

the diggings were dropped to Yenikapı coastline to be used in the construction of a wall to fill in the area in the sea. The new area that was acquired with filling in of the sea was rented to non-Muslims to build homes and the revenue was forwarded to Laleli Mosque Foundation and used for the mosque's expenditures. For the sake of the completion of this interesting story, finding of the wall was quite important. Because this brought back to mind a long forgotten matter about Istanbul's urban history. There is another characteristic of the wall which is important from an architectural perspective. Because in water, especially in harbour construction this surviving example in its well preserved condition shows a technique that has been used since the antique times in the same semblance.

Archaeological Excavation Team and Academic participants

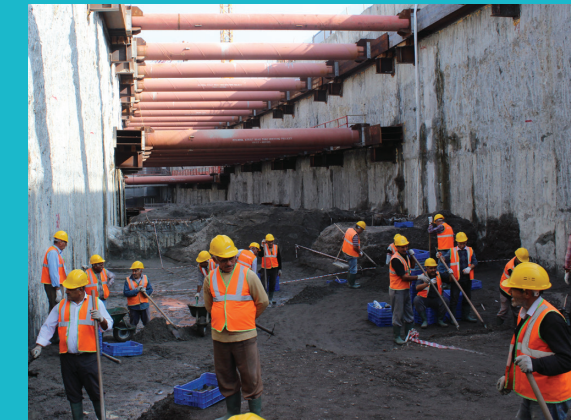
Excavations were carried out by a large group, led by the Head Curator of Istanbul Archaeology Museum's Zeynep S. Kızıltan. Site supervisors were Assistant Museum Curator Rahmi Asal and Museum archaeologists Dr. Ö. Emre Öncü, Sırrı Çölmekçi and Emir Son; archaeologists Çiğdem Aydın, Selma Ekşi, Melisa Şirazi, Emek Uğurlar, Ozan Yıldırım, Evren Yıldız, Sinan Yiğit, art historian Alen Maşalı, restoration archaeologist Murat Akman and photographer Dilara Şen Turan were also involved in the workings. Istanbul University Faculty of Forestry's Prof. Dr. Ünal Akkemik and his team have performed dendrochronology studies on the excavated timber.



Eurasia Tunnel

Among the projects towards amending the growing transportation issues, Eurasia Tunnel (Istanbul Straight Road Crossing Project) which has been one of the biggest undertakings of the recent years, connects Asian side to the European side with a 5 km road tunnel crossing beneath the seabed. Eurasia Tunnel which provides service for Istanbul's heavy motor vehicle traffic area with Koşuyolu-Kumkapı route and the tunnel's access roads cover a total of 14.6 km. While the 5.4 km section of the project consists of a twin deck tunnel to be built beneath the seabed with a special technology and the connecting tunnels with different methods, a total 9.2 km route on the European and Asian sides underwent a widening and enhancement scheme. The approach routes between Sarayburnu-Kazlıçeşme and Harem-Göztepe have been widened to give way to build junctions, vehicle underpasses and pedestrian overpasses. The Bosphorus Strait tunnel crossing and road enhancement and widening schemes are an integral configuration to relieve Istanbul's motor vehicle traffic. While the duration of commute time will be reduced drastically it will also be possible to enjoy a safe and luxurious passage. Istanbul's new icon Eurasia Tunnel will also respect city's environment and contribute to the reduction

of noise pollution. To actualise the Eurasia Tunnel Project's design, construction and operations, Directorate of Infrastructure Investments of the Ministry of Transport, Maritime Affairs and Communications of Republic of Turkey (AYGM) has commissioned Eurasia Tunnel Operation Construction and Investment Inc. (ATAŞ) which has been established by the collaboration of Yapı Merkezi from Turkey and SK E&C from South Korea in equal partnership. Eurasian Tunnel will be handed over to the public at the end of an approximately 25 years operating period.



ISTANBUL STRAIGHT ROAD TUNNEL CROSSING PROJECT (EURASIA TUNNEL) ARCHEOLOGICAL EXCAVATIONS AND RESEARCH





Grounds for the Excavations and Research

Excavations and research were led on the European side of the project at the TBM exit of the Çatladıkapı and Yenikapı Highway and the Yenikapı below ground road construction area in accordance with the associated conservation board's decree and under the supervision of Istanbul Archaeology Museums.

Excavation Sites and Their History

Excavations were held in two different regions. The first site was on the Çatladıkapı coast line located on the South of the Marmara city walls. When the city's antique topography was observed, it was evident that the excavated regions had been filled in during the construction of the coastal road but during the antique times the city walls would have been 100m in front of the walls, in the sea. The excavation site starts from the Boukoleon Palace at Çatladıkapı, stretches to Kumkapı and then runs along the shore line from Kontoskalion Harbour to Theodosius Harbour. The other excavation site is at the Yenikapı region. Within the radius of the Yenikapı underground pass's road area construction site which includes a major part of the Eurasia Tunnel Project's connection roads, excavations were conducted at the Yenikapı old roundabout on the coastal road, at the section where Mustafa Kemal Road intersects the old Yenikapı road junction and on the 3000m² area on the East of Aksaray Yalı District. The excavations on both regions began in 2014 and were concluded in 2017.



FINDINGS

Çatladıkapı

During the excavations that were conducted in the Çatladıkapı Region, scattered remnants belonging to a wooden shipwreck were located on the sea bottom. It has been ascertained that these dismembered shipwreck remnants have reached present day in their dispersed state. The ship which probably belongs to late Ottoman Period had its remains so scattered that it has been impossible to envision the shape of the ship. Besides the shipwreck remnants many articles with different material attributes have been brought out to light. These findings tell the story of the past disposition of Istanbul's coastal line in



front of the city walls. Inherent findings like several stone anchors were found during the work conducted on the antique seabed. It has been agreed that the anchors found had belonged generally to small boats. Numerous Byzantine Era perfume bottles and amphoras that have been dated between 5th and 11th century AD have also been procured. Besides these, several terra-cotta objects such as lamps, pitchers and plates as well as engraved bone objects in a variety of styles, like dagger grips and game pieces have been found that also belong to the Byzantine Era.

Yenikapı

The excavations conducted at Yenikapı have contributed most valuable information to the public and the world of science in regards to Istanbul's archeology and urban history. The first stage of the excavations here have revealed 19th century coastal homes that can still be seen at the Yalı



District as well as preserved foundation levels of some buildings that haven't survived. Important architectural data has been acquired about the original stance of these buildings. In accordance with this new data, it has been understood that every house had a rain water cistern. The cisterns were connected to the basement water taps. The bathrooms and the toilets were located at the basement of the houses. In addition, because the coastal homes were built on loose ground, it has been observed that for the sake of strengthening the base, raft foundation system had been applied. The findings that were excavated as a result of archive research show that they are from the old housing zone of the Eastern side of Yalı District and they must have belonged to at least eight different buildings. Aside from this information the long perished Katip Kasım Külhani Street, Sandık Street and a district fountain belonging to the Ottoman Period were once again able to reveal their presence. On the second stage of the excavations, a wall of monumental dimensions built in wooden chests providing valuable information on architectural history about buildings constructed in water has been discovered. After our excavations and research it has been identified that this wall had been built into the sea around 1760, during the Ottoman Period, under Mustafa III. reign. During the construction of Laleli Mosque,