Nicopolis ad Nestum and Its Place in the Ancient Road Infrastructure of Southwestern Thracia

Svetla PETROVA

Abstract: The road network of main and secondary roads for Nicopolis ad Nestum has not been studied comprehensively so far. Our research was carried out in the period 2010-2015. We have gathered the preserved parts of roads with bridges, together with the results of archaeological studies and data about the settlements alongside these roads. The Roman city of Nicopolis ad Nestum inherited road connections from pre-Roman times, which were further developed. Road construction in the area has been traced chronologically from the pre-Roman roads to the Roman primary and secondary ones for the ancient city. There were several newly built roadbeds that were important for the area and connected Nicopolis with Via Diagonalis and Via Egnatia. The elements of infrastructure have been established: primary and secondary roads, crossings, facilities and roadside stations. Also the locations of custom-houses have been found at the border between Parthicopolis and Nicopolis ad Nestum. We have identified a dense network of road infrastructure with relatively straight sections and a lot of local roads and bridges, connecting the settlements in the territory of Nicopolis ad Nestum.

Key words: road network, primary (main) and secondary roads, local roads, bridges, roadside stations (tabernae and prætoria; stabulum; mutatio; mansio).

The Roman and Early Byzantine city of Nicopolis ad Nestum (Mestum) is situated in the valley of the middle course of the Nestos river (present-day Mesta), 6 km northeast of the present town of Gotse Delchev. The name of the city is rarely met in the works of Roman historians and geographers: in the Geography of Claudius Ptolemaeus it is mentioned as a city in the province of Thracia (Ptol. Geog. 3.11.7) and in Hierocles as one among the seven cities in the province of Rhodope (Hierocl. Synecd. 635.1). None of the ancient authors mentions any roads to and from Nicopolis ad Nestum. The Tabula Peutingeriana does not provide data about them either. The only milestone found so far in the lands of the village of Kovachevitsa gives the slightest idea of the existing road net in the area (Геров 1961, 216; Дремсизова-Нелчинова 1987, 24, 75, and the cited literature). No descriptions of the road network in the area of Nevrokop (today Gotse Delchev) can be found in travelers’ descriptions of journeys across Thracia during the Ottoman period. At the end of the 19th and at the beginning of the 20th century appeared the first descriptions of some parts of the roads in the area of Nevrokop and the Rhodope Mountains. It is a pity that in general, with few exceptions, authors provide only incomplete descriptions, without any drawings, plans, maps or photos.

The period of serious scientific research after the mid-20th century increased the number of studied aspects and linked more tightly...
the road network of the area to that of the Rhodope Mountains and Thracia. M. Madzharov was the first scholar to offer a complex study of the Roman roads in Bulgaria and the development of Roman infrastructure in Moesia and Thracia. He also traced and analyzed a Roman road connected with Nicopolis. He traced the western Trans-Rhodopean road from the so-called *Via Diagonalis* to the south only to Dospat. The course between Dospat and Nicopolis was not studied by Madzharov. We have traced and established this section in person later. The classification of the Roman roads in Bulgaria made by Madzharov follows the generally accepted opinion2. According to him, the secondary Roman roads in Bulgaria are classified following the territorial and geographic principle into four sub-groups, that of Thracia and the Rhodope Mountains being two independent groups (Маджаров 2009, 62, 256-320, and the cited literature). In our opinion, the roads in the Rhodope Mountains, which he defines as a separate sub-group of the secondary roads, should be considered as one group, part of the road infrastructure of Thracia. For us the roads in the Rhodope Mountains, which Madzharov defines as Eastern, Central and Western Trans-Rhodopean roads, are parts of the road infrastructure of Thracia, connected with the main roads throughout the province and with many local roads linked to the settlements (fig. 2/1). The Rhodope Mountains are in the Roman province of Thracia and the border between Thracia and Macedonia lies in the Pirin Mountains.

The publication of M. Wendel is the only one to pay more attention to the road connections in Southwestern Bulgaria and especially to the ones between Thracia and Macedonia (Wendel 2005, 140-142, Karte 7-a), based on the settlements and the coin treasures, with a classification into five groups of Late Roman and Early Byzantine roads3. Our approach to the topic consisted of walking in person on and studying of all types of roads around Nicopolis ad Nestum, to the west towards Parthicopolis, to the south towards Koprivlen and the Bulgarian-Greek border, to the north alongside the Nestos valley and to the east and northeast into the Rhodope Mountains towards Philippopolis and Hadrianopolis. During the period 2010-2015 we traced the courses of the presented roads, with their preserved parts ranging from a few meters to a few kilometers in length; we discovered and documented for the first time many remnants of roads with their bridges; we used satellite maps in order to outline various short or long road parts, as well as the spots of the alleged roadside stations and customs. We also used inscriptions and the ancient settlements alongside the roads for the reconstruction of the road network, as well as coin treasures found in and around them, architectural remains of buildings, sculptural and architectural pieces, pottery fragments and other material. We explored notes by authors of the 19th and 20th centuries and the observations and knowledge of local inhabitants.

First, several preliminary notes should be outlined in terms of the geographic and topographic place of Nicopolis ad Nestum. It is a small high remote plain, situated deep in the valley of the Middle Nestos, close to the borders between Thracia and Macedonia provinces. It is surrounded entirely by mountains. The access to it even now is time-consuming and difficult because of the mountains and the narrow river valleys. That is why Nicopolis was connected with many roads, four of which passed through the Rhodope Mountains.

---

2 The main roads traced by the Romans already with the conquest of Thracia are defined predominantly as primary ones (*militares*). The connections among the settlements, sometimes between two neighboring provinces, are determined as secondary roads, *viae publicae* and *viae vicinales*. All three kinds of roads in Thracia (later transformed into several smaller provinces) are grouped in six construction periods (Маджаров 2009, 60-65). According to M. Madzharov, the Roman roads were laid out mainly after the 2nd century with the foundation of the big urban centers (Маджаров 2009, 62). For us this conclusion is valid only for the Thracian plain, but not for the Rhodope Mountains network, because a great deal of the roads there were traced long before the 2nd century AD. This is confirmed by our personal observations when tracing the roads around Nicopolis ad Nestum and in the Rhodope Mountains.

3 The groups are imperial roads, diocese roads, provincial ones, the additional roads, and finally the segments connecting the settlements with the other roads (Wendel 2005, 13-14). Other authors classify the roads by giving priority to geographic vertical (north-south) and horizontal (east-west) location (Петров 1997, 41-54).
The roads important for the city were those which connected it with Via Egnatia and Via Diagonalis; with Parthicopolis and Hadrianopolis; with Constantinopolis and Thessalonica. This location since pre-Roman times, and then during Roman and later periods has created over time many alternative local roads, branches and segments connecting Nicopolis with the more important roads. Only in few cases Nicopolis was directly connected with the important roads of the area, starting from the gates of the city. More often the roads coming out from the gates were less important and amounted to small segments which joined into the two important for the city and the area roads called Druma and Kaldarama. The Roman and Early Byzantine city Nicopolis ad Nestum had a developed road network because of its strategic location and existing roads which connected the city with the Aegean coast, inner Thracia and Macedonia (fig. 1).

I. The roads across the Rhodope Mountains

The trade connections of the Thracian settlements from the area of the Middle Nestos with the Aegean coast, the islands and the interior of Thracia, needed roads for the exchange of goods (Delev / Popov 2002, 55-60, and the cited literature). The roads were laid out according to the topography of the concrete terrain and traditionally passed alongside river valleys and mountain passes, such as the rivers Mesta, Kanina, and the passes in Stargach, Slavyanka, the Pirin and the Rhodope Mountains. The city of Nicopolis has a particularly strategic location: in a vast field, nestling in the skirts of the mentioned mountains; with many mineral cold and thermal waters, and two rivers, the Kanina and the Mesta, the latter navigable in Antiquity. There is evidence of transportation of goods by water from the Middle Nestos down to its mouth. At the village of Banichan, at the left bank and at the south enlargement of the river, about 2.2 km from Nicopolis, were found the remnants of a pier made of wooden spikes with hook-rings for raft mooring.

1. Pre-Roman and Roman roads alongside the Nestos to Belovo/Pistiros

Although poorly studied in scientific literature (Геров 1961, 216-217; Домарадски 1995, 35-37; Домарадски et al. 1999, 19; Delev / Popov 2002, 55 ff.), the road network in the area of the Middle course of the Nestos is the successor of Thracian and Hellenistic roads. But the construction technique of that period and that of the Roman age are different and the two roadbeds not always coincide. Two pre-Roman roads from the Classical and Hellenistic period can be traced on the base of the ruins and the historical data.

The first one is the pre-Roman and later Roman road Neapolis – Belovo/Pistiros which had been traced before the Roman expansion (fig. 1). It can be connected with the transition of Greeks in the 5th century BC and the foundation of the emporion Pistiros in Thrace⁴. The road begins from the Aegean coast and goes north-northeast, towards the mountain and Stena Nestou, the only suitable place to cross from the Lower course of the Mesta to its middle current. Herodotus (Hdt. 5.2.2; 10.1) gives some indirect data of a road when writing about the campaign of Megabazus against the Paeonians in 512 BC. According to G. Kazarow (Кацаров 1921, 44, note 15), the Paeonians

---

⁴ The location of the emporion has strategic advantages: in close proximity to copper, iron and gold mines. The emporion is located in a place where a few main roads cross, next to Hebros River, which was navigable by small boats (Velkov / Domaradzka 1996, 210; Bouzek 1996, 221-222; Bouzek / Domaradzka 2007, 252, 262, fig. 3).
had conquered the Akontisma Pass and the Persians, with the help of the Thracian guides, managed to pass through the “upper road”. Geographic descriptions of ancient writers generally mention “upper” and “lower” roads, which means, respectively, roads through mountains and plains (Данов 1968, 166, note 21). According to G. Kazarow, the upper road was the one from the river Arda to Philippi with historical confirmation in Appian who mentions a mountain road from the river Harpezos to Philippi (App. Bell. civ. 4.103; Кацаров 1921, 44, note 16). But in the opinion of Св. Янакиева, the identification of the Arda with the Harpezos is not acceptable (Янакиева 2009, 33-35). A third hypothesis has been put forward by Н. Дерменджиев who supposes that the Harpezos is the Tisovska river, while the Nestos is the Hemros (Дерменджиев 2015, 37).

From the Aegean coast the road followed the river bed of the Nestos, through Stena Nestou and the mountain, and continued to the northwest towards the border with Bulgaria (фиг. 2/2). Then it passed west of the town of Hadzhidimovo to the lowest northern parts of Stargach, towards the Thracian settlement of Koprivlen. It headed across the river Nestos

Fig. 1. Map of the ancient road infrastructure of Nicopolis ad Nestum. Main, secondary and local roads (author: S. Petrova)
to the northwest alongside the left bank of the river towards Belovo and Pistiros; it passed in close proximity to the Thracian settlement and tribal religious center, and later to the Roman city of Nicopolis ad Nestum. In Antiquity this main line of communication probably was basic for the Thracian lands in the Rhodopes, the connection between the mountain and Aegean lands, and particularly the south slopes of the Pirin and Zmiynitsa Mountains. It was precisely there that another pre-Roman road existed, passing across the slopes of the southeastern Pirin and the Parilska Saddle (Геров 1961, 208-209). This “upper road” is in fact the most direct connection of the Thracian Aegean shore with the lands of Middle Nestos and up to the middle Strymon it traced the Predel Saddle.

The roadbed obviously was inherited from pre-Roman times, but the road itself was built in the Roman period and connected the settlements of the middle course of the river Nestos with those of the upper one. Through the hollow of Razlog, the present-day village of Banya and Yakoruda, the road was linked to the settlements of the Chepino valley and the valley of the river Hebrós (Maritsa). At the beginning of the 20th century, according to the data given by K. Nikolov, one could still observe the remnants of this road in Momina klisura (Momina Gorge) on the left bank of the river, between the villages of Kremen and Bukovo (Николов 1911, 156-157).

After Yakoruda the road divided. The first branch passed after Yakoruda to the north towards the Cherna Mesta (Black Mesta) and through the Yundola Gorge to Belovo, in order to connect with the settlements of the upper stream of the Hebrós, including Pistiros to the northeast, and Serdica to the west. We believe that Belovo was preferred and that this detour was considered better for travelling in all seasons. The second one was passing across Avramovi kolibi⁶, to the northeast, across Sveta Petka, and Velingrad to the north of Via Diagonalis (of Bessapara?).

2. THE DRUMA ROAD

The second pre-Roman and Roman road passing across the Rhodope Mountains connects Nicopolis with Philippopolis, Hadrianopolis and the Western Black Sea coast (fig. 1). It is known among local inhabitants as ‘Druma’ (“the road”). In our opinion, its roadbed was also made in pre-Roman times similarly to the already traced road alongside the watercourse of the Nestos. Druma was built in pre-Roman times with stones of various colors and types, while the road along the Nestos, built in the Roman age, was made from white marble. Hypothetically, we could connect this route with Alexander the Great and his campaign in Thrace in 335 BC (Arr. Anab. 1.4.6-8)⁷.

We have discovered sections of varying length on Druma, paved in a different way than the Roman roads in Bulgaria. In its northern part which connects Via Diagonalis across the Rhodope Mountains with Via Egnatia, Druma coincides with the direction of the Central Trans-Rhodopean road to Devin. After Devin we have established a branch road southeast of the village of Beden, a key settlement in Late Antiquity. The road continues from Beden southeast of present-day Shiroka laka, the village of Gela, and towards the town of Smolyan. After that, it turns sharply to the east towards the modern town of Kardzhali, thus reaching Hadrianopolis (Маджаров 2009, fig. 104). In such manner, this pre-Roman road crossed the courses of the Central

---

⁵ Belovo (Belana?) is a settlement with a millennial history, from Neolithic times till Early Christianity (Велков 1942-43, 37-44; Миков 1955, 24), whose development was aided also by the thermal mineral water. The altitude is not too great and the road is much more convenient for convoys and people.

⁶ Avramovi kolibi (now the village of Avramovo) is situated 1267 m above sea-level, while Belovo is located lower. The Avramova Saddle southwest of it is the orographic boundary between the Rila and the Rhodope Mountains; it is also the water shed of the basins of the Hebrós and the Nestos.

⁷ Unfortunately Arrian does not describe the road of Alexander, and for that reason, in scientific literature several possible roads have been proposed (Спирidonов 1977, 225-233; Фол / Спирidonов 1988, 85-87; Спирidonов 1992, 13ff.). For us the most acceptable proposal is that of Prof. Tacheva (Тачева 1986, 29), according to whom Alexander passed across the Parilska Saddle to the north.
and the Eastern Trans-Rhodopean roads. The closeness of both roads (the Eastern and the Central Trans-Rhodopean) gave the inhabitants of the Middle Nestos the possibility of choice and quick connections with the southeastern part of the Peninsula.

Druma came from the north and likewise coincided in pre-Roman times with parts of the Central Trans-Rhodopean road (defined by M. Madzharov as pre-Roman as well) (Маджаров 2009, 2), and in some places also sections of the Western Trans-Rhodopean road. The pavement of this Central road at the peak Izvorets and the village of Turyan (Маджаров 2009, fig. 109 and 111) is identical to Druma in terms of technique and the material used. In the locality Mitnitsata (“The custom-house”) and before the peak of Persenk the Central Trans-Rhodopean road is crossed and from there it continues to the south, known to the people of the Gotse Delchev area as Druma. After this point the road goes southwest to Devin and the Potreba locality. There it connects with the Western Trans-Rhodopean road to Dospat, crosses the bridge of Kemera⁸ at the Sarnena river and the village of Zmeitsa (fig. 2/3). After that, the road passes to the village of Lyubcha,

---

⁸ In the area of Dzhenevra, 12 km to the north from the village of Borino, and to the west of the town of Devin.
crossing the field between the villages Osina and Lyubcha; alongside the ancient settlement with a bridge⁹ across the river Osinska (fig. 2/4-5). There are some preserved sections of the road paved with plain stone in the field by the river Osinska. Then the road continues south-west towards the present-day Vaklinovo and from there, to the village of Kochan, where a bridge existed, now destroyed together with the road¹⁰. After Kochan, the road continues to the ancient fortress Kaleto in the Kalyota locality, situated about 3.5 km southwest from the present-day village of Valkosel; a big ancient settlement with a stone workshop (Petrova 2017). The foundations of a stone bridge built of big square blocks bound with mortar were found on the left bank of the Nestos. This bridge provided access to the mentioned fortress and was used in Antiquity and the Middle Ages (Дремсизова-Нелчинова 1987, 51-52).

After the Nestos river, the road continues to the ancient settlement at the present-day town Hadzhidimovo and then passes at about 3 km northwest of it through the Beltata locality. A fortress was built there in Late Antiquity, in connection with this road at the place where the Matnitsa flows into the Nestos, on the Sveti Dimitar height. The fortress existed also in Middle Ages, like another unfortified settlement near Beltata, in the locality Kyup tarla, which had an active life in Medieval times, as shown by a coin treasure from the time of the Komnenoi (Дремсизова-Нелчинова 1987; Комитова 2008, 449-454). From there the road continues down south of Koprivlen and after the modern oil station on the Gotse Delchev – Drama road, there is a section of the ancient road preserved. After that, it crosses again the river Matnitsa and climbs up the heights of the Stargach Mountain, where it passes the present-day Bulgarian-Greek border and then descends towards Drama and Via Egnatia. The preserved part is about 5 km in the direction of Stargach. The road passes through Stargach in south-southeastern direction, north from Dasoto village and to the south of the modern town of Kato Nevrokopi (previously Zarnevo), progressing to the east of the town and going to the lower parts of the mountain (fig. 2/6). After Kato Nevrokopi, the road passes south of Granitis and continues to Prosotsani towards Philippi. The section between Prosotsani and Philippi is overlapped by two roads – Druma and Kaldarama.

The road is 3.50 m wide, and its middle part is higher for the purpose of draining. It was built of medium size boulders from different rocks of various colors, and there is no marble. The stone pieces were laid evenly, with small gaps among them. Despite its millennial existence, the road is in excellent operational condition (fig. 3/1). Its laying differs from the traditional technology of Roman road construction (compared to the Trans-Rhodopean road from the Hebros south to Nicopolis ad Nestum, made entirely of marble): there is no curb; the enhancement was made on the terrain itself and without the limitation of the curb. The track passes across the mountain heights and represents the shortest and direct tie with the Aegean shore, Drama, Topeiros (through Xanthi) and Philippi, as well as Serres. The road Philippi (Daton/Krenides) – Serres exists also in the Tabula Peutingeriana.

The construction manner, the technical parameters and characteristics are identical to some parts of the Central Trans-Rhodopean road, also defined as pre-Roman. The road’s existence, its technical

⁹ There are unpublished Latin inscriptions incised on the bridge.
¹⁰ The village of Vaklinovo is about 3 km northeast of Kochan. The road now connecting the village is impregnated with asphalt with sections of the ancient Roman road remaining under it, according to the accounts of local inhabitants.
features, as well as the report of Arrian, support the hypothesis of M. Tacheva that this was the road which Alexander the Great took (Tacheva 1986, 29). But in our opinion, this road had been built long before the campaign of Alexander, considering the existing trade contacts of the Middle Nestos with the Aegean coast (see Delev 2002, 25-27). The coin finds and treasures from that time can be traced in this respect, pointing to the most probable way of Alexander’s army, namely alongside the river Nestos in the direction of the Trans-Rhodopean road (Илиев 2011, 276-284, with references), whose separate sections coincide with Druma towards the Hebros Valley.

The existence of the road and its connection with the Aegean shore predetermines the winding route of the army of Brutus before the battle of Philippi in October of 42 BC. We believe that the route of the army took place across some part of Druma to the south, towards Philippi. Moving to the north across the Central Trans-Rhodopean road, reaching to the south to Topoios (see Маджаров 2009, 271,обр. 105), the army of Brutus and Cassius (Дерменджиев 2015, 29-44) crossed over the mountain in the direction northwest – west – southwest. After that, they passed over the Nestos and continued to the west, marching on Druma. From there the army turned south-southwest towards Philippi upon the road known as Druma.

The road Druma had an extraordinary importance for the development of Nicopolis ad Nestum and for the expansion of its connections and relations with the cities to the south, downstream the Nestos. It also connected the city with the ancient settlements at Koprivlen, Hadzhidimovo and Petrelık located before the mountain range consisting of Stargach, Slavyanka and the easternmost slopes of the Pirin. The mountain terrain encircles like a collar the valley of the Nestos and the only possibilities of road construction are provided by the passes and the low mountain parts. The road connected Nicopolis to the north with the settlements on Via Diagonalis, thus creating the possibility for a link to the north and west, also with the Black Sea coast. The section of Druma we traced from Devin through Dospat to the Aegean coast. By doing so, we established that Druma is the most direct connection of the settlements along the Middle Nestos with Via Diagonalis, Philippopolis and Hadrianopolis; and with the Aegean shore to the south. And if the road to Belovo/Pistiros alongside the Nestos course in some mountain parts was probably a “goat path”, then we accept that Druma was the first road of pre-Roman times entirely constructed in all its length.

2. The course of the Western Trans-Rhodopean road after Dospat to Via Egnatia (the so-called Kaldarama, or “The cobble-stone way”)

M. Madzharov has traced the course of the Western Trans-Rhodopean road from the mutatio Bessapara to Dospat (Маджаров 2009, 309-320), in some parts together with K. Kisyov (Маджаров 2009, 312). The section from Dospat to Nicopolis and to the Aegean shore to the south has been traced by us in the period 2012-2014. In that place we have discovered parts of the road, some of which were several kilometers long, heading in the direction of Nicopolis. After this city to the south we have also found similar long sections with deviations to the Strymon road – the valley of the Middle and Lower Strymon, across the Parilska Saddle, to Serres.
We consider that Kaldarama is the second most important road for the valley of the Middle Nestos and the ancient Nicopolis ad Nestum (fig. 1). The road connected Via Egnatia with Via Diagonalis at the mutatio Bessapara, identical with the mutatio Zyrme in Tabula Peutingeriana (Маджаров 2009, 310). Kaldarama overlaps Druma between the villages of Zmeitsa and Lyubcha. Then it turns to the northwest of the ancient settlement at the village of Satovcha, crossing a bridge over the gully of a river which nowadays is flowing through the center of the village. After that, the road heads to the northwest and crosses a bridge over the Pletenska Bistritsa river (fig. 3/2) under the village of Pletena. From that point the road passes through the low heights of Dabrash, then south of the village of Dolen, where we have established a local branch that connects the road with Druma. After Dolen and the branch of the local way in the locality Banyan (fig. 3/3), the Trans-Rhodopean road passes from the lower heights of Dabrash to the higher ones, high above the modern village of Dolno Dryanovo. Then it continues to Nicopolis, passing high north of the ancient settlement and the sanctuary at Dolno Dryanovo, heading towards the present-day villages of Oreshe and Debren (fig. 3/4). Then it goes to the locality Barata via a bridge over the Varbitsa river south of Oreshe (fig. 3/5) and continues to the locality Ryakata, where it also crosses a bridge over the Varbitsa and divides again (fig. 3/6). The local road continues to Oreshe and Krushevo. The main course of the Western Trans-Rhodopean road continues to west-southwest and enters from the north the abandoned now village of Debren (called also Old Debren), turning to the south across the village itself (fig. 4/1).

Along the course of Kaldarama and particularly in its section immediately after Oreshe and before the stabulum/mutatio in Staro Debren, we have found many repairs for enlarging the roadbed and increasing its sturdiness (fig. 4/2). The road is known by elderly people in Debren as “The Roman way”, “The Old way”, “Kaldarama” and also called “Bir vakit way”. About 1 km south of the old village and in close proximity to it, in the direction of the new village of Debren and Nicopolis, the ruins of a roadside station can be seen (stabulum/ mutatio): the foundations of two big buildings and plenty of treasure hunting ditches (fig. 4/3). The boulder walls are circa 0.70-0.80 m thick and are bound together by mortar with small pieces of bricks. Leaving the old village, the road goes on to the locality Grobeto, where it divides again.

The local section of the Western Trans-Rhodopean road Kaldarama takes to the west – northwest, to the Eastern Gate of Nicopolis ad Nestum. But before it gets there, the road passes the mound necropolis of the city, now in the eastern part of the village of Garmen. Only 12 mounds from both sides of the road have survived today: some in groups of 2-3 tumuli, and a part of a burial mound complex of 5 tumuli, preserved at the yard of the previous Community Farm. Then the road passes alongside an Early Christian necropolis, with several tombs and a cemetery basilica located about 800 m from the Eastern Gate of Nicopolis (Ионова 2011, 263-294), and on the track of this local way and by crossing the moat, it reaches the gate.

After the locality Grobeto, the main course of Kaldarama passes near the ancient settlement and fortress Gradishteto at the present-day village of Dabnitsa. This settlement has a direct connection via a local road
leading from the fortress to the sanctuary at Dolno Dryanovo. Passing southwest of the settlement at Dabnitsa, the road goes between the heights of the Golyamo and Malko Kurilo and exits to the plain south of Nicopolis, then continues to the southeast towards the left bank of the Nestos and the village of Koprivlen. Then, across a bridge, the course is known among local inhabitants simply as Kaldarama. On the right bank of the river, even today, one can see the additional repairs of the stone pavements, made with dark grey marble pieces. Those repairs, conducted for enlargement of the road bed in the vicinity of the bridge, were made in the Middle Ages and the Ottoman period, aiming at widening the space where the caravans and travelers were stopping, before they passed over to the other river bank and continued to the north in the direction of Philippopolis and Hadrianopolis. In our opinion, this was namely the place of division of the stream of travelers and goods, long before the Ottoman period. Probably a mutatio existed there as well, considering the topographic and strategic place of the ancient settlement at Koprivlen and the immediate proximity of the main (for the area) roads Druma, Kaldarama and the road along the Nestos (for Pistiros).
Although the *mutatio*’s existence is hypothetical, we believe that this is the most logical place for the construction of a road station – in the immediate proximity of the river and the bridge.

The road can be traced for many kilometers southwest of Koprivlen until the locality Sveti Petar i Pavel (“St. Peter and St. Paul”), alongside Pavlova padina (“Paul’s hollow”). Here, although not differently built, it reveals some technical peculiarities that are not presented in its Rhodopean part from Dospat to Koprivlen. After Koprivlen, west-southwest of the oil station and the course of Druma, the road can be traced in a section of circa 8 km, pointing to southwest-south. After Koprivlen, the road continues to the southwest towards Gaitaninovo and the rise of Sveti Petar i Pavel, where a local deviation for the ancient quarries of Nicopolis is established (Петрова 2015, 75-82).

Another deviation we registered at the abandoned village of Lyalevo and parts of it can be found in the territory of the village of Teshovo in the direction of Goleshevo – Petrovo\(^\text{11}\) – Katuntsi ([fig. 1](#fig1)). After Katuntsi, already in the road network of Parthicopolis, we have found more branches to the northwest, upstream of the Strymon, leading to Parthicopolis and Serdica; to Stobi and Scupi etc. After Gaitaninovo, through the Parilska Saddle, several local branches can be traced on Kaldarama. The first one is at the village of Tarlis (Vathytopos) for Heraclea Sintica. According to Kanchov, this branch was preferred because of its more comfortable and lower course in contrast to the narrow and steep west road across the high parts of the Pirin (Кънчов 1896, 323). From the Parilska Saddle the road splits: to the west to Siderokastro, and to the south, across Dolno Brodi, and descends between the mountains Sharlya (Vrondu) and Zmiynitsa (Menoikion) directly to Serres. Paul Perdrizet informs about a preserved part of an old Roman road (?), about 300-400 m long and heading to the north from the village of Banitsa. The scientist received the data from a French engineer who was working on the Drama-Serres railroad track (Perdrizet 1900, 548-552).

All parts of Kaldarama, from Nicopolis to Dospat, and from Nicopolis to Drama, are paved with stone. They are 2.30 m wide, with curbs at both sides. Marble pieces of different sizes cover the road. The road is very well preserved. Perfectly prepared draining channels about 0.65-0.70 m wide are still visible at both sides ([fig. 4/4](#fig4/4)). In the mountain of Pirin the road track is made in straight sections. Whenever the road passes through big rock formations, the rocks were cut and used for the pavement of the road ([fig 4/5](#fig4/5)).

Three kilometers after Koprivlen to the east, or almost two Roman miles, a building can be observed on the terrain parallel to the road. The foundations reveal two rooms of big dimensions, not connected with each other. The first one is 10 x 4 m, its long side parallel to the road ([fig. 4/6](#fig4/6)). We found few pottery fragments here. Together with the two rooms slightly outlining a large building, they are the reason to consider it as a Roman roadside station, situated 10 Roman miles from Nicopolis. Kaldarama connects *Via Diagonalis* with *Via Egnatia*.

**The local branch roads of Kaldarama that connect with Druma**

We have discovered one deviation ([fig. 1](#fig1)), a local road, about 2 km southeast of the village of Dolen in the locality Banyan, connecting Druma with Kaldarama, with a detour to the sanctuary Prav kamin\(^\text{12}\);
for the Thracian sanctuary at the village of Kribul, called Kamaka (“The stone”) at the peak Skribina\textsuperscript{13}. It is established that settlements existed in the region, with workshops for stone and tomb steles. That is why the local road was of extraordinary importance for these settlements, because of the necessity to shift the stone and other materials connected with their work (Petrova 2017a). Its importance is also underlined by its connection with the Trans-Rhodopean road, with the precise making of the stone pavement and of the bridge, whose north end is curved in such a special way as to be included in the course of the main road (fig. 3/3).

The second local branch road of Kaldarama is located in the lower parts of the Dabrash heights, in the direction of the modern village of Dolno Dryanovo. This branch connects Kaldarama with Druma and with the ancient settlement and the sanctuary in the Gradishte locality at Dolno Dryanovo. Down in the lower parts, where the ancient settlement is situated, one more bridge is preserved, also on the river Bistritsa, and its roadbed is traceable.

The third local branch road of Kaldarama (fig. 1) is established in the locality Ryakata, with a bridge over the river Varbitsa. It is placed before the settlement at Debren in the direction of the ancient settle-

\textsuperscript{13} This is the Skribina project for the sanctuary, prepared in the Southwestern University “Neophyte Rilski”, by the University Scientific Research Center for Ancient Languages and Eastern Mediterranean Cultures (Марков 2007).
ment at Oreshe (fig 3/6). In the outskirts of the village are still visible the ruins of an ancient settlement with a vast and extremely rich necropolis, still incompletely studied. Only an Early Christian basilica is studied (Milčeva 2006, 527-535, 186-189). The course of the ancient road is passing south of the ancient settlement and continues to the settlement at the village of Krushevo – Dolno Dryanovo and the section of Druma.

4. The road Nicopolis ad Nestum – Kovachevitsa – Via Diagonalis

The road exits the North city gate of Nicopolis and leads north to Via Diagonalis and Philippopolis (fig. 1). To the north the route passes alongside the ancient settlement located to the east, at the height at the village of Marchevo. A villa suburbana remains west of it, situated in the country yards of the villagers, in immediate proximity to the left bank of the river Kanina, almost across the Nicopolis Hotel. After Marchevo and upon crossing the Kanina, the road climbs up to the height in the locality Gradets at the village of Ognyanovo, where there is a proven guard tower, and continues to the north to the settlement at the present-day village of Skrebatno. Here a Thracian and ancient settlement were discovered, with several coin treasures containing Thasos tetradrachms, as well as a sculpted head of a woman (Antonia Minor?) from the Caligula – Claudius period (Milčeva 2005, 18-19). Occasional finds have been registered in Skrebatno very frequently and this fact demonstrates that the settlement was one of the biggest, and a key-point for the region, most probably a roadside station, as it is about 9-10 miles from Nicopolis ad Nestum. After Skrebatno, the way continues north to the settlement at the village of Ribnovo, and then it descends to Kovachevitsa, crossing over the Kanina river via a bridge (fig. 5/1). This can be proved by the partly preserved tracks, and the largest section can be seen on the terrain of the present-day eco path Ribnovo – Kovachevitsa (fig. 5/2), immediately before exiting on the course at the right bank of the Kanina in the Malinaka locality. After the bridge over the Kanina, another road is joining in, whose course can be followed also from the east gate of Nicopolis towards Machevo on the left bank of the river towards Kovatchevitsa. This second route is more direct, made of bigger and in some places flag-stones, with determined repairs in the Middle Ages (fig. 5/3). The road on the left bank of the Kanina is the most direct one from Nicopolis to Kovachevitsa, where according to K. Jireček gold and silver were mined (Jereček 1961, 216, note 3). After the merge of both roads (through Ribnovo and through the left bank of the Kanina), the road continues to the north of Kovachevitsa. Then it goes on to the east-northeast to the megalithic sanctuary Koziyat kamak (“The goat stone”14) located close to the locality Manastirishite (Kara Orman). The only milestone originates from that locality (Дремсизова-Нелчинова 1987, 24, 75, and the cited literature), proving the importance of the road in the second quarter of the 4th century during the reign of Constantine I, Constantius I and Constans (333-337), and with a second inscription, made 46 years later in 383, for the emperors Valentinian II, Gratian, Theodosius I and Arcadius. P. Perdrizet was the first to write about the inscription. Captain Nikolov who saw the column brought to the courtyard of the church in Kovachevitsa mentions that a bridge existed at the place where it had been found (Николов 1911, 173-174). Ts. Dremizova-Nelchino...
posed that the ruins at that place belonged to a small fortified road station. Although the time of construction of the road is unknown, it is obvious that this happened considerably long before its first repair in the first quarter of the 4th century. Regardless of the initial date of road construction, the inscription shows two repairs in the 4th century (Георг 1961, 216) and the ruins around the column – the presence of a road, bridge and a roadside station (mansio and mutatio) for rest and horse change.

After Manastirišhteto and the Beslet peak, towards north, the road is descending and reaches from the northeast the locality Divite kozi (“The wild goats”). There, 1,500 m above sea-level, a fortified Thracian settlement was established, with walls preserved about 1.60 m high and more than 2 m thick. From there the road continues to the locality Selishteto of the nowadays village Pobit kamak. Stepping on the Sarnitsa – Pobit kamak route, the Roman road splits in two. The first continues to the north to Pobit kamak (where the locality Selishteto with the old Thracian settlement and sanctuary is) and then to Velingrad (for Via Diagonalis) and Avramovi kolibi (for Belovo/Pistiros) (fig. 1). The remnants of the road are found in some places on the slope. The second branch of the road is to the southeast, to the village of Sarnitsa, where the road in southeastern direction connects with Dospat – with Druma and Kladarama. The road is 2.30 m wide, in some places widened in later times. Similarly to Kaldarama, it is made of marble pieces and is of an equal width. The construction technique this time does not differ from the one of Kaldarama, in accordance with the requirements of Roman architects and builders. Over the rammed ground a draining system was made, and then it was covered with fine rubble, and laid with marble pavement and big marble blocks for curbs.

II. The Roads across the Pirin (inter-provincial roads)

1. The road Nicopolis – the valley of the Strymon across the Predel Saddle

Nicopolis ad Nestum had connections with other settlements located north of it, along the Upper stream of Nestos (fig. 1). The plenty of fortified ancient settlements testify to the dense road network that existed also in the Middle Ages: at Gospodintsi (before 1934: Tsyropol) and at Momina kula (6 km southeast of the village Kremen), where the fortress controlled the road passing alongside the Nestos (Дремсизова-Нелчинова 1987, 77-78). The security of the road by the stream of the Hebros river across the Pirin towards the valley of the Strymon was provided as well by the fortress at Bansko (Дремсизова-Нелчинова 1987, 42-43 and the lt.). The bed of Razlog was connected with the road across the Predel Saddle (Георг 1961, 216, notes 5-7). After that, the road continued to the west, towards the Strymon valley and the Strymon road: to the northwest and north to Pautalia and Serdica; to the south for Parthicopolis and then to Thessalonica, Tiveriopolis, Stobi and Heraclea Sintica. Sections of the road which were preserved up to the 1930s at the present-day village of Gradevo, provide evidence for its existence (Пирин 1929, 7). H. Karamandzhukov also mentions the Strymon road and its connection with the road coming from the Predel Saddle, as well as the parts preserved and visible in the last century (Караманджуков 1919/20, 143).
2. The road Nicopolis – Parthicopolis – the Strymon valley

Nicopolis and Parthicopolis whose urban territories were border territories, were connected with three more roads to the southwest. The first one exited Nicopolis on the course of Kaldarama, at Koprivlen, climbing up to the Parilska Saddle towards the ancient settlement at Valovishta (Demir hisar, Siderokastro) and connecting with the Strymon road, to the south with Serres and to the north with Heraclea Sintica and Parthicopolis. This road used the lower mountain parts (fig. 1). The second road crossed again the Parilska Saddle, but passed across the high parts of the Pirin, which made it more difficult in the cold seasons, although it was much shorter in terms of distance (Petrova 2012, 299-303). The third road started from the western gate of Nicopolis (fig. 5/4), crossed the Nestos river to the north of Gotse Delchev, after the ancient settlement at the village of Borovo, now quarter of Gotse Delchev, and advanced towards the Pirin mountain, to the ancient settlement between the present-day villages of Dobrotino and Sredna (near Popovi livadi / “Priest’s meadows”). Here we have found a long section covered with marble pavement, as well as a road station-customs (fig. 5/5-6)\(\text{15}\). The road is also 2.30 m wide and similarly to Kaldarama in some places the marble of the track was broken into pieces and the extracted material was put into the road pavement. The road continues through the relatively low mountain parts, going out at the ancient settlement near the present-day village of Gorno Spanchevo, then continuing parallel to the river towards Katuntsi, and there diverging in two directions. The first direction is to Melnik, alongside the stream of the Katunska Bistritsa and to Parthicopolis. The second branch continues to the southwest from the ancient settlement at Katuntsi, passing closely to the ancient settlement of Piperitsa, probably another large ancient center (Petrova 2017a). The remnants reveal that the settlement at Piperitsa was large, important and strategically situated on the course of the road to Dolno Spanchevo, thus connecting with the Strymonean road (for Heraclea Sintica), and to the south – with Via Egnatia.

Main, secondary and local roads for Nicopolis ad Nestum

Nicopolis demonstrates a developed road network consisting of main, secondary and local (for the city) roads. In our research we have established four first-rate Roman roads in the Rhodope Mountains which determine the road infrastructure of Nicopolis and its place in the road infrastructure of Southwestern Thracia. The oldest roads among them are the roads along the Nestos to Pistiros and Druma. Probably the road through Kovachevitsa was traced in the age of the Roman expansion, as a wide trade path. Its importance must have increased at the end of the 1st and the beginning of the 2nd century with the urbanistic policy of emperor Trajan and the official proclamation of the settlement as Ulpia Nicopolis ad Nestum. The probable reason behind the construction of this road, except for being the shortest connection with Via Diagonalis, were the rich metal deposits in the Rhodope Mountains, including gold and silver at Kovachevitsa. The road stations and the occasional archaeological finds from the settlement alongside this road further emphasize its importance. The inscriptions on the milestone display that from the 4th century onwards the road obtained much more importance, having in mind the two successive repairs in

\(\text{15}\) This road station / customs was studied and documented as part of the road connections of Nicopolis ad Nestum for the first time by the author. The data provided by the local inhabitants helped for its identification as customs, based on the rooms and the big nominals of golden and silver Roman coins found in them, as well as lead stamps and fragments of vessels from the Roman period. The treasure hunters have left many ditches and destroyed the stone walls of the building.
a relatively short period of about 50 years. Emperor Constantine the Great made the first repair works on the road. The road did not lose its significance toward the end of the century when emperor Theodosius commissioned its second repair. The road Kaldarama as an extension after Dospat for the western Trans-Rhodopean road, and together with Druma, played the greatest role for the infrastructure of Nicopolis and, according to the classification of the Roman roads, these two were primary (militares) for the area.

The road Nicopolis – Parthicopolis through Dobrotino was also of primary importance for the area. It was of the same width (2.30 m) and had marble pavement identical to that of Kaldarama and the road through Kovachevitsa. The road Nicopolis – Parthicopolis connected both cities of the neighboring provinces Thracia and Macedonia that had a very similar livelihood, namely agriculture, marble quarrying and marble working. Although the road was built in the higher parts of the Pirin mountain, it was used in Roman times probably all year, having in mind the existing road station / customs (?). As secondary roads for Nicopolis we consider the ones through the Predel Saddle and the divergences from Kaldarama towards the Strymon road (the

---

16 A votive inscription to the Salenian God dated to AD 221, found in Belyovo, located already in the territory of Parthicopolis, proves that the citizens of Nicopolis ad Nestum were using the road Nicopolis – Parthicopolis through Dobrotino via a detour at Gorno Spanchevo (Tepon 1961, 184; IGBulg IV 2305).
Strymon Valley). They are alternative courses leading from Nicopolis to Parthicopolis, made within the deviations of Kaldarama to the valley of the Strymon. These secondary roads, some made in pre-Roman times, pass across the lower parts of the Pirin and Zmiynitsa Mountains and therefore could be used all year round, although the distances and the time of travel were much longer. We have found many alternative local routes and parts of the road infrastructure: pavements, curbs, draining channels, bridges, important crossings, roadside stations and a custom house.

One should pay special attention to the many bridges found mainly in the Rhodope Mountains, some of which related to the Medieval and Ottoman periods. The Roman bridges over streams and rivers have a nearly half-circle curve, while the curves of the pre-Roman, Early Byzantine and Medieval bridges are pointed in the center (Tuleshkov 2016, 175-190). Two Roman bridges in the Rhodope Mountains, outside the infrastructure of Nicopolis, are also the ones at Drangovo village, Kirkovo municipality – one of them is in the center of the village across the river Drangovska, and the second one is across the upper stream of the river Peshterska. But in the Ottoman period both bridges, preserving their Roman foundations, were partly repaired. These facts reveal how the Roman road infrastructure continued to play an important role for the life and economy of later periods.

**Conclusion**

Chronologically speaking, some of the road network in the area (now Southwestern Bulgaria, in Antiquity – part of Thracia and Macedonia Prima) had already been created in pre-Roman times. Such were the courses of the road alongside the Nestos to Belovo/Pistiros, the Druma road, part of the Kaldarama, the road Nicopolis – Kovachevitsa – the Hebros Valley, also parts of the roads Nicopolis ad Nestum – Parthicopolis. The only preserved pavement from the existing pre-Roman road Druma is the earliest paved road in the area. After the conquest of Thracia by the Romans, probably already in the 1st century BC, the new courses were determined having in mind the border topography of Nicopolis in Thracia, next to the province of Macedonia. First the Kaldarama road was paved with marble and then, because of its importance, the same happened to the road Nicopolis – Parthicopolis (through Dobrotino).

Looking at the map of the road network in the immediate vicinity of Nicopolis, one can notice that the city is situated strategically at its north end, while the two main roads, Druma and Kaldarama, with multiple local detours, pass through the center and the southern part of the plain, thus forming a very complex traffic circle, not far from the left bank of the Nestos. This fact allows the presumption that before Nicopolis, another Thracian and Hellenistic settlement central for the plain and the region had existed, apart from the large ancient settlement at Koprivlen at the right bank of the Nestos. But no archaeological research has yet been conducted in the crossing of the roads. Probably this is the reason these two main roads pass south of Nicopolis. The Roman city is founded at a strategical place in the plain, at the fusion of two rivers. When Nicopolis was planned and built, it was additionally connected with the pre-Roman roads and

---

17 The builders of the Ottoman period erected bridges with stone parapets on both sides, and they repaired and renovated the ones from Roman and Late Antique/Early Byzantine times. As an Ottoman monument can be considered Dyavolski most ("The Devil’s bridge") which has stone parapets. It is over the river Arda and dates to the 16th century, with no remnants from earlier periods. Such are also the bridges built by the architect Sinan in the 16th century: the Mustafa Pasha bridge (1528-29) in Svilengrad, Bulgaria; in Mostar (1566); the Sokollu Mehmed Pasha bridge (1571-72) in Visegrad, Bosnia and Herzegovina; the Sultan Suleyman bridge (1565-67) in the district Büyükçekmece in Istanbul, Turkey (Aksay 2009, 24-25; 36-37; 46-48; 144-145; 197-199; 156-159).

18 It has been recently suggested that it got the name of Nicopolis ("The city of Victory") as early as the 30s of the 1st century BC, long before Trajan (Boteva 2007, 187-196; Petrova 2012, 305 ff.).

19 Traces of other earlier settlements are found in the environs of the city. But they probably did not play the same important role as the one inside the circle crossing to the south.
new sections were made in order to join the Roman roads coming out of the gates of the city\textsuperscript{20}.

The two roadside stations and the one custom-house that have been located are about 9-10 Roman miles away from Nicopolis ad Nestum and this distance is quite adequate to the rules of their distribution in the mountain areas. The long main and local roads, the shorter local sections/deviations, the \textit{mutationes}, the bridges and the customs constitute the road network and infrastructure for Southwestern Thracia, the northeastern part of Macedonia and particularly of Nicopolis. It is extremely dense not only in the plain around Nicopolis, but also in the mountain areas. The abundance of sections reveals that the city was built beside the traced and built pre-Roman roads: the so-called Druma (“The Road”), the one following the stream of the Nestos, and the one through the Predel Saddle. They took advantage of the natural river valleys and the lower parts of the mountains, with their many curves. The Roman roads were traced on higher hills, mountain plateaus and ridges and differed from the pre-Roman ones by their straighter courses, marble pavement, curbs, and the form of their bridges.

The newly found and the previously known ancient roads, together with the port at Banichan, were used predominantly for the transportation of people and goods, i.e. as caravan roads, while armies rarely passed. The state of the outworn stone pavement in general, and that of the marble in particular, proves that carts and luxury vehicles were not constantly used. Transportation along the studied roads was performed mainly by horse and camel caravans and also by using the stream of the Nestos river for the transfer of goods. The densest parts of the road network are found to the south of Nicopolis, in the Mesta valley, across the foothills and the Stargach, Slavyanka and Pirin Mountains, and were used for the transportation of people and goods to the province of Macedonia. Here, in Roman times, marble roads and short sections were traced to the significant for Nicopolis settlements south of Topеiros, Philippi, Neapolis, Thessalonica and Byzantion (later Constantinople). To the north, the roads connected Nicopolis with the core of Moesia and Thracia, namely with the banks of the Danube, Singidunum and Rome to the west, and with Hadrianopolis, the Black sea shores, and Constantinople to the east. In this way, in spite of the collar of high mountains deep in the core of Thracia, Nicopolis had a very well developed road network and infrastructure, connecting the city with all parts of the Roman and Early Byzantine world.

\textbf{Bibliography}

Aksay, M. 2009. Mimar Sinan, the architect. Istanbul.


Perdrizet, P. 1900. Trois inscriptions latines de Roumélie. – Bulletin de correspondance hellénique 24, 542-552.


Бендерев, А. 1890. Военна география и статистика Македонии и соседних с нея областей Балканского полуострова. Санкт-Петербург.

Велков, И. 1942-43. Новооткрита купулна гробница при с. Малко Белово. – Годишник на Народния археологически музей, книга 7. София. 37-44.


Данов, Хр. 1968. Древна Тракия. София.

Делирадев, П. 1937. Родопите като селищна област и планинска система. София.


Кончов, В. 1896. Пътуване по долините на Струма, Места и Брегалища. – Сборник за народни умотворения, научка и книжнина 13, 323-355.

Кончов, В. 1894. Пътуване по долините на Струма, Места и Брегалища. – Сборник за народни умотворения, научка и книжнина 12, 235-247.

Маджаров, М. 2009. Римски пътища в България. Принос в развитието на римската пътна система в провинциите Мизия и Тракия. Велико Търново.

Марков, В. 2007. Културно наследство и приемственост. Наследство от древноезически свети места в българската народна култура. Благоевград.


Разкопки и проучвания 26). София.

Дремчева-Нечинова, Цв. 1987. Археологически паметници в Благоевградски окръг. София.

Илиев, Й. 2011. Родопите и тракийскит поход на Александър III Велики от 335 г. пр. Хр. – Известия на Старозагорския исторически музей 4, 276-284.

Караманджуков, Хр. 1920. Археологически вести. – Известия на Българското археологическо дружество 1919-1920, 141-146.

Кацаров, Г. 1921. Пеония. Принос към старата етнография и история на Македония. София.


Кончов, В. 1896. Пътуване по долините на Струма, Места и Брегалища. – Сборник за народни умотворения, научка и книжнина 13, 323-355.

Кончов, В. 1894. Пътуване по долините на Струма, Места и Брегалища. – Сборник за народни умотворения, научка и книжнина 12, 235-247.

Маджаров, М. 2009. Римски пътища в България. Принос в развитието на римската пътна система в провинциите Мизия и Тракия. Велико Търново.

Марков, В. 2007. Културно наследство и приемственост. Наследство от древноезически свети места в българската народна култура. Благоевград.

Николов, К. 1911. По горното течение на р. Места. – Минало 2/5-6, 155-177.

Петров, Д. 1997. Състояние на проучванятията на римската пътна мрежа в българските земи. – Трудове на Катедрите по история и богословие (Шуменски университет) 1, 41-59.


Пирин 1929 = Пирин. Месечно списание за народна култура и туризъм. Година I, кн. 3. Горна Джумая.

Спирidonов, Т. 1992. Големият път през Родопите. – Поселения проучвания 1, 7-29.


Шишков, Ст. 1924. Радюва планина. – Български турист 16, 151-154.

Янакиева, С. 2009. Тракийската хидронимия. София.

Dr. Svetla Petrova
Department of Classical Archaeology
National Archaeological Institute with Museum
Bulgarian Academy of Sciences
2 Saborna Str.
BG-1000 Sofia
svetlapetrova57@gmail.com