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SIDE'S EARLY IMPERIAL COLONNADED (?) STREET IN THE DIRECTION OF ARCHAEOLOGICAL FINDINGS – SMALL “C” STREET STUDIES*

Volkan ÖZTEKİN

Anadolu University, Eskişehir, Turkey
volkanoztekin@anadolu.edu.tr.

Abstract: The existence of colonnaded streets in the Early Imperial Period, which are commonly encountered in Anatolia and the Eastern Provinces in the 2nd and 3rd centuries AD, has always been a subject of debate among researchers. In this process, especially in Anatolia, the colonnaded streets of the Early Imperial Period have been dated based on epigraphic data, excavations under paving stones and archaeological materials. However, the question of whether the streets had a completely colonnaded layout in this period remains unanswered due to the insufficiency of archaeological findings. The excavations carried out in the Small “c” Street of the ancient city of Side in the Pamphylia Region have provided important findings that will contribute to the research on this subject.

Keywords: *Pamphylia, Side, Roman Architecture, Transportation Arteries, Streets, Colonnaded Streets.*

INTRODUCTION

Side, situated on the southwestern coast of Anatolia, east of the region historically known as Pamphylia, is now within the boundaries of the Manavgat District in Antalya. Inhabited extensively from the 8th century BC to the 7th century AD, the city was largely abandoned, likely due to Arab or Sassanid incursions¹. However, archaeological findings indicate that small Christian communities continued to reside in the city between the 12th and 14th centuries AD².

The earliest and most extensive construction activities identified in the city date back to the 1st century CE. During this period, it is known that numerous public and religious buildings were erected³. Furthermore, the primary thoroughfares and streets were either created or reorganized within

* This article is an extended version of the studies on Small “c” Street, which forms a part of my PhD thesis titled “Road Network System in Ancient Side City Planning”.

¹ SOYKAL-ALANYALI 2017, 192; SOYKAL-ALANYALI 2024, 435–438.

² SOYKAL-ALANYALI 2017, 193–194.

³ For the theater see: ÖZTEKİN 2024, 136–149. For the Temple of Dionysos see: ALANYALI/ŞEN 2010, 439–440; SOYKAL-ALANYALI *et alii.* 2011, 100–103; PIESKER 2015, 151–183; SOYKAL-ALANYALI 2016b, 419–450. For the Early Period inner city gate, Tak (D) and the Vespasianus Monument see: ÖZTEKİN 2024, 157–165; for the Hamam Gymnasium Complex Baths see: SOYKAL-ALANYALI/ÖZTEKİN 2019a, 485; SOYKAL-ALANYALI/ÖZTEKİN 2019b, 1–2.

the framework of cadastral planning (**Fig. 1**)⁴. Among these, the Main Street of the city (C1) and the smaller streets labeled “b” and “c” were constructed during the Early Imperial Period⁵. Notably, Small Street “c,” the focus of this study, holds particular significance due to archaeological evidence suggesting it may have featured a colonnaded arrangement during this era.

SMALL “C” STREET

The street, designated with the letter “c” by Arif Müfid Mansel⁶, extends in a northeast-southwest direction. It begins near the southeastern end of Street B⁷ and provides access to the Bath-Gymnasium Complex (**Fig. 2**)⁸. On the eastern side of the street, there is a row of porticoes measuring 4.53 meters in width, while the western side features shops and street entrances. The street’s current length is approximately 275 meters, and its width ranges between 4.04 and 5.10 meters, measured from the stylobate blocks of the eastern portico to the rows of shops on the western side (**Figs. 3–4**).

In its current state, Small “c” Street has largely lost the appearance of its first construction phase due to the transformation it underwent in later periods. This is exemplified by the interruption of the street to the north-west by Street B, which was probably built in the 2nd century AD (**Fig. 2**)⁹. It is also thought that the rows of shops on the west façade were added to the street during this period, thus cancelling the portico here. Together with these arrangements, it was determined that an exedra was placed behind the eastern portico at a distance of 130–135 meters from the northeast to the southwest of the street¹⁰.

During the 5th–6th centuries AD, extensive construction activities significantly altered the appearance of the street. As part of these changes, the stylobate foundation of the eastern portico was largely dismantled, and the stylobate blocks were removed. In their place, a series of columns with medallion and lyre-type capitals, dated to the second half of the 5th–6th century AD, were installed on the crepis blocks. (**Fig. 5**)¹¹. However, since no architectural findings belonging to the superstructure elements were found during the excavations on the street, it can be suggested that the portico was covered with a wooden construction during this period. Additionally, the portico floor was reconfigured, and a mosaic pavement was laid. Ceramic finds recovered from beneath the mosaic floor, dating to Late Antiquity, further confirm that these changes were part of the construction

activities during this period¹². The building activities of Late Antiquity were not limited to the eastern portico. The rows of shops along the west façade, thought to have been added in earlier periods, were completely reconstructed. This conclusion is supported by the use of small rubble stones, brick fragments, and spolia materials in their masonry. Another trace pointing to the transformation of the street in this period is the construction activities carried out at a distance of approximately 60 m from the point where the street provides access to B Street in the northeast. At this point, the cistern built over the eastern portico and the additional buildings associated with the Episcopal Palace Complex led to the cancellation of the portico in this part of the street¹³. The cistern’s construction was accompanied by conduit lines installed along both sides of the street. In areas where these lines passed, the paving stones were removed and either replaced with smaller blocks or left entirely vacant. Wastewater drains extending from western structures toward the street’s canal also necessitated adjustments to the street pavements. During this process, the paving stones were extensively renewed, with spolia blocks incorporated at various points. These changes, which were realised in Late Antiquity, completely changed the appearance of the street before this period.

EARLY IMPERIAL PERIOD PHASE

Traces of the Early Imperial Period phase of Small “C” Street, which has been transformed into a Late Antiquity Street in its current form, were identified through excavations conducted in the eastern portico and by analyzing the street’s position relative to other transport arteries in the city.

The northwest-southeast aligned street is positioned such that it is intersected at right angles by side streets constructed or possibly reorganized during the Early Imperial cadastral planning (**Fig. 2**). This is significant because it suggests that Small Street ‘C’ and the surrounding street systems were developed within the same planning framework. Furthermore, the alignment of these streets, which runs parallel to ‘A Street’ extending from the Agora to the Bath-Gymnasium Complex—also built during the Early Imperial Period—reinforces the conclusion that all these road systems in the region were part of a unified planning scheme¹⁴.

Another finding related to the early phases of the street came from excavations conducted in Sond.2c, located adjacent to the stylobate of the eastern portico (**Fig. 6**). These excavations, aimed at understanding the construction process of the portico and stylobate foundation, were carried out in layers SB9–20 (Between 5.30–3.98 meters). At this location, it was discovered that a 0.40-meter gap was left between the stylobate foundation and the portico, and a second wall, constructed of unmortared rubble stones, was built beyond this point (**Fig. 7**). The section of this wall facing the portico was filled with rubble stones and clay in a scattered manner. Once the construction was completed, it

⁴ SOYKAL-ALANYALI 2024, fig. 1, 426–427.

⁵ ÖZTEKİN 2024, 204–231.

⁶ ALANYALI *et alii* 2018a, 433–434; ALANYALI *et alii* 2018b, 109–110; ERKOÇ/ÖZTEKİN 2019, 493; SOYKAL-ALANYALI/ÖZTEKİN 2022, 187–188; ÖZTEKİN 2024, 215–231.

⁷ LANCKOROŃSKI 2005, 130; MANSEL 1963, 17; MANSEL 1978, 21, 93.

⁸ MANSEL 1958a, 220–221; MANSEL 1958b, 57–66; MANSEL 1963, 109; MANSEL 1978, 169; SOYKAL-ALANYALI 2017, 444, 445; ALANYALI/ÖZTEKİN 2018a, 103, 104; ALANYALI/ÖZTEKİN 2018b, 427, 428; SOYKAL-ALANYALI/ÖZTEKİN 2019a, 485, 486; SOYKAL-ALANYALI/ÖZTEKİN 2019b, 1–3; YURTSEVER 2021, 5–14; SOYKAL-ALANYALI/AKIŞ/DOĞAN 2022, 198.

⁹ ÖZTEKİN 2024, 22–54.

¹⁰ ÖZTEKİN 2024, 228–229.

¹¹ ÖZTEKİN 2024, 29.

¹² ÖZTEKİN 2024, 218–222.

¹³ ÖZTEKİN 2024, 226–228.

¹⁴ ÖZTEKİN 2024, 51.

appears that the empty space was filled with rubble stones and soil excavated during the foundation work¹⁵.

The fact that the foundation of the stylobate and the wall, which was built carelessly without mortar, started at 3.98 m levels indicates that both elements were built at the same time. Therefore, the latest dated materials recovered from the layers between SB9 and SB16, which correspond to the foundation levels of both walls, are important in order to determine when the construction process took place (Fig. 8). At this point, with the exception of SB12, the materials recovered from the interval in question offer very close date suggestions, indicating that the stratification here was sterile (Fig. 11). However, layer SB12, which yielded an LRD form 2 piece dated to the middle or third quarter of the 5th century AD, indicates that the foundation of the stylobate between levels 5.62 – 4.54 m was repaired in Late Antiquity. This later restoration is also evident from the fact that different knitting systems were preferred on the upper and lower levels of the foundation. Therefore, it is evident that levels SB13 and SB 16, ranging from 4.54 to 3.98 meters, where the foundation of the stylobate remained undisturbed in later periods, are directly related to the construction process of the stylobate foundation. The latest group of material recovered from these layers is dated between the 1st century BC and the first half of the 1st century AD. At this point, the fact that the fragment of Atlante DSA form 26 recovered from SB18 at the 3.91–3.76 m level, where the foundation ends, indicates a date range between 10 BC and 20/30 AD will help to suggest a more specific date for the construction of the stylobate foundation. This leaves no doubt that the foundation was built sometime between 10 BC/20–30 AD and the first half of the 1st century AD (Fig. 9)¹⁶.

The excavations conducted in the eastern portico and the findings obtained from them indicate that Small “C” Street had a portico arrangement during this period. The presence of the portico suggests a direct column arrangement. However, due to the construction activities carried out in the street and surrounding areas during Late Antiquity, it has not been possible to definitively identify the archaeological materials related to this arrangement¹⁷. The possible portico on the western side could not be identified either, due to later construction activities in this area (Fig. 10).

ANALOGY

While the architectural form of the streets in the 1st century AD cannot be determined with certainty, it is thought that they acquired a monumental appearance by being equipped with porticos and columns, especially in the 2nd and 3rd centuries AD. However, epigraphic and archaeological evidence suggests that some streets in cities in Anatolia

and the Eastern Provinces date to the Early Imperial Period. However, the insufficiency of these findings has raised questions about the existence of colonnaded streets during this period. In the late 1st century AD, the number of examples of colonnaded streets whose construction dates were determined by archaeological and epigraphic findings increased.

The first of the streets dated to this period by epigraphic evidence is Herod Street in Antioch. According to the information obtained from Dion Chrysostomos, Titus Flavius Iosephus and Malalas, the street was paved with marble in the Early Imperial Period and had porticoes with columns on both sides. It is also believed that the pavements of the streets were also included in this reconstruction project¹⁸. The historian Iosephus, who lived in the 1st century AD, and Malalas, who lived during the reign of Iustinian I, state that the street was built in honour of Augustus (probably in 20 BC) and reworked during the reign of Tiberius¹⁹. Archaeological findings regarding the Early Imperial Period of the street are insufficient²⁰.

Another street allegedly built in the Early Imperial Period is in the city of Sardis. It is known that Tiberius provided aid for the city of Sardis following a major earthquake that affected many cities in western Anatolia in 17 AD and sent Senator Marcus Ateus to inspect and supervise the reconstruction of the city²¹. It is suggested that the colonnaded street in Sardes was also built within the scope of the reconstruction activities carried out in the city after this earthquake²². The excavations carried out in the Hammam-Gymnasium Complex on the street suggest that the street had a stoa with two corridors in its first phase, and then the area was transformed into a portico with the addition of shops behind it. It has been emphasized that this process must have taken place in the late 1st or early 2nd century AD²³. However, it is understood that the studies carried out here are not directly related to the street and no comprehensive research has been conducted on this subject.

The existence of a street in Attaleia, which is suggested to have been built in the same period in line with the epigraphic findings, is a matter of debate. An inscription recovered from the city suggests that a colonnaded street was built by T. Helvius Basila, who served as *legatus of Galatia* during the reigns of Emperors Tiberius and Caligula²⁴. Another inscription states that the colonnaded street was reworked with the support of Emperor Claudius²⁵. However, it is gen-

¹⁸ DIO CHRY. OR., 256–259; MALAL., 223, 233, 246, 275, 280.

¹⁹ COULTON 1976, 179; DOWNEY 1961, 174; ROLLER 1992, 215–217; TABACZEK 2002, 212–214. Researchers have stated that the placement of porticoes on both sides of the street and the construction of tetrapylons at the intersections with other streets occurred during the Tiberian period. Malalas also mentions that a statue of Tiberius was added to the street during this time.

²⁰ LASSUS 1972, 144. The only evidence of the portico's existence from this period comes from a possible stylobate block found during excavation, along with a round pit where a wooden column might have stood. No other example of this block has been identified during the excavations. Based on this, it has been suggested that the *intercolumnar* distance was likely 6 meters.

²¹ TAC., ANN. 2.47.

²² HANFMANN 1983, 142; BEJOR 1999, 21.

²³ YEGÜL 1986, 19; JACOBS/WAELKENS 2013, 233; TABACZEK 2002, 214–215.

²⁴ MITCHELL 1986, 24; ŞAHİN 1995, 25–28.

²⁵ LANCKOROŃSKI 2005, 20; MANSEL 1978, 28.

¹⁵ ÖZTEKİN 2024, 204–210.

¹⁶ ÖZTEKİN 2024, 218–222.

¹⁷ Although Doric capitals, reflecting the stylistic characteristics of the 1st century AD, were used as spolia in the units surrounding the street or uncovered during excavations, the direct relationship between these capitals and the street can only be established by identifying the corresponding stylobate blocks, column shafts, and bases. However, no archaeological findings related to these materials have been encountered in the current studies of the street. It is possible that these materials will be identified in future excavations conducted in the surrounding units.

erally accepted that these renovation works were related to another building independent of the street²⁶. Nevertheless, since the city is completely under modern settlement today, the findings regarding the existence of the street can only be supported by epigraphic evidence.

There is also an inscription on an architrave block recovered from Perge, which contains information about a building donation made by T. Helvius Basila in 35–39 AD and is associated with a colonnaded street. However, it has been suggested that this inscription is related to a propylon with an entrance behind an alley cutting the street perpendicularly and possibly opening to a Sebaste Agora/Forum Augustum²⁷. Another inscription recovered from the city and associated with the colonnaded avenue is the inscription on an architrave block, which ends with “To Tiberius”. The similarity of the decorations on the architrave to those of the Hadrianic Period raises questions about the identity of the person whose name is mentioned. Moreover, this situation has led to the questioning of the existence of a colonnaded street in the city during the Early Imperial Period²⁸.

Two inscriptions found in Antioch ad Pisidia are related to the transportation arteries of the city in the Early Imperial Period. Since the inscriptions mention “Augusta platea” and “Tiberia platea”, the existence of two streets dividing the city vertically and horizontally in this period is in question²⁹. Since the word “platea” only describes a wide and long street, it is not possible to determine whether the examples from Antioch ad Pisidia had a colonnaded arrangement during this period³⁰.

The most concrete findings among the examples of colonnaded streets dated to the Early Imperial Period were obtained from the North-South Main Street at Sagalassos. The excavations were carried out under the paving stones and the ceramics recovered are dated to the second quarter of the 1st century AD³¹. In addition, a few fragments of Ionic column capitals recovered during the excavations are also characteristic of the Tiberius Period³². The existence of the street at this date is also supported by the Tiberius Gate at the southern end, which opens onto the street³³.

Colonnaded streets dating to the aforementioned period outside Anatolia are represented by two examples. The first of these is the colonnaded streets in Damascus, which intersect each other vertically. Although no comprehensive research has been conducted, it is suggested that these streets were built in the Early Imperial Period due to their alignment with the surrounding buildings and their Doric porticoes³⁴. Another example found in Syria is the Main Street of Apamea. The excavations carried out here revealed that the porticoes and street pavements were built in the 1st century AD (mid?)³⁵.

Another piece of evidence supporting the existence of colonnaded streets in the mid-1st century AD comes from the writings of Dio Cocceianus Chrysostomus, an orator and philosopher from Prusa³⁶. In his discourses, Dio mentions that colonnaded streets, already present in several Cilician and Syrian cities—particularly Antioch—before the end of the 1st century AD, had become symbols of urban prestige. He argued that Prusa should construct a colonnaded street funded by the city’s dignitaries to enhance its status. Dio also highlighted that neighboring city such as Nicomedia, Nicaea, and Caesarea possessed colonnaded streets, emphasizing that Prusa needed such a “symbolic” project to establish itself as a significant urban center³⁷. While it remains unclear whether this development project was realized in Prusa³⁸, Dio’s account provides valuable insight. At this point, it is understood that colonnaded streets were created in the 1st century AD and became widespread over time and became an indicator of the prestige of a city in the competitive environment between cities.

Findings from the late 1st century AD provide more concrete evidence for the existence of colonnaded streets. The Frontius Street in Hierapolis, which is known to have been built in the 1st century AD based on both epigraphic and archaeological evidence, is one of the most prominent examples³⁹. It has been determined that the street was built during the reign of Domitian (81–96 AD) with the help of the proconsul Sextus Iulius Frontinus, and the porticoes were equipped with rows of columns in the Doric order. It is suggested that the Syrian Street in Laodikeia was also constructed in the same period (84–85 AD), but the triglyph-metope and geison blocks of the porticoes and the Doric capitals were used as spolia in the crepis blocks or shop entrances along with the Late Antiquity arrangements in the street⁴⁰. There are also examples of colonnaded streets from outside Anatolia with evidence pointing to the late 1st century AD. The first of these examples is found in Tyre in Lebanon⁴¹. The eastern street of Tyre, with its monumental entrance gate and Doric porticoes, is dated to the late 1st century AD. Another example, Cuicul in Algeria, which was established during the reign of Nerva (96–98 AD) as a base for the troops stationed in Timgad (Thamugadi), is also believed to have been built during this period⁴².

The dating of the Colonnaded (?) Streets of the Early Imperial Period is based on epigraphic findings and archaeological data obtained during excavations in certain parts of

²⁶ MARTIN 1974, 176; GROS 1996, 106; BEJOR 1999, 36; TABACZEK 2002, 214; JACOBS/WAELKENS 2013, 233.

²⁷ ŞAHİN 1999, 36.

²⁸ ŞAHİN 1999, 45; HEINZELMANN 2003, 201–205; ÖZDİZBAY 2012, 95.

²⁹ MITCHELL/WAELKENS 1998, 100–101, 147–154, 219–221.

³⁰ BEJOR 1999, 123.

³¹ JACOBS/WAELKENS 2013, 232.

³² JACOBS/WAELKENS 2013, 254.

³³ JACOBS/WAELKENS 2013, 219–265.

³⁴ BURNS 2017, 150–162.

³⁵ TABACZEK 2002, 194; JACOBS/WAELKENS 2013, 234–235.

³⁶ DIO CHRY. OR., 256–259.

³⁷ Apart from the aforementioned examples, although not supported by excavations in Ephesus, it has been suggested that the Theater Street (Marble Street) and Arkadius Street may also have had a colonnaded arrangement in the mid-1st century AD (KNIBBE 1985, 71–77; HALFMANN 2001, 29). However, it has been suggested that these streets should have been built in the early 2nd century AD, during the reign of Hadrian (JACOBS/WAELKENS 2013, 234).

³⁸ The proposal for the construction of the colonnaded avenue project expressed in Dio’s discourses is also mentioned in Pliny the Younger’s letters to Trajan. Although no information on the construction process is given in the letters, the financial burden of the colonnaded street project in Prusa is mentioned (PLIN. EP., 81–82, 98–99).

³⁹ DE BERNARDI FERRERO 1963, 398–401.

⁴⁰ ŞİMŞEK 2007, 120.

⁴¹ KADER 1996, 166–169; KAHWAGI-JANHO 2012, 178–180.

⁴² MACDONALD 1986, 5–14.

the streets. However, as a result of the transformation of the streets in later periods, they lost the appearance they had when they were first built, limiting our knowledge on whether they had a colonnaded arrangement or not. At this point, by evaluating these examples, archaeological and epigraphic findings together, concrete findings have been obtained that the streets of the Early Imperial Period had a colonnaded arrangement; however, the question of whether the colonnade continued throughout the entire street remains unanswered. For this reason, it has been suggested that the colonnade was not applied throughout the streets in the Early Imperial Period and was constructed only in a certain part of them⁴³.

CONCLUSION

It is generally accepted that from the beginning of the 2nd century AD, cities began to construct colonnaded streets fully equipped with colonnades, and that this practice was adopted across a wide geography, especially in the cities of the Eastern Provinces of Rome. Although archaeological and epigraphic findings regarding the existence of colonnaded street arrangements in the 1st century AD have been identified in the researches carried out until today, no satisfactory conclusion has been made regarding the existence of a full-fledged colonnaded street during this period. However, the studies carried out on Small “c” Street have yielded important findings that will bring a new perspective to the discussions on this subject.

With the excavations carried out on the Small “c” Street in Side, it has become certain that the eastern portico of the street was built in the first half of the 1st century AD. The presence of the portico during this period suggests a colonnaded street. However, although it is possible to find architectural elements belonging to the colonnaded arrangement that can be dated to the Early Imperial Period around the street, it was not possible to determine whether the material belonged here or not due to the transformation of the street in Late Antiquity. Although the western portico has not yet been identified due to the arrangements in the later period, it is understood that the stylobate line belonging to the eastern portico continued uninterruptedly for 200 m. of the 275 m. long street, and after this point, it was destroyed with the buildings added on the portico in the Late Antiquity. At this point, it is clear that the eastern portico continued to exist along the street during the first construction process.

As a result, it is observed that the colonnaded streets have lost much of their original appearance due to the changes and additions made over time due to their long period of use. The fact that the archaeological materials related to the first construction processes of the colonnaded streets were used as spolia in the surrounding units has a great effect on this situation. The reorganisation of the porticoes or the stylobate line over time also makes it impossible to determine with certainty whether the material in question belongs to the streets. For this reason, in addition to archaeological materials and epigraphic findings, it has been understood that

the most reliable dating method for the first construction processes of the colonnaded streets can be made through stratigraphic excavations to be carried out in the stylobate foundations, as in the Small ‘c’ Street of Side. With the studies to be carried out in this direction, it is thought that the findings regarding the 1st century AD phases of the colonnaded streets, which were adopted in the 2nd century AD and became a fashion, will increase. Thus, it is foreseen that the unanswered questions about the interaction between Anatolia and the Eastern Provinces of Rome, especially the development processes of the colonnaded streets, will be answered.

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YURTSEVER 2021

Side Antik Kenti Arařtırmaları 1, Side Gymnasiumu (M Yapısı), Mimari Arařtırmalar ve Arařtırmaların Sonuları (İstanbul: Ege Yayınları).

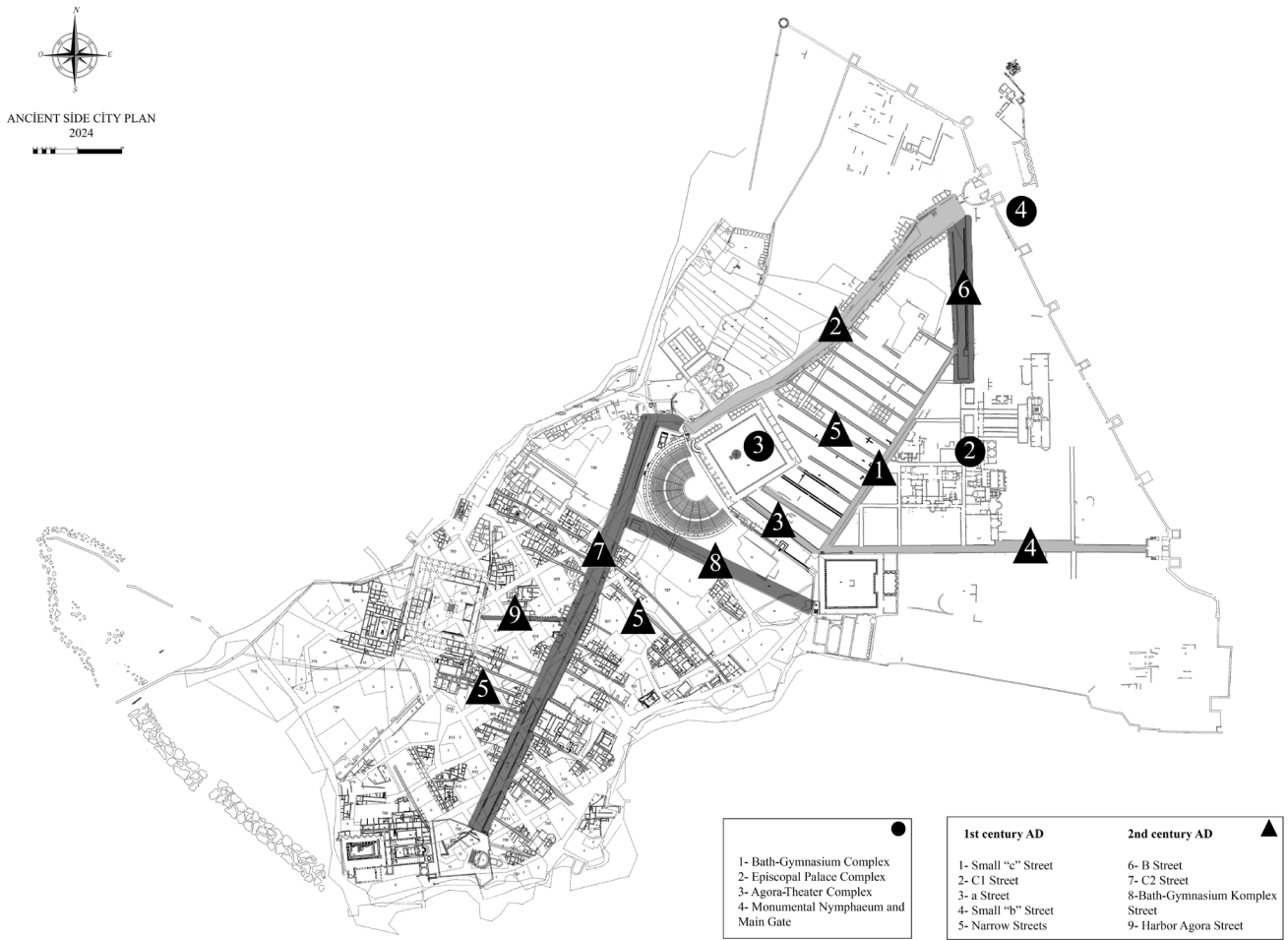


Fig. 1. Urban transport arteries and construction phases in Side City Plan.

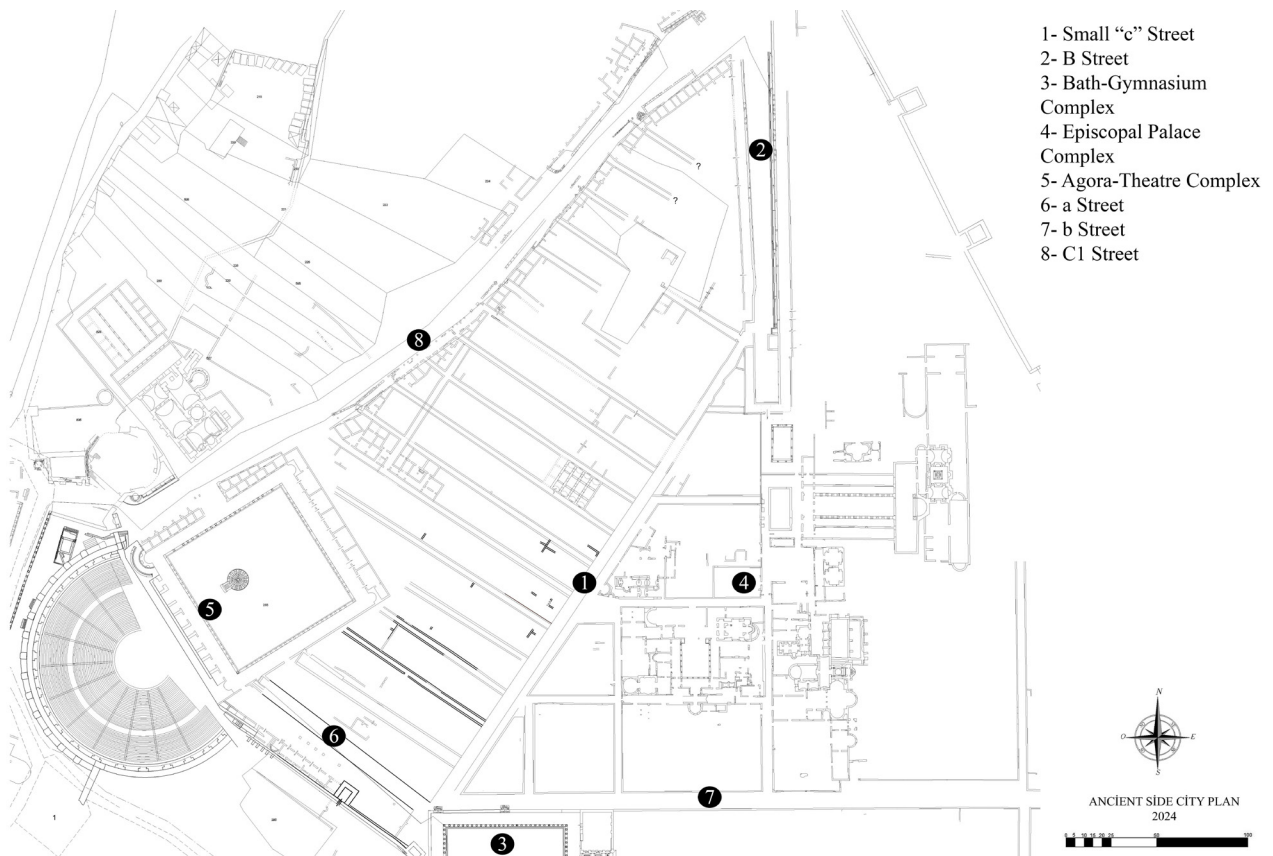


Fig. 2. Small 'c' Street and surrounding units.



Fig. 3. Aerial view of Small 'c' Street and surrounding units.



Fig. 4. General view of Small 'c' Street after the excavation works.

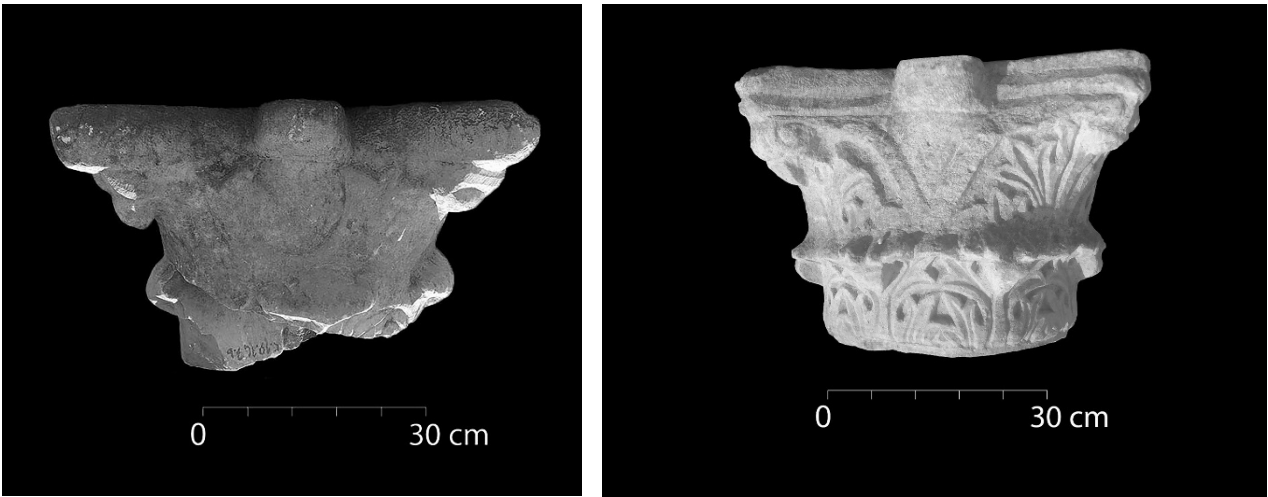


Fig. 5. Examples of Late Antiquity column capitals recovered from the Street.



Fig. 6. Aerial view of the stratigraphic excavations in the eastern portico of the Street.



Fig. 7. The stylobate foundation exposed in Sond.2c.

SD.M.KB.C/19
 Sond. 2/19
 135-140 m.
 South Cross-Section
 VÖ 1/20
 27.07.2019



Fig. 8. Cross-section drawing of the works under Sond.2c adjacent to the stylobate foundation.

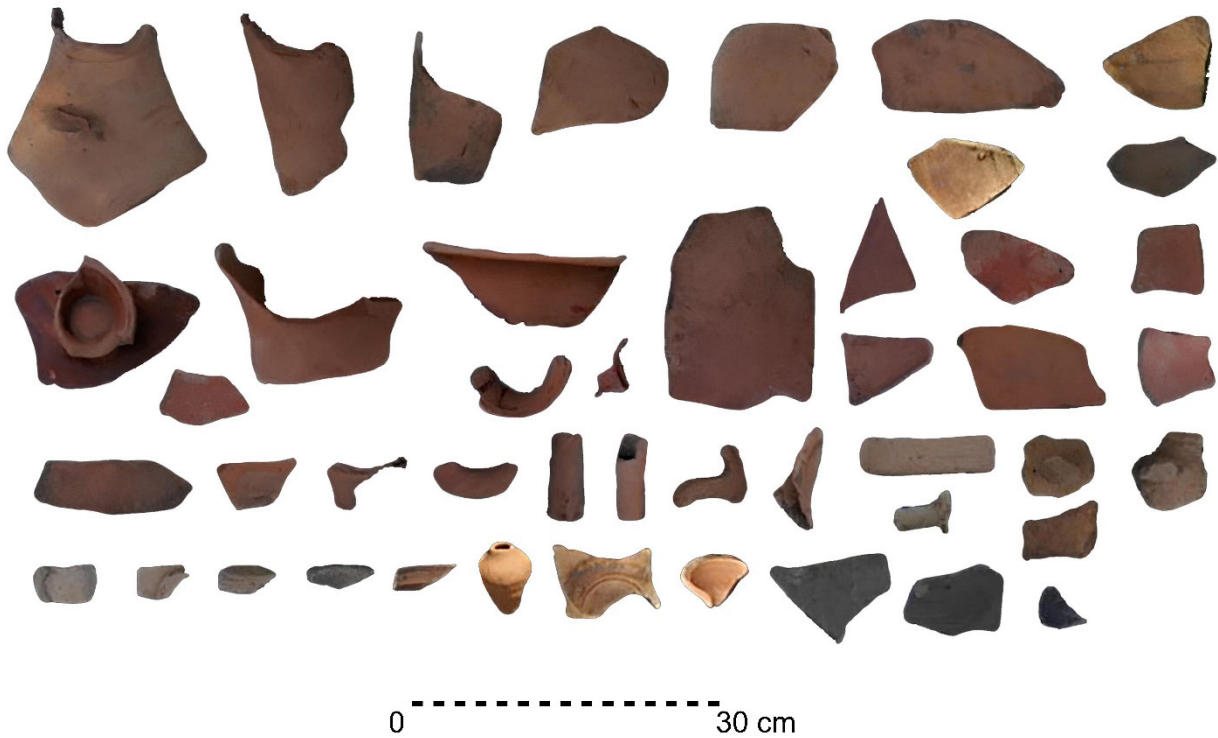
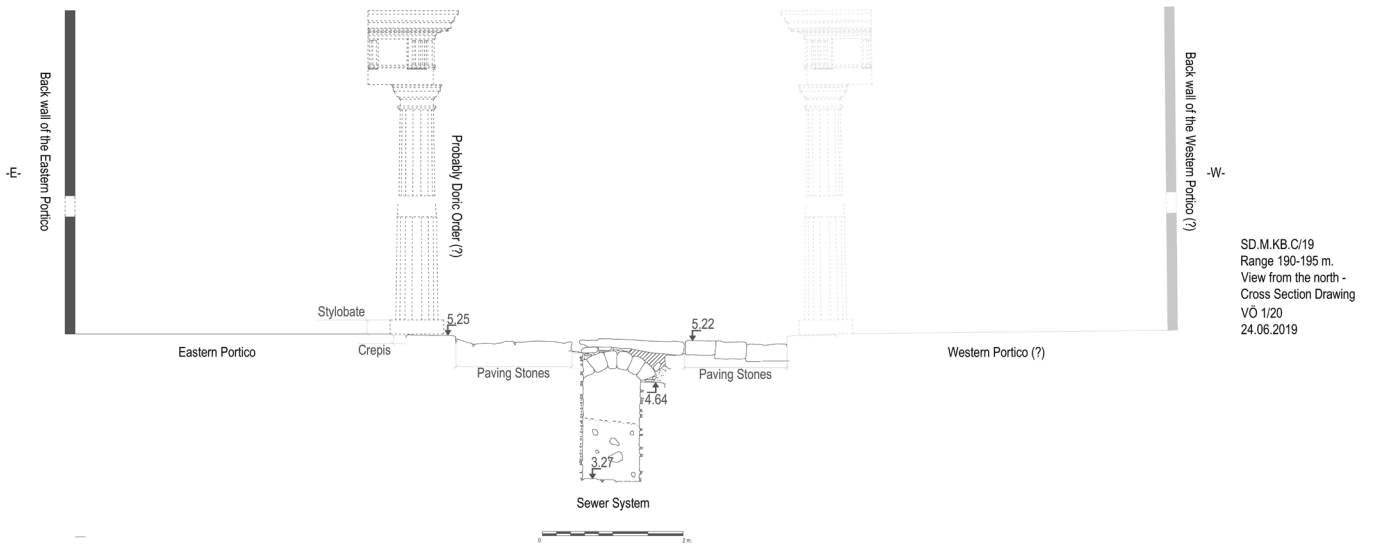


Fig. 9. Group of ceramic material from layer SB18 immediately below the stylobate foundation.

Possible 1st century AD view of Small "c" Street
(A)



Current view of Small "c" Street
(B)

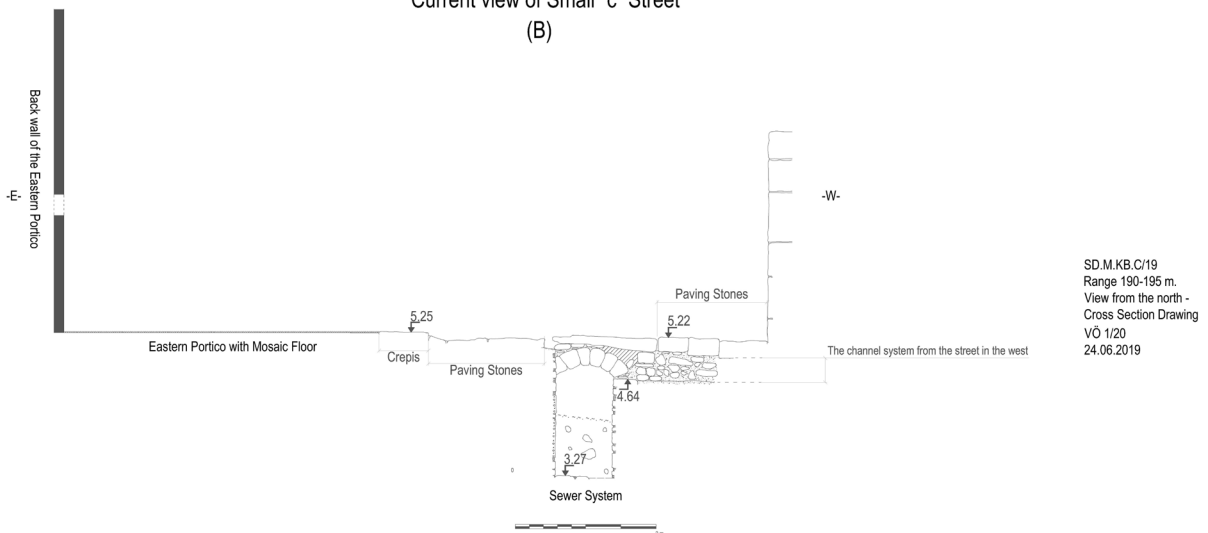


Fig. 10. Possible 1st century AD appearance and current condition of Small "c" Street.

Fig. 11. Evaluation of the stratigraphy and material groups recovered during the excavations at Sond.2c.

Small "c" Street, Sond.2c/19								
SB	Upper limit (m.)	Lower limit (m.)	Level feature		The latest dated materials from the strata			
					Coins		Ceramics	
					No	Date	Form	Date
9	5.30	5.04	5.30 m: Upper level of the mosaic floor		S.81	MS 474-491	Oil lamp Rim sherd of a pot form	2nd century BC – 1st century AD
10	5.04	4.88	4.88 m: Beginning of the stylobat foundation		S.84	MS 457-474	Cookware mouth fragment Atlante DSA form 11	1st century BC (50-20 BC)
11	4.88	4.65	Founda- tion level	4.65 m: End of elaborate rubble level at the foundation of the stylobate	S.88	?	DSA Atlante form 6	2nd century BC – 1st century BC
				4.65 m: Beginning of a sloppy rubble mesh at the foundation of the stylobate			DSA Atlante form 2A	
12	4.65	4.54	Foundation level		S.90	(?) Not after the 3rd century AD	Rim or lid fragment of LRD form 2 type	Mid-5th century – 3rd quarter AD
							Bottom fragment of a cooking vessel of Eastern Mediterranean origin?	
13	4.54	4.47	Foundation level		-		Cookware fragment	2nd century BC – 1st century AD
			Foundation level					
14	4.47	4.38	Foundation level		-		Atlante form 29 of the DSB group	1st century I half AD
15	4.38	4.18	Foundation level		-		DSA group form 16	1st century BC – 1st century AD
							Fragment of bowl with pi (π) handles	
							Fragment of a high and thick pedestal that may belong to DSA form 23 or DSA form 15B	
							DSB group Atlante form 38	
16	4.18	3.98	3.98 m: End of foundation		-		Amphora fragments	1st century BC – 1st century AD
17	3.98	3.91	Under foundation		-		DSB Atlante form 29 (?) fragment with small ringed base	Early 1st century AD?
18	3.91	3.76	Under foundation		-		Atlante DSA form 26	10 BC – 20/30 AD
19	3.76	3.46	Under foundation		-		Rim sherd with bowl handle with pi (π) handles	1st century BC – 1st century AD
20	3.46	3.35	Under foundation		-		Handled mouth sherd from a Rhodian amphora (?)	1st century BC – 1st century AD
							Lopas and sherd of a vessel with a steep rim	