:27,046 | 0:39:30,214 | 0:00:03,168 |
| 111 | | 0:39:30,214 | 0:39:34,473 | 0:00:04,259 |
| 112 | | 0:39:34,473 | 0:39:41,431 | 0:00:06,958 |
| 113 | | 0:39:41,431 | 0:39:45,734 | 0:00:04,303 |
| 114 | | 0:39:45,734 | 0:39:50,348 | 0:00:04,614 |
| 115 | | 0:39:58,862 | 0:40:01,021 | 0:00:02,159 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 116 | | 0:40:01,021 | 0:40:04,094 | 0:00:03,073 |
| 117 | | 0:40:04,094 | 0:40:05,764 | 0:00:01,670 |
| 118 | | 0:40:05,764 | 0:40:10,607 | 0:00:04,843 |
| 119 | | 0:40:31,507 | 0:40:33,134 | 0:00:01,627 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 120 | Cuenca-Chiquintad | 0:40:33,134 | 0:40:38,109 | 0:00:04,975 |
| 121 | | 0:40:38,109 | 0:40:40,611 | 0:00:02,502 |
| 122 | | 0:41:04,975 | 0:41:06,243 | 0:00:01,268 |
| 123 | | 0:41:06,243 | 0:41:16,042 | 0:00:09,799 |
| 124 | | 0:41:16,042 | 0:41:19,137 | 0:00:03,095 |
| 125 | | 0:41:19,137 | 0:41:22,674 | 0:00:03,537 |
| 126 | | 0:41:22,674 | 0:41:24,437 | 0:00:01,763 |
| 127 | | 0:41:24,437 | 0:41:28,137 | 0:00:03,700 |
| 128 | | 0:41:57,727 | 0:42:05,361 | 0:00:07,634 |
| 129 | | 0:42:05,361 | 0:42:07,134 | 0:00:01,773 |
| 130 | | 0:42:37,974 | 0:42:43,142 | 0:00:05,168 |
| 131 | | 0:42:43,142 | 0:42:50,330 | 0:00:07,188 |
| 132 | | 0:42:50,330 | 0:42:55,102 | 0:00:04,772 |
| 133 | | 0:42:55,102 | 0:42:58,672 | 0:00:03,570 |
| 134 | | 0:42:58,672 | 0:43:02,614 | 0:00:03,942 |
| 135 | | 0:43:02,614 | 0:43:04,581 | 0:00:01,967 |
| 136 | | 0:43:04,581 | 0:43:09,001 | 0:00:04,420 |
| 137 | | 0:43:09,001 | 0:43:11,761 | 0:00:02,760 |
| 138 | | 0:43:11,761 | 0:43:16,511 | 0:00:04,750 |
| 139 | | 0:43:16,511 | 0:43:20,435 | 0:00:03,924 |
| 140 | | 0:43:20,435 | 0:43:24,004 | 0:00:03,569 |
| 141 | | 0:43:24,004 | 0:43:26,462 | 0:00:02,458 |
| 142 | | 0:43:45,486 | 0:43:48,514 | 0:00:03,028 |
| 143 | | 0:43:13,702 | 0:43:15,246 | 0:00:01,544 |
| 144 | | 0:43:33,783 | 0:43:36,974 | 0:00:03,191 |
| 145 | | 0:43:36,974 | 0:43:39,453 | 0:00:02,479 |
| 146 | | 0:43:39,453 | 0:43:44,244 | 0:00:04,791 |
| 147 | | 0:45:01,642 | 0:45:05,143 | 0:00:03,501 |
| 148 | | 0:45:05,143 | 0:45:08,307 | 0:00:03,164 |
| 149 | | 0:45:08,307 | 0:45:10,684 | 0:00:02,377 |
| 150 | | 0:45:10,684 | 0:45:13,141 | 0:00:02,457 |
| 151 | | 0:45:13,141 | 0:45:19,782 | 0:00:06,641 |
| 152 | | 0:45:26,118 | 0:45:33,001 | 0:00:06,883 |
| 153 | | 0:45:33,001 | 0:45:34,656 | 0:00:01,655 |
| 154 | | 0:45:34,656 | 0:45:37,254 | 0:00:02,598 |
| 155 | | 0:45:37,254 | 0:45:41,023 | 0:00:03,769 |
| 156 | | 0:45:41,023 | 0:45:45,791 | 0:00:04,768 |
| 157 | | 0:46:17,778 | 0:46:22,238 | 0:00:04,460 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 158 | | 0:46:32,301 | 0:46:33,607 | 0:00:01,306 |
| 159 | | 0:46:33,607 | 0:46:38,001 | 0:00:04,394 |
| 160 | | 0:47:15,537 | 0:47:19,012 | 0:00:03,475 |
| 161 | | 0:47:19,012 | 0:47:23,603 | 0:00:04,591 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 162 | Cuenca-Chiquintad | 0:47:23,603 | 0:47:29,704 | 0:00:06,101 |
| 163 | | 0:47:29,704 | 0:47:30,689 | 0:00:00,985 |
| 164 | | 0:47:58,861 | 0:48:00,755 | 0:00:01,894 |
| 165 | | 0:48:16,131 | 0:48:17,201 | 0:00:01,070 |
| 166 | | 0:48:17,201 | 0:48:23,742 | 0:00:06,541 |
| 167 | | 0:48:23,742 | 0:48:28,250 | 0:00:04,508 |
| 168 | | 0:48:28,250 | 0:48:31,611 | 0:00:03,361 |
| 169 | | 0:48:31,611 | 0:48:35,153 | 0:00:03,542 |
| 170 | | 0:48:25,786 | 0:49:28,011 | 0:01:02,225 |
| 171 | | 0:49:28,011 | 0:49:31,109 | 0:00:03,098 |
| 172 | | 0:50:58,107 | 0:50:59,703 | 0:00:01,596 |
| 173 | | 0:50:59,703 | 0:51:04,435 | 0:00:04,732 |
| 174 | | 0:51:20,463 | 0:51:27,761 | 0:00:07,298 |
| 175 | | 0:51:27,761 | 0:51:32,237 | 0:00:04,476 |
| 176 | | 0:51:32,237 | 0:51:36,105 | 0:00:03,868 |
| 177 | | 0:51:36,105 | 0:51:39,673 | 0:00:03,568 |
| 178 | | 0:52:52,945 | 0:52:55,814 | 0:00:02,869 |
| 179 | | 0:52:55,814 | 0:52:59,837 | 0:00:04,023 |
| 180 | | 0:52:59,837 | 0:53:03,138 | 0:00:03,301 |
| 181 | | 0:53:03,138 | 0:53:04,753 | 0:00:01,615 |
| 182 | | 0:53:04,753 | 0:53:06,507 | 0:00:01,754 |
| 183 | | 0:53:06,507 | 0:53:09,000 | 0:00:02,493 |
| 184 | | 0:53:09,000 | 0:53:11,517 | 0:00:02,517 |
| 185 | | 0:53:40,531 | 0:53:41,573 | 0:00:01,042 |
| 186 | | 0:53:41,573 | 0:53:44,643 | 0:00:03,070 |
| 187 | | 0:55:58,964 | 0:56:08,531 | 0:00:09,567 |
| 188 | | 0:56:08,531 | 0:56:10,347 | 0:00:01,816 |
| 189 | | 0:56:10,347 | 0:56:13,976 | 0:00:03,629 |
| 190 | | 0:56:13,976 | 0:56:19,642 | 0:00:05,666 |
| 191 | | 0:56:24,263 | 0:56:26,084 | 0:00:01,821 |
| 192 | | 0:56:26,084 | 0:56:30,107 | 0:00:04,023 |
| 193 | | 0:57:08,431 | 0:57:12,783 | 0:00:04,352 |
| 194 | 0:57:12,783 | 0:57:15,632 | 0:00:02,849 | |
| 195 | 0:57:15,632 | 0:57:19,032 | 0:00:03,400 | |
| 196 | 0:59:35,086 | 0:59:40,107 | 0:00:05,021 | |
| 197 | 0:59:40,107 | 0:59:41,864 | 0:00:01,757 | |
| 198 | 0:59:52,803 | 0:59:57,462 | 0:00:04,659 | |
| 199 | 1:00:30,534 | 1:00:33,407 | 0:00:02,873 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 200 | | 1:00:33,407 | 1:00:36,534 | 0:00:03,127 |
| 201 | | 1:00:36,534 | 1:00:38,251 | 0:00:01,717 |
| 202 | | 1:00:44,740 | 1:00:47,325 | 0:00:02,585 |
| 203 | | 1:00:47,325 | 1:00:50,564 | 0:00:03,239 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 204 | Cuenca-Chiquintad | 1:00:50,564 | 1:00:53,214 | 0:00:02,650 |
| 205 | | 1:01:11,467 | 1:01:15,493 | 0:00:04,026 |
| 206 | | 1:01:15,493 | 1:01:21,342 | 0:00:05,849 |
| 207 | | 1:01:21,342 | 1:01:24,973 | 0:00:03,631 |
| 208 | | 1:01:24,973 | 1:01:26,742 | 0:00:01,769 |
| 209 | | 1:01:26,742 | 1:01:31,127 | 0:00:04,385 |
| 210 | | 1:01:31,127 | 1:01:36,513 | 0:00:05,386 |
| 211 | | 1:01:36,513 | 1:01:40,247 | 0:00:03,734 |
| 212 | | 1:02:32,796 | 1:02:35,148 | 0:00:02,352 |
| 213 | | 1:02:35,148 | 1:02:38,137 | 0:00:02,989 |
| 214 | | 1:02:38,137 | 1:02:40,746 | 0:00:02,609 |
| 215 | | 1:02:50,803 | 1:02:53,204 | 0:00:02,401 |
| 216 | | 1:03:12,127 | 1:03:16,489 | 0:00:04,362 |
| 217 | | 1:04:13,945 | 1:04:16,812 | 0:00:02,867 |
| 218 | | 1:05:08,537 | 1:05:12,374 | 0:00:03,837 |
| 219 | | 1:06:11,107 | 1:06:14,357 | 0:00:03,250 |
| 220 | | 1:07:30,104 | 1:07:39,001 | 0:00:08,897 |
| 221 | | 1:08:51,249 | 1:08:53,634 | 0:00:02,385 |
| 222 | | 1:10:41,463 | 1:10:42,562 | 0:00:01,099 |
| 223 | | 1:11:00,259 | 1:11:02,486 | 0:00:02,227 |
| 224 | | 1:11:06,381 | 1:11:10,312 | 0:00:03,931 |
| 225 | | 1:12:07,744 | 1:12:13,678 | 0:00:05,934 |
| 226 | | 1:12:13,678 | 1:12:16,231 | 0:00:02,553 |
| 227 | | 1:13:04,631 | 1:13:07,126 | 0:00:02,495 |
| 228 | 1:14:00,121 | 1:14:04,814 | 0:00:04,693 | |
| 229 | 1:14:41,248 | 1:14:43,407 | 0:00:02,159 | |
| 230 | 1:14:43,407 | 1:14:50,743 | 0:00:07,336 | |
| 231 | 1:14:50,743 | 1:14:53,004 | 0:00:02,261 | |
| 232 | 1:16:39,514 | 1:16:45,423 | 0:00:05,909 | |
| 233 | 1:16:45,423 | 1:16:49,841 | 0:00:04,418 | |
| 234 | 1:16:49,841 | 1:16:52,367 | 0:00:02,526 | |
| 235 | 1:16:52,367 | 1:16:57,834 | 0:00:05,467 | |
| 236 | 1:17:41,534 | 1:17:45,169 | 0:00:03,635 | |
| 237 | 1:17:45,169 | 1:17:46,403 | 0:00:01,234 | |
| 238 | 1:17:46,403 | 1:17:50,473 | 0:00:04,070 | |
| 239 | 1:17:50,473 | 1:17:52,134 | 0:00:01,661 | |
| 240 | 1:17:52,134 | 1:17:56,766 | 0:00:04,632 | |
| 241 | 1:17:56,766 | 1:18:04,775 | 0:00:08,009 | |

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| 242 | | 1:18:04,775 | 1:18:07,106 | 0:00:02,331 |
| 243 | | 1:18:07,106 | 1:18:09,214 | 0:00:02,108 |
| 244 | | 1:18:09,214 | 1:18:12,417 | 0:00:03,203 |
| 245 | | 1:18:12,417 | 1:18:16,512 | 0:00:04,095 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 246 | Cuenca-Chiquintad | 1:18:16,512 | 1:18:20,063 | 0:00:03,551 |
| 247 | | 1:18:20,063 | 1:18:25,031 | 0:00:04,968 |
| 248 | | 1:19:43,345 | 1:19:47,461 | 0:00:04,116 |
| 249 | | 1:19:47,461 | 1:19:51,764 | 0:00:04,303 |
| 250 | | 1:19:51,764 | 1:19:54,257 | 0:00:02,493 |
| 251 | | 1:19:54,257 | 1:19:56,261 | 0:00:02,004 |
| 252 | | 1:19:56,261 | 1:19:58,647 | 0:00:02,386 |
| 253 | | 1:19:58,647 | 1:20:01,731 | 0:00:03,084 |
| 254 | | 1:20:01,731 | 1:20:04,674 | 0:00:02,943 |
| 255 | | 1:20:56,866 | 1:21:00,001 | 0:00:03,135 |
| 256 | | 1:21:00,001 | 1:21:06,801 | 0:00:06,800 |
| 257 | | 1:21:06,801 | 1:21:10,834 | 0:00:04,033 |
| 258 | | 1:21:52,746 | 1:22:00,050 | 0:00:07,304 |
| 259 | | 1:22:22,763 | 1:22:25,807 | 0:00:03,044 |
| 260 | | 1:22:36,743 | 1:22:38,786 | 0:00:02,043 |
| 261 | | 1:22:38,786 | 1:22:40,533 | 0:00:01,747 |
| 262 | | 1:22:40,533 | 1:22:44,749 | 0:00:04,216 |
| 263 | | 1:22:44,749 | 1:22:46,348 | 0:00:01,599 |
| 264 | | 1:23:27,743 | 1:23:29,463 | 0:00:01,720 |
| 265 | | 1:23:48,643 | 1:23:52,361 | 0:00:03,718 |
| 266 | | 1:24:16,624 | 1:24:18,765 | 0:00:02,141 |
| 267 | | 1:24:26,653 | 1:24:28,237 | 0:00:01,584 |
| 268 | | 1:24:45,254 | 1:24:47,143 | 0:00:01,889 |
| 269 | | 1:25:27,604 | 1:25:29,783 | 0:00:02,179 |
| 270 | | 1:25:29,783 | 1:25:32,516 | 0:00:02,733 |
| 271 | | 1:25:32,516 | 1:25:34,109 | 0:00:01,593 |
| 272 | | 1:26:29,764 | 1:26:30,801 | 0:00:01,037 |
| 273 | | 1:27:18,989 | 1:27:20,831 | 0:00:01,842 |
| 274 | | 1:27:20,831 | 1:27:23,143 | 0:00:02,312 |
| 275 | | 1:27:55,006 | 1:28:01,431 | 0:00:06,425 |
| 276 | 1:28:01,431 | 1:28:07,804 | 0:00:06,373 | |
| 277 | 1:29:00,000 | 1:29:01,808 | 0:00:01,808 | |
| 278 | 1:29:01,808 | 1:29:12,532 | 0:00:10,724 | |
| 279 | 1:29:40,483 | 1:29:42,504 | 0:00:02,021 | |
| 280 | 1:29:42,504 | 1:29:43,975 | 0:00:01,471 | |
| 281 | 1:30:51,021 | 1:30:55,731 | 0:00:04,710 | |
| 282 | 1:30:55,731 | 1:30:59,709 | 0:00:03,978 | |
| 283 | 1:31:27,407 | 1:31:29,365 | 0:00:01,958 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 284 | | 1:32:27,983 | 1:32:33,351 | 0:00:05,368 |
| 285 | | 1:33:08,107 | 1:33:10,942 | 0:00:02,835 |
| 286 | | 1:33:10,942 | 1:33:14,467 | 0:00:03,525 |
| 287 | | 1:33:14,467 | 1:33:17,213 | 0:00:02,746 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 288 | Cuenca-Chiquintad | 1:33:36,347 | 1:33:40,603 | 0:00:04,256 |
| 289 | | 1:33:56,755 | 1:34:04,241 | 0:00:07,486 |
| 290 | | 1:34:04,241 | 1:34:06,345 | 0:00:02,104 |
| 291 | | 1:34:06,345 | 1:34:09,452 | 0:00:03,107 |
| 292 | | 1:34:09,452 | 1:34:12,320 | 0:00:02,868 |
| 293 | | 1:34:12,320 | 1:34:15,410 | 0:00:03,090 |
| 294 | | 1:34:15,410 | 1:34:19,812 | 0:00:04,402 |
| 295 | | 1:34:19,812 | 1:34:27,257 | 0:00:07,445 |
| 296 | | 1:34:27,257 | 1:34:33,142 | 0:00:05,885 |
| 297 | | 1:34:33,142 | 1:34:36,325 | 0:00:03,183 |
| 298 | | 1:34:36,325 | 1:34:39,123 | 0:00:02,798 |
| 299 | | 1:36:32,098 | 1:36:35,675 | 0:00:03,577 |
| 300 | | 1:37:09,321 | 1:37:11,756 | 0:00:02,435 |
| 301 | | 1:38:24,893 | 1:38:26,640 | 0:00:01,747 |
| 302 | | 1:38:26,640 | 1:38:29,453 | 0:00:02,813 |
| 303 | | 1:38:42,248 | 1:38:48,401 | 0:00:06,153 |
| 304 | | 1:38:48,401 | 1:38:50,541 | 0:00:02,140 |
| 305 | | 1:38:50,541 | 1:38:54,742 | 0:00:04,201 |
| 306 | | 1:38:54,742 | 1:38:57,143 | 0:00:02,401 |
| 307 | | 1:38:57,143 | 1:38:59,091 | 0:00:01,948 |
| 308 | | 1:38:59,091 | 1:39:00,893 | 0:00:01,802 |
| 309 | | 1:39:30,338 | 1:39:34,143 | 0:00:03,805 |
| 310 | | 1:40:23,628 | 1:40:26,941 | 0:00:03,313 |
| 311 | | 1:43:59,369 | 1:44:03,745 | 0:00:04,376 |
| 312 | | 1:44:31,834 | 1:44:33,512 | 0:00:01,678 |
| 313 | | 1:44:33,512 | 1:44:36,863 | 0:00:03,351 |
| 314 | | 1:44:54,764 | 1:44:57,364 | 0:00:02,600 |
| 315 | 1:46:31,786 | 1:46:33,648 | 0:00:01,862 | |
| 316 | 1:47:01,322 | 1:47:04,250 | 0:00:02,928 | |
| 317 | 1:47:04,250 | 1:47:08,310 | 0:00:04,060 | |
| 318 | 1:47:08,310 | 1:47:11,453 | 0:00:03,143 | |
| 319 | 1:47:11,453 | 1:47:20,506 | 0:00:09,053 | |
| 320 | 1:47:38,001 | 1:47:40,104 | 0:00:02,103 | |
| 321 | 1:47:40,104 | 1:47:42,486 | 0:00:02,382 | |
| 322 | 1:49:19,476 | 1:49:22,347 | 0:00:02,871 | |
| 323 | 1:49:33,806 | 1:49:39,814 | 0:00:06,008 | |
| 324 | 1:49:39,814 | 1:49:43,712 | 0:00:03,898 | |
| 325 | 1:49:43,712 | 1:49:48,751 | 0:00:05,039 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 326 | | 1:50:28,729 | 1:50:31,512 | 0:00:02,783 |
| 327 | | 1:50:31,512 | 1:50:33,611 | 0:00:02,099 |
| 328 | | 1:50:33,611 | 1:50:37,784 | 0:00:04,173 |
| 329 | | 1:51:44,804 | 1:51:51,213 | 0:00:06,409 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 330 | Cuenca-Chiquintad | 1:51:51,213 | 1:51:53,945 | 0:00:02,732 |
| 331 | | 1:52:01,133 | 1:52:05,772 | 0:00:04,639 |
| 332 | | 1:52:28,004 | 1:52:30,345 | 0:00:02,341 |
| 333 | | 1:52:51,092 | 1:52:58,816 | 0:00:07,724 |
| 334 | | 1:52:58,816 | 1:53:04,367 | 0:00:05,551 |
| 335 | | 1:53:29,109 | 1:53:32,083 | 0:00:02,974 |
| 336 | | 1:53:32,083 | 1:53:38,503 | 0:00:06,420 |
| 337 | | 1:53:38,503 | 1:53:41,632 | 0:00:03,129 |
| 338 | | 1:54:30,475 | 1:54:34,143 | 0:00:03,668 |
| 339 | | 1:54:34,143 | 1:54:37,094 | 0:00:02,951 |
| 340 | | 1:55:33,372 | 1:55:38,942 | 0:00:05,570 |
| 341 | | 1:55:38,942 | 1:55:40,341 | 0:00:01,399 |
| 342 | | 1:55:40,341 | 1:55:52,355 | 0:00:12,014 |
| 343 | | 1:55:52,355 | 1:55:57,208 | 0:00:04,853 |
| 344 | | 1:55:57,208 | 1:56:00,104 | 0:00:02,896 |
| 345 | | 1:56:00,104 | 1:56:03,370 | 0:00:03,266 |
| 346 | | 1:56:35,811 | 1:56:38,648 | 0:00:02,837 |
| 347 | | 1:56:38,648 | 1:56:43,821 | 0:00:05,173 |
| 348 | | 1:56:43,821 | 1:56:45,974 | 0:00:02,153 |
| 349 | | 1:57:51,665 | 1:57:54,207 | 0:00:02,542 |
| 350 | | 1:57:54,207 | 1:57:59,612 | 0:00:05,405 |
| 351 | | 1:58:30,735 | 1:58:35,743 | 0:00:05,008 |
| 352 | | 1:58:35,743 | 1:58:38,257 | 0:00:02,514 |
| 353 | | 1:58:38,257 | 1:58:41,732 | 0:00:03,475 |
| 354 | | 1:59:05,207 | 1:59:07,534 | 0:00:02,327 |
| 355 | | 1:59:20,250 | 1:59:22,470 | 0:00:02,220 |
| 356 | | 1:59:28,660 | 1:59:59,770 | 0:00:31,110 |
| 357 | | 2:00:04,290 | 2:00:06,170 | 0:00:01,880 |
| 358 | | 2:00:10,560 | 2:00:33,880 | 0:00:23,320 |
| 359 | | 2:01:05,130 | 2:02:01,180 | 0:00:56,050 |
| 360 | | 2:02:05,450 | 2:03:00,420 | 0:00:54,970 |
| 361 | | 2:03:09,720 | 2:03:50,970 | 0:00:41,250 |
| 362 | | 2:03:59,390 | 2:04:02,580 | 0:00:03,190 |
| 363 | | 2:04:12,130 | 2:05:23,180 | 0:01:11,050 |
| 364 | | 2:05:47,370 | 2:06:07,260 | 0:00:19,890 |
| 365 | | 2:06:16,190 | 2:06:20,150 | 0:00:03,960 |
| 366 | | 2:06:44,880 | 2:06:51,790 | 0:00:06,910 |
| 367 | 2:07:36,690 | 2:07:51,510 | 0:00:14,820 | |

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| 368 | | 2:07:59,380 | 2:08:02,740 | 0:00:03,360 |
| 369 | | 2:08:11,200 | 2:08:18,190 | 0:00:06,990 |
| 370 | | 2:08:20,430 | 2:09:03,480 | 0:00:43,050 |
| 371 | | 2:09:05,200 | 2:09:15,700 | 0:00:10,500 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 372 | Cuenca-Chiquintad | 2:09:18,100 | 2:11:11,150 | 0:01:53,050 |
| 373 | | 2:13:57,340 | 2:14:44,550 | 0:00:47,210 |
| 374 | | 2:14:52,670 | 2:14:53,640 | 0:00:00,970 |
| 375 | | 2:15:05,300 | 2:15:17,480 | 0:00:12,180 |
| 376 | | 2:15:20,170 | 2:15:49,220 | 0:00:29,050 |
| 377 | | 2:16:11,450 | 2:16:14,350 | 0:00:02,900 |
| 378 | | 2:16:15,120 | 2:16:18,170 | 0:00:03,050 |
| 379 | | 2:16:21,100 | 2:16:28,180 | 0:00:07,080 |
| 380 | | 2:16:43,130 | 2:16:53,130 | 0:00:10,000 |
| 381 | | 2:17:15,660 | 2:17:20,930 | 0:00:05,270 |
| 382 | | 2:17:23,000 | 2:17:51,190 | 0:00:28,190 |
| 383 | | 2:18:01,160 | 2:18:10,110 | 0:00:08,950 |

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|----|-------------------|-------------|-------------|-------------|
| 1 | Chiquintad-Cuenca | 0:00:05,253 | 0:00:07,763 | 0:00:02,510 |
| 2 | | 0:00:31,237 | 0:00:38,338 | 0:00:07,101 |
| 3 | | 0:01:00,975 | 0:01:12,738 | 0:00:11,763 |
| 4 | | 0:01:12,738 | 0:01:15,075 | 0:00:02,337 |
| 5 | | 0:01:15,075 | 0:01:17,734 | 0:00:02,659 |
| 6 | | 0:01:17,734 | 0:01:19,101 | 0:00:01,367 |
| 7 | | 0:01:19,101 | 0:01:20,431 | 0:00:01,330 |
| 8 | | 0:01:25,507 | 0:01:40,096 | 0:00:14,589 |
| 9 | | 0:01:40,096 | 0:01:43,430 | 0:00:03,334 |
| 10 | | 0:01:43,430 | 0:01:47,002 | 0:00:03,572 |
| 11 | | 0:02:03,743 | 0:02:12,431 | 0:00:08,688 |
| 12 | | 0:02:12,431 | 0:02:21,433 | 0:00:09,002 |
| 13 | | 0:02:53,507 | 0:03:14,543 | 0:00:21,036 |
| 14 | | 0:03:14,543 | 0:03:24,001 | 0:00:09,458 |
| 15 | | 0:04:00,004 | 0:04:35,785 | 0:00:35,781 |
| 16 | | 0:04:48,767 | 0:04:53,571 | 0:00:04,804 |
| 17 | | 0:05:08,768 | 0:05:26,672 | 0:00:17,904 |
| 18 | | 0:05:42,230 | 0:05:43,583 | 0:00:01,353 |
| 19 | | 0:05:43,583 | 0:05:51,781 | 0:00:08,198 |
| 20 | | 0:05:51,781 | 0:06:10,043 | 0:00:18,262 |
| 21 | | 0:06:10,043 | 0:06:12,374 | 0:00:02,331 |
| 22 | | 0:06:28,407 | 0:06:30,943 | 0:00:02,536 |
| 23 | | 0:06:30,943 | 0:06:34,362 | 0:00:03,419 |
| 24 | | 0:06:34,362 | 0:06:36,747 | 0:00:02,385 |

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| 25 | | 0:06:36,747 | 0:06:38,002 | 0:00:01,255 |
| 26 | | 0:06:44,773 | 0:06:51,372 | 0:00:06,599 |
| 27 | | 0:06:51,372 | 0:06:53,947 | 0:00:02,575 |
| 28 | | 0:06:53,947 | 0:07:00,736 | 0:00:06,789 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 29 | Chiquintad-Cuenca | 0:07:00,736 | 0:07:05,779 | 0:00:05,043 |
| 30 | | 0:08:48,507 | 0:08:50,642 | 0:00:02,135 |
| 31 | | 0:08:50,642 | 0:08:54,376 | 0:00:03,734 |
| 32 | | 0:08:54,376 | 0:09:01,360 | 0:00:06,984 |
| 33 | | 0:09:01,360 | 0:09:03,764 | 0:00:02,404 |
| 34 | | 0:09:03,764 | 0:09:08,379 | 0:00:04,615 |
| 35 | | 0:09:23,729 | 0:09:25,537 | 0:00:01,808 |
| 36 | | 0:09:25,537 | 0:09:27,784 | 0:00:02,247 |
| 37 | | 0:09:30,001 | 0:09:33,302 | 0:00:03,301 |
| 38 | | 0:09:33,302 | 0:09:35,067 | 0:00:01,765 |
| 39 | | 0:09:35,067 | 0:09:35,998 | 0:00:00,931 |
| 40 | | 0:09:35,998 | 0:09:37,654 | 0:00:01,656 |
| 41 | | 0:09:37,654 | 0:09:40,374 | 0:00:02,720 |
| 42 | | 0:09:57,783 | 0:09:59,368 | 0:00:01,585 |
| 43 | | 0:09:59,368 | 0:10:03,479 | 0:00:04,111 |
| 44 | | 0:10:03,479 | 0:10:07,534 | 0:00:04,055 |
| 45 | | 0:10:19,381 | 0:10:20,607 | 0:00:01,226 |
| 46 | | 0:10:20,607 | 0:10:25,378 | 0:00:04,771 |
| 47 | | 0:10:25,378 | 0:10:29,124 | 0:00:03,746 |
| 48 | | 0:10:29,124 | 0:10:33,045 | 0:00:03,921 |
| 49 | | 0:10:33,045 | 0:10:42,784 | 0:00:09,739 |
| 50 | | 0:10:42,784 | 0:10:45,470 | 0:00:02,686 |
| 51 | | 0:10:45,470 | 0:10:48,439 | 0:00:02,969 |
| 52 | | 0:11:03,708 | 0:11:04,795 | 0:00:01,087 |
| 53 | | 0:11:04,795 | 0:11:06,756 | 0:00:01,961 |
| 54 | | 0:11:06,756 | 0:11:08,253 | 0:00:01,497 |
| 55 | | 0:11:08,253 | 0:11:10,534 | 0:00:02,281 |
| 56 | | 0:11:17,986 | 0:11:30,701 | 0:00:12,715 |
| 57 | | 0:11:30,701 | 0:11:33,783 | 0:00:03,082 |
| 58 | | 0:11:33,783 | 0:11:40,641 | 0:00:06,858 |
| 59 | | 0:11:47,978 | 0:11:50,643 | 0:00:02,665 |
| 60 | | 0:11:50,643 | 0:11:53,256 | 0:00:02,613 |
| 61 | | 0:11:53,256 | 0:11:57,015 | 0:00:03,759 |
| 62 | | 0:12:10,230 | 0:12:14,431 | 0:00:04,201 |
| 63 | | 0:12:14,431 | 0:12:22,867 | 0:00:08,436 |
| 64 | | 0:12:22,867 | 0:12:24,753 | 0:00:01,886 |
| 65 | | 0:12:24,753 | 0:12:25,802 | 0:00:01,049 |
| 66 | | 0:12:25,802 | 0:12:29,021 | 0:00:03,219 |

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| 67 | | 0:12:29,021 | 0:12:31,375 | 0:00:02,354 |
| 68 | | 0:12:31,375 | 0:12:47,501 | 0:00:16,126 |
| 69 | | 0:12:55,985 | 0:12:56,759 | 0:00:00,774 |
| 70 | | 0:12:56,759 | 0:13:05,476 | 0:00:08,717 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 71 | Chiquintad-Cuenca | 0:13:05,476 | 0:13:07,364 | 0:00:01,888 |
| 72 | | 0:13:07,364 | 0:13:13,473 | 0:00:06,109 |
| 73 | | 0:13:43,104 | 0:13:44,763 | 0:00:01,659 |
| 74 | | 0:13:44,763 | 0:13:47,793 | 0:00:03,030 |
| 75 | | 0:13:47,793 | 0:13:56,649 | 0:00:08,856 |
| 76 | | 0:13:56,649 | 0:13:58,427 | 0:00:01,778 |
| 77 | | 0:13:58,427 | 0:14:03,566 | 0:00:05,139 |
| 78 | | 0:14:03,566 | 0:14:07,431 | 0:00:03,865 |
| 79 | | 0:14:07,431 | 0:14:09,104 | 0:00:01,673 |
| 80 | | 0:14:09,104 | 0:14:09,744 | 0:00:00,640 |
| 81 | | 0:14:09,744 | 0:14:12,741 | 0:00:02,997 |
| 82 | | 0:14:12,741 | 0:14:18,364 | 0:00:05,623 |
| 83 | | 0:14:18,364 | 0:14:20,612 | 0:00:02,248 |
| 84 | | 0:14:20,612 | 0:14:22,438 | 0:00:01,826 |
| 85 | | 0:14:25,755 | 0:14:30,405 | 0:00:04,650 |
| 86 | | 0:14:30,405 | 0:14:42,411 | 0:00:12,006 |
| 87 | | 0:14:51,257 | 0:14:56,731 | 0:00:05,474 |
| 88 | | 0:14:56,731 | 0:14:57,803 | 0:00:01,072 |
| 89 | | 0:15:37,495 | 0:15:39,104 | 0:00:01,609 |
| 90 | | 0:15:39,104 | 0:15:42,086 | 0:00:02,982 |
| 91 | | 0:15:53,094 | 0:15:58,743 | 0:00:05,649 |
| 92 | | 0:16:09,137 | 0:16:11,239 | 0:00:02,102 |
| 93 | | 0:16:11,239 | 0:16:14,631 | 0:00:03,392 |
| 94 | | 0:16:14,631 | 0:16:16,749 | 0:00:02,118 |
| 95 | | 0:16:16,749 | 0:16:20,831 | 0:00:04,082 |
| 96 | | 0:16:20,831 | 0:16:22,503 | 0:00:01,672 |
| 97 | | 0:16:22,503 | 0:16:25,876 | 0:00:03,373 |
| 98 | | 0:16:25,876 | 0:16:31,534 | 0:00:05,658 |
| 99 | | 0:16:31,534 | 0:16:35,406 | 0:00:03,872 |
| 100 | | 0:17:07,531 | 0:17:18,243 | 0:00:10,712 |
| 101 | | 0:17:29,257 | 0:17:31,109 | 0:00:01,852 |
| 102 | | 0:17:31,109 | 0:17:32,781 | 0:00:01,672 |
| 103 | | 0:17:37,103 | 0:17:39,754 | 0:00:02,651 |
| 104 | | 0:17:39,754 | 0:17:44,998 | 0:00:05,244 |
| 105 | | 0:17:44,998 | 0:17:50,837 | 0:00:05,839 |
| 106 | | 0:17:50,837 | 0:17:52,804 | 0:00:01,967 |
| 107 | | 0:17:52,804 | 0:17:58,741 | 0:00:05,937 |
| 108 | | 0:17:58,741 | 0:18:02,531 | 0:00:03,790 |

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| 109 | | 0:18:10,793 | 0:18:16,472 | 0:00:05,679 |
| 110 | | 0:19:20,864 | 0:19:23,745 | 0:00:02,881 |
| 111 | | 0:19:57,758 | 0:19:59,073 | 0:00:01,315 |
| 112 | | 0:19:59,073 | 0:20:01,736 | 0:00:02,663 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 113 | Chiquintad-Cuenca | 0:20:01,736 | 0:20:03,376 | 0:00:01,640 |
| 114 | | 0:20:57,270 | 0:20:58,634 | 0:00:01,364 |
| 115 | | 0:20:58,634 | 0:21:01,251 | 0:00:02,617 |
| 116 | | 0:21:45,119 | 0:21:55,032 | 0:00:09,913 |
| 117 | | 0:21:55,032 | 0:21:58,001 | 0:00:02,969 |
| 118 | | 0:21:58,001 | 0:21:59,756 | 0:00:01,755 |
| 119 | | 0:21:59,756 | 0:22:01,422 | 0:00:01,666 |
| 120 | | 0:22:01,422 | 0:22:07,697 | 0:00:06,275 |
| 121 | | 0:22:07,697 | 0:22:09,831 | 0:00:02,134 |
| 122 | | 0:22:09,831 | 0:22:13,531 | 0:00:03,700 |
| 123 | | 0:22:20,987 | 0:22:25,781 | 0:00:04,794 |
| 124 | | 0:23:09,832 | 0:23:13,768 | 0:00:03,936 |
| 125 | | 0:23:13,768 | 0:23:17,251 | 0:00:03,483 |
| 126 | | 0:23:17,251 | 0:23:20,475 | 0:00:03,224 |
| 127 | | 0:23:20,475 | 0:23:23,178 | 0:00:02,703 |
| 128 | | 0:23:23,178 | 0:23:29,462 | 0:00:06,284 |
| 129 | | 0:23:29,462 | 0:23:31,004 | 0:00:01,542 |
| 130 | | 0:24:05,495 | 0:24:08,239 | 0:00:02,744 |
| 131 | | 0:24:08,239 | 0:24:09,746 | 0:00:01,507 |
| 132 | | 0:24:59,744 | 0:25:04,647 | 0:00:04,903 |
| 133 | | 0:25:04,647 | 0:25:09,755 | 0:00:05,108 |
| 134 | | 0:25:09,755 | 0:25:10,743 | 0:00:00,988 |
| 135 | | 0:25:10,743 | 0:25:12,109 | 0:00:01,366 |
| 136 | | 0:25:12,109 | 0:25:16,113 | 0:00:04,004 |
| 137 | | 0:25:16,113 | 0:25:23,496 | 0:00:07,383 |
| 138 | | 0:26:20,773 | 0:26:23,843 | 0:00:03,070 |
| 139 | | 0:26:23,843 | 0:26:27,748 | 0:00:03,905 |
| 140 | | 0:26:39,251 | 0:26:40,635 | 0:00:01,384 |
| 141 | | 0:26:40,635 | 0:26:43,486 | 0:00:02,851 |
| 142 | | 0:26:43,486 | 0:26:47,384 | 0:00:03,898 |
| 143 | | 0:27:12,504 | 0:27:23,328 | 0:00:10,824 |
| 144 | | 0:27:31,064 | 0:27:34,253 | 0:00:03,189 |
| 145 | | 0:27:34,253 | 0:27:39,745 | 0:00:05,492 |
| 146 | | 0:27:39,745 | 0:27:41,543 | 0:00:01,798 |
| 147 | | 0:28:01,968 | 0:28:03,067 | 0:00:01,099 |
| 148 | | 0:28:03,067 | 0:28:09,607 | 0:00:06,540 |
| 149 | | 0:28:09,607 | 0:28:12,967 | 0:00:03,360 |
| 150 | | 0:28:23,254 | 0:28:26,376 | 0:00:03,122 |

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| 151 | | 0:28:26,376 | 0:28:30,401 | 0:00:04,025 |
| 152 | | 0:30:06,267 | 0:30:09,783 | 0:00:03,516 |
| 153 | | 0:30:09,783 | 0:30:12,376 | 0:00:02,593 |
| 154 | | 0:30:12,376 | 0:30:15,748 | 0:00:03,372 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 155 | Chiquintad-Cuenca | 0:30:15,748 | 0:30:18,754 | 0:00:03,006 |
| 156 | | 0:31:09,251 | 0:31:14,187 | 0:00:04,936 |
| 157 | | 0:31:14,187 | 0:31:18,210 | 0:00:04,023 |
| 158 | | 0:31:18,210 | 0:31:21,101 | 0:00:02,891 |
| 159 | | 0:31:21,101 | 0:31:26,263 | 0:00:05,162 |
| 160 | | 0:31:26,263 | 0:31:29,367 | 0:00:03,104 |
| 161 | | 0:31:29,367 | 0:31:33,146 | 0:00:03,779 |
| 162 | | 0:31:33,146 | 0:31:35,786 | 0:00:02,640 |
| 163 | | 0:31:35,786 | 0:31:37,342 | 0:00:01,556 |
| 164 | | 0:31:37,342 | 0:31:42,157 | 0:00:04,815 |
| 165 | | 0:31:53,137 | 0:31:55,369 | 0:00:02,232 |
| 166 | | 0:31:55,369 | 0:31:58,145 | 0:00:02,776 |
| 167 | | 0:32:08,016 | 0:32:11,367 | 0:00:03,351 |
| 168 | | 0:32:11,367 | 0:32:14,501 | 0:00:03,134 |
| 169 | | 0:32:40,359 | 0:32:45,761 | 0:00:05,402 |
| 170 | | 0:32:45,761 | 0:32:47,607 | 0:00:01,846 |
| 171 | | 0:32:47,607 | 0:32:52,503 | 0:00:04,896 |
| 172 | | 0:32:52,503 | 0:32:54,682 | 0:00:02,179 |
| 173 | | 0:32:54,682 | 0:32:56,748 | 0:00:02,066 |
| 174 | | 0:32:56,748 | 0:32:59,942 | 0:00:03,194 |
| 175 | | 0:32:59,942 | 0:33:04,256 | 0:00:04,314 |
| 176 | | 0:33:04,256 | 0:33:08,443 | 0:00:04,187 |
| 177 | | 0:33:17,239 | 0:33:30,004 | 0:00:12,765 |
| 178 | | 0:33:30,004 | 0:33:32,975 | 0:00:02,971 |
| 179 | | 0:33:53,746 | 0:33:55,364 | 0:00:01,618 |
| 180 | | 0:33:55,364 | 0:33:56,245 | 0:00:00,881 |
| 181 | | 0:33:56,245 | 0:33:59,103 | 0:00:02,858 |
| 182 | | 0:33:59,103 | 0:34:04,002 | 0:00:04,899 |
| 183 | | 0:34:29,608 | 0:34:31,793 | 0:00:02,185 |
| 184 | | 0:34:31,793 | 0:34:33,834 | 0:00:02,041 |
| 185 | | 0:34:33,834 | 0:34:35,136 | 0:00:01,302 |
| 186 | | 0:34:55,106 | 0:34:57,787 | 0:00:02,681 |
| 187 | | 0:35:14,741 | 0:35:16,810 | 0:00:02,069 |
| 188 | | 0:35:16,810 | 0:35:25,748 | 0:00:08,938 |
| 189 | | 0:35:37,762 | 0:35:40,674 | 0:00:02,912 |
| 190 | | 0:35:40,674 | 0:35:44,763 | 0:00:04,089 |
| 191 | | 0:35:44,763 | 0:35:46,801 | 0:00:02,038 |
| 192 | | 0:36:24,761 | 0:36:28,314 | 0:00:03,553 |

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| 193 | | 0:36:28,314 | 0:36:36,691 | 0:00:08,377 |
| 194 | | 0:36:36,691 | 0:36:41,345 | 0:00:04,654 |
| 195 | | 0:37:07,573 | 0:37:08,994 | 0:00:01,421 |
| 196 | | 0:37:08,994 | 0:37:11,758 | 0:00:02,764 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 197 | Chiquintad-Cuenca | 0:37:11,758 | 0:37:13,251 | 0:00:01,493 |
| 198 | | 0:38:28,563 | 0:38:30,612 | 0:00:02,049 |
| 199 | | 0:38:30,612 | 0:38:36,503 | 0:00:05,891 |
| 200 | | 0:38:36,503 | 0:38:39,231 | 0:00:02,728 |
| 201 | | 0:38:58,269 | 0:39:06,234 | 0:00:07,965 |
| 202 | | 0:39:13,517 | 0:39:15,246 | 0:00:01,729 |
| 203 | | 0:39:47,314 | 0:39:49,973 | 0:00:02,659 |
| 204 | | 0:39:49,973 | 0:39:53,756 | 0:00:03,783 |
| 205 | | 0:39:53,756 | 0:39:55,694 | 0:00:01,938 |
| 206 | | 0:39:55,694 | 0:39:57,000 | 0:00:01,306 |
| 207 | | 0:39:57,000 | 0:40:05,638 | 0:00:08,638 |
| 208 | | 0:40:49,486 | 0:40:56,763 | 0:00:07,277 |
| 209 | | 0:42:20,374 | 0:42:22,743 | 0:00:02,369 |
| 210 | | 0:42:22,743 | 0:42:25,317 | 0:00:02,574 |
| 211 | | 0:42:25,317 | 0:42:28,076 | 0:00:02,759 |
| 212 | | 0:42:37,678 | 0:42:38,809 | 0:00:01,131 |
| 213 | | 0:42:49,453 | 0:42:53,503 | 0:00:04,050 |
| 214 | | 0:42:53,503 | 0:42:56,143 | 0:00:02,640 |
| 215 | | 0:42:56,143 | 0:42:59,746 | 0:00:03,603 |
| 216 | | 0:43:19,838 | 0:43:24,754 | 0:00:04,916 |
| 217 | | 0:44:09,863 | 0:44:12,264 | 0:00:02,401 |
| 218 | | 0:44:27,257 | 0:44:29,506 | 0:00:02,249 |
| 219 | | 0:44:41,804 | 0:44:44,674 | 0:00:02,870 |
| 220 | | 0:44:44,674 | 0:44:48,431 | 0:00:03,757 |
| 221 | | 0:45:27,957 | 0:45:34,043 | 0:00:06,086 |
| 222 | | 0:45:34,043 | 0:45:35,681 | 0:00:01,638 |
| 223 | | 0:45:49,079 | 0:45:54,475 | 0:00:05,396 |
| 224 | | 0:45:54,475 | 0:45:58,504 | 0:00:04,029 |
| 225 | 0:45:58,504 | 0:46:01,507 | 0:00:03,003 | |
| 226 | 0:46:01,507 | 0:46:03,024 | 0:00:01,517 | |
| 227 | 0:46:36,507 | 0:46:40,361 | 0:00:03,854 | |
| 228 | 0:46:40,361 | 0:46:45,239 | 0:00:04,878 | |
| 229 | 0:46:45,239 | 0:46:47,069 | 0:00:01,830 | |
| 230 | 0:46:47,069 | 0:46:49,799 | 0:00:02,730 | |
| 231 | 0:47:09,974 | 0:47:11,381 | 0:00:01,407 | |
| 232 | 0:47:11,381 | 0:47:13,428 | 0:00:02,047 | |
| 233 | 0:47:13,428 | 0:47:15,788 | 0:00:02,360 | |
| 234 | 0:47:15,788 | 0:47:18,733 | 0:00:02,945 | |

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| 235 | | 0:47:18,733 | 0:47:21,174 | 0:00:02,441 |
| 236 | | 0:48:06,948 | 0:48:10,472 | 0:00:03,524 |
| 237 | | 0:48:10,472 | 0:48:18,000 | 0:00:07,528 |
| 238 | | 0:48:18,000 | 0:48:21,503 | 0:00:03,503 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 239 | Chiquintad-Cuenca | 0:48:58,672 | 0:48:59,307 | 0:00:00,635 |
| 240 | | 0:48:59,307 | 0:49:04,032 | 0:00:04,725 |
| 241 | | 0:49:04,032 | 0:49:06,837 | 0:00:02,805 |
| 242 | | 0:49:06,837 | 0:49:08,361 | 0:00:01,524 |
| 243 | | 0:49:37,117 | 0:49:38,566 | 0:00:01,449 |
| 244 | | 0:49:47,807 | 0:49:52,230 | 0:00:04,423 |
| 245 | | 0:50:53,469 | 0:50:55,783 | 0:00:02,314 |
| 246 | | 0:51:45,433 | 0:51:49,612 | 0:00:04,179 |
| 247 | | 0:51:49,612 | 0:51:52,831 | 0:00:03,219 |
| 248 | | 0:52:04,893 | 0:52:08,493 | 0:00:03,600 |
| 249 | | 0:52:16,963 | 0:52:18,457 | 0:00:01,494 |
| 250 | | 0:52:18,457 | 0:52:20,322 | 0:00:01,865 |
| 251 | | 0:52:23,091 | 0:52:25,764 | 0:00:02,673 |
| 252 | | 0:52:25,764 | 0:52:27,247 | 0:00:01,483 |
| 253 | | 0:52:42,419 | 0:52:44,507 | 0:00:02,088 |
| 254 | | 0:52:44,507 | 0:52:45,996 | 0:00:01,489 |
| 255 | | 0:52:51,607 | 0:52:53,747 | 0:00:02,140 |
| 256 | | 0:52:53,747 | 0:52:56,237 | 0:00:02,490 |
| 257 | | 0:52:56,237 | 0:53:00,011 | 0:00:03,774 |
| 258 | | 0:53:00,011 | 0:53:09,699 | 0:00:09,688 |
| 259 | | 0:53:50,746 | 0:53:53,742 | 0:00:02,996 |
| 260 | | 0:54:04,241 | 0:54:10,031 | 0:00:05,790 |
| 261 | | 0:54:41,897 | 0:54:45,783 | 0:00:03,886 |
| 262 | | 0:54:45,783 | 0:54:48,253 | 0:00:02,470 |
| 263 | | 0:54:48,253 | 0:54:50,107 | 0:00:01,854 |
| 264 | | 0:54:50,107 | 0:54:58,034 | 0:00:07,927 |
| 265 | | 0:54:58,034 | 0:55:03,001 | 0:00:04,967 |
| 266 | | 0:55:47,103 | 0:55:51,943 | 0:00:04,840 |
| 267 | 0:55:51,943 | 0:55:53,782 | 0:00:01,839 | |
| 268 | 0:56:28,261 | 0:56:29,644 | 0:00:01,383 | |
| 269 | 0:56:43,083 | 0:56:45,847 | 0:00:02,764 | |
| 270 | 0:56:45,847 | 0:56:48,634 | 0:00:02,787 | |
| 271 | 0:57:07,741 | 0:57:09,507 | 0:00:01,766 | |
| 272 | 0:57:09,507 | 0:57:11,376 | 0:00:01,869 | |
| 273 | 0:57:11,376 | 0:57:17,001 | 0:00:05,625 | |
| 274 | 0:57:17,001 | 0:57:20,576 | 0:00:03,575 | |
| 275 | 0:57:20,576 | 0:57:23,763 | 0:00:03,187 | |
| 276 | 0:57:23,763 | 0:57:26,314 | 0:00:02,551 | |

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| 277 | | 0:57:45,836 | 0:57:48,796 | 0:00:02,960 |
| 278 | | 0:57:48,796 | 0:57:52,621 | 0:00:03,825 |
| 279 | | 0:57:52,621 | 0:57:56,320 | 0:00:03,699 |
| 280 | | 0:58:13,086 | 0:58:14,683 | 0:00:01,597 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 281 | Chiquintad-Cuenca | 0:58:14,683 | 0:58:17,493 | 0:00:02,810 |
| 282 | | 0:58:17,493 | 0:58:19,687 | 0:00:02,194 |
| 283 | | 0:58:19,687 | 0:58:25,031 | 0:00:05,344 |
| 284 | | 0:58:25,031 | 0:58:28,064 | 0:00:03,033 |
| 285 | | 0:58:28,064 | 0:58:29,503 | 0:00:01,439 |
| 286 | | 0:58:29,503 | 0:58:30,601 | 0:00:01,098 |
| 287 | | 0:58:30,601 | 0:58:34,143 | 0:00:03,542 |
| 288 | | 0:59:03,745 | 0:59:08,473 | 0:00:04,728 |
| 289 | | 0:59:24,781 | 0:59:26,801 | 0:00:02,020 |
| 290 | | 0:59:26,801 | 0:59:30,748 | 0:00:03,947 |
| 291 | | 0:59:30,748 | 0:59:34,253 | 0:00:03,505 |
| 292 | | 0:59:34,253 | 0:59:36,947 | 0:00:02,694 |
| 293 | | 1:00:13,107 | 1:00:15,206 | 0:00:02,099 |
| 294 | | 1:00:25,416 | 1:00:27,001 | 0:00:01,585 |
| 295 | | 1:00:27,001 | 1:00:28,879 | 0:00:01,878 |
| 296 | | 1:00:28,879 | 1:00:30,503 | 0:00:01,624 |
| 297 | | 1:00:30,503 | 1:00:33,407 | 0:00:02,904 |
| 298 | | 1:00:33,407 | 1:00:35,318 | 0:00:01,911 |
| 299 | | 1:00:35,318 | 1:00:38,561 | 0:00:03,243 |
| 300 | | 1:00:39,834 | 1:00:46,473 | 0:00:06,639 |
| 301 | | 1:01:05,104 | 1:01:08,946 | 0:00:03,842 |
| 302 | | 1:01:18,637 | 1:01:21,578 | 0:00:02,941 |
| 303 | | 1:01:21,578 | 1:01:25,311 | 0:00:03,733 |
| 304 | | 1:01:25,311 | 1:01:27,748 | 0:00:02,437 |
| 305 | | 1:02:18,337 | 1:02:19,167 | 0:00:00,830 |
| 306 | | 1:03:03,831 | 1:03:04,501 | 0:00:00,670 |
| 307 | | 1:03:13,691 | 1:03:15,645 | 0:00:01,954 |
| 308 | | 1:03:15,645 | 1:03:17,761 | 0:00:02,116 |
| 309 | | 1:03:17,761 | 1:03:19,117 | 0:00:01,356 |
| 310 | | 1:03:19,117 | 1:03:21,204 | 0:00:02,087 |
| 311 | | 1:03:21,204 | 1:03:27,001 | 0:00:05,797 |
| 312 | | 1:03:59,143 | 1:04:00,794 | 0:00:01,651 |
| 313 | | 1:04:00,794 | 1:04:02,784 | 0:00:01,990 |
| 314 | | 1:04:02,784 | 1:04:06,254 | 0:00:03,470 |
| 315 | | 1:04:06,254 | 1:04:08,002 | 0:00:01,748 |
| 316 | | 1:04:28,500 | 1:04:36,514 | 0:00:08,014 |
| 317 | | 1:04:52,126 | 1:04:57,864 | 0:00:05,738 |
| 318 | | 1:04:57,864 | 1:05:04,012 | 0:00:06,148 |

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| 319 | | 1:05:21,761 | 1:05:23,049 | 0:00:01,288 |
| 320 | | 1:05:23,049 | 1:05:29,320 | 0:00:06,271 |
| 321 | | 1:05:42,076 | 1:05:42,806 | 0:00:00,730 |
| 322 | | 1:05:42,806 | 1:05:44,327 | 0:00:01,521 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 323 | Chiquintad-Cuenca | 1:05:44,327 | 1:05:47,307 | 0:00:02,980 |
| 324 | | 1:06:04,412 | 1:06:08,212 | 0:00:03,800 |
| 325 | | 1:06:10,212 | 1:06:14,693 | 0:00:04,481 |
| 326 | | 1:06:36,867 | 1:06:39,734 | 0:00:02,867 |
| 327 | | 1:06:39,734 | 1:06:44,973 | 0:00:05,239 |
| 328 | | 1:07:01,103 | 1:07:10,253 | 0:00:09,150 |
| 329 | | 1:07:10,253 | 1:07:13,321 | 0:00:03,068 |
| 330 | | 1:07:20,294 | 1:07:22,437 | 0:00:02,143 |
| 331 | | 1:07:26,738 | 1:07:29,237 | 0:00:02,499 |
| 332 | | 1:07:33,143 | 1:07:37,163 | 0:00:04,020 |
| 333 | | 1:07:37,163 | 1:07:43,512 | 0:00:06,349 |
| 334 | | 1:07:55,317 | 1:07:58,534 | 0:00:03,217 |
| 335 | | 1:07:58,534 | 1:08:00,462 | 0:00:01,928 |
| 336 | | 1:08:51,763 | 1:08:53,634 | 0:00:01,871 |
| 337 | | 1:09:02,143 | 1:09:03,975 | 0:00:01,832 |
| 338 | | 1:09:03,975 | 1:09:06,873 | 0:00:02,898 |
| 339 | | 1:09:39,867 | 1:09:41,483 | 0:00:01,616 |
| 340 | | 1:09:49,634 | 1:09:54,231 | 0:00:04,597 |
| 341 | | 1:09:54,231 | 1:09:56,129 | 0:00:01,898 |
| 342 | | 1:10:32,346 | 1:10:40,004 | 0:00:07,658 |
| 343 | | 1:10:40,004 | 1:10:43,511 | 0:00:03,507 |
| 344 | | 1:10:43,511 | 1:10:46,509 | 0:00:02,998 |
| 345 | | 1:12:35,794 | 1:12:38,142 | 0:00:02,348 |
| 346 | | 1:13:08,801 | 1:13:11,763 | 0:00:02,962 |
| 347 | | 1:13:11,763 | 1:13:13,108 | 0:00:01,345 |
| 348 | | 1:13:13,108 | 1:13:14,246 | 0:00:01,138 |
| 349 | | 1:13:14,246 | 1:13:16,365 | 0:00:02,119 |
| 350 | | 1:13:16,365 | 1:13:18,673 | 0:00:02,308 |
| 351 | | 1:13:18,673 | 1:13:21,116 | 0:00:02,443 |
| 352 | | 1:13:21,116 | 1:13:28,215 | 0:00:07,099 |
| 353 | | 1:14:21,572 | 1:14:25,468 | 0:00:03,896 |
| 354 | | 1:15:27,106 | 1:15:30,342 | 0:00:03,236 |
| 355 | | 1:15:30,342 | 1:15:32,413 | 0:00:02,071 |
| 356 | | 1:15:49,984 | 1:15:52,634 | 0:00:02,650 |
| 357 | | 1:16:35,511 | 1:16:38,145 | 0:00:02,634 |
| 358 | | 1:16:46,012 | 1:16:48,261 | 0:00:02,249 |
| 359 | 1:16:48,261 | 1:16:49,994 | 0:00:01,733 | |
| 360 | 1:16:49,994 | 1:16:52,791 | 0:00:02,797 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 361 | | 1:16:52,791 | 1:16:57,505 | 0:00:04,714 |
| 362 | | 1:16:57,505 | 1:16:59,610 | 0:00:02,105 |
| 363 | | 1:17:30,867 | 1:17:34,163 | 0:00:03,296 |
| 364 | | 1:17:45,712 | 1:17:54,096 | 0:00:08,384 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 365 | Chiquintad-Cuenca | 1:19:12,864 | 1:19:16,724 | 0:00:03,860 |
| 366 | | 1:19:16,724 | 1:19:18,546 | 0:00:01,822 |
| 367 | | 1:19:38,248 | 1:19:41,146 | 0:00:02,898 |
| 368 | | 1:19:41,146 | 1:19:43,764 | 0:00:02,618 |
| 369 | | 1:19:43,764 | 1:19:47,155 | 0:00:03,391 |
| 370 | | 1:19:47,155 | 1:19:49,489 | 0:00:02,334 |
| 371 | | 1:19:49,489 | 1:19:51,004 | 0:00:01,515 |
| 372 | | 1:19:51,004 | 1:19:53,617 | 0:00:02,613 |
| 373 | | 1:19:53,617 | 1:19:56,374 | 0:00:02,757 |
| 374 | | 1:20:19,873 | 1:20:27,697 | 0:00:07,824 |
| 375 | | 1:20:27,697 | 1:20:31,964 | 0:00:04,267 |
| 376 | | 1:20:31,964 | 1:20:34,706 | 0:00:02,742 |
| 377 | | 1:20:34,706 | 1:20:42,460 | 0:00:07,754 |
| 378 | | 1:20:42,460 | 1:20:44,237 | 0:00:01,777 |
| 379 | | 1:20:44,237 | 1:20:47,057 | 0:00:02,820 |
| 380 | | 1:21:08,503 | 1:21:10,678 | 0:00:02,175 |
| 381 | | 1:21:10,678 | 1:21:14,930 | 0:00:04,252 |
| 382 | | 1:21:44,001 | 1:21:45,331 | 0:00:01,330 |
| 383 | | 1:22:00,941 | 1:22:03,256 | 0:00:02,315 |
| 384 | | 1:22:03,256 | 1:22:05,764 | 0:00:02,508 |
| 385 | | 1:22:05,764 | 1:22:09,737 | 0:00:03,973 |
| 386 | | 1:22:09,737 | 1:22:12,248 | 0:00:02,511 |
| 387 | | 1:22:12,248 | 1:22:15,623 | 0:00:03,375 |
| 388 | | 1:23:11,701 | 1:23:13,806 | 0:00:02,105 |
| 389 | | 1:23:29,537 | 1:23:32,142 | 0:00:02,605 |
| 390 | | 1:23:32,142 | 1:23:35,322 | 0:00:03,180 |
| 391 | | 1:23:59,462 | 1:24:02,634 | 0:00:03,172 |
| 392 | | 1:24:23,367 | 1:24:32,893 | 0:00:09,526 |
| 393 | | 1:24:43,384 | 1:24:45,534 | 0:00:02,150 |
| 394 | | 1:24:45,534 | 1:24:47,162 | 0:00:01,628 |
| 395 | | 1:24:47,162 | 1:24:50,437 | 0:00:03,275 |
| 396 | | 1:25:15,833 | 1:25:17,512 | 0:00:01,679 |
| 397 | | 1:25:27,386 | 1:25:29,803 | 0:00:02,417 |
| 398 | | 1:25:29,803 | 1:25:33,241 | 0:00:03,438 |
| 399 | | 1:25:33,241 | 1:25:34,605 | 0:00:01,364 |
| 400 | | 1:25:34,605 | 1:25:38,069 | 0:00:03,464 |
| 401 | | 1:25:38,069 | 1:25:43,875 | 0:00:05,806 |
| 402 | | 1:25:43,875 | 1:25:45,649 | 0:00:01,774 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 403 | | 1:25:45,649 | 1:25:47,001 | 0:00:01,352 |
| 404 | | 1:25:47,001 | 1:25:48,706 | 0:00:01,705 |
| 405 | | 1:25:48,706 | 1:25:50,863 | 0:00:02,157 |
| 406 | | 1:26:10,534 | 1:26:14,793 | 0:00:04,259 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 407 | Chiquintad-Cuenca | 1:26:14,793 | 1:26:16,087 | 0:00:01,294 |
| 408 | | 1:26:16,087 | 1:26:21,764 | 0:00:05,677 |
| 409 | | 1:26:21,764 | 1:26:23,460 | 0:00:01,696 |
| 410 | | 1:26:23,460 | 1:26:27,056 | 0:00:03,596 |
| 411 | | 1:26:27,056 | 1:26:28,764 | 0:00:01,708 |
| 412 | | 1:26:34,243 | 1:26:36,321 | 0:00:02,078 |
| 413 | | 1:27:21,064 | 1:27:22,746 | 0:00:01,682 |
| 414 | | 1:27:49,534 | 1:27:50,786 | 0:00:01,252 |
| 415 | | 1:28:03,314 | 1:28:06,869 | 0:00:03,555 |
| 416 | | 1:28:30,117 | 1:28:31,099 | 0:00:00,982 |
| 417 | | 1:28:31,099 | 1:28:34,001 | 0:00:02,902 |
| 418 | | 1:28:43,653 | 1:28:45,837 | 0:00:02,184 |
| 419 | | 1:29:35,637 | 1:29:37,342 | 0:00:01,705 |
| 420 | | 1:29:55,102 | 1:29:57,247 | 0:00:02,145 |
| 421 | | 1:30:45,978 | 1:30:49,785 | 0:00:03,807 |
| 422 | | 1:30:49,785 | 1:30:51,173 | 0:00:01,388 |
| 423 | | 1:31:20,468 | 1:31:21,967 | 0:00:01,499 |
| 424 | | 1:31:21,967 | 1:31:25,620 | 0:00:03,653 |
| 425 | | 1:31:25,620 | 1:31:27,745 | 0:00:02,125 |
| 426 | | 1:31:27,745 | 1:31:31,601 | 0:00:03,856 |
| 427 | | 1:31:58,635 | 1:32:02,134 | 0:00:03,499 |
| 428 | | 1:32:46,337 | 1:32:47,755 | 0:00:01,418 |
| 429 | | 1:35:21,503 | 1:35:24,365 | 0:00:02,862 |
| 430 | | 1:35:24,365 | 1:35:27,142 | 0:00:02,777 |
| 431 | | 1:36:39,781 | 1:36:42,789 | 0:00:03,008 |
| 432 | | 1:36:42,789 | 1:36:47,097 | 0:00:04,308 |
| 433 | | 1:36:47,097 | 1:36:52,743 | 0:00:05,646 |
| 434 | | 1:37:23,792 | 1:37:26,094 | 0:00:02,302 |
| 435 | | 1:37:34,000 | 1:37:37,025 | 0:00:03,025 |
| 436 | | 1:38:04,948 | 1:38:07,231 | 0:00:02,283 |
| 437 | | 1:38:07,231 | 1:38:15,675 | 0:00:08,444 |
| 438 | | 1:38:33,681 | 1:38:38,000 | 0:00:04,319 |
| 439 | | 1:39:06,253 | 1:39:09,134 | 0:00:02,881 |
| 440 | | 1:39:09,134 | 1:39:14,000 | 0:00:04,866 |
| 441 | | 1:39:14,000 | 1:39:15,767 | 0:00:01,767 |
| 442 | | 1:39:15,767 | 1:39:17,164 | 0:00:01,397 |
| 443 | | 1:39:17,164 | 1:39:20,364 | 0:00:03,200 |
| 444 | | 1:39:32,248 | 1:39:34,672 | 0:00:02,424 |

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| 445 | | 1:40:14,765 | 1:40:16,841 | 0:00:02,076 |
| 446 | | 1:40:36,097 | 1:40:37,488 | 0:00:01,391 |
| 447 | | 1:40:58,322 | 1:41:00,086 | 0:00:01,764 |
| 448 | | 1:41:00,086 | 1:41:05,167 | 0:00:05,081 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 449 | Chiquintad-Cuenca | 1:41:05,167 | 1:41:12,961 | 0:00:07,794 |
| 450 | | 1:41:31,513 | 1:41:33,681 | 0:00:02,168 |
| 451 | | 1:41:33,681 | 1:41:36,345 | 0:00:02,664 |
| 452 | | 1:41:36,345 | 1:41:39,837 | 0:00:03,492 |
| 453 | | 1:41:45,863 | 1:41:48,347 | 0:00:02,484 |
| 454 | | 1:42:02,537 | 1:42:08,673 | 0:00:06,136 |
| 455 | | 1:42:30,423 | 1:42:34,214 | 0:00:03,791 |
| 456 | | 1:42:34,214 | 1:42:37,423 | 0:00:03,209 |
| 457 | | 1:43:25,002 | 1:43:28,673 | 0:00:03,671 |
| 458 | | 1:43:45,342 | 1:43:50,311 | 0:00:04,969 |
| 459 | | 1:43:50,311 | 1:43:51,864 | 0:00:01,553 |
| 460 | | 1:43:58,403 | 1:44:02,235 | 0:00:03,832 |
| 461 | | 1:45:24,093 | 1:45:26,532 | 0:00:02,439 |
| 462 | | 1:45:26,532 | 1:45:29,784 | 0:00:03,252 |
| 463 | | 1:45:29,784 | 1:45:32,083 | 0:00:02,299 |
| 464 | | 1:46:06,612 | 1:46:08,001 | 0:00:01,389 |
| 465 | | 1:46:45,652 | 1:46:47,682 | 0:00:02,030 |
| 466 | | 1:47:57,486 | 1:48:00,311 | 0:00:02,825 |
| 467 | | 1:48:00,311 | 1:48:04,763 | 0:00:04,452 |
| 468 | | 1:48:21,507 | 1:48:22,746 | 0:00:01,239 |
| 469 | | 1:48:22,746 | 1:48:25,366 | 0:00:02,620 |
| 470 | | 1:48:25,366 | 1:48:29,147 | 0:00:03,781 |
| 471 | | 1:49:24,364 | 1:49:25,749 | 0:00:01,385 |
| 472 | | 1:49:25,749 | 1:49:27,812 | 0:00:02,063 |
| 473 | | 1:49:32,344 | 1:49:34,473 | 0:00:02,129 |
| 474 | | 1:49:56,358 | 1:50:01,893 | 0:00:05,535 |
| 475 | | 1:50:32,774 | 1:50:34,653 | 0:00:01,879 |
| 476 | | 1:50:34,653 | 1:50:37,342 | 0:00:02,689 |
| 477 | | 1:50:37,342 | 1:50:40,213 | 0:00:02,871 |
| 478 | | 1:51:36,336 | 1:51:39,213 | 0:00:02,877 |
| 479 | 1:52:02,504 | 1:52:05,426 | 0:00:02,922 | |
| 480 | 1:52:21,861 | 1:52:24,214 | 0:00:02,353 | |
| 481 | 1:52:24,214 | 1:52:27,312 | 0:00:03,098 | |
| 482 | 1:52:35,603 | 1:52:36,736 | 0:00:01,133 | |
| 483 | 1:52:36,736 | 1:52:37,201 | 0:00:00,465 | |
| 484 | 1:52:58,816 | 1:53:02,984 | 0:00:04,168 | |
| 485 | 1:53:02,984 | 1:53:05,436 | 0:00:02,452 | |
| 486 | 1:53:05,436 | 1:53:07,736 | 0:00:02,300 | |

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| 487 | | 1:53:07,736 | 1:53:11,253 | 0:00:03,517 |
| 488 | | 1:54:04,358 | 1:54:07,128 | 0:00:02,770 |
| 489 | | 1:54:48,325 | 1:54:49,748 | 0:00:01,423 |
| 490 | | 1:54:49,748 | 1:54:53,512 | 0:00:03,764 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 491 | Chiquintad-Cuenca | 1:55:30,792 | 1:55:33,486 | 0:00:02,694 |
| 492 | | 1:55:59,739 | 1:56:07,316 | 0:00:07,577 |
| 493 | | 1:56:07,316 | 1:56:09,573 | 0:00:02,257 |
| 494 | | 1:56:22,784 | 1:56:24,791 | 0:00:02,007 |
| 495 | | 1:56:24,791 | 1:56:27,114 | 0:00:02,323 |
| 496 | | 1:56:27,114 | 1:56:30,512 | 0:00:03,398 |
| 497 | | 1:56:03,370 | 1:56:06,524 | 0:00:03,154 |
| 498 | | 1:56:30,801 | 1:56:32,494 | 0:00:01,693 |
| 499 | | 1:56:59,362 | 1:57:02,317 | 0:00:02,955 |
| 500 | | 1:57:17,053 | 1:57:19,117 | 0:00:02,064 |
| 501 | | 1:57:43,449 | 1:57:47,124 | 0:00:03,675 |
| 502 | | 1:57:57,069 | 1:57:58,102 | 0:00:01,033 |
| 503 | | 1:58:17,107 | 1:58:20,350 | 0:00:03,243 |
| 504 | | 1:59:13,729 | 1:59:15,684 | 0:00:01,955 |
| 505 | | 1:59:41,897 | 1:59:44,753 | 0:00:02,856 |
| 506 | | 2:00:04,238 | 2:00:05,864 | 0:00:01,626 |
| 507 | | 2:00:12,110 | 2:00:25,160 | 0:00:13,050 |
| 508 | | 2:00:26,530 | 2:00:45,440 | 0:00:18,910 |
| 509 | | 2:00:45,550 | 2:01:42,350 | 0:00:56,800 |
| 510 | | 2:01:44,240 | 2:02:10,000 | 0:00:25,760 |
| 511 | | 2:02:32,160 | 2:02:59,500 | 0:00:27,340 |
| 512 | | 2:03:00,270 | 2:03:03,110 | 0:00:02,840 |
| 513 | | 2:03:16,430 | 2:03:19,310 | 0:00:02,880 |
| 514 | | 2:03:33,420 | 2:03:52,650 | 0:00:19,230 |
| 515 | | 2:04:18,930 | 2:04:21,850 | 0:00:02,920 |
| 516 | | 2:04:38,650 | 2:04:40,890 | 0:00:02,240 |
| 517 | | 2:05:23,110 | 2:05:40,200 | 0:00:17,090 |
| 518 | | 2:06:55,540 | 2:06:58,490 | 0:00:02,950 |
| 519 | | 2:07:18,170 | 2:07:20,130 | 0:00:01,960 |
| 520 | | 2:07:22,170 | 2:07:23,190 | 0:00:01,020 |
| 521 | | 2:07:25,490 | 2:07:29,350 | 0:00:03,860 |
| 522 | | 2:07:37,550 | 2:08:02,470 | 0:00:24,920 |
| 523 | | 2:08:24,110 | 2:08:26,000 | 0:00:01,890 |
| 524 | | 2:08:28,100 | 2:08:30,120 | 0:00:02,020 |
| 525 | 2:09:56,580 | 2:10:18,950 | 0:00:22,370 | |
| 526 | 2:12:10,140 | 2:12:12,110 | 0:00:01,970 | |
| 527 | 2:12:37,000 | 2:12:43,350 | 0:00:06,350 | |
| 528 | 2:12:53,310 | 2:14:18,220 | 0:01:24,910 | |

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| 529 | | 2:14:54,540 | 2:14:57,540 | 0:00:03,000 |
| 530 | | 2:15:19,380 | 2:15:22,340 | 0:00:02,960 |
| 531 | | 2:16:06,090 | 2:16:08,000 | 0:00:01,910 |
| 532 | | 2:16:38,750 | 2:17:01,690 | 0:00:22,940 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 533 | Chiquintad-Cuenca | 2:17:09,300 | 2:17:41,260 | 0:00:31,960 |
| 534 | | 2:17:56,790 | 2:18:02,650 | 0:00:05,860 |
| 535 | | 2:18:04,120 | 2:18:17,700 | 0:00:13,580 |
| 536 | | 2:18:22,000 | 2:18:25,360 | 0:00:03,360 |
| 537 | | 2:18:58,180 | 2:19:01,150 | 0:00:02,970 |
| 538 | | 2:19:04,510 | 2:19:06,510 | 0:00:02,000 |

Anexo 3.8.2 Headways de buses vía Chiquintad

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| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Chiquintad | 0:04:04,175 | 0:04:14,435 | 0:00:10,260 |
| 2 | | 0:08:23,975 | 0:08:30,741 | 0:00:06,766 |
| 3 | | 0:10:09,692 | 0:10:15,741 | 0:00:06,049 |
| 4 | | 0:20:06,378 | 0:20:09,135 | 0:00:02,757 |
| 5 | | 0:22:40,014 | 0:22:46,377 | 0:00:06,363 |
| 6 | | 0:35:22,745 | 0:35:30,674 | 0:00:07,929 |
| 7 | | 0:43:26,462 | 0:43:35,576 | 0:00:09,114 |
| 8 | | 0:46:22,238 | 0:46:32,301 | 0:00:10,063 |
| 9 | | 0:51:39,673 | 0:51:50,257 | 0:00:10,584 |
| 10 | | 0:55:14,257 | 0:55:25,873 | 0:00:11,616 |
| 11 | | 1:02:19,675 | 1:02:30,839 | 0:00:11,164 |
| 12 | | 1:08:40,003 | 1:08:49,642 | 0:00:09,639 |
| 13 | | 1:13:07,126 | 1:13:17,432 | 0:00:10,306 |
| 14 | | 1:17:25,647 | 1:17:36,537 | 0:00:10,890 |
| 15 | | 1:22:25,807 | 1:22:36,743 | 0:00:10,936 |
| 16 | | 1:35:24,745 | 1:35:36,681 | 0:00:11,936 |
| 17 | | 1:37:11,756 | 1:37:23,245 | 0:00:11,489 |
| 18 | | 1:46:33,648 | 1:46:48,512 | 0:00:14,864 |
| 19 | | 1:55:28,367 | 1:55:32,786 | 0:00:04,419 |

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| 1 | Chiquintad-Cuenca | 0:00:07,763 | 0:00:27,745 | 0:00:19,982 |
| 2 | | 0:08:10,361 | 0:08:15,837 | 0:00:05,476 |
| 3 | | 0:13:31,083 | 0:13:38,473 | 0:00:07,390 |
| 4 | | 0:16:35,406 | 0:16:44,536 | 0:00:09,130 |

| 5 | | 0:24:50,623 | 0:24:57,738 | 0:00:07,115 |
|--------|-------------------|----------------|--------------|-------------|
| 6 | | 0:26:27,748 | 0:26:36,517 | 0:00:08,769 |
| 7 | | 0:31:58,145 | 0:32:08,016 | 0:00:09,871 |
| 8 | | 0:33:08,443 | 0:33:15,304 | 0:00:06,861 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 9 | Chiquintad-Cuenca | 0:37:13,251 | 0:37:21,341 | 0:00:08,090 |
| 10 | | 0:39:37,479 | 0:39:47,314 | 0:00:09,835 |
| 11 | | 0:42:38,809 | 0:42:42,672 | 0:00:03,863 |
| 12 | | 0:52:08,493 | 0:52:11,842 | 0:00:03,349 |
| 13 | | 0:58:47,986 | 0:58:55,642 | 0:00:07,656 |
| 14 | | 1:03:04,501 | 1:03:10,632 | 0:00:06,131 |
| 15 | | 1:13:01,254 | 1:13:06,657 | 0:00:05,403 |
| 16 | | 1:18:37,108 | 1:18:46,354 | 0:00:09,246 |
| 17 | | 1:25:17,512 | 1:25:24,843 | 0:00:07,331 |
| 18 | | 1:32:02,134 | 1:32:12,037 | 0:00:09,903 |
| 19 | | 1:38:51,341 | 1:39:00,123 | 0:00:08,782 |
| 20 | | 1:47:27,763 | 1:47:37,241 | 0:00:09,478 |
| 21 | | 1:48:29,147 | 1:48:38,246 | 0:00:09,099 |
| 22 | | 1:51:26,086 | 1:51:34,487 | 0:00:08,401 |
| 23 | | 1:57:02,317 | 1:57:15,140 | 0:00:12,823 |

Anexo 3.8.3 Headways de Camiones Livianos vía Chiquintad

| | |
|-------------------------------|-------------------|
| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-------------------|----------------|--------------|-------------|
| 1 | Cuenca-Chiquintad | 0:06:11,876 | 0:06:20,984 | 0:00:09,108 |
| 2 | | 0:18:45,025 | 0:18:48,975 | 0:00:03,950 |
| 3 | | 0:19:01,578 | 0:19:11,523 | 0:00:09,945 |
| 4 | | 1:20:04,674 | 1:20:34,346 | 0:00:29,672 |
| 5 | | 2:05:31,390 | 2:05:40,570 | 0:00:09,180 |
| 6 | | 2:06:22,440 | 2:06:33,530 | 0:00:11,090 |
| 7 | | 2:06:59,880 | 2:07:30,750 | 0:00:30,870 |
| 8 | | 2:16:31,420 | 2:16:39,590 | 0:00:08,170 |

| | | | | |
|---|-------------------|-------------|-------------|-------------|
| 1 | Chiquintad-Cuenca | 0:03:24,001 | 0:03:39,874 | 0:00:15,873 |
| 2 | | 0:09:27,784 | 0:09:36,842 | 0:00:09,058 |
| 3 | | 0:15:09,346 | 0:15:16,528 | 0:00:07,182 |
| 4 | | 0:15:25,764 | 0:15:33,772 | 0:00:08,008 |
| 5 | | 0:18:02,531 | 0:18:09,452 | 0:00:06,921 |
| 6 | | 0:26:31,004 | 0:26:36,716 | 0:00:05,712 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 7 | | 0:28:30,401 | 0:28:36,574 | 0:00:06,173 |
| 8 | | 0:31:42,157 | 0:31:50,078 | 0:00:07,921 |
| 9 | | 0:34:04,002 | 0:34:25,437 | 0:00:21,435 |
| 10 | | 0:34:47,236 | 0:34:52,564 | 0:00:05,328 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 11 | Chiquintad-Cuenca | 0:35:56,821 | 0:36:02,754 | 0:00:05,933 |
| 12 | | 0:37:47,317 | 0:38:05,127 | 0:00:17,810 |
| 13 | | 0:38:39,231 | 0:38:46,104 | 0:00:06,873 |
| 14 | | 0:40:05,638 | 0:40:11,967 | 0:00:06,329 |
| 15 | | 0:43:24,754 | 0:43:31,761 | 0:00:07,007 |
| 16 | | 0:44:12,264 | 0:44:19,750 | 0:00:07,486 |
| 17 | | 0:45:35,681 | 0:45:42,475 | 0:00:06,794 |
| 18 | | 0:46:49,799 | 0:46:56,674 | 0:00:06,875 |
| 19 | | 0:49:52,230 | 0:50:00,923 | 0:00:08,693 |
| 20 | | 0:52:45,996 | 0:52:50,001 | 0:00:04,005 |
| 21 | | 0:59:46,532 | 0:59:53,740 | 0:00:07,208 |
| 22 | | 1:02:19,167 | 1:02:23,769 | 0:00:04,602 |
| 23 | | 1:07:13,321 | 1:07:20,294 | 0:00:06,973 |
| 24 | | 1:08:40,742 | 1:08:47,534 | 0:00:06,792 |
| 25 | | 1:08:26,543 | 1:08:32,947 | 0:00:06,404 |
| 26 | | 1:19:18,546 | 1:19:24,871 | 0:00:06,325 |
| 27 | | 1:23:35,322 | 1:23:39,683 | 0:00:04,361 |
| 28 | | 1:30:41,371 | 1:30:43,612 | 0:00:02,241 |
| 29 | | 1:34:59,678 | 1:35:05,324 | 0:00:05,646 |
| 30 | | 1:37:26,094 | 1:37:30,754 | 0:00:04,660 |
| 31 | | 1:38:46,703 | 1:38:55,974 | 0:00:09,271 |
| 32 | | 1:40:37,488 | 1:40:56,514 | 0:00:19,026 |
| 33 | | 1:45:16,325 | 1:45:25,832 | 0:00:09,507 |
| 34 | | 1:45:32,083 | 1:45:37,135 | 0:00:05,052 |
| 35 | | 1:50:40,213 | 1:50:46,432 | 0:00:06,219 |
| 36 | | 2:03:50,530 | 2:03:59,842 | 0:00:09,312 |
| 37 | | 2:17:26,160 | 2:17:53,170 | 0:00:27,010 |

Anexo 3.8.4 Headways de Camiones Pesados vía Chiquintad

| | |
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| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Chiquintad | 0:00:41,751 | 0:00:48,754 | 0:00:07,003 |
| 2 | | 0:16:48,864 | 0:16:57,001 | 0:00:08,137 |
| 3 | | 0:21:56,934 | 0:22:03,834 | 0:00:06,900 |
| 4 | | 0:23:36,967 | 0:23:42,986 | 0:00:06,019 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 5 | | 0:38:48,180 | 0:38:57,226 | 0:00:09,046 |
| 6 | | 0:39:10,243 | 0:39:18,427 | 0:00:08,184 |
| 7 | | 0:54:10,001 | 0:54:16,094 | 0:00:06,093 |
| 8 | | 1:02:40,746 | 1:02:48,783 | 0:00:08,037 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 9 | Cuenca-Chiquintad | 1:11:10,312 | 1:11:20,001 | 0:00:09,689 |
| 10 | | 1:11:25,056 | 1:11:33,506 | 0:00:08,450 |
| 11 | | 1:29:52,503 | 1:30:21,461 | 0:00:28,958 |
| 12 | | 1:35:42,137 | 1:35:55,032 | 0:00:12,895 |
| 13 | | 1:37:47,813 | 1:37:57,956 | 0:00:10,143 |
| 14 | | 1:40:02,277 | 1:40:12,001 | 0:00:09,724 |
| 15 | | 1:40:26,941 | 1:40:36,671 | 0:00:09,730 |
| 16 | | 1:43:44,560 | 1:43:55,761 | 0:00:11,201 |
| 17 | | 1:51:53,945 | 1:52:01,133 | 0:00:07,188 |
| 18 | | 2:05:24,100 | 2:05:28,130 | 0:00:04,030 |

| | | | | |
|----|-------------------|-------------|-------------|-------------|
| 1 | Chiquintad-Cuenca | 0:10:59,376 | 0:11:07,842 | 0:00:08,466 |
| 2 | | 0:15:42,086 | 0:15:50,766 | 0:00:08,680 |
| 3 | | 0:15:58,743 | 0:16:07,365 | 0:00:08,622 |
| 4 | | 0:25:23,496 | 0:25:32,142 | 0:00:08,646 |
| 5 | | 0:33:32,975 | 0:33:41,343 | 0:00:08,368 |
| 6 | | 0:42:28,076 | 0:42:37,241 | 0:00:09,165 |
| 7 | | 0:45:15,507 | 0:45:25,542 | 0:00:10,035 |
| 8 | | 0:49:08,361 | 0:49:24,922 | 0:00:16,561 |
| 9 | | 0:50:55,783 | 0:51:06,503 | 0:00:10,720 |
| 10 | | 0:58:00,177 | 0:58:09,376 | 0:00:09,199 |
| 11 | | 1:03:27,001 | 1:03:37,652 | 0:00:10,651 |
| 12 | | 1:15:32,413 | 1:15:41,371 | 0:00:08,958 |
| 13 | | 1:21:45,331 | 1:21:53,567 | 0:00:08,236 |
| 14 | | 1:28:45,837 | 1:28:55,316 | 0:00:09,479 |
| 15 | | 1:33:39,671 | 1:33:47,812 | 0:00:08,141 |
| 16 | | 1:36:11,406 | 1:36:23,143 | 0:00:11,737 |
| 17 | | 1:42:37,423 | 1:43:00,431 | 0:00:23,008 |
| 18 | | 1:53:42,804 | 1:53:57,001 | 0:00:14,197 |
| 19 | | 1:54:31,253 | 1:54:41,779 | 0:00:10,526 |

Anexo 3.8.5 Headways de motocicletas vía Chiquintad

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| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
|---------------|---------------|-----------------------|---------------------|----------------|

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Chiquintad | 0:02:16,839 | 0:02:19,124 | 0:00:02,285 |
| 2 | | 0:03:25,106 | 0:03:26,742 | 0:00:01,636 |
| 3 | | 0:20:53,199 | 0:20:55,604 | 0:00:02,405 |
| 4 | | 0:26:10,734 | 0:26:12,511 | 0:00:01,777 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 5 | Cuenca-Chiquintad | 0:28:29,987 | 0:28:32,078 | 0:00:02,091 |
| 6 | | 0:29:01,507 | 0:29:03,057 | 0:00:01,550 |
| 7 | | 0:29:06,253 | 0:29:15,593 | 0:00:09,340 |
| 8 | | 0:43:50,740 | 0:43:52,674 | 0:00:01,934 |
| 9 | | 0:45:19,782 | 0:45:22,503 | 0:00:02,721 |
| 10 | | 0:50:39,671 | 0:50:42,301 | 0:00:02,630 |
| 11 | | 0:54:11,023 | 0:54:12,745 | 0:00:01,722 |
| 12 | | 0:55:34,731 | 0:55:36,005 | 0:00:01,274 |
| 13 | | 0:56:19,642 | 0:56:23,201 | 0:00:03,559 |
| 14 | | 0:57:25,945 | 0:57:27,001 | 0:00:01,056 |
| 15 | | 0:59:41,864 | 0:59:45,472 | 0:00:03,608 |
| 16 | | 1:01:56,731 | 1:01:59,110 | 0:00:02,379 |
| 17 | | 1:03:57,746 | 1:04:06,693 | 0:00:08,947 |
| 18 | | 1:05:57,312 | 1:05:58,395 | 0:00:01,083 |
| 19 | | 1:11:02,486 | 1:11:05,457 | 0:00:02,971 |
| 20 | | 1:16:57,834 | 1:17:01,492 | 0:00:03,658 |
| 21 | | 1:17:18,257 | 1:17:20,496 | 0:00:02,239 |
| 22 | | 1:19:07,764 | 1:19:09,241 | 0:00:01,477 |
| 23 | | 1:20:54,726 | 1:20:55,366 | 0:00:00,640 |
| 24 | | 1:22:44,749 | 1:22:55,034 | 0:00:10,285 |
| 25 | | 1:26:15,986 | 1:26:17,794 | 0:00:01,808 |
| 26 | | 1:30:59,709 | 1:31:08,201 | 0:00:08,492 |
| 27 | | 1:33:17,213 | 1:33:21,423 | 0:00:04,210 |
| 28 | | 1:42:35,742 | 1:42:37,064 | 0:00:01,322 |
| 29 | | 1:48:16,237 | 1:48:18,873 | 0:00:02,636 |
| 30 | | 1:51:14,346 | 1:51:16,751 | 0:00:02,405 |
| 31 | | 1:56:12,130 | 1:56:16,032 | 0:00:03,902 |
| 32 | | 2:04:23,370 | 2:04:25,230 | 0:00:01,860 |
| 33 | | 2:04:59,324 | 2:05:10,320 | 0:00:10,996 |

| | | | | |
|---|-------------------|-------------|-------------|-------------|
| 1 | Chiquintad-Cuenca | 0:00:38,338 | 0:00:50,778 | 0:00:12,440 |
| 2 | | 0:01:20,431 | 0:01:22,501 | 0:00:02,070 |
| 3 | | 0:05:29,785 | 0:05:40,875 | 0:00:11,090 |
| 4 | | 0:06:38,002 | 0:06:39,604 | 0:00:01,602 |
| 5 | | 0:11:10,534 | 0:11:12,341 | 0:00:01,807 |
| 6 | | 0:11:40,641 | 0:11:42,531 | 0:00:01,890 |
| 7 | | 0:14:22,438 | 0:14:23,786 | 0:00:01,348 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 8 | | 0:14:42,411 | 0:14:45,231 | 0:00:02,820 |
| 9 | | 0:14:57,803 | 0:14:58,467 | 0:00:00,664 |
| 10 | | 0:17:02,734 | 0:17:04,631 | 0:00:01,897 |
| 11 | | 0:17:18,243 | 0:17:21,127 | 0:00:02,884 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 12 | Chiquintad-Cuenca | 0:17:32,781 | 0:17:35,001 | 0:00:02,220 |
| 13 | | 0:18:45,775 | 0:18:48,243 | 0:00:02,468 |
| 14 | | 0:18:52,495 | 0:18:55,381 | 0:00:02,886 |
| 15 | | 0:19:41,735 | 0:19:42,493 | 0:00:00,758 |
| 16 | | 0:21:01,251 | 0:21:29,507 | 0:00:28,256 |
| 17 | | 0:21:36,784 | 0:21:42,802 | 0:00:06,018 |
| 18 | | 0:23:48,973 | 0:23:51,764 | 0:00:02,791 |
| 19 | | 0:25:10,743 | 0:25:11,974 | 0:00:01,231 |
| 20 | | 0:27:23,328 | 0:27:27,741 | 0:00:04,413 |
| 21 | | 0:28:12,967 | 0:28:15,336 | 0:00:02,369 |
| 22 | | 0:28:45,739 | 0:28:46,673 | 0:00:00,934 |
| 23 | | 0:29:13,107 | 0:29:18,031 | 0:00:04,924 |
| 24 | | 0:30:40,002 | 0:30:41,683 | 0:00:01,681 |
| 25 | | 0:34:57,787 | 0:34:59,634 | 0:00:01,847 |
| 26 | | 0:35:04,261 | 0:35:05,506 | 0:00:01,245 |
| 27 | | 0:35:25,748 | 0:35:30,210 | 0:00:04,462 |
| 28 | | 0:36:41,345 | 0:37:02,801 | 0:00:21,456 |
| 29 | | 0:37:43,074 | 0:37:46,501 | 0:00:03,427 |
| 30 | | 0:39:06,234 | 0:39:07,989 | 0:00:01,755 |
| 31 | | 0:42:10,798 | 0:42:12,631 | 0:00:01,833 |
| 32 | | 0:43:08,576 | 0:43:10,056 | 0:00:01,480 |
| 33 | | 0:47:21,174 | 0:47:27,502 | 0:00:06,328 |
| 34 | | 0:47:54,448 | 0:47:57,801 | 0:00:03,353 |
| 35 | | 0:52:20,322 | 0:52:21,179 | 0:00:00,857 |
| 36 | | 0:54:39,100 | 0:54:39,997 | 0:00:00,897 |
| 37 | | 0:56:29,644 | 0:56:30,773 | 0:00:01,129 |
| 38 | | 0:56:30,773 | 0:56:34,751 | 0:00:03,978 |
| 39 | | 0:56:48,634 | 0:56:51,403 | 0:00:02,769 |
| 40 | | 1:00:38,561 | 1:00:39,834 | 0:00:01,273 |
| 41 | | 1:01:08,946 | 1:01:10,489 | 0:00:01,543 |
| 42 | | 1:01:51,268 | 1:02:00,104 | 0:00:08,836 |
| 43 | | 1:04:36,514 | 1:04:47,000 | 0:00:10,486 |
| 44 | | 1:05:06,758 | 1:05:08,437 | 0:00:01,679 |
| 45 | | 1:07:29,237 | 1:07:30,486 | 0:00:01,249 |
| 46 | | 1:08:00,462 | 1:08:01,674 | 0:00:01,212 |
| 47 | | 1:08:53,634 | 1:08:55,467 | 0:00:01,833 |
| 48 | | 1:09:41,483 | 1:09:43,691 | 0:00:02,208 |
| 49 | | 1:09:56,129 | 1:09:58,421 | 0:00:02,292 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 50 | | 1:12:04,001 | 1:12:05,106 | 0:00:01,105 |
| 51 | | 1:14:25,468 | 1:14:38,314 | 0:00:12,846 |
| 52 | | 1:17:54,096 | 1:17:59,734 | 0:00:05,638 |
| 53 | | 1:21:14,930 | 1:21:17,300 | 0:00:02,370 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 54 | Chiquintad-Cuenca | 1:22:49,312 | 1:22:50,768 | 0:00:01,456 |
| 55 | | 1:23:46,167 | 1:23:47,097 | 0:00:00,930 |
| 56 | | 1:26:06,683 | 1:26:07,747 | 0:00:01,064 |
| 57 | | 1:26:28,764 | 1:26:31,001 | 0:00:02,237 |
| 58 | | 1:27:22,746 | 1:27:24,241 | 0:00:01,495 |
| 59 | | 1:32:12,037 | 1:32:13,249 | 0:00:01,212 |
| 60 | | 1:32:59,736 | 1:33:05,841 | 0:00:06,105 |
| 61 | | 1:39:47,235 | 1:39:48,756 | 0:00:01,521 |
| 62 | | 1:41:48,347 | 1:41:49,741 | 0:00:01,394 |
| 63 | | 1:48:41,835 | 1:48:42,804 | 0:00:00,969 |
| 64 | | 1:49:27,812 | 1:49:31,000 | 0:00:03,188 |
| 65 | | 1:51:12,784 | 1:51:18,246 | 0:00:05,462 |
| 66 | | 1:51:50,041 | 1:51:51,968 | 0:00:01,927 |
| 67 | | 1:57:56,431 | 1:57:58,102 | 0:00:01,671 |
| 68 | | 2:08:08,490 | 2:08:09,320 | 0:00:00,830 |
| 69 | | 2:13:35,990 | 2:13:42,850 | 0:00:06,860 |
| 70 | | 2:15:17,260 | 2:15:37,000 | 0:00:19,740 |

Anexo 3.8.6 Headways de bicicletas vía Chiquintad

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| VÍA | CHIQUINTAD |
| FECHA DE LEVANTAMIENTO | 10-marzo-2020 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Cuenca-Chiquintad | 0:06:11,876 | 0:06:13,574 | 0:00:01,698 |
| 2 | | 0:18:45,025 | 0:18:46,921 | 0:00:01,896 |
| 3 | | 0:19:01,578 | 0:19:02,493 | 0:00:00,915 |
| 4 | | 1:20:04,674 | 1:20:08,346 | 0:00:03,672 |
| 5 | | 1:50:12,998 | 1:50:15,541 | 0:00:02,543 |

| | | | | |
|---|-------------------|-------------|-------------|-------------|
| 1 | Chiquintad-Cuenca | 0:04:35,785 | 0:04:37,241 | 0:00:01,456 |
| 2 | | 0:07:36,784 | 0:07:39,742 | 0:00:02,958 |
| 3 | | 0:09:45,673 | 0:09:47,798 | 0:00:02,125 |
| 4 | | 0:11:13,945 | 0:11:16,254 | 0:00:02,309 |
| 5 | | 0:50:38,157 | 0:50:40,365 | 0:00:02,208 |

3.9 Anexo Headways calculados en la vía Ricaurte-El Guabo

Anexo 3.9.1 Headways de vehículos livianos vía El Guabo

| | |
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| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-------------------|----------------|--------------|-------------|
| 1 | | 0:00:21,321 | 0:00:27,051 | 0:00:05,730 |
| 2 | | 0:00:27,051 | 0:00:28,476 | 0:00:01,425 |
| 3 | | 0:00:28,476 | 0:00:32,805 | 0:00:04,329 |
| 4 | | 0:00:32,805 | 0:00:41,113 | 0:00:08,308 |
| 5 | | 0:00:41,113 | 0:00:44,543 | 0:00:03,430 |
| 6 | | 0:02:45,000 | 0:02:45,160 | 0:00:00,160 |
| 7 | | 0:05:21,794 | 0:05:26,004 | 0:00:04,210 |
| 8 | | 0:07:59,073 | 0:08:02,560 | 0:00:03,487 |
| 9 | | 0:10:52,030 | 0:10:54,800 | 0:00:02,770 |
| 10 | | 0:11:04,498 | 0:11:05,769 | 0:00:01,271 |
| 11 | | 0:11:05,769 | 0:11:08,685 | 0:00:02,916 |
| 12 | | 0:11:08,685 | 0:11:14,843 | 0:00:06,158 |
| 13 | | 0:11:14,843 | 0:11:18,100 | 0:00:03,257 |
| 14 | | 0:11:55,101 | 0:12:14,465 | 0:00:19,364 |
| 15 | | 0:13:18,648 | 0:13:19,967 | 0:00:01,319 |
| 16 | | 0:13:48,621 | 0:14:01,976 | 0:00:13,355 |
| 17 | Ricaurte-El Guabo | 0:14:10,976 | 0:14:14,403 | 0:00:03,427 |
| 18 | | 0:14:14,403 | 0:14:31,503 | 0:00:17,100 |
| 19 | | 0:14:31,503 | 0:14:45,261 | 0:00:13,758 |
| 20 | | 0:14:45,261 | 0:14:46,576 | 0:00:01,315 |
| 21 | | 0:15:46,869 | 0:16:00,478 | 0:00:13,609 |
| 22 | | 0:16:06,798 | 0:16:10,902 | 0:00:04,104 |
| 23 | | 0:16:57,814 | 0:17:00,953 | 0:00:03,139 |
| 24 | | 0:17:00,953 | 0:17:04,437 | 0:00:03,484 |
| 25 | | 0:17:04,437 | 0:17:08,012 | 0:00:03,575 |
| 26 | | 0:17:08,012 | 0:17:13,745 | 0:00:05,733 |
| 27 | | 0:17:13,745 | 0:17:15,406 | 0:00:01,661 |
| 28 | | 0:18:13,671 | 0:18:28,145 | 0:00:14,474 |
| 29 | | 0:18:28,145 | 0:18:31,198 | 0:00:03,053 |
| 30 | | 0:19:19,647 | 0:19:28,376 | 0:00:08,729 |
| 31 | | 0:19:51,896 | 0:20:09,725 | 0:00:17,829 |
| 32 | | 0:20:55,357 | 0:21:01,413 | 0:00:06,056 |
| 33 | | 0:21:01,413 | 0:21:06,784 | 0:00:05,371 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 34 | | 0:21:06,784 | 0:21:10,250 | 0:00:03,466 |
| 35 | | 0:21:10,250 | 0:21:15,032 | 0:00:04,782 |
| 36 | | 0:21:28,563 | 0:21:36,472 | 0:00:07,909 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 37 | Ricaurte-El Guabo | 0:21:36,472 | 0:21:40,397 | 0:00:03,925 |
| 38 | | 0:21:40,397 | 0:21:44,103 | 0:00:03,706 |
| 39 | | 0:21:59,103 | 0:22:04,942 | 0:00:05,839 |
| 40 | | 0:22:34,872 | 0:22:36,683 | 0:00:01,811 |
| 41 | | 0:22:36,683 | 0:22:40,857 | 0:00:04,174 |
| 42 | | 0:22:56,845 | 0:22:58,691 | 0:00:01,846 |
| 43 | | 0:23:13,763 | 0:23:15,728 | 0:00:01,965 |
| 44 | | 0:23:37,054 | 0:23:40,504 | 0:00:03,450 |
| 45 | | 0:23:40,504 | 0:23:43,961 | 0:00:03,457 |
| 46 | | 0:23:53,966 | 0:24:09,013 | 0:00:15,047 |
| 47 | | 0:24:09,013 | 0:24:14,697 | 0:00:05,684 |
| 48 | | 0:24:14,697 | 0:24:17,801 | 0:00:03,104 |
| 49 | | 0:24:17,801 | 0:24:26,705 | 0:00:08,904 |
| 50 | | 0:24:26,705 | 0:24:29,641 | 0:00:02,936 |
| 51 | | 0:24:29,641 | 0:24:35,420 | 0:00:05,779 |
| 52 | | 0:24:38,945 | 0:24:40,838 | 0:00:01,893 |
| 53 | | 0:24:40,838 | 0:24:42,142 | 0:00:01,304 |
| 54 | | 0:24:42,142 | 0:24:43,997 | 0:00:01,855 |
| 55 | | 0:24:43,997 | 0:24:54,254 | 0:00:10,257 |
| 56 | | 0:24:54,254 | 0:24:59,799 | 0:00:05,545 |
| 57 | | 0:26:16,593 | 0:26:21,684 | 0:00:05,091 |
| 58 | | 0:26:21,684 | 0:26:26,078 | 0:00:04,394 |
| 59 | | 0:26:51,197 | 0:27:06,861 | 0:00:15,664 |
| 60 | | 0:27:06,861 | 0:27:10,587 | 0:00:03,726 |
| 61 | | 0:27:10,587 | 0:27:14,762 | 0:00:04,175 |
| 62 | | 0:27:14,762 | 0:27:22,397 | 0:00:07,635 |
| 63 | | 0:27:40,184 | 0:27:41,408 | 0:00:01,224 |
| 64 | | 0:27:41,408 | 0:27:44,031 | 0:00:02,623 |
| 65 | 0:27:44,031 | 0:27:45,957 | 0:00:01,926 | |
| 66 | 0:27:45,957 | 0:27:47,483 | 0:00:01,526 | |
| 67 | 0:27:57,483 | 0:28:01,499 | 0:00:04,016 | |
| 68 | 0:28:36,896 | 0:28:41,709 | 0:00:04,813 | |
| 69 | 0:28:41,709 | 0:28:54,312 | 0:00:12,603 | |
| 70 | 0:28:54,312 | 0:29:03,342 | 0:00:09,030 | |
| 71 | 0:29:20,341 | 0:29:24,201 | 0:00:03,860 | |
| 72 | 0:29:24,201 | 0:29:26,239 | 0:00:02,038 | |
| 73 | 0:29:26,239 | 0:29:31,439 | 0:00:05,200 | |
| 74 | 0:29:55,369 | 0:30:01,728 | 0:00:06,359 | |
| 75 | 0:30:07,738 | 0:30:08,478 | 0:00:00,740 | |

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| 76 | | 0:30:47,483 | 0:30:54,864 | 0:00:07,381 |
| 77 | | 0:30:54,864 | 0:30:59,142 | 0:00:04,278 |
| 78 | | 0:30:59,142 | 0:31:06,023 | 0:00:06,881 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 79 | Ricaurte-El Guabo | 0:31:06,023 | 0:31:08,867 | 0:00:02,844 |
| 80 | | 0:31:08,867 | 0:31:16,452 | 0:00:07,585 |
| 81 | | 0:31:16,452 | 0:31:17,304 | 0:00:00,852 |
| 82 | | 0:31:17,304 | 0:31:18,412 | 0:00:01,108 |
| 83 | | 0:31:25,745 | 0:31:28,423 | 0:00:02,678 |
| 84 | | 0:31:28,423 | 0:31:32,478 | 0:00:04,055 |
| 85 | | 0:34:01,178 | 0:34:03,728 | 0:00:02,550 |
| 86 | | 0:34:56,874 | 0:34:59,203 | 0:00:02,329 |
| 87 | | 0:34:59,203 | 0:35:00,609 | 0:00:01,406 |
| 88 | | 0:35:00,609 | 0:35:06,032 | 0:00:05,423 |
| 89 | | 0:35:18,429 | 0:35:21,311 | 0:00:02,882 |
| 90 | | 0:35:21,311 | 0:35:26,810 | 0:00:05,499 |
| 91 | | 0:35:46,578 | 0:35:49,487 | 0:00:02,909 |
| 92 | | 0:35:58,314 | 0:36:05,845 | 0:00:07,531 |
| 93 | | 0:36:28,845 | 0:36:39,387 | 0:00:10,542 |
| 94 | | 0:36:39,387 | 0:36:40,764 | 0:00:01,377 |
| 95 | | 0:36:59,324 | 0:37:04,254 | 0:00:04,930 |
| 96 | | 0:37:14,254 | 0:37:23,231 | 0:00:08,977 |
| 97 | | 0:38:43,818 | 0:38:51,886 | 0:00:08,068 |
| 98 | | 0:38:51,886 | 0:39:03,641 | 0:00:11,755 |
| 99 | | 0:39:03,641 | 0:39:08,589 | 0:00:04,948 |
| 100 | | 0:39:08,589 | 0:39:13,299 | 0:00:04,710 |
| 101 | | 0:39:13,299 | 0:39:16,031 | 0:00:02,732 |
| 102 | | 0:39:16,031 | 0:39:22,763 | 0:00:06,732 |
| 103 | | 0:39:37,887 | 0:39:39,901 | 0:00:02,014 |
| 104 | | 0:39:59,910 | 0:40:04,463 | 0:00:04,553 |
| 105 | | 0:40:04,463 | 0:40:12,238 | 0:00:07,775 |
| 106 | | 0:40:34,792 | 0:40:38,799 | 0:00:04,007 |
| 107 | | 0:40:38,799 | 0:40:54,247 | 0:00:15,448 |
| 108 | | 0:41:08,780 | 0:41:12,761 | 0:00:03,981 |
| 109 | | 0:41:12,761 | 0:41:15,236 | 0:00:02,475 |
| 110 | | 0:42:03,597 | 0:42:07,189 | 0:00:03,592 |
| 111 | | 0:42:07,189 | 0:42:14,108 | 0:00:06,919 |
| 112 | | 0:43:01,301 | 0:43:13,129 | 0:00:11,828 |
| 113 | | 0:43:42,149 | 0:43:52,001 | 0:00:09,852 |
| 114 | | 0:44:06,263 | 0:44:10,156 | 0:00:03,893 |
| 115 | | 0:44:10,156 | 0:44:13,456 | 0:00:03,300 |
| 116 | | 0:44:13,456 | 0:44:15,321 | 0:00:01,865 |
| 117 | | 0:44:15,321 | 0:44:23,809 | 0:00:08,488 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 118 | | 0:44:23,809 | 0:44:29,612 | 0:00:05,803 |
| 119 | | 0:44:29,612 | 0:44:33,124 | 0:00:03,512 |
| 120 | | 0:45:41,731 | 0:45:44,012 | 0:00:02,281 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 121 | Ricaurte-El Guabo | 0:45:44,012 | 0:45:46,779 | 0:00:02,767 |
| 122 | | 0:45:46,779 | 0:45:50,209 | 0:00:03,430 |
| 123 | | 0:46:32,865 | 0:46:35,386 | 0:00:02,521 |
| 124 | | 0:46:35,386 | 0:46:37,931 | 0:00:02,545 |
| 125 | | 0:47:40,653 | 0:47:43,658 | 0:00:03,005 |
| 126 | | 0:47:58,736 | 0:48:00,015 | 0:00:01,279 |
| 127 | | 0:48:22,478 | 0:48:25,169 | 0:00:02,691 |
| 128 | | 0:48:25,169 | 0:48:42,609 | 0:00:17,440 |
| 129 | | 0:48:42,609 | 0:48:52,792 | 0:00:10,183 |
| 130 | | 0:48:52,792 | 0:49:04,611 | 0:00:11,819 |
| 131 | | 0:49:04,611 | 0:49:09,197 | 0:00:04,586 |
| 132 | | 0:50:26,409 | 0:50:29,987 | 0:00:03,578 |
| 133 | | 0:50:29,987 | 0:50:43,168 | 0:00:13,181 |
| 134 | | 0:50:43,168 | 0:50:44,608 | 0:00:01,440 |
| 135 | | 0:50:58,690 | 0:51:01,980 | 0:00:03,290 |
| 136 | | 0:51:05,598 | 0:51:22,768 | 0:00:17,170 |
| 137 | | 0:51:22,768 | 0:51:23,855 | 0:00:01,087 |
| 138 | | 0:51:23,855 | 0:51:26,489 | 0:00:02,634 |
| 139 | | 0:51:26,489 | 0:51:30,012 | 0:00:03,523 |
| 140 | | 0:51:35,003 | 0:51:40,771 | 0:00:05,768 |
| 141 | | 0:53:34,301 | 0:53:35,763 | 0:00:01,462 |
| 142 | | 0:53:35,763 | 0:53:39,486 | 0:00:03,723 |
| 143 | | 0:55:26,289 | 0:55:29,489 | 0:00:03,200 |
| 144 | | 0:56:09,198 | 0:56:19,059 | 0:00:09,861 |
| 145 | | 0:58:19,106 | 0:58:23,065 | 0:00:03,959 |
| 146 | | 0:58:23,065 | 0:58:25,489 | 0:00:02,424 |
| 147 | | 0:58:36,839 | 0:58:47,246 | 0:00:10,407 |
| 148 | | 0:58:47,246 | 0:59:07,075 | 0:00:19,829 |
| 149 | | 0:59:07,075 | 0:59:14,006 | 0:00:06,931 |
| 150 | | 0:59:41,632 | 0:59:44,489 | 0:00:02,857 |
| 151 | | 0:59:44,489 | 0:59:47,789 | 0:00:03,300 |
| 152 | 0:59:47,789 | 0:59:51,769 | 0:00:03,980 | |
| 153 | 0:59:51,769 | 1:00:02,987 | 0:00:11,218 | |
| 154 | 1:00:02,987 | 1:00:10,024 | 0:00:07,037 | |
| 155 | 1:00:10,024 | 1:00:12,458 | 0:00:02,434 | |
| 156 | 1:02:31,471 | 1:02:36,258 | 0:00:04,787 | |
| 157 | 1:02:56,140 | 1:03:08,110 | 0:00:11,970 | |
| 158 | 1:04:19,000 | 1:04:24,560 | 0:00:05,560 | |
| 159 | 1:04:44,350 | 1:04:47,110 | 0:00:02,760 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 160 | | 1:05:08,370 | 1:05:18,670 | 0:00:10,300 |
| 161 | | 1:05:25,300 | 1:05:38,480 | 0:00:13,180 |
| 162 | | 1:06:02,190 | 1:06:18,120 | 0:00:15,930 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 163 | Ricaurte-El Guabo | 1:06:39,380 | 1:06:47,260 | 0:00:07,880 |
| 164 | | 1:06:49,140 | 1:06:56,170 | 0:00:07,030 |
| 165 | | 1:07:45,140 | 1:08:02,330 | 0:00:17,190 |
| 166 | | 1:09:27,570 | 1:09:33,460 | 0:00:05,890 |
| 167 | | 1:09:59,320 | 1:10:08,340 | 0:00:09,020 |
| 168 | | 1:11:56,956 | 1:12:05,010 | 0:00:08,054 |
| 169 | | 1:12:51,180 | 1:13:05,628 | 0:00:14,448 |
| 170 | | 1:14:34,180 | 1:14:47,110 | 0:00:12,930 |
| 171 | | 1:15:50,370 | 1:16:07,370 | 0:00:17,000 |
| 172 | | 1:18:31,560 | 1:18:48,550 | 0:00:16,990 |
| 173 | | 1:18:53,310 | 1:19:01,250 | 0:00:07,940 |
| 174 | | 1:19:03,450 | 1:19:15,360 | 0:00:11,910 |
| 175 | | 1:20:16,860 | 1:20:20,980 | 0:00:04,120 |
| 176 | | 1:20:59,324 | 1:21:04,381 | 0:00:05,057 |
| 177 | | 1:21:58,324 | 1:22:03,842 | 0:00:05,518 |
| 178 | | 1:24:59,974 | 1:25:06,510 | 0:00:06,536 |
| 179 | | 1:25:48,456 | 1:26:03,290 | 0:00:14,834 |
| 180 | | 1:26:19,110 | 1:26:24,130 | 0:00:05,020 |
| 181 | | 1:27:04,660 | 1:27:05,540 | 0:00:00,880 |
| 182 | | 1:27:07,410 | 1:27:09,730 | 0:00:02,320 |
| 183 | | 1:27:59,937 | 1:28:06,190 | 0:00:06,253 |
| 184 | 1:28:52,800 | 1:29:03,950 | 0:00:11,150 | |
| 185 | 1:29:42,230 | 1:29:50,590 | 0:00:08,360 | |
| 186 | 1:29:57,130 | 1:30:10,030 | 0:00:12,900 | |
| 187 | 1:30:47,330 | 1:30:49,210 | 0:00:01,880 | |
| 188 | 1:31:06,160 | 1:31:11,364 | 0:00:05,204 | |
| 189 | 1:31:58,032 | 1:32:01,030 | 0:00:02,998 | |
| 190 | 1:32:29,370 | 1:32:35,310 | 0:00:05,940 | |
| 191 | 1:32:43,460 | 1:32:48,314 | 0:00:04,854 | |
| 192 | 1:32:58,110 | 1:33:04,010 | 0:00:05,900 | |
| 193 | 1:33:22,560 | 1:33:24,560 | 0:00:02,000 | |
| 194 | 1:34:10,690 | 1:34:17,540 | 0:00:06,850 | |
| 195 | 1:34:28,070 | 1:34:46,000 | 0:00:17,930 | |
| 196 | 1:34:59,530 | 1:35:02,880 | 0:00:03,350 | |
| 197 | 1:35:03,130 | 1:35:05,480 | 0:00:02,350 | |
| 198 | 1:36:22,300 | 1:36:28,190 | 0:00:05,890 | |
| 199 | 1:36:54,470 | 1:37:02,145 | 0:00:07,675 | |
| 200 | 1:37:42,000 | 1:37:47,032 | 0:00:05,032 | |
| 201 | 1:38:50,140 | 1:38:52,150 | 0:00:02,010 | |

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| 202 | | 1:41:04,260 | 1:41:13,268 | 0:00:09,008 |
| 203 | | 1:45:48,320 | 1:46:01,460 | 0:00:13,140 |
| 204 | | 1:46:50,000 | 1:46:55,300 | 0:00:05,300 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 205 | Ricaurte-El Guabo | 1:47:33,180 | 1:47:47,440 | 0:00:14,260 |
| 206 | | 1:47:51,290 | 1:47:56,324 | 0:00:05,034 |
| 207 | | 1:48:06,000 | 1:48:09,190 | 0:00:03,190 |
| 208 | | 1:48:11,180 | 1:48:14,140 | 0:00:02,960 |
| 209 | | 1:48:42,440 | 1:48:49,370 | 0:00:06,930 |
| 210 | | 1:49:59,213 | 1:50:05,314 | 0:00:06,101 |
| 211 | | 1:50:53,190 | 1:50:55,160 | 0:00:01,970 |
| 212 | | 1:51:20,510 | 1:51:25,341 | 0:00:04,831 |
| 213 | | 1:51:40,870 | 1:51:45,320 | 0:00:04,450 |
| 214 | | 1:52:01,550 | 1:52:06,912 | 0:00:05,362 |
| 215 | | 1:52:57,034 | 1:53:01,350 | 0:00:04,316 |
| 216 | | 1:53:19,060 | 1:53:25,941 | 0:00:06,881 |
| 217 | | 1:53:40,700 | 1:53:45,912 | 0:00:05,212 |
| 218 | | 1:54:05,590 | 1:54:08,920 | 0:00:03,330 |
| 219 | | 1:54:35,440 | 1:54:37,830 | 0:00:02,390 |
| 220 | | 1:54:44,360 | 1:54:53,250 | 0:00:08,890 |
| 221 | | 1:54:55,600 | 1:55:08,570 | 0:00:12,970 |
| 222 | | 1:55:20,880 | 1:55:23,950 | 0:00:03,070 |
| 223 | | 1:58:07,680 | 1:58:16,590 | 0:00:08,910 |
| 224 | | 1:58:18,410 | 1:58:31,390 | 0:00:12,980 |
| 225 | | 1:58:54,030 | 1:59:01,369 | 0:00:07,339 |
| 226 | | 2:00:49,000 | 2:00:56,810 | 0:00:07,810 |
| 227 | | 2:02:28,330 | 2:02:31,950 | 0:00:03,620 |
| 228 | | 2:02:52,610 | 2:03:00,510 | 0:00:07,900 |
| 229 | | 2:03:45,290 | 2:04:00,420 | 0:00:15,130 |
| 230 | | 2:04:48,790 | 2:04:53,790 | 0:00:05,000 |
| 231 | | 2:05:19,540 | 2:05:30,850 | 0:00:11,310 |
| 232 | | 2:06:54,426 | 2:07:00,956 | 0:00:06,530 |
| 233 | | 2:08:09,390 | 2:08:14,953 | 0:00:05,563 |
| 234 | | 2:09:27,796 | 2:09:39,140 | 0:00:11,344 |
| 235 | | 2:10:44,170 | 2:10:48,930 | 0:00:04,760 |
| 236 | | 2:12:28,620 | 2:12:30,730 | 0:00:02,110 |
| 237 | | 2:12:32,560 | 2:12:35,430 | 0:00:02,870 |
| 238 | | 2:12:57,290 | 2:13:05,400 | 0:00:08,110 |
| 239 | | 2:13:28,520 | 2:13:46,510 | 0:00:17,990 |
| 240 | | 2:16:09,230 | 2:16:20,326 | 0:00:11,096 |
| 241 | | 2:17:49,360 | 2:17:53,150 | 0:00:03,790 |
| 242 | | 2:18:04,470 | 2:18:20,900 | 0:00:16,430 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | El Guabo-Ricaurte | 0:00:37,321 | 0:00:39,201 | 0:00:01,880 |
| 2 | | 0:00:27,051 | 0:00:28,000 | 0:00:00,949 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 3 | El Guabo-Ricaurte | 0:00:28,476 | 0:00:32,805 | 0:00:04,329 |
| 4 | | 0:00:32,805 | 0:00:49,034 | 0:00:16,229 |
| 5 | | 0:00:49,034 | 0:00:58,050 | 0:00:09,016 |
| 6 | | 0:00:58,050 | 0:01:20,130 | 0:00:22,080 |
| 7 | | 0:01:22,120 | 0:01:29,043 | 0:00:06,923 |
| 8 | | 0:01:29,043 | 0:01:31,942 | 0:00:02,899 |
| 9 | | 0:01:31,942 | 0:01:33,420 | 0:00:01,478 |
| 10 | | 0:02:25,361 | 0:02:26,541 | 0:00:01,180 |
| 11 | | 0:02:26,541 | 0:02:27,761 | 0:00:01,220 |
| 12 | | 0:02:27,761 | 0:02:29,001 | 0:00:01,240 |
| 13 | | 0:02:29,001 | 0:02:30,249 | 0:00:01,248 |
| 14 | | 0:02:30,249 | 0:02:31,398 | 0:00:01,149 |
| 15 | | 0:02:59,398 | 0:03:01,603 | 0:00:02,205 |
| 16 | | 0:03:27,503 | 0:03:29,191 | 0:00:01,688 |
| 17 | | 0:03:29,191 | 0:03:34,021 | 0:00:04,830 |
| 18 | | 0:03:40,123 | 0:03:46,842 | 0:00:06,719 |
| 19 | | 0:03:49,451 | 0:03:52,143 | 0:00:02,692 |
| 20 | | 0:03:52,143 | 0:04:08,482 | 0:00:16,339 |
| 21 | | 0:04:08,482 | 0:04:10,258 | 0:00:01,776 |
| 22 | | 0:04:10,258 | 0:04:11,209 | 0:00:00,951 |
| 23 | | 0:04:11,209 | 0:04:13,261 | 0:00:02,052 |
| 24 | | 0:04:13,261 | 0:04:15,736 | 0:00:02,475 |
| 25 | | 0:04:15,736 | 0:04:22,071 | 0:00:06,335 |
| 26 | | 0:04:22,071 | 0:04:24,010 | 0:00:01,939 |
| 27 | | 0:05:05,897 | 0:05:06,976 | 0:00:01,079 |
| 28 | | 0:05:06,976 | 0:05:12,843 | 0:00:05,867 |
| 29 | | 0:05:52,473 | 0:06:01,412 | 0:00:08,939 |
| 30 | | 0:06:01,412 | 0:06:06,842 | 0:00:05,430 |
| 31 | | 0:06:22,632 | 0:06:24,503 | 0:00:01,871 |
| 32 | | 0:06:34,131 | 0:06:35,735 | 0:00:01,604 |
| 33 | | 0:06:35,735 | 0:06:39,032 | 0:00:03,297 |
| 34 | | 0:06:44,014 | 0:06:49,462 | 0:00:05,448 |
| 35 | | 0:06:49,462 | 0:06:52,487 | 0:00:03,025 |
| 36 | | 0:06:52,487 | 0:06:54,365 | 0:00:01,878 |
| 37 | | 0:06:54,365 | 0:07:01,541 | 0:00:07,176 |
| 38 | | 0:07:18,364 | 0:07:19,962 | 0:00:01,598 |
| 39 | | 0:07:19,962 | 0:07:23,103 | 0:00:03,141 |
| 40 | | 0:07:23,103 | 0:07:25,236 | 0:00:02,133 |
| 41 | | 0:08:01,053 | 0:08:03,703 | 0:00:02,650 |
| 42 | | 0:08:16,204 | 0:08:17,831 | 0:00:01,627 |

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| 43 | | 0:08:17,831 | 0:08:21,432 | 0:00:03,601 |
| 44 | | 0:08:41,867 | 0:08:50,521 | 0:00:08,654 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 45 | El Guabo-Ricaurte | 0:08:50,521 | 0:09:00,001 | 0:00:09,480 |
| 46 | | 0:09:24,541 | 0:09:26,841 | 0:00:02,300 |
| 47 | | 0:09:26,841 | 0:09:28,462 | 0:00:01,621 |
| 48 | | 0:09:56,812 | 0:10:00,601 | 0:00:03,789 |
| 49 | | 0:10:00,601 | 0:10:09,090 | 0:00:08,489 |
| 50 | | 0:10:09,090 | 0:10:11,003 | 0:00:01,913 |
| 51 | | 0:10:11,003 | 0:10:27,706 | 0:00:16,703 |
| 52 | | 0:10:27,706 | 0:10:32,791 | 0:00:05,085 |
| 53 | | 0:10:32,791 | 0:10:33,933 | 0:00:01,142 |
| 54 | | 0:10:33,933 | 0:10:35,674 | 0:00:01,741 |
| 55 | | 0:10:35,674 | 0:10:38,646 | 0:00:02,972 |
| 56 | | 0:10:38,646 | 0:10:40,481 | 0:00:01,835 |
| 57 | | 0:10:40,481 | 0:10:41,833 | 0:00:01,352 |
| 58 | | 0:10:41,833 | 0:10:44,703 | 0:00:02,870 |
| 59 | | 0:11:07,100 | 0:11:08,723 | 0:00:01,623 |
| 60 | | 0:11:08,723 | 0:11:11,751 | 0:00:03,028 |
| 61 | | 0:11:11,751 | 0:11:13,689 | 0:00:01,938 |
| 62 | | 0:11:48,634 | 0:11:50,143 | 0:00:01,509 |
| 63 | | 0:13:00,793 | 0:13:01,699 | 0:00:00,906 |
| 64 | | 0:13:01,699 | 0:13:06,842 | 0:00:05,143 |
| 65 | | 0:13:32,056 | 0:13:55,302 | 0:00:23,246 |
| 66 | | 0:13:55,302 | 0:13:56,738 | 0:00:01,436 |
| 67 | | 0:13:56,738 | 0:13:58,217 | 0:00:01,479 |
| 68 | | 0:13:58,217 | 0:14:00,184 | 0:00:01,967 |
| 69 | | 0:14:00,184 | 0:14:04,842 | 0:00:04,658 |
| 70 | | 0:14:04,842 | 0:14:13,479 | 0:00:08,637 |
| 71 | | 0:14:04,842 | 0:14:15,178 | 0:00:10,336 |
| 72 | | 0:14:15,178 | 0:14:16,701 | 0:00:01,523 |
| 73 | | 0:14:18,642 | 0:14:20,701 | 0:00:02,059 |
| 74 | | 0:14:20,701 | 0:14:22,834 | 0:00:02,133 |
| 75 | | 0:14:22,834 | 0:14:24,237 | 0:00:01,403 |
| 76 | | 0:15:29,010 | 0:15:31,143 | 0:00:02,133 |
| 77 | | 0:16:06,487 | 0:16:10,840 | 0:00:04,353 |
| 78 | | 0:16:34,604 | 0:16:39,030 | 0:00:04,426 |
| 79 | | 0:16:54,001 | 0:17:09,453 | 0:00:15,452 |
| 80 | | 0:17:34,348 | 0:17:39,120 | 0:00:04,772 |
| 81 | | 0:18:48,504 | 0:18:51,683 | 0:00:03,179 |
| 82 | | 0:18:51,683 | 0:18:54,591 | 0:00:02,908 |
| 83 | | 0:18:54,591 | 0:18:55,674 | 0:00:01,083 |
| 84 | | 0:19:53,693 | 0:19:54,706 | 0:00:01,013 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 85 | | 0:19:54,706 | 0:19:55,601 | 0:00:00,895 |
| 86 | | 0:19:55,601 | 0:20:13,241 | 0:00:17,640 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 87 | El Guabo-Ricaurte | 0:20:13,241 | 0:20:24,594 | 0:00:11,353 |
| 88 | | 0:20:24,594 | 0:20:52,002 | 0:00:27,408 |
| 89 | | 0:20:52,002 | 0:20:53,256 | 0:00:01,254 |
| 90 | | 0:20:53,256 | 0:21:27,754 | 0:00:34,498 |
| 91 | | 0:21:27,754 | 0:21:30,176 | 0:00:02,422 |
| 92 | | 0:21:58,309 | 0:22:18,708 | 0:00:20,399 |
| 93 | | 0:22:18,708 | 0:22:20,348 | 0:00:01,640 |
| 94 | | 0:22:20,348 | 0:22:21,863 | 0:00:01,515 |
| 95 | | 0:22:39,502 | 0:22:56,583 | 0:00:17,081 |
| 96 | | 0:23:47,014 | 0:23:49,137 | 0:00:02,123 |
| 97 | | 0:24:25,249 | 0:24:28,987 | 0:00:03,738 |
| 98 | | 0:24:59,142 | 0:25:00,942 | 0:00:01,800 |
| 99 | | 0:25:20,105 | 0:25:29,146 | 0:00:09,041 |
| 100 | | 0:25:29,146 | 0:25:30,841 | 0:00:01,695 |
| 101 | | 0:28:15,637 | 0:28:17,020 | 0:00:01,383 |
| 102 | | 0:28:56,751 | 0:29:20,782 | 0:00:24,031 |
| 103 | | 0:29:20,782 | 0:29:23,187 | 0:00:02,405 |
| 104 | | 0:29:23,187 | 0:29:25,349 | 0:00:02,162 |
| 105 | | 0:29:25,349 | 0:29:42,706 | 0:00:17,357 |
| 106 | | 0:29:42,706 | 0:29:59,603 | 0:00:16,897 |
| 107 | | 0:30:31,741 | 0:30:34,169 | 0:00:02,428 |
| 108 | | 0:32:11,784 | 0:32:12,698 | 0:00:00,914 |
| 109 | | 0:32:12,698 | 0:32:14,264 | 0:00:01,566 |
| 110 | | 0:32:14,264 | 0:32:15,278 | 0:00:01,014 |
| 111 | | 0:32:15,278 | 0:32:25,583 | 0:00:10,305 |
| 112 | | 0:32:44,011 | 0:32:46,305 | 0:00:02,294 |
| 113 | 0:32:46,305 | 0:32:48,156 | 0:00:01,851 | |
| 114 | 0:32:48,156 | 0:32:50,087 | 0:00:01,931 | |
| 115 | 0:32:50,087 | 0:32:52,309 | 0:00:02,222 | |
| 116 | 0:32:52,309 | 0:33:26,864 | 0:00:34,555 | |
| 117 | 0:33:26,864 | 0:33:54,231 | 0:00:27,367 | |
| 118 | 0:34:11,605 | 0:34:13,774 | 0:00:02,169 | |
| 119 | 0:34:13,774 | 0:34:14,907 | 0:00:01,133 | |
| 120 | 0:34:32,751 | 0:34:33,689 | 0:00:00,938 | |
| 121 | 0:34:33,689 | 0:34:41,873 | 0:00:08,184 | |
| 122 | 0:34:41,873 | 0:35:10,145 | 0:00:28,272 | |
| 123 | 0:35:34,941 | 0:35:39,764 | 0:00:04,823 | |
| 124 | 0:35:39,764 | 0:35:46,763 | 0:00:06,999 | |
| 125 | 0:35:46,763 | 0:35:56,344 | 0:00:09,581 | |
| 126 | 0:35:56,344 | 0:36:16,487 | 0:00:20,143 | |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 127 | | 0:36:16,487 | 0:36:18,240 | 0:00:01,753 |
| 128 | | 0:37:02,748 | 0:37:04,345 | 0:00:01,597 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 129 | El Guabo-Ricaurte | 0:37:04,345 | 0:37:06,234 | 0:00:01,889 |
| 130 | | 0:39:46,841 | 0:40:22,641 | 0:00:35,800 |
| 131 | | 0:40:22,641 | 0:40:25,412 | 0:00:02,771 |
| 132 | | 0:40:25,412 | 0:40:57,069 | 0:00:31,657 |
| 133 | | 0:40:57,069 | 0:41:00,309 | 0:00:03,240 |
| 134 | | 0:41:30,301 | 0:41:40,704 | 0:00:10,403 |
| 135 | | 0:41:40,704 | 0:41:43,253 | 0:00:02,549 |
| 136 | | 0:41:59,123 | 0:42:09,800 | 0:00:10,677 |
| 137 | | 0:42:09,800 | 0:42:11,943 | 0:00:02,143 |
| 138 | | 0:42:11,943 | 0:42:14,105 | 0:00:02,162 |
| 139 | | 0:42:14,105 | 0:42:37,473 | 0:00:23,368 |
| 140 | | 0:42:37,473 | 0:42:39,585 | 0:00:02,112 |
| 141 | | 0:42:39,585 | 0:42:40,805 | 0:00:01,220 |
| 142 | | 0:44:17,503 | 0:44:22,045 | 0:00:04,542 |
| 143 | | 0:44:22,045 | 0:44:24,468 | 0:00:02,423 |
| 144 | | 0:44:24,468 | 0:44:26,003 | 0:00:01,535 |
| 145 | | 0:45:33,435 | 0:45:37,942 | 0:00:04,507 |
| 146 | | 0:47:06,146 | 0:47:13,389 | 0:00:07,243 |
| 147 | | 0:47:52,487 | 0:47:54,327 | 0:00:01,840 |
| 148 | | 0:47:54,327 | 0:47:56,540 | 0:00:02,213 |
| 149 | | 0:47:56,540 | 0:48:08,972 | 0:00:12,432 |
| 150 | | 0:48:08,972 | 0:48:10,358 | 0:00:01,386 |
| 151 | | 0:48:10,358 | 0:48:12,251 | 0:00:01,893 |
| 152 | | 0:48:12,251 | 0:48:22,378 | 0:00:10,127 |
| 153 | | 0:48:22,378 | 0:48:40,267 | 0:00:17,889 |
| 154 | | 0:48:40,267 | 0:48:44,264 | 0:00:03,997 |
| 155 | | 0:49:39,489 | 0:49:41,709 | 0:00:02,220 |
| 156 | | 0:49:56,384 | 0:50:03,761 | 0:00:07,377 |
| 157 | | 0:50:03,761 | 0:50:10,501 | 0:00:06,740 |
| 158 | | 0:50:10,501 | 0:50:14,124 | 0:00:03,623 |
| 159 | | 0:50:14,124 | 0:50:17,761 | 0:00:03,637 |
| 160 | | 0:50:17,761 | 0:50:22,493 | 0:00:04,732 |
| 161 | | 0:50:22,493 | 0:50:33,428 | 0:00:10,935 |
| 162 | | 0:50:33,428 | 0:50:38,641 | 0:00:05,213 |
| 163 | | 0:52:12,899 | 0:52:22,175 | 0:00:09,276 |
| 164 | | 0:52:22,175 | 0:52:23,743 | 0:00:01,568 |
| 165 | | 0:52:46,279 | 0:53:01,473 | 0:00:15,194 |
| 166 | | 0:53:27,473 | 0:53:31,608 | 0:00:04,135 |
| 167 | | 0:53:31,608 | 0:53:39,546 | 0:00:07,938 |
| 168 | | 0:53:39,546 | 0:53:41,806 | 0:00:02,260 |

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|---------------|-------------------|-----------------------|---------------------|----------------|
| 169 | | 0:54:13,648 | 0:54:25,634 | 0:00:11,986 |
| 170 | | 0:54:25,634 | 0:54:29,946 | 0:00:04,312 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 171 | El Guabo-Ricaurte | 0:55:53,576 | 0:55:57,596 | 0:00:04,020 |
| 172 | | 0:55:57,596 | 0:55:59,674 | 0:00:02,078 |
| 173 | | 0:55:59,674 | 0:56:14,002 | 0:00:14,328 |
| 174 | | 0:56:14,002 | 0:56:21,606 | 0:00:07,604 |
| 175 | | 0:58:27,610 | 0:58:32,941 | 0:00:05,331 |
| 176 | | 0:59:53,380 | 1:00:02,700 | 0:00:09,320 |
| 177 | | 1:00:25,390 | 1:00:27,270 | 0:00:01,880 |
| 178 | | 1:00:29,600 | 1:00:34,912 | 0:00:05,312 |
| 179 | | 1:00:57,470 | 1:01:02,941 | 0:00:05,471 |
| 180 | | 1:02:47,628 | 1:03:03,100 | 0:00:15,472 |
| 181 | | 1:03:23,620 | 1:03:24,620 | 0:00:01,000 |
| 182 | | 1:03:55,470 | 1:03:57,000 | 0:00:01,530 |
| 183 | | 1:04:52,510 | 1:04:55,440 | 0:00:02,930 |
| 184 | | 1:04:57,000 | 1:04:58,630 | 0:00:01,630 |
| 185 | | 1:05:05,280 | 1:05:06,520 | 0:00:01,240 |
| 186 | | 1:05:41,000 | 1:05:42,490 | 0:00:01,490 |
| 187 | | 1:06:44,329 | 1:06:51,190 | 0:00:06,861 |
| 188 | | 1:06:53,290 | 1:06:56,880 | 0:00:03,590 |
| 189 | | 1:08:47,622 | 1:09:14,110 | 0:00:26,488 |
| 190 | | 1:09:16,240 | 1:09:18,000 | 0:00:01,760 |
| 191 | | 1:10:59,314 | 1:11:04,813 | 0:00:05,499 |
| 192 | 1:12:46,299 | 1:13:23,470 | 0:00:37,171 | |
| 193 | 1:16:09,680 | 1:16:10,900 | 0:00:01,220 | |
| 194 | 1:17:20,570 | 1:17:26,340 | 0:00:05,770 | |
| 195 | 1:17:45,180 | 1:18:02,600 | 0:00:17,420 | |
| 196 | 1:19:21,390 | 1:19:27,036 | 0:00:05,646 | |
| 197 | 1:20:00,160 | 1:20:05,142 | 0:00:04,982 | |
| 198 | 1:21:01,820 | 1:21:12,910 | 0:00:11,090 | |
| 199 | 1:22:09,250 | 1:22:17,430 | 0:00:08,180 | |
| 200 | 1:22:58,987 | 1:23:02,912 | 0:00:03,925 | |
| 201 | 1:23:42,110 | 1:23:43,190 | 0:00:01,080 | |
| 202 | 1:24:28,130 | 1:24:30,170 | 0:00:02,040 | |
| 203 | 1:24:31,790 | 1:24:33,640 | 0:00:01,850 | |
| 204 | 1:25:11,670 | 1:25:13,580 | 0:00:01,910 | |
| 205 | 1:26:05,110 | 1:26:11,032 | 0:00:05,922 | |
| 206 | 1:27:27,280 | 1:27:29,260 | 0:00:01,980 | |
| 207 | 1:28:00,110 | 1:28:25,190 | 0:00:25,080 | |
| 208 | 1:29:06,550 | 1:29:13,430 | 0:00:06,880 | |
| 209 | 1:29:47,170 | 1:29:48,150 | 0:00:00,980 | |
| 210 | 1:30:14,300 | 1:30:17,000 | 0:00:02,700 | |

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| 211 | | 1:30:30,630 | 1:30:35,032 | 0:00:04,402 |
| 212 | | 1:31:24,590 | 1:31:26,520 | 0:00:01,930 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 213 | El Guabo-Ricaurte | 1:32:05,120 | 1:32:09,341 | 0:00:04,221 |
| 214 | | 1:33:14,730 | 1:33:16,700 | 0:00:01,970 |
| 215 | | 1:33:58,590 | 1:34:14,410 | 0:00:15,820 |
| 216 | | 1:34:53,100 | 1:34:55,160 | 0:00:02,060 |
| 217 | | 1:34:57,000 | 1:35:09,390 | 0:00:12,390 |
| 218 | | 1:37:04,329 | 1:37:09,470 | 0:00:05,141 |
| 219 | | 1:37:58,260 | 1:38:00,240 | 0:00:01,980 |
| 220 | | 1:38:04,480 | 1:38:12,580 | 0:00:08,100 |
| 221 | | 1:39:43,660 | 1:39:45,530 | 0:00:01,870 |
| 222 | | 1:39:46,160 | 1:40:07,120 | 0:00:20,960 |
| 223 | | 1:42:01,250 | 1:42:08,130 | 0:00:06,880 |
| 224 | | 1:42:51,110 | 1:42:53,170 | 0:00:02,060 |
| 225 | | 1:43:07,140 | 1:43:11,120 | 0:00:03,980 |
| 226 | | 1:43:14,880 | 1:43:15,910 | 0:00:01,030 |
| 227 | | 1:44:15,720 | 1:44:19,890 | 0:00:04,170 |
| 228 | | 1:45:11,230 | 1:45:15,150 | 0:00:03,920 |
| 229 | | 1:45:53,540 | 1:46:05,530 | 0:00:11,990 |
| 230 | | 1:46:59,623 | 1:47:06,370 | 0:00:06,747 |
| 231 | | 1:47:58,640 | 1:48:00,590 | 0:00:01,950 |
| 232 | | 1:50:01,000 | 1:50:02,230 | 0:00:01,230 |
| 233 | | 1:51:58,330 | 1:52:09,250 | 0:00:10,920 |
| 234 | | 1:52:13,110 | 1:52:15,180 | 0:00:02,070 |
| 235 | | 1:52:18,360 | 1:52:37,250 | 0:00:18,890 |
| 236 | | 1:53:41,190 | 1:53:43,100 | 0:00:01,910 |
| 237 | | 1:53:47,000 | 1:53:48,440 | 0:00:01,440 |
| 238 | | 1:54:02,310 | 1:54:06,874 | 0:00:04,564 |
| 239 | | 1:55:09,668 | 1:55:27,830 | 0:00:18,162 |
| 240 | | 1:55:28,140 | 1:55:29,160 | 0:00:01,020 |
| 241 | 1:56:10,170 | 1:56:16,032 | 0:00:05,862 | |
| 242 | 1:57:14,210 | 1:57:34,000 | 0:00:19,790 | |
| 243 | 1:58:04,500 | 1:58:06,470 | 0:00:01,970 | |
| 244 | 1:58:24,230 | 1:58:26,000 | 0:00:01,770 | |
| 245 | 1:58:29,700 | 1:59:01,650 | 0:00:31,950 | |
| 246 | 1:59:47,340 | 2:00:13,180 | 0:00:25,840 | |
| 247 | 2:01:20,170 | 2:01:39,100 | 0:00:18,930 | |
| 248 | 2:01:42,000 | 2:01:47,490 | 0:00:05,490 | |
| 249 | 2:01:54,120 | 2:02:00,034 | 0:00:05,914 | |
| 250 | 2:03:46,350 | 2:03:49,920 | 0:00:03,570 | |
| 251 | 2:03:57,000 | 2:03:59,830 | 0:00:02,830 | |
| 252 | 2:04:15,360 | 2:04:15,400 | 0:00:00,040 | |

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| 253 | | 2:07:24,978 | 2:07:32,560 | 0:00:07,582 |
| 254 | | 2:07:34,180 | 2:07:36,000 | 0:00:01,820 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 255 | El Guabo-Ricaurte | 2:08:44,000 | 2:08:45,250 | 0:00:01,250 |
| 256 | | 2:10:58,321 | 2:11:03,842 | 0:00:05,521 |
| 257 | | 2:11:29,630 | 2:11:31,870 | 0:00:02,240 |
| 258 | | 2:11:39,130 | 2:12:01,942 | 0:00:22,812 |
| 259 | | 2:12:19,550 | 2:12:21,720 | 0:00:02,170 |
| 260 | | 2:12:47,800 | 2:12:55,930 | 0:00:08,130 |
| 261 | | 2:14:46,100 | 2:14:47,660 | 0:00:01,560 |
| 262 | | 2:14:49,140 | 2:15:01,050 | 0:00:11,910 |
| 263 | | 2:15:03,140 | 2:15:08,324 | 0:00:05,184 |
| 264 | | 2:16:33,160 | 2:16:34,250 | 0:00:01,090 |
| 265 | | 2:17:40,050 | 2:17:43,150 | 0:00:03,100 |
| 266 | | 2:18:43,900 | 2:18:51,830 | 0:00:07,930 |

Anexo 3.9.2 Headways de Buses vía El Guabo

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| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Ricaurte-El Guabo | 0:07:33,684 | 0:07:56,023 | 0:00:22,339 |
| 2 | | 0:17:54,406 | 0:18:12,000 | 0:00:17,594 |
| 3 | | 0:20:09,725 | 0:20:21,542 | 0:00:11,817 |
| 4 | | 0:27:22,397 | 0:27:37,021 | 0:00:14,624 |
| 5 | | 0:33:06,891 | 0:33:17,489 | 0:00:10,598 |
| 6 | | 0:40:54,247 | 0:41:05,784 | 0:00:11,537 |
| 7 | | 0:45:50,209 | 0:46:04,912 | 0:00:14,703 |
| 8 | | 0:51:55,711 | 0:52:05,089 | 0:00:09,378 |
| 9 | | 0:54:39,648 | 0:54:52,942 | 0:00:13,294 |
| 10 | | 0:54:57,369 | 0:55:08,421 | 0:00:11,052 |
| 11 | | 0:59:14,006 | 0:59:30,693 | 0:00:16,687 |
| 12 | | 1:32:15,170 | 1:32:28,032 | 0:00:12,862 |

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| 1 | El Guabo-Ricaurte | 0:07:30,103 | 0:07:58,563 | 0:00:28,460 |
| 2 | | 0:18:00,457 | 0:18:09,961 | 0:00:09,504 |
| 3 | | 0:22:56,583 | 0:23:11,462 | 0:00:14,879 |
| 4 | | 0:24:28,987 | 0:24:38,012 | 0:00:09,025 |
| 5 | | 0:35:17,754 | 0:35:27,845 | 0:00:10,091 |
| 6 | | 0:36:18,240 | 0:37:00,702 | 0:00:42,462 |
| 7 | | 0:45:02,479 | 0:45:12,756 | 0:00:10,277 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 8 | | 0:50:57,839 | 0:51:06,987 | 0:00:09,148 |
| 9 | | 0:54:41,687 | 0:54:51,468 | 0:00:09,781 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 10 | El Guabo-Ricaurte | 1:25:17,390 | 1:25:29,310 | 0:00:11,920 |
| 11 | | 1:34:09,650 | 1:34:13,770 | 0:00:04,120 |
| 12 | | 1:35:11,120 | 1:35:21,000 | 0:00:09,880 |
| 13 | | 2:11:37,130 | 2:12:03,610 | 0:00:26,480 |

Anexo 3.9.3 Headways de Camiones Livianos vía El Guabo

| | |
|-------------------------------|-------------------|
| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Ricaurte-El Guabo | 0:02:45,160 | 0:02:47,461 | 0:00:02,301 |
| 2 | | 0:13:13,748 | 0:13:18,648 | 0:00:04,900 |
| 3 | | 0:18:31,198 | 0:18:39,543 | 0:00:08,345 |
| 4 | | 0:19:28,376 | 0:19:35,801 | 0:00:07,425 |
| 5 | | 0:20:23,141 | 0:20:31,842 | 0:00:08,701 |
| 6 | | 0:23:15,728 | 0:23:20,967 | 0:00:05,239 |
| 7 | | 0:28:10,499 | 0:28:19,842 | 0:00:09,343 |
| 8 | | 0:32:20,654 | 0:32:35,145 | 0:00:14,491 |
| 9 | | 0:37:49,682 | 0:37:54,879 | 0:00:05,197 |
| 10 | | 0:41:38,358 | 0:41:44,541 | 0:00:06,183 |
| 11 | | 0:42:37,109 | 0:42:44,045 | 0:00:06,936 |
| 12 | | 0:44:33,124 | 0:44:40,653 | 0:00:07,529 |
| 13 | | 0:46:37,931 | 0:46:43,867 | 0:00:05,936 |
| 14 | | 0:49:09,197 | 0:49:16,365 | 0:00:07,168 |
| 15 | | 0:49:31,745 | 0:49:37,254 | 0:00:05,509 |
| 16 | | 0:50:18,365 | 0:50:24,486 | 0:00:06,121 |
| 17 | | 0:52:21,289 | 0:52:30,841 | 0:00:09,552 |
| 18 | | 0:56:19,059 | 0:56:26,435 | 0:00:07,376 |
| 19 | | 0:57:19,812 | 0:57:26,167 | 0:00:06,355 |
| 20 | | 0:58:06,000 | 0:58:08,756 | 0:00:02,756 |
| 21 | | 1:00:12,458 | 1:00:19,709 | 0:00:07,251 |
| 22 | | 1:43:49,310 | 1:44:04,000 | 0:00:14,690 |
| 23 | | 1:47:19,320 | 1:47:31,590 | 0:00:12,270 |
| 24 | | 1:56:04,940 | 1:56:29,890 | 0:00:24,950 |
| 25 | | 1:56:47,140 | 1:57:12,170 | 0:00:25,030 |
| 26 | | 2:12:21,120 | 2:12:30,841 | 0:00:09,721 |

| | | | | |
|---|-------------------|-------------|-------------|-------------|
| 1 | El Guabo-Ricaurte | 0:04:24,010 | 0:04:47,601 | 0:00:23,591 |
|---|-------------------|-------------|-------------|-------------|

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 2 | | 0:04:48,012 | 0:05:04,641 | 0:00:16,629 |
| 3 | | 0:07:06,841 | 0:07:16,403 | 0:00:09,562 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 4 | El Guabo-Ricaurte | 0:15:31,143 | 0:15:36,213 | 0:00:05,070 |
| 5 | | 0:21:30,176 | 0:21:40,241 | 0:00:10,065 |
| 6 | | 0:23:49,137 | 0:23:55,014 | 0:00:05,877 |
| 7 | | 0:24:45,672 | 0:24:51,078 | 0:00:05,406 |
| 8 | | 0:25:00,942 | 0:25:06,964 | 0:00:06,022 |
| 9 | | 0:25:30,841 | 0:25:38,671 | 0:00:07,830 |
| 10 | | 0:27:13,145 | 0:27:18,014 | 0:00:04,869 |
| 11 | | 0:29:59,603 | 0:30:04,543 | 0:00:04,940 |
| 12 | | 0:32:25,583 | 0:32:42,706 | 0:00:17,123 |
| 13 | | 0:33:59,874 | 0:34:07,345 | 0:00:07,471 |
| 14 | | 0:37:39,245 | 0:38:06,132 | 0:00:26,887 |
| 15 | | 0:41:43,253 | 0:41:49,255 | 0:00:06,002 |
| 16 | | 0:42:40,805 | 0:42:47,689 | 0:00:06,884 |
| 17 | | 0:44:26,003 | 0:44:33,165 | 0:00:07,162 |
| 18 | | 0:46:08,478 | 0:46:14,890 | 0:00:06,412 |
| 19 | | 0:47:13,389 | 0:47:20,531 | 0:00:07,142 |
| 20 | | 0:51:38,729 | 0:51:48,032 | 0:00:09,303 |
| 21 | | 0:52:23,743 | 0:52:32,842 | 0:00:09,099 |
| 22 | | 0:53:41,806 | 0:53:47,932 | 0:00:06,126 |
| 23 | | 0:54:29,946 | 0:54:51,169 | 0:00:21,223 |
| 24 | | 1:09:00,090 | 1:09:02,180 | 0:00:02,090 |
| 25 | | 1:13:59,163 | 1:14:35,220 | 0:00:36,057 |
| 26 | | 1:30:35,130 | 1:31:25,160 | 0:00:50,030 |
| 27 | | 1:38:37,000 | 1:38:50,000 | 0:00:13,000 |
| 28 | 1:48:47,700 | 1:49:00,412 | 0:00:12,712 | |
| 29 | 2:18:03,060 | 2:18:12,842 | 0:00:09,782 | |

Anexo 3.9.4 Headways de Camiones Pesados vía El Guabo

| | |
|-------------------------------|------------------|
| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Pesados |

| NUMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Ricaurte-El Guabo | 0:11:14,843 | 0:11:29,563 | 0:00:14,720 |
| 2 | | 0:16:31,902 | 0:16:47,364 | 0:00:15,462 |
| 3 | | 0:20:35,406 | 0:20:48,324 | 0:00:12,918 |
| 4 | | 0:22:58,691 | 0:23:10,450 | 0:00:11,759 |
| 5 | | 0:26:26,078 | 0:26:37,021 | 0:00:10,943 |
| 6 | | 0:34:37,249 | 0:34:48,571 | 0:00:11,322 |
| 7 | | 0:41:15,236 | 0:41:24,570 | 0:00:09,334 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 8 | | 0:43:52,001 | 0:44:05,317 | 0:00:13,316 |
| 9 | | 0:49:59,601 | 0:50:14,812 | 0:00:15,211 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 10 | Ricaurte-El Guabo | 0:55:29,489 | 0:55:40,536 | 0:00:11,047 |
| 11 | | 0:58:25,489 | 0:58:32,841 | 0:00:07,352 |
| 12 | | 0:58:28,452 | 0:58:39,310 | 0:00:10,858 |
| 13 | | 1:02:03,458 | 1:02:16,812 | 0:00:13,354 |
| 14 | | 1:16:19,160 | 1:16:34,251 | 0:00:15,091 |
| 15 | | 1:28:13,990 | 1:28:37,830 | 0:00:23,840 |
| 16 | | 1:38:50,330 | 1:38:59,490 | 0:00:09,160 |
| 17 | | 1:50:58,200 | 1:51:19,300 | 0:00:21,100 |
| 18 | | 2:01:31,600 | 2:01:40,570 | 0:00:08,970 |
| 19 | | 2:14:37,370 | 2:14:49,034 | 0:00:11,664 |

| | | | | |
|----|-------------------|-------------|-------------|-------------|
| 1 | El Guabo-Ricaurte | 0:08:03,703 | 0:08:14,739 | 0:00:11,036 |
| 2 | | 0:11:14,843 | 0:11:29,563 | 0:00:14,720 |
| 3 | | 0:12:54,021 | 0:12:59,476 | 0:00:05,455 |
| 4 | | 0:14:24,237 | 0:14:28,997 | 0:00:04,760 |
| 5 | | 0:23:25,450 | 0:23:31,457 | 0:00:06,007 |
| 6 | | 0:23:59,145 | 0:24:06,045 | 0:00:06,900 |
| 7 | | 0:30:34,169 | 0:30:39,364 | 0:00:05,195 |
| 8 | | 0:34:14,907 | 0:34:23,456 | 0:00:08,549 |
| 9 | | 0:35:09,961 | 0:35:18,000 | 0:00:08,039 |
| 10 | | 0:41:11,201 | 0:41:19,478 | 0:00:08,277 |
| 11 | | 0:45:55,903 | 0:46:05,987 | 0:00:10,084 |
| 12 | | 0:51:56,731 | 0:52:04,953 | 0:00:08,222 |
| 13 | | 1:02:56,000 | 1:03:00,000 | 0:00:04,000 |
| 14 | | 1:18:07,150 | 1:18:32,180 | 0:00:25,030 |
| 15 | | 1:19:03,790 | 1:20:00,000 | 0:00:56,210 |
| 16 | | 1:32:47,630 | 1:32:55,990 | 0:00:08,360 |
| 17 | | 1:54:53,000 | 1:55:22,620 | 0:00:29,620 |
| 18 | | 2:00:56,520 | 2:01:13,880 | 0:00:17,360 |
| 19 | | 2:12:09,000 | 2:12:12,310 | 0:00:03,310 |

Anexo 3.9.5 Headways de motocicletas vía El Guabo

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| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Ricaurte-El Guabo | 0:09:24,541 | 0:09:25,790 | 0:00:01,249 |
| 2 | | 0:10:34,785 | 0:10:36,160 | 0:00:01,375 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 3 | | 0:10:54,800 | 0:10:56,012 | 0:00:01,212 |
| 4 | | 0:14:46,576 | 0:15:05,873 | 0:00:19,297 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 5 | Ricaurte-El Guabo | 0:18:56,705 | 0:19:03,769 | 0:00:07,064 |
| 6 | | 0:23:23,451 | 0:23:25,745 | 0:00:02,294 |
| 7 | | 0:24:35,420 | 0:24:36,587 | 0:00:01,167 |
| 8 | | 0:24:59,799 | 0:25:01,512 | 0:00:01,713 |
| 9 | | 0:25:49,542 | 0:25:50,987 | 0:00:01,445 |
| 10 | | 0:31:18,412 | 0:31:20,145 | 0:00:01,733 |
| 11 | | 0:32:36,104 | 0:32:37,801 | 0:00:01,697 |
| 12 | | 0:34:50,478 | 0:34:53,012 | 0:00:02,534 |
| 13 | | 0:37:58,145 | 0:37:59,769 | 0:00:01,624 |
| 14 | | 0:39:22,763 | 0:39:25,031 | 0:00:02,268 |
| 15 | | 0:40:12,238 | 0:40:14,365 | 0:00:02,127 |
| 16 | | 0:41:28,296 | 0:41:30,045 | 0:00:01,749 |
| 17 | | 0:44:58,236 | 0:44:59,579 | 0:00:01,343 |
| 18 | | 0:47:43,658 | 0:47:44,689 | 0:00:01,031 |
| 19 | | 0:49:20,469 | 0:49:22,123 | 0:00:01,654 |
| 20 | | 0:51:30,012 | 0:51:32,143 | 0:00:02,131 |
| 21 | | 0:52:25,334 | 0:52:28,023 | 0:00:02,689 |
| 22 | | 0:58:08,756 | 0:58:10,003 | 0:00:01,247 |
| 23 | | 1:00:19,709 | 1:00:32,893 | 0:00:13,184 |
| 24 | | 1:00:52,893 | 1:01:02,918 | 0:00:10,025 |
| 25 | | 1:01:14,198 | 1:01:17,019 | 0:00:02,821 |
| 26 | | 1:01:17,019 | 1:01:19,476 | 0:00:02,457 |
| 27 | | 1:06:20,130 | 1:06:33,000 | 0:00:12,870 |
| 28 | | 1:14:10,610 | 1:14:13,520 | 0:00:02,910 |
| 29 | | 1:39:14,200 | 1:39:16,400 | 0:00:02,200 |
| 30 | | 1:42:10,760 | 1:42:15,640 | 0:00:04,880 |
| 31 | | 2:05:54,000 | 2:06:15,000 | 0:00:21,000 |

| | | | | |
|----|-------------------|-------------|-------------|-------------|
| 1 | El Guabo-Ricaurte | 0:05:33,836 | 0:05:35,082 | 0:00:01,246 |
| 2 | | 0:06:31,897 | 0:06:33,251 | 0:00:01,354 |
| 3 | | 0:07:25,236 | 0:07:25,985 | 0:00:00,749 |
| 4 | | 0:07:27,010 | 0:07:27,986 | 0:00:00,976 |
| 5 | | 0:07:28,251 | 0:07:28,901 | 0:00:00,650 |
| 6 | | 0:08:21,432 | 0:08:22,763 | 0:00:01,331 |
| 7 | | 0:08:27,023 | 0:08:28,401 | 0:00:01,378 |
| 8 | | 0:08:28,401 | 0:08:35,231 | 0:00:06,830 |
| 9 | | 0:11:50,143 | 0:12:01,742 | 0:00:11,599 |
| 10 | | 0:14:16,701 | 0:14:17,518 | 0:00:00,817 |
| 11 | | 0:18:55,674 | 0:19:12,307 | 0:00:16,633 |

| | | | | |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 12 | | 0:22:21,863 | 0:22:23,310 | 0:00:01,447 |
| 13 | | 0:24:15,364 | 0:24:16,974 | 0:00:01,610 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 14 | El Guabo-Ricaurte | 0:26:02,875 | 0:26:04,045 | 0:00:01,170 |
| 15 | | 0:26:34,467 | 0:26:46,602 | 0:00:12,135 |
| 16 | | 0:27:18,014 | 0:27:20,004 | 0:00:01,990 |
| 17 | | 0:30:10,412 | 0:30:12,510 | 0:00:02,098 |
| 18 | | 0:30:59,974 | 0:31:04,703 | 0:00:04,729 |
| 19 | | 0:37:06,234 | 0:37:07,389 | 0:00:01,155 |
| 20 | | 0:41:00,309 | 0:41:00,945 | 0:00:00,636 |
| 21 | | 0:41:57,423 | 0:41:59,123 | 0:00:01,700 |
| 22 | | 0:44:59,012 | 0:45:01,003 | 0:00:01,991 |
| 23 | | 0:46:25,784 | 0:46:27,942 | 0:00:02,158 |
| 24 | | 0:56:40,426 | 0:56:41,241 | 0:00:00,815 |
| 25 | | 0:57:12,096 | 0:57:16,845 | 0:00:04,749 |
| 26 | | 0:57:16,845 | 0:57:19,308 | 0:00:02,463 |
| 27 | | 0:58:57,170 | 0:59:01,007 | 0:00:03,837 |
| 28 | | 0:59:01,007 | 0:59:12,146 | 0:00:11,139 |
| 29 | | 0:59:12,146 | 0:59:14,869 | 0:00:02,723 |
| 30 | | 0:59:58,942 | 1:00:01,023 | 0:00:02,081 |
| 31 | | 1:00:01,023 | 1:00:04,005 | 0:00:02,982 |
| 32 | | 1:00:04,005 | 1:00:07,452 | 0:00:03,447 |
| 33 | | 1:00:07,452 | 1:00:27,568 | 0:00:20,116 |
| 34 | | 1:01:30,709 | 1:01:31,975 | 0:00:01,266 |
| 35 | | 1:02:00,576 | 1:02:08,506 | 0:00:07,930 |
| 36 | | 1:03:16,230 | 1:03:17,550 | 0:00:01,320 |
| 37 | | 1:09:10,620 | 1:09:15,580 | 0:00:04,960 |
| 38 | | 1:09:31,590 | 1:09:39,420 | 0:00:07,830 |
| 39 | | 1:13:18,460 | 1:13:19,680 | 0:00:01,220 |
| 40 | | 1:27:58,130 | 1:28:00,110 | 0:00:01,980 |
| 41 | | 1:41:20,470 | 1:41:56,650 | 0:00:36,180 |
| 42 | | 1:45:58,274 | 1:46:00,000 | 0:00:01,726 |
| 43 | | 1:57:14,810 | 1:57:20,790 | 0:00:05,980 |
| 44 | | 2:02:17,230 | 2:02:23,630 | 0:00:06,400 |
| 45 | | 2:13:09,110 | 2:13:23,490 | 0:00:14,380 |

Anexo 3.9.6 Headways de bicicletas vía El Guabo

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| VÍA | EL GUABO |
| FECHA DE LEVANTAMIENTO | 2-diciembre-2019 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|-------------------|-----------------------|---------------------|----------------|
| 1 | Ricaurte-El Guabo | 0:37:23,231 | 0:37:27,746 | 0:00:04,515 |

| | | | | |
|---|--|-------------|-------------|-------------|
| 2 | | 1:10:11,030 | 1:10:12,524 | 0:00:01,494 |
|---|--|-------------|-------------|-------------|

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|-------------------|----------------|--------------|-------------|
| 1 | El Guabo-Ricaurte | 0:05:22,091 | 0:05:23,542 | 0:00:01,451 |
| 2 | | 0:17:09,453 | 0:17:10,573 | 0:00:01,120 |
| 3 | | 0:45:58,031 | 0:46:00,193 | 0:00:02,162 |
| 4 | | 1:31:22,710 | 1:31:25,950 | 0:00:03,240 |

3.10 Anexo Headways calculados en la vía Tarqui-Gullanzapha-Turi.

Anexo 3.10.1 Headways de vehículos livianos vía Tarqui

| | |
|------------------------|------------------|
| VÍA | TARQUI |
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Liviano |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Tarqui-Cuenca | 0:00:37,690 | 0:00:40,800 | 0:00:03,110 |
| 2 | | 0:00:40,750 | 0:00:44,910 | 0:00:04,160 |
| 3 | | 0:00:44,230 | 0:00:48,520 | 0:00:04,290 |
| 4 | | 0:01:19,110 | 0:01:21,360 | 0:00:02,250 |
| 5 | | 0:01:38,820 | 0:01:40,950 | 0:00:02,130 |
| 6 | | 0:01:40,550 | 0:01:42,660 | 0:00:02,110 |
| 7 | | 0:03:11,180 | 0:03:13,420 | 0:00:02,240 |
| 8 | | 0:03:33,290 | 0:03:36,540 | 0:00:03,250 |
| 9 | | 0:05:31,200 | 0:05:33,690 | 0:00:02,490 |
| 10 | | 0:06:55,270 | 0:06:57,880 | 0:00:02,610 |
| 11 | | 0:06:57,350 | 0:07:00,910 | 0:00:03,560 |
| 12 | | 0:07:00,090 | 0:07:02,260 | 0:00:02,170 |
| 13 | | 0:11:13,990 | 0:11:15,720 | 0:00:01,730 |
| 14 | | 0:12:24,360 | 0:12:27,540 | 0:00:03,180 |
| 15 | | 0:12:27,650 | 0:12:31,760 | 0:00:04,110 |
| 16 | | 0:12:40,440 | 0:12:43,690 | 0:00:03,250 |
| 17 | | 0:13:16,120 | 0:13:19,370 | 0:00:03,250 |
| 18 | | 0:14:38,220 | 0:14:55,860 | 0:00:17,640 |
| 19 | | 0:15:18,580 | 0:15:29,900 | 0:00:11,320 |
| 20 | | 0:15:26,230 | 0:15:31,030 | 0:00:04,800 |
| 21 | | 0:15:29,510 | 0:15:33,841 | 0:00:04,331 |
| 22 | | 0:15:33,180 | 0:16:02,210 | 0:00:29,030 |
| 23 | | 0:15:59,880 | 0:16:05,374 | 0:00:05,494 |
| 24 | | 0:16:11,590 | 0:16:16,943 | 0:00:05,353 |
| 25 | | 0:16:43,680 | 0:16:48,064 | 0:00:04,384 |

| | | | | |
|---------------|---------------|-----------------------|---------------------|----------------|
| 26 | | 0:16:48,360 | 0:16:55,520 | 0:00:07,160 |
| 27 | | 0:16:53,870 | 0:16:58,980 | 0:00:05,110 |
| 28 | | 0:17:09,280 | 0:17:17,600 | 0:00:08,320 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 29 | Tarqui-Cuenca | 0:17:14,950 | 0:17:21,540 | 0:00:06,590 |
| 30 | | 0:17:21,160 | 0:17:25,380 | 0:00:04,220 |
| 31 | | 0:17:22,250 | 0:17:28,700 | 0:00:06,450 |
| 32 | | 0:17:57,032 | 0:18:03,430 | 0:00:06,398 |
| 33 | | 0:18:00,660 | 0:18:05,880 | 0:00:05,220 |
| 34 | | 0:18:02,340 | 0:18:07,315 | 0:00:04,975 |
| 35 | | 0:18:59,034 | 0:19:05,350 | 0:00:06,316 |
| 36 | | 0:19:02,620 | 0:19:08,348 | 0:00:05,728 |
| 37 | | 0:19:35,780 | 0:19:40,142 | 0:00:04,362 |
| 38 | | 0:19:45,420 | 0:19:51,674 | 0:00:06,254 |
| 39 | | 0:19:54,110 | 0:20:00,090 | 0:00:05,980 |
| 40 | | 0:19:57,900 | 0:20:05,140 | 0:00:07,240 |
| 41 | | 0:20:36,270 | 0:20:44,500 | 0:00:08,230 |
| 42 | | 0:20:44,680 | 0:20:56,750 | 0:00:12,070 |
| 43 | | 0:20:53,260 | 0:21:02,540 | 0:00:09,280 |
| 44 | | 0:20:59,720 | 0:21:05,674 | 0:00:05,954 |
| 45 | | 0:21:22,230 | 0:21:28,034 | 0:00:05,804 |
| 46 | | 0:21:31,110 | 0:21:36,102 | 0:00:04,992 |
| 47 | | 0:21:39,630 | 0:21:45,087 | 0:00:05,457 |
| 48 | | 0:22:18,240 | 0:22:31,660 | 0:00:13,420 |
| 49 | | 0:22:33,170 | 0:22:39,100 | 0:00:05,930 |
| 50 | | 0:22:36,130 | 0:22:43,200 | 0:00:07,070 |
| 51 | | 0:22:40,890 | 0:23:06,450 | 0:00:25,560 |
| 52 | | 0:23:40,910 | 0:23:44,641 | 0:00:03,731 |
| 53 | | 0:26:02,360 | 0:26:07,341 | 0:00:04,981 |
| 54 | | 0:26:16,170 | 0:26:20,941 | 0:00:04,771 |
| 55 | | 0:26:36,870 | 0:26:44,960 | 0:00:08,090 |
| 56 | | 0:26:41,790 | 0:27:00,065 | 0:00:18,275 |
| 57 | | 0:27:31,130 | 0:27:37,580 | 0:00:06,450 |
| 58 | | 0:27:34,200 | 0:27:40,142 | 0:00:05,942 |
| 59 | | 0:27:52,220 | 0:28:11,130 | 0:00:18,910 |
| 60 | | 0:28:23,570 | 0:28:28,950 | 0:00:05,380 |
| 61 | | 0:28:25,140 | 0:28:30,870 | 0:00:05,730 |
| 62 | | 0:28:27,850 | 0:28:37,630 | 0:00:09,780 |
| 63 | | 0:28:34,580 | 0:28:39,900 | 0:00:05,320 |
| 64 | | 0:28:36,630 | 0:28:41,637 | 0:00:05,007 |
| 65 | | 0:28:56,812 | 0:29:01,820 | 0:00:05,008 |
| 66 | | 0:28:58,660 | 0:29:12,880 | 0:00:14,220 |
| 67 | | 0:29:09,190 | 0:29:14,972 | 0:00:05,782 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 68 | | 0:29:32,670 | 0:29:36,240 | 0:00:03,570 |
| 69 | | 0:30:56,220 | 0:31:02,670 | 0:00:06,450 |
| 70 | | 0:30:59,330 | 0:31:04,973 | 0:00:05,643 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 71 | Tarqui-Cuenca | 0:31:19,120 | 0:31:24,634 | 0:00:05,514 |
| 72 | | 0:31:36,300 | 0:31:43,980 | 0:00:07,680 |
| 73 | | 0:31:40,890 | 0:31:45,341 | 0:00:04,451 |
| 74 | | 0:32:15,900 | 0:32:28,230 | 0:00:12,330 |
| 75 | | 0:32:25,670 | 0:32:33,550 | 0:00:07,880 |
| 76 | | 0:33:37,170 | 0:33:45,000 | 0:00:07,830 |
| 77 | | 0:33:56,190 | 0:34:01,100 | 0:00:04,910 |
| 78 | | 0:33:58,660 | 0:34:02,673 | 0:00:04,013 |
| 79 | | 0:34:32,970 | 0:34:38,350 | 0:00:05,380 |
| 80 | | 0:34:35,550 | 0:34:40,240 | 0:00:04,690 |
| 81 | | 0:34:37,200 | 0:34:46,850 | 0:00:09,650 |
| 82 | | 0:34:43,980 | 0:34:47,340 | 0:00:03,360 |
| 83 | | 0:34:54,870 | 0:35:00,540 | 0:00:05,670 |
| 84 | | 0:34:57,190 | 0:35:03,841 | 0:00:06,651 |
| 85 | | 0:35:24,320 | 0:35:29,031 | 0:00:04,711 |
| 86 | | 0:35:32,560 | 0:35:38,032 | 0:00:05,472 |
| 87 | | 0:35:56,470 | 0:36:01,942 | 0:00:05,472 |
| 88 | | 0:36:16,210 | 0:36:22,741 | 0:00:06,531 |
| 89 | | 0:37:11,110 | 0:37:14,310 | 0:00:03,200 |
| 90 | | 0:37:17,980 | 0:37:24,860 | 0:00:06,880 |
| 91 | | 0:37:21,140 | 0:37:26,690 | 0:00:05,550 |
| 92 | | 0:37:23,100 | 0:37:37,230 | 0:00:14,130 |
| 93 | | 0:37:34,280 | 0:38:01,342 | 0:00:27,062 |
| 94 | | 0:39:00,030 | 0:39:06,200 | 0:00:06,170 |
| 95 | | 0:39:03,150 | 0:39:07,034 | 0:00:03,884 |
| 96 | | 0:39:06,820 | 0:39:11,387 | 0:00:04,567 |
| 97 | | 0:39:43,990 | 0:39:47,340 | 0:00:03,350 |
| 98 | | 0:39:51,350 | 0:39:56,314 | 0:00:04,964 |
| 99 | | 0:39:56,150 | 0:40:03,841 | 0:00:07,691 |
| 100 | | 0:40:28,280 | 0:40:36,650 | 0:00:08,370 |
| 101 | 0:40:51,190 | 0:40:56,230 | 0:00:05,040 | |
| 102 | 0:40:53,990 | 0:41:06,840 | 0:00:12,850 | |
| 103 | 0:41:03,520 | 0:41:11,650 | 0:00:08,130 | |
| 104 | 0:41:08,410 | 0:41:13,890 | 0:00:05,480 | |
| 105 | 0:41:10,950 | 0:41:16,480 | 0:00:05,530 | |
| 106 | 0:41:13,130 | 0:41:18,342 | 0:00:05,212 | |
| 107 | 0:41:29,490 | 0:41:35,680 | 0:00:06,190 | |
| 108 | 0:41:32,150 | 0:42:01,590 | 0:00:29,440 | |
| 109 | 0:42:58,220 | 0:43:04,031 | 0:00:05,811 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 110 | | 0:43:15,780 | 0:43:22,650 | 0:00:06,870 |
| 111 | | 0:43:19,990 | 0:43:59,520 | 0:00:39,530 |
| 112 | | 0:43:56,230 | 0:44:04,690 | 0:00:08,460 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 113 | Tarqui-Cuenca | 0:44:01,410 | 0:44:08,031 | 0:00:06,621 |
| 114 | | 0:44:24,320 | 0:44:31,034 | 0:00:06,714 |
| 115 | | 0:44:29,140 | 0:44:33,670 | 0:00:04,530 |
| 116 | | 0:44:57,034 | 0:45:02,811 | 0:00:05,777 |
| 117 | | 0:45:15,560 | 0:45:27,720 | 0:00:12,160 |
| 118 | | 0:45:21,310 | 0:45:40,130 | 0:00:18,820 |
| 119 | | 0:46:34,990 | 0:46:44,260 | 0:00:09,270 |
| 120 | | 0:47:23,180 | 0:47:41,100 | 0:00:17,920 |
| 121 | | 0:48:53,620 | 0:48:55,390 | 0:00:01,770 |
| 122 | | 0:49:01,890 | 0:49:08,150 | 0:00:06,260 |
| 123 | | 0:49:12,900 | 0:49:54,110 | 0:00:41,210 |
| 124 | | 0:51:04,820 | 0:51:06,930 | 0:00:02,110 |
| 125 | | 0:51:10,540 | 0:51:13,620 | 0:00:03,080 |
| 126 | | 0:51:19,700 | 0:51:22,950 | 0:00:03,250 |
| 127 | | 0:51:29,180 | 0:51:31,630 | 0:00:02,450 |
| 128 | | 0:51:49,450 | 0:51:53,560 | 0:00:04,110 |
| 129 | | 0:51:56,200 | 0:51:58,850 | 0:00:02,650 |
| 130 | | 0:52:17,130 | 0:52:18,670 | 0:00:01,540 |
| 131 | | 0:52:40,890 | 0:52:44,480 | 0:00:03,590 |
| 132 | | 0:52:46,310 | 0:52:49,650 | 0:00:03,340 |
| 133 | | 0:53:08,170 | 0:53:12,830 | 0:00:04,660 |
| 134 | | 0:53:29,640 | 0:53:30,750 | 0:00:01,110 |
| 135 | | 0:53:33,150 | 0:53:36,820 | 0:00:03,670 |
| 136 | | 0:53:42,440 | 0:53:54,560 | 0:00:12,120 |
| 137 | | 0:54:01,700 | 0:54:03,890 | 0:00:02,190 |
| 138 | | 0:54:20,560 | 0:54:24,880 | 0:00:04,320 |
| 139 | | 0:54:33,140 | 0:54:37,090 | 0:00:03,950 |
| 140 | | 0:55:18,160 | 0:55:22,820 | 0:00:04,660 |
| 141 | | 0:55:59,032 | 0:56:10,440 | 0:00:11,408 |
| 142 | | 0:56:56,890 | 0:56:59,630 | 0:00:02,740 |
| 143 | | 0:57:06,150 | 0:57:09,230 | 0:00:03,080 |
| 144 | | 0:57:14,390 | 0:57:22,420 | 0:00:08,030 |
| 145 | | 0:57:56,814 | 0:58:03,274 | 0:00:06,460 |
| 146 | | 0:58:23,850 | 0:58:29,660 | 0:00:05,810 |
| 147 | | 0:58:54,430 | 0:59:07,240 | 0:00:12,810 |
| 148 | | 0:59:11,560 | 0:59:27,820 | 0:00:16,260 |
| 149 | | 1:00:04,530 | 1:00:36,690 | 0:00:32,160 |
| 150 | | 1:00:38,810 | 1:00:42,540 | 0:00:03,730 |
| 151 | | 1:00:47,920 | 1:00:49,320 | 0:00:01,400 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 152 | | 1:01:01,630 | 1:01:05,990 | 0:00:04,360 |
| 153 | | 1:01:19,320 | 1:01:32,110 | 0:00:12,790 |
| 154 | | 1:01:28,950 | 1:01:34,240 | 0:00:05,290 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 155 | Tarqui-Cuenca | 1:01:41,640 | 1:01:58,330 | 0:00:16,690 |
| 156 | | 1:02:44,310 | 1:02:49,960 | 0:00:05,650 |
| 157 | | 1:03:05,900 | 1:03:20,120 | 0:00:14,220 |
| 158 | | 1:03:39,860 | 1:03:43,340 | 0:00:03,480 |
| 159 | | 1:03:47,540 | 1:03:54,330 | 0:00:06,790 |
| 160 | | 1:04:28,140 | 1:04:30,560 | 0:00:02,420 |
| 161 | | 1:04:49,590 | 1:04:51,740 | 0:00:02,150 |
| 162 | | 1:04:58,130 | 1:05:05,870 | 0:00:07,740 |
| 163 | | 1:05:07,150 | 1:05:26,780 | 0:00:19,630 |
| 164 | | 1:06:01,300 | 1:06:35,840 | 0:00:34,540 |
| 165 | | 1:06:55,930 | 1:06:57,660 | 0:00:01,730 |
| 166 | | 1:07:06,780 | 1:07:22,440 | 0:00:15,660 |
| 167 | | 1:07:43,160 | 1:07:48,740 | 0:00:05,580 |
| 168 | | 1:07:57,630 | 1:08:13,880 | 0:00:16,250 |
| 169 | | 1:08:41,230 | 1:08:58,758 | 0:00:17,528 |
| 170 | | 1:09:06,660 | 1:09:44,850 | 0:00:38,190 |
| 171 | | 1:10:15,230 | 1:10:20,510 | 0:00:05,280 |
| 172 | | 1:10:38,100 | 1:10:41,030 | 0:00:02,930 |
| 173 | | 1:12:26,960 | 1:12:28,450 | 0:00:01,490 |
| 174 | | 1:12:32,800 | 1:12:35,630 | 0:00:02,830 |
| 175 | | 1:12:56,150 | 1:13:13,240 | 0:00:17,090 |
| 176 | | 1:13:17,740 | 1:13:18,330 | 0:00:00,590 |
| 177 | | 1:13:32,290 | 1:14:01,640 | 0:00:29,350 |
| 178 | | 1:14:26,200 | 1:14:28,090 | 0:00:01,890 |
| 179 | | 1:14:44,150 | 1:14:51,110 | 0:00:06,960 |
| 180 | | 1:14:57,690 | 1:15:00,430 | 0:00:02,740 |
| 181 | | 1:15:46,790 | 1:15:48,140 | 0:00:01,350 |
| 182 | | 1:16:07,090 | 1:16:25,200 | 0:00:18,110 |
| 183 | 1:16:43,180 | 1:16:45,350 | 0:00:02,170 | |
| 184 | 1:17:30,120 | 1:17:40,000 | 0:00:09,880 | |
| 185 | 1:18:31,095 | 1:18:42,738 | 0:00:11,643 | |
| 186 | 1:18:42,858 | 1:18:45,075 | 0:00:02,217 | |
| 187 | 1:18:45,195 | 1:18:47,734 | 0:00:02,539 | |
| 188 | 1:18:47,854 | 1:18:49,101 | 0:00:01,247 | |
| 189 | 1:18:49,221 | 1:18:50,431 | 0:00:01,210 | |
| 190 | 1:18:55,627 | 1:19:10,096 | 0:00:14,469 | |
| 191 | 1:19:10,216 | 1:19:13,430 | 0:00:03,214 | |
| 192 | 1:19:13,550 | 1:19:17,002 | 0:00:03,452 | |
| 193 | 1:19:33,863 | 1:19:42,431 | 0:00:08,568 | |

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| 194 | | 1:19:42,551 | 1:19:51,433 | 0:00:08,882 |
| 195 | | 1:20:23,627 | 1:20:44,543 | 0:00:20,916 |
| 196 | | 1:20:44,663 | 1:20:54,001 | 0:00:09,338 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 197 | Tarqui-Cuenca | 1:21:30,124 | 1:22:05,785 | 0:00:35,661 |
| 198 | | 1:22:18,887 | 1:22:23,571 | 0:00:04,684 |
| 199 | | 1:22:38,888 | 1:22:56,672 | 0:00:17,784 |
| 200 | | 1:23:12,350 | 1:23:13,583 | 0:00:01,233 |
| 201 | | 1:23:13,703 | 1:23:21,781 | 0:00:08,078 |
| 202 | | 1:23:21,901 | 1:23:40,043 | 0:00:18,142 |
| 203 | | 1:23:40,163 | 1:23:42,374 | 0:00:02,211 |
| 204 | | 1:23:58,527 | 1:24:00,943 | 0:00:02,416 |
| 205 | | 1:24:01,063 | 1:24:04,362 | 0:00:03,299 |
| 206 | | 1:24:04,482 | 1:24:06,747 | 0:00:02,265 |
| 207 | | 1:24:06,867 | 1:24:08,002 | 0:00:01,135 |
| 208 | | 1:24:14,893 | 1:24:21,372 | 0:00:06,479 |
| 209 | | 1:24:21,492 | 1:24:23,947 | 0:00:02,455 |
| 210 | | 1:24:24,067 | 1:24:30,736 | 0:00:06,669 |
| 211 | | 1:24:30,856 | 1:24:35,779 | 0:00:04,923 |
| 212 | | 1:26:18,627 | 1:26:20,642 | 0:00:02,015 |
| 213 | | 1:26:20,762 | 1:26:24,376 | 0:00:03,614 |
| 214 | | 1:26:24,496 | 1:26:31,360 | 0:00:06,864 |
| 215 | | 1:26:31,480 | 1:26:33,764 | 0:00:02,284 |
| 216 | | 1:26:33,884 | 1:26:38,379 | 0:00:04,495 |
| 217 | | 1:26:53,849 | 1:26:55,537 | 0:00:01,688 |
| 218 | | 1:26:55,657 | 1:26:57,784 | 0:00:02,127 |
| 219 | | 1:27:00,121 | 1:27:03,302 | 0:00:03,181 |
| 220 | | 1:27:03,422 | 1:27:05,067 | 0:00:01,645 |
| 221 | | 1:27:05,187 | 1:27:05,998 | 0:00:00,811 |
| 222 | | 1:27:06,118 | 1:27:07,654 | 0:00:01,536 |
| 223 | | 1:27:07,774 | 1:27:10,374 | 0:00:02,600 |
| 224 | | 1:27:27,903 | 1:27:29,368 | 0:00:01,465 |
| 225 | 1:27:29,488 | 1:27:33,479 | 0:00:03,991 | |
| 226 | 1:27:33,599 | 1:27:37,534 | 0:00:03,935 | |
| 227 | 1:27:49,501 | 1:27:50,607 | 0:00:01,106 | |
| 228 | 1:27:50,727 | 1:27:55,378 | 0:00:04,651 | |
| 229 | 1:27:55,498 | 1:27:59,124 | 0:00:03,626 | |
| 230 | 1:27:59,244 | 1:28:03,045 | 0:00:03,801 | |
| 231 | 1:28:03,165 | 1:28:12,784 | 0:00:09,619 | |
| 232 | 1:28:12,904 | 1:28:15,470 | 0:00:02,566 | |
| 233 | 1:28:15,590 | 1:28:18,439 | 0:00:02,849 | |
| 234 | 1:28:33,828 | 1:28:34,795 | 0:00:00,967 | |
| 235 | 1:28:34,915 | 1:28:36,756 | 0:00:01,841 | |

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| 236 | | 1:28:36,876 | 1:28:38,253 | 0:00:01,377 |
| 237 | | 1:28:38,373 | 1:28:40,534 | 0:00:02,161 |
| 238 | | 1:28:48,106 | 1:29:00,701 | 0:00:12,595 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 239 | Tarqui-Cuenca | 1:29:00,821 | 1:29:03,783 | 0:00:02,962 |
| 240 | | 1:29:03,903 | 1:29:10,641 | 0:00:06,738 |
| 241 | | 1:29:18,098 | 1:29:20,643 | 0:00:02,545 |
| 242 | | 1:29:20,763 | 1:29:23,256 | 0:00:02,493 |
| 243 | | 1:29:23,376 | 1:29:27,015 | 0:00:03,639 |
| 244 | | 1:29:40,350 | 1:29:44,431 | 0:00:04,081 |
| 245 | | 1:29:44,551 | 1:29:52,867 | 0:00:08,316 |
| 246 | | 1:29:52,987 | 1:29:54,753 | 0:00:01,766 |
| 247 | | 1:29:54,873 | 1:29:55,802 | 0:00:00,929 |
| 248 | | 1:29:55,922 | 1:29:59,021 | 0:00:03,099 |
| 249 | | 1:29:59,141 | 1:30:01,375 | 0:00:02,234 |
| 250 | | 1:30:01,495 | 1:30:17,501 | 0:00:16,006 |
| 251 | | 1:30:26,105 | 1:30:26,759 | 0:00:00,654 |
| 252 | | 1:30:26,879 | 1:30:35,476 | 0:00:08,597 |
| 253 | | 1:30:35,596 | 1:30:37,364 | 0:00:01,768 |
| 254 | | 1:30:37,484 | 1:30:43,473 | 0:00:05,989 |
| 255 | | 1:31:13,224 | 1:31:14,763 | 0:00:01,539 |
| 256 | | 1:31:14,883 | 1:31:17,793 | 0:00:02,910 |
| 257 | | 1:31:17,913 | 1:31:26,649 | 0:00:08,736 |
| 258 | | 1:31:26,769 | 1:31:28,427 | 0:00:01,658 |
| 259 | | 1:31:28,547 | 1:31:33,566 | 0:00:05,019 |
| 260 | | 1:31:33,686 | 1:31:37,431 | 0:00:03,745 |
| 261 | | 1:31:37,551 | 1:31:39,104 | 0:00:01,553 |
| 262 | | 1:31:39,224 | 1:31:39,744 | 0:00:00,520 |
| 263 | | 1:31:39,864 | 1:31:42,741 | 0:00:02,877 |
| 264 | | 1:31:42,861 | 1:31:48,364 | 0:00:05,503 |
| 265 | | 1:31:48,484 | 1:31:50,612 | 0:00:02,128 |
| 266 | 1:31:50,732 | 1:31:52,438 | 0:00:01,706 | |
| 267 | 1:31:55,875 | 1:32:00,405 | 0:00:04,530 | |
| 268 | 1:32:00,525 | 1:32:12,411 | 0:00:11,886 | |
| 269 | 1:32:21,377 | 1:32:26,731 | 0:00:05,354 | |
| 270 | 1:32:26,851 | 1:32:27,803 | 0:00:00,952 | |
| 271 | 1:33:07,615 | 1:33:09,104 | 0:00:01,489 | |
| 272 | 1:33:09,224 | 1:33:12,086 | 0:00:02,862 | |
| 273 | 1:33:23,214 | 1:33:28,743 | 0:00:05,529 | |
| 274 | 1:33:39,257 | 1:33:41,239 | 0:00:01,982 | |
| 275 | 1:33:41,359 | 1:33:44,631 | 0:00:03,272 | |
| 276 | 1:33:44,751 | 1:33:46,749 | 0:00:01,998 | |
| 277 | 1:33:46,869 | 1:33:50,831 | 0:00:03,962 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 278 | | 1:33:50,951 | 1:33:52,503 | 0:00:01,552 |
| 279 | | 1:33:52,623 | 1:33:55,876 | 0:00:03,253 |
| 280 | | 1:33:55,996 | 1:34:01,534 | 0:00:05,538 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 281 | Tarqui-Cuenca | 1:34:01,654 | 1:34:05,406 | 0:00:03,752 |
| 282 | | 1:34:37,651 | 1:34:48,243 | 0:00:10,592 |
| 283 | | 1:34:59,377 | 1:35:01,109 | 0:00:01,732 |
| 284 | | 1:35:01,229 | 1:35:02,781 | 0:00:01,552 |
| 285 | | 1:35:07,223 | 1:35:09,754 | 0:00:02,531 |
| 286 | | 1:35:09,874 | 1:35:14,998 | 0:00:05,124 |
| 287 | | 1:35:15,118 | 1:35:20,837 | 0:00:05,719 |
| 288 | | 1:35:20,957 | 1:35:22,804 | 0:00:01,847 |
| 289 | | 1:35:22,924 | 1:35:28,741 | 0:00:05,817 |
| 290 | | 1:35:28,861 | 1:35:32,531 | 0:00:03,670 |
| 291 | | 1:35:40,913 | 1:35:46,472 | 0:00:05,559 |
| 292 | | 1:36:50,984 | 1:36:53,745 | 0:00:02,761 |
| 293 | | 1:37:27,878 | 1:37:29,073 | 0:00:01,195 |
| 294 | | 1:37:29,193 | 1:37:31,736 | 0:00:02,543 |
| 295 | | 1:37:31,856 | 1:37:33,376 | 0:00:01,520 |
| 296 | | 1:38:27,390 | 1:38:28,634 | 0:00:01,244 |
| 297 | | 1:38:28,754 | 1:38:31,251 | 0:00:02,497 |
| 298 | | 1:39:15,239 | 1:39:25,032 | 0:00:09,793 |
| 299 | | 1:39:25,152 | 1:39:28,001 | 0:00:02,849 |
| 300 | | 1:39:28,121 | 1:39:29,756 | 0:00:01,635 |
| 301 | | 1:39:29,876 | 1:39:31,422 | 0:00:01,546 |
| 302 | | 1:39:31,542 | 1:39:37,697 | 0:00:06,155 |
| 303 | | 1:39:37,817 | 1:39:39,831 | 0:00:02,014 |
| 304 | | 1:39:39,951 | 1:39:43,531 | 0:00:03,580 |
| 305 | | 1:39:51,107 | 1:39:55,781 | 0:00:04,674 |
| 306 | | 1:40:39,952 | 1:40:43,768 | 0:00:03,816 |
| 307 | | 1:40:43,888 | 1:40:47,251 | 0:00:03,363 |
| 308 | | 1:40:47,371 | 1:40:50,475 | 0:00:03,104 |
| 309 | | 1:40:50,595 | 1:40:53,178 | 0:00:02,583 |
| 310 | | 1:40:53,298 | 1:40:59,462 | 0:00:06,164 |
| 311 | | 1:40:59,582 | 1:41:01,004 | 0:00:01,422 |
| 312 | | 1:41:35,615 | 1:41:38,239 | 0:00:02,624 |
| 313 | | 1:41:38,359 | 1:41:39,746 | 0:00:01,387 |
| 314 | | 1:42:29,864 | 1:42:34,647 | 0:00:04,783 |
| 315 | | 1:42:34,767 | 1:42:39,755 | 0:00:04,988 |
| 316 | | 1:42:39,875 | 1:42:40,743 | 0:00:00,868 |
| 317 | | 1:42:40,863 | 1:42:42,109 | 0:00:01,246 |
| 318 | | 1:42:42,229 | 1:42:46,113 | 0:00:03,884 |
| 319 | | 1:42:46,233 | 1:42:53,496 | 0:00:07,263 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 320 | | 1:43:50,893 | 1:43:53,843 | 0:00:02,950 |
| 321 | | 1:43:53,963 | 1:43:57,748 | 0:00:03,785 |
| 322 | | 1:44:09,371 | 1:44:10,635 | 0:00:01,264 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 323 | Tarqui-Cuenca | 1:44:10,755 | 1:44:13,486 | 0:00:02,731 |
| 324 | | 1:44:13,606 | 1:44:17,384 | 0:00:03,778 |
| 325 | | 1:44:42,624 | 1:44:53,328 | 0:00:10,704 |
| 326 | | 1:45:01,184 | 1:45:04,253 | 0:00:03,069 |
| 327 | | 1:45:04,373 | 1:45:09,745 | 0:00:05,372 |
| 328 | | 1:45:09,865 | 1:45:11,543 | 0:00:01,678 |
| 329 | | 1:45:32,088 | 1:45:33,067 | 0:00:00,979 |
| 330 | | 1:45:33,187 | 1:45:39,607 | 0:00:06,420 |
| 331 | | 1:45:39,727 | 1:45:42,967 | 0:00:03,240 |
| 332 | | 1:45:53,374 | 1:45:56,376 | 0:00:03,002 |
| 333 | | 1:45:56,496 | 1:46:00,401 | 0:00:03,905 |
| 334 | | 1:47:36,387 | 1:47:39,783 | 0:00:03,396 |
| 335 | | 1:47:39,903 | 1:47:42,376 | 0:00:02,473 |
| 336 | | 1:47:42,496 | 1:47:45,748 | 0:00:03,252 |
| 337 | | 1:47:45,868 | 1:47:48,754 | 0:00:02,886 |
| 338 | | 1:48:39,371 | 1:48:44,187 | 0:00:04,816 |
| 339 | | 1:48:44,307 | 1:48:48,210 | 0:00:03,903 |
| 340 | | 1:48:48,330 | 1:48:51,101 | 0:00:02,771 |
| 341 | | 1:48:51,221 | 1:48:56,263 | 0:00:05,042 |
| 342 | | 1:48:56,383 | 1:48:59,367 | 0:00:02,984 |
| 343 | | 1:48:59,487 | 1:49:03,146 | 0:00:03,659 |
| 344 | | 1:49:03,266 | 1:49:05,786 | 0:00:02,520 |
| 345 | | 1:49:05,906 | 1:49:07,342 | 0:00:01,436 |
| 346 | | 1:49:07,462 | 1:49:12,157 | 0:00:04,695 |
| 347 | | 1:49:23,257 | 1:49:25,369 | 0:00:02,112 |
| 348 | | 1:49:25,489 | 1:49:28,145 | 0:00:02,656 |
| 349 | | 1:49:38,136 | 1:49:41,367 | 0:00:03,231 |
| 350 | | 1:49:41,487 | 1:49:44,501 | 0:00:03,014 |
| 351 | | 1:50:10,479 | 1:50:15,761 | 0:00:05,282 |
| 352 | | 1:50:15,881 | 1:50:17,607 | 0:00:01,726 |
| 353 | | 1:50:17,727 | 1:50:22,503 | 0:00:04,776 |
| 354 | | 1:50:22,623 | 1:50:24,682 | 0:00:02,059 |
| 355 | | 1:50:24,802 | 1:50:26,748 | 0:00:01,946 |
| 356 | | 1:50:26,868 | 1:50:29,942 | 0:00:03,074 |
| 357 | | 1:50:30,062 | 1:50:34,256 | 0:00:04,194 |
| 358 | | 1:50:34,376 | 1:50:38,443 | 0:00:04,067 |
| 359 | 1:50:47,359 | 1:51:00,004 | 0:00:12,645 | |
| 360 | 1:51:00,124 | 1:51:02,975 | 0:00:02,851 | |
| 361 | 1:51:23,866 | 1:51:25,364 | 0:00:01,498 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 362 | | 1:51:25,484 | 1:51:26,245 | 0:00:00,761 |
| 363 | | 1:51:26,365 | 1:51:29,103 | 0:00:02,738 |
| 364 | | 1:51:29,223 | 1:51:34,002 | 0:00:04,779 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 365 | Tarqui-Cuenca | 1:51:59,728 | 1:52:01,793 | 0:00:02,065 |
| 366 | | 1:52:01,913 | 1:52:03,834 | 0:00:01,921 |
| 367 | | 1:52:03,954 | 1:52:05,136 | 0:00:01,182 |
| 368 | | 1:52:25,226 | 1:52:27,787 | 0:00:02,561 |
| 369 | | 1:52:44,861 | 1:52:46,810 | 0:00:01,949 |
| 370 | | 1:52:46,930 | 1:52:55,748 | 0:00:08,818 |
| 371 | | 1:53:07,882 | 1:53:10,674 | 0:00:02,792 |
| 372 | | 1:53:10,794 | 1:53:14,763 | 0:00:03,969 |
| 373 | | 1:53:14,883 | 1:53:16,801 | 0:00:01,918 |
| 374 | | 1:53:54,881 | 1:53:58,314 | 0:00:03,433 |
| 375 | | 1:53:58,434 | 1:54:06,691 | 0:00:08,257 |
| 376 | | 1:54:06,811 | 1:54:11,345 | 0:00:04,534 |
| 377 | | 1:54:37,693 | 1:54:47,573 | 0:00:09,880 |
| 378 | | 1:54:37,693 | 1:54:38,994 | 0:00:01,301 |
| 379 | | 1:54:39,114 | 1:54:41,758 | 0:00:02,644 |
| 380 | | 1:54:41,878 | 1:54:43,251 | 0:00:01,373 |
| 381 | | 1:55:58,683 | 1:56:00,612 | 0:00:01,929 |
| 382 | | 1:56:00,732 | 1:56:06,503 | 0:00:05,771 |
| 383 | | 1:56:06,623 | 1:56:09,231 | 0:00:02,608 |
| 384 | | 1:56:28,389 | 1:56:36,234 | 0:00:07,845 |
| 385 | | 1:56:43,637 | 1:56:45,246 | 0:00:01,609 |
| 386 | | 1:57:17,434 | 1:57:19,973 | 0:00:02,539 |
| 387 | | 1:57:20,093 | 1:57:23,756 | 0:00:03,663 |
| 388 | | 1:57:23,876 | 1:57:25,694 | 0:00:01,818 |
| 389 | | 1:57:25,814 | 1:57:27,000 | 0:00:01,186 |
| 390 | | 1:57:27,120 | 1:57:35,638 | 0:00:08,518 |
| 391 | | 1:58:19,606 | 1:58:26,763 | 0:00:07,157 |
| 392 | | 1:59:50,494 | 1:59:52,743 | 0:00:02,249 |
| 393 | | 1:59:52,863 | 1:59:55,317 | 0:00:02,454 |
| 394 | | 1:59:55,437 | 1:59:58,076 | 0:00:02,639 |
| 395 | | 2:00:07,798 | 2:00:08,809 | 0:00:01,011 |
| 396 | | 2:00:19,573 | 2:00:23,503 | 0:00:03,930 |
| 397 | | 2:00:23,623 | 2:00:26,143 | 0:00:02,520 |
| 398 | | 2:00:26,263 | 2:00:29,746 | 0:00:03,483 |
| 399 | | 2:00:49,958 | 2:00:54,754 | 0:00:04,796 |
| 400 | | 2:01:39,983 | 2:01:42,264 | 0:00:02,281 |
| 401 | | 2:01:57,377 | 2:01:59,506 | 0:00:02,129 |
| 402 | | 2:02:11,924 | 2:02:14,674 | 0:00:02,750 |
| 403 | 2:02:14,794 | 2:02:18,431 | 0:00:03,637 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 404 | | 2:02:58,077 | 2:03:04,043 | 0:00:05,966 |
| 405 | | 2:03:04,163 | 2:03:05,681 | 0:00:01,518 |
| 406 | | 2:03:19,199 | 2:03:24,475 | 0:00:05,276 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 407 | Tarqui-Cuenca | 2:03:24,595 | 2:03:28,504 | 0:00:03,909 |
| 408 | | 2:03:28,624 | 2:03:31,507 | 0:00:02,883 |

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|----|---------------|-------------|-------------|-------------|
| 1 | Cuenca-Tarqui | 0:00:13,160 | 0:00:20,720 | 0:00:07,560 |
| 2 | | 0:00:23,520 | 0:00:29,460 | 0:00:05,940 |
| 3 | | 0:00:31,180 | 0:00:32,900 | 0:00:01,720 |
| 4 | | 0:00:45,620 | 0:01:15,710 | 0:00:30,090 |
| 5 | | 0:02:40,250 | 0:02:46,330 | 0:00:06,080 |
| 6 | | 0:04:01,942 | 0:04:06,920 | 0:00:04,978 |
| 7 | | 0:04:16,110 | 0:04:19,300 | 0:00:03,190 |
| 8 | | 0:04:22,410 | 0:04:26,650 | 0:00:04,240 |
| 9 | | 0:04:36,980 | 0:04:44,910 | 0:00:07,930 |
| 10 | | 0:04:51,700 | 0:05:00,324 | 0:00:08,624 |
| 11 | | 0:05:52,270 | 0:05:58,440 | 0:00:06,170 |
| 12 | | 0:07:24,500 | 0:07:35,660 | 0:00:11,160 |
| 13 | | 0:07:39,230 | 0:07:41,380 | 0:00:02,150 |
| 14 | | 0:08:47,150 | 0:09:02,210 | 0:00:15,060 |
| 15 | | 0:09:31,420 | 0:09:32,830 | 0:00:01,410 |
| 16 | | 0:09:55,220 | 0:09:56,280 | 0:00:01,060 |
| 17 | | 0:10:56,100 | 0:10:57,570 | 0:00:01,470 |
| 18 | | 0:10:59,550 | 0:11:06,630 | 0:00:07,080 |
| 19 | | 0:11:17,970 | 0:11:18,770 | 0:00:00,800 |
| 20 | | 0:11:36,240 | 0:11:39,910 | 0:00:03,670 |
| 21 | | 0:12:17,650 | 0:12:21,790 | 0:00:04,140 |
| 22 | | 0:12:27,330 | 0:12:30,600 | 0:00:03,270 |
| 23 | | 0:12:35,120 | 0:12:43,290 | 0:00:08,170 |
| 24 | | 0:13:06,310 | 0:13:11,843 | 0:00:05,533 |
| 25 | | 0:14:26,880 | 0:14:40,950 | 0:00:14,070 |
| 26 | | 0:14:52,843 | 0:14:56,660 | 0:00:03,817 |
| 27 | | 0:15:35,842 | 0:15:41,230 | 0:00:05,388 |
| 28 | | 0:16:22,690 | 0:16:34,820 | 0:00:12,130 |
| 29 | | 0:16:41,090 | 0:16:44,360 | 0:00:03,270 |
| 30 | | 0:17:31,842 | 0:17:36,700 | 0:00:04,858 |
| 31 | | 0:18:15,190 | 0:18:21,200 | 0:00:06,010 |
| 32 | | 0:18:42,740 | 0:18:48,990 | 0:00:06,250 |
| 33 | | 0:18:52,550 | 0:19:18,660 | 0:00:26,110 |
| 34 | | 0:19:21,880 | 0:19:24,950 | 0:00:03,070 |
| 35 | | 0:19:25,220 | 0:19:28,430 | 0:00:03,210 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 36 | | 0:20:56,812 | 0:21:00,800 | 0:00:03,988 |
| 37 | | 0:21:02,760 | 0:21:07,940 | 0:00:05,180 |
| 38 | | 0:21:38,250 | 0:21:44,710 | 0:00:06,460 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 39 | Cuenca-Tarqui | 0:22:08,620 | 0:22:15,830 | 0:00:07,210 |
| 40 | | 0:22:48,150 | 0:22:49,300 | 0:00:01,150 |
| 41 | | 0:23:57,170 | 0:24:01,250 | 0:00:04,080 |
| 42 | | 0:24:48,130 | 0:25:10,610 | 0:00:22,480 |
| 43 | | 0:25:14,860 | 0:25:25,930 | 0:00:11,070 |
| 44 | | 0:25:58,210 | 0:26:02,490 | 0:00:04,280 |
| 45 | | 0:26:04,590 | 0:26:09,680 | 0:00:05,090 |
| 46 | | 0:27:51,250 | 0:27:54,310 | 0:00:03,060 |
| 48 | | 0:28:53,880 | 0:29:04,760 | 0:00:10,880 |
| 49 | | 0:30:20,630 | 0:30:29,840 | 0:00:09,210 |
| 50 | | 0:32:09,325 | 0:32:14,032 | 0:00:04,707 |
| 51 | | 0:32:51,430 | 0:32:53,570 | 0:00:02,140 |
| 52 | | 0:33:01,580 | 0:33:03,610 | 0:00:02,030 |
| 53 | | 0:33:05,650 | 0:33:12,740 | 0:00:07,090 |
| 54 | | 0:33:28,110 | 0:33:31,000 | 0:00:02,890 |
| 55 | | 0:33:37,240 | 0:33:59,800 | 0:00:22,560 |
| 56 | | 0:34:55,320 | 0:35:09,500 | 0:00:14,180 |
| 57 | | 0:35:09,730 | 0:35:18,840 | 0:00:09,110 |
| 58 | | 0:36:30,290 | 0:36:33,350 | 0:00:03,060 |
| 59 | | 0:36:56,560 | 0:37:04,910 | 0:00:08,350 |
| 60 | | 0:37:08,680 | 0:37:23,840 | 0:00:15,160 |
| 61 | | 0:37:57,310 | 0:38:03,841 | 0:00:06,531 |
| 62 | | 0:39:02,360 | 0:39:09,341 | 0:00:06,981 |
| 63 | | 0:39:50,640 | 0:39:52,670 | 0:00:02,030 |
| 64 | | 0:40:11,520 | 0:40:16,841 | 0:00:05,321 |
| 65 | | 0:41:48,160 | 0:42:23,530 | 0:00:35,370 |
| 66 | | 0:42:39,680 | 0:42:44,310 | 0:00:04,630 |
| 67 | | 0:43:41,830 | 0:43:43,950 | 0:00:02,120 |
| 68 | | 0:43:47,220 | 0:43:50,390 | 0:00:03,170 |
| 69 | | 0:45:03,400 | 0:45:08,610 | 0:00:05,210 |
| 70 | | 0:45:24,950 | 0:45:34,820 | 0:00:09,870 |
| 71 | | 0:46:09,620 | 0:46:37,770 | 0:00:28,150 |
| 72 | | 0:46:43,680 | 0:46:49,990 | 0:00:06,310 |
| 73 | | 0:48:08,470 | 0:48:12,660 | 0:00:04,190 |
| 74 | | 0:48:27,650 | 0:48:35,980 | 0:00:08,330 |
| 75 | | 0:50:29,310 | 0:50:33,470 | 0:00:04,160 |
| 76 | | 0:51:06,550 | 0:51:21,630 | 0:00:15,080 |
| 77 | | 0:51:38,120 | 0:51:40,350 | 0:00:02,230 |
| 78 | | 0:51:42,280 | 0:51:50,400 | 0:00:08,120 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 79 | | 0:51:55,740 | 0:51:57,830 | 0:00:02,090 |
| 80 | | 0:52:04,930 | 0:52:06,880 | 0:00:01,950 |
| 81 | | 0:52:08,640 | 0:52:12,843 | 0:00:04,203 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 82 | Cuenca-Tarqui | 0:53:37,360 | 0:53:41,842 | 0:00:04,482 |
| 83 | | 0:54:45,280 | 0:54:47,850 | 0:00:02,570 |
| 84 | | 0:54:57,340 | 0:55:07,410 | 0:00:10,070 |
| 85 | | 0:55:35,290 | 0:55:39,160 | 0:00:03,870 |
| 86 | | 0:56:52,660 | 0:56:55,740 | 0:00:03,080 |
| 87 | | 0:58:42,850 | 0:58:44,960 | 0:00:02,110 |
| 88 | | 0:58:45,170 | 0:58:47,650 | 0:00:02,480 |
| 89 | | 0:59:12,300 | 0:59:14,580 | 0:00:02,280 |
| 90 | | 0:59:16,640 | 0:59:19,930 | 0:00:03,290 |
| 91 | | 1:00:12,750 | 1:00:19,680 | 0:00:06,930 |
| 92 | | 1:00:29,290 | 1:01:01,842 | 0:00:32,552 |
| 93 | | 1:01:25,230 | 1:01:39,580 | 0:00:14,350 |
| 94 | | 1:03:02,590 | 1:03:06,620 | 0:00:04,030 |
| 95 | | 1:03:09,110 | 1:03:15,230 | 0:00:06,120 |
| 96 | | 1:03:19,190 | 1:03:25,280 | 0:00:06,090 |
| 97 | | 1:03:36,640 | 1:03:41,843 | 0:00:05,203 |
| 98 | | 1:06:04,330 | 1:06:12,450 | 0:00:08,120 |
| 99 | | 1:06:14,580 | 1:06:16,690 | 0:00:02,110 |
| 100 | | 1:06:18,720 | 1:06:20,990 | 0:00:02,270 |
| 101 | | 1:06:25,630 | 1:06:29,880 | 0:00:04,250 |
| 102 | 1:07:18,100 | 1:07:26,250 | 0:00:08,150 | |
| 103 | 1:07:29,900 | 1:08:05,350 | 0:00:35,450 | |
| 104 | 1:08:09,760 | 1:08:12,950 | 0:00:03,190 | |
| 105 | 1:08:54,120 | 1:08:55,630 | 0:00:01,510 | |
| 106 | 1:10:16,550 | 1:10:21,934 | 0:00:05,384 | |
| 107 | 1:11:03,410 | 1:11:06,790 | 0:00:03,380 | |
| 108 | 1:12:28,630 | 1:12:35,032 | 0:00:06,402 | |
| 109 | 1:12:56,812 | 1:13:02,650 | 0:00:05,838 | |
| 110 | 1:13:38,320 | 1:13:41,900 | 0:00:03,580 | |
| 111 | 1:14:14,500 | 1:14:20,350 | 0:00:05,850 | |
| 112 | 1:15:27,290 | 1:15:29,820 | 0:00:02,530 | |
| 113 | 1:15:41,140 | 1:15:43,500 | 0:00:02,360 | |
| 114 | 1:15:52,960 | 1:16:01,034 | 0:00:08,074 | |
| 115 | 1:17:04,520 | 1:17:07,960 | 0:00:03,440 | |
| 116 | 1:17:12,180 | 1:17:16,630 | 0:00:04,450 | |
| 117 | 1:18:09,250 | 1:18:11,670 | 0:00:02,420 | |
| 118 | 1:18:17,900 | 1:18:36,710 | 0:00:18,810 | |
| 119 | 1:19:15,310 | 1:19:16,980 | 0:00:01,670 | |
| 120 | 1:19:20,950 | 1:19:46,620 | 0:00:25,670 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 121 | | 1:20:29,350 | 1:20:36,812 | 0:00:07,462 |
| 122 | | 1:20:47,380 | 1:20:50,630 | 0:00:03,250 |
| 123 | | 1:20:53,410 | 1:20:58,770 | 0:00:05,360 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 124 | Cuenca-Tarqui | 1:21:08,130 | 1:21:12,100 | 0:00:03,970 |
| 125 | | 1:24:48,690 | 1:24:56,400 | 0:00:07,710 |
| 126 | | 1:25:47,590 | 1:25:48,960 | 0:00:01,370 |
| 127 | | 1:26:18,827 | 1:26:27,298 | 0:00:08,471 |
| 128 | | 1:26:48,565 | 1:27:01,698 | 0:00:13,133 |
| 129 | | 1:27:00,328 | 1:27:04,035 | 0:00:03,707 |
| 130 | | 1:27:02,665 | 1:27:06,694 | 0:00:04,029 |
| 131 | | 1:27:05,324 | 1:27:08,061 | 0:00:02,737 |
| 132 | | 1:27:06,691 | 1:27:09,391 | 0:00:02,700 |
| 133 | | 1:27:13,097 | 1:27:29,056 | 0:00:15,959 |
| 134 | | 1:27:27,686 | 1:27:32,390 | 0:00:04,704 |
| 135 | | 1:27:31,020 | 1:27:35,962 | 0:00:04,942 |
| 136 | | 1:27:51,333 | 1:28:01,391 | 0:00:10,058 |
| 137 | | 1:28:00,021 | 1:28:10,393 | 0:00:10,372 |
| 138 | | 1:28:41,097 | 1:29:03,503 | 0:00:22,406 |
| 139 | | 1:29:02,133 | 1:29:12,961 | 0:00:10,828 |
| 140 | | 1:29:47,594 | 1:30:24,745 | 0:00:37,151 |
| 141 | | 1:30:36,357 | 1:30:42,531 | 0:00:06,174 |
| 142 | | 1:30:56,358 | 1:31:15,632 | 0:00:19,274 |
| 143 | | 1:31:29,820 | 1:31:32,543 | 0:00:02,723 |
| 144 | | 1:31:31,173 | 1:31:40,741 | 0:00:09,568 |
| 145 | | 1:31:39,371 | 1:31:59,003 | 0:00:19,632 |
| 146 | | 1:31:57,633 | 1:32:01,334 | 0:00:03,701 |
| 147 | | 1:32:15,997 | 1:32:19,903 | 0:00:03,906 |
| 148 | | 1:32:18,533 | 1:32:23,322 | 0:00:04,789 |
| 149 | | 1:32:21,952 | 1:32:25,707 | 0:00:03,755 |
| 150 | | 1:32:24,337 | 1:32:26,962 | 0:00:02,625 |
| 151 | | 1:32:32,363 | 1:32:40,332 | 0:00:07,969 |
| 152 | | 1:32:38,962 | 1:32:42,907 | 0:00:03,945 |
| 153 | | 1:32:41,537 | 1:32:49,696 | 0:00:08,159 |
| 154 | | 1:32:48,326 | 1:32:54,739 | 0:00:06,413 |
| 155 | | 1:34:36,097 | 1:34:39,602 | 0:00:03,505 |
| 156 | | 1:34:38,232 | 1:34:43,336 | 0:00:05,104 |
| 157 | | 1:34:41,966 | 1:34:50,320 | 0:00:08,354 |
| 158 | | 1:34:48,950 | 1:34:52,724 | 0:00:03,774 |
| 159 | | 1:34:51,354 | 1:34:57,339 | 0:00:05,985 |
| 160 | | 1:35:11,319 | 1:35:14,497 | 0:00:03,178 |
| 161 | | 1:35:13,127 | 1:35:16,744 | 0:00:03,617 |
| 162 | | 1:35:17,591 | 1:35:22,262 | 0:00:04,671 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 163 | | 1:35:20,892 | 1:35:24,027 | 0:00:03,135 |
| 164 | | 1:35:22,657 | 1:35:24,958 | 0:00:02,301 |
| 165 | | 1:35:23,588 | 1:35:26,614 | 0:00:03,026 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 166 | Cuenca-Tarqui | 1:35:25,244 | 1:35:29,334 | 0:00:04,090 |
| 167 | | 1:35:45,373 | 1:35:48,328 | 0:00:02,955 |
| 168 | | 1:35:46,958 | 1:35:52,439 | 0:00:05,481 |
| 169 | | 1:35:51,069 | 1:35:56,494 | 0:00:05,425 |
| 170 | | 1:36:06,971 | 1:36:09,567 | 0:00:02,596 |
| 171 | | 1:36:08,197 | 1:36:14,338 | 0:00:06,141 |
| 172 | | 1:36:12,968 | 1:36:18,084 | 0:00:05,116 |
| 173 | | 1:36:16,714 | 1:36:22,005 | 0:00:05,291 |
| 174 | | 1:36:20,635 | 1:36:31,744 | 0:00:11,109 |
| 175 | | 1:36:30,374 | 1:36:34,430 | 0:00:04,056 |
| 176 | | 1:36:33,060 | 1:36:37,399 | 0:00:04,339 |
| 177 | | 1:36:51,298 | 1:36:53,755 | 0:00:02,457 |
| 178 | | 1:36:52,385 | 1:36:55,716 | 0:00:03,331 |
| 179 | | 1:36:54,346 | 1:36:57,213 | 0:00:02,867 |
| 180 | | 1:36:55,843 | 1:36:59,494 | 0:00:03,651 |
| 181 | | 1:37:05,576 | 1:37:19,661 | 0:00:14,085 |
| 182 | | 1:37:18,291 | 1:37:22,743 | 0:00:04,452 |
| 183 | | 1:37:21,373 | 1:37:29,601 | 0:00:08,228 |
| 184 | | 1:37:35,568 | 1:37:39,603 | 0:00:04,035 |
| 185 | | 1:37:38,233 | 1:37:42,216 | 0:00:03,983 |
| 186 | | 1:37:40,846 | 1:37:45,975 | 0:00:05,129 |
| 187 | | 1:37:57,820 | 1:38:03,391 | 0:00:05,571 |
| 188 | | 1:38:02,021 | 1:38:11,827 | 0:00:09,806 |
| 189 | | 1:38:10,457 | 1:38:13,713 | 0:00:03,256 |
| 190 | 1:38:12,343 | 1:38:14,762 | 0:00:02,419 | |
| 191 | 1:38:13,392 | 1:38:17,981 | 0:00:04,589 | |
| 192 | 1:38:16,611 | 1:38:20,335 | 0:00:03,724 | |
| 193 | 1:38:18,965 | 1:38:36,461 | 0:00:17,496 | |
| 194 | 1:38:43,575 | 1:38:45,719 | 0:00:02,144 | |
| 195 | 1:38:44,349 | 1:38:54,436 | 0:00:10,087 | |
| 196 | 1:38:53,066 | 1:38:56,324 | 0:00:03,258 | |
| 197 | 1:38:54,954 | 1:39:02,433 | 0:00:07,479 | |
| 198 | 1:39:30,694 | 1:39:33,723 | 0:00:03,029 | |
| 199 | 1:39:32,353 | 1:39:36,753 | 0:00:04,400 | |
| 200 | 1:39:35,383 | 1:39:45,609 | 0:00:10,226 | |
| 201 | 1:39:44,239 | 1:39:47,387 | 0:00:03,148 | |
| 202 | 1:39:46,017 | 1:39:52,526 | 0:00:06,509 | |
| 203 | 1:39:51,156 | 1:39:56,391 | 0:00:05,235 | |
| 204 | 1:39:55,021 | 1:39:58,064 | 0:00:03,043 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 205 | | 1:39:56,694 | 1:39:58,704 | 0:00:02,010 |
| 206 | | 1:39:57,334 | 1:40:01,701 | 0:00:04,367 |
| 207 | | 1:40:00,331 | 1:40:07,324 | 0:00:06,993 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 208 | Cuenca-Tarqui | 1:40:05,954 | 1:40:09,572 | 0:00:03,618 |
| 209 | | 1:40:08,202 | 1:40:11,398 | 0:00:03,196 |
| 210 | | 1:40:13,345 | 1:40:19,365 | 0:00:06,020 |
| 211 | | 1:40:17,995 | 1:40:31,371 | 0:00:13,376 |
| 212 | | 1:40:38,847 | 1:40:45,691 | 0:00:06,844 |
| 213 | | 1:40:44,321 | 1:40:46,763 | 0:00:02,442 |
| 214 | | 1:41:25,085 | 1:41:28,064 | 0:00:02,979 |
| 215 | | 1:41:26,694 | 1:41:31,046 | 0:00:04,352 |
| 216 | | 1:41:40,684 | 1:41:47,703 | 0:00:07,019 |
| 217 | | 1:41:56,727 | 1:42:00,199 | 0:00:03,472 |
| 218 | | 1:41:58,829 | 1:42:03,591 | 0:00:04,762 |
| 219 | | 1:42:02,221 | 1:42:05,709 | 0:00:03,488 |
| 220 | | 1:42:04,339 | 1:42:09,791 | 0:00:05,452 |
| 221 | | 1:42:08,421 | 1:42:11,463 | 0:00:03,042 |
| 222 | | 1:42:10,093 | 1:42:14,836 | 0:00:04,743 |
| 223 | | 1:42:13,466 | 1:42:20,494 | 0:00:07,028 |
| 224 | | 1:42:19,124 | 1:42:24,366 | 0:00:05,242 |
| 225 | | 1:42:55,121 | 1:43:07,203 | 0:00:12,082 |
| 226 | | 1:43:16,847 | 1:43:20,069 | 0:00:03,222 |
| 227 | | 1:43:18,699 | 1:43:21,741 | 0:00:03,042 |
| 228 | | 1:43:24,693 | 1:43:28,714 | 0:00:04,021 |
| 229 | | 1:43:27,344 | 1:43:33,958 | 0:00:06,614 |
| 230 | | 1:43:32,588 | 1:43:39,797 | 0:00:07,209 |
| 231 | | 1:43:38,427 | 1:43:41,764 | 0:00:03,337 |
| 232 | | 1:43:40,394 | 1:43:47,701 | 0:00:07,307 |
| 233 | | 1:43:46,331 | 1:43:51,491 | 0:00:05,160 |
| 234 | | 1:43:58,383 | 1:44:05,432 | 0:00:07,049 |
| 235 | | 1:45:08,454 | 1:45:12,705 | 0:00:04,251 |
| 236 | 1:45:45,348 | 1:45:48,033 | 0:00:02,685 | |
| 237 | 1:45:46,663 | 1:45:50,696 | 0:00:04,033 | |
| 238 | 1:45:49,326 | 1:45:52,336 | 0:00:03,010 | |
| 239 | 1:46:44,860 | 1:46:47,594 | 0:00:02,734 | |
| 240 | 1:46:46,224 | 1:46:50,211 | 0:00:03,987 | |
| 241 | 1:47:32,709 | 1:47:43,992 | 0:00:11,283 | |
| 242 | 1:47:42,622 | 1:47:46,961 | 0:00:04,339 | |
| 243 | 1:47:45,591 | 1:47:48,716 | 0:00:03,125 | |
| 244 | 1:47:47,346 | 1:47:50,382 | 0:00:03,036 | |
| 245 | 1:47:49,012 | 1:47:56,657 | 0:00:07,645 | |
| 246 | 1:47:55,287 | 1:47:58,791 | 0:00:03,504 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 247 | | 1:47:57,421 | 1:48:02,491 | 0:00:05,070 |
| 248 | | 1:48:08,577 | 1:48:14,741 | 0:00:06,164 |
| 249 | | 1:48:57,422 | 1:49:02,728 | 0:00:05,306 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 250 | Cuenca-Tarqui | 1:49:01,358 | 1:49:06,211 | 0:00:04,853 |
| 251 | | 1:49:04,841 | 1:49:09,435 | 0:00:04,594 |
| 252 | | 1:49:08,065 | 1:49:12,138 | 0:00:04,073 |
| 253 | | 1:49:10,768 | 1:49:18,422 | 0:00:07,654 |
| 254 | | 1:49:17,052 | 1:49:19,964 | 0:00:02,912 |
| 255 | | 1:49:53,085 | 1:49:57,199 | 0:00:04,114 |
| 256 | | 1:49:55,829 | 1:49:58,706 | 0:00:02,877 |
| 257 | | 1:50:47,334 | 1:50:53,607 | 0:00:06,273 |
| 258 | | 1:50:52,237 | 1:50:58,715 | 0:00:06,478 |
| 259 | | 1:50:57,345 | 1:50:59,703 | 0:00:02,358 |
| 260 | | 1:50:58,333 | 1:51:01,069 | 0:00:02,736 |
| 261 | | 1:50:59,699 | 1:51:05,073 | 0:00:05,374 |
| 262 | | 1:51:03,703 | 1:51:12,456 | 0:00:08,753 |
| 263 | | 1:52:08,363 | 1:52:12,803 | 0:00:04,440 |
| 264 | | 1:52:11,433 | 1:52:16,708 | 0:00:05,275 |
| 265 | | 1:52:26,841 | 1:52:29,595 | 0:00:02,754 |
| 266 | | 1:52:28,225 | 1:52:32,446 | 0:00:04,221 |
| 267 | | 1:52:31,076 | 1:52:36,344 | 0:00:05,268 |
| 268 | | 1:53:00,094 | 1:53:12,288 | 0:00:12,194 |
| 269 | | 1:53:18,654 | 1:53:23,213 | 0:00:04,559 |
| 270 | | 1:53:21,843 | 1:53:28,705 | 0:00:06,862 |
| 271 | | 1:53:27,335 | 1:53:30,503 | 0:00:03,168 |
| 272 | | 1:53:49,558 | 1:53:52,027 | 0:00:02,469 |
| 273 | | 1:53:50,657 | 1:53:58,567 | 0:00:07,910 |
| 274 | | 1:53:57,197 | 1:54:01,927 | 0:00:04,730 |
| 275 | | 1:54:10,844 | 1:54:15,336 | 0:00:04,492 |
| 276 | | 1:54:13,966 | 1:54:19,361 | 0:00:05,395 |
| 277 | | 1:55:53,857 | 1:55:58,743 | 0:00:04,886 |
| 278 | | 1:55:57,373 | 1:56:01,336 | 0:00:03,963 |
| 279 | | 1:55:59,966 | 1:56:04,708 | 0:00:04,742 |
| 280 | 1:56:03,338 | 1:56:07,714 | 0:00:04,376 | |
| 281 | 1:56:56,841 | 1:57:03,147 | 0:00:06,306 | |
| 282 | 1:57:01,777 | 1:57:07,170 | 0:00:05,393 | |
| 283 | 1:57:05,800 | 1:57:10,061 | 0:00:04,261 | |
| 284 | 1:57:08,691 | 1:57:15,223 | 0:00:06,532 | |
| 285 | 1:57:13,853 | 1:57:18,327 | 0:00:04,474 | |
| 286 | 1:57:16,957 | 1:57:22,106 | 0:00:05,149 | |
| 287 | 1:57:20,736 | 1:57:24,746 | 0:00:04,010 | |
| 288 | 1:57:23,376 | 1:57:26,302 | 0:00:02,926 | |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 289 | | 1:57:24,932 | 1:57:31,117 | 0:00:06,185 |
| 290 | | 1:57:40,727 | 1:57:44,329 | 0:00:03,602 |
| 291 | | 1:57:42,959 | 1:57:47,105 | 0:00:04,146 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 292 | Cuenca-Tarqui | 1:57:55,606 | 1:58:00,327 | 0:00:04,721 |
| 293 | | 1:57:58,957 | 1:58:03,461 | 0:00:04,504 |
| 294 | | 1:58:27,949 | 1:58:34,721 | 0:00:06,772 |
| 295 | | 1:58:33,351 | 1:58:36,567 | 0:00:03,216 |
| 296 | | 1:58:35,197 | 1:58:41,463 | 0:00:06,266 |
| 297 | | 1:58:40,093 | 1:58:43,642 | 0:00:03,549 |
| 298 | | 1:58:42,272 | 1:58:45,708 | 0:00:03,436 |
| 299 | | 1:58:44,338 | 1:58:48,902 | 0:00:04,564 |
| 300 | | 1:58:47,532 | 1:58:53,216 | 0:00:05,684 |
| 301 | | 1:58:51,846 | 1:58:57,403 | 0:00:05,557 |
| 302 | | 1:59:04,829 | 1:59:18,964 | 0:00:14,135 |
| 303 | | 1:59:17,594 | 1:59:21,935 | 0:00:04,341 |
| 304 | | 1:59:41,336 | 1:59:44,324 | 0:00:02,988 |
| 305 | | 1:59:42,954 | 1:59:45,205 | 0:00:02,251 |
| 306 | | 1:59:43,835 | 1:59:48,063 | 0:00:04,228 |
| 307 | | 1:59:46,693 | 1:59:52,962 | 0:00:06,269 |
| 308 | | 2:00:17,198 | 2:00:20,753 | 0:00:03,555 |
| 309 | | 2:00:19,383 | 2:00:22,794 | 0:00:03,411 |
| 310 | | 2:00:21,424 | 2:00:24,096 | 0:00:02,672 |
| 311 | | 2:00:42,696 | 2:00:46,747 | 0:00:04,051 |

Anexo 3.10.2 Headways de buses vía Tarqui

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| VÍA | TARQUI |
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Buses |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Tarqui-Cuenca | 0:00:21,070 | 0:00:38,130 | 0:00:17,060 |
| 2 | | 0:13:59,410 | 0:14:10,230 | 0:00:10,820 |
| 3 | | 0:14:52,890 | 0:14:58,550 | 0:00:05,660 |
| 4 | | 0:18:40,230 | 0:18:44,440 | 0:00:04,210 |
| 5 | | 0:27:17,900 | 0:27:28,530 | 0:00:10,630 |
| 6 | | 0:29:39,880 | 0:29:53,660 | 0:00:13,780 |
| 7 | | 0:36:13,550 | 0:36:24,812 | 0:00:11,262 |
| 8 | | 0:36:23,630 | 0:36:52,410 | 0:00:28,780 |
| 9 | | 0:41:49,900 | 0:42:02,841 | 0:00:12,941 |
| 10 | | 0:51:03,830 | 0:51:29,420 | 0:00:25,590 |
| 11 | | 0:55:51,090 | 0:57:02,100 | 0:01:11,010 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 12 | | 0:58:26,000 | 0:58:36,000 | 0:00:10,000 |
| 13 | | 1:06:36,361 | 1:06:51,837 | 0:00:15,476 |
| 14 | | 1:11:57,083 | 1:12:14,473 | 0:00:17,390 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 15 | Tarqui-Cuenca | 1:15:01,406 | 1:15:12,841 | 0:00:11,435 |
| 16 | | 1:23:16,623 | 1:23:29,841 | 0:00:13,218 |
| 17 | | 1:24:53,748 | 1:25:06,841 | 0:00:13,093 |
| 18 | | 1:30:24,145 | 1:30:44,016 | 0:00:19,871 |
| 19 | | 1:31:34,443 | 1:31:51,304 | 0:00:16,861 |
| 20 | | 1:35:39,251 | 1:35:57,341 | 0:00:18,090 |
| 21 | | 1:38:03,479 | 1:38:23,314 | 0:00:19,835 |
| 22 | | 1:41:04,809 | 1:41:18,672 | 0:00:13,863 |
| 23 | | 1:50:34,493 | 1:50:47,842 | 0:00:13,349 |
| 24 | | 1:57:13,986 | 1:57:31,642 | 0:00:17,656 |

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|----|---------------|-------------|-------------|-------------|
| 1 | Cuenca-Tarqui | 0:06:46,360 | 0:07:08,850 | 0:00:22,490 |
| 2 | | 0:10:00,090 | 0:10:19,031 | 0:00:18,941 |
| 3 | | 0:23:03,410 | 0:23:19,324 | 0:00:15,914 |
| 4 | | 0:26:12,180 | 0:26:33,450 | 0:00:21,270 |
| 5 | | 0:38:44,230 | 0:38:58,700 | 0:00:14,470 |
| 6 | | 1:04:24,590 | 1:04:59,830 | 0:00:35,240 |
| 7 | | 1:23:46,630 | 1:24:03,172 | 0:00:16,542 |
| 8 | | 1:27:50,805 | 1:28:02,647 | 0:00:11,842 |
| 9 | | 1:32:10,605 | 1:33:03,961 | 0:00:53,356 |
| 10 | | 1:33:56,322 | 1:34:08,341 | 0:00:12,019 |
| 11 | | 1:43:53,008 | 1:44:05,374 | 0:00:12,366 |
| 12 | | 1:46:26,644 | 1:47:19,597 | 0:00:52,953 |
| 13 | | 1:59:09,375 | 1:59:29,410 | 0:00:20,035 |

Anexo 3.10.3 Headways de Camiones Livianos vía Tarqui

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| VÍA | TARQUI |
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Livianos |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Tarqui-Cuenca | 0:00:03,630 | 0:00:09,890 | 0:00:06,260 |
| 2 | | 0:03:33,330 | 0:03:36,122 | 0:00:02,792 |
| 3 | | 0:09:34,290 | 0:09:40,150 | 0:00:05,860 |
| 4 | | 0:11:15,880 | 0:11:21,520 | 0:00:05,640 |
| 5 | | 0:11:59,550 | 0:12:04,630 | 0:00:05,080 |
| 6 | | 0:12:37,220 | 0:12:52,590 | 0:00:15,370 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 7 | | 0:19:14,960 | 0:19:23,874 | 0:00:08,914 |
| 8 | | 0:19:58,630 | 0:20:03,550 | 0:00:04,920 |
| 9 | | 0:25:05,490 | 0:25:21,970 | 0:00:16,480 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 10 | Tarqui-Cuenca | 0:28:04,260 | 0:28:10,540 | 0:00:06,280 |
| 11 | | 0:30:47,790 | 0:31:00,711 | 0:00:12,921 |
| 12 | | 0:41:50,180 | 0:42:07,110 | 0:00:16,930 |
| 13 | | 0:46:48,660 | 0:47:09,740 | 0:00:21,080 |
| 14 | | 0:50:12,530 | 0:50:21,842 | 0:00:09,312 |
| 15 | | 0:54:17,470 | 0:54:33,320 | 0:00:15,850 |
| 16 | | 0:56:23,870 | 0:56:55,030 | 0:00:31,160 |
| 17 | | 0:59:26,100 | 0:59:34,000 | 0:00:07,900 |
| 18 | | 1:02:50,101 | 1:03:13,874 | 0:00:23,773 |
| 19 | | 1:08:53,884 | 1:09:03,269 | 0:00:09,385 |
| 20 | | 1:14:35,446 | 1:14:50,528 | 0:00:15,082 |
| 21 | | 1:14:51,864 | 1:15:01,842 | 0:00:09,978 |
| 22 | | 1:17:28,631 | 1:17:43,452 | 0:00:14,821 |
| 23 | | 1:25:57,104 | 1:26:10,716 | 0:00:13,612 |
| 24 | | 1:27:56,501 | 1:28:10,574 | 0:00:14,073 |
| 25 | | 1:31:08,257 | 1:31:17,942 | 0:00:09,685 |
| 26 | | 1:33:30,102 | 1:33:59,437 | 0:00:29,335 |
| 27 | | 1:34:13,336 | 1:34:26,564 | 0:00:13,228 |
| 28 | | 1:35:22,921 | 1:35:33,874 | 0:00:10,953 |
| 29 | | 1:37:13,417 | 1:37:39,127 | 0:00:25,710 |
| 30 | | 1:38:05,331 | 1:38:20,104 | 0:00:14,773 |
| 31 | | 1:39:31,738 | 1:39:45,967 | 0:00:14,229 |
| 32 | | 1:42:50,854 | 1:43:05,761 | 0:00:14,907 |
| 33 | | 1:43:38,364 | 1:43:53,750 | 0:00:15,386 |
| 34 | | 1:45:01,781 | 1:45:10,841 | 0:00:09,060 |
| 35 | | 1:46:15,899 | 1:46:24,038 | 0:00:08,139 |
| 36 | | 1:49:18,330 | 1:49:27,641 | 0:00:09,311 |
| 37 | | 1:52:12,096 | 1:52:24,001 | 0:00:11,905 |
| 38 | | 1:59:12,632 | 1:59:27,740 | 0:00:15,108 |

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|---|---------------|-------------|-------------|-------------|
| 1 | Cuenca-Tarqui | 0:00:35,180 | 0:00:48,250 | 0:00:13,070 |
| 2 | | 0:06:10,190 | 0:06:22,550 | 0:00:12,360 |
| 3 | | 0:13:58,960 | 0:14:15,520 | 0:00:16,560 |
| 4 | | 0:20:17,220 | 0:20:28,690 | 0:00:11,470 |
| 5 | | 0:27:35,320 | 0:27:44,770 | 0:00:09,450 |
| 6 | | 0:30:05,800 | 0:30:15,660 | 0:00:09,860 |
| 7 | | 0:31:40,130 | 0:31:49,841 | 0:00:09,711 |
| 8 | | 0:34:04,880 | 0:34:20,700 | 0:00:15,820 |

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|---------------|---------------|-----------------------|---------------------|----------------|
| 9 | | 0:47:44,890 | 0:47:54,930 | 0:00:10,040 |
| 10 | | 0:49:13,260 | 0:49:24,032 | 0:00:10,772 |
| 11 | | 0:52:56,820 | 0:53:07,990 | 0:00:11,170 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 12 | Cuenca-Tarqui | 0:53:28,180 | 0:53:40,260 | 0:00:12,080 |
| 13 | | 0:55:08,110 | 0:55:18,032 | 0:00:09,922 |
| 14 | | 1:05:40,150 | 1:05:50,920 | 0:00:10,770 |
| 15 | | 1:05:59,190 | 1:06:10,360 | 0:00:11,170 |
| 16 | | 1:07:00,470 | 1:07:10,530 | 0:00:10,060 |
| 17 | | 1:14:58,660 | 1:15:26,980 | 0:00:28,320 |
| 18 | | 1:15:44,330 | 1:15:56,840 | 0:00:12,510 |
| 19 | | 1:24:58,156 | 1:25:07,370 | 0:00:09,214 |
| 20 | | 1:40:07,502 | 1:40:16,842 | 0:00:09,340 |
| 21 | | 1:40:38,209 | 1:40:52,742 | 0:00:14,533 |
| 22 | | 1:52:46,520 | 1:52:59,179 | 0:00:12,659 |
| 23 | | 1:54:49,690 | 1:55:01,841 | 0:00:12,151 |
| 24 | | 1:55:56,201 | 1:56:03,841 | 0:00:07,640 |
| 25 | | 1:56:24,579 | 1:56:43,054 | 0:00:18,475 |
| 26 | | 1:57:06,632 | 1:57:23,913 | 0:00:17,281 |

Anexo 3.10.4 Headways de Camiones Pesados vía Tarqui

| | |
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| VÍA | TARQUI |
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Camiones Pesados |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|---------------|---------------|-----------------------|---------------------|----------------|
| 1 | Tarqui-Cuenca | 0:04:45,320 | 0:05:46,110 | 0:01:00,790 |
| 2 | | 0:10:56,630 | 0:11:38,200 | 0:00:41,570 |
| 3 | | 0:11:35,820 | 0:11:59,500 | 0:00:23,680 |
| 4 | | 0:22:59,220 | 0:23:17,630 | 0:00:18,410 |
| 5 | | 0:25:45,950 | 0:26:10,510 | 0:00:24,560 |
| 6 | | 0:33:10,440 | 0:33:58,620 | 0:00:48,180 |
| 7 | | 0:38:58,820 | 0:39:40,790 | 0:00:41,970 |
| 8 | | 0:51:54,970 | 0:52:42,460 | 0:00:47,490 |
| 9 | | 0:59:35,300 | 0:59:41,033 | 0:00:05,733 |
| 10 | | 1:10:34,676 | 1:10:43,034 | 0:00:08,358 |
| 11 | | 1:15:17,386 | 1:15:31,799 | 0:00:14,413 |
| 12 | | 1:15:34,043 | 1:15:42,976 | 0:00:08,933 |
| 13 | | 1:24:58,796 | 1:25:13,175 | 0:00:14,379 |
| 14 | | 1:33:08,275 | 1:33:22,376 | 0:00:14,101 |
| 15 | | 1:42:03,376 | 1:42:18,274 | 0:00:14,898 |
| 16 | | 1:44:50,807 | 1:45:06,575 | 0:00:15,768 |

| | | | | |
|----|--|-------------|-------------|-------------|
| 17 | | 1:48:43,661 | 1:49:05,955 | 0:00:22,294 |
| 18 | | 1:50:31,083 | 1:50:47,536 | 0:00:16,453 |
| 19 | | 1:57:35,477 | 1:57:50,409 | 0:00:14,932 |
| 20 | | 2:03:02,301 | 2:03:18,685 | 0:00:16,384 |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Cuenca-Tarqui | 0:05:28,120 | 0:05:48,000 | 0:00:19,880 |
| 2 | | 0:07:11,690 | 0:07:31,730 | 0:00:20,040 |
| 3 | | 0:08:21,980 | 0:08:44,540 | 0:00:22,560 |
| 4 | | 0:24:10,230 | 0:24:25,960 | 0:00:15,730 |
| 5 | | 0:35:20,120 | 0:35:37,180 | 0:00:17,060 |
| 6 | | 0:43:57,830 | 0:45:21,910 | 0:01:24,080 |
| 7 | | 1:23:33,250 | 1:23:45,390 | 0:00:12,140 |
| 8 | | 1:25:14,200 | 1:25:36,600 | 0:00:22,400 |
| 9 | | 1:25:55,951 | 1:26:02,954 | 0:00:07,003 |
| 10 | | 1:42:03,064 | 1:42:11,201 | 0:00:08,137 |
| 11 | | 1:47:11,134 | 1:47:18,034 | 0:00:06,900 |
| 12 | | 1:48:51,167 | 1:48:57,186 | 0:00:06,019 |

Anexo 3.10.5 Headways de motocicletas vía Tarqui

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| VÍA | TARQUI |
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Motocicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Tarqui-Cuenca | 0:01:36,960 | 0:01:39,241 | 0:00:02,281 |
| 2 | | 0:02:55,550 | 0:03:02,690 | 0:00:07,140 |
| 3 | | 0:22:17,390 | 0:22:27,120 | 0:00:09,730 |
| 4 | | 0:24:28,900 | 0:24:35,550 | 0:00:06,650 |
| 5 | | 0:24:42,280 | 0:24:44,400 | 0:00:02,120 |
| 6 | | 0:27:46,130 | 0:27:49,590 | 0:00:03,460 |
| 7 | | 0:31:55,550 | 0:31:57,680 | 0:00:02,130 |
| 8 | | 0:39:59,330 | 0:40:05,820 | 0:00:06,490 |
| 9 | | 0:46:39,590 | 0:46:42,780 | 0:00:03,190 |
| 10 | | 0:48:18,090 | 0:48:21,120 | 0:00:03,030 |
| 11 | | 0:55:31,550 | 0:55:32,930 | 0:00:01,380 |
| 12 | | 0:57:48,389 | 0:57:52,054 | 0:00:03,665 |
| 13 | | 0:58:56,656 | 0:58:59,672 | 0:00:03,016 |
| 14 | | 1:16:24,749 | 1:16:28,534 | 0:00:03,785 |
| 15 | | 1:21:42,284 | 1:21:45,441 | 0:00:03,157 |
| 16 | | 1:24:01,537 | 1:24:05,008 | 0:00:03,471 |

| | | | | |
|---------------|---------------|-----------------------|---------------------|----------------|
| 17 | | 1:24:33,057 | 1:24:35,987 | 0:00:02,930 |
| 18 | | 1:24:37,803 | 1:24:48,523 | 0:00:10,720 |
| 19 | | 1:39:22,290 | 1:39:25,604 | 0:00:03,314 |
| 20 | | 1:40:51,332 | 1:40:55,433 | 0:00:04,101 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 21 | Tarqui-Cuenca | 1:46:11,221 | 1:46:15,231 | 0:00:04,010 |
| 22 | | 1:49:42,573 | 1:49:45,675 | 0:00:03,102 |
| 23 | | 1:51:06,281 | 1:51:08,935 | 0:00:02,654 |
| 24 | | 1:51:51,192 | 1:51:56,131 | 0:00:04,939 |
| 25 | | 1:52:57,495 | 1:52:59,931 | 0:00:02,436 |

| | | | | |
|----|---------------|-------------|-------------|-------------|
| 1 | Cuenca-Tarqui | 0:01:36,660 | 0:01:48,880 | 0:00:12,220 |
| 2 | | 0:04:02,110 | 0:04:03,540 | 0:00:01,430 |
| 3 | | 0:06:46,320 | 0:06:48,590 | 0:00:02,270 |
| 4 | | 0:09:55,120 | 0:10:00,321 | 0:00:05,201 |
| 5 | | 0:16:09,440 | 0:16:12,960 | 0:00:03,520 |
| 6 | | 0:18:24,270 | 0:18:31,570 | 0:00:07,300 |
| 7 | | 0:20:26,320 | 0:20:28,680 | 0:00:02,360 |
| 8 | | 0:26:43,450 | 0:26:45,310 | 0:00:01,860 |
| 9 | | 0:36:30,130 | 0:36:33,550 | 0:00:03,420 |
| 10 | | 0:37:21,290 | 0:37:25,341 | 0:00:04,051 |
| 11 | | 0:40:41,380 | 0:40:46,842 | 0:00:05,462 |
| 12 | | 0:43:36,960 | 0:43:42,840 | 0:00:05,880 |
| 13 | | 0:53:00,120 | 0:53:04,312 | 0:00:04,192 |
| 14 | | 0:53:38,458 | 0:53:41,064 | 0:00:02,606 |
| 15 | | 0:54:20,551 | 0:54:23,941 | 0:00:03,390 |
| 16 | | 0:58:29,905 | 0:58:41,385 | 0:00:11,480 |
| 17 | | 0:59:38,122 | 0:59:40,114 | 0:00:01,992 |
| 18 | | 1:04:10,654 | 1:04:12,851 | 0:00:02,197 |
| 19 | | 1:04:40,761 | 1:04:43,041 | 0:00:02,280 |
| 20 | | 1:07:22,558 | 1:07:24,296 | 0:00:01,738 |
| 21 | | 1:07:42,531 | 1:07:45,741 | 0:00:03,210 |
| 22 | | 1:07:57,923 | 1:07:58,977 | 0:00:01,054 |
| 23 | | 1:10:02,854 | 1:10:05,141 | 0:00:02,287 |
| 24 | | 1:10:18,363 | 1:10:21,637 | 0:00:03,274 |
| 25 | | 1:10:32,901 | 1:10:35,511 | 0:00:02,610 |
| 26 | | 1:11:45,895 | 1:11:48,753 | 0:00:02,858 |
| 27 | | 1:11:52,615 | 1:11:55,891 | 0:00:03,276 |
| 28 | | 1:12:41,855 | 1:12:43,003 | 0:00:01,148 |
| 29 | | 1:14:01,371 | 1:14:30,017 | 0:00:28,646 |
| 30 | | 1:14:36,904 | 1:14:43,312 | 0:00:06,408 |
| 31 | | 1:16:49,093 | 1:16:52,274 | 0:00:03,181 |

| 32 | | 1:18:10,863 | 1:18:11,646 | 0:00:00,783 |
|--------|---------------|----------------|--------------|-------------|
| 33 | | 1:20:23,448 | 1:20:28,251 | 0:00:04,803 |
| 34 | | 1:21:13,087 | 1:21:15,846 | 0:00:02,759 |
| 35 | | 1:21:45,859 | 1:21:47,183 | 0:00:01,324 |
| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
| 36 | Cuenca-Tarqui | 1:22:13,227 | 1:22:18,541 | 0:00:05,314 |
| 37 | | 1:23:40,122 | 1:23:42,193 | 0:00:02,071 |
| 38 | | 1:27:57,907 | 1:28:00,144 | 0:00:02,237 |
| 39 | | 1:28:04,381 | 1:28:06,016 | 0:00:01,635 |
| 40 | | 1:28:25,868 | 1:28:30,720 | 0:00:04,852 |
| 41 | | 1:29:41,465 | 1:30:03,311 | 0:00:21,846 |
| 42 | | 1:30:43,194 | 1:30:47,011 | 0:00:03,817 |
| 43 | | 1:32:06,354 | 1:32:08,499 | 0:00:02,145 |
| 44 | | 1:35:10,918 | 1:35:13,141 | 0:00:02,223 |
| 45 | | 1:36:08,696 | 1:36:10,566 | 0:00:01,870 |
| 46 | | 1:40:21,294 | 1:40:28,012 | 0:00:06,718 |
| 47 | | 1:40:54,568 | 1:40:58,311 | 0:00:03,743 |
| 48 | | 1:45:20,442 | 1:45:21,689 | 0:00:01,247 |
| 49 | | 1:47:39,220 | 1:47:40,507 | 0:00:01,287 |
| 50 | | 1:49:29,764 | 1:49:31,283 | 0:00:01,519 |
| 51 | | 1:49:30,893 | 1:49:35,261 | 0:00:04,368 |
| 52 | | 1:49:48,754 | 1:49:51,913 | 0:00:03,159 |
| 53 | | 1:53:38,681 | 1:53:40,344 | 0:00:01,663 |

Anexo 3.10.6 Headways de bicicletas vía Tarqui

| VÍA | TARQUI |
|------------------------|------------------|
| FECHA DE LEVANTAMIENTO | 4-diciembre-2019 |
| TIPO DE VEHICULO | Bicicletas |

| NÚMERO | ACCESO | TIEMPO INICIAL | TIEMPO FINAL | HEADWAY |
|--------|---------------|----------------|--------------|-------------|
| 1 | Tarqui-Cuenca | 0:01:21,000 | 0:01:23,000 | 0:00:02,000 |
| 2 | | 0:55:30,280 | 0:55:33,500 | 0:00:03,220 |
| 3 | | 1:49:55,754 | 1:49:56,913 | 0:00:01,159 |

| | | | | |
|---|---------------|-------------|-------------|-------------|
| 1 | Cuenca-Tarqui | 0:05:37,960 | 0:05:39,241 | 0:00:01,281 |
| 2 | | 0:24:18,640 | 0:24:19,324 | 0:00:00,684 |
| 3 | | 0:29:49,900 | 0:29:51,374 | 0:00:01,474 |
| 4 | | 0:49:52,000 | 0:49:54,325 | 0:00:02,325 |
| 5 | | 1:38:22,030 | 1:38:26,910 | 0:00:04,880 |

