

## Trojane cesta

IRN 15521	V Zideh – Roman road Emona–Celeia
Motorway section	SK 07 Vransko–Blagovica
Geographical coordinates	x 492486 y 116286 z 516
Primary topographical map sheet TTN5	Gornji Grad 47
Cadastral register	c.c. Trojane, cadastral plot no. 831/5
Site type	Via publica Emona–Celeia
Period	Roman
Method and date of discovery, site discovered by	Systematic archaeological survey 1995, Marija Mertelj and Milan Sagadin
Fieldwork method and date	Excavation 1997
Excavation directors	Milan Sagadin and Tomislav Kajfež
Excavated area	40 m <sup>2</sup>
Site archive kept by	SAAS

Trojane (563 m a.s.l., Lat. *Atrans*) is located on a pass in the mountains, which descend from the eastern Karavanke to the canyon of the river Sava. It divides the Ljubljana basin from the Celje basin, as well as the Kranjska region from the Štajerska region. In the Roman period, this was the border between Italy and *Noricum*, or between the areas of *Emona* and *Celeia*. *Atrans* belonged to the latter. The mountain pass is narrow and oblong, with three streams flowing into three valleys from its slopes: the Radomlja into Črni Graben, the Orehovica into the Izlake valley and Bolska in the direction of Vransko.

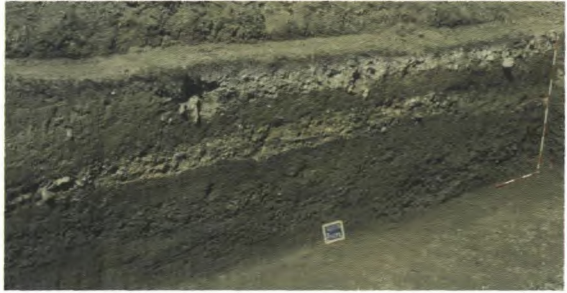
The *Aquileia–Emona* road and both its branches in the directions of *Poetovio* and *Siscia* were built during the reign of the Emperor Augustus (27 BC–14 AD) and his successor Tiberius (14–37 AD), when the Roman Empire finally extended its frontiers to the Danube.

The *Emona–Celeia* road was a *via publica* indicating the road that was laid out, built and fitted with resting places and milestones, as well as being recorded by the provincial administration in the civic office in Rome, the



so-called *cura viarum*. The records for the existence of the road are based on the itineraries, the Roman geographers, milestones, topographical data, archaeological research on the road and the associated settlement remains.

The trial trench revealed evidence of a 6-m-wide Roman road, which was bounded on the north by a hill and by the Bolska stream valley on the south. The sand and quarrrystone make up of the road had a characteristic lenticular section. It was bounded by a drainage ditch on each side and constructed on brown impervious clay.



Section through the Roman *Emona–Celeia* road and the *Laibach–Cilli* state highway

Hollows in the original ground surface were levelled with a bed of large quarrrystone. The modest depth of the surviving road (20–25 cm) is the result of intensive erosion, as is shown by the deep gravel fill from the road in the drainage ditches.

The road over Trojane lost its significance in the Middle Ages, because the feudal lords of Carniola (*Kranjska*) redirected traffic to the provincial road via the valley of *Tuhinjska Dolina*, through *Motnik* and over the *Kozjek* mountain pass to *Kamnik* and on towards *Škofja Loka*. In 1727, Charles VI, Emperor of Austria decreed the re-organisation of the Viennese commercial road, including the *Zajsovnik–Baba–Trojane–Lukovica* section. Thereafter *Trojane* once again experienced increased traffic.

The macadam road discovered directly beneath the turf line is the old Austrian road, which led from *Celje* across *Trojane* to *Ljubljana*. It was used until the construction of the present main *Ljubljana–Celje* road between 1958 and 1959.

TOMISLAV KAJFEŽ

#### References

- SAGADIN, MILAN; PINTÉR, ILDIKÓ; MERTELJ, MARIJA, *Blagovica–Vransko, Poročilo o ekstenzivnem pregledu*, Kranj 1995.  
 KAJFEŽ, TOMISLAV, *Poročilo, Zaščitno arheološko sondiranje na lokaciji Trojane cesta, Ljubljana 1997.*