**Training Fiche Template**

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| **Title** | History and Development role of Roman Routes |
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| **Objectives / goals / learning outcomes** | |
| In this module you’ll be able to know the main European Roman Routes, their History, the Development and the role during the roman Empire. | |
| **Description** | |
| **Roman roads** were physical infrastructure vital to the maintenance and development of the Roman state, and were built from about 300 Before Christ (BC) through the expansion and consolidation of the [Roman Republic](https://en.wikipedia.org/wiki/Roman_Republic) and the [Roman Empire](https://en.wikipedia.org/wiki/Roman_Empire).They provided efficient means for the overland movement of [armies](https://en.wikipedia.org/wiki/Military_history_of_ancient_Rome), officials, civilians, inland carriage of official communications, and [trade goods](https://en.wikipedia.org/wiki/Roman_commerce).  These infrastructures were essential for the maintenance of the empire, allowing the army to move quickly where it was needed. Military purpose was not the only one. They were strategical for political, administrative and commercial activities too.  The resulting roads often shot straight up steep hills, and small bridges and tunnels were built to ensure the path could traverse rivers or pass right through mountains.  Roman roads constituted the most efficient and long-lasting road system of antiquity, which made it possible to bring Roman civilization into contact with the most diverse peoples that populated the then known world. No other people in that historical era were able to match their ability to choose the tracks, the construction techniques and the organization of assistance to travellers.  Roman roads were, then, the arteries of the empire. They connected communities, cities, and provinces, and without them the Romans could surely not have conquered and held onto the vast territories they did over so many centuries. Further, such was the engineering and surveying skills of the Romans that many of their roads have provided the basis for hundreds of today's routes across Europe and the Middle East. Many roads in Europe still use the original Roman name for certain stretches, and even some bridges. | |
| **Contents arranged in 3 levels** | |
| 1. **Module name: History and Development role of Roman Routes**    1. **Unit name: Roman Roads: Development of the Network and Mapping**       1. **Section Name: Different Types of Roman Roads**          1. **Contents:**   Roman roads varied from simple [corduroy roads](https://en.wikipedia.org/wiki/Corduroy_road) to paved roads using deep roadbeds of tamped rubble as an underlying layer to ensure that they kept dry, as the water would flow out from between the stones and fragments of rubble, instead of becoming mud in clay soils. According to [Ulpian](https://en.wikipedia.org/wiki/Ulpian), there were three types of roads:   1. Viae publicae, consulares, praetoriae or militares; 2. Viae vicinales, rusticae, glareae or agrariae; 3. Viae privatae.   The "viae publicae", commonly called "consular", connected the most important cities. These roads were crossed by the Roman legions in their transfers and the couriers of the state postal service ("cursus publicus") traveled on them.  Next to the network of viae publicae there were numerous roads of regional interest, the viae vicinalis or viae rusticae, which connected the smaller settlements ("vici") with each other or with the main streets, the maintenance of which was borne by local administrations, and finally viae privatee, of local interest and maintained at the expense of the communities or individual citizens who used them.  While the "viae publicae" were generally paved, the secondary roads could be paved or not, for example with only a layer of gravel or stones: in this case they were called viae glareatae. After the secondary roads came the viae terrenae, normally unpaved.  **1.1.2 Section name:** Main European Roman Roads  **1.1.1.2 Contents:**  **Italy** - Major Roads:   * [Via Aemilia](https://en.wikipedia.org/wiki/Via_Aemilia), from [Rimini (Ariminum)](https://en.wikipedia.org/wiki/Rimini) to [Placentia](https://en.wikipedia.org/wiki/Piacenza); * [Via Appia](https://en.wikipedia.org/wiki/Via_Appia), the Appian way from Rome to [Apulia](https://en.wikipedia.org/wiki/Apulia); * [Via Aurelia](https://en.wikipedia.org/wiki/Via_Aurelia) from Rome to France; * [Via Cassia](https://en.wikipedia.org/wiki/Via_Cassia), from Rome to [Tuscany](https://en.wikipedia.org/wiki/Tuscany); * [Via Flaminia](https://en.wikipedia.org/wiki/Via_Flaminia) from Rome to [Rimini (Ariminum)](https://en.wikipedia.org/wiki/Rimini); * [Via Raetia](https://en.wikipedia.org/w/index.php?title=Via_Raetia&action=edit&redlink=1), from [Verona](https://en.wikipedia.org/wiki/Verona) north across the [Brenner Pass](https://en.wikipedia.org/wiki/Brenner_Pass); * [Via Salaria](https://en.wikipedia.org/wiki/Via_Salaria), from Rome to the [Adriatic Sea](https://en.wikipedia.org/wiki/Adriatic_Sea) (in the [Marches](https://en.wikipedia.org/wiki/Marches)); * Via Casilina: From [Rome](https://en.wikipedia.org/wiki/Rome) to [Casilinum](https://en.wikipedia.org/wiki/Casilinum) (present-day [Capua](https://en.wikipedia.org/wiki/Capua)), to present-day [Santa Maria Capua Vetere](https://en.wikipedia.org/wiki/Santa_Maria_Capua_Vetere); * Via Capua: connected Rome permanently with the "Civitas foederata Regium", the extreme tip of the Italian peninsula; * Via Nomentana: from [Rome](https://en.wikipedia.org/wiki/Rome) to [Nomentum](https://en.wikipedia.org/wiki/Nomentum) (modern [Mentana](https://en.wikipedia.org/wiki/Mentana)); * Via Postumia: was an ancient [Roman road](https://en.wikipedia.org/wiki/Roman_road) of northern [Italy](https://en.wikipedia.org/wiki/Italy) constructed in 148 BC by the [*consul*](https://en.wikipedia.org/wiki/Consul) [Spurius Postumius Albinus Magnus](https://en.wikipedia.org/wiki/Spurius_Postumius_Albinus_Magnus). It ran from the coast at [Genua](https://en.wikipedia.org/wiki/Genoa) through the mountains to [Dertona](https://en.wikipedia.org/wiki/Dertona), [Placentia](https://en.wikipedia.org/wiki/Piacenza) (the termination of the [Via Aemilia](https://en.wikipedia.org/wiki/Via_Aemilia)) and [Cremona](https://en.wikipedia.org/wiki/Cremona); * Via Latina: Running 147 miles from Rome to the south of Italy, the Via Latina dates from around 334 BC, making it one of the oldest of the consular roads of Rome; * Via Prenestina: From Rome to Palestrina; * Via Tiburtina: from [Rome](https://en.wikipedia.org/wiki/Rome) to [Tivoli](https://en.wikipedia.org/wiki/Tivoli,_Italy) (Latin, [Tibur](https://en.wikipedia.org/wiki/Tibur)) and then on to [Pescara](https://en.wikipedia.org/wiki/Pescara) (Latin, [Aternum](https://en.wikipedia.org/wiki/Aternum)); * Via Traiana: It was built by the emperor [Trajan](https://en.wikipedia.org/wiki/Trajan) as an extension of the [Via Appia](https://en.wikipedia.org/wiki/Via_Appia) from [Beneventum](https://en.wikipedia.org/wiki/Benevento), reaching [Brundisium](https://en.wikipedia.org/wiki/Brundisium) (Brindisi) by a shorter route (i.e. via [Canusium](https://en.wikipedia.org/wiki/Canusium), [Butuntum](https://en.wikipedia.org/wiki/Bitonto) and [Barium](https://en.wikipedia.org/wiki/Bari) rather than via [Tarentum](https://en.wikipedia.org/wiki/Taranto)).   **Albania / North Macedonia / Greece / Turkey**   * [Via Egnatia](https://en.wikipedia.org/wiki/Via_Egnatia) (146 BC) connecting [Dyrrhachium](https://en.wikipedia.org/wiki/Durr%C3%ABs) (on [Adriatic Sea](https://en.wikipedia.org/wiki/Adriatic_Sea)) to [Byzantium](https://en.wikipedia.org/wiki/Byzantium) via [Thessaloniki](https://en.wikipedia.org/wiki/Thessaloniki).   **Austria / Serbia / Bulgaria / Turkey**   * [Via Militaris](https://en.wikipedia.org/wiki/Via_Militaris) (Via Diagonalis, Via Singidunum), connecting [Middle Europe](https://en.wikipedia.org/wiki/Middle_Europe) and [Byzantium](https://en.wikipedia.org/wiki/Byzantium); * [Roman road in Cilicia](https://en.wikipedia.org/wiki/Roman_road_in_Cilicia) in south Turkey; * [Roman Road of Ankara](https://en.wikipedia.org/wiki/Roman_Road_of_Ankara);   **France**  In France, a Roman road is called *voie romaine* in vernacular language.   * [Via Agrippa](https://en.wikipedia.org/wiki/Via_Agrippa); * [Via Aquitania](https://en.wikipedia.org/wiki/Via_Aquitania), from [Narbonne](https://en.wikipedia.org/wiki/Narbonne), where it connected to the Via Domitia, to the Atlantic Ocean across [Toulouse](https://en.wikipedia.org/wiki/Toulouse) and [Bordeaux](https://en.wikipedia.org/wiki/Bordeaux); * [Via Domitia](https://en.wikipedia.org/wiki/Via_Domitia) (118 BC), from [Nîmes](https://en.wikipedia.org/wiki/N%C3%AEmes) to the [Pyrenees](https://en.wikipedia.org/wiki/Pyrenees), where it joins to the [Via Augusta](https://en.wikipedia.org/wiki/Via_Augusta) at the [Col de Panissars](https://en.wikipedia.org/w/index.php?title=Col_de_Panissars&action=edit&redlink=1); * [Roman road (Nord)](https://en.wikipedia.org/wiki/Roman_road_(Nord)), extending from Dunkirk to Cassel in Nord Département.   **Germania Inferior (Germany, Belgium, Netherlands);**   * [Roman road from Trier to Cologne](https://en.wikipedia.org/wiki/Roman_road_from_Trier_to_Cologne); * [Via Belgica](https://en.wikipedia.org/w/index.php?title=Via_Belgica&action=edit&redlink=1) (Boulogne-Cologne); * Lower [Limes Germanicus](https://en.wikipedia.org/wiki/Limes_Germanicus); * Interconnections between Lower [Limes Germanicus](https://en.wikipedia.org/wiki/Limes_Germanicus) and [Via Belgica](https://en.wikipedia.org/w/index.php?title=Via_Belgica&action=edit&redlink=1).   **Middle East**   * [Via Maris](https://en.wikipedia.org/wiki/Via_Maris); * [Via Traiana Nova](https://en.wikipedia.org/wiki/Via_Traiana_Nova); * [Petra Roman Road](https://en.wikipedia.org/wiki/Petra_Roman_Road) 1st-century [Petra](https://en.wikipedia.org/wiki/Petra), [Jordan](https://en.wikipedia.org/wiki/Jordan);   **Romania/ Bulgaria**   * [Trajan's bridge](https://en.wikipedia.org/wiki/Trajan%27s_bridge) and [Iron Gates](https://en.wikipedia.org/wiki/Iron_Gates) road. * Via Traiana: Porolissum Napoca Potaissa Apulum road. * Via Pontica: [Troesmis](https://en.wikipedia.org/wiki/Troesmis) [Piroboridava](https://en.wikipedia.org/wiki/Piroboridava) [Caput](https://en.wikipedia.org/wiki/Caput) [Stenarum](https://en.wikipedia.org/w/index.php?title=Stenarum&action=edit&redlink=1) [Apulum](https://en.wikipedia.org/wiki/Apulum_(castra)) [Partiscum](https://en.wikipedia.org/wiki/Szeged) [Lugio](https://en.wikipedia.org/w/index.php?title=Lugio&action=edit&redlink=1)   **Spain and Portugal**   * Via Asturica Burdigalam  linked the towns of *Asturica Augusta* (modern [Astorga](https://en.wikipedia.org/wiki/Astorga,_Spain)) in [Gallaecia](https://en.wikipedia.org/wiki/Gallaecia) and *Burdigala* (modern [Bordeaux](https://en.wikipedia.org/wiki/Bordeaux)) in [Aquitania](https://en.wikipedia.org/wiki/Novempopulania). It is well known for being the gateway for Santiago for the religious Santiago’s Walk (Camino de Santiago). It is a Trans-Pyrenean road; * [Via Augusta](https://en.wikipedia.org/wiki/Via_Augusta), from [Cádiz](https://en.wikipedia.org/wiki/C%C3%A1diz) to the [Pyrénées](https://en.wikipedia.org/wiki/Pyr%C3%A9n%C3%A9es), where it joins to the [Via Domitia](https://en.wikipedia.org/wiki/Via_Domitia) at the [Coll de Panissars](https://en.wikipedia.org/w/index.php?title=Coll_de_Panissars&action=edit&redlink=1), near [La Jonquera](https://en.wikipedia.org/wiki/La_Jonquera). It passes through [Valencia](https://en.wikipedia.org/wiki/Valencia_(city_in_Spain)), [Tarragona](https://en.wikipedia.org/wiki/Tarragona) (anciently Tarraco), and [Barcelona](https://en.wikipedia.org/wiki/Barcelona); * [Camiño de Oro](https://en.wikipedia.org/w/index.php?title=Cami%C3%B1o_de_Oro&action=edit&redlink=1), ending in Ourense, capital of the Province of Ourense, passing near the village of Reboledo; * ‘Via De la Plata’ crosses Spain in vertical from the northern Astorga, capital city of the homonym region to Sevilla, the capital city of Andalucia and is the Spanish routes for pilgrimages to Santiago De Compostela; * ‘Via Caesaraugustana’ crosses Spain in diagonal from Zaragozza (in Aragon) to Merida in Extremadura; * Via Baetica from Bolonia to Cordoba; * Via Terraconecla from Tarragona to Pamplona.   **Syria**   * Road connecting [Antioch](https://en.wikipedia.org/wiki/Antioch) and [Chalcis](https://en.wikipedia.org/wiki/Chalcis); * [Strata Diocletiana](https://en.wikipedia.org/wiki/Strata_Diocletiana), along the [Limes Arabicus](https://en.wikipedia.org/wiki/Limes_Arabicus), going through [Palmyra](https://en.wikipedia.org/wiki/Palmyra) and [Damascus](https://en.wikipedia.org/wiki/Damascus), and south to [Arabia](https://en.wikipedia.org/wiki/Arabia_(Roman_province)).   **Trans-Alpine roads**  These roads connected modern Italy and Germany   * [Via Claudia Augusta](https://en.wikipedia.org/wiki/Via_Claudia_Augusta) from [Altinum](https://en.wikipedia.org/wiki/Altinum) (now [Quarto d'Altino](https://en.wikipedia.org/wiki/Quarto_d%27Altino)) to [Augsburg](https://en.wikipedia.org/wiki/Augsburg) via the [Reschen Pass](https://en.wikipedia.org/wiki/%C3%96tztal_Alps); * [Via Mala](https://en.wikipedia.org/wiki/Via_Mala) from [Milan](https://en.wikipedia.org/wiki/Milan) to [Lindau](https://en.wikipedia.org/wiki/Lindau) via the [San Bernardino Pass](https://en.wikipedia.org/wiki/San_Bernardino_Pass);   **United Kingdom**  [High Street](https://en.wikipedia.org/wiki/High_Street_(Lake_District)), a [fell](https://en.wikipedia.org/wiki/Fell) in the English [Lake District](https://en.wikipedia.org/wiki/Lake_District), named after the apparent Roman road which runs over the summit, which is claimed to be the highest Roman road in Britain. Its status as a Roman road is problematic, as it appears to be a holloway or [sunken lane](https://en.wikipedia.org/wiki/Sunken_lane), whereas the Romans built their roads on an [agger](https://en.wikipedia.org/wiki/Agger_(ancient_Rome)) or embankment.  [Roman roads in Britannia](https://en.wikipedia.org/wiki/Roman_roads_in_Britannia)   * [Akeman Street](https://en.wikipedia.org/wiki/Akeman_Street) * [Camlet Way](https://en.wikipedia.org/wiki/Camlet_Way) * [Dere Street](https://en.wikipedia.org/wiki/Dere_Street) * [Ermine Street](https://en.wikipedia.org/wiki/Ermine_Street) * [Fen Causeway](https://en.wikipedia.org/wiki/Fen_Causeway) * [Fosse Way](https://en.wikipedia.org/wiki/Fosse_Way) * [King Street](https://en.wikipedia.org/wiki/King_Street_(Roman_road)) * [London-West of England Roman Roads](https://en.wikipedia.org/wiki/London-West_of_England_Roman_Roads) * [Peddars Way](https://en.wikipedia.org/wiki/Peddars_Way) * [Pye Road](https://en.wikipedia.org/wiki/Pye_Road) * [Roman road from Silchester to Bath](https://en.wikipedia.org/wiki/Roman_road_from_Silchester_to_Bath) * [Stane Street (Chichester)](https://en.wikipedia.org/wiki/Stane_Street_(Chichester)) * [Stane Street (Colchester)](https://en.wikipedia.org/wiki/Stane_Street_(Colchester)) * [Stanegate](https://en.wikipedia.org/wiki/Stanegate) * [Via Devana](https://en.wikipedia.org/wiki/Via_Devana) * [Watling Street](https://en.wikipedia.org/wiki/Watling_Street)   A Special Case. Via Francigena:  Via Francigena is the common name of a medieval [pilgrim route](https://en.wikipedia.org/wiki/Christian_pilgrimage) running from [France](https://en.wikipedia.org/wiki/France) to [Rome](https://en.wikipedia.org/wiki/Rome) and then continuing to [Apulia](https://en.wikipedia.org/wiki/Apulia), where there were the pilgrims sailed to the [Holy Land](https://en.wikipedia.org/wiki/Holy_Land). It is usually considered to have its starting point on the other side of the English Channel, in the [cathedral city](https://en.wikipedia.org/wiki/Cathedral_city) of [Canterbury](https://en.wikipedia.org/wiki/Canterbury). As such, the route passes through [England](https://en.wikipedia.org/wiki/England), [France](https://en.wikipedia.org/wiki/France), [Switzerland](https://en.wikipedia.org/wiki/Switzerland) and [Italy](https://en.wikipedia.org/wiki/Italy).  The route was known in Italy as the "Via Francigena" ("the road that comes from France") or the "Via Romea Francigena" ("the road to Rome that comes from France"). In [medieval](https://en.wikipedia.org/wiki/Medieval) times it was an important road and [pilgrimage](https://en.wikipedia.org/wiki/Pilgrimage) route for those wishing to visit the [Holy See](https://en.wikipedia.org/wiki/Holy_See) and the tombs of the [apostles](https://en.wikipedia.org/wiki/Apostle) [Peter](https://en.wikipedia.org/wiki/Saint_Peter) and [Pau](https://en.wikipedia.org/wiki/Paul_the_Apostle)l.   * 1. **Unit name: Roman Roads in centuries: The role of Roman Roads in connecting cultural and economic centers over the centuries**      1. **Section Name: Road networks contribute to the economy and culture**         1. **Contents:**   Since the ancient years up until today, large-scale transport infrastructures have shaped connectivity and determined the distribution of economic activity, not only locally, but also across various regions.  Connectivity may have long-lasting consequences for the connected regions such as reduced information frictions and increased cultural integration. However, there is still not enough information about the potential origins of systematic differences in bilateral transport connectivity and information frictions between regions *(Flückiger et all., 2019)*.   * + 1. **Section Name: How the Roman roads contributed to the economy during the Roman Empire**        1. **Contents:**   Excavations in Celtic regions show that, before the Roman occupation, the amount of Roman goods, such as amphorae and other pottery products, is significantly low *(Fitzpatrick, 1985, p. 310)*.  The integration into the empire-wide Roman transport network resulted to the substantial change of the diversity and quantity of the exchanged goods, not only in the core regions of the Empire, but in the peripheral regions as well.  Once occupied and connected to the Roman transport network, the considerable agricultural surpluses of the former Celtic and Egyptian regions, crucially contributed to the food security of Roman Empire and its capital *(Erdkamp, 2013)*. Types of cereals that were unsuitable for cultivation in the north, such as emmer and spelt, were imported from the southern Roman provinces *(Reddé, 2018, p. 147).*  Moreover, the access to the Roman transport network also promoted specialization and the exchange of various manufactured products, such as amphorae, ceramics, glass, lamps, bronze statuettes. These products were produced in large quantities at centralized production sites and traded over long distances *(Bowman and Wilson, 2009, p. 17).*  Apart from stimulating economic interaction and interregional trade, the Roman transport network increased interpersonal interaction and thus induced migration as well as technological and cultural diffusion across regions. Eventually, this could have led to co-evolution and assimilation of preferences, values, and attitudes in the long run.   * + 1. **Section Name: The Roman roads during the Byzantium**        1. **Contents:**   The Byzantine road system is the natural continuation of the Roman one. However, there are several factors that need to be taken into consideration.  First of all, in ancient ages, most roads followed naturally formed routes such as valleys or gorges, and necessarily passed from certain points like river crossings. However, the traffic and the overall importance of each road fluctuated according to the territorial changes, the demographics of the area, the degree of safety, the economic and strategic developments and so on.  For example, the so-called Pilgrim’s Road, which linked central Europe with Palestine and passed through Constantinople, Nicaea, Ancyra, Tarsus and Antioch, was practically inaccessible after the 5th c. due the turmoil in the Balkans and came back to use after the late 10th c., when the new pilgrim movement appeared. Similarly, Via Sebaste, the road constructed in 6 BC by Augustus (27 BC–14 AD) to link Pisidia with the provinces to its southeast and southwest, was never a major route for the Byzantines, but rose to prominence after the Seljuq conquest.  However, did the Byzantines maintain and expand the Roman road network? The reign of Justinian (r. 527–565) is the last time when broad, trans-provincial works took place. From that point on, the Byzantines mainly maintained the existing roads, mostly for military use, but no new roads were built *(Tserkezis, 2019)*.   * + 1. **Section Name: The evolution of Roman roads in Europe**        1. **Contents:**   In fact, from the Roman stone road to the traditional asphalt road of the nineteenth century, little progress has been recorded *(Mouratidis, et al., 2014).* There are some possible reasons for this: Firstly, the fact that people were mostly organized in city-states, rather self-sufficient, so the need for trade and mobility was limited. On the other hand, a road in good shape could bring enemies to conquer the city.  During the Middle Ages, the organization of people in small states (feudalism), as well as the life threatening diseases, calamities and wars between states, did not favour road technological development. Moreover, mobility of people was judged, in most cases, unnecessary and potentially harmful, therefore pre-existing routes were deserted and left to perish.  Exceptional case of development of the road network in Western Europe under the reign of Charlemagne, and in Eastern Europe was the Varangian Road (its main part was water road) that served as a transnational route of commerce.  It was not until the end of the eighteenth century that the innovative ideas of the road engineers Tresaguet, Telford and McAdam changed the layout and the common practice in road building.  A number of factors have shifted the focus from analyzing the Roman network’s effect on trade during antiquity to investigating its influence on the spatial ownership structure today.  **Firstly**, cross-country trade is to a large extent processed within multinational firms*,* which shows a close relationship between the intensity of bilateral trade and business links.  **Secondly,** establishing interregional business links is facilitated by networks which help overcome potential information frictions. Trade can create such networks and thus reduce these frictions.  **Thirdly,** trade in Roman terra sigillata can be seen as a measure of integration in a more general sense. Variation in the magnitude of trade flows may have determined differences in the intensity of cultural exchange, resulting in reduced information asymmetries and therefore variation in bilateral investment decisions. | |
| **Socrative Questions (n.3):** | |
| 1. Why we can describe Via Francigena like a special case? 2. What is the difference between *Via publicae* and *Via vicinale*? 3. What kind of routes  was the Varangians Road? | |
| **5 glossary entries** | |
| 1. Roman legions: A [Roman](https://en.wikipedia.org/wiki/Ancient_Rome) legion was the largest military unit of the [Roman army](https://en.wikipedia.org/wiki/Roman_army); 2. stone-paved road: road with a hard, flat surface of pieces of stone (paved with stones); 3. Byzantine road: The Byzantine road system is the natural continuation of the Roman one; 4. Middle Ages: In the [history of Europe](https://en.wikipedia.org/wiki/History_of_Europe), the Middle Ages or Medieval Period lasted from the 5th to the 15th century. It began with the [fall of the Western Roman Empire](https://en.wikipedia.org/wiki/Fall_of_the_Western_Roman_Empire) and merged into the [Renaissance](https://en.wikipedia.org/wiki/Renaissance) and the [Age of Discovery](https://en.wikipedia.org/wiki/Age_of_Discovery). 5. Feudalism: Feudalism was a combination of legal, economic, military and cultural customs that flourished in [Medieval Europe](https://en.wikipedia.org/wiki/Medieval_Europe) between the 9th and 15th centuries. Broadly defined, it was a way of structuring society around relationships that were derived from the holding of land in exchange for service or labour. | |
| **Bibliography and Further References** | |
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