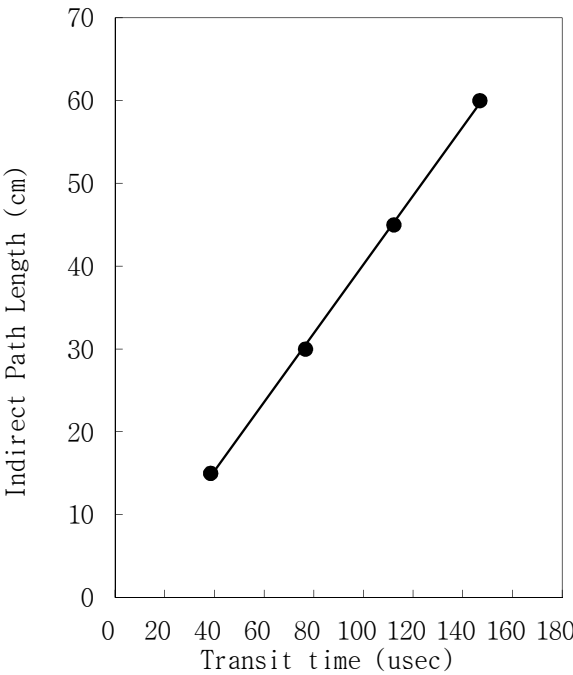
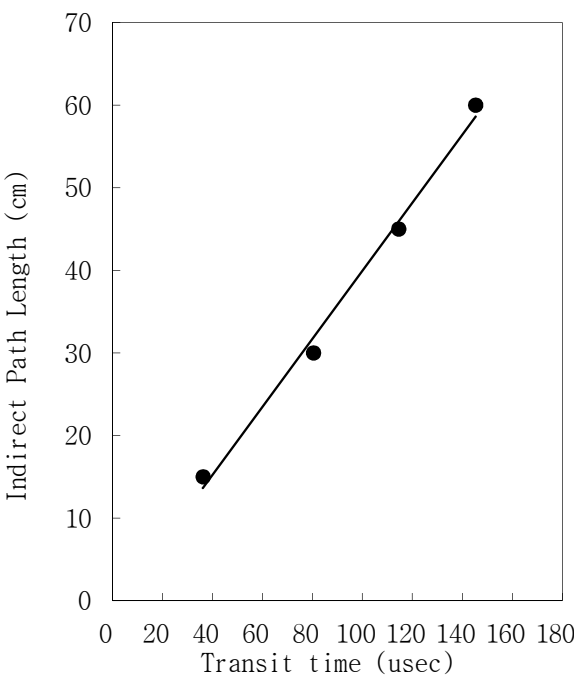


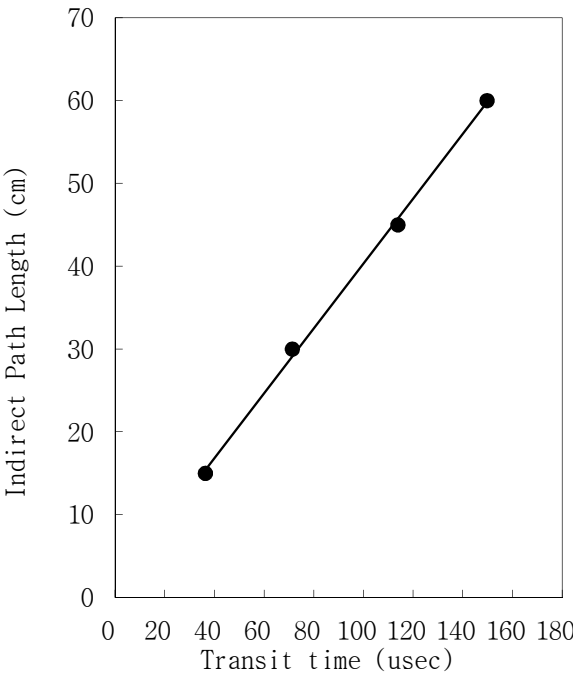
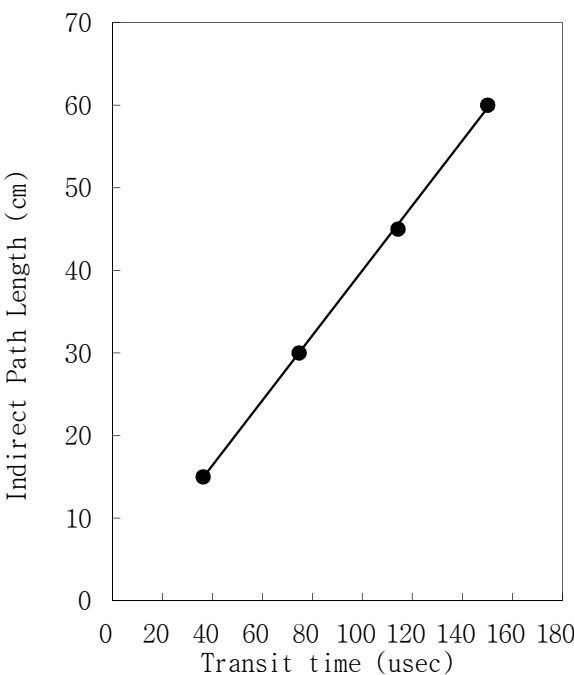
PUNDIT		초봉교 논산방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
38.4	15	36.2	15
76.6	30	80.4	30
112.2	45	114.5	45
146.8	60	145.3	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.155 X - 13.518$		$Y = 4.121 X - 12.762$	
Vi (km/s)	4.155	Vi (km/s)	4.121
Correction Ration (Vi → Vd)	4.363	Correction Ration (Vi → Vd)	4.327
압축강도(F')	31.2	압축강도(F')	30.4
			

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
35.6	15		15
81.4	30		30
113.4	45		45
147.8	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.042 X - 7.2$		#DIV/0!	
Vi (km/s)	4.042	Vi (km/s)	
Correction Ration (Vi → Vd)	4.244	Correction Ration (Vi → Vd)	
압축강도(F')	28.6	압축강도(F')	

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

PUNDIT		초봉교 노산방향 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
36.3	15	36.2	15
71.3	30	74.6	30
113.8	45	114.2	45
149.7	60	150.1	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.914 X + 11.87$		$Y = 3.932 X + 6.238$	
Vi (km/s)	3.914	Vi (km/s)	3.932
Correction Ration (Vi → Vd)	4.110	Correction Ration (Vi → Vd)	4.129
압축강도(F')	25.9	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
32.1		15	35.8		15
74.2		30	73.5		30
113.6		45	116.2		45
145.6		60	148.4		60
Best fit line (Equation)			Best fit line (Equation)		
$Y = 3.934 X + 15.54$			$Y = 3.932 X + 7.498$		
Vi (km/s)	3.934		Vi (km/s)	3.932	
Correction Ration (Vi → Vd)	4.131		Correction Ration (Vi → Vd)	4.129	
압축강도(F')	26.3		압축강도(F')	26.3	

Indirect Path Length (cm)

Transit time (usec)

Indirect Path Length (cm)

Transit time (usec)