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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT 1. Highway Conditions in the Area of Lutsk  
2. Moscow-Rostov Super-Highway in the Shakhty Area

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COUNTRY USSR REPORT \_\_\_\_\_

TOPIC 1. Highway Conditions in the Area of Lutsk 25X1

2. Moscow-Rostov Super-Highway in the Shakhty Area

EVALUATION \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_ 25X1

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PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

This is UNEVALUATED Information

**I. Highway Conditions in the Area of Lutsk on the Styr River**  
**(50°45'N/26°20'E).**

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**1. Brest Litovsk - Lutsk Highway.**

The highway from Brest Litovsk to Lutsk runs via Kovel. First-hand information was available only on the Kovel - Lutsk section. The highway was repaired after World War II and was in good condition in April 1954. The highway had an estimated width of 7 meters and was provided with a solid subsurface and an asphalt cover. Sidewalks and road ditches were seen. The highway was usable during the entire year. In winter, it was kept free of snow by means of snow plows towed by tractors and gangs of workers.

**2. Lutsk - Rovno Road.**

The distance between the two towns is 75 km. Prior to 1954, the road was not used for long-distance traffic because it was in very poor condition. It had an estimated width of 6 to 8 meters but was only used for the hauling of lumber from the adjacent woods. The area along this highway was infested by partisans. Long-distance traffic between Lutsk and Kiev was rerouted via Dubno, Rovno and Zhitomir.

**3. Lutsk - Dubno Highway.**

This highway extended from Lutsk in a southeasterly direction. The highway was about 6 meters wide and had an asphalt surface. During the spring and fall months when the soil in this territory turns boggy, minor damages may occur on it. These damages were repaired regularly. About 4 km northwest of Dubno, the road joins the Lvov - Kiev highway.

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4. Lvov - Dubno - Rovno-Zhitomir - Kiev Highway.

The highway had a usable width of up to 10 meters and was provided with an asphalt surface which was in excellent condition in the fall of 1953. Drainage ditches ran along the two sides of the highway. The road could also be used by heavy tanks. Motor vehicle traffic on the highway was heavy.

5. Lutsk - Vladimir Volynsk Road.

The distance between Lutsk and Vladimir Volynsk was 75 km. The road had a width of about 6 meters. Most of the surface consisted of stone pavement. During the spring and fall months, when the soil in this area is boggy, the road is in rather impracticable condition. Vladimir Volynsk is at the edge of the border zone for which special regulations are in force.

6. Vladimir Volynsk - Novo Volynsk Road.

Novo Volynsk is a newly founded town about 18 km southwest of Vladimir Volynsk, not far from the Bug River. The new town is of some importance because of coal mines recently opened in this area.<sup>1</sup> The Vladimir Volynsk - Novo Volynsk road was built in 1949. It has a width of about 8 meters and is provided with an asphalt surface.

7. Road Bridges in Lutsk.

The following two road bridges were available in Lutsk:

- a. Bridge in the course of the Brest - Kovel and the Vladimir Volynsk - Dubno - Kiev highways. This bridge is an important crossing for east-west traffic, and a major access to the Dnjepr Area. The bridge, which was built over the Styr River by the Poles prior to World War II is a wooden structure about 200 meters long. The bridge is provided with two sidewalks and was serviceable for all types of vehicles. The speed limit fixed for traffic on the bridge was 15 km p.h. The bridge clearance was rather high because the Styr River is navigable at Lutsk. The bridge was protected by ice breakers. In 1953, surveying was done on the river near the bridge site, allegedly in connection with a new railroad bridge scheduled to be built there. Work on the construction of this new bridge had not started by April 1954.
- b. A second bridge was available about 1.5 km down-stream from the first bridge. This bridge connected the suburb of Krassne with Lutsk. This structure is not on a highway, but it may be used as an alternate crossing facility in the event that the first bridge is destroyed. The bridge, a wooden structure more than 200 meters long, was completed in early 1952. The roadway of the bridge is about 5 meters wide.<sup>2</sup>

8. Railroad Bridge over the Styr River East of Lutsk.

The Lutsk - Lvov railroad line crosses the Styr River about 8 km east of Lutsk. The railroad bridge was of reinforced concrete and steel structure and had one track. The bridge was in operation in 1948. It was guarded because the area was partisan-infested.

II. Moscow - Rostov Highway

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II. Moscow - Rostov Highway.

9. [REDACTED] the super-highway upon which construction work was being done extended from Moscow to Rostov. Near Novoshakhtinsk, the highway by-passed the city to the south, about 1 km distant from the border of the city, crossed the Shakhty - N - Novocherkassk railroad line 4 to 5 km south of Shakhty and then followed the railroad line on its east side. From Novoshakhtinsk to a point south of Shakhty, the highway followed the course of an old road. Only the section of the highway at Novoshakhtinsk was new. The highway was mostly built on an embankment formed by topsoil about 1.50 meters high. A layer of ballast about 20 cm thick was put on the topsoil which was followed by a 10 cm layer of sand. The uppermost layer of the highway consisted of stone chippings and asphalt. The highway was about 8 meters wide and was subdivided by a center line. Work on the construction of this highway was begun in early 1951. The sector extending from Novoshakhtinsk to a point halfway between Shakhty and Novoshakhtinsk was opened in the fall of 1952. The overpass over the Shakhty - Novocherkassk railroad line was opened about later March 1953. The entire Moscow - Rostov highway is said to have been opened in August 1953. 25X1
10. [REDACTED] Shakhty sector in the winter of 1952/1953 and in the spring of 1953 indicated that the highway was not frost-proof. Sections from 100 to 500 meters long had settled up to 50 cm. In some sections, the embankment of the highway had sagged. Even during the summer months, the road surface sank at various points. Between Novoshakhtinsk and Shakhty, the highway crossed a rivulet about 6 meters wide. The bridge built over the rivulet was a concrete structure about 8 meters long. The overpass over the railroad line south of Shakhty had a span of 10 meters. The clearance between the bridge and the tracks was about 5 meters. 25X1
1. [REDACTED] Comment. These coal mines in the brown coal area south of the Pripjat Marshes are of only local importance. 25X1
2. [REDACTED] Comment. The data furnished on highways and roads in the Lutsk area indicate that the 1954 status of the road system was about the same as during the German occupation except for the newly constructed road between Vladimir Volynsk and Novo Volynsk. 25X1
3. [REDACTED] Comment. The construction of a super-highway between Moscow and Rostov was known previously. The Soviet press mentioned intensive bus traffic between Moscow and Rostov in the summer of 1954. The information on the physical status of this highway is credible. Materials for solid road surface are in short supply in the Leess belt of the Ukraine. It appears doubtful that this highway is serviceable for heavy-duty vehicles including tanks. 25X1

CONFIDENTIAL, [REDACTED]

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