



**6<sup>th</sup> INTERNATIONAL CONFERENCE  
ON THE ROMAN DANUBIAN PROVINCES**

**ROMAN ROADS AND CROSSROADS**

**Belgrade and Viminacium, 1<sup>st</sup>–5<sup>th</sup> November 2022**





INSTITUTE OF ARCHAEOLOGY  
BELGRADE  
VIMINACIUM DEPARTMENT



UNIVERSITÀ DEGLI STUDI DI FERRARA  
LABORATORIO DI STUDI E RICERCHE  
SULLE ANTICHE PROVINCE DANUBIANE

# 6<sup>th</sup> INTERNATIONAL CONFERENCE ON THE ROMAN DANUBIAN PROVINCES

## ROMAN ROADS AND CROSSROADS

Belgrade and Viminacium, 1<sup>st</sup>–5<sup>th</sup> November 2022

Venues:

Faculty of Philosophy, Belgrade, Dragoslav Srejskić Hall

Limes Park, Viminacium, Hall 1

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# PROGRAM

**Tuesday, 1<sup>st</sup> of November | Belgrade, Dragoslav Srejović Hall**

**14.30–15.30** | Registration | Faculty of Philosophy, Belgrade, Main building,  
Dragoslav Srejović Hall Reception

**15.30–16.00** | Opening speech

SNEŽANA GOLUBOVIĆ, Director of the Institute of Archaeology, Belgrade

**16.00–17.40** | Paper presentations | Chair: SOFIJA PETKOVIĆ

MILICA TAPAVIČKI-ILIĆ: From Prehistory to Antiquity:  
Continuity of settlements and roads

VLADIMIR PETROVIĆ: Some considerations about Serbia at the crossroad of  
Roman terrestrial and fluvial communication lines

JELENA ANĐELKOVIĆ GRAŠAR · BRANKA NOVČIĆ KORAC: Place  
branding: Rethinking place image communication in antiquity. Case study Serbia

JASMINA DAVIDOVIĆ: Few remarks on the Imperial Sirmium

GORDANA JEREMIĆ: Roman and Late Roman traffic infrastructure  
on the territory of Naissus

**17.40–17.55** | Coffee break

**17.55–19.20** | Paper presentations | Chair: MILICA TAPAVIČKI-ILIĆ

ANCA CEZARINA FULGER: Traiano a Drobeta: Il ponte sul Danubio

BEBINA MILOVANOVIĆ · IVANA KOSANOVIĆ · BOJAN POPOVIĆ:  
Gerulata: A fort on the road from Taliata to Egeta

SOFIJA PETKOVIĆ: Timacum Minus as the crossroad between the Danube and  
Morava Valley

RADMILA ZOTOVIĆ: Roads and crossroads of the cultural influences on the  
eastern part of the Roman province of Dalmatia

**20.30** | Dinner at “Dom vojske”, entrance from Francuska street, number 2.

Ștefan HONCU

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#### WATCHING THE ROADS: THE ROMAN MINOR FORTIFICATIONS ALONG THE INNER ROADS FROM SCYTHIA MINOR PROVINCE

Starting with the reforms of Diocletian and Constantine I, around the Middle and Lower Danube, a new defense strategy of the Empire in Late Antiquity was shaping up. In this specific context, construction of forts in the hinterland occurs at the territory of the Scythia Minor province (“inner fortifications”), building of small fortifications in the interior, alongside roads, while the fortifications on the limes are reinforced. Our paper aim to discuss the newly minor fortifications that had the task to protect the Roman interior roads, great inner fortifications and to be able to aid the first line of Danubian limes. In conclusion, we can point out that the administrative and military reform of the Roman Empire was not only focused on modifying the ruling system and its military strategy, but especially on how the new administrative idea can be supported and put into practice in a long term context of innovative decisions implemented by the emperor.

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Michaela IACOB

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#### ROMAN PROVINCIAL COINAGE AS A HISTORICAL DOCUMENT FOR THE MOBILITY OF PEOPLE IN THE ROMAN EMPIRE. CASE STUDY: MOESIA INFERIOR PROVINCE

The paper refers to the Roman provincial coins, other than those issued in the province of Moesia Inferior, discoveries in Moesia Inferior - as isolated discoveries or as composite parts of some treasuries. There are pieces issues in Bithynia, Thrace, Aegyptus, “Sarmatia”, but also from Moesia Superior, Dacia, Armenia, Cappadocia, Caria, Creteira, Galatia etc. The presence of these pieces is analyzed in relation to epigraphic mentions about the presence of people from those provinces, but also to economic relations between Moesia Inferior and other Roman provinces documented by archaeology.

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Gordana JEREMIĆ

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#### ROMAN AND LATE ROMAN TRAFFIC INFRASTRUCTURE ON THE TERRITORY OF NAISSUS

Naissus (Niš, SRB) belonged to one of the most important cities in the Dardanian area of the Roman province Moesia Superior, while during Late Antiquity, it was an important military and economic center of the province Dacia Mediterranea. Although it was geographically not located in borderlands, Naissus represented an important link between the hinterland and the Middle - Danubian limes in Antiquity. During a relatively short period, ca middle of the 5th century, the city was on the edge of a buffer zone, between the Huns' lands and dependent Roman areas.

As a spot on an important Balkan route, the territory of Naissus had an entire net of main, magistral

roads (*viae publicae*, *viae militares*), bridges, but also roads of municipal and regional importance. Our attempt is to summarize the archaeological and epigraphic data on the remains of Roman traffic infrastructure, discovered on the territory of the city (milestones, bridge remains, roads). Special attention will be paid to the discovery of two pentagonal pillars of the potential Roman bridge in the Nišava riverbed. According to the preserved travelogues from the Late Middle Ages and the New Ages, the bridge most likely lasted for centuries, until the end of the 19th century.

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CONTRIBUTIONS TO THE INFRASTRUCTURE OF THE ROMAN ROAD NETWORK OF  
DACIA POROLISSENSIS:  
A CASE STUDY FOR THE ROAD SEGMENTS RECENTLY DISCOVERED AT SUTOR  
(ANCIENT OPTATIANA), SĂLAJ COUNTY, ROMANIA

By definition, Roman roads are result of political and strategic will and power of the highest level in the Roman Empire. The Romans were constantly preoccupied with creation of a road network that would allow both direct connections between its main military and civilian centers as well as establishing a quick flow of information (*cursus publicus*). The province of Dacia makes no exception from this rule. Accounting for the total length of more than 4300 km, the Roman road network of Dacia is mainly known from ancient sources, either epigraphic or cartographic (such as *Tabula Peutingeriana*, Ptolemy's *Geography* or the *Cosmography of the Anonymous of Ravenna*), and few archaeological discoveries or topographic field surveys. The backbone of the road network in Roman Dacia relies on the main road connecting Lederata (on the right bank of the Danube, situated in the vicinity of nowadays Ram, Veliko Gradište, SRB) to Porolissum in north-western Romania (nowadays Moigrad-Porolissum, Sălaj county, RO) forming a South-North axis that cuts through the entire province. The rest of the roads can be viewed as extensions from this main road, junctioning regularly on East to West axes, while reaching the limes of the province and linking both military and civilian centers along their way. Recent rescue excavations performed in the area of the site at Sutor (the ancient Optatiana), Sălaj County have revealed two converging road segments (summing the total of 140 m of Roman road) among which we can count the Imperial Road leading from Napoca to Porolissum, previously known and mentioned in the archaeological literature, and a second segment linking the Roman forts at Bologna and Sutor. The two roads were bypassing the fort on two of its sides (the norther and southern side) allowing quick access. Under these circumstances there is no wonder that the troop stationed here was a mounted troop, able to ensure quick connectivity and flow of information from the command center of the northwestern limes around Porolissum to the political and financial headquarters of the province at Napoca. The same pattern, of mounted troops being stationed on an imaginary second defense line is also documented in the case of forts at Gilău and Gherla, a fact that cannot be ignored if one wants to understand the nature and function of the defense system of Dacia Porolissensis. At the same time,