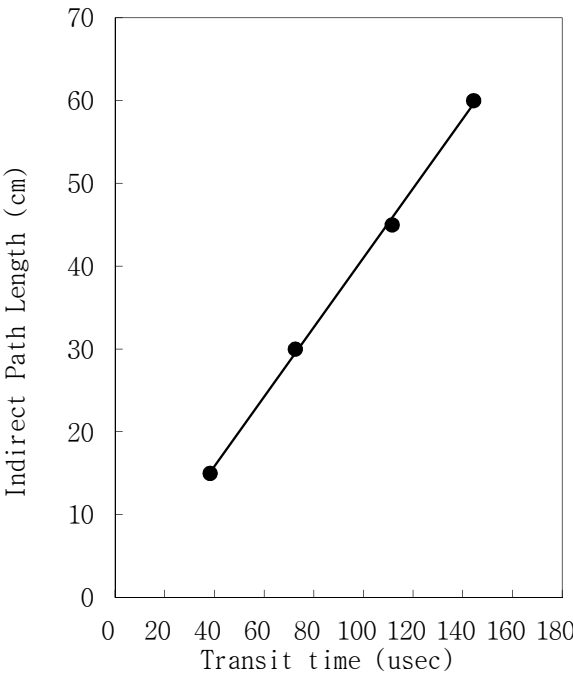
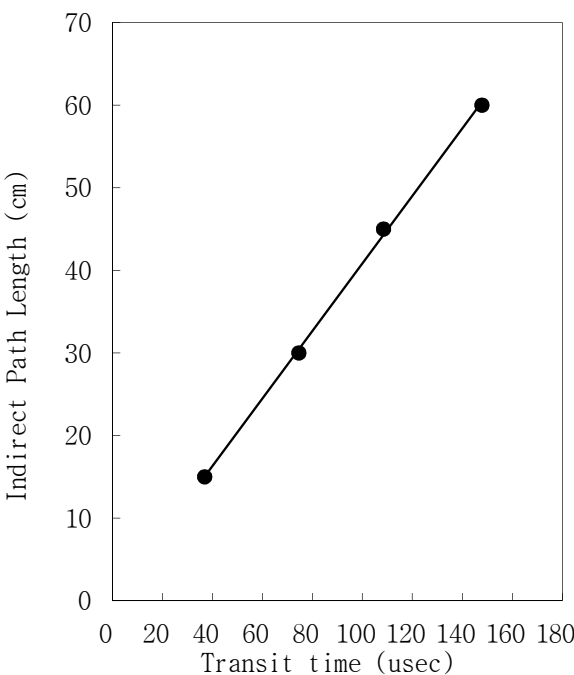
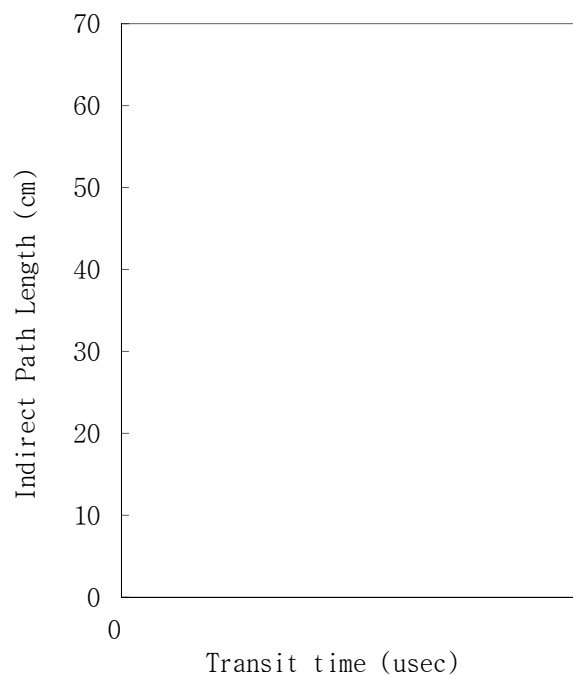
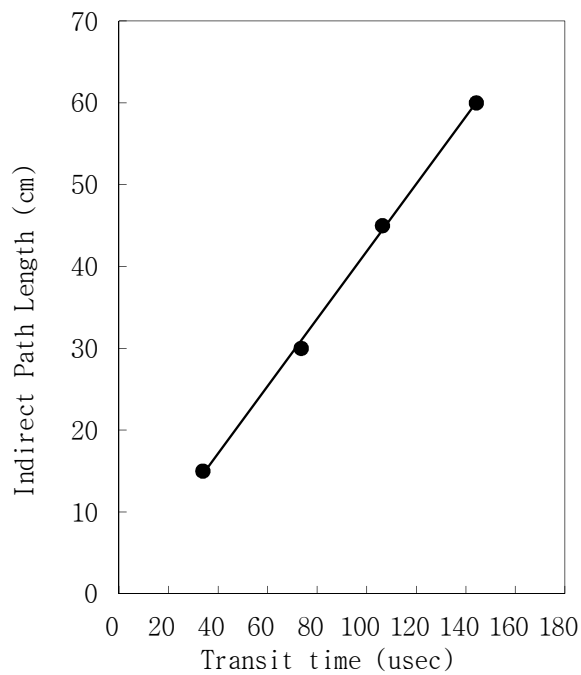


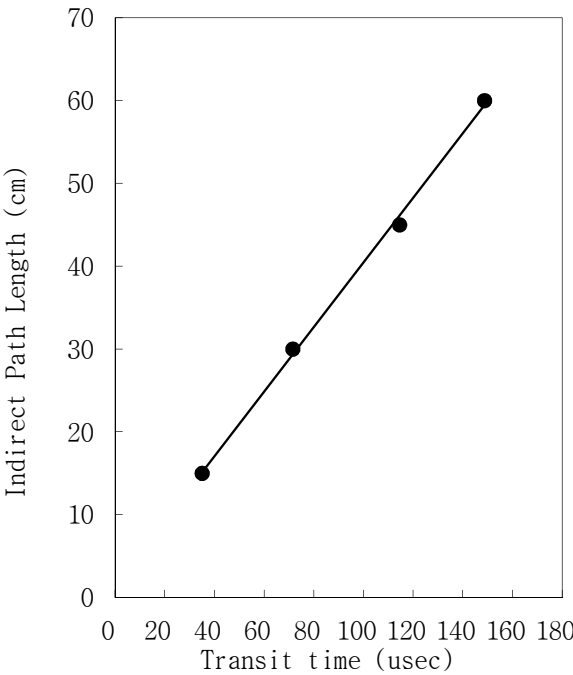
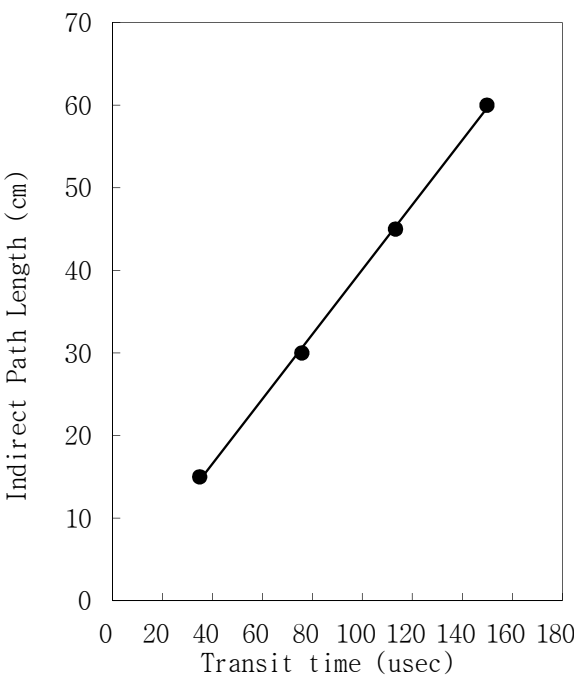
PUNDIT		용성2교 노산방향 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
38.2	15	36.8	15
72.5	30	74.5	30
111.5	45	108.4	45
144.3	60	147.8	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.194 X - 9.264$		$Y = 4.085 X - 0.332$	
Vi (km/s)	4.194	Vi (km/s)	4.085
Correction Ration (Vi → Vd)	4.404	Correction Ration (Vi → Vd)	4.289
압축강도(F')	32.1	압축강도(F')	29.6
			

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
33.8	15		15
73.5	30		30
106.3	45		45
144.2	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.116 X + 6.833$		#DIV/0!	
Vi (km/s)	4.116	Vi (km/s)	
Correction Ration (Vi → Vd)	4.322	Correction Ration (Vi → Vd)	
압축강도(F')	30.3	압축강도(F')	



PUNDIT		용성2교 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	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	34.8	15
71.5	30	75.7	30
114.5	45	113.2	45
148.7	60	149.8	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.898 X + 14.695$		$Y = 3.919 X + 9.07$	
Vi (km/s)	3.898	Vi (km/s)	3.919
Correction Ration (Vi → Vd)	4.093	Correction Ration (Vi → Vd)	4.115
압축강도(F')	25.5	압축강도(F')	26.0
			

Pulse Velocity Data

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

부 재 명	P1 코핑부		부 재 명	P2 코핑부	
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	
71.2	30		72.5	30	
113.1	45		109.7	45	
146.8	60		149.2	60	
Best fit line (Equation)			Best fit line (Equation)		
Y = 3.944 X + 14.787			Y = 3.952 X + 12.917		
Vi (km/s)	3.944		Vi (km/s)	3.952	
Correction Ration (Vi → Vd)	4.141		Correction Ration (Vi → Vd)	4.150	
압축강도(F')	26.5		압축강도(F')	26.7	

Indirect Path Length (cm)

Transit time (usec)

Indirect Path Length (cm)

Transit time (usec)