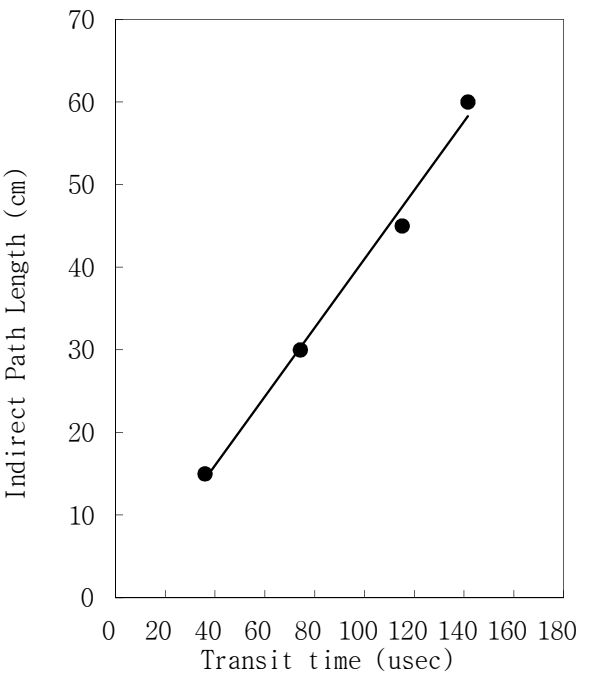
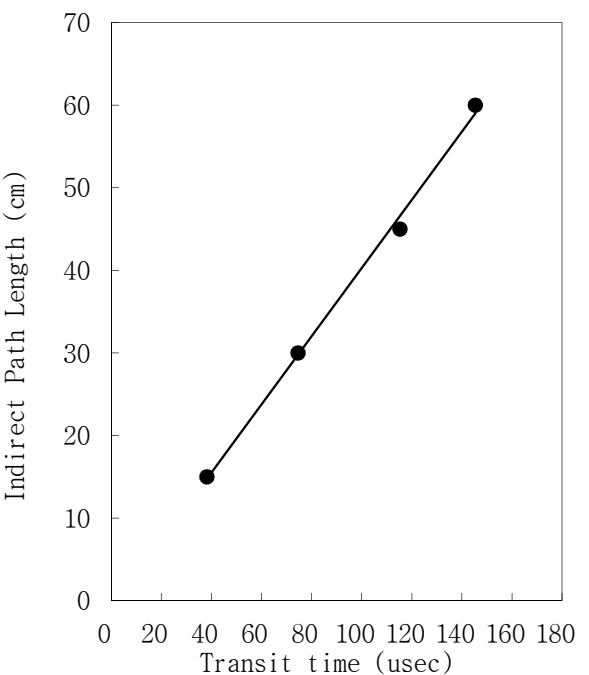
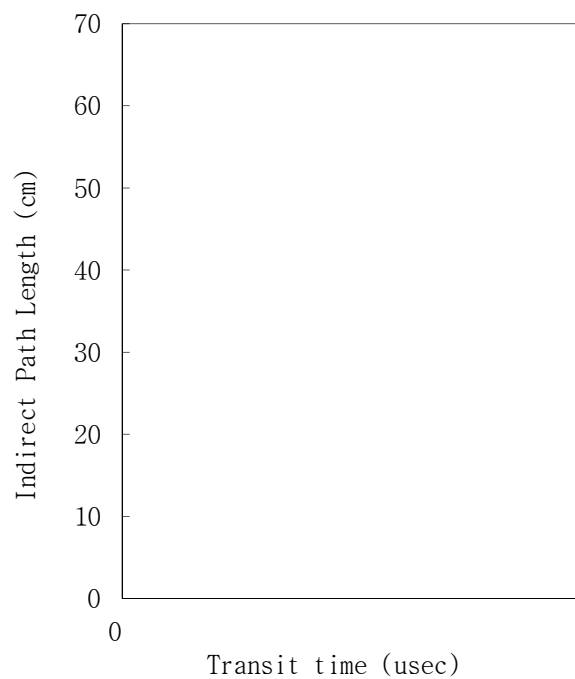
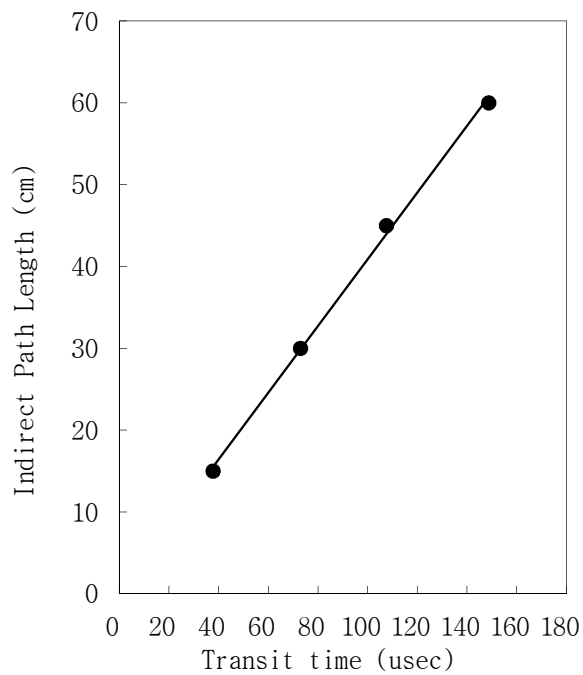


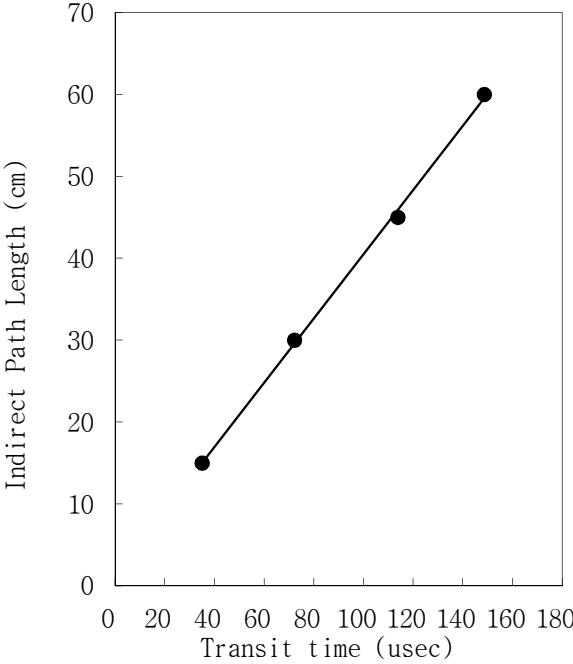
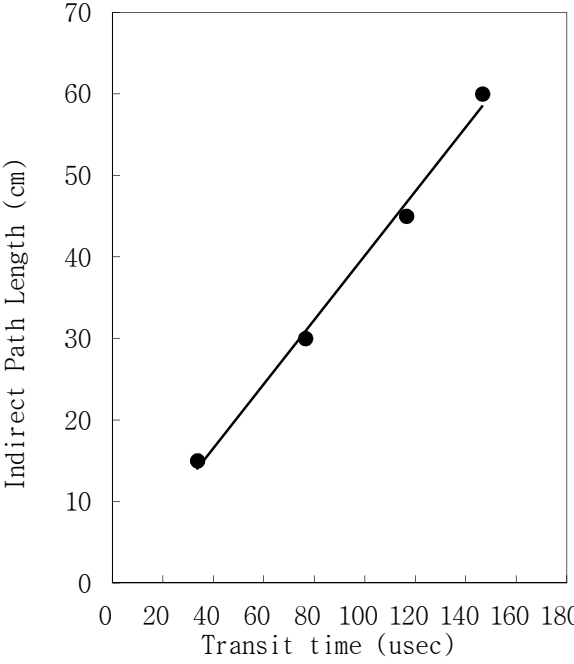
PUNDIT		초봉교 천안방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
35.9	15	38.1	15
74.2	30	74.5	30
115.1	45	115.2	45
141.5	60	145.3	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.161 X - 6.453$		$Y = 4.127 X - 9.946$	
Vi (km/s)	4.161	Vi (km/s)	4.127
Correction Ration (Vi → Vd)	4.369	Correction Ration (Vi → Vd)	4.333
압축강도(F')	31.3	압축강도(F')	30.6
			

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
37.7	15		15
72.9	30		30
107.5	45		45
148.7	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.074 X + 1.457$		#DIV/0!	
Vi (km/s)	4.074	Vi (km/s)	
Correction Ration (Vi → Vd)	4.278	Correction Ration (Vi → Vd)	
압축강도(F')	29.4	압축강도(F')	

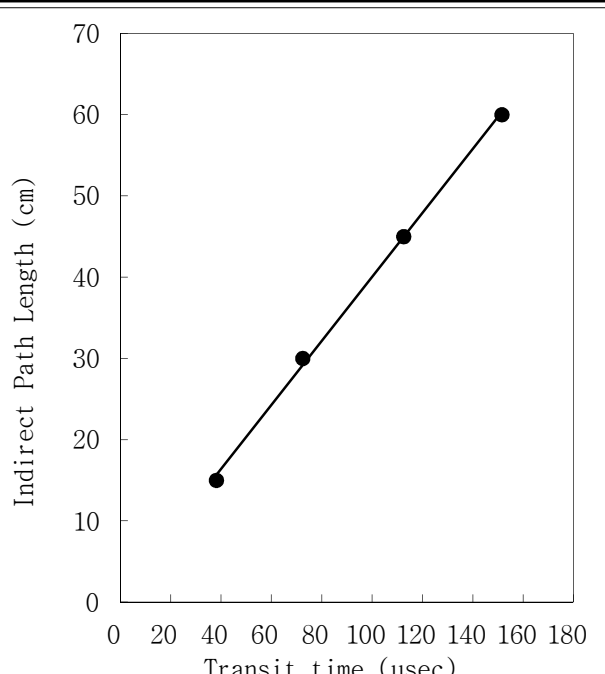
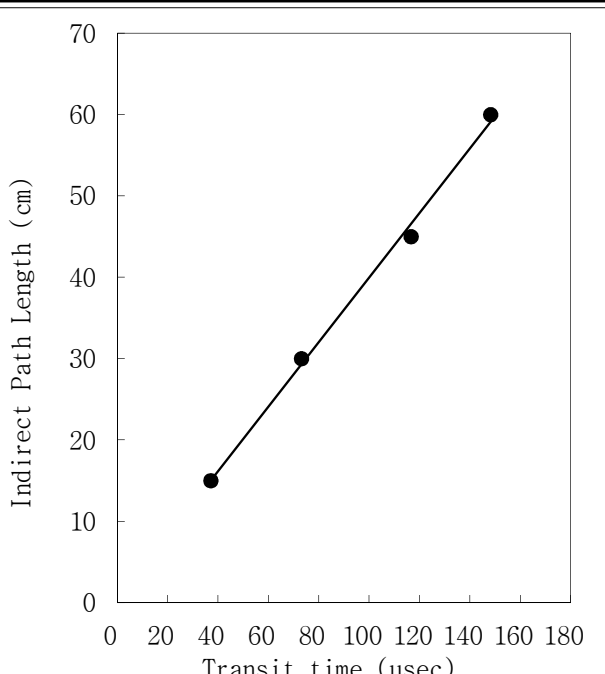


PUNDIT		초봉교 천안방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	A1 벽체	부 재 명	A2 벽체
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
35.0	15	33.7	15
72.2	30	76.5	30
113.8	45	116.5	45
148.6	60	146.6	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.918 X + 12.934$		$Y = 3.937 X + 7.543$	
Vi (km/s)	3.918	Vi (km/s)	3.937
Correction Ration (Vi → Vd)	4.114	Correction Ration (Vi → Vd)	4.134
압축강도(F')	26.0	압축강도(F')	26.4
			

Pulse Velocity Data

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

부 재 명	P1 코평부		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	
38.1	15		37.1	15	
72.4	30		73.1	30	
112.5	45		116.6	45	
151.5	60		148.2	60	
Best fit line (Equation)			Best fit line (Equation)		
$Y = 3.940 X + 6.122$			$Y = 3.968 X + 3.031$		
Vi (km/s)	3.940		Vi (km/s)	3.968	
Correction Ration (Vi → Vd)	4.137		Correction Ration (Vi → Vd)	4.166	
압축강도(F')	26.4		압축강도(F')	27.1	

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