
THE ROMAN ROAD GILĂU-BOLOGA.

THE SECTOR

BETWEEN CĂPUȘU MARE – IZVORU CRIȘULUI

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1. The purpose of the archaeological research

During the summer of 2001 we investigated a plot of land in the Izvoru Crișului area, in order to clarify the route of the Roman road between Gilău and Bologa. Some remains of this road were observed in a point situated 1,5 km northeast from the actual locality Izvoru Crișului. Close by the end of the village, on the current road to Huedin, an actual road leads to the right at the mentioned point (**Pl. 1**). We must say that in this area was supposed the existence of the Roman road and also of a postal station, at the crossing point between the valley of Nadăș and the valley of Crișul Repede¹.

The Roman road Cluj-Napoca – Bologa belongs to the category of the so-called secondary roads. It has first a strategic role, to assure the connection between the Roman city Napoca and the auxiliary camps from Gilău and Bologa.

This road was marked on different maps showing Roman Dacia as an uncertain road (TIR L 34 and the map published in the first volume of IDR). At the end of his study published in 1864², Torma Károly didn't represent this road, but only the imperial road between Potaissa and Napoca. In the synthesis concerning the Roman Dacia, M. Macrea emphasizes: "From Napoca another road climbs up close by the river Someșul Mic, until it reaches the military camp from Gilău; from there, the road probably continues, passing over a region of hills, until it reaches the military camp from Bologa, in the valley of the river Crișul Repede"³.

The Roman road that makes the object of our study starts from Napoca and straights to West to the auxiliary camp from Gilău and from here to the western frontier of Dacia Porolissensis, which begins with the military camp from Bologa. From this point of view, Napoca can be considered an important crossroad, after the main crossroad from Dacia, Apulum. We know that through the gates of the ancient city Napoca entered several roads. Through the Southern gate entered the main military road Potaissa-Napoca (on the route Copăceni – Tureni – Ceanu Mic – Aiton - Gheorghieni). The same road continued through Baci, Mera and Șardu⁴ and then it finished at Porolissum. Through the Eastern gate entered the road that connected the military camp from Samum (Cășeu) with Napoca, on a route alongside the valley of Someșul Mic, crossing by the following actual villages and towns (from North to South): Bunești, Băița, Silivaș, Iclozel, Jucu de Sus, Apahida.

¹ *Repertoriul arheologic al județului Cluj*, Cluj-Napoca 1992, p. 246-247, s.v. Izvoru Crișului (Mihai Bărbulescu).

² K. Torma, *Adalék észak-nyugoti Dacia föld és helyiratához*, Pest 1864.

³ M. Macrea, *Viața în Dacia romană*, București 1969, p. 154.

⁴ István Ferenczi, Dorin Ursuț, *Cercetări de topografie arheologică privind drumul roman imperial Napoca – Porolissum (tronsoanel Baci – Șardu, jud. Cluj)*, in *ActaMN* 22-23, 1985-1986, p. 213-221.

2. The present stage of the Roman road research

Data regarding the infrastructure, the superstructure and the route of the road Napoca-Gilău have already been published⁵ or are about to be published⁶. The study published in 1997 had as objective the description of the Roman road infrastructure. The terrain researches were made during the summer of 1996, on the Mănăsturului Street, close by the intersection with Câmpului Street. The tracks of the ancient road were observed at the depth of 1,20-1,30 meters. The results of this research pointed out that the Roman road, which connected the ancient city of Napoca with the Roman military camp from Gilău, had a solid infrastructure of stones. The other study dedicated to this sector of Roman road was focused on the problem of the route of the ancient road between Cluj-Napoca and the entrance in Gilău. The terrain researches made during the spring of 2001 had as result the discovery, on a length of 8 km the route of this road between Florești and Gilău. We could also observe that the road has a medium slope of 0,28 degrees, so an accesible slope (elevation 360 m in Florești and 395 m at the entrance in Gilău). So, the general observation is that until it reaches Gilău, the route of the Roman road was very good chosen, traversing the river meadow of Someșul Mic, close by the water resources. We must emphasize that the road has long alignements, united one to another by large curves, which permit a good visibility.

3. The description of the Roman road tract. Observations on the superstructure

In this investigated geographical space, placed northeast of the actual locality Izvoru Crișului, we have been able to identify for sure a section of the Roman road, which connected the military camp from Gilău with the military camp from Bologa. This road made the jonction, in the last point mentioned, with the road from the northwestern frontier of Dacia Porolissensis, between Bologa and Porolissum.

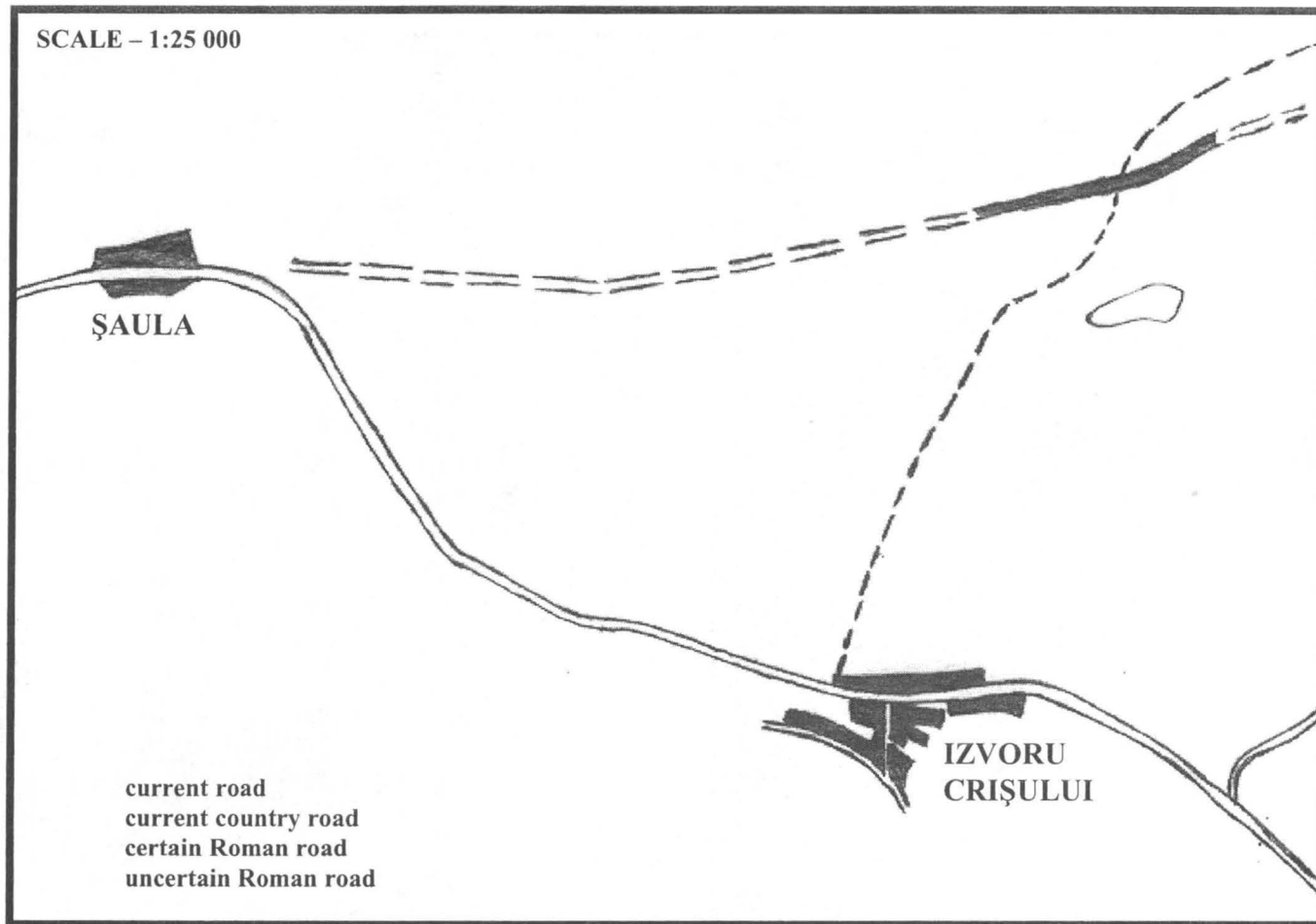
The investigations had as result the discovery of a sector of the Roman road. The route of the ancient road was followed on a distance of almost 700 meters, in the area describes before, placed 1,5 km North of the actual village Izvoru Crișului. In our days, the region traversed by the road is a grassland (**Pl. 2, 3 and 4**), so we were been able to observe at the surface of the terrain an agglomeration of stones, on a width between 4 to 6,5 m, which constitutes practically a part of the superstructure of the Roman road. We have also found fragments of Roman pottery. When they built this sector of Roman road, the Roman engineers followed the general principle of the Roman road construction: the rectiliniarity. The road runs along the hillside at the medium level, avoiding the unsuitable marshy zones. The general orientation of the road is East-West.

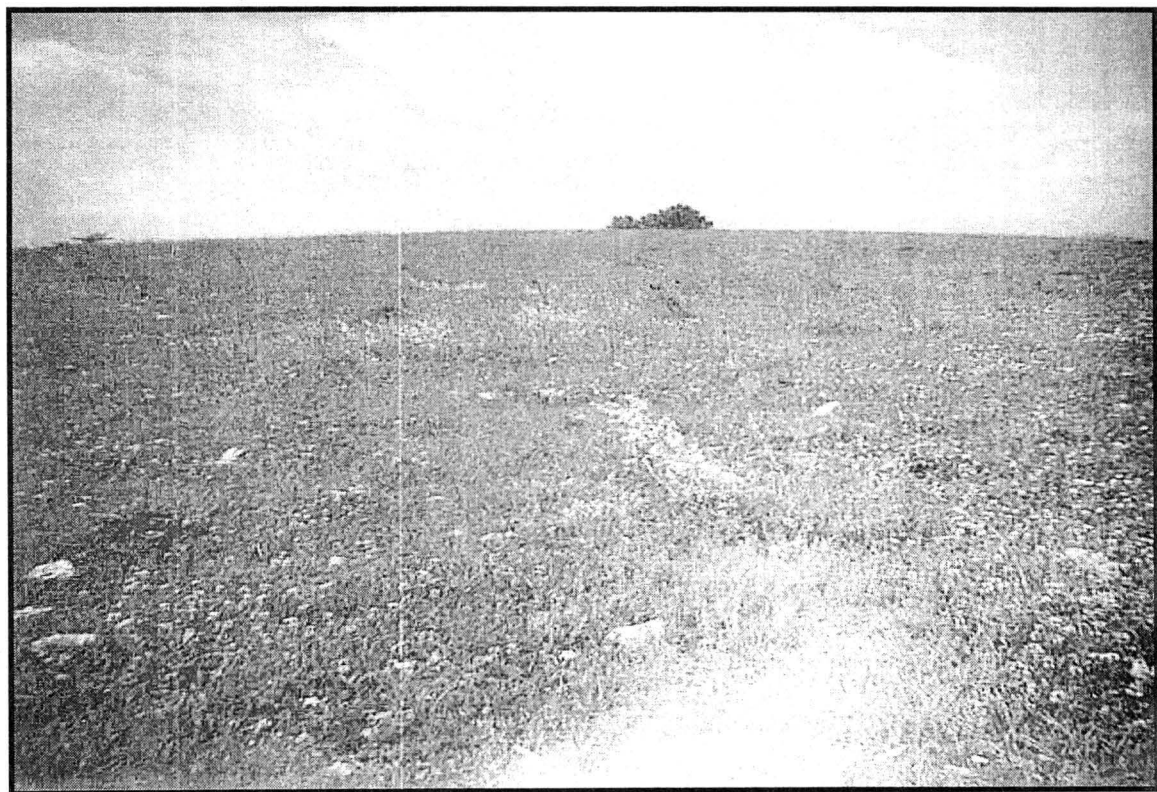
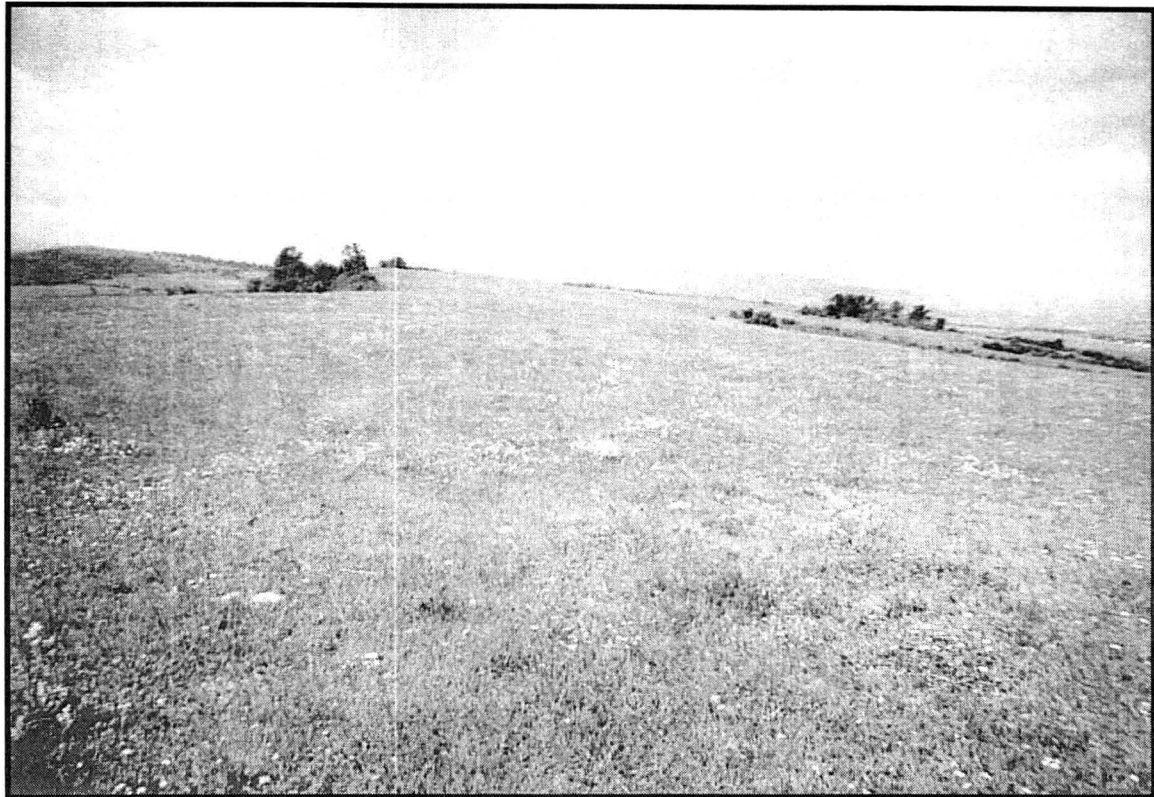
As a conclusion, from all the elements presented here, we can see that the Roman engineers built the Roman road by taking account the local geomorphological, geological and hydrological conditions in order to ensure the best conditions for a good road traffic. We hope that in the future we will be able to clarify the route of this Roman road in the sector Izvoru Crișului – Bologa.

⁵ Dorin Ursuț, Ioan Stanciu, *Un fragment din drumul roman Cluj-Napoca – Gilău*, in *ActaMN* 34, 1, 1997, p. 609-612.

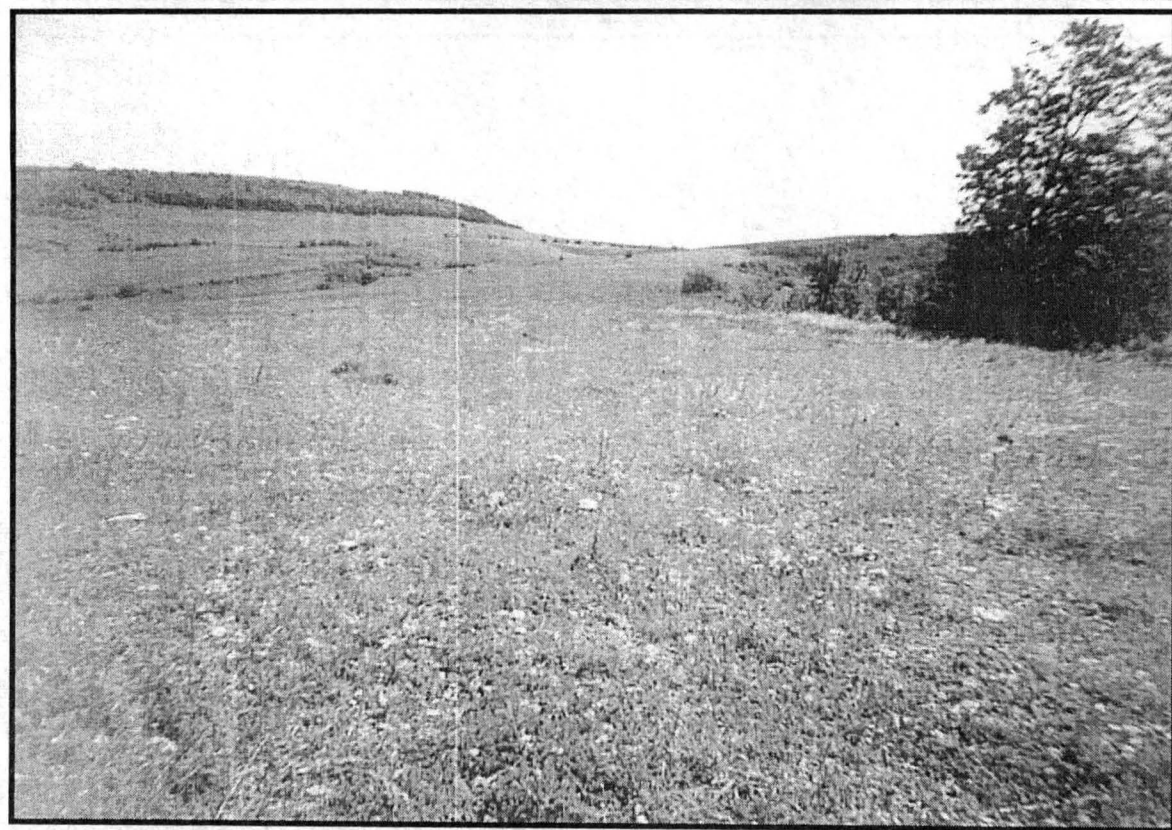
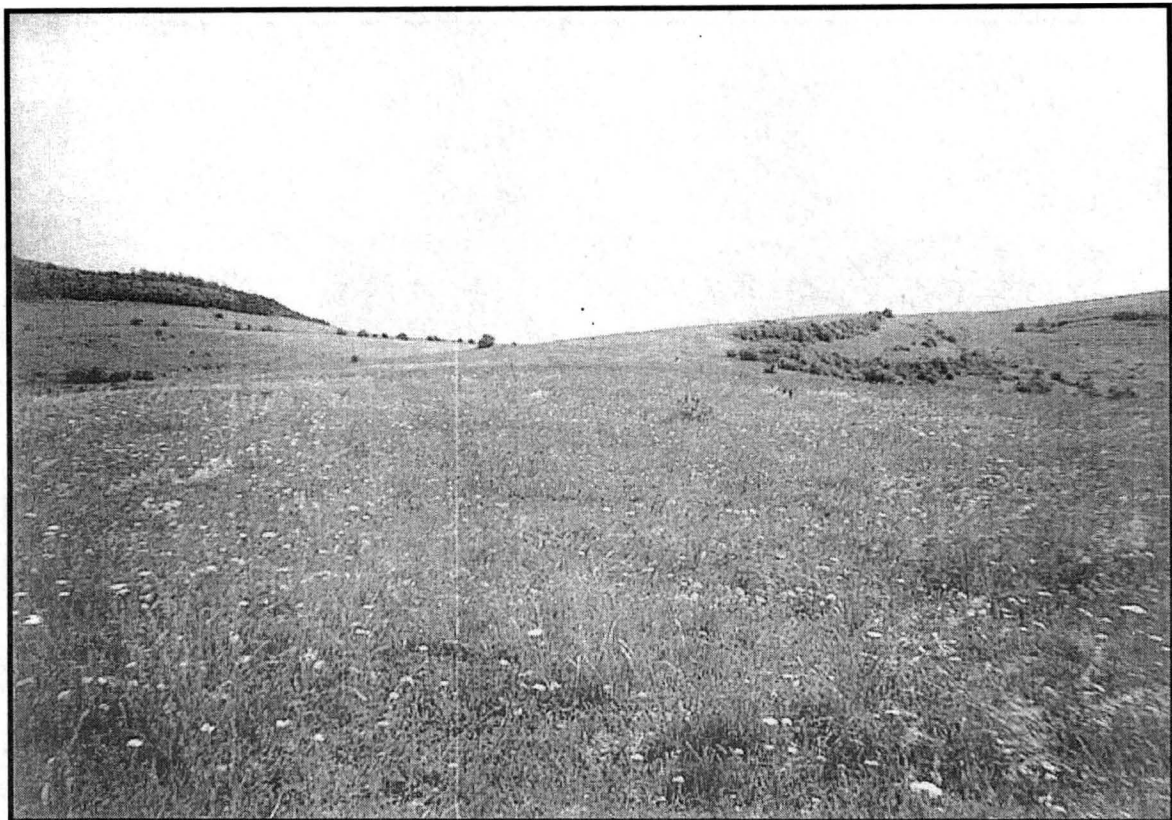
⁶ Florin Fodorean, Dorin Ursuț, *Drumul roman Cluj-Napoca – Gilău în sectorul Florești – Gilău*, in the volume dedicated to the colloquium from 27-28 iulie 2001, Zalău.

SCALE - 1:25 000

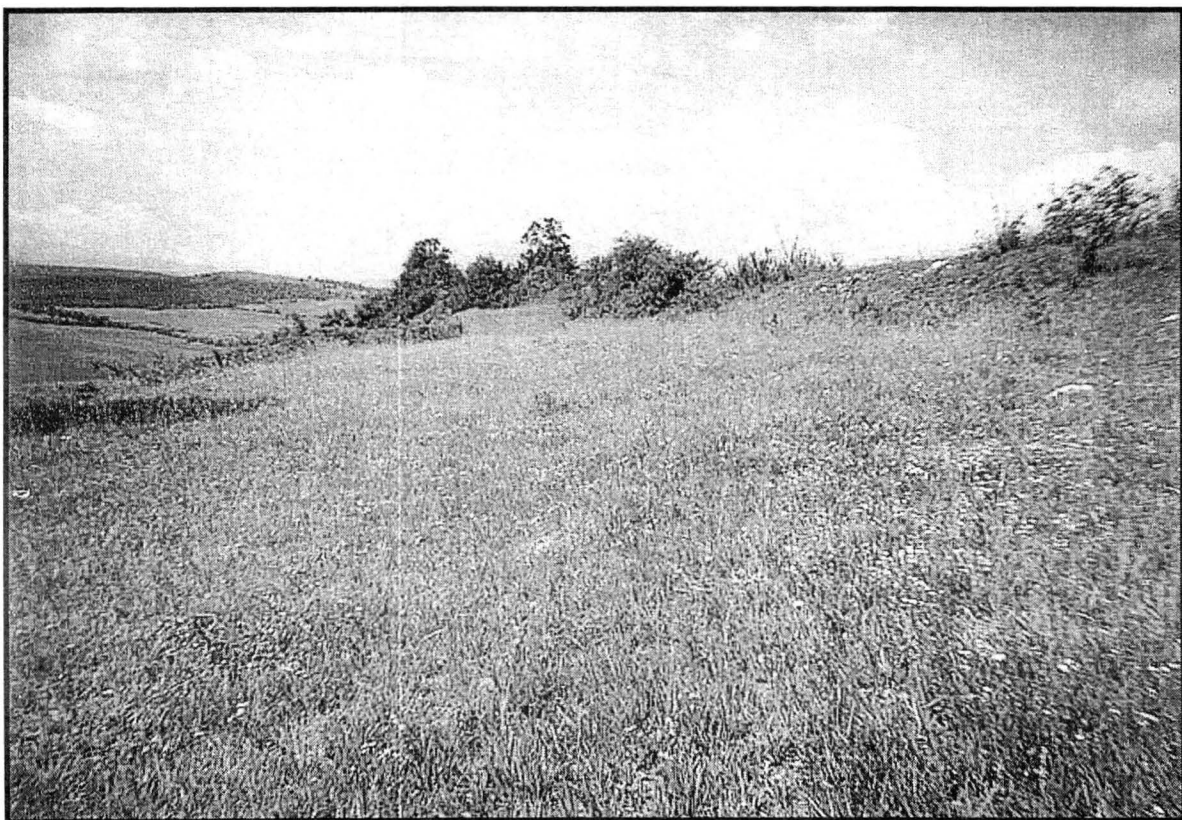
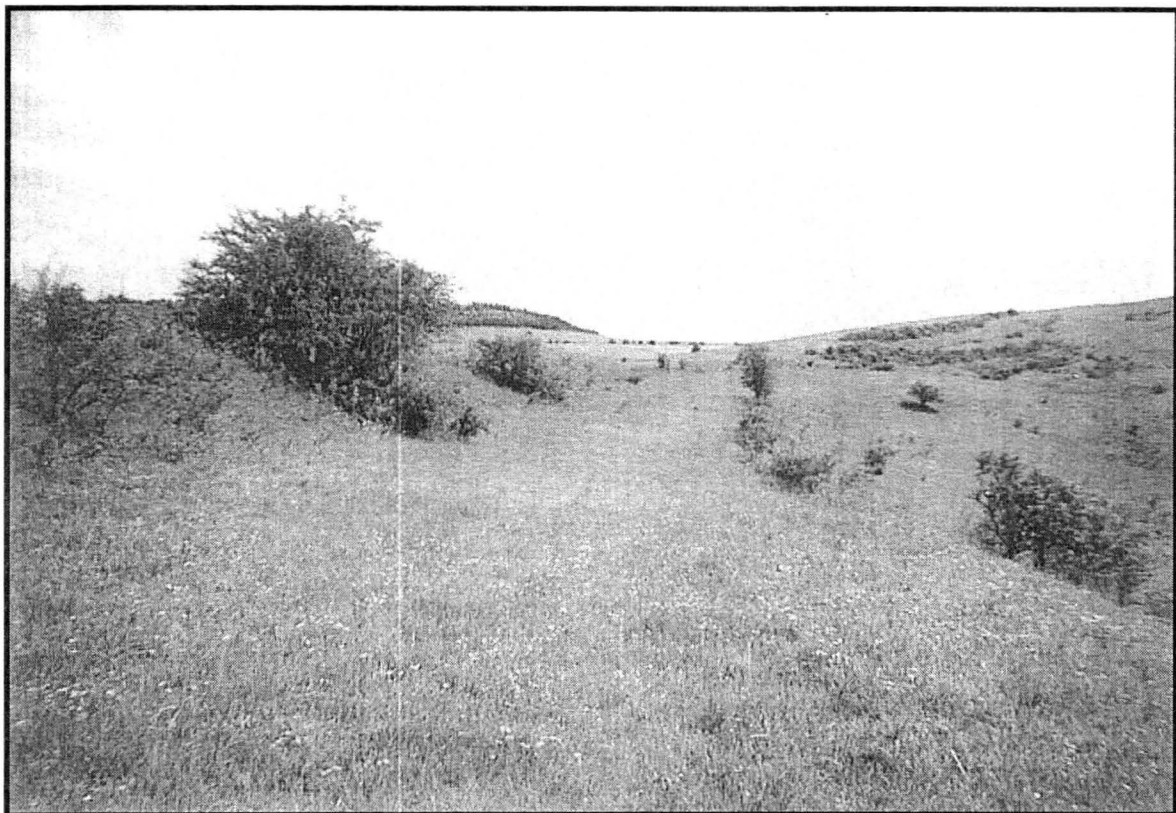




Pl. 2. The Roman road from Izvoru Crişului.



Pl. 3. Some remains of the superstructure of the Roman road.



Pl. 4. The same Roman road.