

~~TOP SECRET TALENT~~

Approved For Release 2001/08/13 : CIA-RDP78T04753A000100010017-4

~~PHOTOGRAPHIC INTELLIGENCE BRIEF~~

CIA/RR-HTA

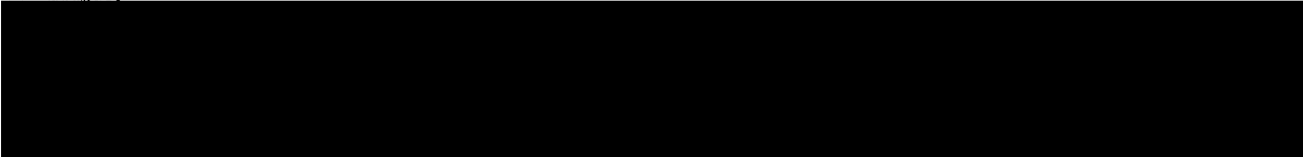
14 Copy of 25 Copies

INSTALLATION: New Minsk-Baranovichi Highway
LOCATION: Belorusskaya SSR, USSR
B.E. NUMBER: None
WAC NO: 168

BRIEF NO.: B17-56
DATE: 4 Sept. 1956
LAT.: 52° 50' N to 53° 50' N
LONG.: 25° 40' E to 27° 35' E

25X1D

PHOTO DATA:



REFERENCES:

Target Mosaic: None
Map: AMS Series N501, Sheets NN 35-7, NN 35-8, NN 35-10.
Other: None

ENCLOSURES: (1) Location Map

REMARKS:

A new, all-weather, 110 mile long highway has been constructed from a point approx. 25 miles SW of BARANOVICHI to MINSK. This road is now in use, several vehicles are observed along the route. Construction is still in progress on the MINSK by-pass section of this highway. When completed it will join the main MINSK-MOSCOW highway just east of MINSK.

ROUTE DESCRIPTION

The new highway joins an existing all weather road at a point approx. 5 miles ENE of GNOYNO. It runs in a NE direction and overpasses the double track rail line between BREST and MINSK 6 miles SE of LESNA. This overpass has a span of approx. 65'. The highway then runs parallel to, and 1 1/2 miles north of the railroad until it joins with an existing road 2 1/2 miles east of TARTAK. Then it continues on the old road alignment to a point 6 miles SW of BARANOVICHI, where it turns north and overpasses the rail line to STONIM. Then it turns NE, overpasses a connecting rail line, overpasses the rail line to LIDA and continues NE from a point approx. 1 mile north of BARANOVICHI.

The highway then runs 1 mile north of, and parallel to the BREST-MINSK rail line for approx. 8 miles. At this point the rail line swings east, but the highway continues in the same general direction for approx. 20 miles to a point north of GORODEYA, where the rail line and highway again are only approx. 1 mile apart.

Declass Review by NIMA /
DoD

Form HTA-PIB

DOCUMENT NO. _____
NO CHANGE IN CLASS.
 DECLASSIFIED
CLASS. CHANGED TO: TS ⁰ C ₂₀₁₂
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE: 1 JUN 1988 REVIEWER: 0109599

~~TOP SECRET TALENT~~

~~TOP SECRET TALENT~~

Approved For Release 2001/08/13 : CIA-RDP78T04753A000100010017-4

BRIEF NO.: B17-56

This relationship continues for the next 10 miles to STOLPTSJ. The new highway bridge in STOLPTSJ over the NEMAN River is approx. 500' long and [REDACTED] wide. The SW approach is over a long earth fill. 25X1D

From STOLPTSJ to DZERZHINSK the new highway runs parallel to the rail line, approx. $\frac{1}{2}$ mile to the north. The highway passes through the south side of DZERZHINSK and continues NE to cross the USSA River at a point $1\frac{1}{2}$ miles north of the railroad bridge. The highway bridge is 135' long and [REDACTED] wide. The highway continues NE approx. one mile NW of the rail line to a point approx. 5 miles SW of the center of MINSK, where it turns east, crosses the BREST-MINSK rail line on a new approx. 65' span overpass, and continues for 2 miles where it connects with the previously existing main road that runs south from MINSK. Here a clover-leaf intersection is under construction, with the only usable lane turning north to MINSK. The new highway is under construction beyond this point. It will by-pass MINSK on the south side, and doubtless connect with the existing 3 lane MINSK_MOSCOW Road.

CONSTRUCTION DETAILS:

1. Width: Two lane highway, approx. 15' wide, plus 5' wide shoulders on both sides.
2. Surfacing Material: Asphalt.
3. Bridges and Overpasses: All are deck type and are probably concrete construction.
4. Culverts and Drainage: Culverts generally are not discernable. The road bed is built up in low areas and drainage appears adequate.
5. Curvature: All curves are gentle, including approaches to overpasses.

Page 2 of 2.

Approved For Release 2001/08/13 : CIA-RDP78T04753A000100010017-4

~~TOP SECRET TALENT~~

