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Approved For Release 2000/08/23 : CIA-RDP78T05439A000300280002-0

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~~TOP SECRET CHIESS~~

DECLASSIFICATION REVIEW by NIMA/DOD 3/17/00

TCS No. 1480/64
IB No. 115/64
10 March 1964
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25X1A

MEMORANDUM FOR: [REDACTED] Chief, Collection Guidance Staff
ATTENTION : [REDACTED] OBI
THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS
FROM : Chief, CIA/PID (HPIC).
SUBJECT : Highway Study, Route 9, Laos - South Vietnam
REFERENCES : (1) Requirement No. C-D14-81,092
(2) CIA/PID Project No. C 392/64

1. This memorandum is in response to the referenced requirement requesting an analysis and graphics of:

a. Trafficability of Route 9 and any newly constructed unnumbered routes.

b. Information as to width, surface, landslide areas, bottlenecks, newly construction bridges, road construction (alignment and widening) and staging areas.

c. Information on any pertinent changes upon receipt of new coverage, for the duration of the South Vietnam Task Force Study.

2. Route 9, which connects the Laotian City of Savannakhet (16 32N - 104 44E) with the South Vietnamese city of Dong Ha (16 42N - 107 07E), is approximately 330 km long. This road, which was a major logistical supply route between southern Laos and the northern area of South Vietnam, forms junctions with Route 13 at Seno Junction (16 40N - 104 50E) with Route 12B at 16 34N - 105 55E and with Route 23 at Muong Phine (16 32N - 105 01E). Enclosed annotated photo CIA/PID/IB-P-432/64 shows Seno Junction. The major portion of this route appear to be heavily travelled, as revealed by photography taken between

25X1D [REDACTED] However, that portion of the road at the Laos/South Vietnam Border, which has been abandoned, does not show any signs of use during that time. Route 9A and 9B provide alternate roads for short sections of Route 9. The same general conditions prevail on Route 9A and 9B as are present on Route 9.

3. The surface of Route 9 varies from a smooth bituminous treated section in the vicinity of Tchepone (16 41N - 105 14E) and again between Seno Junction and Savannakhet; to a rough almost impassible section near the Laos/South Vietnam Border. Most of the road, however, appears to have an earth surface, which is

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SUBJECT: Highway Study, Route 9

reinforced with gravel or broken stone. The enclosed annotated maps (CIA/PID/IE-P-429/64, P-437/64 and P-441/64) show the location of the various surface conditions over its entire route, as well as other pertinent data which were requested. The enclosed annotated photos CIA/PID/IE-P-430/64 through P-433/64 show various conditions as found on Route 9. The road is two-lane throughout with roadway widths varying from [REDACTED]. The bituminous treated sections of the road had relatively wide shoulders. The remainder of the road was graded, leaving relatively narrow shoulders throughout.

25X1D

4. Route 9 traverses relatively level terrain except in the general vicinity of Muong Phine and again between the Laos/South Vietnam Border and Cam Lo, South Vietnam (16 48N - 107 00E), where the Chaine Annamitique Mountains are encountered. Traffic speeds should not be unduly restricted by grades or curves except in the aforementioned mountains. No likely landslide areas were noted along the roadway in the mountainous areas.

5. Only one possible maintenance facility, located at Muong Phine, was observed. No fuel supplies could be identified.

6. All bridges on Route 9 were single-lane; therefore they must be considered as bottlenecks. Enclosure CIA/PID/IE-P-431/64 is a photo of a typical bridge on this route. All streams were bridged and all bridges were in, except the one located on the abandoned section of the road near the border. Enclosure CIA/PID/IE-P-433/64 is a photo of this bridge and its environs.

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25X1D

[REDACTED] Maps used were printed by the Army Map Service, Corps of Engineers, Series L909, maps NE 48-14 thru NE 48-16.

7. The photo analysts on this project were Messrs. [REDACTED] who may be contacted on extension 2545, should any questions arise concerning this memorandum. This is a partial answer to the referenced requirements.

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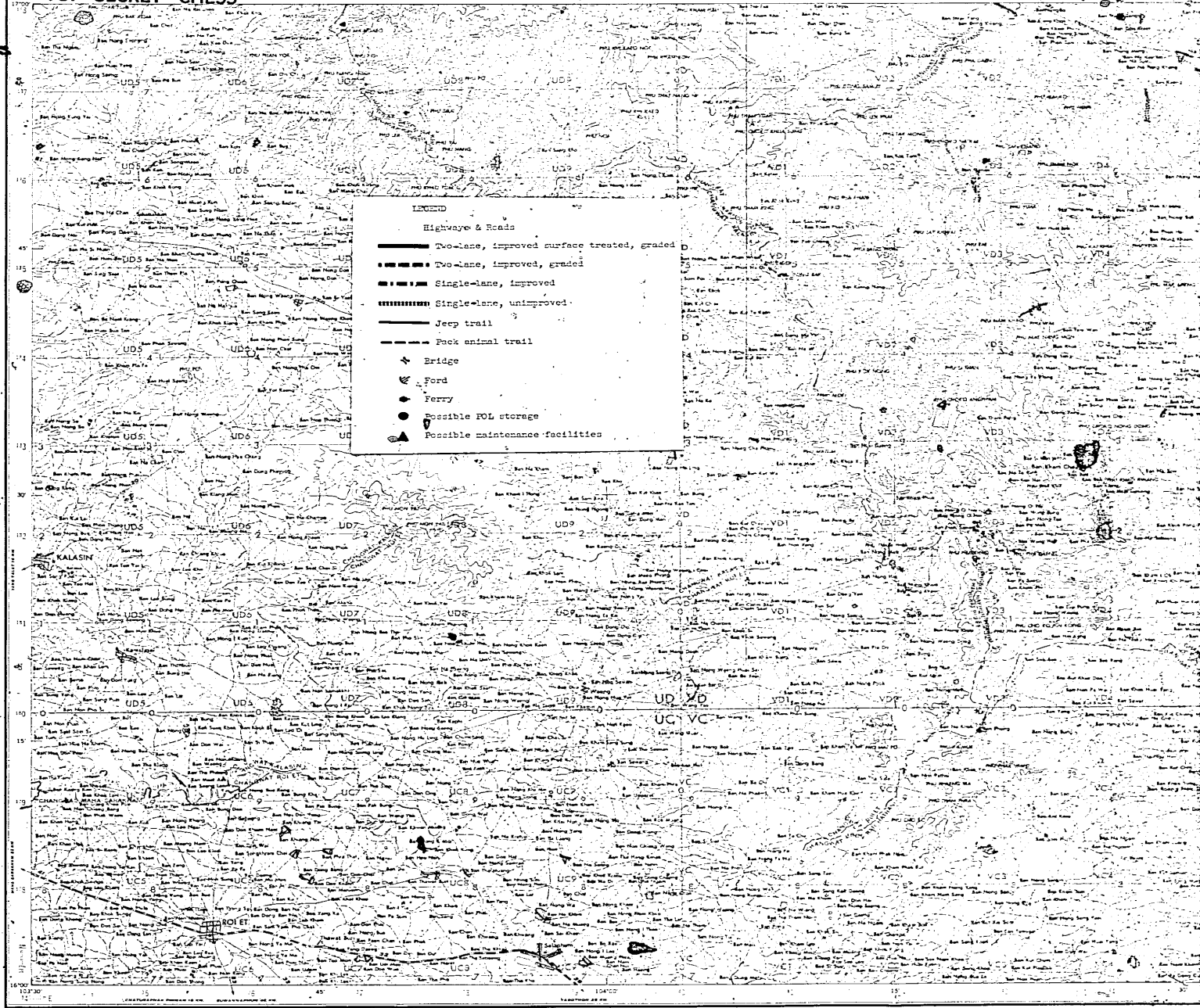
25X1A

25X1A

ENCLOSURES:

- 3 Annotated Maps
(CIA/PID/IE-P-429, P-437 and P-441/64)
- 4 Annotated Photos
(CIA/PID/IE-P-430/64 through P-433/64)

TOP SECRET-CHES



LEGEND

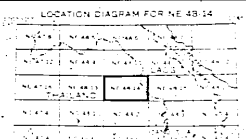
- Highways & Roads
 - Two-lane, improved surface treated, graded
 - Two-lane, improved, graded
 - Single-lane, improved
 - Single-lane, unimproved
 - Jeep trail
 - Pack animal trail
- Bridge
- Ford
- Ferry
- Possible POL storage
- Possible maintenance facilities

CIA/PID/ID-P-441/64

| | |
|--|----------------------|
| <p>KRUNG THEP</p> <p>NAKHON RATCHASIMA</p> <p>MAHA SARAKHAM</p> | <p>ROI ET</p> |
|--|----------------------|

Scale 1:250,000

CONTOUR INTERVAL 50 METERS WITH SUPPLEMENTARY CONTOURS AT 25 METER INTERVALS TRANSVERSE MERCATOR PROJECTION



Scale 1:250,000

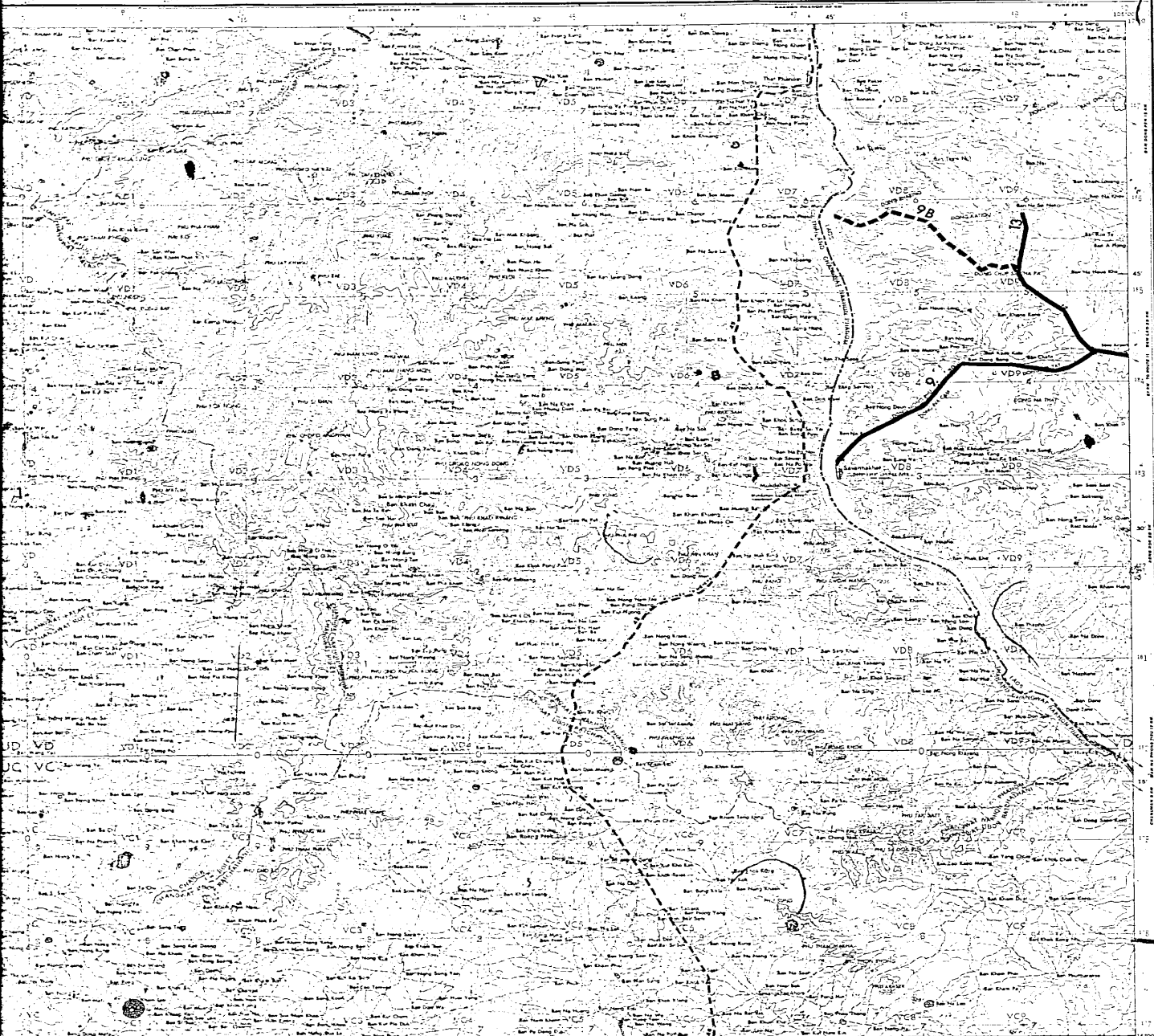
CONTOUR INTERVAL 50 METERS WITH SUPPLEMENTARY CONTOURS AT 25 METER INTERVALS TRANSVERSE MERCATOR PROJECTION

PROJECTION: TRANSVERSE MERCATOR

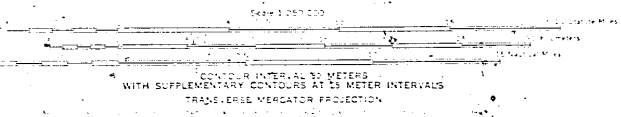
SCALE: 1:250,000

COORDINATE SYSTEM: UTM

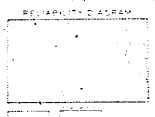
GRID: 48 14



TOP SECRET - CHES



SCALE: 1:50,000
EQUIDISTANT INTERVAL: 50 METERS
WITH SUPPLEMENTARY CONTOURS AT 25 METER INTERVALS
TRANSVERSE MERCATOR PROJECTION



GLOSSARY: GLOSSAIRE

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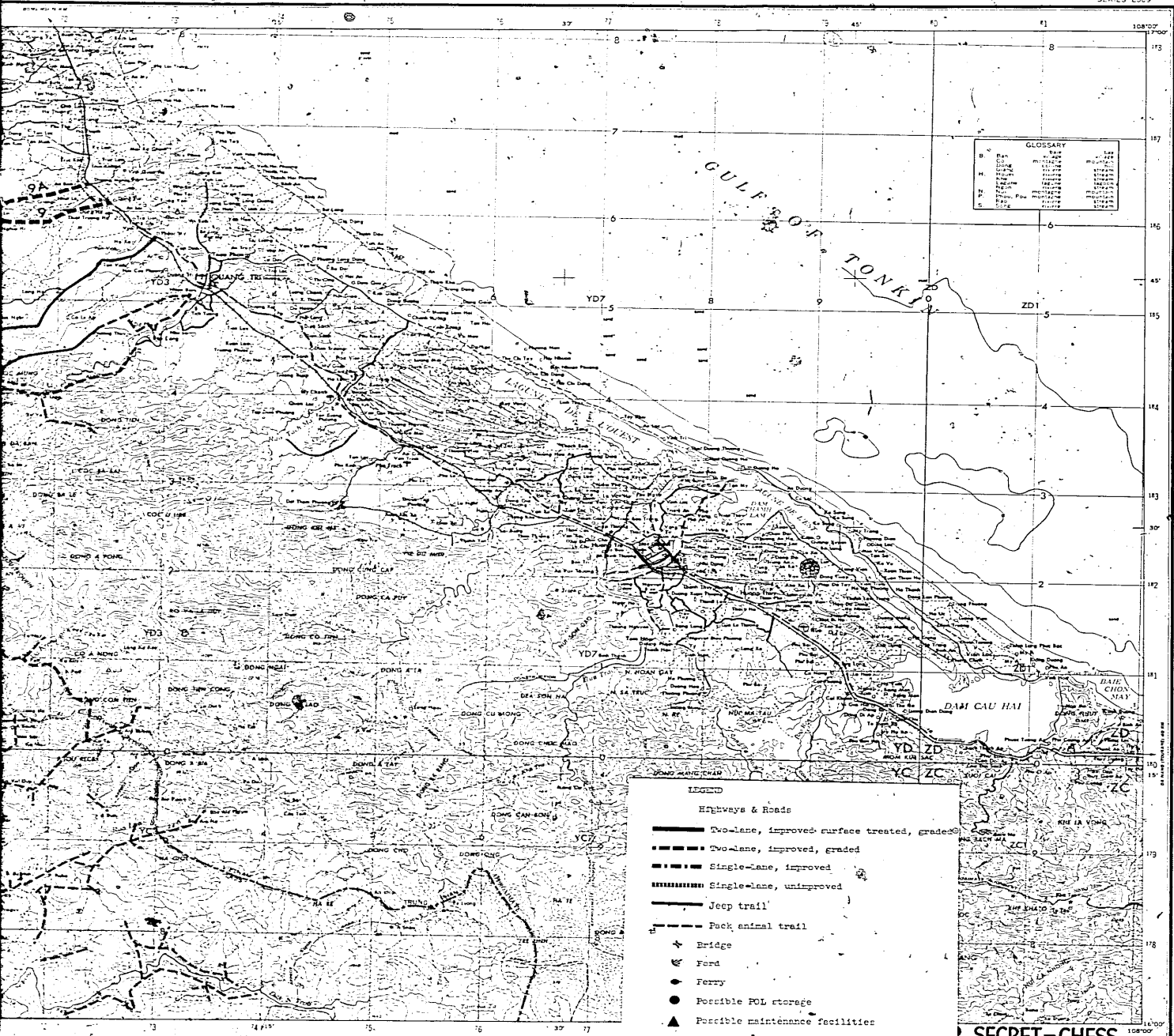
PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 2 GO CON

HUE

EDITION 2-AMS

REFER TO THIS MAP AS
NE 48-16
SERIES L5C3

SERIES L5C3
SHEET NE 48-16
EDITION 2-AMS



GLOSSARY

| | | |
|---|---------------|--------|
| B | Ban | 1:1000 |
| C | Canal | 1:1000 |
| D | Dam | 1:1000 |
| E | Embankment | 1:1000 |
| F | Ferry | 1:1000 |
| G | Gravel | 1:1000 |
| H | Highway | 1:1000 |
| I | Island | 1:1000 |
| J | Jail | 1:1000 |
| K | Kitchen | 1:1000 |
| L | Lake | 1:1000 |
| M | Military Post | 1:1000 |
| N | Nearby | 1:1000 |
| O | Other | 1:1000 |
| P | Post | 1:1000 |
| Q | Quarry | 1:1000 |
| R | Road | 1:1000 |
| S | Station | 1:1000 |
| T | Town | 1:1000 |
| U | Unclassified | 1:1000 |
| V | Village | 1:1000 |
| W | Water | 1:1000 |
| X | Other | 1:1000 |
| Y | Other | 1:1000 |
| Z | Other | 1:1000 |

LEGEND

Highways & Roads

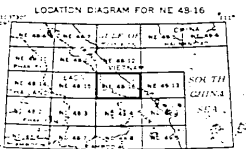
- Two-lane, improved surface treated, graded
- - - Two-lane, improved, graded
- · - · Single-lane, improved
- · - · Single-lane, unimproved
- · - · Jeep trail
- · - · Pack animal trail

- ⊕ Bridge
- ⊕ Ford
- ⊕ Ferry
- Possible POL storage
- ▲ Possible maintenance facilities

SECRET-CHES

Scale 1:250,000

CONTOUR INTERVAL 100 METERS
TRANSVERSE MERCATOR PROJECTION

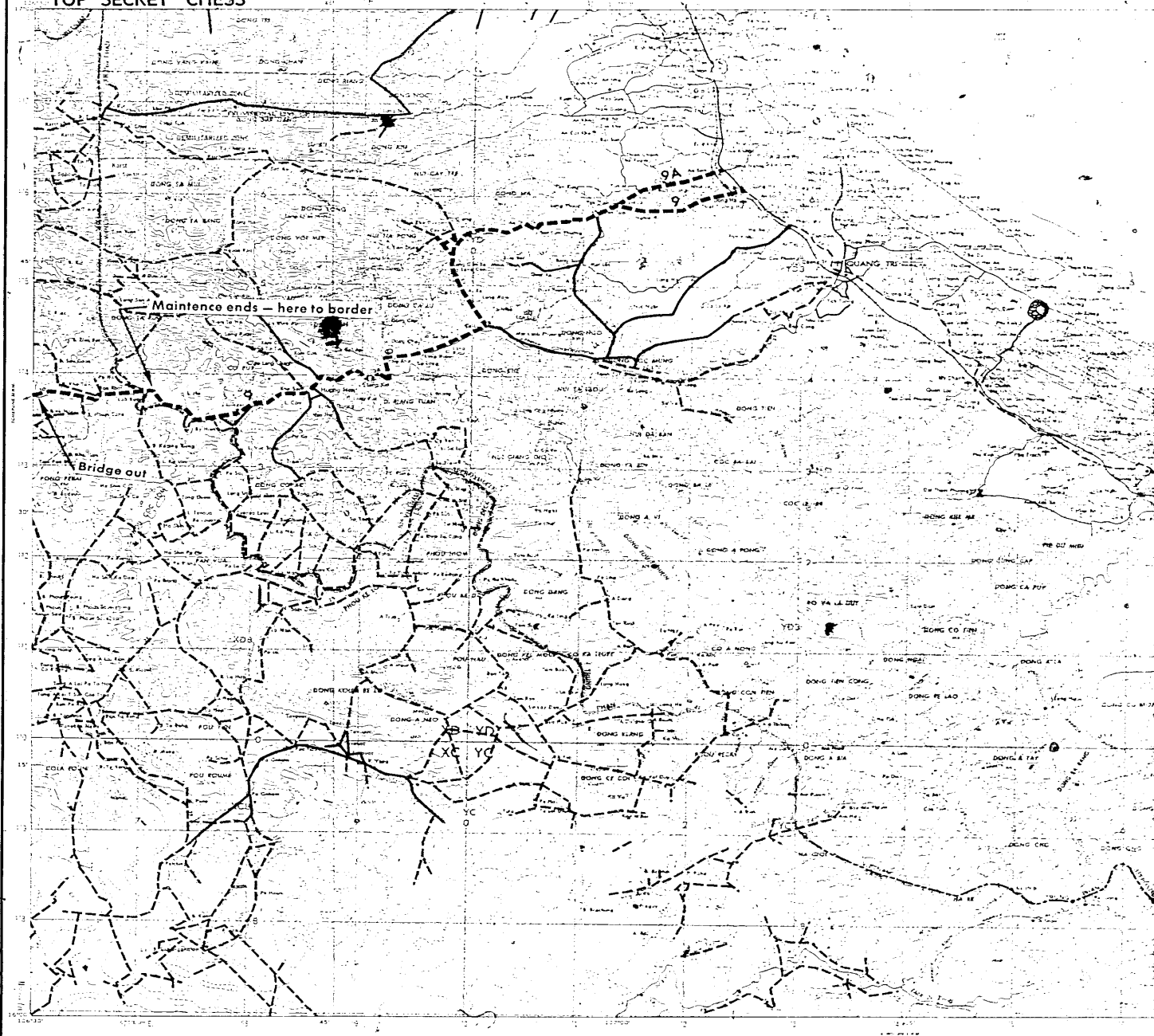


PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS

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| 480 | 480 | 480 |
| 480 | 480 | 480 |

HUE, VIETNAM; LAOS

TOP SECRET-CHES



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E53032 AMS 11 1st

SEA BEE INDEX

LEGEND

SAIGON
HAIPHONG
NAM DINH

LEGEND (continued)

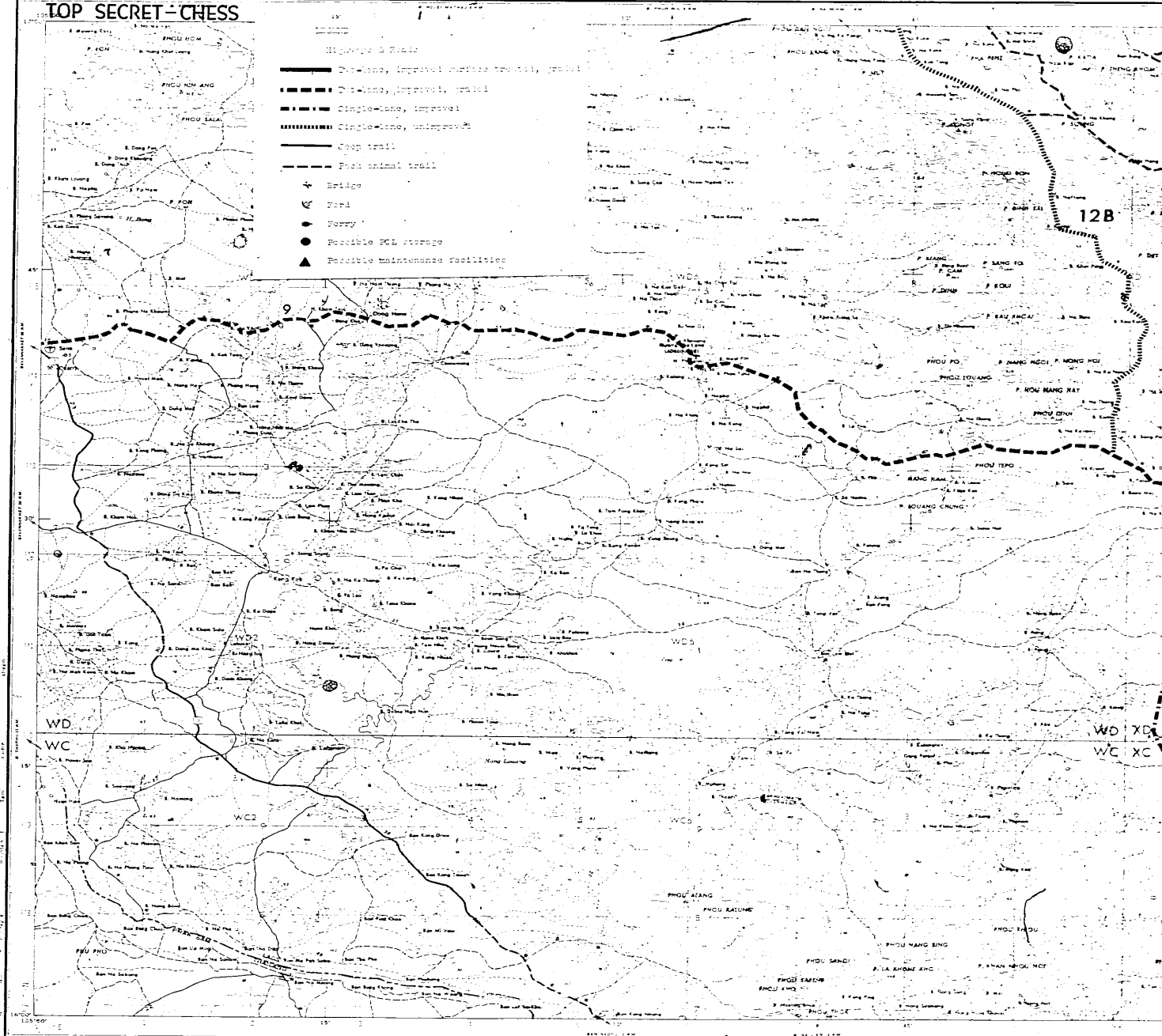
Scale 1:250,000

5000 M INTERVAL 100 METERS
TRANSVERSE WEDGEMAP PROJECTION

TOP SECRET - CHESS

12B

- Highways & Roads**
- Two-lane, improved surface travel, gravel
 - One-lane, improved, gravel
 - Single-lane, improved
 - Single-lane, unimproved
 - Jeep trail
 - Path animal trail
- ⊕ Bridge
 - ⊙ Ford
 - ⊙ Ferry
 - Possible PCL storage
 - ▲ Possible maintenance facilities



GEN. SER. 22-P-124-04

LEGEND

| | |
|----------|-----------|
| SAIGON | 1:250,000 |
| HAIPHONG | 1:250,000 |
| NAM DINH | 1:250,000 |
| Ma Dong | 1:250,000 |
| Bien Hoa | 1:250,000 |
| ... | ... |

SCALE 1:250,000

CONTOUR INTERVAL 100 METERS WITH SUPPLEMENTARY CONTOURS AT 50 METERS INTERVALS
TRANSVERSE MERCATOR PROJECTION

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