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INTELLIFAX 13CLASSIFICATION ~~CONFIDENTIAL/CONTROL/US OFFICIALS ONLY~~ 25X1ACOUNTRY Albania REPORT NO. [REDACTED]TOPIC Roads and Road Bridges in AlbaniaEVALUATION 25X1X PLACE OBTAINED 25X1A *Jul 69*DATE OF CONTENT September 1945 to May 1950DATE OBTAINED [REDACTED] 25X1A DATE PREPARED 2 March 1951

REFERENCES \_\_\_\_\_

PAGES 2 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS \_\_\_\_\_

SOURCE 25X1X  
[REDACTED]

1. The road bridge across the Vjose River between Vlone and Fier is located on the Vlone-Fier highway, about 10 km northeast of Fier. \* The Vjose River is not navigable. The bridge is a steel girder structure resting on concrete piers and abutments. It has five spans. The bridge approaches and its roadway are asphalted. \*\*
2. At the withdrawal of the German Army the old arch bridge was demolished except for the two center piers and the middle arch. The bridge was reconstructed as a girder bridge and opened to traffic on 1 November 1945. Only the middle section of the former bridge was preserved. Its roadway is 4 meters wide while the roadway of the new section of the bridge is only 2 1/2 meters wide. Two oil pipe lines run outside the bridge roadway; only in the middle section are they laid on the old sidewalks, each 50 cm wide. The bridge construction work was completed by May 1950 and the river bed was cleared of debris.
3. The bridge has four piers; its inside length is 100 meters, each of the five spans being 20 meters long. The structure stands 10 meters above the stream at mean water level. The load capacity of the bridge is adequate for all vehicular traffic. Source saw trucks up to 10 tons cross the bridge; there was a speed limit of 30 km/h. The bridge was guarded by an Albanian police detail of about four men stationed in nearby wooden house. Controls were not exercised. No information on the location of demolition holes was available.
4. In summer the bed of the Vjose River was usually dry; at high water in spring and fall the river was up to 3 meters deep and 100 meters wide.
5. Source, who frequently rode through the country and thus became familiar with the Albanian road system, supplied the following data on Albanian roads:
  - a. Vlone-Fier-Tirana, 6 meters wide, asphalted.
  - b. Vlone-Gjinokaster, 4 meters wide, a rolled mountain road.
  - c. Durres-Tirana, 6 meters wide, asphalted.
  - d. Durres-Elbasan, 6 meters wide, asphalted.

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e. Tirana-Shkoder, 6 meters wide, partly asphalted.

f. Tirana-Elbasan, 6 meters wide, mountain road, partly asphalted. \*\*\*

6. [REDACTED] construction work on a road between Dibrat and Kuc. An existing path was brought to a width of 4 meters. The new road was given a 15 to 20-cm base of pebbles and a top layer of gravel 5 cm thick. By March 1946 the road was built as far as 15 km from Kuc.

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\* [REDACTED] Comment. This bridge is on the most important north-south route of the country. Between Vlone and Fier it runs along the eastern edge of the swampy coastal plain and leads to Tirana.

\*\* [REDACTED] Comment. For drawings of the bridge, see Annex 1.

\*\*\* [REDACTED] Comment. Except for the roads under b and f the highways mentioned are located in the flat western part of the country. With regard to the sparse railroad net they are of great military and economic importance. For Sketch showing highways in Albania, see Annex 2.

2 Annexes: 2 sketches on ditto.

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