Chapter 4: Assessing the place: The road between Milas and Labraunda
As also set in the previous section, an analysis including the strengths, weaknesses, opportunities and threats should be made as the second phase of planning and management of cultural routes. With this respect, in order to determine the necessities, adequacies, capabilities as well as the weaknesses and deficiencies, the road between Milas and Labraunda and its nearby environment should be analyzed. Accordingly, in this section of assessing the place; strengths, weaknesses, opportunities and threats of the current status of the road between Milas and Labraunda and the cultural accumulation on and around it are identified and visualized with the help of the natural, man-made, temporal, social and cultural, functional, visual and aesthetic, economic, administrative and finally meaning and spiritual contexts.

Under the heading of assessing the road between Milas and Labraunda, the current state of the ancient road is evaluated and categorized as strengths, weaknesses, opportunities and threats by giving reference to nine equally weighted contexts which are identified in the section of “understanding the place”. As reflected in the categories of strengths and opportunities, the region and the road have rich and diverse assets and values. As also shown, especially the location, unique nature, nearby cultural accumulation, ongoing inhabitancy pattern, continuing social and cultural character, different functions, visually and aesthetically rich charm, economic sustainability, legends and memories of the road between Milas and Labraunda should be underlined as crucial assets for the region.
However, the road between Milas and Labraunda were transformed into a transportation path together with static components including non-valuable structures and/or units by the existing weaknesses and threats with the negative effects of modern days. Especially, the unused and/or empty areas, the non-visible state, difficult accessibility conditions, lack of care and lack of holistic presentation, currently unused situation, disappearing social and cultural values, lack of agencies and organizations working to improve the general condition, the present usage and function of the road, lack of visual and aesthetic integrity, insufficient financial sources and lack of available equipment of the key interest groups and partners, deficiency of the current conservation, planning and development activities, physical components of the cultural accumulation that are not legally registered, new construction works that are not compatible with the historical meaning and spiritual context and high vehicular use of the road between Milas and Labraunda have been changing the historical identity of the road between Milas and Labraunda day by day.

Considering these identified information, it can be said that the road should be approached not only from a planning problem but also a conservation and development view. Accordingly, based on the information gathered in the phase of the “understanding of the road between Milas and Labraunda and the cultural accumulation on and around it” together with the data derived from the documents and excavations as well as the existing situation of the region, the stage of assessing the road should be continued with an overall assessment of the components of the cultural accumulation.

In this respect, all of the components of the cultural accumulation on and around the ancient road between Milas and Labraunda should be evaluated according to their strengths, weaknesses, opportunities and threats; individually (Table 3). Afterwards, according to these data derived, zones showing clusters of the components of cultural accumulation - because of their togetherness - should be identified. These two groups of
information assist to highlight the objectives of the cultural route project, significance of place, theme of the final model, general decisions and therefore a basis for the priority of implementation regarding the proposed cultural route for the road between Milas and Labraunda.

Table 3: Overall evaluation of the road between Milas and Labraunda

<table>
<thead>
<tr>
<th>Components</th>
<th>Overall Evaluation</th>
<th>Components</th>
<th>Overall Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Natural Components</strong></td>
<td></td>
<td><strong>Variety</strong> of natural components: forested areas in north, agricultural lands in south, <strong>Continuing natural activities</strong> such as agriculture, green housing, olive production, etc., <strong>Historical connotations</strong> of some of the natural components such as the split rock of Labraunda, ancient springs, sacred plane trees etc.</td>
<td><strong>Labraunda</strong></td>
</tr>
</tbody>
</table>
### Components: Overall Evaluation

| Remaining Parts of the Road Between Milas and Labraunda | Distributed configuration of the remaining parts of the road between Milas and Labraunda, Continuous pattern of the remaining parts of the road between Kargıcak and Labraunda. |

| Fortification Towers | Locations of fortification towers and their visual and aesthetic observation opportunities, Ongoing excavation works for fortification towers. |

| Spring Houses and Wells |  |

| Honey Towers |  |
Tombs

Existence of different kinds of tombs: monumental tomb, rock-cut chamber tombs, subterranean chamber-tombs, rock-cut sarcophagi tombs, simple pit tombs and cist graves.

Numerous numbers of tombs discovered along the route between Milas and Labraunda and their unique arrangements.

Existence of the necropolis where a group of tombs are discovered.

Ongoing excavation works for tombs.

Bridges

Chapter 4: Assessing the place: The road between Milas and Labraunda
Location of Baltalı Kapı Street in Milas as the starting point and
- the existence of the Baltalı Kapı Monument itself as the origin point of the road between Milas and Labraunda,
Open market area of Baltalı Kapı as a crucial social and economic input,
Existence of the in-situ stone blocks,
Existence of traditional structures that can be used with different functions,
Ongoing rehabilitation projects for Baltalı Kapı Street.
Location of Kızılcayıkık in Sarışay valley close to fertile lands of the region, Continuous agricultural and green housing characteristics of Kızılcayıkık, Existence of traditional structures that can be used with different functions.

Kargıçak, Yukarıılamet and Aşağıılamet