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VÄLITÖÖD
EESTIS**

**ARCHAEOLOGICAL
FIELDWORK
IN ESTONIA**

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ARCHAEOLOGICAL INVESTIGATIONS IN TARTU, IN THE SURROUNDINGS OF KIVI, PIKK AND RAATUSE STREETS

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INTRODUCTION

During the last years, numerous archaeological investigations have been carried out in the territory surrounding Kivi, Pikk, and Raatuse Streets in Tartu. The area lies outside the medieval city surrounded with a town wall, on the other side of

River Emajõgi, next to the Holm Island in the river and a ditch called Koolujõgi, which separates the island from the left bank of the river.

In that area, the road leading from the Holm Island over the marshy meadow of Emajõgi was situated; it was called Stone Dam (in German *Steindamm*, in Estonian *Kivitamm*). The earliest written notice of that dam can be found in the earliest surviving protocol of the Tartu magistrate from 1547 (Kaplinski 1980, 4, 10). A schematic coloured map from the 1680s (EAA 2623-1-2049, 55) shows Stone Dam Road (*Narwischer Weg*). The southern side of the road bordered with the gardens of the citizens (*Bürger Garten*), and the town's pasture (*Vieh Weide*). The earliest proportional map where Stone Dam Road can be found is the map of the fortifications of Tartu from the end of the 17th century (Fig. 1).

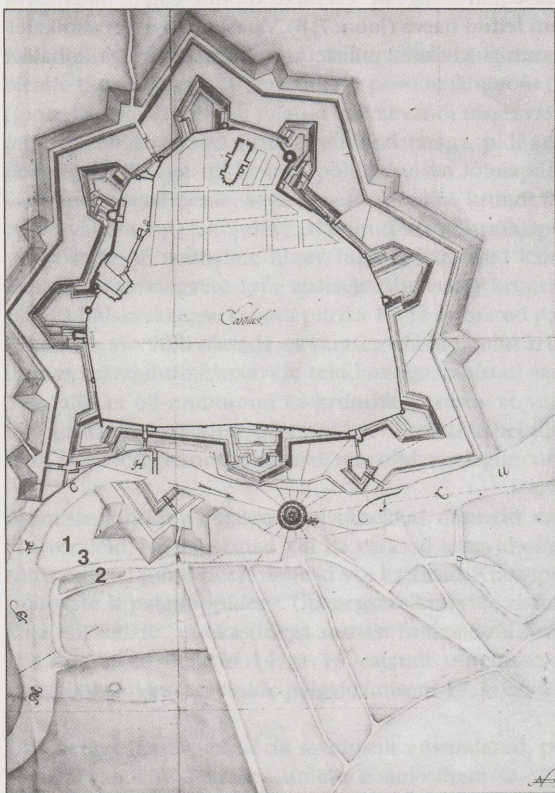


Fig. 1. Tartu on the plan of the town fortifications from the end of the 17th century. 1 - Holm Island, 2 - River Koolujõgi, 3 - Stone Dam Road (EAA 2623-1-2050, 55-57).

Joon. 1. Tartu 17. sajandi lõpu linnakindlustuste plaanil. 1 - Holmi saar, 2 - Koolujõgi, 3 - Kivitamm tee.

ARCHAEOLOGICAL RESEARCH IN THE ÜLEJÕE DISTRICT OF TARTU

In the Ülejõe district, archaeologically interesting finds have been gathered in connection with construction activities over a rather long period. In 1964, the digging of a trench for a pipeline produced a wooden pavement of coniferous logs, 20–25 cm in diameter, below present Kivi Street. The logs were situated crosswise to the street, and were located in the part of Kivi Street between Narva Road and Pikk Street (Hermann 1979, 103). In the 1960s, a water pipeline was constructed at Kivi Street. In the section between Pikk and Jaama Streets, numerous oak logs, black in colour, were found, situated crosswise to Kivi Street. In 1984, a medieval cultural layer was located near the house Narva Street 89, during construction of a sewerage pipeline (Metsallik 1984). The construction of a petrol station in 1993 allowed Romeo Metsallik, the municipal archaeologist of Tartu, to locate a bank fortification of Koolujõgi, constructed of horizontal wooden planks. Below the southeastern sidewalk of Kivi Street, the remains of a 4-metre-wide wooden brick could be distinguished (Metsallik 2003). Among the various fillings identified in 1997 in the trench for a sewerage pipeline at Narva Road 3, the archaeologist Peeter Piirits noticed layers similar to those surrounding wooden constructions of medieval Tartu (Piirits 1997). On the basis of the results from monitoring at construction site Fortuuna Street 1,

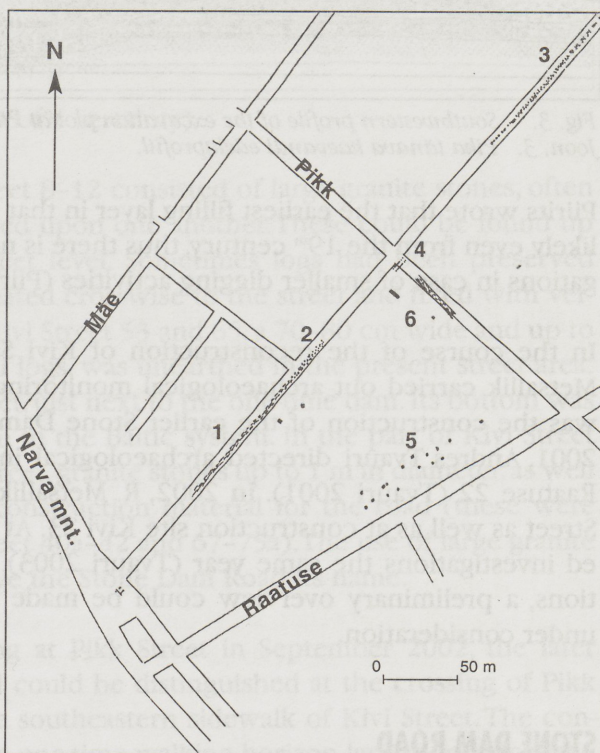


Fig. 2. Location map of archaeological investigations carried out in Tartu, in the area between Kivi, Pikk and Raatuse Streets. 1 - remains of Stone Dam Road, 2 - trackway, ditches for drainage, 3 - excavation plot at Pikk Street, 4 - excavation plots at the site Pikk Street 19, 5 - sondages at the site Raatuse Street 22, 6 - sondages at the site Kivi Street 23.

Joon. 2. Tartus Kivi, Pika ja Raatuse tänava piirkonnas tehtud arheoloogilised uuringud. Asendiplaan. 1 - Kivitammi tee jäänus, 2 - roigastee, kuivenduskraavid, 3 - Pika tänava kaevand, 4 - Pikk 19 krundil tehtud kaevandid, 5 - Raatuse 22 krundil tehtud proovišurfid, 6 - Kivi 23 krundil tehtud proovišurfid.

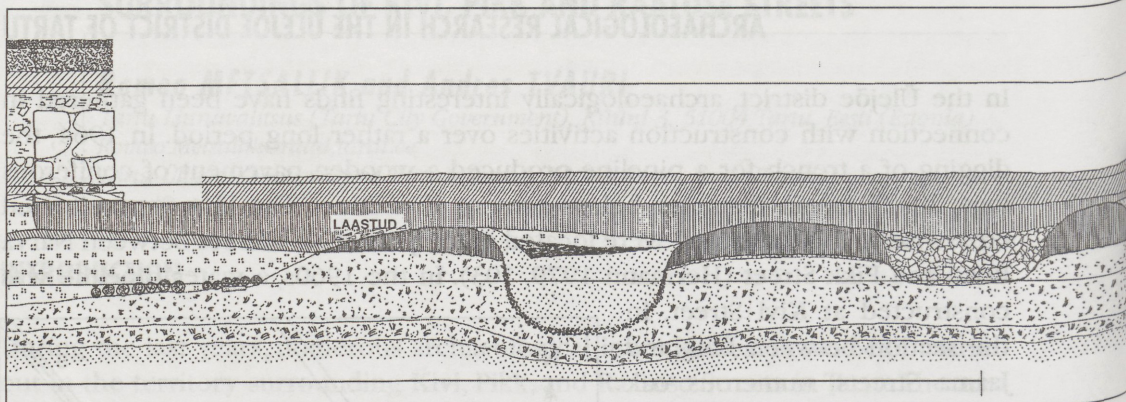


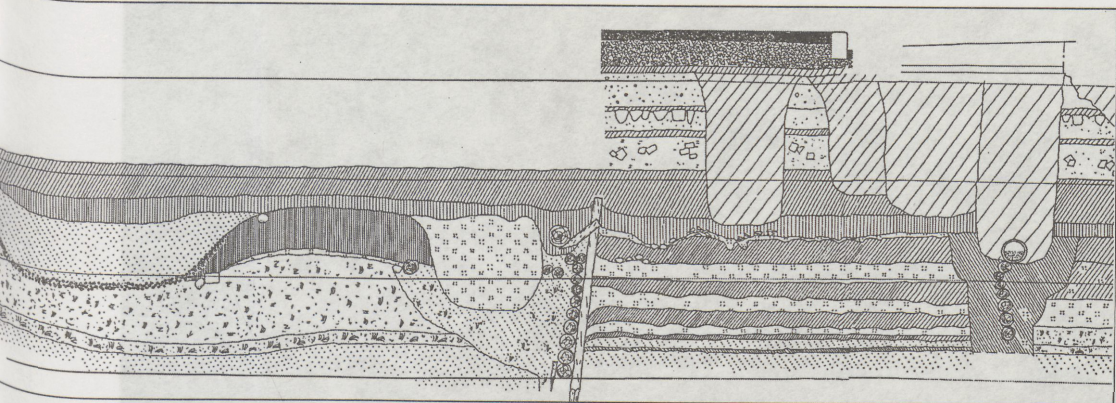
Fig. 3. Southwestern profile of the excavation plot at Pikk Street.
Joon. 3. Pika tänava kaevandi edelaprofiil.

Piirits wrote that the earliest filling layer in that area originate from the 18th, most likely even from the 19th century, thus there is no need for archaeological investigations in case of smaller digging activities (Piirits 1998).

In the course of the reconstruction of Kivi Street during 2000–2002, Romeo Metsallik carried out archaeological monitoring. The main field of investigation was the construction of the earlier Stone Dam Road (Metsallik 2002; 2003). In 2001, Andres Tvauri directed archaeological investigations at construction site Raatuse 22 (Tvauri 2001). In 2002, R. Metsallik carried out supervision at Pikk Street as well as at construction site Kivi 23. At the site Pikk 19, A. Tvauri directed investigations the same year (Tvauri 2003). On the basis of these investigations, a preliminary overview could be made of the development of the area under consideration.

STONE DAM ROAD

Archaeological monitoring, carried out during the reconstruction of Kivi Street, showed that the Stone Dam Road, located beneath the current Kivi Street, has been erected in various stages and different constructional techniques have been used. The exact location of the street has slightly shifted over time. At the first stage, a trackway was constructed just upon intact peat. Thin stems and poles were laid down parallel to the street at an elevation of 31.7 m in the Baltic system, the remains of those were found next to the houses Kivi Street 4–10. The remains were radiocarbon dated to 570 ± 30 BP (Ta-2803), the calibrated date (hereafter with computer program CAL 40 DATA OxCal v.2.18 cub r:4 sd:12



prob[chron]) is 1300–1430 AD (95.4% certainty).

The dam next to houses Kivi Street 8–12 consisted of large granite stones, often several rows of stones were placed upon one another. These could be found up to 1.5 m below the present street level. Sometimes logs had been preserved above the stones, these were situated crosswise to the street and fixed with vertical poles. Between the houses Kivi Street 53 and 65, a 70–80 cm wide and up to 1 m deep channel, constructed of logs, was unearthed in the present street area. It was directed alongside the street, just next to the one-time dam. Its bottom was situated at an elevation of 30.7 m in the Baltic system. In the part of Kivi Street between Pikk Street and Jaama Street, granite stones up to 1 m in diameter, as well as log pavement were used as construction material for the road (these were observed next to houses Kivi Street 40a–42 and 67–75a). The use of large granite stones for street construction gave the Stone Dam Road its name.

During archaeological monitoring at Pikk Street in September 2002, the later earthen dam of Stone Dam Road could be distinguished at the crossing of Pikk and Kivi Streets, just beneath the southeastern sidewalk of Kivi Street. The construction was 4.1 m wide and the one-time walking horizon lay 1.9 m below the present street level, at an elevation of 31.6 m in the Baltic system. The dam was surrounded with two log walls, both sloping to the inner side. In the southeastern wall 10 rows of logs had been preserved; in the northwestern one 7 (Figs. 3 and 4). A pointed pole, 10 cm in diameter and rammed into the ground, supported the southeastern wall from the inner side. Peat had been dug out from the inside of the dam, down to the layer of limy mud at an elevation of 30.3 m in the Baltic system. Layers of red sand and earth had been intermittently heaped upon the limy layer. The log construction of the channel mentioned above was situated at the northwestern side of the street dam.



Fig. 4. Log wall of the Stone Dam Road at the crossing of Pikk and Kivi Streets.
Joon. 4. Kivitammi tee palksein Pika ja Kivi tänava ristmikul.

The up to 30 cm layer of the walking horizon yielded potsherds that could be dated to the Late Medieval and Early Modern periods. No traces of a pavement could be distinguished at that spot. Above the dam, a thick layer of dark brown earth had been heaped. The elevation of its upper edge (32.1 m in the Baltic system) is in good accordance with that of the earliest pavements of Pikk Street and thus should originate from the period after the great fire of 1775.

THE TERRITORY BETWEEN STONE DAM AND RIVER EMAJÕGI

The archaeological investigations carried out until now have not unearthed any traces of buildings from the Medieval and Early Modern Periods. The elevation of the ground level of that time makes it easily understandable. The average elevation of River Emajõgi in Tartu area over the years is 30.5 m in the Baltic system. The top surface of the intact peat, which forms the virgin ground in the area, lies at an elevation from 30.3 m (in the central part of the construction site Raatuse Street 22) up to 31.9 m (at Pikk Street 19). Thus, the whole investigated area southeast of the Stone Dam has been flooded by the annual floods of River



Fig. 5. The ditch for drainage in the profile of the excavation plot at Pikk Street.

Joon. 5. Kuitvenduskraav Pika tänavaga kaevandi profiilis.

Emajõgi. The only possible constructions in the area could be light and of economic function (e. g. barns or sheds). The plan of Tartu from 1777 (preserved in Russian archives, РГВИА Ф. 349, оп. 12, д. 4685 IV) shows that several oxbow lakes, formed by River Emajõgi were situated in that area. In one of the trial excavation plots of 2001 at the riverside part of the site Raatuse Street 22, one of these was apparently encountered. From an elevation of 31.1 m, the layer of mud containing lenses of river-washed sand, fragments of bricks and wood chips, continued up to the elevation of 29.8 m in the Baltic system (Tvauri 2001, Fig. 3).

The buildings erected in the investigated area before World War II rested upon a 20–80 cm layer of construction debris and sand. The filling mostly contains debris from the houses of Medieval Tartu, but also a few animal bones and finds from the 16th–18th centuries. It seems likely that the filling of the flooded meadow in the area next to Raatuse Street started soon after the Great Northern War, but it was especially intensive after the great fire of 1775. As late as 1755, the area near Kivi Street has been described as uneven, bumpy, marshy and with almost intolerable smell (Raid 1999, 44–45). The fire of 1775 produced a lot of debris that necessitated its removal. As the result of the filling, the pavements of the yards of the

tated its removal. As the result of the filling, the pavements of the yards of the houses, existing before World War II at the northern side of Raatuse Street, were situated at an elevation of 32 m. The present ground level in the same area, after the levelling of the ruins of World War II, lies at an elevation of 33.5 m in the Baltic system. Thus the thickness of the cultural layer in the area is 2.5 metres. Soon after the fire of 1775, the bed of River Koolujõgi was also filled. On the map of Tartu from 1811 (EAA 2633-1-2029, 83) the river is not shown any longer.

DITCHES FOR DRAINAGE

Two ditches and three shallow depressions could be detected on the southeastern side of the Stone Dam, beneath Pikk Street. These ran parallel to Kivi Street (Figs. 2; 3). On the basis of the stratigraphic situation as well as the finds gathered, these were erected in the 18th century after the Great Northern War, in the course of the levelling activities in the area, during which the erection of the earthwork



Fig. 6. The trackway unearthed beneath Pikk Street.

Joon. 6. Pika tänavalt leitud roigaste.

of Stone Dam was followed by the filling of the marshy meadow. The ditches had the width of 1.3 up to 3.5 metres and their depth reached 1 metre. The walls and bottoms of two of these ditches were reveted with twigs and animal dung (Fig. 5). The ditches were filled up with light sand from the river. They could not be distinguished in nature, as their upper edge was covered with a stratum of humus up to 40 cm thick. The ditches formed a drainage system. The same ditches, reveted with twigs, could be distinguished at the site Pikk Street 19. On the basis of the elevation of their bottom, they led water towards the southwest (*i.e.* towards River Emajõgi).

In a sondage, erected in 2001 at the central part of the site Raatuse Street 22, a similar drainage ditch came to light. At an elevation of 29.9 m, inside the layer of virgin peat, an 80 cm layer of extremely wet grey sand was reached, which con-

sandy layer, a fragment of stoneware was found, produced in Siegburg between 1400–1550, but most likely at the beginning of the 16th century (oral comment by E. Russow). In the two excavation plots at the site Kivi Street 23 (each ca 10 m²), the incoming water hindered the investigation. It seems likely that the water originated from the two ditches, which are still leading water.

TRACKWAY BENEATH PIKK STREET

2.6 metres beneath the present elevation of Pikk Street, a trackway was unearthed. The excavations could investigate a part of it, situated 55 m from the crossing of Kivi and Pikk Streets towards Raatuse Street (Fig. 2). An 18 metre part of its southeastern side could be investigated archaeologically. Thin bows of birch, alder, willow and spruce, all with bark, were situated alongside the street, in a compact layer of 10–25 cm (Fig. 6). A side log with the diameter of 17–18 cm formed the southwestern edge of the street. Larger bows and even split logs were placed crosswise beneath the upper bows at some places. Although most of the street construction remained outside the northeastern border of the excavation plot, the width of the street could be determined at one spot; it turned out to be approximately 4 metres.

The layer just above the street construction yielded a very few datable finds. One of them, a stave of a wooden dish with a height of 14 cm, can be dated to the period before the Livonian War; another was a fragment from the neck and shoulder part of a stoneware jug with brownish cover on the outer side. Such imported jugs were widely used in Tartu during the 14th–15th centuries. The other finds were an iron nail, a fragment of leather, and a small fragment of wheel-thrown pottery. Nutshells, snailshells, fish, bird and animal bones were traced in the same layer.

Two radiocarbon samples were taken from the trackway. The side beam yielded the result 560±30 BP (Ta-2813), calibrated to 1300–1430 AD with 95.4% certainty. One of the thickest logs situated alongside the road could be dated to 380±30 BP (Ta-2811), calibrated to 1440–1630 AD with 95.4% certainty. Thus it seems most likely that the trackway construction took place at the beginning of the 15th century. This supposition was supported with the stratigraphic situation concerning the trackway below the later Stone Dam, and the radiocarbon dating of the latter trackway to the same period.

SUMMARY

On the basis of the investigations carried out, it may be asserted that Stone Dam Road was constructed in order to enable crossing the flooded meadow during annual floods. It was an important medieval connection, which carried the traffic towards Tallinn, Narva and Kastre during the floods. In spite of the fact that Stone Dam Road is first marked in written sources as late as 1547 the earliest trackway beneath present Kivi Street could be dated to the period 1300–1430 AD. The territory, situated between the Stone Dam and River Emajõgi, was an annually flooded meadow, which was used for gardens and pastures of the citizens up to the 18th century. Above the undisturbed ground level, filling layers of debris from medieval buildings, or layers of red sand can be traced, the thickness of which reaches from 20 cm up to 1 metre. These layers, most likely originating from the medieval town, sometimes contain finds both from the medieval and early modern periods. The filling of the meadow started after the Great Northern War, most likely after the great fire of 1775. The drainage system of Stone Dam, consisting of ditches, must have been erected before the construction of the first houses at the latest.

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Abbreviation

РГВИА – Российский государственный военно-исторический архив.

ARHEOLOOGILISED UURINGUD TARTUS KIVI, PIKA JA RAATUSE TÄNAVATE PIIRKONNAS

Romeo METSALLIK ja Andres TVAURI

Viimastel aastatel on tehtud mitmeid arheoloogilisi uuringuid Tartu linnas Kivi, Pika ja Raatuse tänavate piirkonnas. See ala jäi keskajal väljapoole linnamüüri ümbritsetud Tartut, teisele poole Emajõe paiknenud Holmi saart ja seda vastaskaldast eraldanud kraavi e. Koolujõe (joon. 1). Nimetatud piirkonnas asus Holmilt üle Emajõe luha viinud tee, mida kutsuti Kivitammiks. Varaseim teade selle kohta leidub Tartu vanimas säilinud raeprotokollis aastast 1547.

Juba 1960. aastatel leiti Kivi tänava alt palksillutisi. 1984 avastati Narva mnt. 89 piirkonnas keskaegne kultuurkiht; 1993 dokumenteeris linnaarheoloog R. Metsallik Koolujõe kaldakindlustuse ja 4 m laiuse puusilla jäänused; 1997 märkas arheoloog Peeter Piirits Narva mnt. 3 kanalisatsioonitrassi ehitussüvendis täitekihtide hulgas keskaegse Tartu puithoonete kihile sarnanevaid ladestusi. Kivi tänava rekonstrueerimise ajal 2000.–2002. aastal tegi arheoloogilist järelevalvet R. Metsallik; 2001 uuriti Raatuse 22 krundi A. Tvauri juhendamisel ja 2002 toimus arheoloogiline järelevalve R. Metsalliku juhendamisel Pikk ning Kivi t. 23 krundil. Samal aastal toimusid arheoloogilised uuringud veel Pikk t. 19 krundil A. Tvauri juhendamisel. Kõikide nimetatud uuringute tulemusel saab anda ülevaate vaadeldava piirkonna kujunemisloost.

Kivi tänava rekonstrueerimine näitas, et praeguse tänava all paiknenud Kivitammi tee on ehitatud mitmes järgus ning erinevaid ehitusviise kasutades. Tee asukoht on aja jooksul veidi nihkunud. Esmalt on Kivi tänava kohale, otse looduslikule turbale, rajatud roigastee. Jäänus sellest tuli välja Kivi 4–10 hoone vastas, absoluutkõrgusel 31,7 m. Tegemist oli tee kulgemissuunas turbale asetatud roigaste ja okstega. Nendest võetud radiosüsinikuproov andis kalibreeritud vanusemääranguks ajavahemiku 1300–1430 AD.

Kivi t. 8–12 hoonete vastas oli teetammi ehitamiseks kasutatud suuri, sageli mitmes kihis laotud maakive. Need asusid praeguse tänava pinnast kuni 1,5 m sügavamal. Kohati toetusid kividele käigusuunaga risti asetatud palgid, mis olid kinnitatud vaiadega. Kuni 1 m läbimõduga maakive ja palksillutist oli tee ehitamiseks kasutatud ka Pika ja Jaama tänava vahel (hoonete Kivi t. 40a–42 ja 67–75a juures). Suurte kivide kasutamine tee konstruktsioonis andiski Kivitammi teele tema nime.

2002. aastal Pikal tänaval tehtud järelevalvega avastati Pika ja Kivi tänava ristumiskohal hilisem Kivitammi tee muldkehand. Avastatud teetamm oli ülaosas 4,1 m lai ja selle käigurada asus kõrgusel 31,6 m (1,9 m praegusest tänavapinnast sügavamal). Teetamm paiknes kahe palkseina vahel (joon. 3 ja 4). Kaguseina toetas seestpoolt maasse rammitud vai. Teetammi sisemus oli ehitamise aegu tüh-

jendatud turbast ning täidetud vaheldumisi kuhjatud punase liiva ja mulla kihtidega. Käiguraja kihist leitud savinõukillud on hiliskesk- ja uusaegsed. Sillutisest jälgi ei avastatud. Teetammi edelaküljel kulges 70–80 cm laiune palkidest renn, mille sügavus oli u. meeter. Teetammile oli hiljem veetud tüse tumepruun mullakiht, mille kõrgus 32,1 m vastab Pika tänava varaseimatele sillutisekihtidele ja pärineb tõenäoliselt 1775. aasta suurtulekahju järgsest ajast.

Kivitammi ja jõe vaheliselt alalt ei ole senini leitud mingeid jälgi kesk- või varauusaegsest hoonestusest. See on arusaadav, kui pidada silmas algse maapinna kõrgust: Emajõe pikaajaline keskmine veetase Tartu piires on absoluutkõrgusel 30,5 m. Looduslik turbapinnas, millele on ladestunud kultuurikiht käsitletavas piirkonnas, jääb vahemikku 30,3 m kuni 31,9 m. Seega on kogu uuritav ala Kivitammist kagu pool olnud kevadiste tulvade poolt üle ujutatud. 1777. aasta Tartu plaanile on kantud sellele alale mitmeid Emajõe soote. Ilmselt satuti ühe sellise peale 2001. aastal proovišurfis Raatuse t. 22 krundi Emajõe poolses osas. Seal algas liivaste uhteviirgudega, tellisetükke ja laaste sisaldav muda kõrgusel 31,1 m ja jätkus sügavamale kõrgusest 29,8 m.

Uuritavas kvartalis enne Teist maailmasõda asunud hooned on rajatud ehitusprahist ja liivast koosnevale 20–80 cm paksusele täitekihile. Täitekiht koosneb peamiselt keskaegsete hoonete rusudest, kuid selles on ka loomaliid ja 16.–18. sajandi esemeleide. Tõenäoliselt on luhta Raatuse tänava piirkonnas hakatud täitma juba pärast Põhjasõda, eriti ulatuslikult aga pärast 1775. aasta suurtõlengut. Ühtekokku on tänaseks ladestunud siia umbes 2,5 m paksune kultuurikiht.

Pika tänava alalt, Kivitammi kaguküljelt, leiti kaks kraavi ja kolm madalat süvendit, mis kulgesid paralleelselt Kivi tänavaga (joon. 2 ja 3). Kultuurikihi stratigraafia ja leidude põhjal otsustades olid need tehtud 18. sajandil pärast Põhjasõda, Kivitammi tee muldkeha rajamisele järgnenud maapinna tasan-damise ja luha täitmise käigus. Tegemist oli 1,3–3,5 m laiuste ja kuni 1 m sügavuste kraavidega, mis olid täidetud jõeliivaga. Kahe kraavi seinad ja põhi oli vooderdatud okste ja loomasõnnikuga (joon. 5). Kraavid ei olnud looduses nähtavad, kuna neid kattis kuni 40 cm paksune mullakiht. Tegemist oli Kivitammi äärses kuivendussüsteemiga. Samasugused okstega vooderdatud kraavid leiti ka Pikk t. 19 krundil. Kraavipõhjade kõrgusi võrreldes võib järeldada, et vesi voolas piki kraave Emajõe (edela) suunas. Samalaadsele kuivenduskraavile satuti ka 2001. aastal Raatuse t. 22 krundi keskele rajatud surfis. Ka siin leiti looduslikus turbas 29,9 m tasemel algav 80 cm paksune veest küllastunud halli liiva kiht, milles oli rohkesti veemolluskite kodasid. Selle liivakihi alaosa leiti Siegburgi päritolu kivikeraamilise nõu katke, mis pärineb ajavahemikust 1400–1550, kõige tõenäolisemalt aga 16. sajandi esimesest poolest. Arvatavasti satuti nendele kraavidele ka Kivi t. 23 krundile tehtud kaevandis. Pika tänava all avastati 2,6 m sügavusel roigastee. Kaevandisse jäi sellest lõik, mis asus 55 m Kivi ja Pika tänava ristmiku Raatuse tänava poole (joon. 2). Tee edelapoolset külge oli võimalik jälgida 18 m pikkuses lõigus. Tegemist oli Pika tänava sihis tihedalt üksteise kõrvale laotud koorimata peentest puudest koosneva 10–25 cm paksuse kihiga (joon. 6). Tee edelakülge piiras 17–18 cm läbimõduga äärepalk. Kohati oli okste alla risti asetatud paksemaid puid. Tee laius oli u. 4 m. Dateerivaid leide saadi roigastee pealsest kihist vähe. Üks neist on 14 cm kõrge kahevitsalise vit-siknõu küljelaud, mis pärineb Liivi sõja eelsest ajast. Teine on välisküljelt mati pruunika vaabaga kae-tud kivikeraamilise kannu õla- ja kaelaosa. Sellised importkannud olid Tartus laialdaselt kasutusel 14.–15. sajandil. Lisaks leiti sepanael, nahatükike ning pisike lihtkedrakeramik kild. Samast kihist saadi ka sarapuupähkli koori, teokarpe ja looma- linnu- ning kalaluid. Roigastee dateerimiseks võeti kaks radiosüsinikuproovi. Äärepalgist võetud proov andis kalibreeritud dateeringuks aastad 1300–1430 AD. Teine proov võeti ühest tee jämedamast pikipalgist ning see andis tulemuseks ajava-hemiku 1440–1630 AD. Seega on kõige tõenäolisem, et kõnealune roigastee on rajatud 15. sajandi alguses. Seda oletust toetavad ka Kivitammi eelse roigastee asetus kultuurikihis ning selle radiosüsinikudateering, mis jääb samasse aega.