부록

1_진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

[표 1] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
소계		416,279	162,465	39.0%	3,814	61.0%	400,119	145,306	36.3%	254,813	63.7%
3	0	263	56	21.3%	207	78.7%	321	61	19.0%	260	81.0%
	5	308	66	21.4%	242	78.6%	300	74	24.7%	226	75.3%
	10	292	66	22.6%	226	77.4%	386	98	25.4%	288	74.6%
	15	291	54	18.6%	237	81.4%	314	65	20.7%	249	79.3%
	20	295	63	21.4%	232	78.6%	298	77	25.8%	221	74.2%
	25	276	65	23.6%	211	76.4%	303	61	20.1%	242	79.9%
	30	312	65	20.8%	247	79.2%	337	91	27.0%	246	73.0%
	35	240	41	17.1%	199	82.9%	298	69	23.2%	229	76.8%
	40	287	63	22.0%	224	78.0%	327	88	26.9%	239	73.1%
	45	284	61	21.5%	223	78.5%	257	60	23.3%	197	76.7%
	50	324	89	27.5%	235	72.5%	324	79	24.4%	245	75.6%
	55	340	78	22.9%	262	77.1%	335	74	22.1%	261	77.9%
4	0	276	60	21.7%	216	78.3%	304	89	29.3%	215	70.7%
	5	308	62	20.1%	246	79.9%	316	106	33.5%	210	66.5%
	10	333	64	19.2%	269	80.8%	320	75	23.4%	245	76.6%
	15	349	99	28.4%	250	71.6%	344	94	27.3%	250	72.7%
	20	356	78	21.9%	278	78.1%	322	69	21.4%	253	78.6%
	25	333	74	22.2%	259	77.8%	330	81	24.5%	249	75.5%
	30	387	81	20.9%	306	79.1%	358	73	20.4%	285	79.6%
	35	353	59	16.7%	294	83.3%	336	65	19.3%	271	80.7%
	40	420	91	21.7%	329	78.3%	354	59	16.7%	295	83.3%
	45	447	121	27.1%	326	72.9%	354	71	20.1%	283	79.9%
	50	503	154	30.6%	349	69.4%	378	71	18.8%	307	81.2%
	55	467	142	30.4%	325	69.6%	421	77	18.3%	344	81.7%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
5	0	444	124	27.9%	320	72.1%	369	63	17.1%	306	82.9%
	5	483	140	29.0%	343	71.0%	406	90	22.2%	316	77.8%
	10	529	149	28.2%	380	71.8%	453	98	21.6%	355	78.4%
	15	563	162	28.8%	401	71.2%	467	101	21.6%	366	78.4%
	20	624	185	29.6%	439	70.4%	492	126	25.6%	366	74.4%
	25	582	173	29.7%	409	70.3%	522	108	20.7%	414	79.3%
	30	657	181	27.5%	476	72.5%	508	84	16.5%	424	83.5%
	35	740	231	31.2%	509	68.8%	524	98	18.7%	426	81.3%
	40	798	310	38.8%	488	61.2%	589	121	20.5%	468	79.5%
	45	845	346	40.9%	499	59.1%	643	117	18.2%	526	81.8%
	50	1,004	430	42.8%	574	57.2%	554	115	20.8%	439	79.2%
	55	899	346	38.5%	553	61.5%	582	93	16.0%	489	84.0%
6	0	995	419	42.1%	576	57.9%	643	125	19.4%	518	80.6%
	5	1,121	433	38.6%	688	61.4%	728	141	19.4%	587	80.6%
	10	1,203	503	41.8%	700	58.2%	794	134	16.9%	660	83.1%
	15	1,293	572	44.2%	721	55.8%	779	166	21.3%	613	78.7%
	20	1,499	656	43.8%	843	56.2%	875	184	21.0%	691	79.0%
	25	1,442	688	47.7%	754	52.3%	841	151	18.0%	690	82.0%
	30	1,525	732	48.0%	793	52.0%	908	178	19.6%	730	80.4%
	35	1,764	920	52.2%	844	47.8%	990	181	18.3%	809	81.7%
	40	1,821	874	48.0%	947	52.0%	971	218	22.5%	753	77.5%
	45	1,902	943	49.6%	959	50.4%	1,024	196	19.1%	828	80.9%
	50	1,957	959	49.0%	998	51.0%	1,100	204	18.5%	896	81.5%
	55	2,072	1,027	49.6%	1,045	50.4%	1,200	197	16.4%	1,003	83.6%
7	0	1,944	980	50.4%	964	49.6%	1,116	210	18.8%	906	81.2%
	5	2,174	1,063	48.9%	1,111	51.1%	1,192	221	18.5%	971	81.5%
	10	2,197	1,056	48.1%	1,141	51.9%	1,187	226	19.0%	961	81.0%
	15	2,424	1,167	48.1%	1,257	51.9%	1,370	290	21.2%	1,080	78.8%
	20	2,369	1,139	48.1%	1,230	51.9%	1,461	267	18.3%	1,194	81.7%
	25	2,502	1,212	48.4%	1,290	51.6%	1,482	264	17.8%	1,218	82.2%
	30	2,521	1,219	48.4%	1,302	51.6%	1,543	304	19.7%	1,239	80.3%
	35	2,616	1,275	48.7%	1,341	51.3%	1,530	300	19.6%	1,230	80.4%
	40	2,729	1,349	49.4%	1,380	50.6%	1,749	361	20.6%	1,388	79.4%
	45	2,766	1,409	50.9%	1,357	49.1%	1,629	367	22.5%	1,262	77.5%
	50	2,750	1,472	53.5%	1,278	46.5%	1,713	346	20.2%	1,367	79.8%
	55	2,681	1,459	54.4%	1,222	45.6%	1,704	344	20.2%	1,360	79.8%
8	0	2,629	1,426	54.2%	1,203	45.8%	1,591	355	22.3%	1,236	77.7%
	5	2,820	1,514	53.7%	1,306	46.3%	1,677	357	21.3%	1,320	78.7%
	10	2,665	1,402	52.6%	1,263	47.4%	1,642	387	23.6%	1,255	76.4%
	15	2,765	1,501	54.3%	1,264	45.7%	1,667	360	21.6%	1,307	78.4%
	20	2,700	1,508	55.9%	1,192	44.1%	1,643	365	22.2%	1,278	77.8%
	25	2,833	1,577	55.7%	1,256	44.3%	1,607	420	26.1%	1,187	73.9%
	30	2,857	1,575	55.1%	1,282	44.9%	1,624	420	25.9%	1,204	74.1%
	35	2,730	1,471	53.9%	1,259	46.1%	1,612	437	27.1%	1,175	72.9%
	40	2,856	1,535	53.7%	1,321	46.3%	1,661	414	24.9%	1,247	75.1%
	45	2,785	1,536	55.2%	1,249	44.8%	1,698	421	24.8%	1,277	75.2%
	50	2,776	1,480	53.3%	1,296	46.7%	1,710	425	24.9%	1,285	75.1%
	55	2,614	1,389	53.1%	1,225	46.9%	1,689	411	24.3%	1,278	75.7%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
9	0	2,395	1,222	51.0%	1,173	49.0%	1,602	435	27.2%	1,167	72.8%
	5	2,514	1,255	49.9%	1,259	50.1%	1,731	468	27.0%	1,263	73.0%
	10	2,392	1,194	49.9%	1,198	50.1%	1,657	445	26.9%	1,212	73.1%
	15	2,436	1,243	51.0%	1,193	49.0%	1,684	483	28.7%	1,201	71.3%
	20	2,383	1,161	48.7%	1,222	51.3%	1,678	432	25.7%	1,246	74.3%
	25	2,517	1,225	48.7%	1,292	51.3%	1,622	453	27.9%	1,169	72.1%
	30	2,502	1,220	48.8%	1,282	51.2%	1,676	427	25.5%	1,249	74.5%
	35	2,323	1,138	49.0%	1,185	51.0%	1,603	440	27.4%	1,163	72.6%
	40	2,437	1,171	48.1%	1,266	51.9%	1,757	520	29.6%	1,237	70.4%
	45	2,403	1,172	48.8%	1,231	51.2%	1,696	502	29.6%	1,194	70.4%
	50	2,267	1,071	47.2%	1,196	52.8%	1,607	439	27.3%	1,168	72.7%
	55	2,282	1,096	48.0%	1,186	52.0%	1,663	463	27.8%	1,200	72.2%
10	0	2,198	1,038	47.2%	1,160	52.8%	1,627	483	29.7%	1,144	70.3%
	5	2,124	1,020	48.0%	1,104	52.0%	1,603	444	27.7%	1,159	72.3%
	10	2,283	1,074	47.0%	1,209	53.0%	1,715	480	28.0%	1,235	72.0%
	15	2,201	1,033	46.9%	1,168	53.1%	1,725	508	29.4%	1,217	70.6%
	20	2,051	959	46.8%	1,092	53.2%	1,613	457	28.3%	1,156	71.7%
	25	2,119	996	47.0%	1,123	53.0%	1,593	485	30.4%	1,108	69.6%
	30	2,016	906	44.9%	1,110	55.1%	1,598	449	28.1%	1,149	71.9%
	35	2,032	888	43.7%	1,144	56.3%	1,580	492	31.1%	1,088	68.9%
	40	2,176	991	45.5%	1,185	54.5%	1,644	540	32.8%	1,104	67.2%
	45	2,181	1,000	45.9%	1,181	54.1%	1,666	500	30.0%	1,166	70.0%
	50	2,030	927	45.7%	1,103	54.3%	1,646	518	31.5%	1,128	68.5%
	55	2,232	1,043	46.7%	1,189	53.3%	1,641	562	34.2%	1,079	65.8%
11	0	1,980	879	44.4%	1,101	55.6%	1,626	499	30.7%	1,127	69.3%
	5	2,050	921	44.9%	1,129	55.1%	1,685	569	33.8%	1,116	66.2%
	10	2,159	974	45.1%	1,185	54.9%	1,729	589	34.1%	1,140	65.9%
	15	2,058	937	45.5%	1,121	54.5%	1,756	573	32.6%	1,183	67.4%
	20	2,070	956	46.2%	1,114	53.8%	1,702	614	36.1%	1,088	63.9%
	25	2,188	1,012	46.3%	1,176	53.7%	1,847	605	32.8%	1,242	67.2%
	30	2,016	884	43.8%	1,132	56.2%	1,759	599	34.1%	1,160	65.9%
	35	2,056	942	45.8%	1,114	54.2%	1,706	562	32.9%	1,144	67.1%
	40	2,125	989	46.5%	1,136	53.5%	1,759	580	33.0%	1,179	67.0%
	45	2,113	948	44.9%	1,165	55.1%	1,802	611	33.9%	1,191	66.1%
	50	1,924	869	45.2%	1,055	54.8%	1,696	575	33.9%	1,121	66.1%
	55	2,042	900	44.1%	1,142	55.9%	1,738	567	32.6%	1,171	67.4%
12	0	1,860	812	43.7%	1,048	56.3%	1,665	554	33.3%	1,111	66.7%
	5	1,914	837	43.7%	1,077	56.3%	1,832	605	33.0%	1,227	67.0%
	10	1,729	738	42.7%	991	57.3%	1,722	593	34.4%	1,129	65.6%
	15	1,872	805	43.0%	1,067	57.0%	1,668	533	32.0%	1,135	68.0%
	20	1,811	743	41.0%	1,068	59.0%	1,632	556	34.1%	1,076	65.9%
	25	1,807	765	42.3%	1,042	57.7%	1,700	564	33.2%	1,136	66.8%
	30	1,765	722	40.9%	1,043	59.1%	1,551	510	32.9%	1,041	67.1%
	35	1,799	792	44.0%	1,007	56.0%	1,738	639	36.8%	1,099	63.2%
	40	1,760	747	42.4%	1,013	57.6%	1,653	630	38.1%	1,023	61.9%
	45	1,812	782	43.2%	1,030	56.8%	1,719	596	34.7%	1,123	65.3%
	50	1,783	730	40.9%	1,053	59.1%	1,714	607	35.4%	1,107	64.6%
	55	1,849	760	41.1%	1,089	58.9%	1,632	627	38.4%	1,005	61.6%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
13	0	1,776	749	42.2%	1,027	57.8%	1,665	662	39.8%	1,003	60.2%
	5	1,752	743	42.4%	1,009	57.6%	1,718	707	41.2%	1,011	58.8%
	10	1,917	812	42.4%	1,105	57.6%	1,822	747	41.0%	1,075	59.0%
	15	1,910	819	42.9%	1,091	57.1%	1,766	718	40.7%	1,048	59.3%
	20	1,947	851	43.7%	1,096	56.3%	1,734	701	40.4%	1,033	59.6%
	25	1,947	864	44.4%	1,083	55.6%	1,799	784	43.6%	1,015	56.4%
	30	1,892	834	44.1%	1,058	55.9%	1,902	771	40.5%	1,131	59.5%
	35	1,935	814	42.1%	1,121	57.9%	1,833	771	42.1%	1,062	57.9%
	40	2,058	933	45.3%	1,125	54.7%	1,870	789	42.2%	1,081	57.8%
	45	1,883	834	44.3%	1,049	55.7%	1,925	830	43.1%	1,095	56.9%
	50	1,916	857	44.7%	1,059	55.3%	1,822	747	41.0%	1,075	59.0%
	55	2,036	903	44.4%	1,133	55.6%	1,812	802	44.3%	1,010	55.7%
14	0	1,855	759	40.9%	1,096	59.1%	1,715	723	42.2%	992	57.8%
	5	1,751	713	40.7%	1,038	59.3%	1,851	806	43.5%	1,045	56.5%
	10	1,951	820	42.0%	1,131	58.0%	1,870	798	42.7%	1,072	57.3%
	15	1,869	791	42.3%	1,078	57.7%	1,934	789	40.8%	1,145	59.2%
	20	1,822	780	42.8%	1,042	57.2%	1,856	789	42.5%	1,067	57.5%
	25	1,860	744	40.0%	1,116	60.0%	1,819	747	41.1%	1,072	58.9%
	30	1,819	785	43.2%	1,034	56.8%	1,865	812	43.5%	1,053	56.5%
	35	1,914	814	42.5%	1,100	57.5%	1,929	801	41.5%	1,128	58.5%
	40	1,879	784	41.7%	1,095	58.3%	1,866	770	41.3%	1,096	58.7%
	45	1,853	785	42.4%	1,068	57.6%	1,804	752	41.7%	1,052	58.3%
	50	1,892	804	42.5%	1,088	57.5%	1,844	793	43.0%	1,051	57.0%
	55	1,912	795	41.6%	1,117	58.4%	1,966	815	41.5%	1,151	58.5%
15	0	1,889	775	41.0%	1,114	59.0%	1,701	703	41.3%	998	58.7%
	5	1,763	706	40.0%	1,057	60.0%	1,941	834	43.0%	1,107	57.0%
	10	1,878	704	37.5%	1,174	62.5%	1,886	820	43.5%	1,066	56.5%
	15	1,761	681	38.7%	1,080	61.3%	2,067	872	42.2%	1,195	57.8%
	20	1,667	646	38.8%	1,021	61.2%	1,971	828	42.0%	1,143	58.0%
	25	1,931	774	40.1%	1,157	59.9%	1,957	854	43.6%	1,103	56.4%
	30	1,733	680	39.2%	1,053	60.8%	1,953	832	42.6%	1,121	57.4%
	35	1,748	692	39.6%	1,056	60.4%	1,871	777	41.5%	1,094	58.5%
	40	1,799	683	38.0%	1,116	62.0%	1,949	794	40.7%	1,155	59.3%
	45	1,824	744	40.8%	1,080	59.2%	1,913	822	43.0%	1,091	57.0%
	50	1,741	676	38.8%	1,065	61.2%	1,794	772	43.0%	1,022	57.0%
	55	1,748	648	37.1%	1,100	62.9%	1,941	824	42.5%	1,117	57.5%
16	0	1,689	648	38.4%	1,041	61.6%	1,926	812	42.2%	1,114	57.8%
	5	1,773	672	37.9%	1,101	62.1%	1,995	887	44.5%	1,108	55.5%
	10	1,768	672	38.0%	1,096	62.0%	1,886	851	45.1%	1,035	54.9%
	15	1,725	667	38.7%	1,058	61.3%	2,152	1,017	47.3%	1,135	52.7%
	20	1,723	649	37.7%	1,074	62.3%	2,016	951	47.2%	1,065	52.8%
	25	1,737	659	37.9%	1,078	62.1%	2,008	920	45.8%	1,088	54.2%
	30	1,650	665	40.3%	985	59.7%	2,000	932	46.6%	1,068	53.4%
	35	1,701	649	38.2%	1,052	61.8%	1,977	939	47.5%	1,038	52.5%
	40	1,770	673	38.0%	1,097	62.0%	2,139	1,048	49.0%	1,091	51.0%
	45	1,828	689	37.7%	1,139	62.3%	2,092	992	47.4%	1,100	52.6%
	50	1,678	628	37.4%	1,050	62.6%	1,921	909	47.3%	1,012	52.7%
	55	1,756	642	36.6%	1,114	63.4%	2,055	953	46.4%	1,102	53.6%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
17	0	1,573	583	37.1%	990	62.9%	2,008	935	46.6%	1,073	53.4%
	5	1,736	601	34.6%	1,135	65.4%	2,233	1,093	48.9%	1,140	51.1%
	10	1,754	597	34.0%	1,157	66.0%	2,097	1,045	49.8%	1,052	50.2%
	15	1,776	627	35.3%	1,149	64.7%	2,152	1,089	50.6%	1,063	49.4%
	20	1,786	589	33.0%	1,197	67.0%	2,210	1,075	48.6%	1,135	51.4%
	25	1,649	586	35.5%	1,063	64.5%	2,171	1,096	50.5%	1,075	49.5%
	30	1,786	636	35.6%	1,150	64.4%	2,254	1,139	50.5%	1,115	49.5%
	35	1,769	613	34.7%	1,156	65.3%	2,191	1,093	49.9%	1,098	50.1%
	40	1,797	619	34.4%	1,178	65.6%	2,411	1,189	49.3%	1,222	50.7%
	45	1,903	687	36.1%	1,216	63.9%	2,308	1,163	50.4%	1,145	49.6%
	50	1,766	660	37.4%	1,106	62.6%	2,317	1,173	50.6%	1,144	49.4%
	55	1,773	638	36.0%	1,135	64.0%	2,146	1,060	49.4%	1,086	50.6%
18	0	1,847	681	36.9%	1,166	63.1%	2,350	1,193	50.8%	1,157	49.2%
	5	1,769	619	35.0%	1,150	65.0%	2,244	1,209	53.9%	1,035	46.1%
	10	1,706	610	35.8%	1,096	64.2%	2,360	1,267	53.7%	1,093	46.3%
	15	1,768	663	37.5%	1,105	62.5%	2,416	1,351	55.9%	1,065	44.1%
	20	1,860	644	34.6%	1,216	65.4%	2,353	1,324	56.3%	1,029	43.7%
	25	1,642	591	36.0%	1,051	64.0%	2,319	1,293	55.8%	1,026	44.2%
	30	1,687	629	37.3%	1,058	62.7%	2,307	1,300	56.4%	1,007	43.6%
	35	1,675	662	39.5%	1,013	60.5%	2,178	1,192	54.7%	986	45.3%
	40	1,588	608	38.3%	980	61.7%	2,166	1,176	54.3%	990	45.7%
	45	1,562	556	35.6%	1,006	64.4%	2,193	1,176	53.6%	1,017	46.4%
	50	1,640	574	35.0%	1,066	65.0%	2,166	1,084	50.0%	1,082	50.0%
	55	1,514	541	35.7%	973	64.3%	2,098	1,010	48.1%	1,088	51.9%
19	0	1,563	564	36.1%	999	63.9%	2,097	992	47.3%	1,105	52.7%
	5	1,621	522	32.2%	1,099	67.8%	2,122	1,007	47.5%	1,115	52.5%
	10	1,389	478	34.4%	911	65.6%	2,135	972	45.5%	1,163	54.5%
	15	1,438	461	32.1%	977	67.9%	1,934	891	46.1%	1,043	53.9%
	20	1,482	451	30.4%	1,031	69.6%	2,044	852	41.7%	1,192	58.3%
	25	1,443	455	31.5%	988	68.5%	1,893	822	43.4%	1,071	56.6%
	30	1,406	473	33.6%	933	66.4%	1,930	883	45.8%	1,047	54.2%
	35	1,453	490	33.7%	963	66.3%	1,934	804	41.6%	1,130	58.4%
	40	1,257	373	29.7%	884	70.3%	1,822	752	41.3%	1,070	58.7%
	45	1,366	422	30.9%	944	69.1%	1,809	793	43.8%	1,016	56.2%
	50	1,278	363	28.4%	915	71.6%	1,767	744	42.1%	1,023	57.9%
	55	1,205	319	26.5%	886	73.5%	1,511	635	42.0%	876	58.0%
20	0	1,242	326	26.2%	916	73.8%	1,744	767	44.0%	977	56.0%
	5	1,268	324	25.6%	944	74.4%	1,746	797	45.6%	949	54.4%
	10	1,273	309	24.3%	964	75.7%	1,777	798	44.9%	979	55.1%
	15	1,155	285	24.7%	870	75.3%	1,683	709	42.1%	974	57.9%
	20	1,273	309	24.3%	964	75.7%	1,653	732	44.3%	921	55.7%
	25	1,230	303	24.6%	927	75.4%	1,643	677	41.2%	966	58.8%
	30	1,220	334	27.4%	886	72.6%	1,647	696	42.3%	951	57.7%
	35	1,174	280	23.9%	894	76.1%	1,561	691	44.3%	870	55.7%
	40	1,194	245	20.5%	949	79.5%	1,513	645	42.6%	868	57.4%
	45	1,047	257	24.5%	790	75.5%	1,647	683	41.5%	964	58.5%
	50	1,261	269	21.3%	992	78.7%	1,421	557	39.2%	864	60.8%
	55	1,198	297	24.8%	901	75.2%	1,447	574	39.7%	873	60.3%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
21	0	1,207	275	22.8%	932	77.2%	1,699	724	42.6%	975	57.4%
	5	1,139	252	22.1%	887	77.9%	1,568	688	43.9%	880	56.1%
	10	1,197	287	24.0%	910	76.0%	1,626	669	41.1%	957	58.9%
	15	1,206	279	23.1%	927	76.9%	1,710	738	43.2%	972	56.8%
	20	1,178	230	19.5%	948	80.5%	1,589	682	42.9%	907	57.1%
	25	1,213	252	20.8%	961	79.2%	1,579	643	40.7%	936	59.3%
	30	1,190	272	22.9%	918	77.1%	1,566	638	40.7%	928	59.3%
	35	1,257	274	21.8%	983	78.2%	1,641	659	40.2%	982	59.8%
	40	1,234	249	20.2%	985	79.8%	1,513	574	37.9%	939	62.1%
	45	1,233	262	21.2%	971	78.8%	1,551	569	36.7%	982	63.3%
	50	1,166	251	21.5%	915	78.5%	1,535	561	36.5%	974	63.5%
	55	1,173	246	21.0%	927	79.0%	1,528	554	36.3%	974	63.7%
22	0	1,165	238	20.4%	927	79.6%	1,517	588	38.8%	929	61.2%
	5	1,090	241	22.1%	849	77.9%	1,458	577	39.6%	881	60.4%
	10	1,108	220	19.9%	888	80.1%	1,477	579	39.2%	898	60.8%
	15	1,211	245	20.2%	966	79.8%	1,543	563	36.5%	980	63.5%
	20	1,122	248	22.1%	874	77.9%	1,486	530	35.7%	956	64.3%
	25	1,117	215	19.2%	902	80.8%	1,413	486	34.4%	927	65.6%
	30	1,010	195	19.3%	815	80.7%	1,435	484	33.7%	951	66.3%
	35	1,074	191	17.8%	883	82.2%	1,328	451	34.0%	877	66.0%
	40	1,055	199	18.9%	856	81.1%	1,267	415	32.8%	852	67.2%
	45	1,015	203	20.0%	812	80.0%	1,336	441	33.0%	895	67.0%
	50	1,011	193	19.1%	818	80.9%	1,258	364	28.9%	894	71.1%
	55	995	189	19.0%	806	81.0%	1,158	316	27.3%	842	72.7%
23	0	964	166	17.2%	798	82.8%	1,128	334	29.6%	794	70.4%
	5	916	154	16.8%	762	83.2%	1,015	290	28.6%	725	71.4%
	10	918	171	18.6%	747	81.4%	1,166	321	27.5%	845	72.5%
	15	929	137	14.7%	792	85.3%	1,090	294	27.0%	796	73.0%
	20	921	143	15.5%	778	84.5%	1,170	288	24.6%	882	75.4%
	25	916	171	18.7%	745	81.3%	1,045	265	25.4%	780	74.6%
	30	887	143	16.1%	744	83.9%	1,025	214	20.9%	811	79.1%
	35	872	148	17.0%	724	83.0%	925	218	23.6%	707	76.4%
	40	856	131	15.3%	725	84.7%	1,030	245	23.8%	785	76.2%
	45	761	118	15.5%	643	84.5%	981	237	24.2%	744	75.8%
	50	794	124	15.6%	670	84.4%	1,003	224	22.3%	779	77.7%
	55	815	121	14.8%	694	85.2%	873	209	23.9%	664	76.1%
0	0	746	114	15.3%	632	84.7%	939	208	22.2%	731	77.8%
	5	677	93	13.7%	584	86.3%	874	228	26.1%	646	73.9%
	10	717	113	15.8%	604	84.2%	869	204	23.5%	665	76.5%
	15	669	107	16.0%	562	84.0%	805	192	23.9%	613	76.1%
	20	668	108	16.2%	560	83.8%	805	167	20.7%	638	79.3%
	25	619	94	15.2%	525	84.8%	754	164	21.8%	590	78.2%
	30	654	93	14.2%	561	85.8%	709	155	21.9%	554	78.1%
	35	647	86	13.3%	561	86.7%	701	161	23.0%	540	77.0%
	40	635	85	13.4%	550	86.6%	713	156	21.9%	557	78.1%
	45	619	89	14.4%	530	85.6%	765	160	20.9%	605	79.1%
	50	624	95	15.2%	529	84.8%	651	133	20.4%	518	79.6%
	55	585	83	14.2%	502	85.8%	641	122	19.0%	519	81.0%

[표 1 계속] 5분 단위 진·출입 교통량 및 통과교통 비율 (27일(수) 기준)

(단위: 대, %)

시간대		진입					진출				
		전체	도착차량		통과교통		전체	출발차량		통과교통	
시간	분		차량 수	비율	차량 수	비율		차량 수	비율	차량 수	비율
1	0	586	104	17.7%	482	82.3%	615	112	18.2%	503	81.8%
	5	510	62	12.2%	448	87.8%	666	129	19.4%	537	80.6%
	10	613	75	12.2%	538	87.8%	586	125	21.3%	461	78.7%
	15	586	78	13.3%	508	86.7%	633	119	18.8%	514	81.2%
	20	623	89	14.3%	534	85.7%	584	98	16.8%	486	83.2%
	25	579	84	14.5%	495	85.5%	610	114	18.7%	496	81.3%
	30	583	95	16.3%	488	83.7%	570	87	15.3%	483	84.7%
	35	530	83	15.7%	447	84.3%	555	92	16.6%	463	83.4%
	40	481	87	18.1%	394	81.9%	561	94	16.8%	467	83.2%
	45	550	77	14.0%	473	86.0%	541	87	16.1%	454	83.9%
	50	512	88	17.2%	424	82.8%	500	83	16.6%	417	83.4%
	55	482	75	15.6%	407	84.4%	533	86	16.1%	447	83.9%
2	0	419	63	15.0%	356	85.0%	438	69	15.8%	369	84.2%
	5	438	71	16.2%	367	83.8%	498	75	15.1%	423	84.9%
	10	466	79	17.0%	387	83.0%	494	91	18.4%	403	81.6%
	15	421	72	17.1%	349	82.9%	501	94	18.8%	407	81.2%
	20	443	81	18.3%	362	81.7%	496	116	23.4%	380	76.6%
	25	444	70	15.8%	374	84.2%	457	78	17.1%	379	82.9%
	30	436	93	21.3%	343	78.7%	481	102	21.2%	379	78.8%
	35	422	88	20.9%	334	79.1%	457	103	22.5%	354	77.5%
	40	387	68	17.6%	319	82.4%	393	84	21.4%	309	78.6%
	45	374	75	20.1%	299	79.9%	399	86	21.6%	313	78.4%
	50	338	67	19.8%	271	80.2%	410	87	21.2%	323	78.8%
	55	348	60	17.2%	288	82.8%	403	78	19.4%	325	80.6%