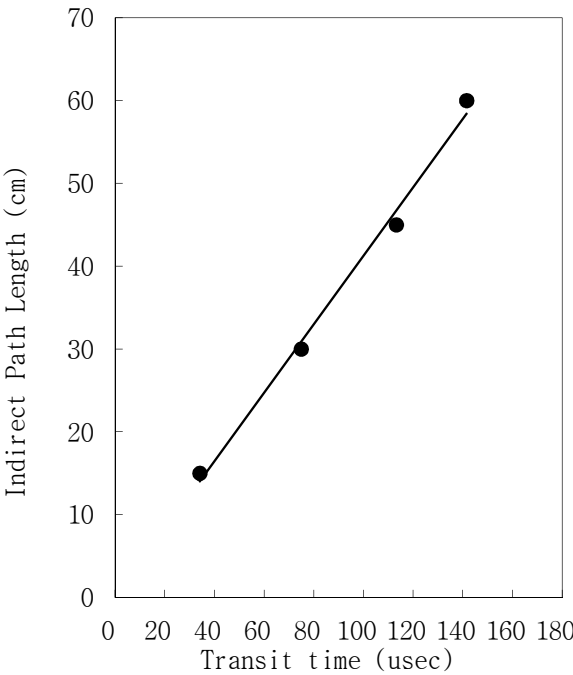
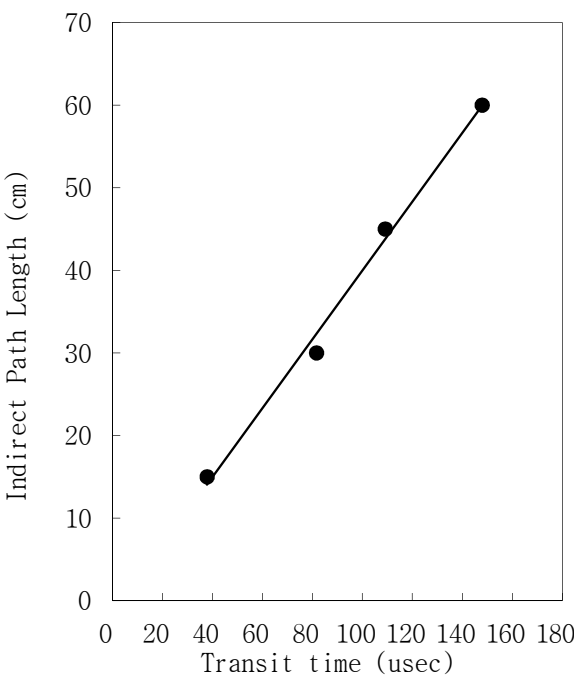
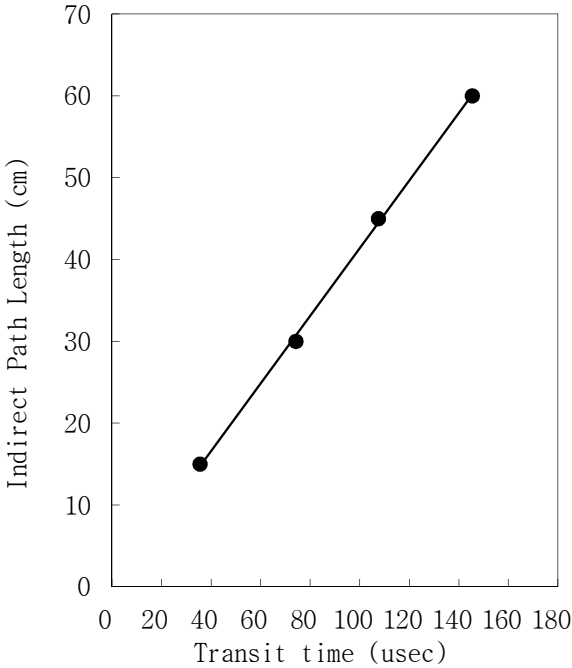
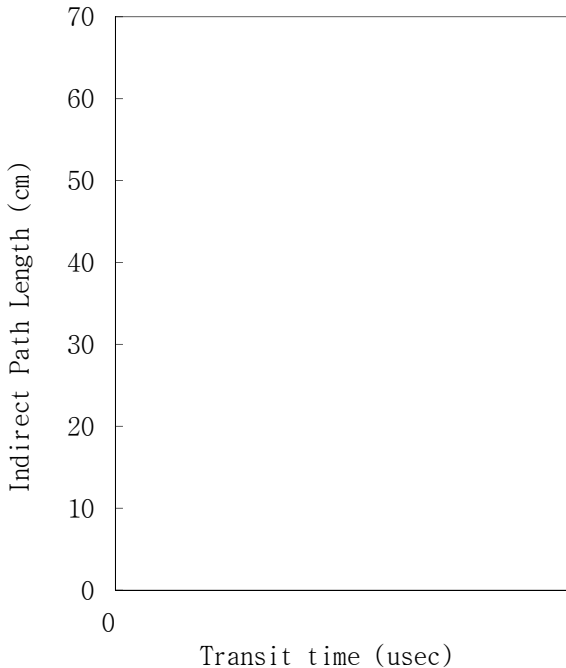


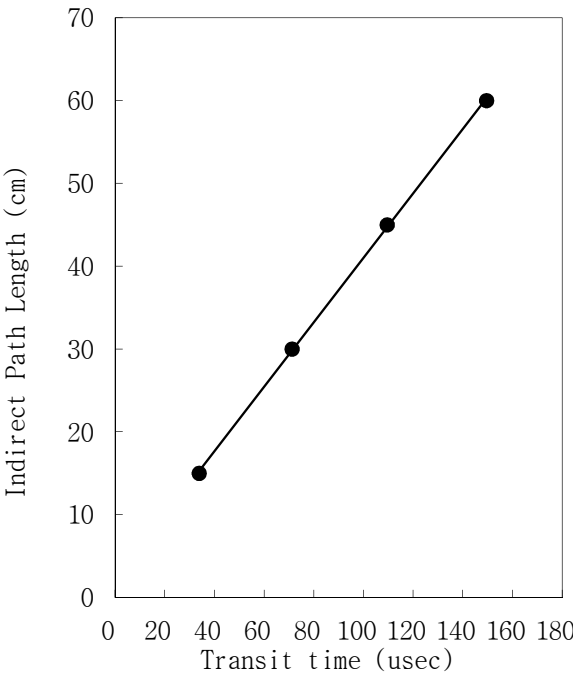
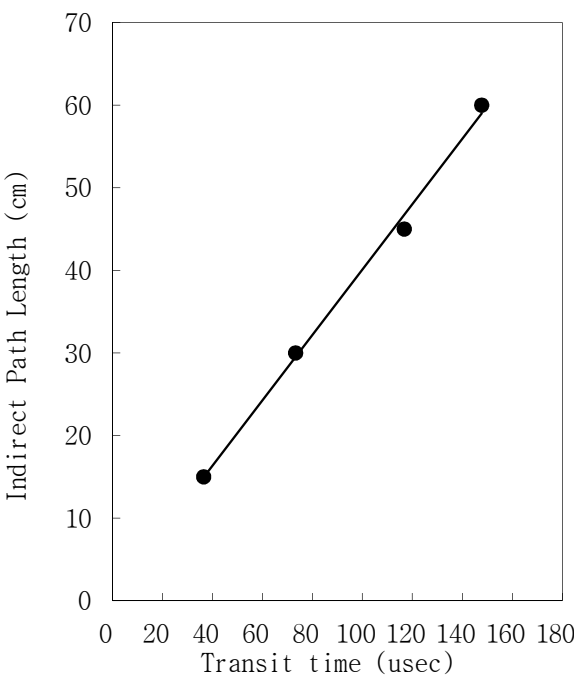
PUNDIT		검상천교 노산방향 초음파탐사 DATA	
PROJECT TITLE :		시설물 정밀안전진단 용역[2공구]	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
34.1	15	37.8	15
74.9	30	81.6	30
113.2	45	109.1	45
141.5	60	147.9	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.134 X - 0.906$		$Y = 4.163 X - 16.78$	
Vi (km/s)	4.134	Vi (km/s)	4.163
Correction Ration (Vi → Vd)	4.341	Correction Ration (Vi → Vd)	4.371
압축강도(F')	30.7	압축강도(F')	31.4
			

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
35.5	15		15
74.2	30		30
107.5	45		45
145.4	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.129 X + 0.706$		#DIV/0!	
Vi (km/s)	4.129	Vi (km/s)	
Correction Ration (Vi → Vd)	4.335	Correction Ration (Vi → Vd)	
압축강도(F')	30.6	압축강도(F')	

 Indirect Path Length (cm) Transit time (usec)	 Indirect Path Length (cm) Transit time (usec)
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PUNDIT		검상천교 노산방향 초음파탐사 DATA	
PROJECT TITLE :		시설물 정밀안전진단 용역[2공구]	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안노산고속도로
	 (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
33.8	15	36.4	15
71.2	30	73.2	30
109.5	45	116.7	45
149.5	60	147.7	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.891 X + 20.905$		$Y = 3.960 X + 4.774$	
Vi (km/s)	3.891	Vi (km/s)	3.960
Correction Ration (Vi → Vd)	4.086	Correction Ration (Vi → Vd)	4.158
압축강도(F')	25.3	압축강도(F')	26.9
			

Pulse Velocity Data

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

부 재 명	P1 코평부		부 재 명	P2 코평부	
X	Transit Time (usec)		X	Transit Time (usec)	
Y	Indirect Path Length (cm)		Y	Indirect Path Length (cm)	
X	Y		X	Y	
34.8	15		35.6	15	
70.5	30		73.1	30	
112.5	45		113.2	45	
146.8	60		148.3	60	
Best fit line (Equation)			Best fit line (Equation)		
Y = 3.963 X + 13.814			Y = 3.964 X + 8.154		
Vi (km/s)	3.963		Vi (km/s)	3.964	
Correction Ration (Vi → Vd)	4.161		Correction Ration (Vi → Vd)	4.162	
압축강도(F')	27.0		압축강도(F')	27.0	

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