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REGIONE AUTÒNOMA DE SARDIGNA
REGIONE AUTONOMA DELLA SARDEGNA

Archeological area of Sant'Eulalia

Patrimonio culturale
SARDEGNA Virtual Archaeology



■ Paved road

An imposing paved road crosses the Sant'Eulalia archaeological area, dividing it into two sectors. The large-stoned road was laid around the IV century A.D., originally 4.20 metres wide, going North-East/South-West with a slope to the South-East, that is towards the sea ¹ (figs. 1-3).



Fig. 1 - Road paved with deviation east (photo by Unicity SpA)

¹ Mureddu 2002a, pages 59; Mureddu 2002b p. 285; Mureddu 2003b, p. 391; Pinna 2002a, pages 37-38; Pinna 2003a, pages 377-378.



Fig. 2 - Paved road with dwellings alongside (photo by Unicity S.p.A.).



Fig. 3 - Paved road before the area was transformed into a museum (photo by AFS).

Its width is perfectly aligned with Roman building techniques for urban roads, foreseeing a roadway of between 4 and 5 metres ². At a time just after it had been built and as a result of the construction of a portico to the West, some changes were made to the road, narrowing it to 3 metres, while it heads in a different direction to the original one, bending to the East. The slabs that were used for these road, also known as *basoli*³, in spite of the fact that some experts make a difference in the terms, meaning the former for juxtaposed square stone slabs⁴. *Basoli* were stone blocks where the upper part was smoothed to aid the passage of carts, while the lower part was roughly shaped to a cone shape that made anchoring to the ground easier, guaranteeing a more stable surface. Paved roads were the emblem of town *status*, so were used in clear urban connotation areas, both when *intra moenia*, and when they were outside the walls so the habitat could be subsequently expanded; but were still considered a part of the town ⁵.

² Adam 1989, pp. 303-304.

³ Ortalli 1984, p. 390; Agostini, Santi 2000, pages 115, 216.

⁴ The slabs were in turn split into square *laminae* or *lapides* (from where the definition of *via lapide quadrato strata*, used for this technique, comes) based on the thickness (Galliazzo 1995, p. 481).

⁵ The roads with a stone floor surface came under the habit that Titus Livius in 174 B.C. Stated was typical of the urban road network and only adopted later in non-city roads already divided into *viae glareatae* (with surface in compacted earth and shale) and *viae terrenae* (simple flattened earth), (Matteazzi 2009, pages 19, 24).

■ Credits

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- Exedra** *Exedra. Revista Digital de Historia y Humanidades, I, 2009.*
- RAC** *Rivista di Archeologia Cristiana, Città del Vaticano, I, 1924 e ss.*



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