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## Al-Amarah – al-Maymunah second carriageway contributes to successful humanitarian relief efforts, economic development and security

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**MAYSAN**, Iraq—The completion of a new two-lane highway in al-Amarah will mean a significant drop in traffic congestion according to officials with the U.S. Army Corps of Engineers' Maysan office.

The al-Amarah – al-Maymunah Second Carriageway is a \$6 million project designed to parallel an existing road that joins the two cities to relieve traffic strain there, according to Master Sgt. Harold Stewart, construction representative.

"... Maysan [will] have better roads - this is our goal," Stewart said. "The addition of this traffic artery is critical to efficient traffic management and operational safety." Safe passage for people on their way to work and other places during the day will contribute to economic development and security, he added.

An Iraqi engineer working as a project manager for the project said, "Despite the security issues in Maysan, the project is about 51 percent complete and employing more than 50 local workers a day on average. Those numbers could increase when the projects picks up speed."

The project originally started in October 2006. "The work is perhaps one of the most challenging road construction projects in Maysan," the Iraqi engineer said.

Stewart said completion is expected in the second half of this year.

He added that the 23-kilometer road project involves providing a six-centimeter asphalt layer for the two-lane addition



Work continues on the al-Amarah –al-Maymunah second carriageway as compactors compress the sub-base. (USACE photo by A. Al Bahrani)

with three bridges through the largely rural area stretching from al-Maymunah city in north of Maysan to al-Amarah city.

"This project was requested by the Maysan governorate and the Maysan director general," Stewart said. "He was actively involved in selecting the local roads to be upgraded."

Mr. Mohan, a member of Maysan Provincial Reconstruction Development Council said it is a great feeling to see the construction work in the area for the people of Maysan. "As members in the Maysan

PRDC, we are trying to provide all the permits and assistance to the contractor to accomplish this work," he said.

All the laboratory testing was carried out in accordance with requirements of the Iraqi regulations for highways and bridges, according to the Iraqi project engineer.

"The pavement of the 80 mile/hour minimum designed road will be 21 centimeters of bituminous pavement on 40 centimeters of aggregate sub-base" said Stewart. "The project will directly enhance al-Amarah – al-Maymunah highway safety, improve its alignment and provide reliable routes."

Stewart, whose previous position title was construction inspector when he supported the U.S. Army Reserve for construction and deployment missions, said the improvement road project for the one of the busiest roads in Maysan province was badly needed because of the large volume of truck traffic in the area. He added that the project will also free up more space for civilian traffic on other roads.

"We have to work together to fix Maysan" said Stewart. "We want the people of Maysan to feel good about these projects."



Soil is added to the roadbed before compaction and asphaltting. (USACE photo by A. Al Bahrani)



Compaction work near one of three bridges through the rural area in al-Maymunah north of al-Amarah city. (USACE photo by A. Al Bahrani)

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