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| Country: Poland/UBER | |
| Head Data: Przemysl, Lvov, Radki, Bohorodil & Vicinity | NO. OF PAGES: 3 NO. OF LINES: SUPPLEMENTARY REPORTS: |
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THIS IS UNEVALUATED INFORMATION

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1. A hard surfaced, all-weather road (No 904 on legend) ran from Przemysl eastward to Lvov (Lwov) via Grodek Jagiellonski. The road was constructed during the Austrian regime and it was approximately 12 meters wide. The Germans asphalted this road (during their occupation).
2. This road was considered to be a highway for swift transportation. Both German and Soviet (heavy) tanks in addition to various other military vehicles travelled this road.
3. The subbase of the road consisted of rich fertile sand-loam. The road base was of crushed rock and stones. The terrain through which this road ran had very small rolling hills.
4. The highway was constantly inspected and maintained by assigned work crews. The road was crowned for easy drainage and shallow drainage ditches ran along both sides of the road. During the Soviet occupation old fashioned equipment was used in repairing and resurfacing the road. The Germans brought in new mechanical equipment for repairing and resurfacing. There were spaces at intervals alongside the road which were used for parking vehicles and contained small sheds for storing work crew equipment.
5. A loose-surfaced, all-weather, graded road (No 903 on legend) ran from Przemysl southward to Bohorodil and from Bohorodil north northeast to Chornowice. Another loose-surfaced, all-weather, graded road (No 905 on legend) ran from Monastys southward to Sambor and another ran from Grodek Jagiellonski southeast approximately seven kilometers then it veered off into two directions, one going south west to Radki and the other going northeast to Linn Woda (Cold Water).
6. All of these roads were approximately eight meters wide and were constructed for heavy usage. The subbase of the roads consisted of sand-loam. The top layer was of crushed stones and rock surfaced with sand. Old fashioned wood burning road rollers were used in compacting the roads. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides. Periodically the roads were inspected and maintained by assigned work crews.
7. A loose-surfaced, all-weather road (No 909 on legend) ran from Sadowa-Wisznia southward to Szeszostrowice. Sadowa-Wisznia is situated approximately north of

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13. Bridges were non-existent in the area through which the cart tracks and other tracks ran. It was possible to find the stumps during the dry season and walk across on the ice when the stream froze.

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