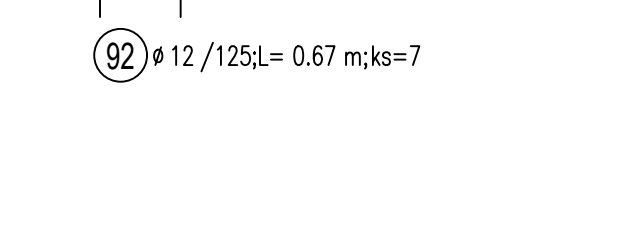
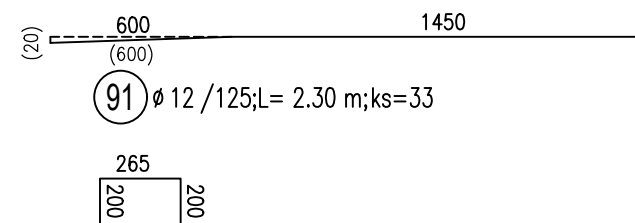
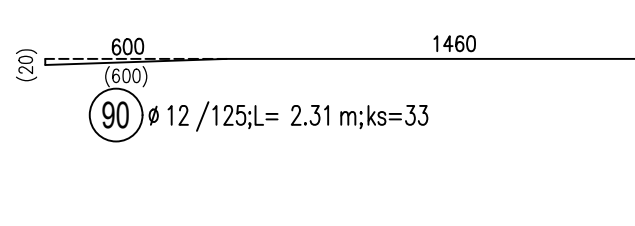
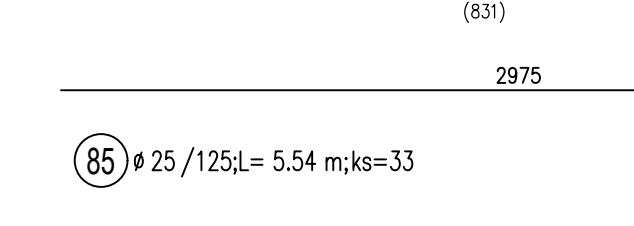
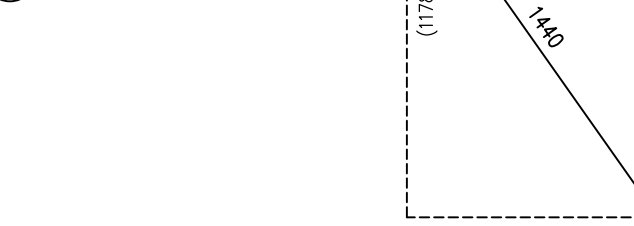
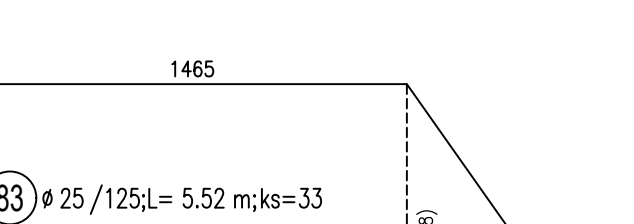
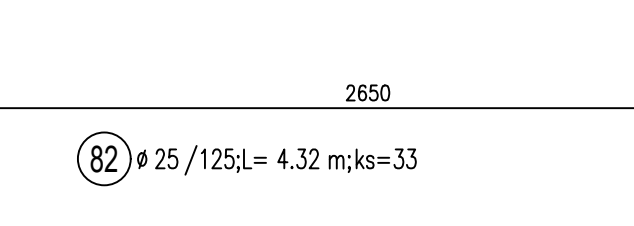
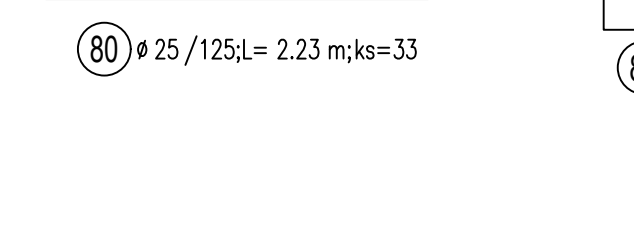
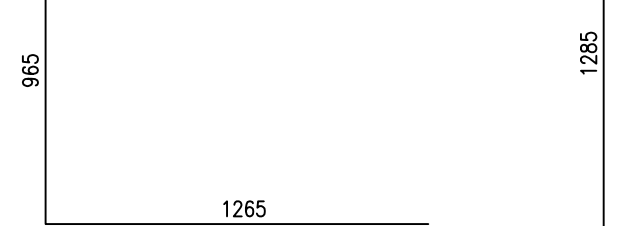
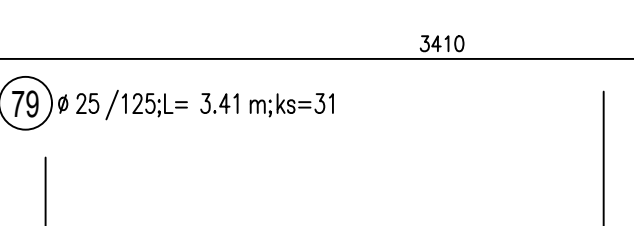
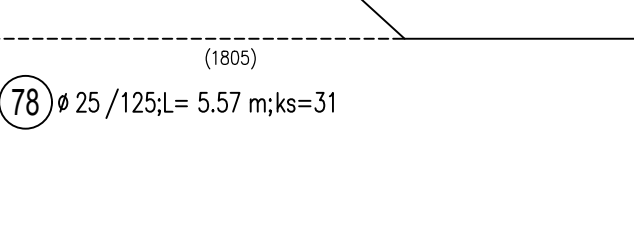
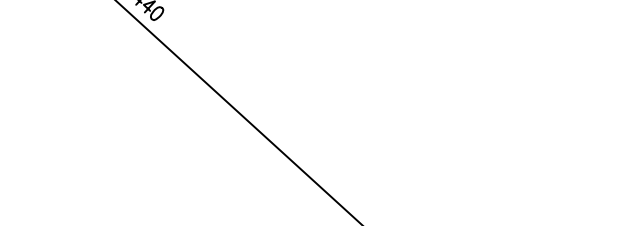
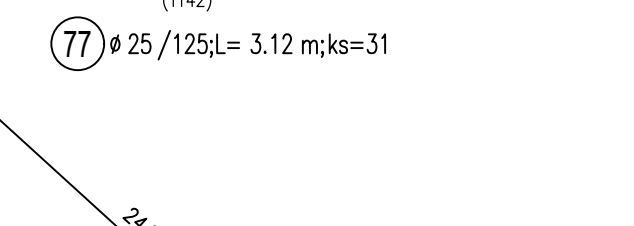
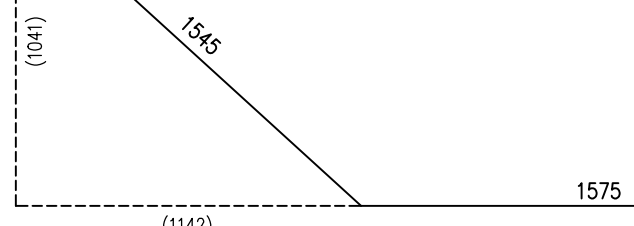
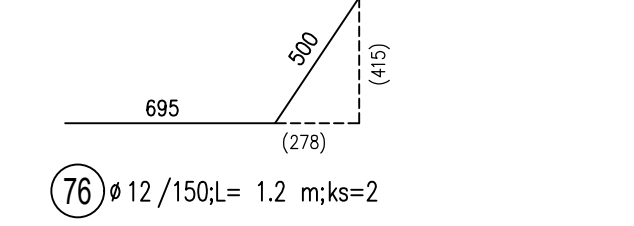
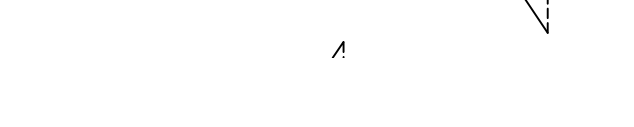
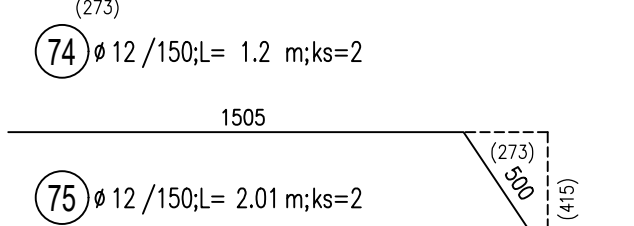
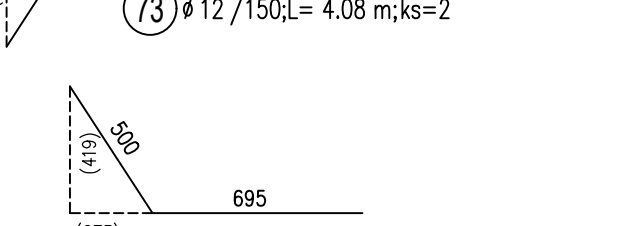
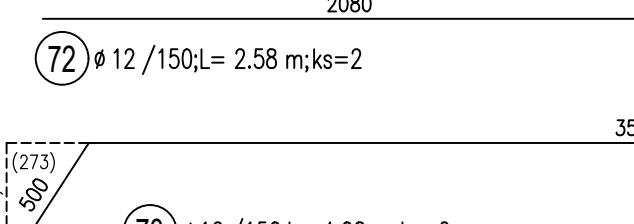
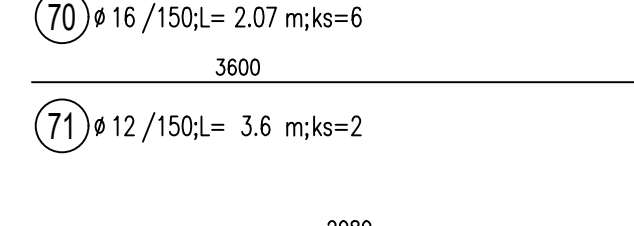
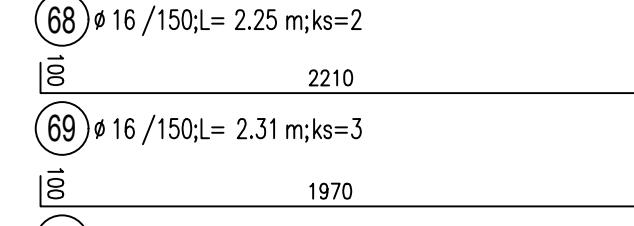
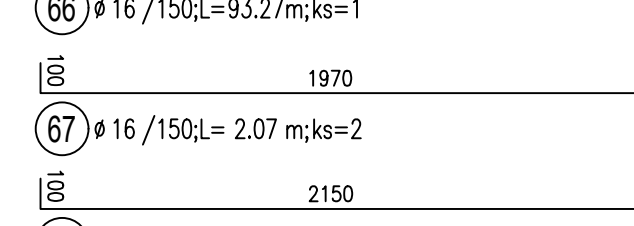
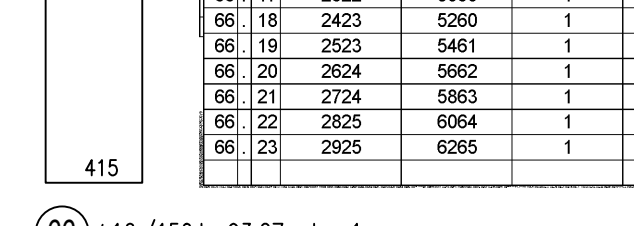
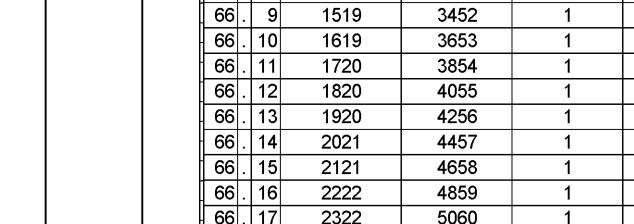
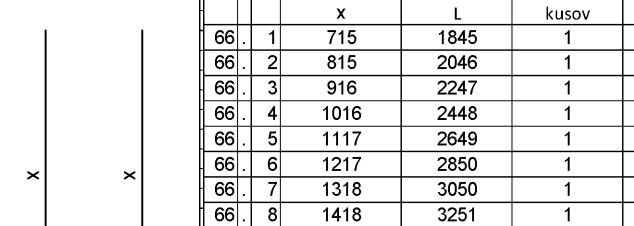
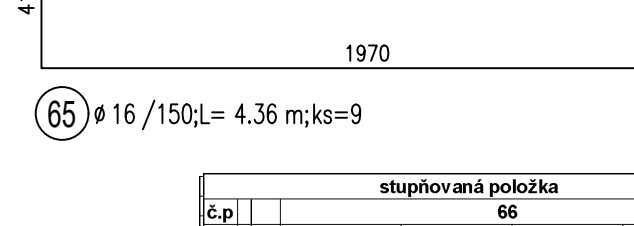
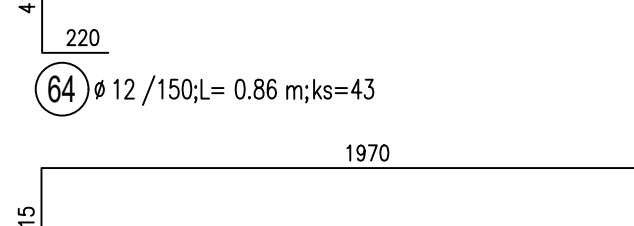
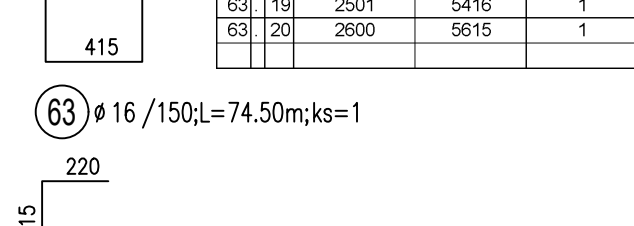
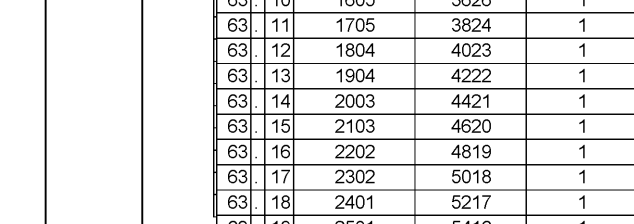
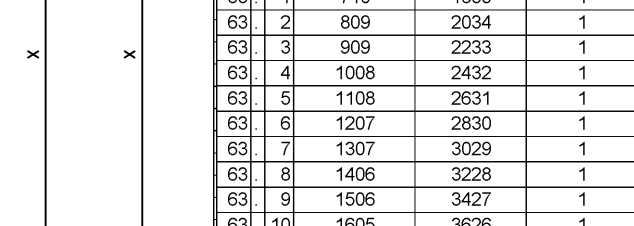
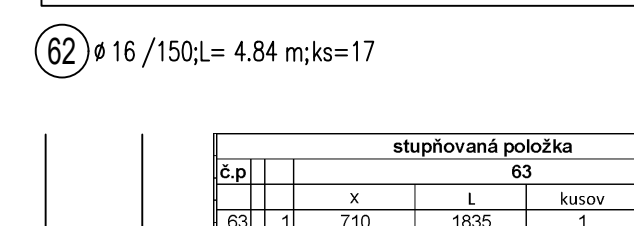
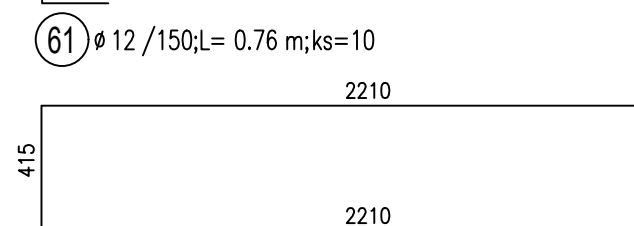
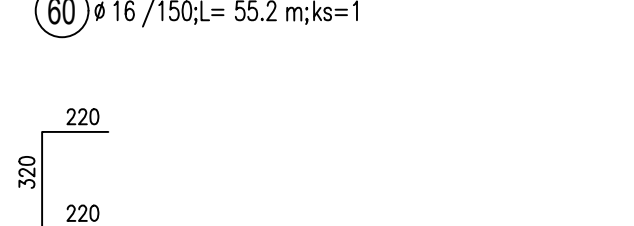
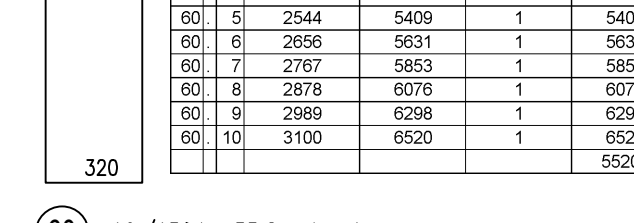
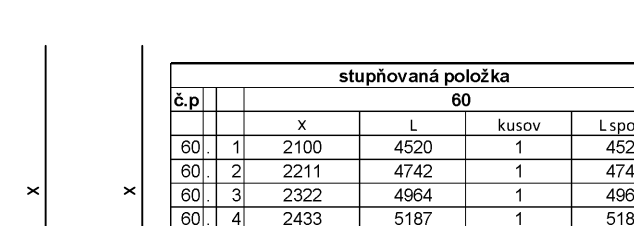
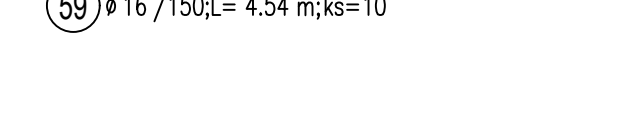
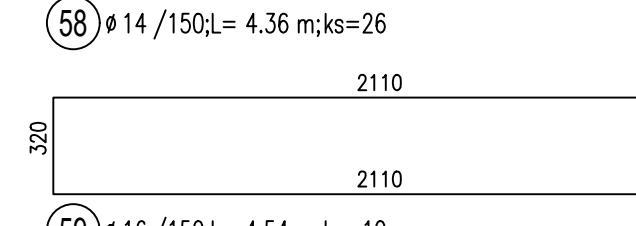
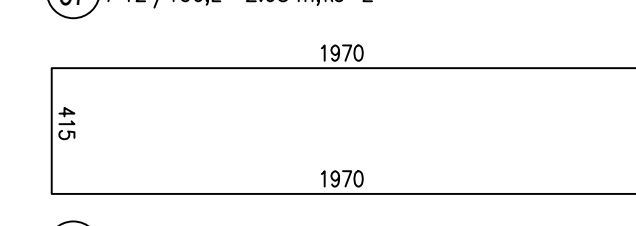
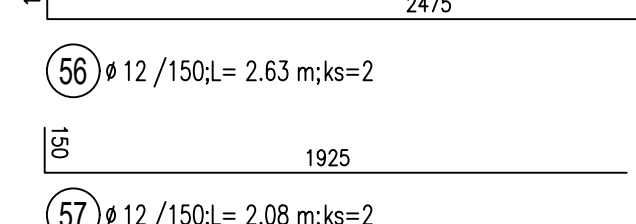
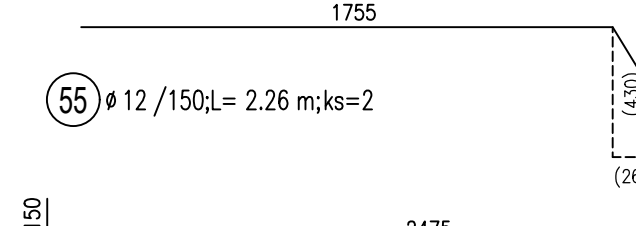
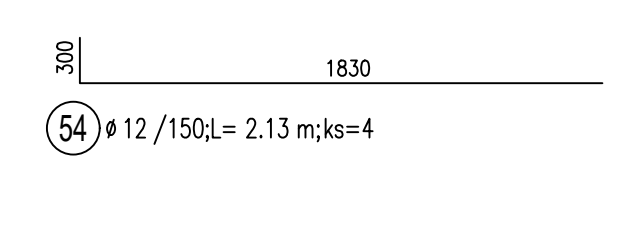
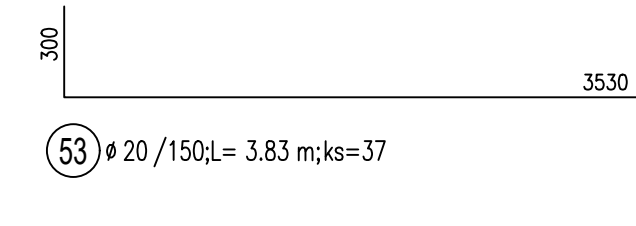
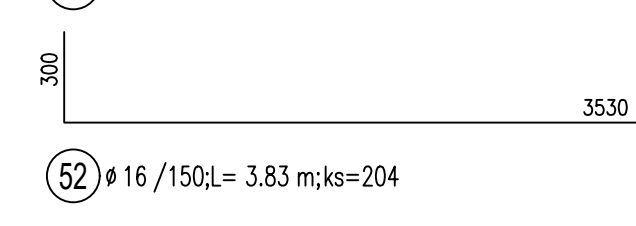
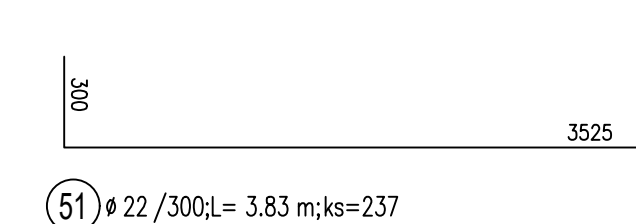
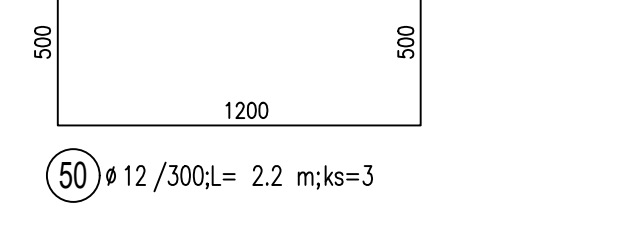
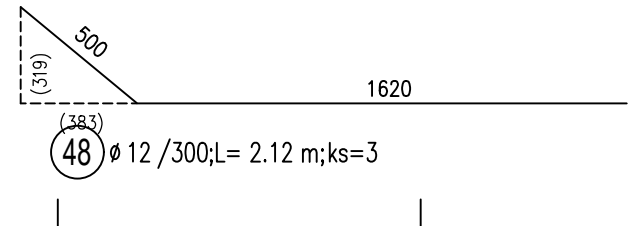
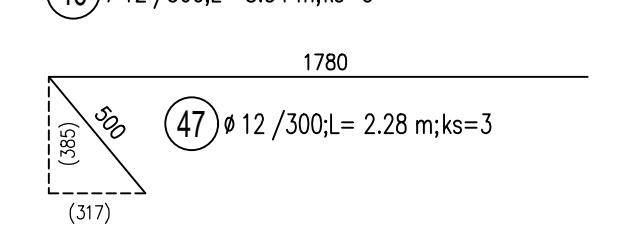
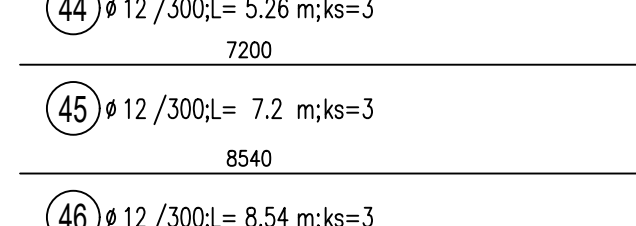
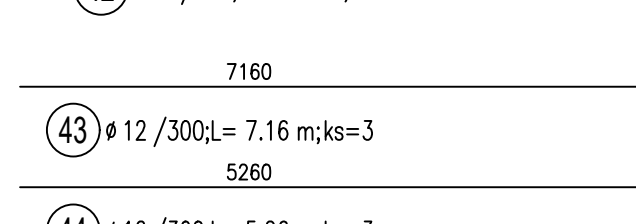
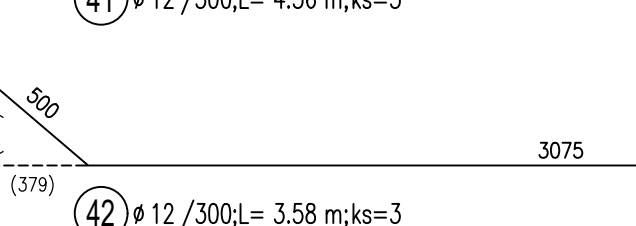
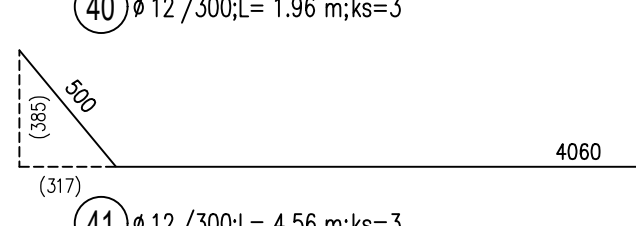
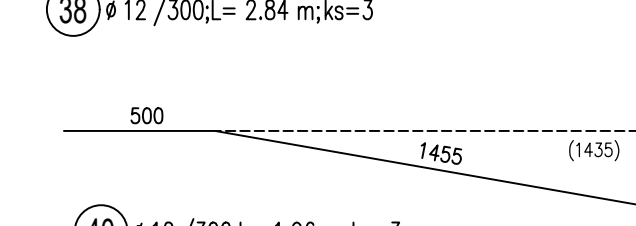
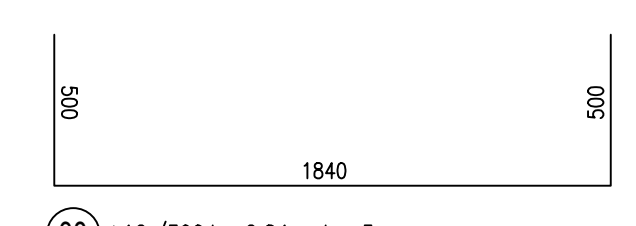
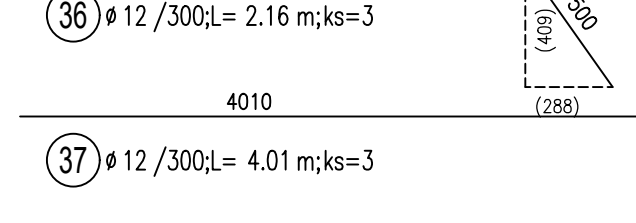
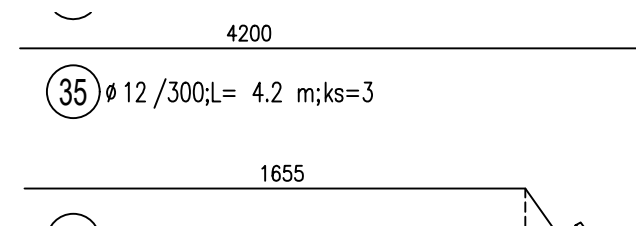
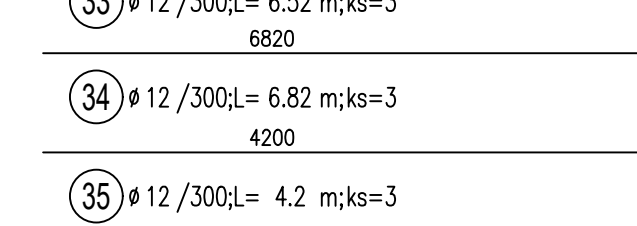
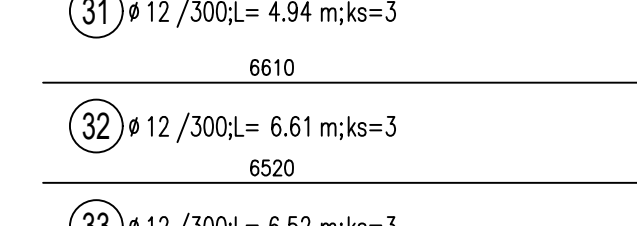
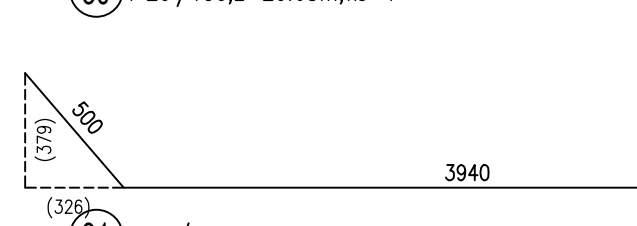
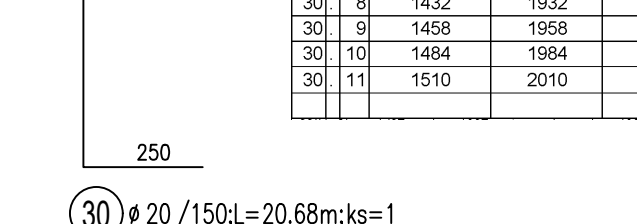
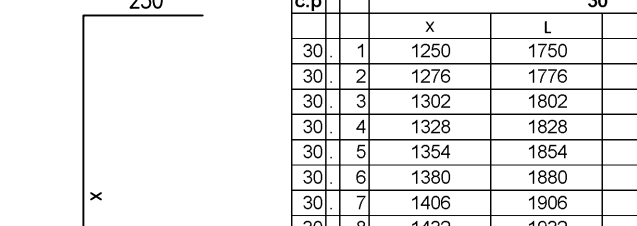
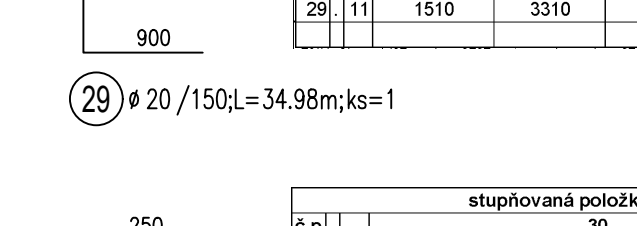
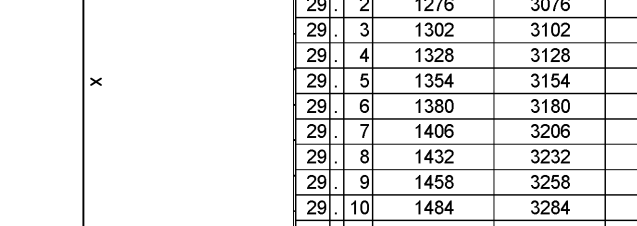
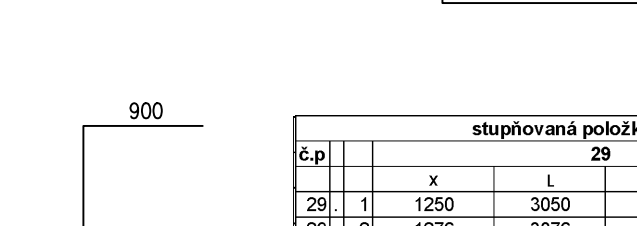
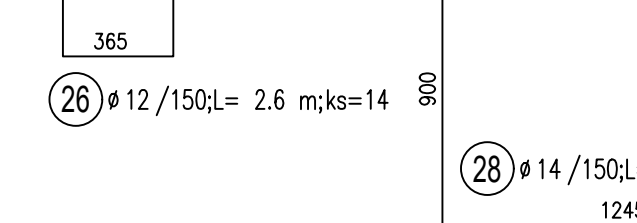
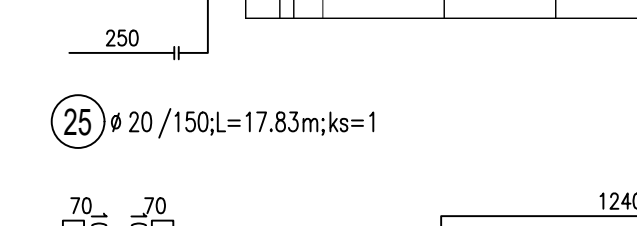
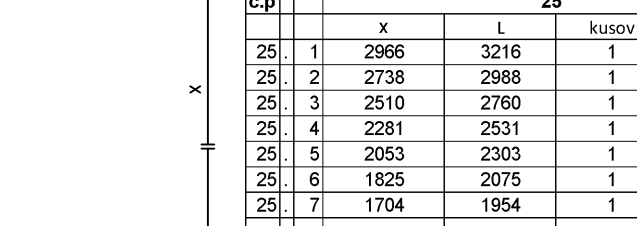
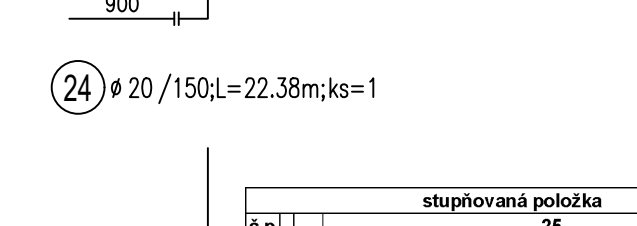
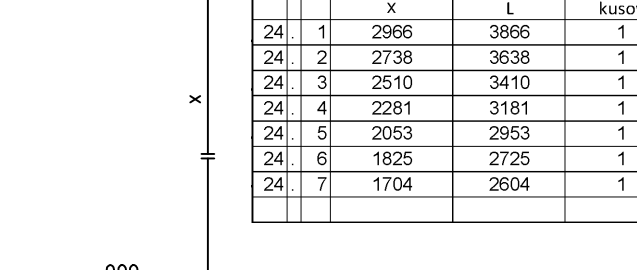
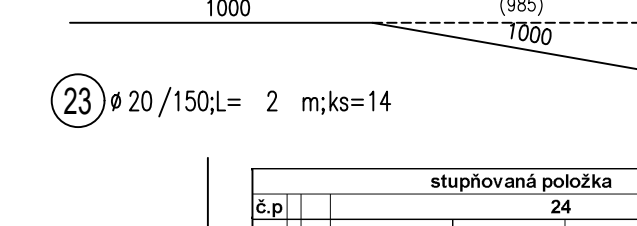
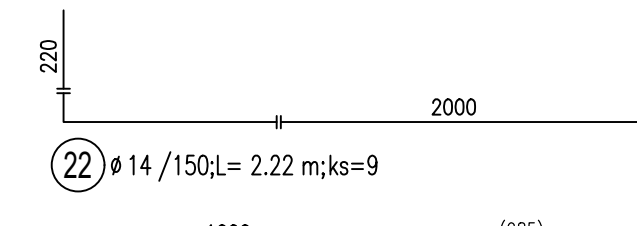
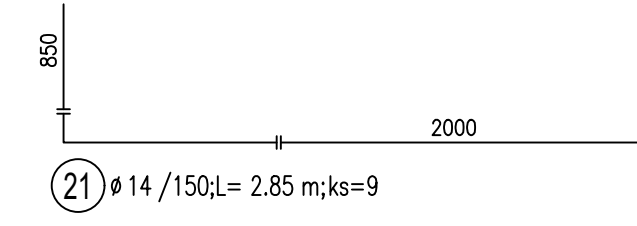
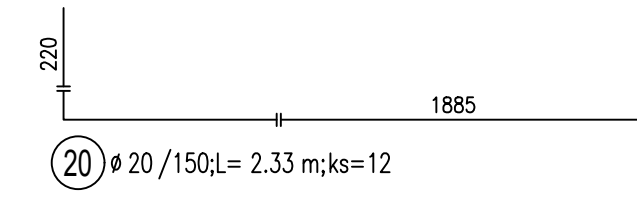
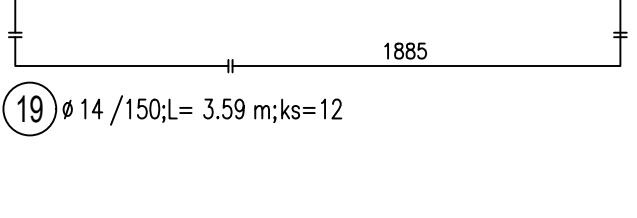
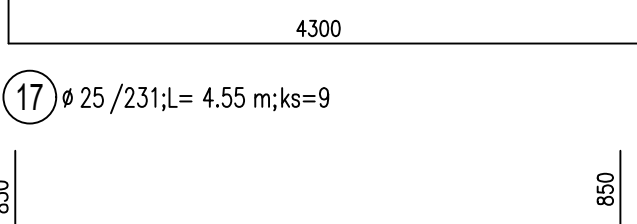
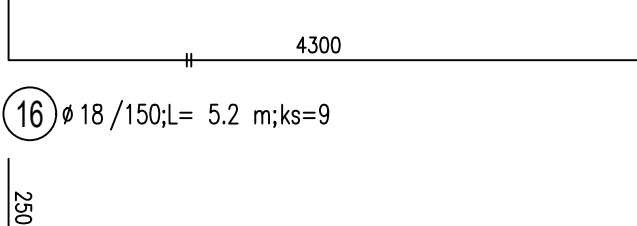
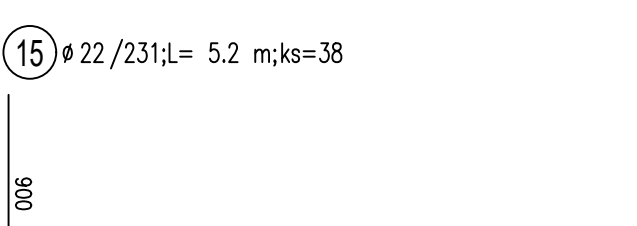
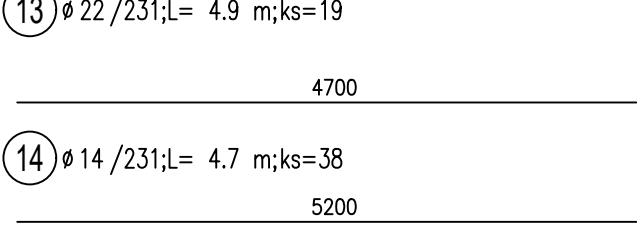
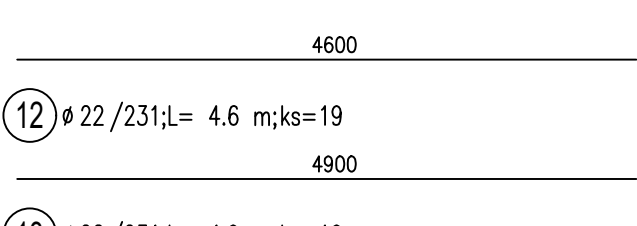
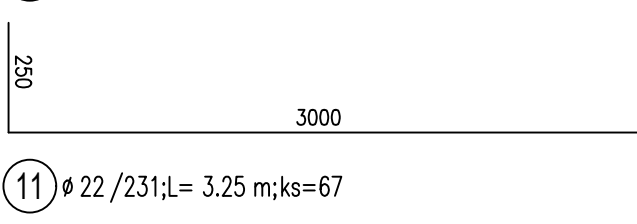
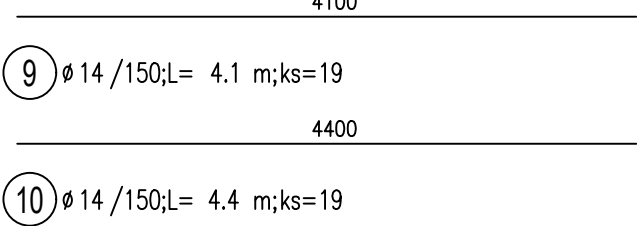
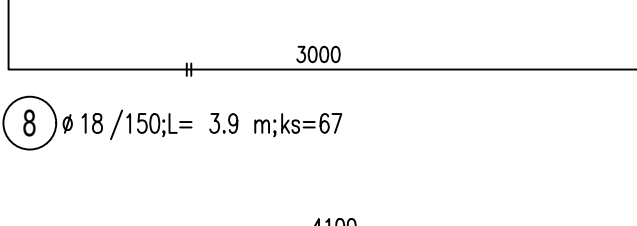
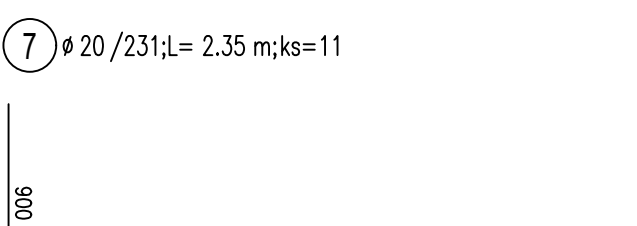
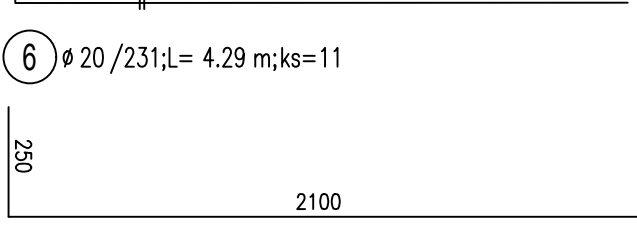
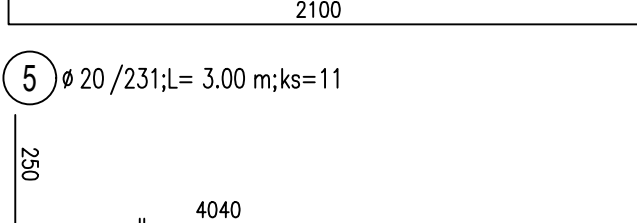
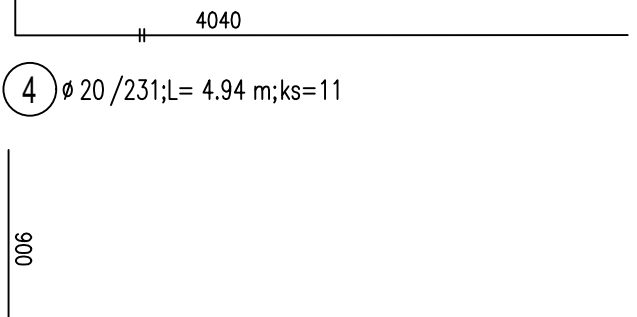
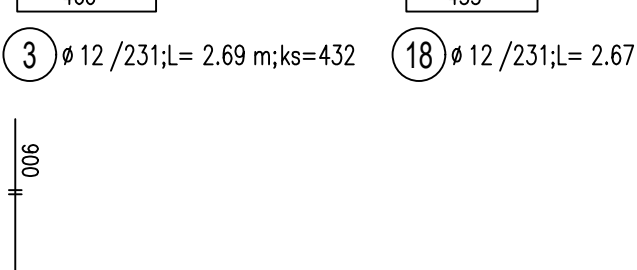
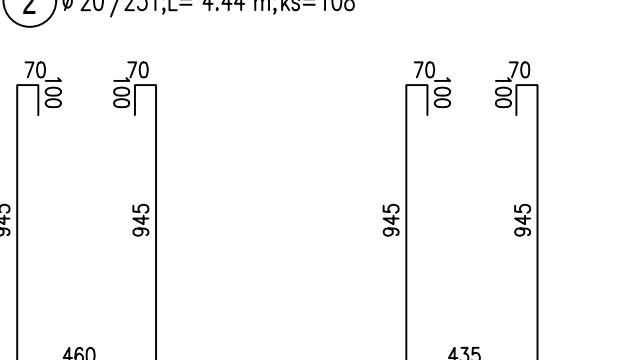
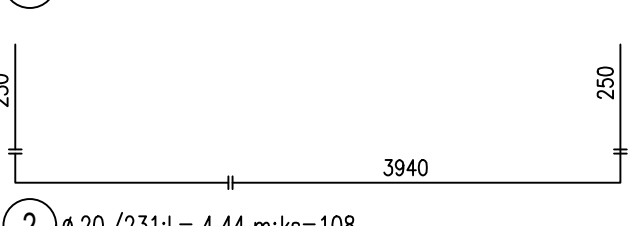
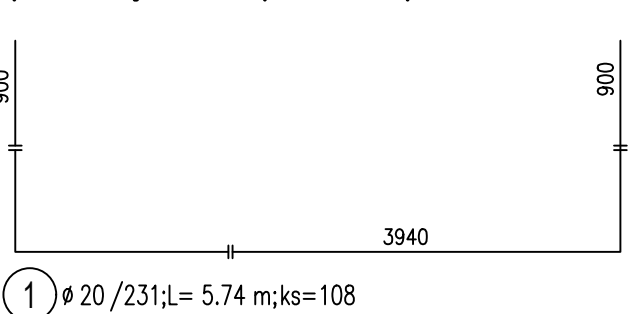


Výťah výstuže M1:25
pláta dŕžky uvedené pri schéme prúta



POZNÁMKY:

- šikmý rez A–A odpovedá orientácii výstuže v základoch
- zvrácanie výstuže v pozdĺžnej pracovnej škáre je povolené. Zhotoviteľ zabezpečí návrh spojovania a realizovanie zvrácania bude certifikovaným zvráčačom s oprávnením na zvrácanie výstuže. Dĺžka zvaru musí odpovedať únosnosti výstuže. Zvar bude realizovaný ako obojstranný, aby nedošlo ku nerovnomernému namáhaniu spoja.Návrh zvrácanie vrátane WPS, WPQR bude predložený projektantom na schválenie.
- s ohľadom na zložitú geometriu budú spádové horné plochy základov vystužené na krytie pomocou karisietí typu Ø10/100/100 (12,35kg/m2),stykovanie bude na 2 oká.
- plocha pre O1 48 m2 vr. stykov, o2 42 m2 vr. stykov, celkom 90m2*12,35kg/m2=1,12t
- výstuže sú kótované na osu rastru uloženia, rozloženie jednotlivých prútov prispôbiť položky umiestnené pod hornou plochou vždy vysadiť na krytie
- raster hornej dosky je popísaný kótami tastru na líci a odsadení, miestne rozmiestnenie výstuže je potrebné urovnať podľa skutočnosti (tiež viď raster výstuže horného rámoveho rohu)
- v miestach kolízie s prestupmi odvodnenia, výstuž rozostúpiť, v prípade prerušenia doplniť vedľa vrátane výmeny v priečnom smere.

BETÓN:
C 35/45 – XC4, XD3, XF4, – Cl 0.2 – Dmax 22mm

- Kamenivo podľa STN EN 12620+A1 s dostatočnou mrazuvzdornosťou
- Prevzdušňný betón – minimálny obsah vzduchu 4%
- Minimálny obsah cementu 340kg/m3

VÝSTUŽ:
Betónárska výstuž B500B podľa STN EN 1992–1

KRYTIE
nominálne krytie 50 mm

Kóty vo výkrese sú vzťahnuté na os výstuže
Minimálne priemery zakrivenia:



– Dĺžkové rozmery poskupujúce výstuž vzťahnuté k osi vozítek
– Číslo v zátvorkách označuje odvesy

SÚRADNICOVÝ SYSTÉM: S-JTSK v realizácii JTSK VÝŠKOVÝ SYSTÉM: BALTO PO VYROVNANÍ			
Zodpovedný projektant		Ing. Zuzana Podolcová	
GENERÁLNY PROJEKTANT			
Zákazcové číslo:		1915	
		REMING CONSULT A.S. Trnavská 27, 831 04 BRATISLAVA	

Zodpovedný projektant objektu:		Ing. Peter Novák	
Navrhov. - vypracoval:		Ing. Peter Novák	
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Kraj:	Oblasť:		
Banskobystrický		Krupina	
Investor - stavebník: Banskobystrický samosprávny kraj Nám. SNP 23 974 01 Banská Bystrica			
Stavba:			
Rekonštrukcia ciest a mostov II/526 Devičie - Senohrad a II/527 Dobrá Niva - Senohrad I. etapa - úseky v rámci okresu Krupina Časť A: Cesta II/527			
Návrh SO:	SO 527-035.01 Rekonštrukcia mosta ev. č. 527-035 km 69,831 - mostný objekt		
Návrh prílohy:	Výkres výstuže NK - výťah časť 1		
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Stupeň - úseč:		DSPRS	
Zákazcové číslo:		1915	
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