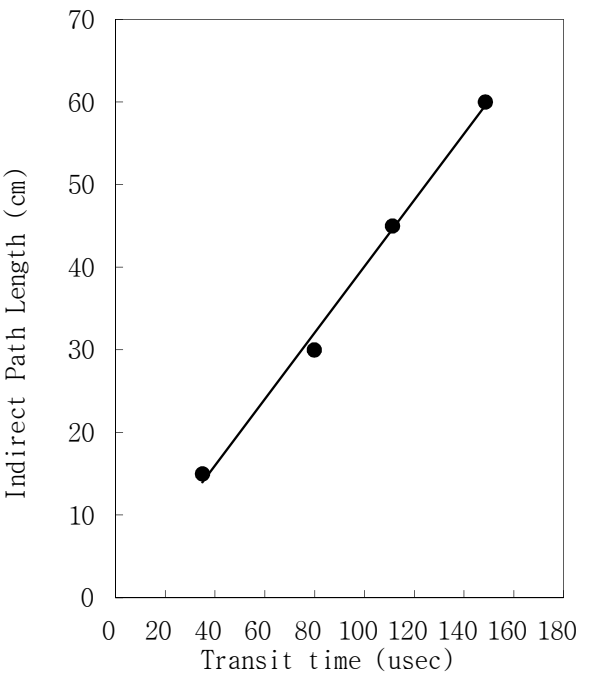
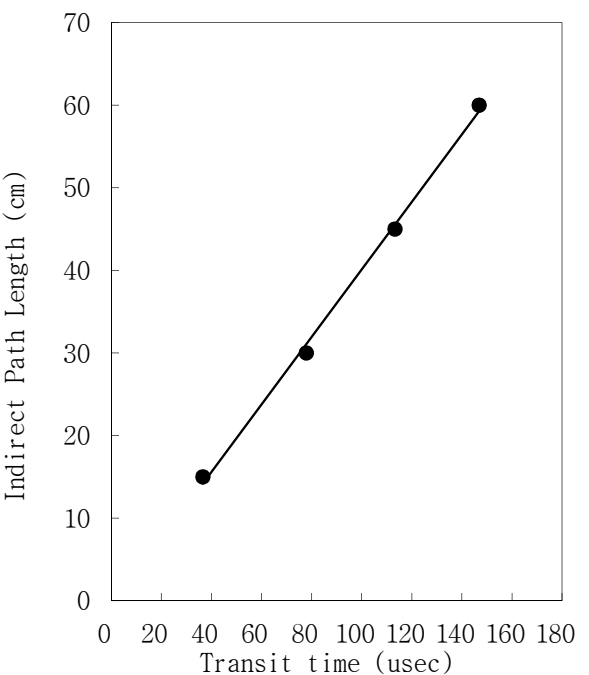


PUNDIT		연무IC교 초음파탐사 DATA	
PROJECT TITLE :		논산천안고속도로 1종시설물 정밀안전진단 용역 (2구역)	
Company	 (주) 한국구조물안전연구원	Client	 (주)천안논산고속도로
	 (주) 한 맥 기 술	Method	초음파법
Pulse Velocity Data			
(Vi : Indirect Pluse Velocity, Vd : Direct Pluse Velocity)			
부 재 명	S1(건전부)	부 재 명	S2(건전부)
X	Transit Time (usec)	X	Transit Time (usec)
Y	Indirect Path Length (cm)	Y	Indirect Path Length (cm)
X	Y	X	Y
34.9	15	36.5	15
79.8	30	77.8	30
111.2	45	113.2	45
148.5	60	146.8	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.011 X - 0.414$		$Y = 4.085 X - 7.297$	
Vi (km/s)	4.011	Vi (km/s)	4.085
Correction Ration (Vi → Vd)	4.212	Correction Ration (Vi → Vd)	4.289
압축강도(F')	28.1	압축강도(F')	29.6
			

Pulse Velocity Data

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

부 재 명	S3(건전부)		부 재 명	S4(건전부)	
X	Transit Time (usec)		X	Transit Time (usec)	
Y	Indirect Path Length (cm)		Y	Indirect Path Length (cm)	
X	Y		X	Y	
36.1	15		35.3	15	
72.3	30		72.5	30	
113.5	45		116.7	45	
145.8	60		143.2	60	
Best fit line (Equation)			Best fit line (Equation)		
$Y = 4.043 X + 3.363$			$Y = 4.042 X + 3.45$		
Vi (km/s)	4.043		Vi (km/s)	4.042	
Correction Ration (Vi → Vd)	4.245		Correction Ration (Vi → Vd)	4.244	
압축강도(F')	28.7		압축강도(F')	28.6	

Indirect Path Length (cm)

Transit time (usec)

Indirect Path Length (cm)

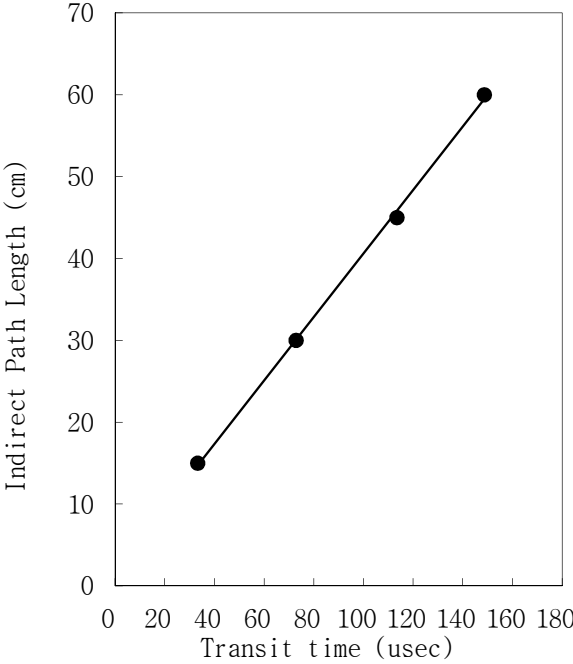
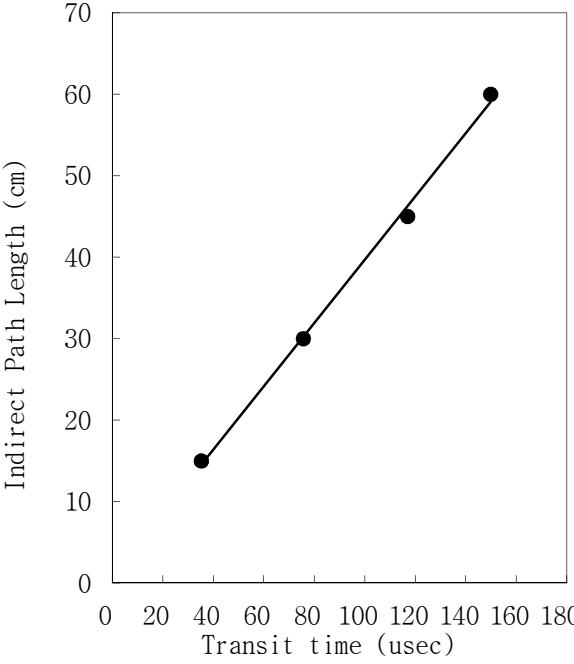
Transit time (usec)

Pulse Velocity Data

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

부 재 명	S5(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
38.8	15		15
74.8	30		30
109.6	45		45
148.9	60		60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 4.106 X - 6.941$		#DIV/0!	
Vi (km/s)	4.106	Vi (km/s)	
Correction Ration (Vi → Vd)	4.311	Correction Ration (Vi → Vd)	
압축강도(F')	30.1	압축강도(F')	

Indirect Path Length (cm) Transit time (usec)	Indirect Path Length (cm) Transit time (usec)
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PUNDIT		연무IC교 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
33.2	15	35.2	15
72.8	30	75.6	30
113.4	45	116.9	45
148.6	60	149.8	60
Best fit line (Equation)		Best fit line (Equation)	
$Y = 3.874 X + 18.555$		$Y = 3.885 X + 8.31$	
Vi (km/s)	3.874	Vi (km/s)	3.885
Correction Ration (Vi → Vd)	4.068	Correction Ration (Vi → Vd)	4.079
압축강도(F')	25.0	압축강도(F')	25.2
			

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	
33.4		15		35.8		15	
72.7		30		71.3		30	
115.6		45		112.5		45	
145.7		60		148.8		60	
Best fit line (Equation)				Best fit line (Equation)			
Y = 3.931 X + 13.976				Y = 3.942 X + 11.929			
Vi (km/s)		3.931		Vi (km/s)		3.942	
Correction Ration (Vi → Vd)		4.128		Correction Ration (Vi → Vd)		4.139	
압축강도(F')		26.3		압축강도(F')		26.5	

Indirect Path Length (cm)

Transit time (usec)

Indirect Path Length (cm)

Transit time (usec)

Pulse Velocity Data

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

부 재 명	P3 코펑부		부 재 명	P4 코펑부	
X	Transit Time (usec)		X	Transit Time (usec)	
Y	Indirect Path Length (cm)		Y	Indirect Path Length (cm)	
X	Y		X	Y	
32.2	15		34.8	15	
70.4	30		75.4	30	
111.5	45		116.5	45	
145.2	60		147.5	60	
Best fit line (Equation)			Best fit line (Equation)		
Y = 3.941 X + 21.029			Y = 3.940 X + 6.414		
Vi (km/s)	3.941		Vi (km/s)	3.940	
Correction Ration (Vi → Vd)	4.138		Correction Ration (Vi → Vd)	4.137	
압축강도(F')	26.5		압축강도(F')	26.4	

Indirect Path Length (cm)

Transit time (usec)

Indirect Path Length (cm)

Transit time (usec)