



REGIONE PUGLIA
Infrastructure and mobility department

The **BOURBON** Cycle route

From Bari to Naples and detour to Matera

ROAD BOOK



Cycle route Nr 10
of Bicitalia network



The
BOURBON
Cycle route

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ROAD BOOK



REGIONE PUGLIA
Infrastructure and Mobility Department

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PRESENTATION

Following the success of the publication in Italian and English of the road book of the Adriatic Cycle Route in the Apulia Region, itinerary No. 6 in the Bicitalia network, the Region is now putting into circulation a second publication, also requested by Italian and foreign cyclists: the road book of the whole Bourbon Cycle Route, Bari to Naples, going through the Basilicata, which at Bitetto (Bari) proposes a side trip to Matera, in homage to the City of the Sassi, the European Capital of Culture in 2019.

The itinerary described, representing the Bicitalia route No.10, shows the best route in existence today for reaching the capital of the Campania region as well as Matera starting from Bari, and for discovering from the height of the bicycle seat some roads as secondary as possible, and the landscapes typical of the Murgia and the southern Apennines.

It should be kept in mind that the project for the Bicitalia cycle network was set up following the CIPE (Interministerial Committee for Economic Planning) resolution No. 1 of 2001 concerning the “General Plan for Transportation and Logistics”, which committed the then Ministry of Transportation to adopt a feasibility study for a national network of cycling routes.

The publication, produced both in Italian and in English, is a new tool required by the Department of Infrastructure and Mobility of the Apulia Region, to encourage the use of bicycles as a means of transportation through cities and towns, for interconnections between towns and long distance travel and, above all, to promote cycle-tourism which, according to studies in the field, can also result in significant economic benefits for Apulia as well as for the other regions, by creating new professionals and new jobs: a real contribution to the “green economy” and the revitalization of peripheral areas, far from the main flow of tourist traffic.

Highlighting the Bicitalia routes in the Apulia Region is nothing new. Through the international cooperation project promoted and coordinated by the Regional Department for Transportation with Interreg funds in 2000-2006, the main routes of the so-on-to be formed regional cycle network have already been defined, identifying as such the Bicitalia and EuroVelo corridors, the trans-European cycle network, which cross the regional territory. Subsequently, the regional law No. 1/2013 "Interventions to promote the development of cycling" embraced those routes by assigning precise tasks to Regions, Provinces and Municipalities for the planning, scheduling and management of cycling and the integration of bicycles and public transportation. Finally, the Implementation Plan 2015-2019 of the Regional Transportation Plan, which identifies infrastructure and policies considered a priority for implementing the objectives of the Regional Administration, has inserted the regional segments of Bicitalia and EuroVelo in a specific section concerning cycling, as guidelines for the cycling network in Apulia.

It is the hope of the Apulia Region that this road-book will also help raise the awareness of local authorities affected by the passage of the Cycle Route of the Bourbons through their territories, ensuring that the same road stretches will be well maintained and protected against improper use such as dumping waste, and that the affected tourist facilities are equipped with adequate services especially during colder months, to accommodate cyclists in transit who we hope will be increasingly numerous.

Avv. *Giovanni Giannini*
Councillor for Infrastructure and Mobility
Regione Puglia



With the publication of this road book, another mosaic gusset is added to the Bicitalia network.

The Bourbon cycle route is actually the 10th route of the Bicitalia network. It was devised by FIAB and included by the Italian Ministry of the Environment in its eco-development programmes, with the aim of creating a national cycle-route network in Italy similar to that of most European countries. Even though paper tools may be considered outdated in a world dominated by GPS and smart-phones, we still believe that a quality publication can succeed in offering a sound alternative for those who want to travel our country on a bicycle. It is also an alternative for those who want to enjoy Italy following routes that are designed for cyclists, not only for motorised traffic, in line with Bicitalia's philosophy. This guidebook, however, is backed-up by a web-based system managed by FIAB (www.bicitalia.org).

To be honest, the route described in this road book is best suitable for an experienced cyclist, as you will be riding through areas where the cycling infrastructure is still limited. Nonetheless, we believe that the creation of Bicitalia has to start somewhere: this guidebook aims to be a valuable starting point and to provide a different insight into our country, particularly into its South, since the route here described connects Bari and Naples, the two major cities of continental southern Italy.

Many distinctive features and attractions make this route a memorable experience for any cyclist: from the "Murge" route to heritage sites of the age of Frederick II (such as "Castel del Monte"); from the Ofanto valley to the unique view of the famous volcanic cones of Mount Vesuvius and Vulture; also, besides the cities of Bari and Naples, you can visit the interesting towns of Ruvo di Puglia, Altamura, Venosa and Melfi or the famous Matera, the city of the "Sassi", which, due to its relative proximity, has been included as a possible destination for those cycling from Bari.

Our wish is that this guidebook will contribute to the development of this route: we hope that the latter will be provided with a better

cycling infrastructure and its accessibility for cyclists improved with dedicated signposts. We would also welcome the implementation of a rehabilitation plan for abandoned sites such as the railway stretch "Avellino-Rocchetta Sant'Antonio" or several abandoned segments of the "Circumvesuviana", which could be converted into excellent cycle paths. There are also other areas that, if rehabilitated, could significantly improve the cycling accessibility on this route, such as the area along the Apulian Aqueduct or several segments of the historical SS 7 "Appia" road, as well as numerous secondary roads that can already be used for cycling purposes.

Antonio Dalla Venezia

Manager FIAB Area Cyclotouring



INTRODUCTION

The itinerary presented here represents the best possible route for a cycle tourist who wants to reach Naples from Bari, riding on quiet roads. The route goes along existing minor roads and it can be considered an improvement when looking at the results of a feasibility study on the “Bourbon Cycle Path”. This is the route no.10 of the Italian cycling network “Bicitalia”, as identified by the Apulia Department of Transportation within the transnational cooperation project “Cy.ro.n.med.” (Cycle Route Network of the Mediterranean) that was led by the Apulia Region and funded through Interreg IIIB Archimed funds.

To sum up, the route starts off in Bari and heads towards Palo del Colle, Bitetto, Ruvo di Puglia, Castel del Monte and Minervino Murge (in Apulia); then it runs through Basilicata, passing by the towns of Montemilone, Venosa, Rapolla and Melfi. The itinerary proceeds through Campania, reaching Naples after a 331 km itinerary through the towns of S. Andrea di Conza, Teora, Lioni, Montemarano, Atripalda, Avellino and Nola.

Ours is an attempt to describe a convenient route from Bari to Naples, which is not too long compared to the regular route and that, at the same time, allows cycle tourists to discover the beauty of the landscapes they travel through, without wandering too off their destination.

It is fair to also point out that the present route runs, almost entirely, on roads that are open to motorised vehicles. Nonetheless, bearing in mind the principles that have inspired all road-books published by FIAB (Federazione Italiana Amici della Bicicletta), we paid the utmost attention so as to choose the most pleasant roads for biking, that is, roads that are not spoiled by heavy motorised traffic and that are characterised by rideable ascents and interesting landscapes.

We deemed more appropriate to reset the cyclo-computer (Zero km) every time we get out of a significant residential area as well as every time we pass a long stretch of road where no relevant residential areas are present. Beside the partial distance, we have also indicated the progressive distance from the city we started from. Obviously, the use of cyclo-computers is just a suggestion and it is not to be considered “compulsory”. Besides that, each cycle tourist can decide to use this tool following his/her own strategies and preferences.

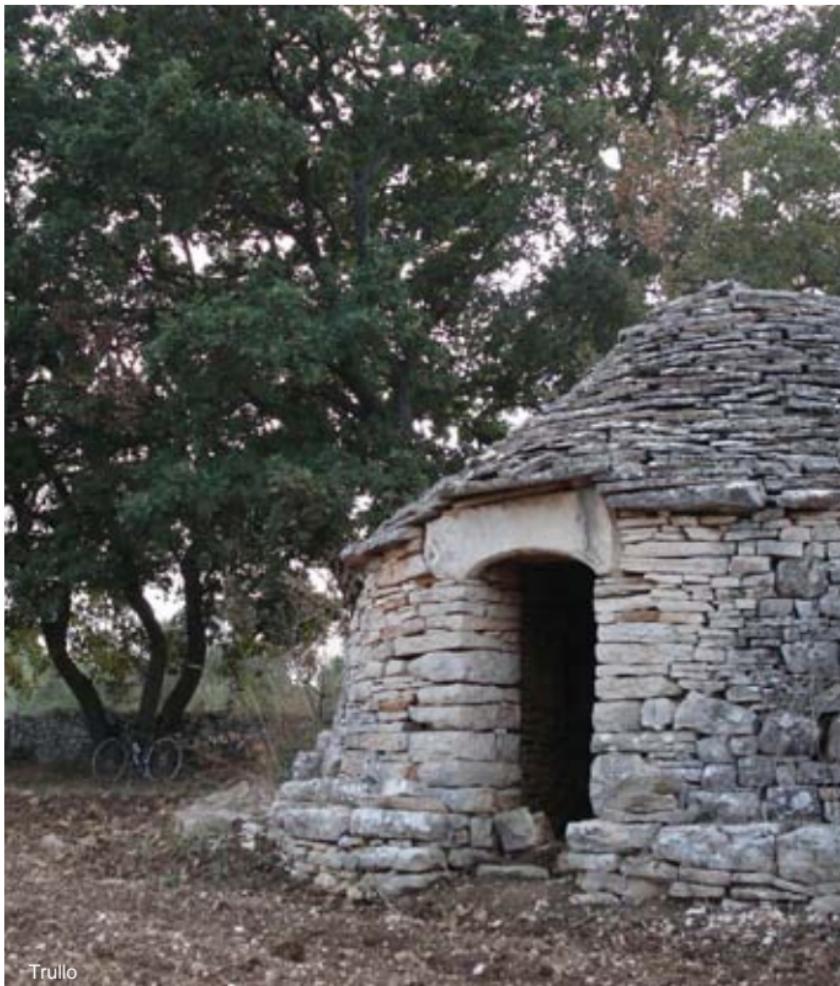
The situation is quite different in Basilicata and Irpinia, where all

minor alternative roads (where they exist) are unsuitable for long rides, as they are characterised by significant descents. On the other hand, it is relatively safe to ride along the main roads (provincial roads or former state roads) as these are less trafficked and relatively well signposted. These roads also offer some further advantages that make them attractive to cycle tourists: first of all, they connect the towns and pass through them, instead of passing by or around them; second of all, the height disparity of the terrain tends to be evened out along this route, so that there are no steep ascents or descents.

We have also tried to exploit the presence of former state roads which have almost been abandoned by motorised vehicles, since there are faster and more modern alternatives. Such roads represent to us a precious asset that has not been fully discovered yet: this is the case with the former state road no.7 named "Appia", which today has been downgraded to provincial road and segmented, due to new road options. It is covered by the cycle route for a



Palo del Colle



Trullo

considerable stretch of its length (i.e., for approx. 60 km, from S. Andrea di Conza to Atripalda, up until the gates of Avellino, with just a few, short interruptions). In the final part of the route stretching from Nola to Naples, which is a highly populated and trafficked area, one is obliged to make a difficult but necessary choice, due to lack of alternatives: one has to proceed on “Via Nazionale delle Puglie” (also called “state road 7a”) where traffic can be intense at times. However, on a positive note, this is a low-speed road where the speed limit is set at 50 km/h and, very often, it goes down to 30 km/h; this road can be considered as a long cross-city arterial road that links two cities seamlessly connected. There is also a considerably long stretch of cycle lane running along the old railway path; however, during the last survey, it has been pointed out that its conditions are such that it is not suitable for cycling.

General and technical observations

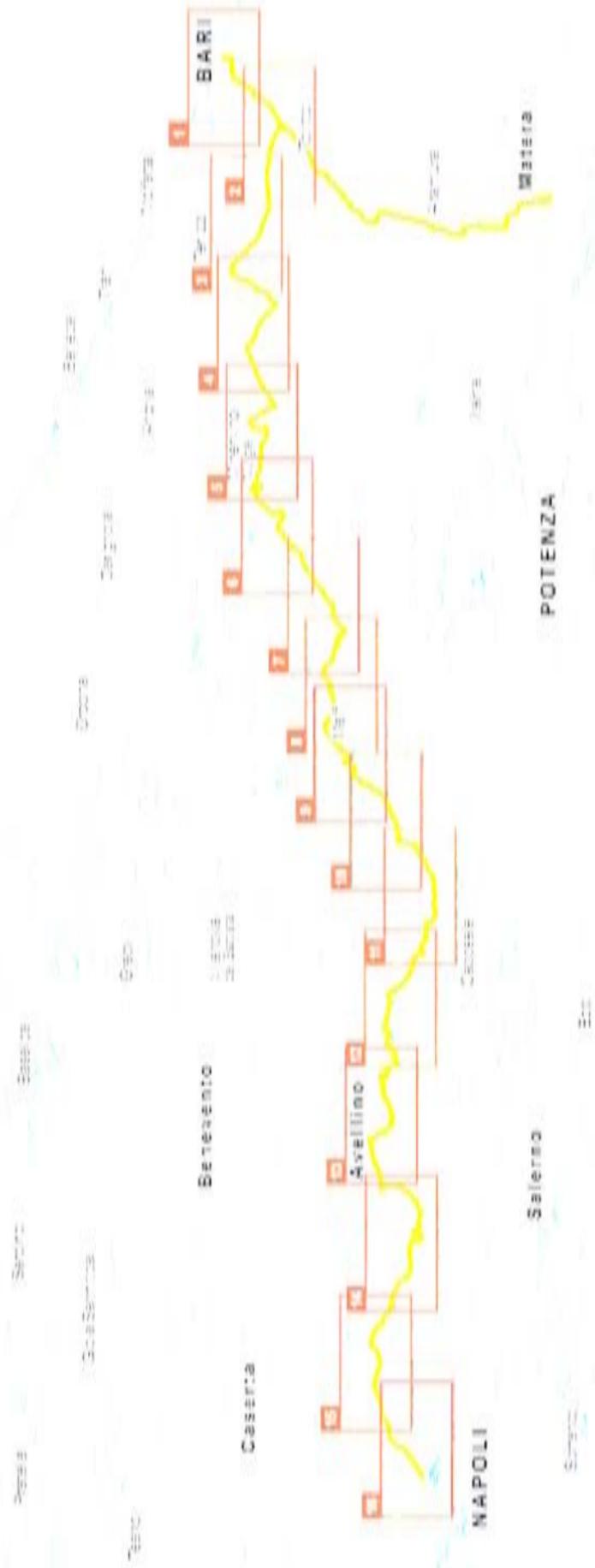
- 1.** The itinerary is described following an East-West route, i.e. from Bari towards Naples; it is also possible to travel in the opposite direction following the same route; in this case, however, some streets passing through residential areas would be one-way.
- 2.** The cycle route runs on paved roads in generally good condition; we have paid particular attention in pointing out throughout our guidebook the presence of any stretches of road with uneven or rough surface; some short stretches of unpaved road (amounting to a total of 7 km) are still considered suitable for riding, with any kind of bicycle. The whole length of this route is actually suitable for any kind of bicycle, provided, of course, that it is in fairly good condition and equipped with suitable gears for tackling ascents and descents.
- 3.** As it is the case with every cycling journey in the south, it is important to get adequate sun protection and water provisions; we have indicated in our guidebook the presence of particularly long stretches (over 20 km) where there is no access to water supplies.
- 4.** Since the route runs through the Apennine Mountains, one is to expect height differences that might be quite challenging, even though we have tried to avoid roads with steep ascents and descents. A well thought out journey plan with adequate stops can help you tackle uphill slopes in the best possible way and avoid unwelcome issues with the wind, which in Apulia and Basilicata can often be your worst enemy.
- 5.** Since the route runs through rural areas and fields with grazing animals, it is possible to encounter shepherd dogs along the way.



ROAD BOOK

BARI - NAPOLI

F. B. C.



BARI

We start off in the old town, which in recent years has been redeveloped, characterised by the Cathedral and the imposing Basilica of Saint Nicholas. The so-called "muraglia" (city walls) is one of the best spots to enjoy a view of the city while riding on your bicycle. Before the seafront was built, in the thirties, the city walls used to run along the sea shore; the area is now part of a limited-traffic zone. It is named Via Venezia (as a tribute to the city that "saved" Bari from the Saracens in 1003) and it is reachable from Piazza del Ferrarese. By proceeding on it, one can go round the whole peninsula, surrounded by the sea, where you can stop for some breathtaking views of the city, passing by the "Fortino", then the Basilica of S. Nicola (from behind) and eventually

the monastery of S. Scolastica. If you keep going straight, you will get to the convent of San Francesco alla Scarpa and eventually reach the square that lies just beside the Norman-Swabian Castle, where there are also the headquarters of the Archaeological Superintendency for Apulia. To have a glimpse of the "new town", you can start from Corso Vittorio Emanuele and then proceed on Corso Cavour (which is perpendicular to the latter), where you can admire the Petruzzelli Theatre, which is one of the "opera temples" of Southern Italy: it was destroyed by a fire in 1991 and today is finally back to its original splendour. Moreover, just behind the theatre, there is a monumental palace where the headquarters of the Apulian Aqueduct are: its style recalls architectural features typical of the Romanesque architecture and the Apulian castles.



Bari - Basilica of Saint Nicholas

BARI



Stop

01

BARI - MODUGNO

0 Km
covered

320 Km
to be covered

Starting point: Railway Station, Bari Centrale (Central Bari) (Zero km)
Leaving the station behind you, you take the first street on your right and proceed 16 southwards (Via Caduti di Via Fani, which then becomes Via Zuppetta). At the end of the street you will be obliged to turn right; then take an underground passage (km 0.4) to cross the railway and get to the modern side of the city: go down keeping to the right until you get to a traffic light, from where you can see on your left, just under a newly built overpass, the beginning of the cycle lane that runs right in the middle of Viale Unità d'Italia. Keep

riding on the cycle track along this trafficked boulevard, until you pass the first traffic light (km 1.2); then get to the second traffic light, opposite Largo Il Giugno (km 1.8), where you have to leave the cycle lane and turn right onto Viale L. Sturzo, which will then become Viale Giovanni XXIII.

Keep going straight on until you reach the forth traffic light. There, at the crossroad with Viale O. Flacco (km 2.9), where you can spot some very big signposts, you will have to turn slightly left towards the bypass "Matera" and then proceed on Viale D. Cotugno, then on Via Gen. Bellomo.



Bari - Saint Nicholas from Venezia street

BARI





Pass the first traffic light, which is new and still doesn't work, then once you get to the second, smaller traffic light, turn right onto Strada Massimi-Losacco (km 3.9), which is usually not busy: riding along the railway you will soon get to a crossroad and a level crossing: there you will have to turn left and get away from the railway (km 4.9). From this moment on, you will be riding on Strada Comunale Santa Caterina, which might be quite busy in some parts, at certain times of the day, as this road leads to a big shopping mall. Keep going straight ahead until you reach the first roundabout, where the road widens into a 4 lane road, stretching for several hundred metres; then, after passing by the entrance of the shopping mall "Ipercoop" (paying attention not to enter the bypass "Bari (SS 16)") you will have to get onto the overpass (km 6.0) and

go straight ahead until you reach the second roundabout; from there, get to the crossroad with the Provinciale road Modugno-Carbonara (SP 110) (km 7.4). While keeping to the right, follow the signs for the sanctuary and pass through the subway to get to the other side of the provincial road. At the end of a short descent, right under the overpass, you will find the second signpost showing the direction to the sanctuary of "Madonna della Grotta", which you can visit, if you wish, by heading rightwards for a short distance: this sanctuary, as it is the case with many others in southern Italy, was probably built by a small community of Basilian monks who sought refuge in the "Lama" as a result of the iconoclast conflict in the year 726. After this short change of route, you should go back, under the overpass, and go up the opposite slope; then,



Modugno - Casinole Tacche

after 100 metres, before the intersection with the Provinciale road you will have to turn right and proceed on a very steep but short uphill stretch (km 7.9) while entering the territory of the municipality of Modugno (Strada Vicinale Sottomuro). You will go past a big villa with a watchtower and start noticing that the landscape has changed, as you are now riding along a "lama" (local geological formation created by a creek) which unfortunately has been ruined by human intervention, especially the downstream area, to an extent that it is not recognisable any more. There follows a quite steep downhill slant, then the road shows an undulant pattern; you will pass through an underground passage to get to the other side of the highway (km 8.9) and you will eventually get to a fork in the road where you have to turn left into a narrower road (10.1 km from Bari).

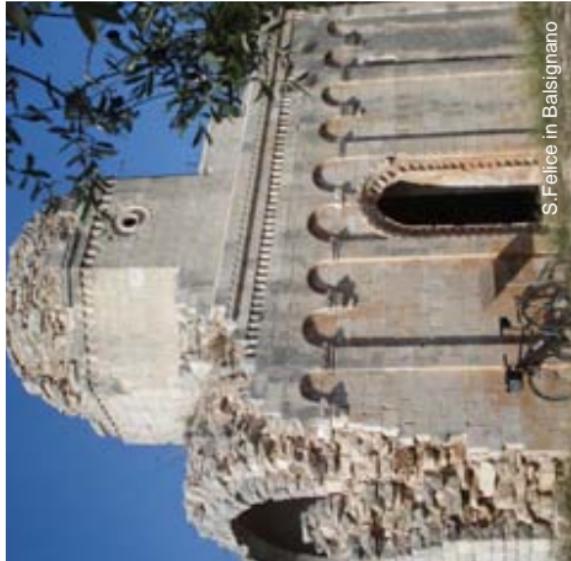
MODUGNO - PALO DEL COLLE

10 Km
covered

309 Km
to be covered

After approx. 700 metres, you will need to turn right into a major road: this is the Provincial road no. 92 Modugno-Bitritto which you need to access and then proceed upwards keeping to the left. After another 700 metres, the road bends to the left: on the right hand side, you will see a narrow minor road following the same direction you are coming from, along which the cycle path runs (the crossroad lies right where the signpost of the 3rd kilometre of the provincial road is; km 11.6). Just a few metres ahead, you will spot an iron gate and a small sign that indicates the loca-

tion of the ancient rural complex "casale di **Balsignano**", 88 m above sea level; from there, you need to leave the provincial road that heads towards Bitritto (SP 92) and take the minor road that runs in the same direction you are coming from; this road runs along the outer walls of the town, where you can also see the remains of ancient towers (watch out not to confuse this road with the other one that turns to the right). After 800 metres you will reach a crossroad where you need to keep to the left; then go across another provincial road (SP 167) (12.6 km from Bari) and pro-



S.Felice in Balsignano



Monopoli
Parco Salentino

Bitetto

Loseto

Adelfia

Sannicandro
di Bari

Vittoria

Palo Colle

Bitetto

Binetto

Grumo
Appula

Taurisano

Foggia

ceed in the same direction; after a left-right turn you will go past a stone building, which resembles a little portico: this is a very common building type in this area, as this buildings were once used in the wine industry. From now on, you will be riding on a minor road, very narrow and not so busy, where the road surface is sometimes perfect, sometimes it has potholes; riding through a thick olive tree grove on a gentle uphill slant, you will reach the town of Bitetto, whose cathedral has a majolica dome that can be easily seen from the distance.

Bitetto

(16.9 km from Bari) 139 m above sea level.
Intermodal transportation: Bitetto is located on Trenitalia's railway route Bari-Taranto, therefore it can be reached from Bari

with a 20-25 minute trip, travelling on a regional train that provides a bicycle transport service.

Once you reach the town, go past and ignore 3 secondary roads on the left hand side, then follow the obligatory left turn: in this way, you will enter the provincial road that comes from Modugno (km 16.5) and you will have to leave it after just 100 metres, where a fountain with fresh water is. Just before reaching the fountain, you need to turn right into an alley paved with stone slabs, located right opposite the imposing palace of the Dukes of Noja.

Ride through one of the ancient city gates of Bitetto, called "Portapiscina" and, proceeding against the flow of traffic (it is rare to encounter vehicles here) you enter the very heart of the old town: this is one

of the best preserved medieval towns in the area of Bari. From there, you can quickly get to Piazza del Popolo, overlooked by the magnificent Cathedral dedicated to S. Michael, built in a Romanesque pattern: you can notice a beautiful rose window, the well-designed middle archway and some decorations bearing the influence of the Dalmatian Romanesque style. Once you get out of the old town, reach Piazza A. Moro and from there you will see a roundabout right next to the City Hall which is on the left hand side (16.9 km from Bari, Zero km).

From the building of the City Hall in Bitetto, it is possible to take the cycling route heading towards the city of Matera (please refer to the dedicated paragraph "Road Book Bari Matera").

If you want to proceed towards Naples, you should turn right (onto the first exit) at the roundabout opposite the city hall, then proceed on Via Palo. At the end of this street, the road bends several times, then you will reach an underground passage through which you can cross to the other side of the railway line and the ring road (SP 207).

Due to work in progress for the development of the state road SS 96, for the time being it is better to stay on the SP 89 until you reach Palo del Colle (it is just 3 km). This road, which runs through a couple of "lamas", characterised by ascents and descents, has acceptable traffic levels. It also offers a pleasant view over the town of Palo, which lies on a plateau. Once you reach the level crossing of the FAL railway

(Ferrovie Apulo-Lucane - [Apulo-Lucanian Railway]) (km 3.8), go straight ahead and go over the Viaduct on the state road 96, then enter the town. Once you reach the roundabout, go straight ahead, past a park on your left, then slightly turn right and reach a fork in the road with signs for the Cathedral (km 4.4).

Palo del Colle

(21.3 km from Bari, 4.4 km from Bitetto), 177 m above sea level.

Go up the steep road on your right (Corso G. Garibaldi) and get to Piazza S. Croce, a beautiful square with an irregular pattern, built in the 12th century in Romanesque style and then altered in the 16th century, with its bell tower reaching towards the sky.



Stop

03

PALO DEL COLLE - RUVO DI PUGLIA

21 Km
covered

288 Km
to be covered

After this change of route, the best thing to do is to go back to the fork in road you passed by earlier on. Go down the same side of the square towards Via A. Moro, then turn right onto Corso Vittorio Emanuele to reach the roundabout near the park (Zero km). Once you reach the roundabout, turn right and proceed on Via Napoleone, where you will find the signs for Mariotto and Palombaiò on the left. Go straight on; the name of the road you are riding on will change into Via A. De Gasperi. You will then reach a small roundabout (km 0.8), where there is also a fountain: since there will be no possibility to get water for the next 21 km, make sure

you have enough water with you at this point. At the small roundabout proceed straight on; you will ride past the small church of "Madonna della Stella". You will then get to a crossroad with a big iron cross where there are no signposts (km 1.2); from there, go straight on (passing the cross on the left hand side) and you will see a signboard indicating the direction of the road SP 69 for Palombaiò, which you have to follow, without taking the cross streets on the right or on the left. The next turn is not easy and requires maximum attention, but it is worth the effort, as this will take you on a quiet road with almost no traffic that runs past the

town of Palombaiò, and from here you will get straight to the outskirts of Ruvo, with no further deviations; this is what you need to do: once you get to the landmark indicating that you are at km 4 of the road SP 69 (which is incorrect, as km 4 is actually a few metres ahead) you need to turn left onto a paved road that is not very visible and has no signposts (5.7 km from Palo), but which you can recognise from a very leafy private garden in the right hand corner of the road. From now on, you just need to go straight along this narrow road, trying to always pay attention at the crossroads, which are not always clearly visible as they are hidden by

Km

21



olive trees; you should pay particular attention at the two intersections with more trafficked roads. If it is true that the provincial road you were riding on is fairly quiet, you will be glad to know that, from now on, you will be completely immersed in the tranquillity of the countryside, riding on a road with pleasant undulations, fit for bicycles, with almost no traffic and with history in abundance. You will ride past a nice stone farmhouse and start noticing that the rural landscape has changed. In fact, you are riding on the edge of a large valley: your eyes are now free to wander till the almost horizontal outline of the Murge plateau, with just a few pine and oak trees standing alone, while the olive tree groves are finally replaced by large vineyards. You are actually getting closer to an area that is renowned for wine production and where, among others, the famous Doc Castel

del Monte wine is produced. Further ahead (km 8.5) you will ride on a 300 metres stretch of dirt road, then the road is paved again and you arrive at villa Pannone-Ferrara, which was built towards the end of the 19th century in a quite eccentric style. Whoever travels along this trail will probably appreciate the pleasant coolness of this kind of oases, which are so typical of this part of the Murgia area: big villas (some of them are magnificent!) surrounded by shady gardens that used to be elegant country residences; sometimes they were also centres for the production of grapes, wine and olive oil. Further ahead along the cycle path, you will spot several of these villas, slightly smaller than the previous one: they look like little country villas and one can infer from their plain, elegant style that most of them were built at the beginning of the 20th or towards the end of the

19th century. Once you pass Villa Ferrara, you will see a carved milestone that indicates that you are entering the territory of the municipality of Bitonto; go straight on at the two following crossroads, paying particular attention when crossing the second one, i.e. the one with the provincial road no. 89 (km 9.8). Further along you will come to a crossroad with white limestone walls and a little votive niche (km 11.5); from this spot, our cycle path continues straight ahead (to the right of the niche); however, it is also possible to make a little change of route, turning twice to the left, to reach a beautiful farmhouse for a quick break. This place is called Torre di Lerma and it was originally a farmhouse that, as the time passed by, became a little hamlet, where one can admire an epigraph dating back to 1858 on the façade of its little church as well as the coat of arms of the duke

of Castelmezzano on the façade of the oldest building in the hamlet. The Castelmezzano family has its origin in the city of Lerma, near Burgos, the capital of the kingdom of Castile in what is today's Spain. Once you get back to the crossroad where the votive niche was, just keep riding until the path forks, then keep to the left. Once you have crossed very carefully the intersection with the road SP 108 (km 13.4), go straight on at the following intersections until you spot, after a little undulation, the town of Ruvo lying on a hill: you will soon come to a junction with the SP 22 coming from Palombario (km 18.3), where you will need to go straight ahead. After 1.5 km you will get to a Viaduct over the motorway (SP 231) and, shortly after, where the little church of "Madonna delle Grazie" is, you will see a junction with a road coming from your right. Keep going straight on,



Farmhouse between Palo and Ruvo di Puglia

until you pass a level crossing and enter Ruvo di Puglia through Viale Madonna delle Grazie; proceeding along this avenue, from the traffic light onwards, you would be riding against the flow of traffic, therefore it is advisable to turn left at the traffic light, then turn right onto the first side street (*Via P. Micca*), then turn right again onto *Via Valle No'*; finally, after a slight uphill slant, you will get to *Piazza G. Bovio*, overlooked by the Museum Jatta (km 21.1).

Ruvo di Puglia

(Km 42.4 from Bari, km 21.1 from Palo del Colle), 256 m above sea level.

Intermodal transportation: Ruvo di Puglia is connected with Bari by a rail-road managed by Ferrotramviaria or Ferrovie del Nord Baresse; please check the company's website for the timetable and availability of the bicycle transport service.

Stop
04

RUVO DI PUGLIA - CASTEL DEL MONTE

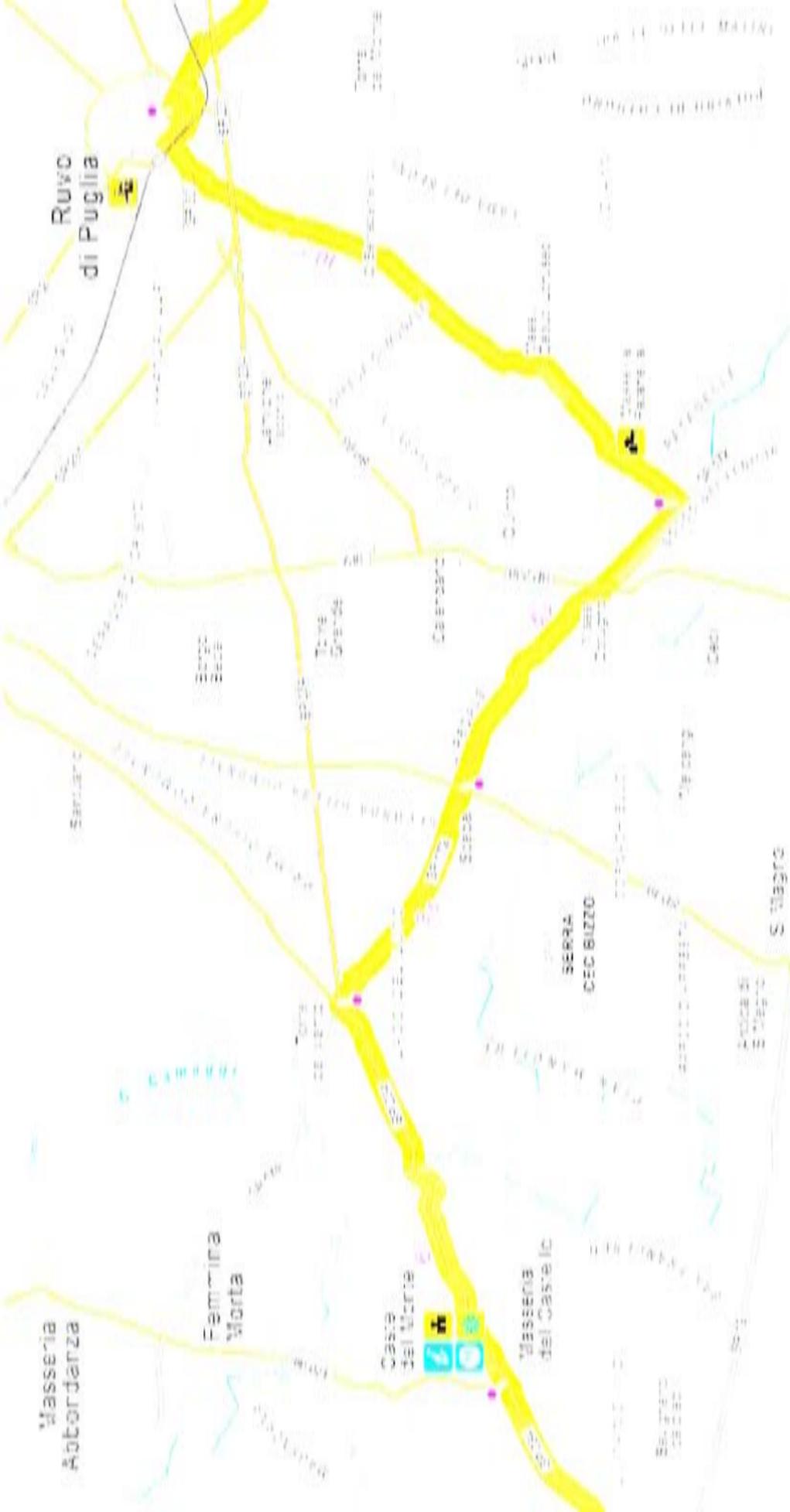
42 Km
covered

263 Km
to be covered

In order to exit the city of Ruvo you need to go back to Piazza G. Bovio and take Via Maddonna delle Grazie (Zero km) which begins beside the church of San Domenico. At the end of a descent you will reach the same traffic light you passed by when you arrived; turn right onto the ring road Scarlatti (SP 2); continue along this road and then turn right at the intersection with Viale C. Colombo; do not take any of the following intersections until you reach the crossroad with Via S. Barbara (km 1.2), where you need to turn left to take the provincial road SP 63 bound for Calendano; immediately thereafter, you will

encounter a level crossing and then, on the right hand side, a public fountain that is a reference point for all cyclists from Ruvo, which reminds you to stock up on water. At this stage, it is extremely important to stockpile as much water as possible before continuing on your journey, as you will soon be challenged by the first uphill stretch and the next water supply is 23 km away from here. Once you are ready to get back on track, you need to leave the Provinciale road no. 63 by turning left at the first fork in the road and then following the signs for a municipal road named Strada Comunale Patanella





(km 1.7). After crossing the motorway (SP 231) via an underground passage, you will start going uphill towards the plateau, while entering the territory of the National Park Alta Murgia: this will be the first real uphill stretch since you have left Bari; however, one can easily regain energy thanks to some areas with slight slopes.

Once you have taken the Comunale road, you need to continue straight on at the first crossroad and also when you meet a cross street on the left (km 4.2); when you reach a widening of the road (where the surface is slightly uneven), turn left and continue along the main road (km 6.9). Shortly thereafter, the road runs through an oak woodland: as reported by the foreign travellers who travelled through Apulia towards the end of the 19th century, many areas within the Murgia region

where covered with thick woodlands and the roads were in bad condition. Today, only a few remnants of those ancient woodlands remain; nonetheless, they are now protected, since the area has been proclaimed national park. As soon as you get out of the woods, you can spot, on the right, Castel del Monte, a magnificent castle lying on a hilltop, far off in the distance, while the road goes slightly downhill. Then the road approaches a significant side-road to the right, which you shouldn't take; then, a little further on, you will spot the big red building of the farmhouse Masseria Patanella and you need to go straight ahead, uphill, towards another woodland (named "bosco dei Fenicia"). Here the municipal road comes to an end as it crosses another road, unpaved (km 10.2). At the crossroad, you will find some signbo-

ards showing different hiking or cycling trails within the Alta Murgia Park; here there is also the only one existing signboard that refers to the Bourbon Cycle Path, the 10th itinerary route of Bicitalia. Here you need to take the unpaved road rightwards: this road is informally called "Tratturello Regio Ruvo-Canova" (even though it is officially classified as the provincial road SP 172) and it runs along the edge of the woodland. From now on, you have to go straight ahead at all crossroads, paying attention when crossing the road SP 238 (the former SS 378 Trani-Altamura) (km 10.8), where the road is paved again, all the way along the road SP 172. Further ahead, where the road bends left-right, you will approach a fork to the right that you don't have to take (km 13.6); you will then reach the intersection with a very quiet provincial road (SP

19, km 15.5) where you will also see some signposts indicating the castle: we are now in the district of Pedale, which of course is not a reference to our beloved bikes, but it is a very common place name throughout Apulia and Basilicata and it refers to the position of this locality at the foothills of the Murgia plateau. You eventually reach the intersection with the SP 234 (the former SS 170) (km 18.8), which is regrettably an obligatory path for those who want to reach the castle from this side of the plateau. Since it is a state road, it is far more trafficked than the roads you have been riding on so far; although the amount of traffic is not extreme, we suggest you to pay the utmost attention in keeping to the right side of the lane, in order to avoid the danger of vehicles driving at high speed. Turn left onto the road SP 234 which goes uphill; once you rea-



Castel del Monte

ch km 20.3 (from Ruvo) you will pass through an intersection with the service road of the Apulian Aqueduct, which you can recognise from its yellow-black gates; the road keeps going uphill, but the slant is regular and not too steep; you can see the castle (Castel del Monte), which is now perfectly visible on the right, witnessing its importance as a stronghold in this area as per Frederick II's design. Once you reach the fork Minervino-Andria (km 24.8), turn right, go uphill towards the castle and you will get to the entrance gate after a gentle uphill stretch of 1.9 km (car-free from March to October). We recommend to stock up on water once you get to Castel del Monte (where some drinking fountains are available), as the next place where water is available is the town of Minervino, which is 27 km away from here.

Stop
05

CASTEL DEL MONTE - MINERVINO MURGE

67 Km
covered

236 Km
to be covered

Km
27

Once you are done with the (optional) visit to the castle, get on your bike with an adequate supply of water and ride back down the same road you came from, until you reach the fork Ruvo-Minervino on the SP 234 (the former SS 170), where you were earlier on (Zero km); turn right, towards Minervino. After 4.2 km, leave the former state road and turn right following the sign for Montegrosso (SP 149), in the territory of Piana di Citulo, taking a large but extremely isolated road, which follows the gentle undulations of the plateau and lends amazing views and inspiring silen-

ce, immersed in the typical landscape of the Alta Murgia region whose landscape can be defined as "lunar". After a slightly more than 1 km from the crossroad, the road runs through a reforestation area with pine trees and cypresses, where there is an intersection with a service road that runs along the main pipe of the Apulian Aqueduct for a 2.5 km straight stretch; after a descent, there will be a paved cross street to the right that you need to ignore; shortly thereafter, you will pass under an overpass (km 9.2); just a few metres after that, turn left and leave the provin-



Castel del Monte



cial road for a short downhill access road, then turn right (km 9.5) and you will see a signboard informing you that this is the Strada Comunale no. 37 "vecchia di Spinazzola" (a municipal road that comes from Andria). The road surface is in bad condition in the initial stretch (approx. 300 metres), with deep and dangerous potholes; further ahead, the road becomes a dirt road for a couple of kilometres, with a steeper uphill slant. You are now surrounded by the most typical landscape of the Alta Murgia region, with large grazing lands and steppe as far as the eye can see, with just some scattered stone walls and little trees. At the very top of the uphill stretch, you will spot Mount Caccia, recognisable by the repeaters on its top, which is, with its 680 metres, the highest point

in the Murgia region; shortly thereafter, the municipal road comes to an end, merging with a paved road where the road bends (km 12.6); right in front of you, you may notice an abandoned stone farmhouse (Masseria Coletti Grande): from here you have to turn right, heading westwards and entering the territory of the municipality of Minervino, riding along the municipal road called Grassi Caterina (but we will discover this later on!). The road proceeds with some undulations, with a surface that is at times uneven, but your real enemy here is the wind, which can create some issues and tire you out.

After passing by some farmhouses, head towards the wind turbines that you could already see from afar; here begins a steep uphill slant, up the foothills of Mount



Towards Minervino

Guardianello; finally, beyond a narrow valley, you can see the town of Minervino, located in a pleasant position on the edge of the Murgia plateau (the toponym "Murgia" comes from the Latin word "murex" that means "protruding rock"). Right behind it, we can see for the first time the unique, serrated outline of Mount Vulture, which, from now on, will be your travel mate for long parts of this journey.

Continue straight ahead, where the road goes downhill; there will be a fork to the right that you don't have to take, then you will end up on the provincial road SP 155 (km 22.3); follow this road leftwards, downhill; in order for you to go up the opposite slope of the narrow valley, it is best to stay on the provincial road, which goes all the way up with not-too-steep hairpin

turns; do not take the cross streets you will see on your right. You will then reach the south-east outskirts of the town of Minervino Murgia, from where you will first turn right at the crossroad with Viale G. Di Vittorio (km 24.9); then, shortly thereafter, you will see the Villa Faro gardens on the left hand side of the road, where you can find a refreshing drinking fountain. From here, ride downhill along Via G. Di Vittorio and continue straight ahead onto Via G. Di Vagno until you reach Piazza A. Gramsci, where you have to turn slightly right in order to proceed on Corso A. De Gasperi; after you pass by the little square E. De Deo the road will lead you into Via Dante: after a few bends in the road, you will have on your right the Cathedral of Minervino Murgia (km 94, Zero km).



Municipal road to Minervino

Stop

06

MINERVINO MURGE - MONTEMILONE

94 Km
covered

218 Km
to be covered

18

Km

In order to get out of Minervino Murge (avoiding as much as possible ascents and descents, and to avoid the risk of getting lost in labyrinth of one-way streets) it is best to follow the route described below. As an alternative, in case this is too complicated, you should find a way to reach the railway station, from where you can easily reach the cycle path bound for Montemilone. So, from the Cathedral it is best to follow the flow of traffic along the narrow Via Dante that ends up in Piazza A. Moro, where the City Hall is; from here, get to the very end of the square and turn

36

left onto Via Muraglie, then left again onto Via Roma; at the end of this street, turn left again until you reach the narrow square named Piazza XX Settembre (km 0.7); from here, turn slightly left up the hill onto Via Fili Bandiera that will lead you to Piazza G. Bovio where you have to keep to the right, passing past the Post Office and then take the narrow Via G. Mazzini, which will lead you all the way to Via B. Buozzi (km 1.4). You start going downhill, then you take Via Estramurali which will lead you out of the residential area; after several downhill hairpin turns, you will meet



Exit from Minervino



an intersection with the road SP 230 (km 2.8), where you will also find the signpost indicating the railway station: turn left, then immediately right; there you will find another sign for the railway station. Once you are on the large boulevard (Via Salvo D'Acquisto), turn left at a crossroad with no signposts (km 3.6) taking a minor road that goes downhill that will end up in Via L. Da Vinci leaving the (abandoned) railway station to the left; you will then immediately pass through a level crossing.

Riding downhill through the outskirts, you leave the town of Minervino behind you; continue straight on at the orthogonal crossroads and you will get to a point where the road turns slightly left and then shrinks: this will take you to a local road (strada Vicinale) called "Vecchia di



Montemilone" that doesn't have any signsposts (km 4). Go downhill along this narrow road (the road surface is in good condition); you will soon pass under a new road (km 4.2) and you will then pass past several cross streets that you have to ignore; after an uphill stretch of road lined by stone walls carved out through the rocks, you will enter a wide valley and there, while riding on a steep downhill slant, you will have to turn left (you can take the utility pole as a reference point) onto another small road that goes slightly up leftwards (Strada Comunale Fontana di Russo, turning at km 5.5 from Minervino). After an uphill and downhill slope you will pass through another crossroad, going straight ahead, until the road takes you to the provincial road SP 221

(km 8.3), which runs along the artificial riverbed of Locone creek, drawing a wide arch around it. Take the SP 221 leftwards, paying attention to the traffic because, although the road is not so busy, cars tend to drive at a higher speed. Immediately after you pass by the fork for Spinazzola to the left, you will pass over the bridge on the Locone creek (**which marks the border with the Basilicata Region**) (104.2 km from Bari, 111.1 km from Minervino) and you will enter the province of Potenza, riding on an easy uphill slope on the SP 115. You may notice here that the landscape has changed: the undulations become sharper and sharper and the soil looks less rocky and dry. Thankfully, uphill and downhill slants are still gentle. Eventually, from behind a bend in the

road, our destination appears: the town of Montemilone lying on a hill. After you pass by a cross street bound for Palazzo S. Gervasio to the left (km 13.2), you will be riding on level ground along the valley, with the village on the hilltop always in view; go straight on at a crossroad that will lead you into the provincial road SP 21 (km 16.6); finally, you will have to ride on a challenging uphill slope for 1 km until you reach:

Montemilone

(113 km from Bari, 19 km from Minervino Murge), 320 m above sea level. Once you reach the first houses, continue along the main road that will lead you to the little Villa Comunale (public gardens) overlooking the valley on the left; there is also a refreshing drinking fountain (Zero km).

MONTEMILONE - VENOSA

112 Km
covered

201 Km
to be covered

After a well deserved break in Montemilone, go back on the road taking the road that goes uphill on your right (Via Madonna del Bosco) heading towards the centre; then, following the small hairpin turn to the left (km 0.2) where the road shrinks, continue onto boulevard Corso Cavour; once you get to a fork in the road with a street lamp in the middle you have to turn right, proceeding upwards along the boulevard. Further ahead, just follow the road bending to the right, then slightly to the left, that will lead you into the wide avenue Matteotti; once you get out of the residential area, you will find the si-

gnposts for Venosa: there the road leads you onto the Provinciale road coming from the left (km 1.5); there follows a roundabout with new signposts, where you will have to proceed straight on (km 1.8); you will eventually pass by a graveyard, out of the residential area. Continue on the SP 47 Montemilone-Venosa, which is busier than the previous one, with easy uphill and downhill stretches and wide views, with his majesty Mount Vulture always in view: an old extinct volcano overlooking the whole Melfi district, whose fertile slopes give plenty of water and wines, among which stands out the



Through Montemilone



Aglianico Doc. From here, you will easily reach the underground passage under the SS 655 (km 8.4); immediately thereafter, you will reach a roundabout with signposts where you will need to turn right towards Venosa (km 8.6); you will eventually reach the intersection with the SP 18 (km 9.1), preceded by a signboard, but without any signposts at the very intersection: there you will need to turn left. This provincial road, slightly busier than the previous one, goes all the way down till the Venosa creek, until it gets you to a level crossing (km 13.1) after which you need to keep to the right, following the signs for Venosa East; you will then ride past an abandoned Treitalia railway station, just a few metres away from the residential area. Once you get to the beginning of the re-



Entrance to the SP 18 for Venosa



Entering Venosa

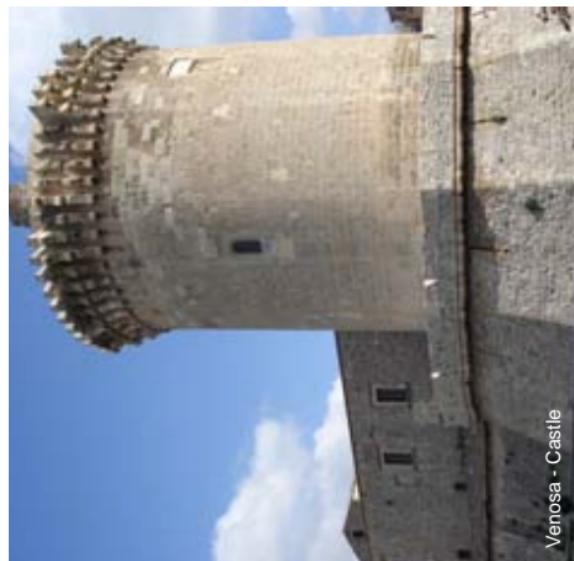
sidential area, you should turn slightly left after the petrol station and take Via F. Frusci (km 16.1), paved with flagstone, which will lead you into the old town. Once you reach Piazza del Municipio (km 16.4), overlooked by the Co-cathedral dedicated to S. Andrew the Apostle (Sant'Andrea Apostolo) with a fountain placed right under the bell tower, you will need to turn right at the small roundabout and continue onto Via De Luca, then turn left at the stop on Via G. Garibaldi. At the end of this road, you will get to the nice square Piazza Umberto I in front of the castle. Keep going straight onto Via V. Tangorra: you will first get to a traffic divider and then to a roundabout at Piazzale M. De Bernardi, where there is a fountain in the middle (km 17.1) and the Villa Comunale (public gardens) is right behind it.

VENOSA - MELFI

129 Km
covered

To get back to the cycle route , it is best to first go back to the fountain-roundabout in Piazzale M. De Bernardi near the castle (Zero km); once you are there, just follow the signposts for Melfi that will lead you onto the state road no. 168. After a long straight stretch, the road will take you out of the residential area (km 0.9); further ahead, the road surface is quite in bad condition and there are frequent ascents and descents. Although this is not a very busy road, as it is the case with many other roads in Basilicata, it is always advisable to pay the utmost attention, without

being distracted by the panoramic views that will surprise you after each bend in the road, characterised by rocks with very specific warm colours, so different from the ones in Apulia. At a certain point you will start going downhill, then you will pass a creek and, shortly afterwards, on a large bend to the right, you will reach the provincial road Piano del Cerro (km 9.1) as indicated by an old signboard. This road will allow you to shorten the journey a bit and, at the same time, it will save you a few kilometres on the state road 93. The road begins with a steep ascent, then it



Venosa - Castle



goes down and then up again on a quite steep slope for approximately one and a half kilometres; you will ride past two forks in the road to the left that you will have to ignore. It is advisable to try and save some energy along this stretch, maybe using a faster gear, as further ahead you will have to ride uphill again, although it will not be as steep as previously. After a downhill slant you will have to ignore a fork to the right, then, shortly afterwards, the road will lead you into the state road no. 93, which is quite trafficked here, but it is unfortunately unavoidable. You should now turn left towards Potenza (km 13.2) following the signs, then go all the way up to:

Rapolla

(147.4 km from Bari, 17.2 km - at the roundabout – from Venosa) 439 m above sea level.

Here the traveller is welcomed by big monumental fountains, which offer fresh and pleasant drinking water. Continue on the state road no. 93 that encircles the town and then goes all the way up to a roundabout with signposts for Melfi. It is worth paying a short visit to the 13th century cathedral lying on top of the hill of Rapolla, which was restored after it was damaged by several earthquakes and is characterised by a polychrome façade and a Romanesque gate. By following the signs, you will manage to get through the old winding streets of the centre and finally reach the nice church of S.ta Lucia, perfectly preserved, which has Norman origin and whose architecture is inspired by Byzantine models.

Entering Rapolla



back to the roundabout you already passed on the SS 93 (we are still within the residential area in Rapolla) (Zero km). Then continue towards Melfi, following the signs, along the only available road (i.e. the SP, former SS 303) which is less busy than the SS 93. Riding on a slight uphill slant you will soon be able to spot among the oak trees the imposing outline of a castle. You will reach the residential area after leaving to the left the square of Trenitalia railway station (km 5.2); then turn right onto a wide avenue (Viale G. D'Annunzio) following the signs for the centre.

Melfi (province of Potenza)
(152.6 km from Bari, 5.2 km from Rapolla), 530 m above sea level.



MELFI - AQUILONIA STATION

151 Km
covered

163 Km
to be covered

In order to get out of Melfi, the best option is to get back to the arrival point (Zero km): at the large intersection at the end of Viale G. D'Annunzio, in front of the square of the railway station, turn right following the sign "tutte le direzioni" (all directions), then proceed on a road lined with plane trees until you reach a signposted roundabout (km 0.25); there, you will have to go a few metres backwards (as you are not allowed to turn left) and then turn right towards a smaller roundabout (following the signs for the hospital, "Ospedale"); once

you are there, take the minor road right ahead of you, passing through an old railway underground passage (km 0.4). This little road runs uphill through a thick vegetation, then it turns rightwards at a signboard indicating a dead-end street (km 0.8), then it crosses to the other side of the motorway through an underground passage and finally it leads you onto the former SS 401 (km 2.3). Proceed leftwards along the not-so-busy state road, which goes slightly uphill through chestnut groves; you will soon see Mount Vulture on your left,



Fork Ior Aquilonia after Melfi



covered by thick woods. After a slightly more challenging uphill slope, the road begins to go downhill, with the road surface in bad condition; after that, you will be riding on a newly paved stretch of road while passing through the hamlet of Foglianello and then through S. Giorgio, with its small church along the road on a lay-by on the right hand side; shortly thereafter, leave the state road at the next fork and follow the signs for Foggiano (km 7.9), where you will have to turn right and proceed on a provincial road with low traffic intensity and abundant shade in the first part, and open views in the second part. You will ride past a cemetery, hanging on the Ofanto valley, then pass through a hamlet: therefore you should make sure you follow the

main road when it turns. After a gentle uphill slant you will reach again the former state road 401, near the small town of Monticchio Bagni (km 11.6), where is advisable to stock up on water, as throughout the coming stretch of road along the river there will not be any fountains. Once you reach again the former SS 401, continue straight on; you will ride past the only café on the cycle path for a long way to come (its owner is Fulvio, a passionate cyclist!), unless you want to make a change of route and head towards the Monticchio lakes. Once you have passed both the café and a pharmacy, you will reach a fork in the road with a signboard indicating that you are entering Monticchio Bagni (km 11.9): turn right, go downhill along the former

SS 401, which is usually not busy at all in this part, although there might be some heavy vehicles driving along. The downhill stretch comes to an end soon afterwards, at the intersection with the SS 401dirA coming from the right (km 15), where the road begins to run along the Ofanto river towards Avellino. After you pass the above mentioned intersection, proceed on the state road SS 401 Ofantina that will lead you across the **border with the Campania Region** (166.7 km from Bari, 15.4 km from Melfi). Go straight ahead until you reach a fork in the road, where you have to follow the signs for Aquilonia (km 15.8), then turn right leaving the SS 401 and go uphill on the provincial road SP 156.

From now on, the state road is much more trafficked, with articulated lorries constantly driving on it, without a pavement and with guardrails on both sides: as you can see, it is definitely not welcoming for cyclists, although it offers interesting views and shade. It could be an option only on Sundays or public holidays, or maybe for those who want to avoid going uphill or riding on uneven road surfaces. Moreover, the railway track along the Ofanto (i.e. the line Avellino Rocchetta S. Antonio), abandoned since 2011, represents an opportunity to improve the cycling potential of the route Barì-Naples.

On the other hand, the route we suggest here has the same length and we chose roads with very low traffic intensity: for the first part, we chose a rural road, quite challenging as it goes uphill, but with almost no traffic, that runs through the orographic left of the Ofanto. It is almost abandoned, but still it is suitable for cycling, road paving is ruined in some points, but, on the other hand, it runs through a beautiful mixed woodland named "bosco di Castiglione", which has been declared a "site of community importance" (SCI), as indicated by a little ruined signboard at the beginning of the road.



Left to Ofanto after Melfi

Stop
10

AQUILONIA STATION - CALITRI

167 Km
covered

150 Km
to be covered

Km
13

After the first hairpin turn, the provincial road passes by an abandoned railway through an old little bridge (km 16), leaving to the right an intersection that leads to the Aquilonia rail yard (km 16.1); shortly thereafter, at a new hairpin turn to the right, it leads you to a widening in the road from which, on the left hand side, departs the road that goes through the orographic left of the Ofanto (km 16.4). At the entrance, on the left hand side, you will notice the green signboard that indicates the Castiglione woodland. The road paving is good at the beginning, then it starts going uphill and the surface



Left to Ofanto after Melfi



gets worse in some stretches. After a really challenging 200 metre uphill slope, the road widens and, on the right hand side, an uphill dirt road departs: here you will need to go straight ahead, downhill, paying attention to the road surface which is basically like that of a dirt road for the next 3 km. Wherever the road is not surrounded by trees, one can admire the Ofanto valley and the eyes can wander as far as the surrounding mountains, covered by woods. Once you reach a group of farmhouses, the descent gets steeper as you pass through an area that was hit by a landslide; here the road has been roughly repaired and therefore it is advisable to pay the utmost attention. Finally, the road leads you onto a paved road coming from the left (at a place called "fermata S. Tommaso del Piano") (km 22.6) and there you

continue straight on. While riding on a road surface in good condition, you will first go uphill and then get onto the SP 231 coming from the right (km 23.5), which also has low traffic intensity; going downhill you will reach the next intersection (km 24.8), where you will see a colourful signboard placed in the opposite direction: here you will turn left and leave the provincial road 231, then take a downhill road that runs along the Ofanto, which is paved and in good condition. On the left hand side of the road you can see the station (scalo) at Calitri, then the road will take you in front of a warehouse (km 27.7) where you will need to turn slightly left and then proceed along the narrow paved road that runs right beside the previous one (you will ride past a bridge on your left). The paved stretch is very soon



Towards the station (scalo) of Calitri

over and you begin to ride on a natural surface; you will then start going uphill, then, at a certain point where the declivity becomes challenging, the road is paved but in bad condition; finally you go downhill until you reach the intersection with the SS 399 coming from Calitri (km 29.2). Turn left onto the state road that goes down towards the river with hairpin turns; you will ride over an old bridge to cross the river and finally reach the intersection with the SS 7dirC (km 30.0), in the area of Calitri's staging area, where the cycle path proceeds straight on. On the right hand side, you will see a pizzeria in a prefabricated building and immediately after the crossroad (pay attention when crossing it!) you ride past a miraculous, old fountain with fresh water (the pipes of the Apulian Aqueduct pass from here).



Bridge over the Ofanto, before stopping at the station (scalo) of Calitri

Km

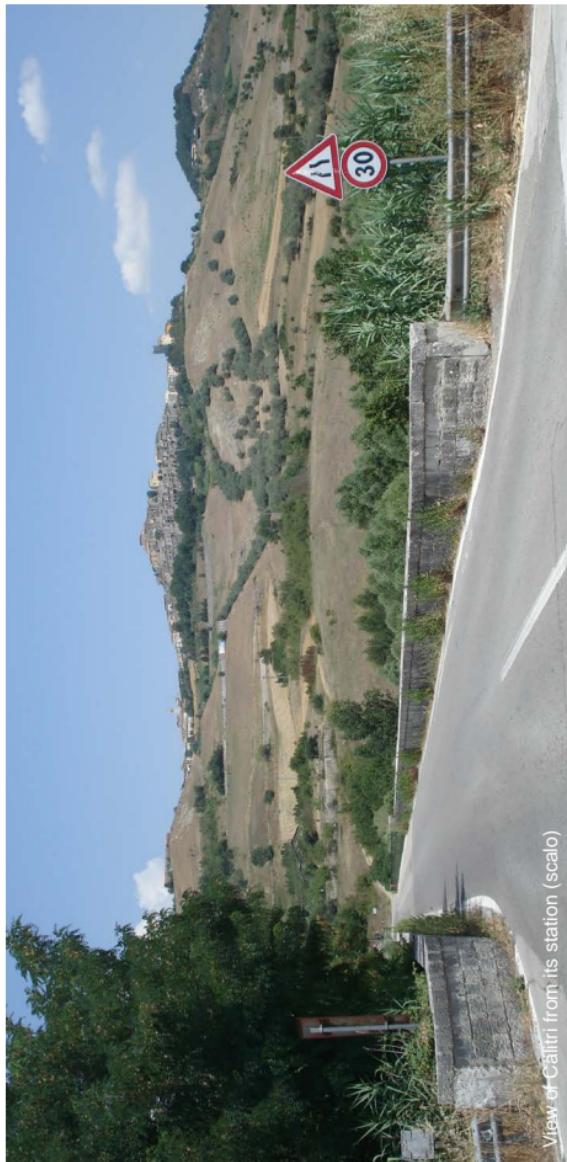
11

CALITRI - TEORA

180 Km
covered

127 Km
to be covered

Once you resume riding towards S. Andrea di Conza, you will first cross the abandoned railway and then go uphill; shortly thereafter, the SS 399 leads you into the SS 401 (km 30.5) coming from the left, which here stops running along the Ofanto and goes up towards S. Andrea. Continue straight on, following the signposts, while you keep going uphill along the state road, with a regular declivity, road surface in excellent condition and very low traffic intensity. The road, which runs for a while through the territory of Lucania (from km 30.9 to 38.0), offers wide views, with Calitri and the Ofanto valley behind you



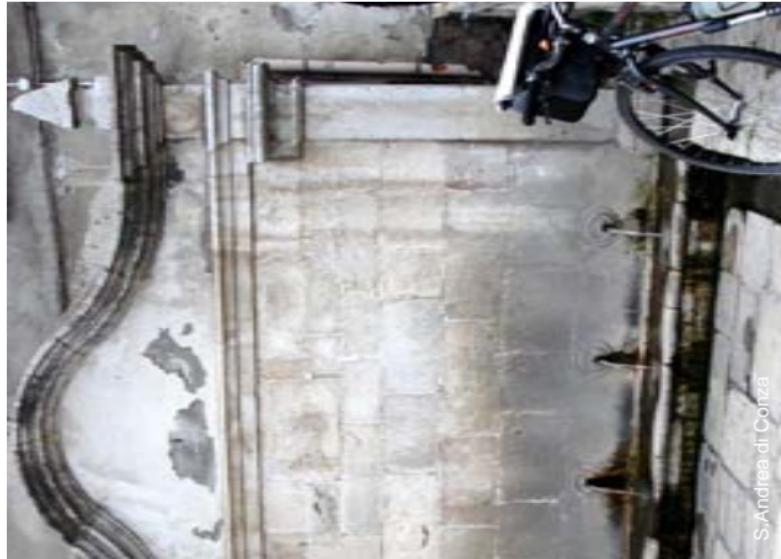
View of Calitri from its station (scalo)



and beautiful landscapes from the sides and in front of you, until you spot, up on a hilltop, the town of Pescopagano. At the entrance of S. Andrea di Conza, after a significant but regular undulation of the terrain, you will cross the **border with the Campania Region** (km 38.0). Shortly after you pass by the signboard that marks the entrance to the residential area, you will reach a small lay-by where there is an intersection with the SS 7 coming from Pescopagano.

S. Andrea di Conza (province of Avellino), (189.3 km from Bari, 38.2 km from Melfi), 665 m above sea level, located half way through the right slope of the Ofanto valley. Here you can buy some excellent bread and focaccia bread. After an optional visit to this lovely town, ride back to the main road and reach a widening in the road surrounded by

some houses, at the intersection with the road heading to Pescopagano, the same you passed earlier on (Zero km). Continue along Corso C. Battisti, recently paved with flagstone, which here overlaps with the old route of the state road no. 7 Appia, as you can infer from the presence of an old military complex. From now on, the cycle path proceeds for a long stretch (approx. 70 km) along this glorious state road, today ignored by motorised vehicles thanks to the numerous modern options available, which are larger and straighter; you will reach Avellino through the towns of Teora, Lioni, Montemarano and then Parolise, S. Potito Ultra and Atripalda. Once you reach the last houses, you will see a crossroad with signposts placed on the opposite lane; continue straight ahead on the old state road



S. Andrea di Conza

no. 7 towards "sellà di Conza": the road is marked by signboards that do not indicate the direction though; you can ride leisurely along this winding road in fairly good condition, with flat stretches or slight uphill slants and open views on the surrounding areas.

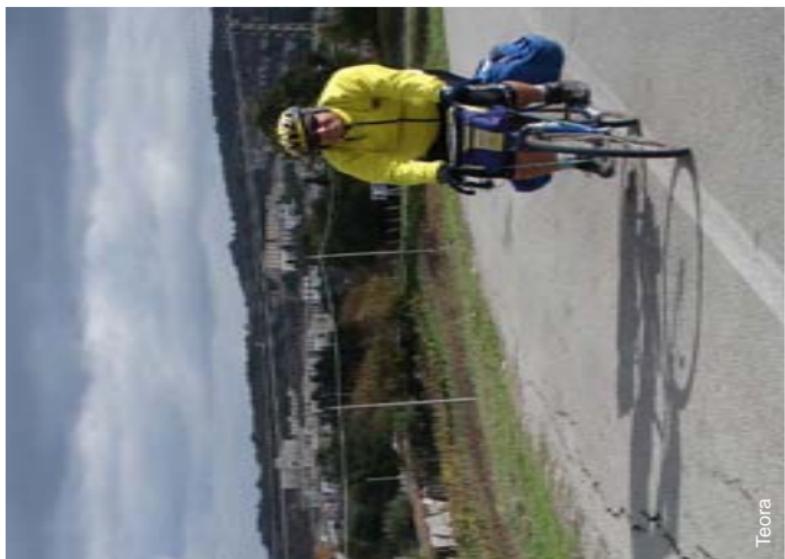
After going downhill, you will easily reach the crossroad of "sellà di Conza" (7.0 km from S. Andrea) where there is a big, abandoned road inspector's house. This road divides the Ofrianto valley from the Sele valley and it used to be an important travel hub, as it is the place where the Appia road intersects the state road 91 of the Sele valley. Continue straight on towards Teora-Avellino on an uphill slope. The terrain will soon become flat and then go again uphill, climbing the slopes of Mount Cresta del Gallo; it offers breathtaking views over the Picentini moun-

tains to the left, reaching the maximum height of 772 m above sea level exactly in the point where it passes over the tunnel of the Apulian Aqueduct. While going downhill, you will enter the town of:

Teora

(202.3 km from Bari, 12.9 km from S. Andrea) 660 m above sea level.

Ride past the residential area and keep going downhill, following the state road when it turns. The centre of this town has been entirely rebuilt after an earthquake destroyed it completely in 1980 and you can still notice some prefabricated houses at the entrance of the town, which were used after the emergency. Just before reaching a large square named "largo Europa", there is a cross street to the right: Corso Plebiscito (Zero km).



Teora

12

Stop

Km

29

TEORA - PONTEROMITO

203 Km
covered

Continue along the state road no. 7 "Apulia"; after a short ascent there is a turn (on your left) for Salerno-Caposele on the SS 165 (km 1.4) that you need to ignore.

You start going downhill until you see a overpass, then you will start going uphill on a steep ascent. Ride straight ahead and ignore an access road to a new road (km 4.5), then pass under the latter; at the next roundabout go straight ahead, following the signs for Lioni-Avellino. The ascent ends in a place called "la Croce" (the Cross - km 5.5) where some rural houses are, then you start going downhill once again. At the next fork, turn right towards Lioni-Avellino (km 6.7); then turn right once again towards Lioni (km 7.4) and, after you pass by the signboard that

At this point, by proceeding on the SS 165, it is possible to reach the source of the Apulian Aqueduct in Caposele, i.e. the source of the main pipe of the aqueduct that provides the whole of Apulia with water, pumping thousands of cubic metres of water per second.



Lioni - Parrocchiale dell'Assunta



marks the town's entrance, turn left following a narrow bend of the state road and ignoring the road leading towards the outskirts (there is a signboard indicating a hotel: here it is quite easy to take the wrong direction and go straight ahead, km 8.1). Then you enter the town of Lioni through Via G. Marconi and you reach Piazza Dante, where an abandoned train station is.

Lioni

(212.9 km from Bari, 9.2 km from Teora),
550 m above sea level.

The town of Lioni, overlooking the Ofanto river, was one of the most damaged by the earthquake in 1980, together with the towns of Conza and the nearby S. Angelo dei Lombardi. Therefore, today it looks quite different from the past. Among the



Entering Lioni

few remnants of the old town, the newly refurbished church of the Assumption stands out. Some precious works of art are preserved here, such as the altars from the abbey of S. Guglielmo, which is situated further on along the cycle path. In order to get back on the road, it is best to first reach Piazza Dante, where the abandoned Trenitalia railway station is, a bit hidden, (Zero km); then continue along Via Roma and then Via S. Antonio that used to be part of the old route of the state road no. 7 passing through Lioni, which here has been renamed SS 400. At the first roundabout, go straight ahead towards Avellino; go straight on also at the second, big intersection, following the signs for Castelfranci (km 1.2 – here the sign for Avellino points leftwards). You

ride past a manufacturing and commercial zone, then, on the right hand side, there will be a road leading to Nusco-Bagnoli Irpino (3.4 km from Lioni): here you have to turn left; then, after approx. 300 metres, the road bends and you can see a mirror: here you have to turn right and take a narrow paved road that goes uphill. This road looks like abandoned; there is a short descent that passes under a new road: here the road surface is in bad condition; you go uphill again until you reach an orthogonal intersection with a larger road (km 5.3) where you have to turn left. You ride past the signboard of the Hotel Goleto, which is named after this district.



Towards Abbey of S.Guglielmo

Abbey of S. Guglielmo al Goletto

(5.7 km from Lioni) 594 m above sea level.

After a flat stretch of road, you will have to climb up a steep ascent with a couple of hairpin turns (slightly less than 2 km in total) until you reach the intersection with another provincial road (SP 260, the former SS 7, 10.9 km from Lioni), located at approx. 700 metres above the sea level (where you can also find another isolated stretch of the state road no.7). Continue straight on towards Avellino, on a slightly more trafficked stretch that, nonetheless, can still be considered "at low traffic intensity"; you will be riding slightly uphill, winding through the beautiful landscape of the surrounding mountains and some refreshing spots with shade.



Abbey of S. Guglielmo al Goletto



Passo Manteca

Once you get to the hamlet of Passo Manteca, where the Provinciale road no. 59 for Nusco departs to the left (km 12.8), you will ride past a café and then ride downhill on a long descent with hairpin turns towards the end; this will lead you into the hamlet of **Pontemarito** (18.8 km from Lioni), divided between the municipalities of Nusco and Montemarano from an administrative point of view. Continue straight on until you pass through an abandoned railway and, a bit further on, you cross the river Calore, while also crossing the administrative border between the two above mentioned municipalities.

PONTEROMITO - AVELLINO

232 Km
covered

65 Km
to be covered

At a crossroad just after a bridge (km 19.2), turn left following the sign for Montemarano; here a long ascent with several bends and hairpin turns begins; this road will cover a significant difference in height (approx. 400 metres in less than 7 km) with a constant, rideable ascent and long stretches of road in the shade. Finally, after a bend in the road, you will see the houses of **Montemarano**, at 820 m above sea level, situated in a nice location on a hilltop; shortly thereafter, you will ride past a signboard that indicates the town entrance. The old town is on the right hand side of the state road, at the top of a narrow

road bend; the castle that overlooks the town looks like a palace and at the moment is being restored. As from the intersection with Via Roma, through which you can access the old town, (204.2 km from Bari, 27.4 km from Lioni and Zero km) you are actually riding on the old state road that runs through the town and is named Via S. Francesco.

From no on, the cycle path runs along the old trail of the former state road no.7 "Appia", mainly downhill for several kilometres, until it reaches the gates of Avellino. Riding on a flat stretch of road, under the shade of old plane trees, you come to a cemetery; shortly there-

After passing through the residential area of Ponteromiti heading towards Montemarano, take the road "Contrada Isca" towards "Cassano Irpino" until you reach the plants of the aqueduct managed by AQP (Acquedotto Pugliese [Apulian Aqueduct]) where there is the big water collection chamber of the Pollentina springs. Here the atmosphere is particularly evocative, as one can see the underground water springing up through rocks and calcareous boulders.



Montefredane

Montefalcone

S. Mango
sul Cesore

Candida

Ranoccalzai

Panisse

AVELLINO

S. Grazio

Torrese

Aripalda

Tomarese

Castelfranci
Cittanova
Castrovilli
Favaleto
Gennaro
Gessopalena
Grotte di Montecucco
Itri

S.Potito

S. Gervasio

Fosforo
Passeggia
S. Croce

Sorbo
Serpico

S. Vito

Montemarano
Montemarano
Monte S. Biagio
Morga

S. Stefano
de Sce

S. Stefano
de Sce

S. Stefano
de Sce

Cesinali

Cava
Cava
Cava

Castrovilli
Gessopalena

Castrovilli
Gessopalena

Volturara
Irira

Aleto
del Sabato

Cassano
Capo

Cassano
Capo

S. Lucia
di Serino

S. Michele
di Serino

S. Michele
di Serino

after, keep to the left and follow the signs for Volturara, not for Avellino (km 1.1). Then, the former state road runs through the Regional Park of the Picentini Mountains along a beautiful mountain ridge, with nice open views and shady stretches of path, low traffic intensity and a winding pattern. At the end of a stretch in the shade, on a very slight uphill slant, you will reach a fork where you need to turn right onto the road for Volturara Irpina (km 8.1) following the signs for Avellino. From now on, unfortunately, you are quite likely to encounter trucks carrying material from a big quarry situated further ahead on this road, it is therefore advisable to travel on this part of the route in the late afternoon, when the quarry is closed.

From the above mentioned fork, you will immediately start going uphill, on a constant

and quite easy upward slant, but on uneven road surface; some parts of the road are lined with pine trees and you will only hear the noise of an alternative new road that runs parallel and that is (luckily) hidden.

You will then ride past a simple votive chapel dedicated to Our Lady of Montevergine (km 9.5) that marks exactly the point where the road starts going again downhill, with very nice views. At the end of the descent, you will have to pass by and ignore two forks to the left (heading towards Salza Irpina and Sorbo Serpico, two towns that are almost joint together), then, immediately after, the road goes again uphill (km 14.1) on a recently repaved stretch of road; you will then reach the signboard indicating the little town of **Parosile** (km 15.1) situated at 546 m above sea level; here the road turns left westwards, run-

ning along the Viaduct of the new, alternative road.

From now on, the road goes downhill along the internal route of the state road no.7 "Appia" and it gets more trafficked; a bit further on, the road runs past the town of **S. Potito Ultra** (km 16.0) at 517 m above sea level. It might be easy to take the wrong way at the narrow hairpin turn to the right that you will reach in a while, as there is a signposted fork in the road that leads to Sorbo Serpico. After a straight downhill stretch of road, you will spot the first houses of Atripalda. You enter the city through Via Circonvallazione until you reach the first roundabout (km 20.2); from there you have to go straight on, towards Avellino (at the second exit), then continue on the same street through a large bend to the left, then turn left again at the following crossroad (km

20.7), where you have to take the SP 24 until you get to the spacious Piazza Umberto I and then to a second roundabout, situated next to the palace of "Dogana dei Grani" (km 20.8).

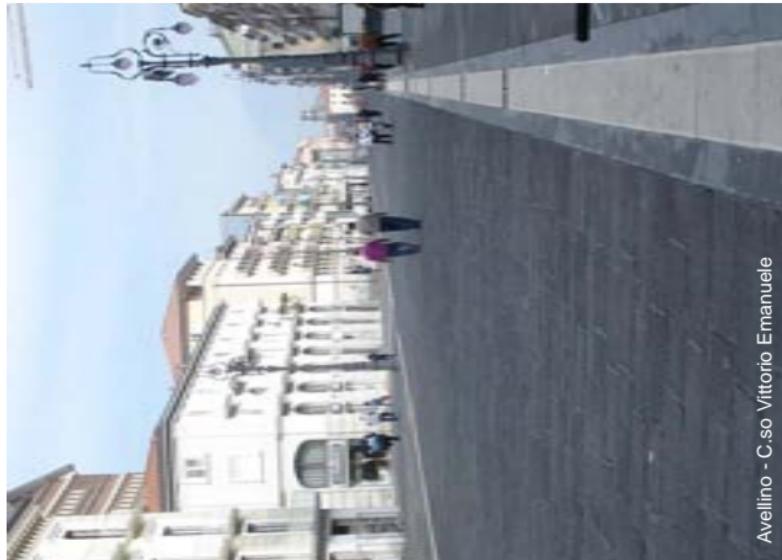
Atripalda (province of Avellino)

(261.3 km from Bari, 20.8 km from Montemarano), 294 m above sea level.

You go back to the roundabout that you already passed by before, in Piazza Umberto I (Zero km), and follow the one-way direction taking Via Melfi, which will lead you onto Via Roma (km 0.2); then, at the second roundabout (km 0.5), go straight ahead (at the second exit) onto Via Appia; at the third roundabout (km 1.6) turn right (at the first exit) onto Via F.lli Troncone where, on a bridge, you will see the signboard indicating the entrance of:

Avellino

(Piazza della Libertà: 265.2 km from Bari, 1.7



Avellino - C.so Vittorio Emanuele

km from Atripalda), 348 m above sea level. At the traffic light at the end of Via F.lli Troncone (km 2.0), go straight ahead onto Via F.lli Tedesco where the road starts going uphill towards the centre; keep going straight throughout Corso Umberto I (km 2.8) that is one of the old streets of the city, paved with flagstone. The street ends at the little Piazza Amendola (km 3.5), which has an almost triangular shape and is located right opposite Palazzo della Dogana, where the Cinema – Theatre "Umberto" used to be; from here you have to proceed straight on for a few metres, then turn left onto the narrow Via Modestino del Gaizo; at the end of the street (km 3.7), turn left twice and take Via Santissima Trinità and continue till the end, until it leads you into vicolo Carminello and then finally into Piazza Libertà (km 4.0).

14

Stop

Km

32

AVELLINO - MARZANO DI NOLA

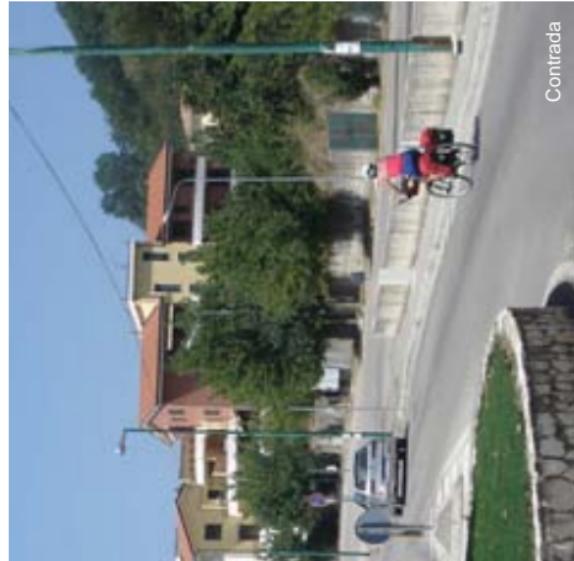
265 Km
covered

33 Km
to be covered

The journey starts again along the road pointing south and, after passing through the village of Bellizzi Irpino, leads to Contrada: the road (SP former SS 88), mostly downhill, is quite busy especially up to the junction of the SS 7a; on the other hand, it offers beautiful views of the Mai and Termi-
nio mountains before you, while you leave behind the Partenio mountains.

So we start again from Piazza della Libertà (Zero km) at the crossing with the SP formerly SS 88 "Via dei Due Principati" (the first section is named Via Generale A. Cascino). Along the downhill road we proceed strai-

ght to the first roundabout (second exit, km 0.2), where we take Via Dei Due Principati; then after a bridge the road bends to the left. Follow the main road and just beyond it starts to climb, you pass a traffic light and go back down, arriving to a second roundabout (km 1.4) where you continue straight ahead. Finally you pass the access roads to SS 7a, where there is also the sign for Contrada and Forino (km 1.8), and you again go uphill. Further ahead, in a curve to the right, you can see the sign showing the entrance to the hamlet of Bellizzi Irpino (2.5 km from Avellino), 392 m above sea



Contrada



level. A little further (km 2.8) make sure you cautiously proceed straight ahead cautiously, against traffic (Via Giancola, generally there isn't much traffic), to avoid a detour to the right, not advisable when cycling, that would lead to a ride uphill ending up in a gallery. At the exit from Bellizzi there is a roundabout (km 3.6) where one can only go straight, to quickly reach and cross the border with **Contrada** (km 4.0), 420 m above sea level. At the first roundabout (km 6.2) go straight (first exit) along the Via Nazionale; at the exit you will come across a new, small roundabout (km 6.9) where you continue going straight ahead to Salerno. As soon as the border with Forino is also crossed, state road 88 is abandoned at the next roundabout (km 9.0); there you turn right and follow the signs for Forino-Lauro-Nola,

la, thus entering highway 403 that appears very quiet from the beginning, to become even more cycle-friendly after passing Forino. Shortly after the road turns left and runs past the cemetery, then through the village of **Forino**, (km 9.7), 419 m above sea level, located at the entrance of a wooded valley. There are no visible road directions, so just go on the main street of the small town and you will exit in Via Verdi; the post marking kilometer 25 of SS 403, near the last homes (km 10.9), confirms that you are on the right path. At the start, the road runs between hazelnut trees, then is immersed in the silence of the woods; almost entirely in the shade, immediately begins to climb with hairpin bends along the southern base of Poggio Boschitello, maintaining slopes suitable for cycling, and in less than 7 km

reaches the highest point, unmarked, located at 666 meters above sea level (17.8 km from Avellino) among mountain scenery and thick forests, and through thick chestnut trees. Then begins the long descent through the Vallo di Lauro that gradually becomes wider, and along which you will cross in quick succession various characteristic centers. Downhill you meet the first pretend roundabout, where it is best to go straight ahead ignoring the sign for Lauro on the left, and going through the center of **Moschiano** (23.5 km from Avellino), 276 m above sea level; when the state road is found again, continue to descend on a stretch bordered by tall plane trees, where the road begins to be slightly more crowded, and arrive quickly in **Lauro** (26.8 km), 192 m above sea level. At the Lauro en-

trance, in order to bypass a "Do Not Enter" sign in a narrow road, turn left and follow the signs for Nola, then turn right at the first road to the center. The town is worth a visit for its interesting historic center, although it is partly abandoned: it is dominated by the Lancellotti castle, elegant and impressive at the same time, considered to be one of the most beautiful and best preserved in Italy, and found in all publications devoted to the touristic beauties of Campania. In various corners of the small town you may notice some murals: these are works by Italian and foreign artists, whose works are also on display in the Civic Museum Naïf housed in the Palazzo Pignatelli. Lauro is also very well known for the production of hazelnuts. The town center, however, has narrow streets, unfortunately drowned by

cars both parked and moving, and it is advisable to go through it by proceeding cautiously against traffic along the main street, paved with flagstones, and exiting through the monumental arch located along the road to Nola. One hundred meters after the arch, at the intersection with Via Cassesa (km 27.4), you will find the route of the state road (Zero km). At the roundabout (km 1.2), proceed straight (second exit). Continuing along the 403, the roadway becomes wider and less tortuous, and continues to descend with beautiful views of the plains below, while before it appears the profile of Monte Somma, commonly known as Vesuvius. On the right, we leave behind the homes of Pago del Vallo di Lauro (km 2.7), 152 m above sea level, and then **Marzano di Nola** (km 4.2), 120 m above sea level.



Exiting from Lauro

Stop
15

MARZANO DI NOLA - POMIGLIANO D'ARCO

297 Km
covered

13 Km
to be covered

From Marzano, the road continues as a busier stretch through **Liveri** (km 5.6), 80 m above sea level, close to the old part of **San Paolo Bel Sito** (km 7.3), 50 m above sea level, which is also to the right. At the bottom of the hill there is a roundabout where you can see, for the first time since Bari, a sign indicating Naples to the right (8.3 km from Lauro), and where the SS 403 ends: turn right towards Nola-Napoli and follow the road going straight ahead to a busy stretch, where you will pass a sign marking the entrance to Nola (km 9.4). Con-

tinue along Via San Paolo Belisito, then turn right into Via A. Vespucci, turn left to the wide stretch on Via Rocca, again to the right on Via Alberto da Nola (km 10.3) and to the left on Via Annibale. After another 100 meters turn right into the narrow Via Ottaviano Augusto, which continues to the next intersection slightly to the left (km 10.7), along the gardens of the Villa Comunale, and flows into a square called Piazza Ferrovia (km 10.8), where there is a public fountain. The station is actually on the other side of the square.

Nola (303.3 km from Bari, 10.8 km from Lauro), 34 m above sea level. Get back on the cycle route starting from Piazza Ferrovia, more precisely near the entrance of the Villa Comunale (Zero km). Leaving behind the Villa Comunale, take Via del Carmine, which soon becomes Via G. Leopardi; continue through a wide stretch of road (km 0.2) to the short Via A. Santorelli, at the end (km 0.3) turn left and immediately after turn right on Via Polveriera. You will pass a railway underpass, then a level crossing (km 0.5); at the inter-

Km

20



section with Via S. Luca, (km 0.9) on the right, a few meters away, are visible some Roman funeral mausoleums, marked by a faded sign. Back on Via Polveriera, proceed until you reach the light at the ring road (km 1.4); here cross with caution because of the traffic (a little further, as indicated by the sign, begins the Provinciale road No. 258-S Nola-S. Vitaliano). Then pass under the highway, and at the next intersection (km 2.8), follow a curve to the right, you will leave the Provinciale road and turn left on Via Cerqua S. Antonio, thus entering the territory of **Scisciano** (2.9 km from Nola), at 33 m above sea level, marked with a sign. Continue straight ahead toward the town center along via G. Garibaldi, then Sacro Cuore, finally Via Torre, until a NO ENTRY sign (4.2

km) forces a turn to the right into Via S. Borzillo, leading to the central square (km 4.4): here is the sign for Marigliano. Next, turn left on Via Roma and continue straight to the intersection (km 4.8) where you will turn right on the Provinciale road no. 433 S. Vito-Scisciano (Via Selva, the sign is not easy to see) which quickly leads away from the residential area. From here just drive straight: at Marigliano you will cross a thoroughfare with heavy traffic, and continue ahead on Via Campo Sportivo (km 7.1); continue along the wider Via Amendola (km 7.4), through an area with brightly colored buildings that appears halfway between the countryside and the suburban periphery. Continue along the narrow Via E. De Filippo (km 8.2), currently undergoing construction and closed to

traffic (for now you can go on it by bike) and you will arrive in front of a NO ENTRY sign, where you turn right on Via Selva and finally cross a main road with heavy traffic (km 8.9): this is the Via Nazionale delle Puglie, or State Road No. 7 (here it becomes Via G. Marconi) located in the territory of **Mariiglianella**, 28 m above sea level. The cycle route continues along this main road, which runs through many villages virtually connected to each other (in fact, it can be considered a long urban street), presenting intermittent stretches of heavy traffic, and often very slow because of queues.

There are two reasons for this choice: first, at the moment there is no convenient alternative; second, along the route of the Via Nazionale there is a long, abandoned stretch of the Circumvesuviana railway that in the future could be useful for creating a cycle track for the benefit of cycling tourists as well for those who commute to work, and it could be realized at low cost. The cycle track would of course have its own route, and would be protected from traffic pollution because the old railway is located a few dozen meters from the main road, often behind a row of houses.

When turning left on the Via Nazionale delle Puglie, at the turn for Naples, shortly after you pass a sign that marks the boundary of the **Bruscianno** territory, at 27 m above sea level (km 9.1), where the street becomes Via C. Cucca. At the roundabout, continue straight ahead (second exit, km 10.3), and after passing underneath the train tracks you will cross the boundary with **Castello di Cisterna** (km 10.7), 34 m above sea level, where the Nazionale becomes Corso Vittorio Emanuele. At the next light, turn slightly to the left and pass underneath another viaduct that coincides with the boundary with:

Pomigliano d'Arco
(11.9 km), 33 m above sea level.



Cycle lane in Pomigliano d'Arco

Stop
16

POMIGLIANO D'ARCO - NAPOLI

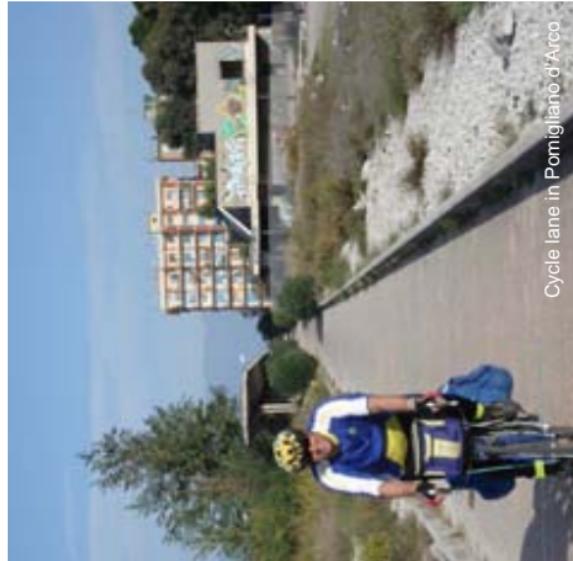
317 Km
covered

0 Km
to be covered

Keep going straight to Via Leone Mauro, which becomes Via Roma after the light. After 100 meters from that traffic light, on the right you can see the building of the old Circumvesuviana train station, corresponding to a wide area where buses are parked (12.6 km from Piazza Ferrovia in Nola): to the extreme right, with a little effort can be found a passage and a sign indicating the cycle track (at times the passage is blocked by parked cars). Paying attention to broken glass, follow the cycle track to the left, between the shelter and the structure of the former

78

station, which is in a state of decay. Constructed with a concrete bed, very smooth, the track, after a short mixed stretch and crossing a well-kept garden, leads to the new station (Parco Piemonte), where it continues between the viaduct of the new railway line and Via G. Falcone, but always in its own route, separated from the road by a curb. The track ends without any signs, and then continues on Via G. Falcone until its end in front of a large roundabout with some iron work at the center, where it meets again the Via Nazionale delle Puglie, continuing to the right.



Cycle lane in Pomigliano d'Arco

VESUVIO

Centro
Sud

S.Giorgio
a Cremano

S. G.

NAPOLI



The track has a total length of 3.7 km. At 13.0 km begins a one-way stretch; at the next roundabout (km 13.7) go straight on; from the second roundabout (km 13.9), you cycle on lanes separated by a median strip; at 14.4 km, move to the right on a one-way lane to turn immediately left at the sign for Napoli, where the road becomes Via Nazionale delle Puglie; at km 15.3 you come to a large false roundabout where, on the right, it crosses Via G. Falcone, from which comes the cycle track. Immediately after, there are a couple of bike shops and then you pass the sign indicating the entrance to **Casalnuovo di Napoli** (km 15.8), 26 m above sea level, right after going underneath the highway, while the road becomes wider and the traffic heavier.

At the overpass encountered shortly after (km 17.1), turn to the left and follow a stretch of the old route (Via Salice), far less busy, on which you will pass first the rails of the abandoned train line, then a level crossing (km 17.8), to reach the roundabout that leads back into the National (km 18.3).

After passing a number of junctions, and passing under several viaducts, the road crosses the highway with a beautiful view of Vesuvius (20.5 km from Nola), at the exact point where you cross the border with the town of **Naples**. Then, cycle down a downhill stretch with an uneven surface and in increasingly heavy traffic; a little further ahead (km 21.6) the road is wider, with a median strip, and beco-

mes Via della Stadera. You arrive at the intersection with Via Cupa del Principe (km 22.1), from where you can reach the Capodichino airport, leaving behind the heavy traffic (see note later in the text).

If instead you wish to proceed to the station of Napoli Centrale [Central Naples], continue straight on Via della Stadera, which after passing underneath the railway (km 23.0) becomes narrower for a short distance and becomes Via Nuova Poggioreale, where it is necessary to pay attention to the rails of the tramcar, which can cause problems for bicycle wheels. Keep going straight, passing by the monumental entrance to the cemetery of Poggioreale, where the road is much wider and the traffic appears smoother. Here, between huge overpasses and

modern buildings next to old, crumbling buildings, one finally has the feeling of actually being in Naples and breathing its unmistakable metropolitan environment, made of a unique blend of splendor and decay. Still going straight, you will reach Piazza Nazionale (km 25.1), where you make a half turn and continue on Via Casanova (km 25.4); after passing several major intersections, reaching up to (km 26.1) and crossing the Piazza S. Francesco a Capuana, where on the right looms the monumental door of the same name; just after Piazza E. De Nicola, where you follow the compulsory left turn (km 26.2) to continue on Via A. Poerio, which leads to Piazza Garibaldi. On the right is clearly visible the big statue, which is on the opposite side of the



Napoli

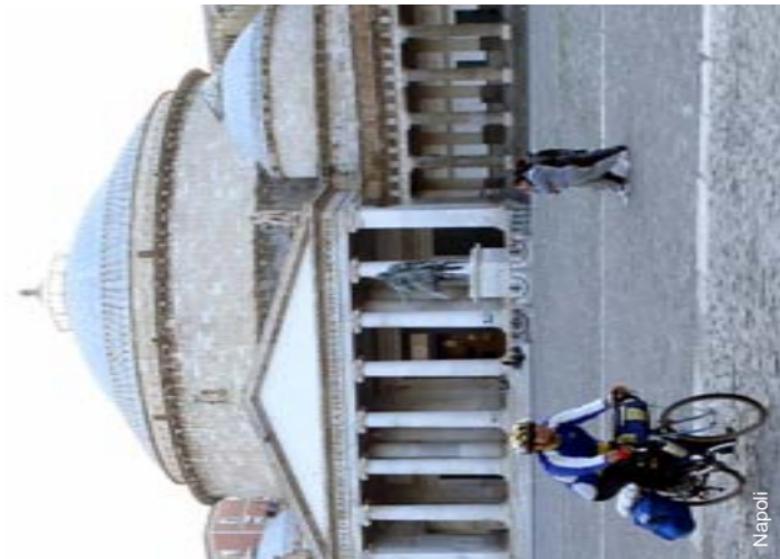
large square from the **station of Napoli Centrale**

(331.0 km from Bari and 26.5 km from Nola to the statue of Garibaldi), 17 m above sea level.

It would be very difficult to say something about the city without falling into a stereotype, as well as to recommend any itinerary for a tour while sitting on a bicycle, but if you can overcome your fear of traffic you can have a truly unique experience. For a short visit to the city center, take Corso Umberto I: it is easily found and faces the great monument to Garibaldi located in the square in front of the train station, and turning slightly to the left. Continuing straight down the wide Corso Umberto it is easy to reach near Piazza del Municipio.

Contrary to what you might expect, you can see several interesting things within a few hundred meters around the three squares in the center: Piazza del Municipio, Piazza Trieste e Trento, and Piazza del Plebiscito. A tour starting from this area can provide a view that illustrates well the different phases of the city's history, and at the same time gives you the gift of the famous scenery of the Bay of Naples, Mount Vesuvius and the Hill of S. Martino.

The building on the first square is the Palazzo San Giacomo (Town Hall), which was remodeled at the time of the Bourbon kingdom, and nearby is the sixteenth-century castle Castel Nuovo, commonly called Maschio Angioino. Near the second square are the Teatro San Carlo



Napoli

CONNECTION WITH THE NAPLES AIRPORT (Capodichino)

To get to the airport without having to go through Napoli, those who come from Bari can use the intersection mentioned in the description above: from Via della Stadera, turn right on Via Cupa del Principe, continue straight up beyond the first orthogonal crossing (km 0.2) where you get on the municipal road Selva Cafaro, narrow and rather bumpy but where the traffic is very light. The climb is steep until the end (1.1 km from Via della Stadera): here turn left and follow the small road, going over the highway overpass, and turn left again at the next intersection,

where you take the municipal road Via Tavernola (km 1.3), then continue for a series of compulsory turns along the same. Continue on Via Cupa Principe to a wider crossing (km 2.6), with a "Do Not Enter" sign in front; there you turn left a few meters, then a quick right, to get on the avenue (Viale Fulco Ruffo di Calabria) leading to the airport terminal (km 3.0).

To reach the center of Naples from the airport, there is a simple route that is not very busy: when leaving the terminal, reset to zero the cycling computer at the roundabout on the boulevard

(Viale Fulco Ruffo di Calabria) with the median strip; at the end (km 0.2) turn left (highway sign), make another left on the wide boulevard, then turn almost immediately to the right (km 0.3) onto Via del Riposo to the left. Paved with lava stones, somewhat irregular, the path descends along the wall of the cemetery of Poggioreale; at the wider stretch (km 1.4) keep left and continue on Via S. Maria del Pianto, which descends to the intersection with Via Nuova Poggioreale, where you get back on the cycle route (km 2.3).

NAPLES

The ancient capital of southern Italy, Naples contains a wealth of monuments and art collections of global importance, but it remains a popular tourist destination also because of the beauty of its landscape that can be perceived despite the wounds inflicted by man in the last century.

Originating from the Greek colony of Cuma, the Neapolis (the “new city”) was founded in the fifth century BC in the area of the Duomo on a chessboard-like plan. In a villa which stood in the area of the Castel dell’Ovo, the poet Virgil wrote the Georgics. Following the fall of Rome, the coast of the region remained connected to the Byzantine Empire. In feudal times Naples was conquered, along with the whole South, by the Normans; it

was Frederick II who later gave Naples the first university in the South. The Anjous eventually elected Naples as the capital of the kingdom in place of Palermo, giving it a new monumental appearance and opening a period of great prosperity that continued until the early sixteenth century with the Aragonese of Spain. In 1707 came the Austrians, and in 1734 Naples was assigned to Charles of Bourbon thus making it once again the capital of a kingdom. To the libertarian ideas of the French Revolution, Naples answered with the ephemeral Neapolitan Republic of 1799. After the Napoleonic period and the reign of G. Murat, the Bourbons returned, and the old name of Kingdom of the Two Sicilies was readopted. In 1860, the victory of Garibaldi and the plebiscite that followed marked its annexation to Italy.



Napoli - Castel Nuovo-

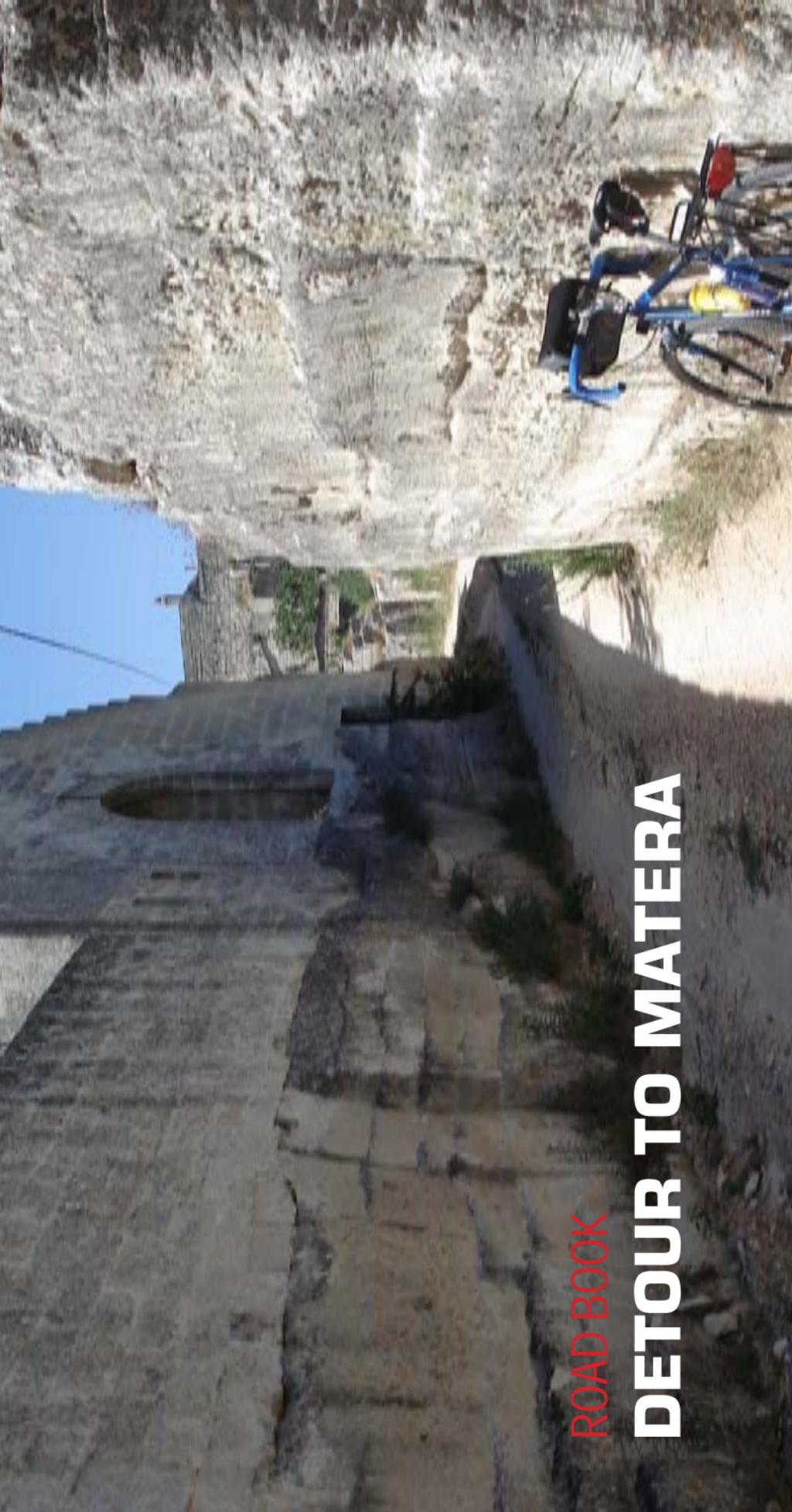
NAPOLI

NAPOLI SENTRALE
STATION



DETOUR TO MATERA

ROAD BOOK





17

Stop

Km

8

BITETTO - TORITTO

17 Km
covered

52 Km
to be covered

Bitetto

(16.9 km from Bari), 139 m above sea level.
Intermodal transportation: Bitetto is located on the Bari-Taranto line of Trenitalia, therefore it is accessible from Bari on a regional train in 15 minutes, using the service of your bike on board. The ticket for the bike is free throughout the Apulia Region. As described in stage number 2, from Modugno to Palo del Colle, you arrive in Piazza A. Moro, and you can see a roundabout located right next to the Town Hall which is located on the left (16.9 km from Bari, Zero km) from where, turning

right, you go in the direction of Naples.

From this roundabout begins the route called "Matera Branch" that is separated from the main track of the Bari-Napoli in the center of Bitetto, to bend southwards and reach Matera through the centers of Grumo, Toritto and Altamura. From Matera you can reconnect with the Bari-Naples cycle route using the track EV5 EuroVelo, which retraces the route of the Appia Antica, and leads to Venosa through the centers of Gravina and Palazzo S. Gervasio.



Bitetto - Palazzo del Sedile



Once the cyclocomputer is reset at the roundabout mentioned above, take the third exit and go along the Corso G. Garibaldi; at the next roundabout (km 0.3), make a slight turn to the right into Via E. Fermi (second exit); at the next fork (km 0.6) turn right again into Via della Resistenza; this will be followed by a first roundabout (km 0.9) where you take the third exit, and then a second roundabout (km 1.0) that leads into SP 207, the bypass; here you must pay attention to traffic, and take the second exit (direction Sannicandro). A little further ahead you leave the bypass at the first possible right turn (km 1.2), entering a minor road without signs: this is the old Grumo road. You will be riding among olive groves, on a road with little traffic, with a sli-

ght upward slope, until you reach a left turn into a far wider road (km 3.3); a little further on, the road enters into in the SP 17 coming from Sannicandro (km 3.6), where you turn right get on the bridge over the railway line. Immediately after the bridge you leave on the left the short detour to the Trenitalia station. Entering the village of Grumo Appula, (22.3 km from Bari, 5.4 km from Bitetto), 181 m above sea level, continue straight at the first intersection (km 4.6) where you will find a mandatory right turn (km 4.9), and a few meters ahead the road intersects the main road that runs through the town (via V. Rella, on the left is a public fountain). Turn left and follow the tree-lined road Via V. Rella, which on the left leaves the old part of Grumo making a wide

arc to the left. Past the vegetable market you will come to a crossroads (km 5.4), where the main road (SP 1) bends to the right; (Zero km) instead continue straight on Via Vittorio Emanuele, a narrower street, which shortly ahead flows into Piazza Devitofrancesco (km 0.2): from here, shifting to the left and passing a sidewalk with a bike lane, you can see the red building of the FAL station, from there continue briefly through a modest cycle path alongside the road, squeezed between a plant and the railway line.

Intermodal transportation: Grumo is connected to the center of Bari by both Trenitalia (line Bari-Taranto) and the FAL railway line, which for some years provides a bike transportation service. Check the time table on the internet for service

availability and the schedule information. At the end of the short track, next to the railway bridge, we meet an intersection (km 0.5) where you continue straight on a minor road, where the roadbed is not perfect. The street winds through olive groves and past the cemetery of Toritto (km 2.5); soon after, keep right at the fork, proceeding next to the railway line, and turn right again at the first underpass (km 2.7), entering in the town of: **Toritto**, (25.5 km from Bari, 3.2 km from Grumo Appula), 233 m above sea level.

Intermodal transportation: Toritto, like Grumo and Altamura, is connected to Bari by the Appulo-Lucane Railways (FAL), which provides the bike transportation service. Consult the company's website for information on availability and schedule information.



Castle of Toritto

You enter the town by way of Via S. Giovanni Bosco; go straight and just before the "Do Not Enter" sign, visible in front, turn right into a wider stretch (Cantone Veronica, km 2.9), turning immediately left into Via S. Nicola, which leads to a walkway alongside the Cathedral, dedicated to St. Nicola (km 3.0). On the other side of the Cathedral (Largo Cattedrale) is a public fountain: it is a good idea to fill the water bottles before exiting Toritto, because the cycle lane runs for a long stretch (26 km) before reaching Altamura, the next refilling station.

18

Stop

8

TORITTO - QUASANO

25 Km
covered

44 Km
to be covered

From Toritto you start again, bike in hand, passing through the low arch visible below, on the right of the church, and proceeding to the right on the narrow alley that follows (Via Pacione), which ends in front of the stone lions at the entrance to the castle (Via Carmine). Turning right you will come out in the beautiful Piazza Vittorio Emanuele III (km 3.1), from where you can proceed with caution to the left, against traffic (used only by residents). It leads into a roadway that leaves on the left the Piazza A. Moro (km 3.1), where you continue straight and take a narrower





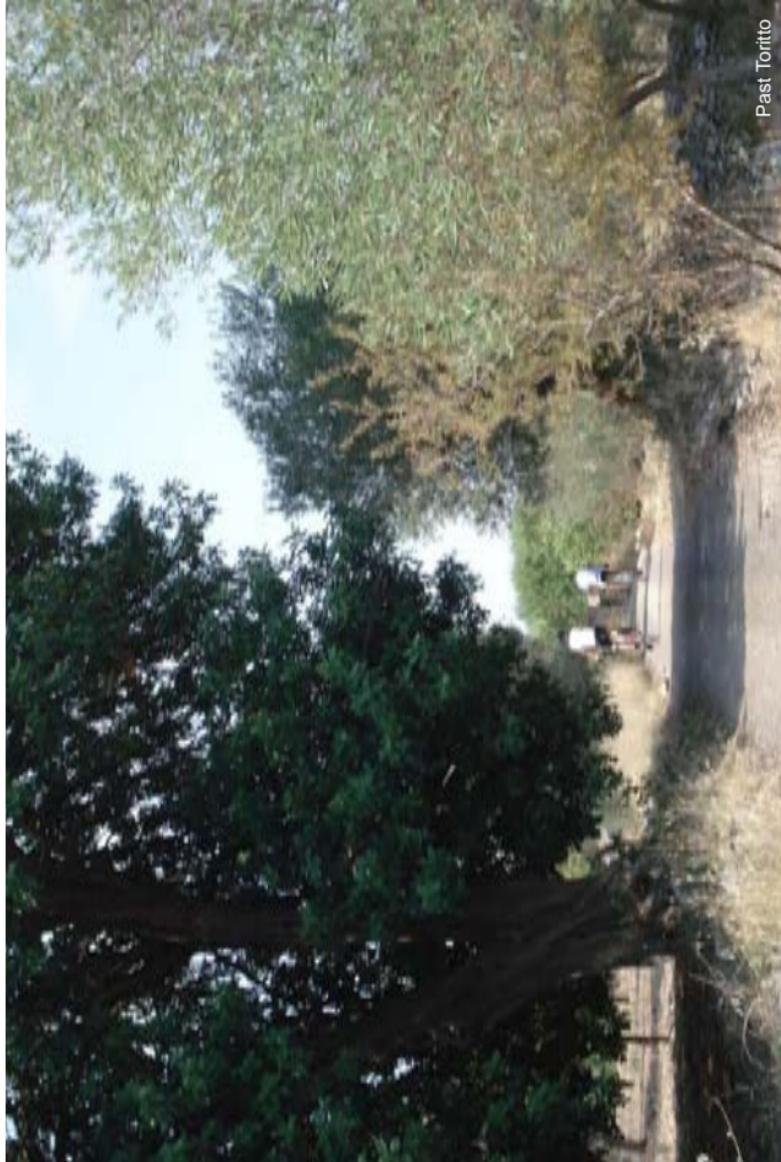
street that crosses the main road (*Via G. Pugliese*, or SP 1) a little to the left of the sign indicating the direction to Quasano (km 3.2): (Zero km).

Go straight on *Via Croci* (or SP 72), which leads to the roundabout (0.4 km) now outside the town, where you follow the sign for Quasano. Pedal along the Provinciale which immediately starts to climb to the plateau, and you leave it soon after at the first curve to the right, where you turn left with caution into a small paved road marked by a sign (SC *Insalotta*, km 1.2). At the first intersection (km 1.5), continue to the right, on the asphalt, and then climb until you are along the new SS 96; turn right again to take the underpass (2.5 km) and immediately proceed to the left, still parallel to the state road; bypass to the



Past Toritto

right the junction of the first overpass (km 3.2) and immediately after you will pass under the second one, to turn right again (km 3.7) and take the narrow and quiet Provinciale road (SP 159) that runs to the left, away from the overpass. After a sharp bend to the right you will come close to two large farmhouses with roofs made of stone (Antevito houses, km 4.9), where you turn left to continue along the Provinciale, which is now entering the first step of the Murge. At 7.8 km it will cross the much busier SP 89, then turn carefully to the right and soon after to the left (km 8.1) to get back on the SP 159 at the sign for Gravina, leaving Quasano to our right.



Pasi Toritto

Km

11

QUASANO - PULO DI ALTAMURA

33 Km
covered

33 Km
to be covered

Stop

19

Leaving the busy SP 89, after crossing the service road of the Apulian Aqueduct (km 9.0), the road rises decidedly to the plateau, penetrating the Alta Murgia National Park, between fields and oak woods, running in the shade for long stretches. After having climbed up most of the difference in altitude (150 meters), you come out onto the vast expanse of the upper terrace, punctuated by sparse farms, where cultivated fields are leaving increasingly more space to the steppes, with rocky outcrops of limestone.

96







Towards Altamura

At the next lonely crossroad (km 14.7), continue straight following the road signs to Altamura, now on the SP 157, and ride up and down along the undulations of the ground. At the sign for the crossroad to the Pulo, (km 19.3), you can make a short detour (1 km) to the right, for a dirt road with a regular bed, to observe the huge karst depression, one of the largest sinkholes in Apulia.

PULO

With a nearly circular shape, it has a diameter of 500 meters and a depth of about 75, and its walls are sloped at a very strong angle. Several stone items found in the inaccessible caves of the north side indicate the caves were inhabited dating back to the earliest ages of prehistoric times, and are now on display in the National Archaeological Museum of Altamura.



Pulo di Altamura

ALTAMURA

The area was inhabited since the Neolithic Age, then in the Bronze Age and in the Iron Age. It was a prehistoric center whose ancient name is unknown, but was certainly of considerable importance, as evidenced by the ruins of megalithic walls (around the fifth century BC) which are still visible on the street of the same name. Later, the center remained deserted after the destruction at the hands of the Saracens and was revitalized by Frederick II (1230) with a mixed population, through the promise of privileges. At the end of the thirteenth century it was provided with walls built on the remains of the earlier enclosure, and a castle, later demolished in the nineteenth century, of

which only the Porta Bari and the Porticella are left.

Its Cathedral is of great interest; it was begun in 1232 under Frederick II, was altered in 1534 by reversing its orientation and adding the two massive bell towers that dominate the facade. Noteworthy are the fourteenth century rose window and the portal, from the fourteenth-fifteenth century, among the most striking of the region. The right side better preserves the original Romanesque-Gothic style. Altamura is very famous for its bread that even today is still made with ingredients and traditional forms. In the historical center, not far from the cathedral, you can visit ancient ovens where bread is still baked in the traditional oven, fueled with wood.



Altamura - Cathedral

ALTAMURA



Stop
20

Km

11

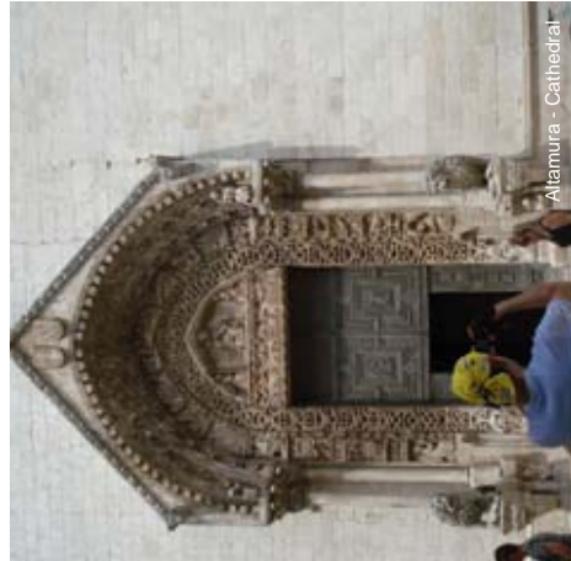
PULO DI ALTAMURA - ALTAMURA SUD

44 Km
covered

22 Km
to be covered

Get back on the SP 157, which suddenly begins to descend while facing the city in the distance. Almost at the end of the descent, at a curve to the right (km 22.3), it can be seen the sign that marks the site of the discovery of the Altamura Man: in this location (Lamalunga), in 1993, hidden in a cave difficult to explore, was discovered the skeleton of an archaic man, intact and well preserved, belonging to a human type whose evolutionary stage would be earlier than Neanderthal Man. The discovery is of great importance because it is the only who-

le skeleton of a Paleolithic human. The difficult access, along with the delicate balance of the karst complex, led to the creation of a virtual guided tour, accessible from the visitor center in the nearby Masseria Ragone (tel. 080 3146409). In the level stretch that follows, on the left, you come to the Sanctuary of Our Lady of Buoncammino (km 24.3), where the SP 157 again starts to climb towards the hill on which the city stands. Follow the road without deviating, until you see the FAL level crossing on the left, where it bends left to cross the tracks, imme-



Altamura - Cathedral



diatey followed by the Trenitalia line (km 25.6).

From this point you enter the town going straight on the same street, called Via Vecchia Buoncammino, which goes up until it flows into the small Piazza Unità d'Italia; from there you briefly proceeded towards the left on Via Bari, until you see the large monumental arch Porta Bari (km 26.9); through it you enter the old part along the Corso Federico II di Svevia, a pedestrian road leading to the Piazza del Duomo (km 27.1).



Altamura

(52.8 km from Bari, 27.1 km from Torino), 468 m above sea level.

Intermodal transportation: Altamura is connected to Bari by the Appulo-Lucane Railway. Check the web site of the company for information about the schedule and the availability of the bike transportation service. For now the Trenitalia line does not offer train service, only bus service.

To leave the city, you should reset the bike computer as usual. Go in front of the portal of the Cathedral, continue along the Corso Federico II, which further ahead becomes Via XX Settembre, and finally exit from the pedestrian area (km 0.2). Continuing on the same path you come to a traffic light (0.3 km); con-



Altamura

tinue straight across Piazza Zanardelli, and at less than 100 meters ahead, where at a center of a bifurcation you see a fountain with fresh water, turn right on Via P. Colletta, on which you start to descend, proceeding straight ahead. At the traffic lights you pass under the bypass, then also under the railway, while the road bed gets rough for a short distance; at the bifurcation encountered immediately after (km 2.6) keep to the left. On the way down, the crossing with the SP 27 "Appia" (km 3.4) is reached rapidly; from this point, to get to Matera, you can opt for the alternate coplanar road East of the SS 99 (see page 109).

Km

21

ALTAMURA SUD - BORGO VENUSIO

55 Km
covered

With Altamura behind you, continue straight ahead and carefully cross the SP 27; turn left on a minor road (km 3.8), where you go up again; turn left and follow the pavement (km 4.7); you will cross a slightly wider road (SC Vuccolo, km 5.5) and turn right. Shortly after, turn left on the wider coplanar road (km 5.7), and proceed along the latter, which quickly runs alongside the railway line that runs parallel to the SS 99 on the west side. At km 7.7, at the big tree, turn right onto a paved road (district of Santa Lucia). A little further on (km 8.5), right at the point where the road starts to descend, on the left you will leave

the large Masseria Marinella, which was accessed through the well visible large pillars, and after which is named one of the stops on the Appulo-Lucane railway. Shortly past that, the railroad track was abandoned following the construction of an alternate route; the old site, whose course runs along that of the cycle route, could be a good opportunity to improve the viability of this stretch of the Bourbons' cycle route. With beautiful views of the undulating land cultivated with cereals, you start to descend passing the **border with the Basilicata Region** (62.7 km from Bari), continuing toward the depression called Conca



Exiting from Altamura



d'Oro, where the track runs along the course of a stream channeled here (km 9.8) from which, further ahead, originates the Gravina of Matera, and where you notice a deterioration of the road bed. On this stretch, and up to the intersection with the Provinciale, there may be mud slides during periods of intense rainfall, which can make it difficult to travel by bicycle. After some ups and downs, you reach the junction with SP 11 (km 12.7) where traffic is fast but not constant throughout the day, and here you turn left. After passing the level crossing on the FAL line (km 14.0), continue briefly and turn right at the sign for Borgo Venusio (km 14.4); turn left to pass under the State road (km 14.7), and after less than 100 meters go to the right and take the coplanar road East of the SS 99, at the meeting point of the two alternate routes for Matera.



Going down towards the Conca d'Oro, past Altamura

ALTERNATE ROUTE (Coplanar road East of SS 99)

This option is less interesting for cycling, although from the standpoint of vehicular traffic, it is good for bike riders. However, this option is preferable in case of recent heavy rainfall due to problems with the road condition of the alternate route 1 as described above, or simply to gain some modicum of energy in case of need: in fact, it makes it possible to slightly shorten and facilitate the path to Matera (actually only 2 km, and 30 meters in altitude). At the above intersection (the one with the SP 27, at 3.4 km from Altamura), turn left on the Provinciale, follow it for a short busy stretch, until you cross the junction of the SS 99 (km 4.2); there turn right at the signs for Matera and Altamura, go straight and go over the same State road. At the first roundabout turn right (first exit, km 4.8), at the second one go straight (second exit, km 5.0), followed by a mandatory left turn and then a right (km 5.2), where the road becomes unpaved and you see a "No Trespassing" sign (this is a stretch of private road where, however, transit has never been forbidden).

At the T crossing (km 5.3), continue to the right to quickly return to the pavement (km 5.5) of the

a coplanar road that runs along the State road on the east side. Further ahead there is a roundabout where you proceed straight ahead (km 9.6, second exit); at the next roundabout, again straight on (km 9.8, second exit); shortly after, the coplanar road (km 10.0) continues somehow on land subject to a landslide, but passable by bikes with caution. The discomfort lasts for about 1 km, then you are back again on the asphalt of the coplanar road (km 11.2), which again runs along the State 99, proceeding straight ahead until it rejoin the other alternate route (km 12.7).

Stop

22

BORG VENUSIO - MATERA

66 Km
covered

0 Km
to be covered

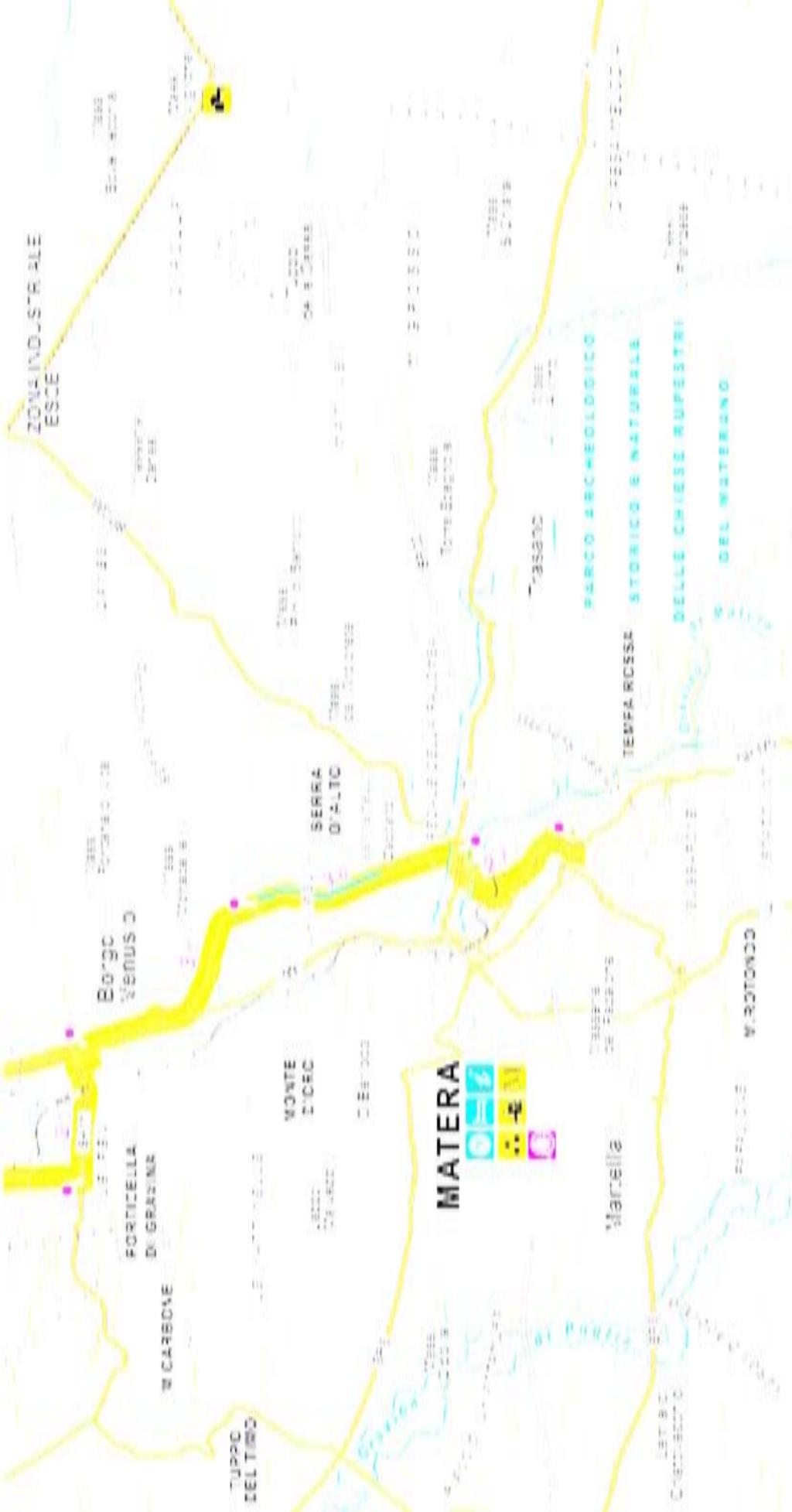
Continue along the coplanar road East of SS 99, leaving the village of Venusio on the left, until you reach the junction of the State road (on the other side of which lies the Ipercoop), where you continue straight at the first road intersection (15.9 km from Altamura), and downhill turn left at the sign for Santeramo (km 16.0). Soon the road deviates from the SS 99 where it again joins the course of the Gravina stream, and the roadbed is suddenly very uneven due to the presence of cracks and potholes, up to the entrance of the bicycle path: at the crossing with the Rondinelle

Provincial Road (km 18.2) continue straight along a bike path on the side of the street (where vehicles travel one way only), separated by a curb in bad condition. At the next intersection (km 20.1) the track ends at an intersection that is not optimal from the standpoint of safety for cyclists, flowing into the road of the Pantano district just before the new cemetery of the city of Matera. Past this, you arrive at the intersection with the busy SS 7 (km 21.3) where you cautiously turn right, then turn left shortly after at the sign for Matera centro - Via Dante (km 21.5). Qui-

110



Cycle lane Matera Rondinelle



ckly engaging a much lower gear, tackle the uphill unpaved road that starts immediately on the right, at less than 100 meters after the turn. If you do not have an adequate bike or are particularly afraid of the dirt road, you can also go straight, on pavement, by the Via S. Vito that climbs parallel to the one described below, on the same steep slope. The unpaved road, with an unstable gravel surface, runs for a distance between walls dug into the tufa, in an area of quarries abandoned for some time. After a steep stretch, catch your breath on the concrete, go under the railroad (km 22.2) and finally cross Via S. Pardo (km 22.4), now in the village of Matera. Turn left and follow the curve to the right of the main road, called Via G. Marconi (km 22.5); continue until the end,

and enter Via Annunziatella (km 23.0); at the roundabout go straight ahead (slightly to the right, second exit, km 23.4) along the Via XX Settembre, which later becomes via Lucana, where you turn left into Via Roma (km 23.9). At the end of this (km 24.0), on the right, there is the pedestrian area of the large square Piazza Vittorio Veneto, in the center of the city.

Matera

(76.9 km from Bari, 24.0 km from Altamura), 399 m above sea level
A good bike route along the Sassi could be as follows (duration: 2 hours including stops, length: 10 km): from the central square (Piazza Vittorio Veneto) ride through the entire Via del Corso, go straight into Via Ridola, where is located the National Museum of the same name;

at the end is the Palazzo Lanfranchi, with an original and elegant façade, and to its left the Piazzetta Pascoli, named after the poet, who taught at the High School of Matera. Today, one wing of the building is the home of the Pinacoteca D'Errico, where is collected a portion of the paintings from the private collection of the same name originating from the Palazzo San Gervasio, which documents the wealth of visual art that developed in Naples and Southern Italy between the seventeenth and eighteenth centuries.
Continuing instead on the right of the building, immediately on the left there is a road that descends steeply; turn left again at the first intersection to cross the Sasso Caveoso. After the descent, you arrive in Piazza San Pietro, overlooked by

the homonymous church. From there you can go briefly to the right to observe the oldest part, with the cave dwellings carved into the rock and entirely devoid of a façade. Continuing on the road to the left, a designated scenic road, you run along the edge of the ravine and, bypassing the spur dominated by the Duomo, you go to Sasso Barisano (overlooking Bari), which is the part most "built up" and shows elements of some architectural significance. You can finally go back down by the Via D'Addozio, with new views worthy of note. Even a tour of the historical part of the city offers several points of interest, as all the architectural styles are well represented, from the Romanesque to the Gothic and the Baroque. For example, you can start from the church of San Domenico, loca-

ted right in Piazza Vittorio Veneto, which contains numerous works of art in its interior. Entering Via S. Biagio, on the right, you arrive at a wide stretch of road where you can see the church of San Giovanni Battista, with a fascinating Romanesque-Gothic interior. At the beginning of Via Ridola, mentioned earlier, stands the curved façade of the eighteenth century church Chiesa del Purgatorio, and by retracing your steps and turning to the right you reach the Piazza Sedile; from there you go up to the Duomo, built in the thirteenth century in the Romanesque style of Apulia, but its interior was transformed in the Baroque period.



Matera - I Sassi

MATERA

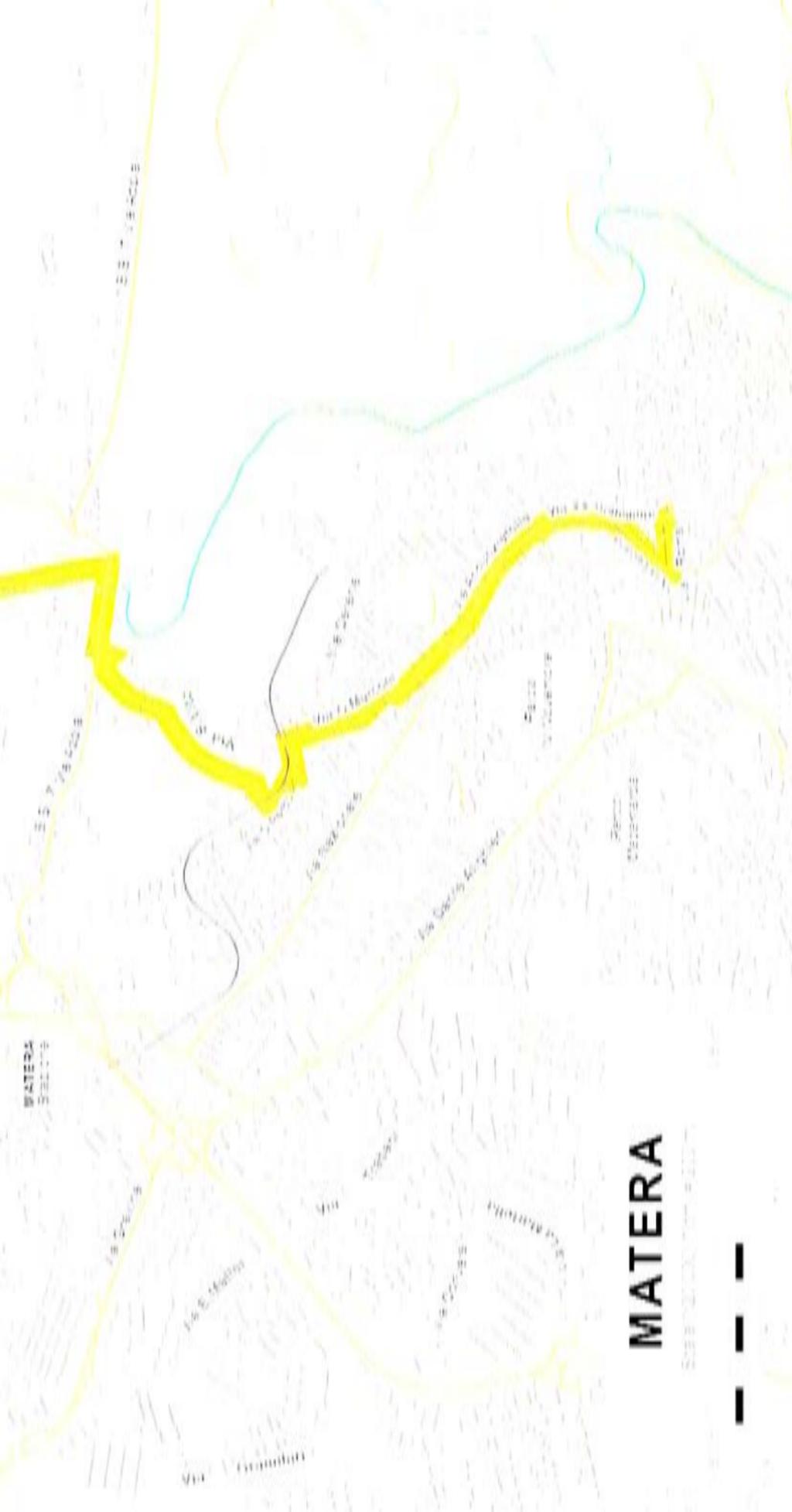
The origin of the name is of uncertain etymology. Inhabited since the Paleolithic age, later the city was influenced by the Greek cities of Magna Grecia on the Ionian coast. Its singular history tells of a continuous alternation between subjugation and freedom: Matera wanted to be governed directly by the King of Naples, and not by a baron, and when the Aragonese instead sold it to Count Tramontano, the people murdered the latter in 1514. It was the capital of Basilicata until 1806. Today it is sharply divided into two parts: the modern part to the west, and the Sassi to the east, on the edge and sides of the deep ravine. Following the passing of laws aimed at rehabilitation, the first of which goes back

to 1952, those districts were evacuated for health/hygiene reasons and for urban planning, and the inhabitants were moved to villages built in the countryside (Borgo Vescovio and La Martella). Then an international competition was called asking for ideas on the preservation and revitalization of the districts. Today the city has largely repaired the deep schism between its parts, opening new balconies on that incredible cluster of houses, chimneys and staircases, once hidden from view and considered a national disgrace. Some homes in Sasso Barisano were restored and are again inhabited or utilized, and in recent years several restaurants, bars and hotels have been opened. In 1993, UNESCO declared the Sassi a World Heritage site, and in 2019 they will become the capital of European culture.



Overlook onto the "Sassi" of Matera

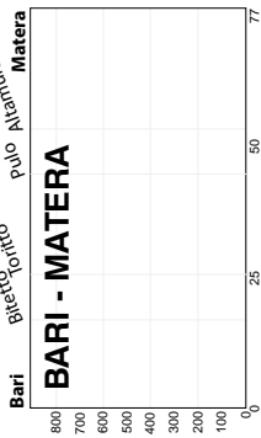
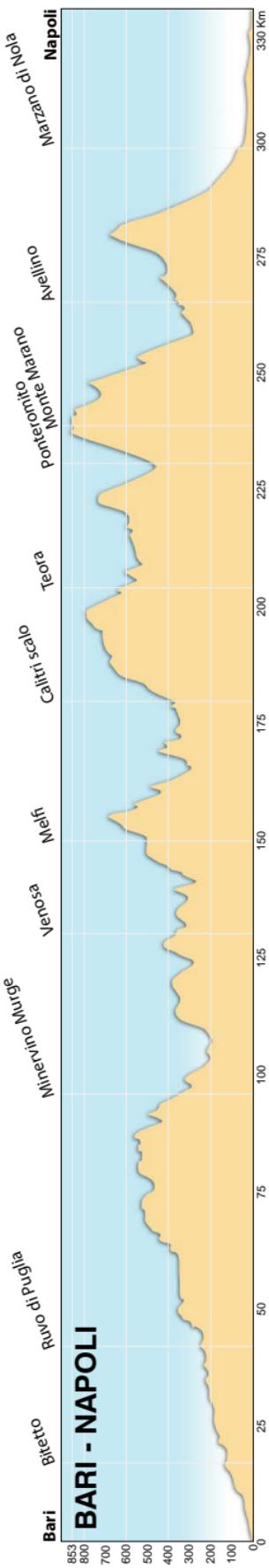
MATERA



DISTANCE TABLES IN KILOMETERS

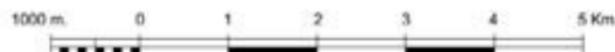
Localities	Partial	Prog.	Localities	Partial	Prog.
Kilometric progression Bari-Napoli					
Bari P.zza A.Moro (Railway Station)	0		Avellino	33	265
Modugno	10	10	Marzano di Nola	32	297
Bitetto	7	17	Pomigliano d'Arco	20	317
Palo del Colle	4	21	Napoli P.zza Garibaldi (Railway Station)	13	330
Ruvo di Puglia	21	42	Kilometric progression Bari-Matera		
Castel del Monte	25	67	Bari P.zza A.Moro (Railway Station)	0	
Minervino Murge	27	94	Bitetto	17	17
Montemilone	18	112	Toritto	8	25
Venosa	17	129	Quasano	8	33
Melfi	22	151	Pulo di Altamura	11	44
Aquilonia station	16	167	Altamura sud	11	55
Calitri	13	180	Borgo Venusio	11	66
Teora	23	203	Matera	11	77
Ponteromito	29	232			

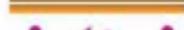
ELEVATION PROFILE



LEGENDA

Scale 1:100 000 (1 cm. = 1.000 m.)



-  motorway
-  main road with high traffic
-  national road
-  provincial road
-  two-lane road
-  secondary road
-  secondary road with rough surface
-  cycle lane, greenway
-  road under construction
-  railway with 1 or more tracks, station
-  contour levels – equidistance (interval) 20 m.
-  contour levels – equidistance (interval) 100 m
-  limits of protected areas
-  provincial border
-  regional border
-  APULIAN AQUEDUCT
-  BOURBON CYCLE ROUTE
route on high-traffic road
-  route on secondary road
-  route on cycle lane or greenway
-  route on road with rough surface
-  alternative route
-  kilometer distance

- | | | | |
|---|---------------------|---|---------------------|
|  | tourist information |  | environmental site |
|  | hotel |  | archeological zone |
|  | agritourism |  | religious monument |
|  | bed & breakfast |  | castle |
|  | hostel |  | villa, palace |
|  | camping |  | farm, rural complex |
|  | restaurant |  | museum |
|  | bike shop | | |

TRAVEL NOTES



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With the supervision of:

