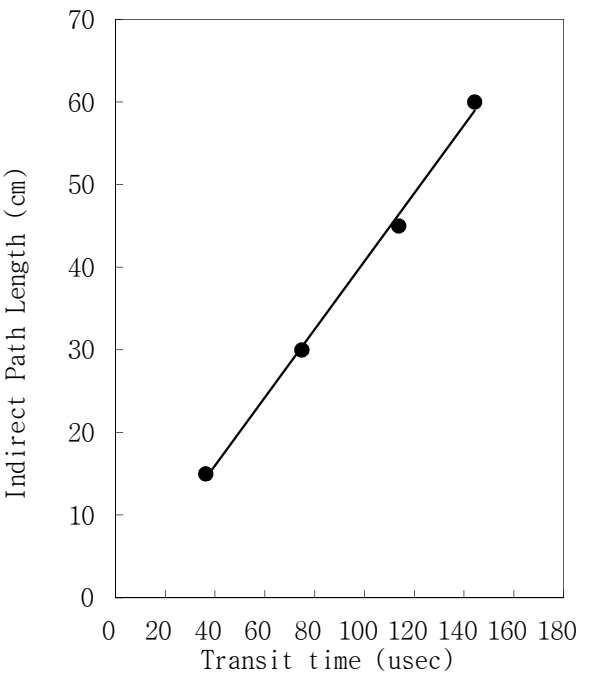
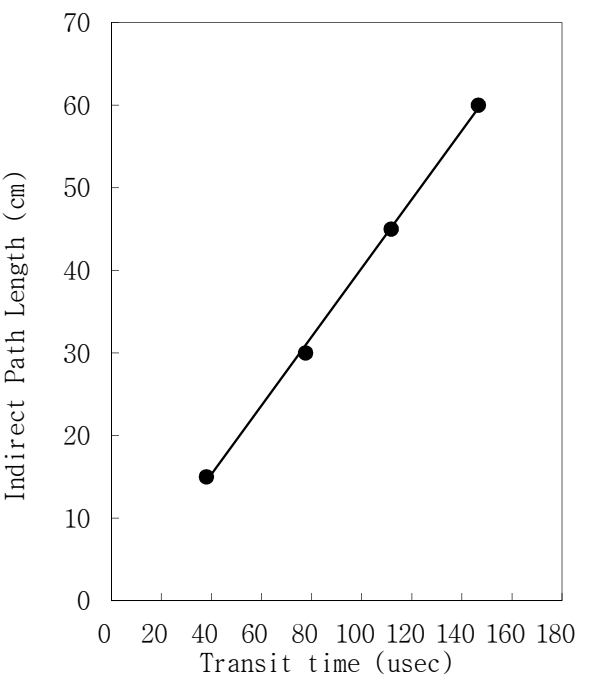
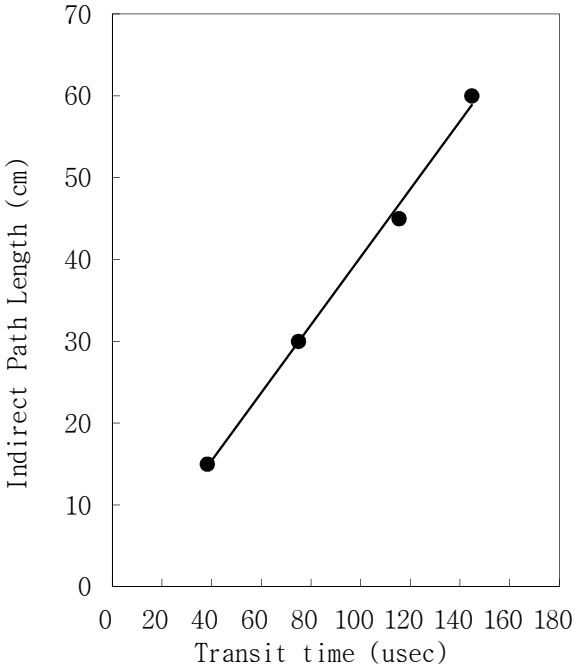
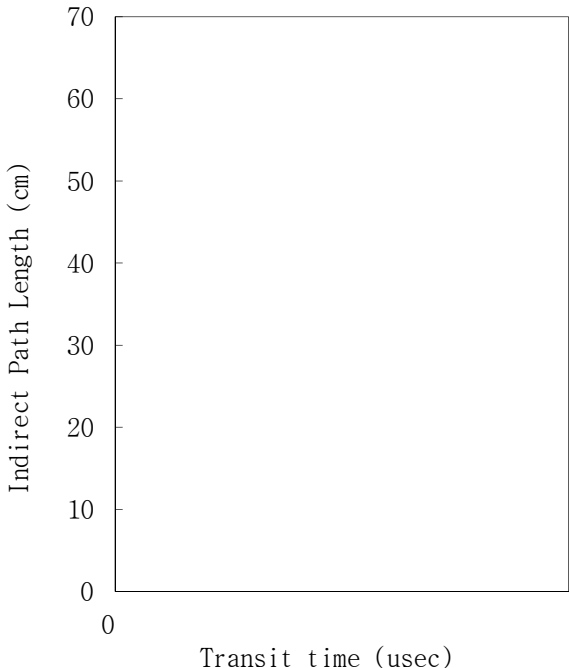


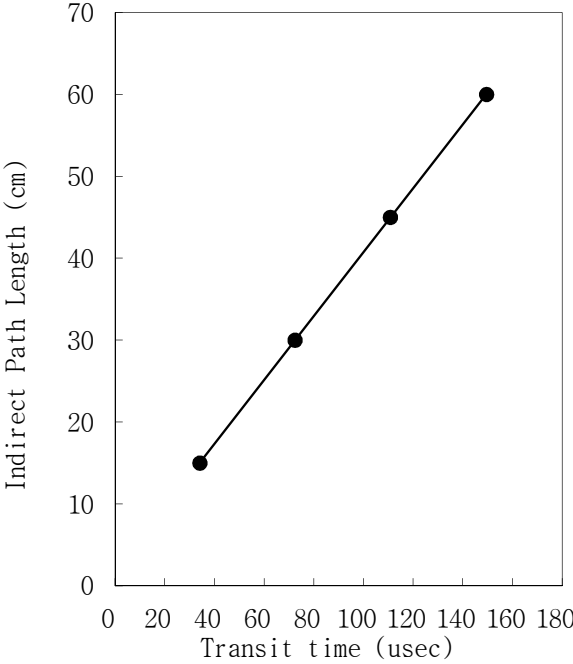
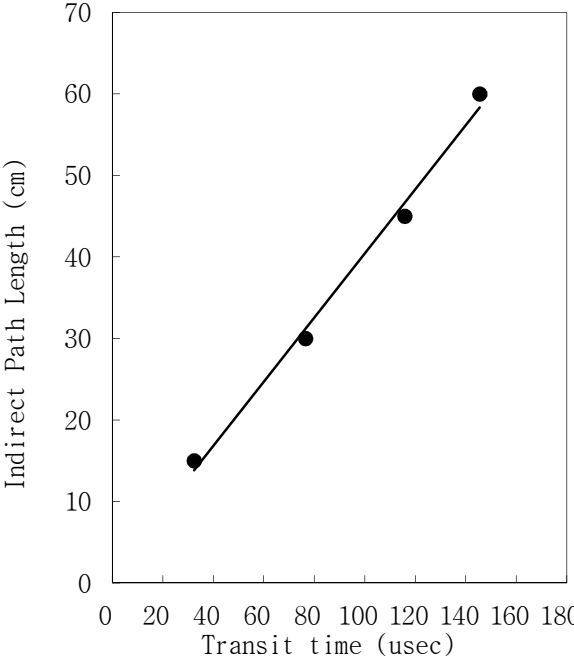
PUNDIT		검상천교 천안방향 초음파탐사 DATA	
PROJECT TITLE :		시설물 정밀안전진단 용역[2공구]	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
36.2	15	37.9	15
74.8	30	77.5	30
113.7	45	111.7	45
144.2	60	146.5	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.121 X - 5.035$		$Y = 4.162 X - 13.713$	
Vi (km/s)	4.121	Vi (km/s)	4.162
Correction Ration (Vi → Vd)	4.327	Correction Ration (Vi → Vd)	4.370
압축강도(F')	30.4	압축강도(F')	31.4
			

Pulse Velocity Data

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

부 재 명	S3(건전부)	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
38.2	15		15
74.9	30		30
115.4	45		45
144.7	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.151 X - 12.26$		#DIV/0!	
Vi (km/s)	4.151	Vi (km/s)	
Correction Ration (Vi → Vd)	4.359	Correction Ration (Vi → Vd)	
압축강도(F')	31.1	압축강도(F')	

 Indirect Path Length (cm) Transit time (usec)	 Indirect Path Length (cm) Transit time (usec)
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PUNDIT		검상천교 천안방향 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	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
34.1	15	32.4	15
72.4	30	76.5	30
110.8	45	115.8	45
149.5	60	145.5	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.900 X + 17.358$		$Y = 3.933 X + 11.011$	
Vi (km/s)	3.900	Vi (km/s)	3.933
Correction Ration (Vi → Vd)	4.095	Correction Ration (Vi → Vd)	4.130
압축강도(F')	25.5	압축강도(F')	26.3
			

Pulse Velocity Data

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

부 재 명	P1 기동부		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
34.0		15	31.5		15
74.5		30	71.5		30
112.4		45	114.2		45
147.2		60	142.5		60
Best fit line (Equation)			Best fit line (Equation)		
$Y = 3.969 X + 9.755$			$Y = 3.965 X + 18.438$		
Vi (km/s)	3.969		Vi (km/s)	3.965	
Correction Ration (Vi → Vd)	4.167		Correction Ration (Vi → Vd)	4.163	
압축강도(F')	27.1		압축강도(F')	27.0	

Transit time (usec)

Transit time (usec)