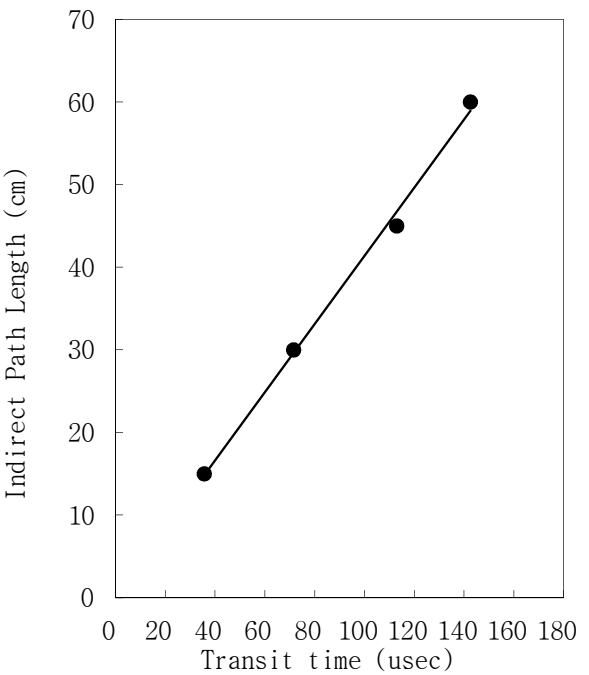
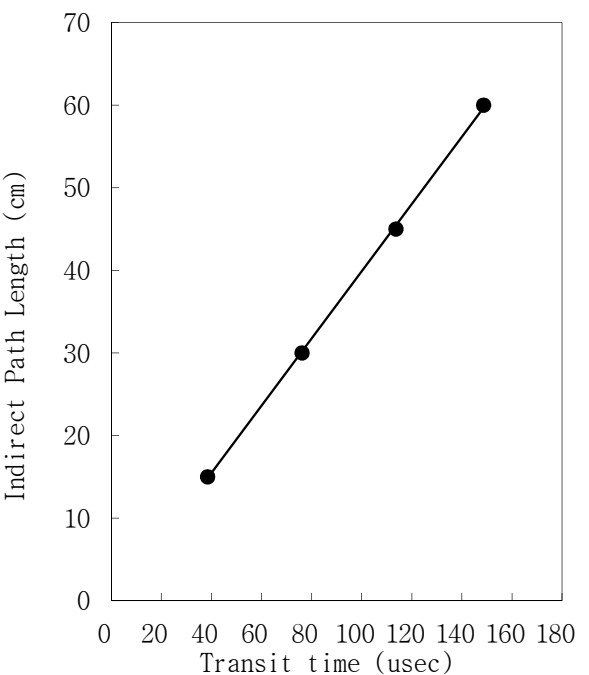
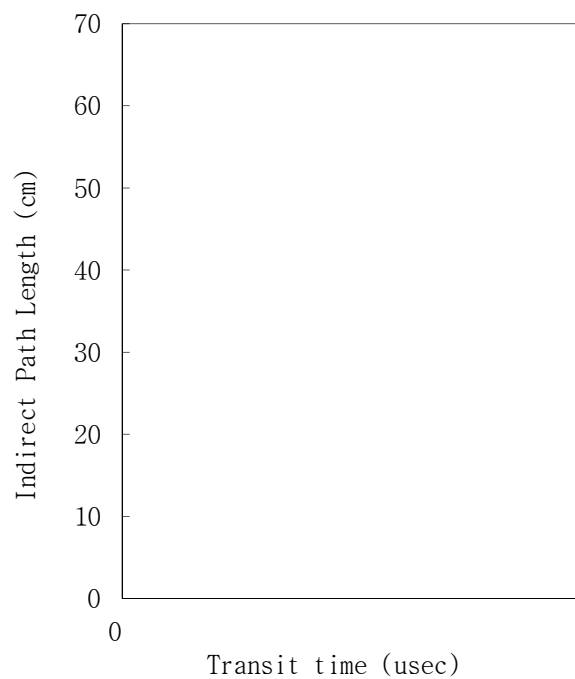
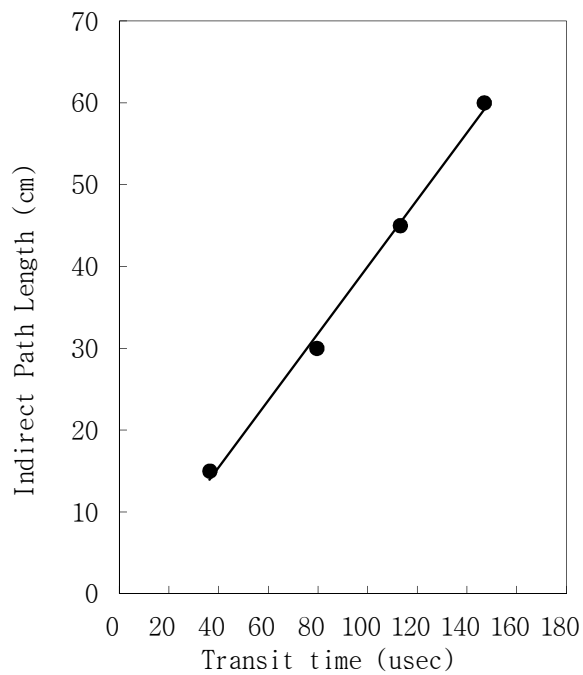


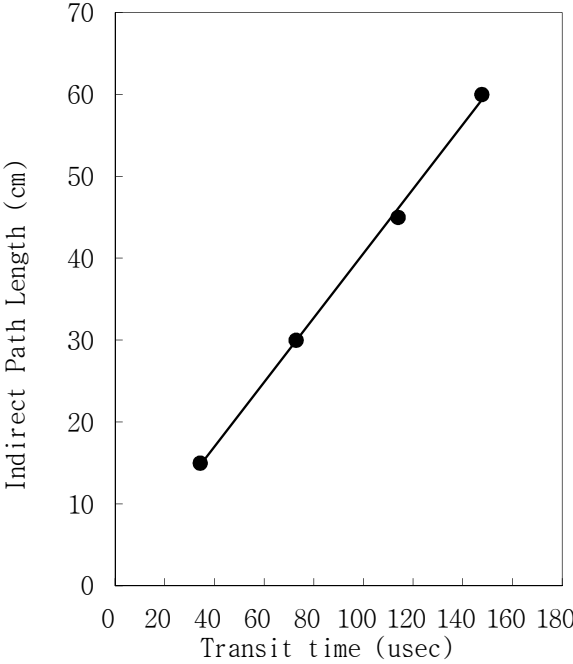
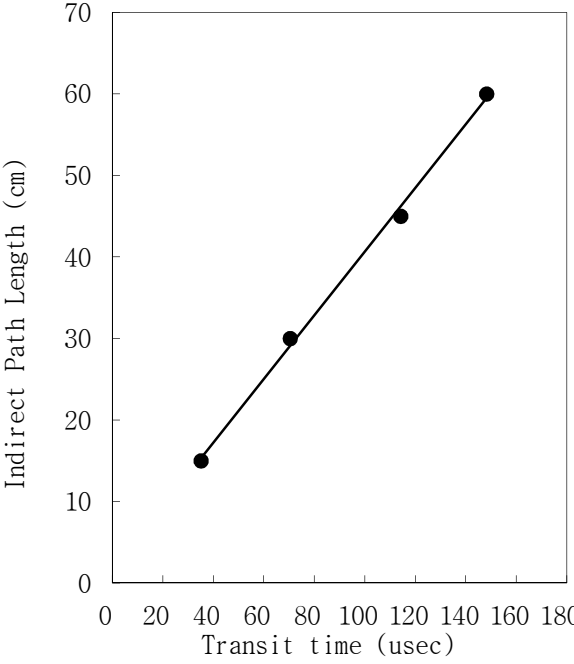
PUNDIT		검상교 천안방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
35.6	15	38.4	15
71.5	30	76.1	30
112.9	45	113.6	45
142.5	60	148.6	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.127 X + 1.005$		$Y = 4.074 X - 8.643$	
Vi (km/s)	4.127	Vi (km/s)	4.074
Correction Ration (Vi → Vd)	4.333	Correction Ration (Vi → Vd)	4.278
압축강도(F')	30.6	압축강도(F')	29.4
			

Pulse Velocity Data

(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)

부 재 명	S3(건진부)	부 재 명	
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
36.4	15		15
79.5	30		30
113.1	45		45
146.9	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.092 X - 9.574$		#DIV/0!	
Vi (km/s)	4.092	Vi (km/s)	
Correction Ration (Vi → Vd)	4.297	Correction Ration (Vi → Vd)	
압축강도(F')	29.8	압축강도(F')	

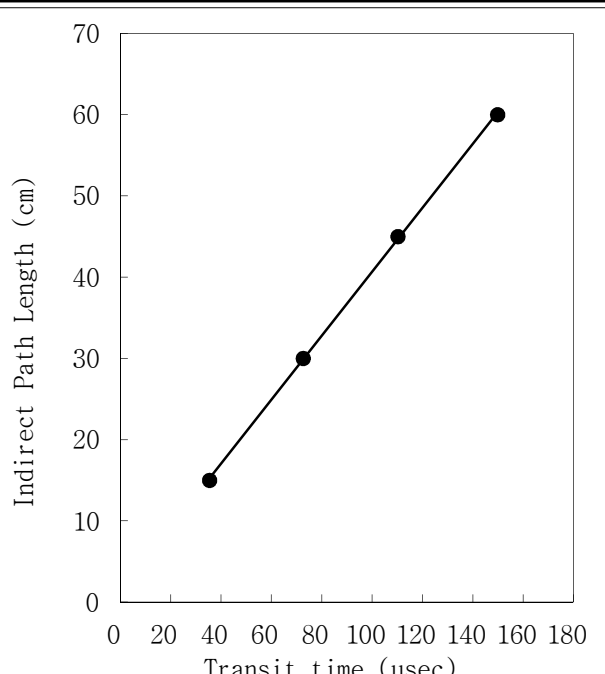
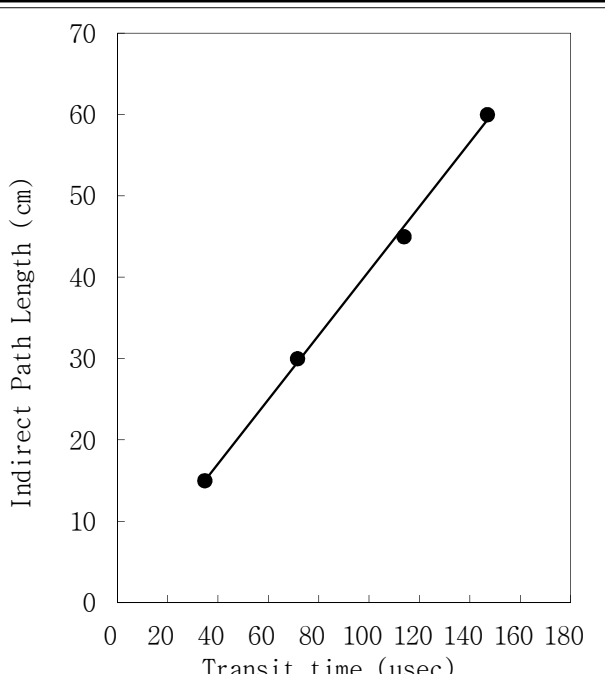


PUNDIT		검상교 천안방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	A1 벽체	부 재 명	A2 벽체
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
34.2	15	35.1	15
72.8	30	70.4	30
113.9	45	114.2	45
147.6	60	148.2	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.928 X + 13.131$		$Y = 3.906 X + 15.719$	
Vi (km/s)	3.928	Vi (km/s)	3.906
Correction Ration (Vi → Vd)	4.124	Correction Ration (Vi → Vd)	4.101
압축강도(F')	26.2	압축강도(F')	25.7
			

Pulse Velocity Data

(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)

부 재 명	P1 코핑부		부 재 명	P2 기둥부	
X	Transit Time (usec)		X	Transit Time (usec)	
Y	Indirect Path Length (cm)		Y	Indirect Path Length (cm)	
X		Y	X		Y
35.4		15	34.7		15
72.6		30	71.5		30
110.2		45	113.8		45
149.8		60	146.9		60
Best fit line (Equation)			Best fit line (Equation)		
$Y = 3.938 X + 12.683$			$Y = 3.951 X + 12.595$		
Vi (km/s)	3.938		Vi (km/s)	3.951	
Correction Ration (Vi → Vd)	4.135		Correction Ration (Vi → Vd)	4.149	
압축강도(F')	26.4		압축강도(F')	26.7	

 Indirect Path Length (cm) Transit time (usec)	 Indirect Path Length (cm) Transit time (usec)
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