

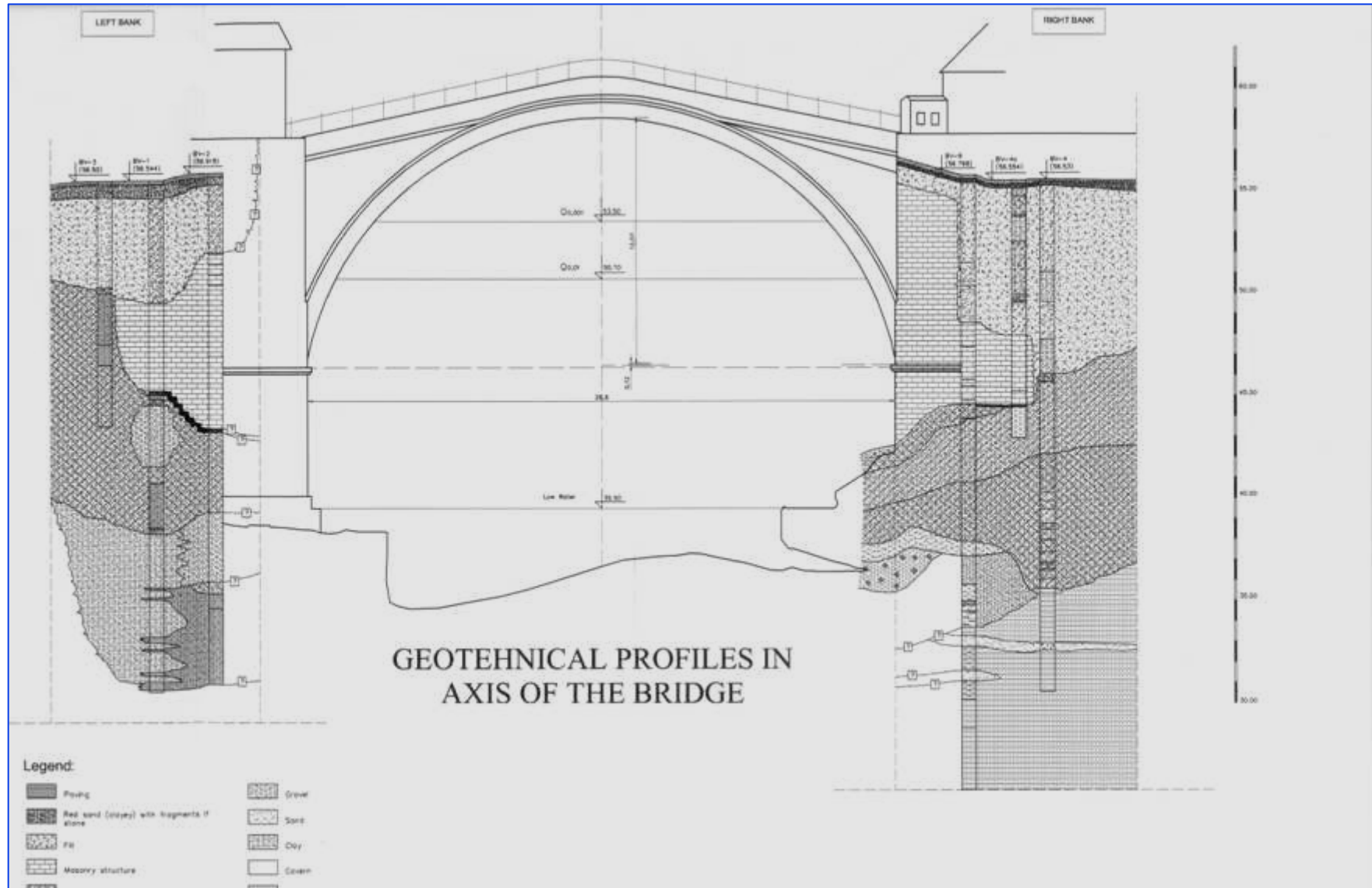


Dipl.-Ing. Gregor Stolarski, Germany

Location



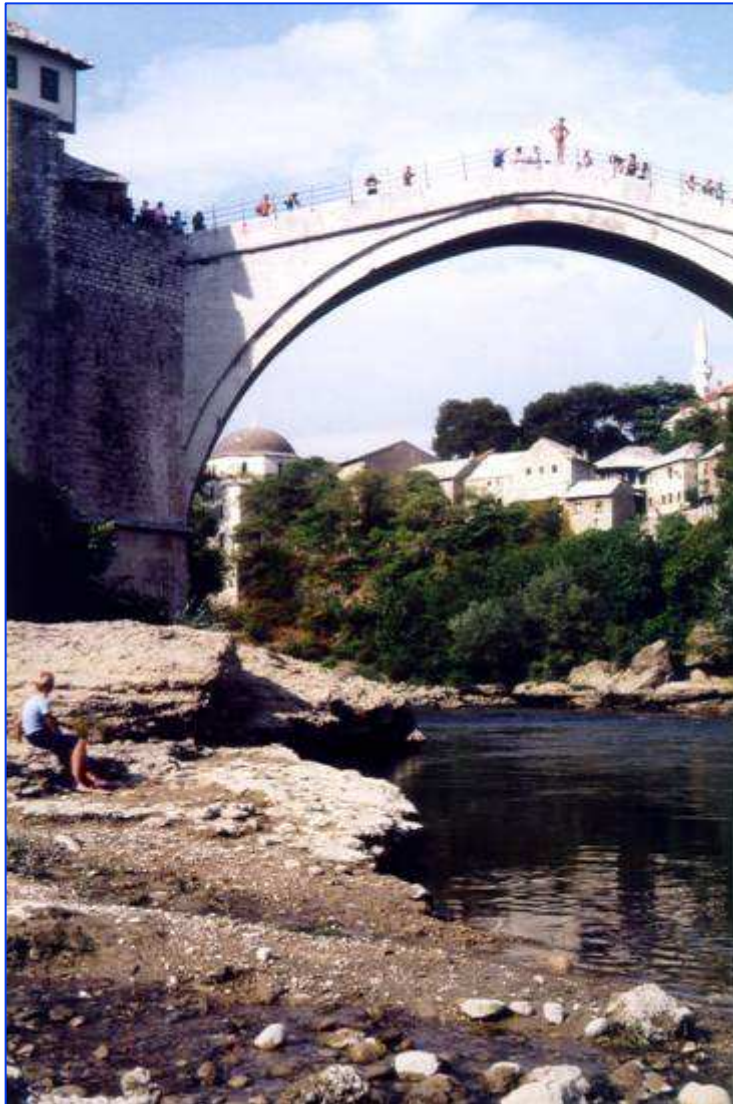
Ground conditions are difficult, strong erosion, brittle rock



Design baseline for reconstruction – archives deliver old materials



Situation before the war – the beauty of the old town



Pictures from private archives deilver precious information



Condition of the original old pavement in 1980`s



The war and destruction of the bridge



The ruins after the collapse – details of construction



Pedestrian bridge replaces the lost bridge



Stones collected from the riverbed by divers



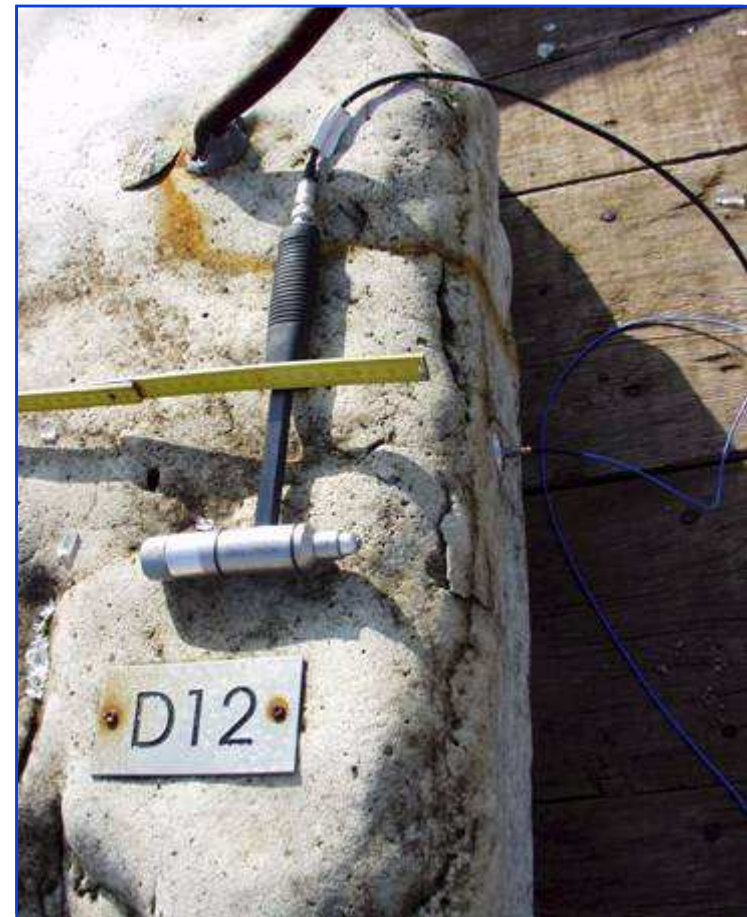
Available stone quarry with original stone: Tenelija



Traces of tools collected for rebuilding cutting chisels – stone surface

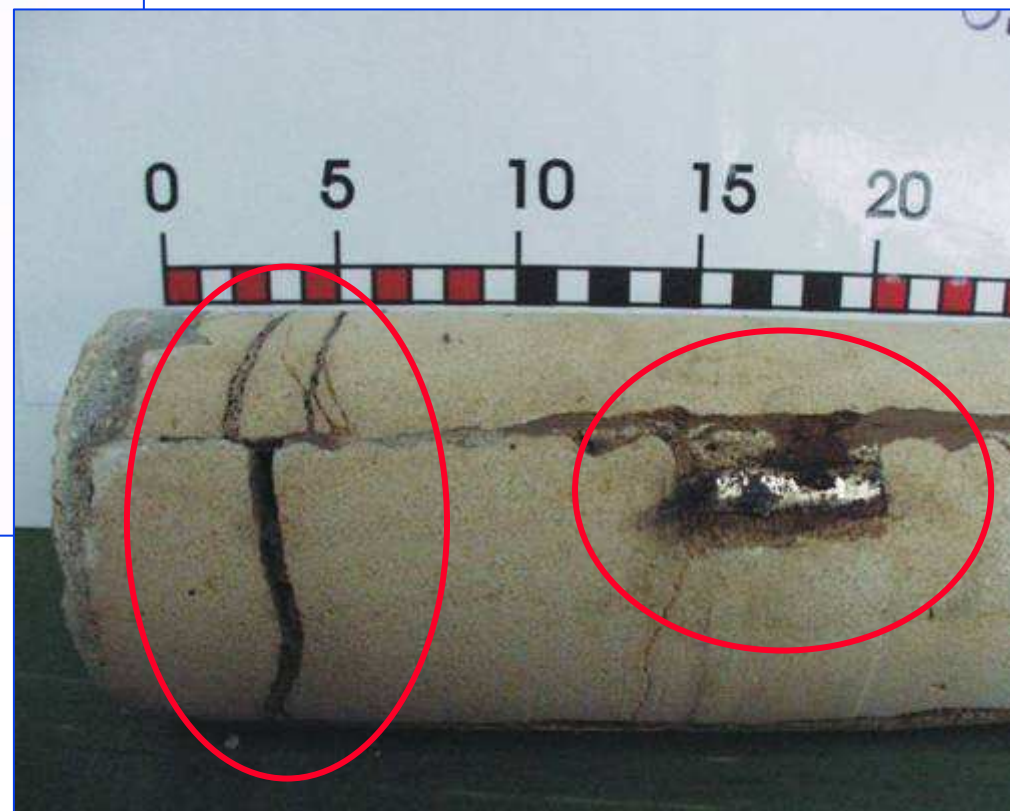
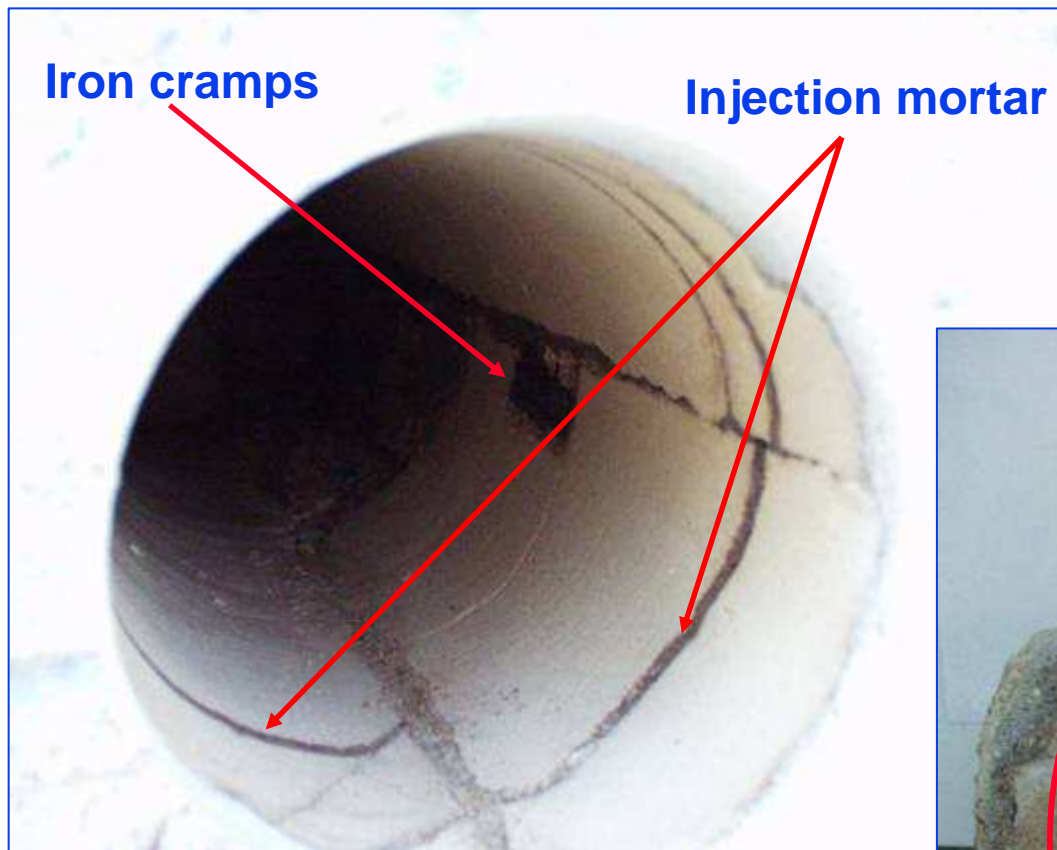


Impact Echo – method to examine all remained original stones

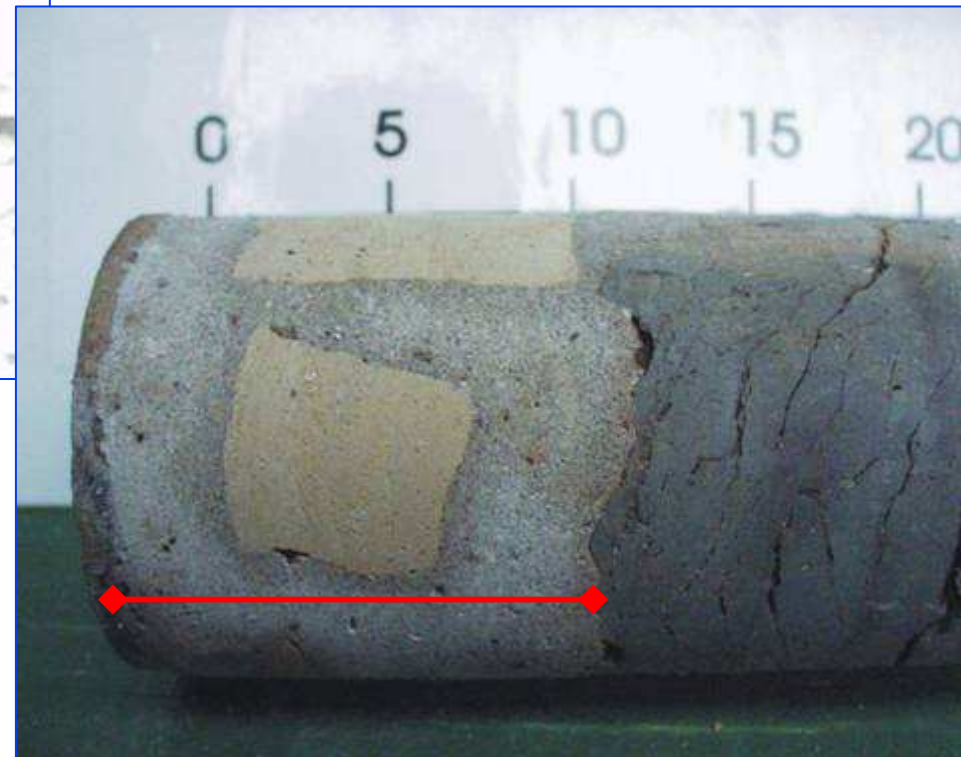
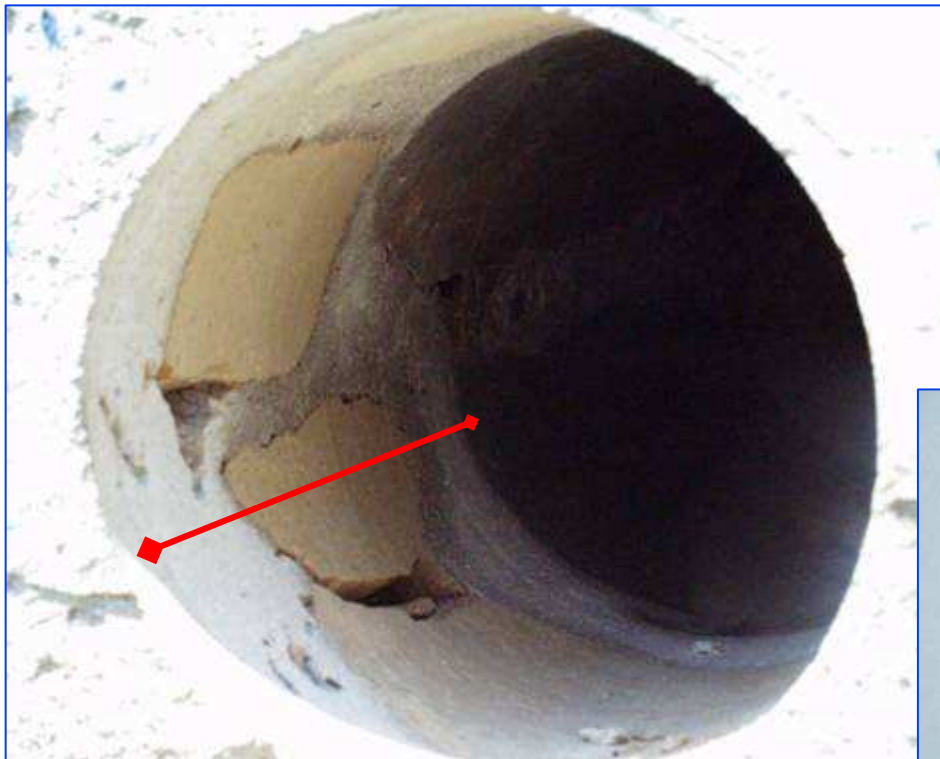


Scaffoldings on ruins for engineering research and sampling





Stone samples: modern yugoslav restoration of old surfaces



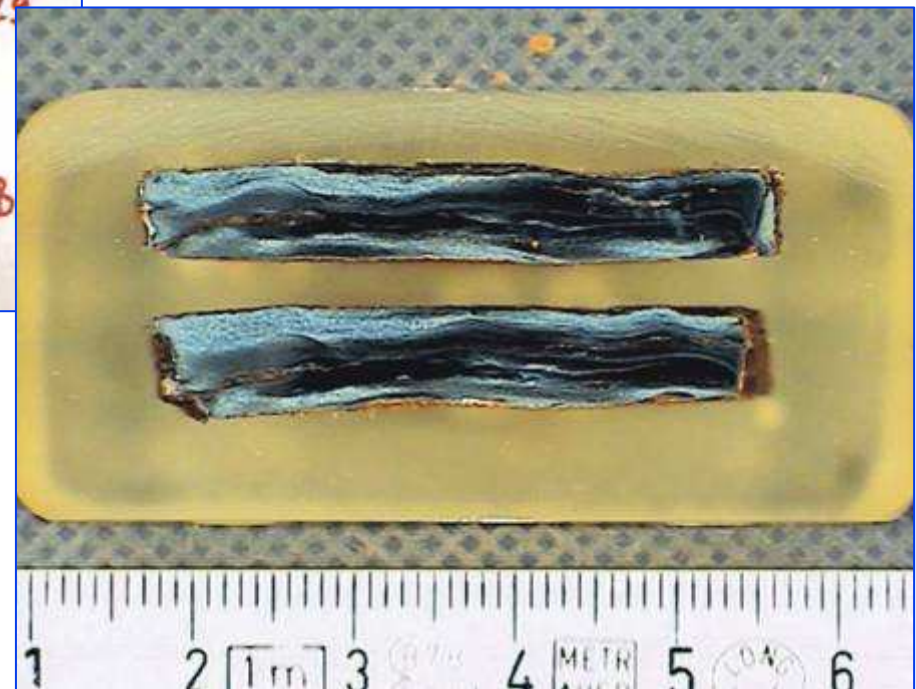
Remained iron dowels in the abutment ruins, connecting ashlar



Metallographic detail study – properties, geometry, rebuilding



Metal cramps recovered and tested



Historic mortar of unique characteristics



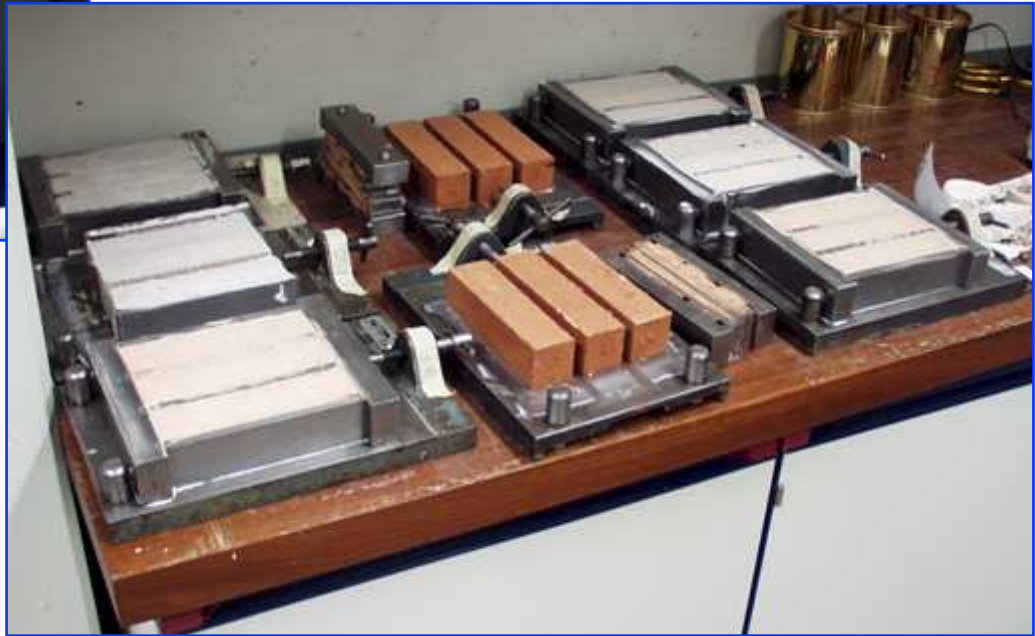
Hydraulic ottoman mortar – analysis and reconstruction



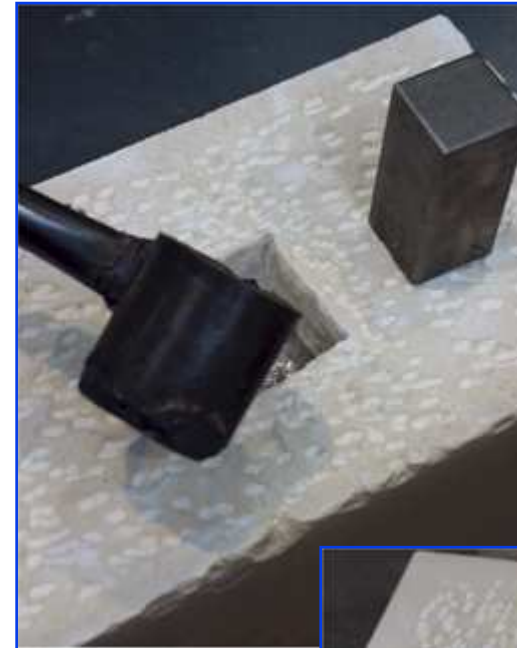
Special soil mixes for the pavement subbase - reconstructed



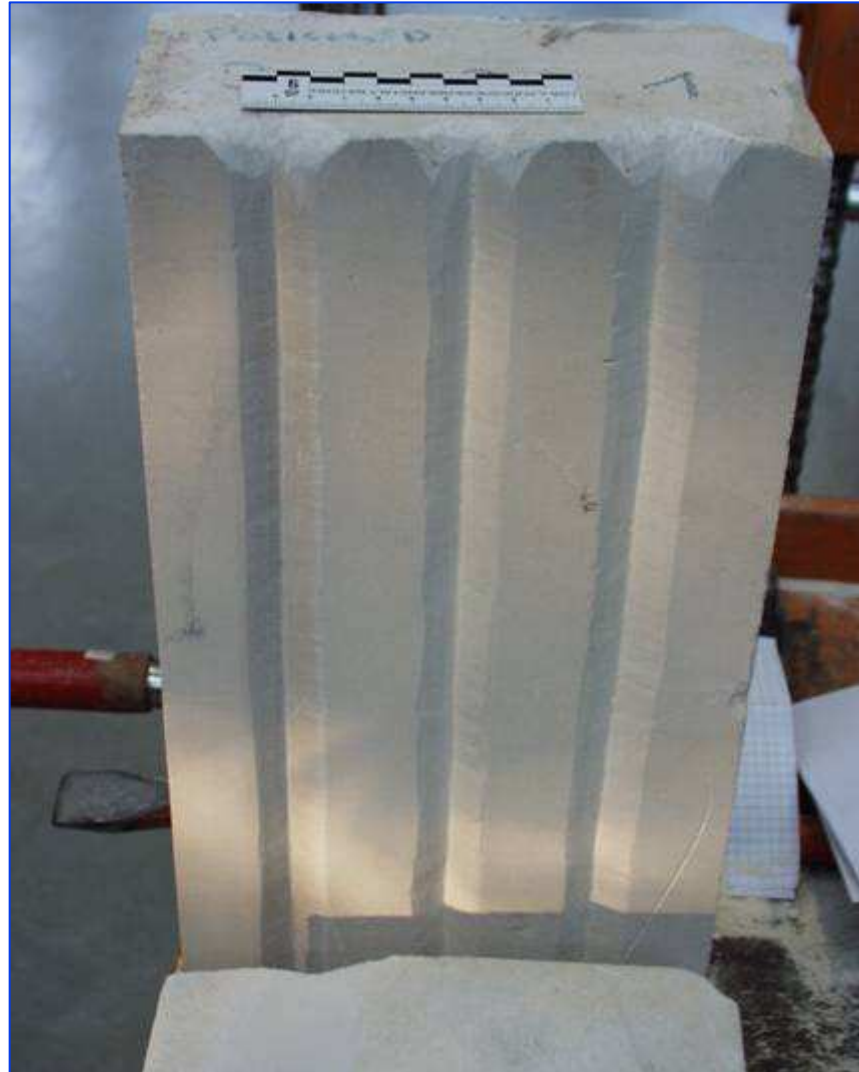
Mortar research and preparation of new mortars



Rebuilding the bridge in 1:4 scale with iron dowels and cramps



Pouring channels for liquid lead inside stones – technology tests

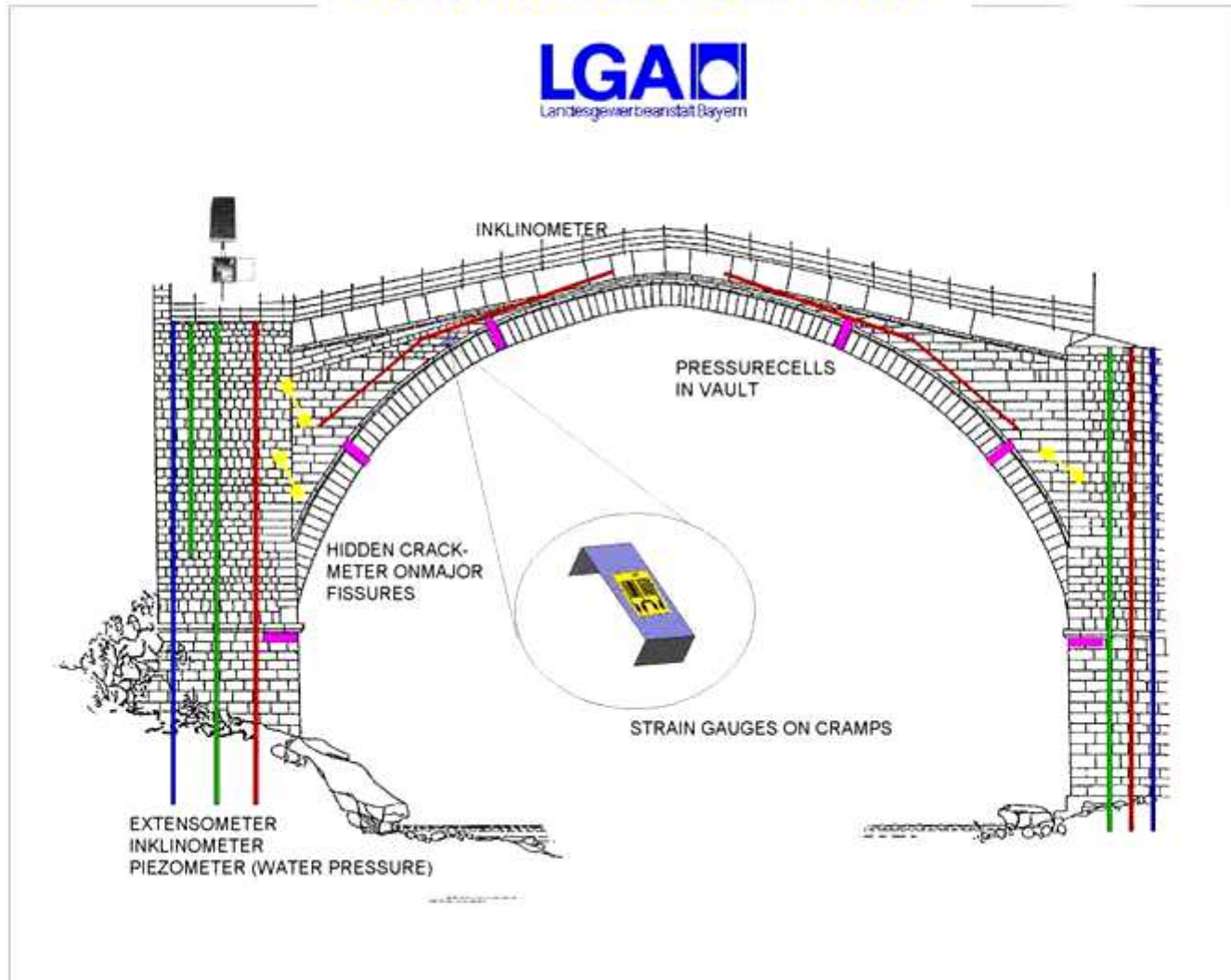
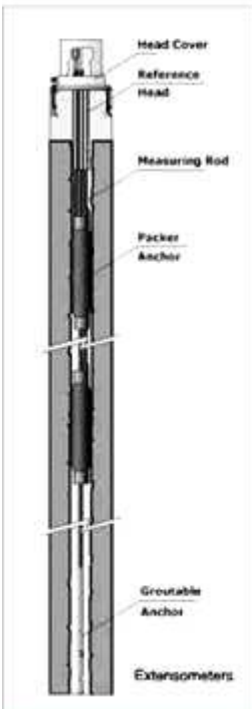


Bearing tests on models to scale stone masonry with metal components





Instrumentation Stari Most



Historic unique beauty as the main objective for the reconstruction

