

Riverside
Road
Landing

Bicycle / Walking
Trail

Riverside Road Landing
Quitman County

TERRY DEWITT



US Army Corps
of Engineers
Vicksburg District

Project Fact Sheet

Yazoo Basin, Upper Yazoo Projects, MS

Flood Control Acts of 1936, Sec. 4 and 8a; 1941, Sec. 3b and 3g; 1946, Sec. 3, 10f, and 10q; and 1965, Sec. 2045

Mississippi River and Tributaries, Construction (FRM)

Location: The Upper Yazoo Projects (UYP) includes channel and levee features along the main channel of the Yazoo, Tallahatchie, and Coldwater Rivers from the vicinity of Yazoo City, MS, to the vicinity of the confluence of Arkabutla Creek with the Coldwater River.

Description: The project provides much needed flood risk reduction for this region by decreasing flood stages up to 3 feet in most areas. The project began in 1976 near Yazoo City and had advanced to near Sidon, MS before the project was reformulated in 1994. Reformulation resulted in approximately 130.3 miles of channel enlargement in nine segments from Sidon to Darling, MS. The project focuses on cleaning out and restoring channel capacity to the Yazoo River and its tributaries. Before initiating construction on the UYP, about 1.1 million acres were subject to the 100-year flood. Damages totaled more than \$18,600,000 annually, including \$3,000,000 in urban damages and 700,000 acres of agricultural land subject to inundation. To date, 12,400 acres of mitigation lands have been acquired. A total of 16,250 acres of mitigation land is required for this project.

Issues: Absence of funding will delay remaining flood control and economic benefits to the area by not allowing the initiation of any new construction items. Currently there are 29,000 people protected in the 100-year flood plain. In the past five years there has been significant bank caving in these channels which greatly diminishes the conveyance and increases the flooding in the area.

Importance: The project provides flood protection for 8,900 square miles in this region through reduction of flood stages up to 3 feet in most areas. Approximately 26 million cubic yards of material will be excavated at the project's completion providing an average conveyance increase of approximately 50 percent over current channel capacity. Existing flooding damages would be reduced by 55 percent. To date, we have invested \$297,000,000 that allowed protection to almost 90,000 acres of urban and agricultural land. There is still over 47,000 acres that remain unprotected. Due to the highly erodible soils of the Mississippi Delta, it is imperative that this project is completed to increase conveyance and stabilize banks along the Yazoo River. This project also allows us to operate the four North MS Reservoirs

more efficiently to provide flood protection to the entire Yazoo Basin, allowing us to store water in the Spring and release during the crop season and not carry floodwaters over from one flood season to another.

Risk: Impacts include loss of life, isolation of homes and numerous rural communities and months of flooding.

Consequence: Commercial impacts include roads, agricultural and timber production. Farmland is at risk of flooding, resulting in devastation of the primary economic engine of the region. Environmental losses of terrestrial habitat and wildlife would be significant.



Construction along the bank of the Tallahatchie River Item 6B near Phillip, MS

Activities for FY 17: No funds are in the FY 17 President's Budget.

Acquisition Strategy: NA

Amount That Could Be Used in FY 17: Funds in the amount of \$10,000,000 could be used to evaluate Lambfish Bridge bypass channel (\$400), complete engineering evaluation and preliminary design of Chute Bridge Floodwater Management Structure (\$500), complete Engineering and Design, Real Estate and Environmental Compliance for items 7C Phase 1b, 7C (\$1,800), construct Item 7C, phase 1b (\$7,000), prepare economic update (\$300).

Project Sponsor/Customer: The Yazoo-Mississippi Delta Levee Board

Congressional Interest: Senate: Cochran and Wicker (MS); House: Thompson (MS-2)

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 15	FY 16 Allocation	FY 17 Budget	FY 17 Total Capability
Construction	\$459,602,000	\$297,266,000	\$9,100,000	\$0	\$10,000,000

CONCLUSIONS ON HAZARD VULNERABILITY

Table E.41 presents a summary of annualized loss for each hazard in Quitman County. Due to the reporting of hazard damages primarily at the county level, it was difficult to determine an accurate annualized loss estimate for each municipality. Therefore, an annualized loss was determined through the damage reported through historical occurrences at the county level. These values should be used as an additional planning tool or measure risk for determining hazard mitigation strategies throughout the county.

TABLE E.41: ANNUALIZED LOSS FOR QUITMAN COUNTY

Event	Quitman County
Flood-related Hazards	
Dam and Levee Failure	Negligible
Erosion	Negligible
Flood	\$2,005,796
Fire-related Hazards	
Drought	Negligible
Lightning	\$0
Wildfire	Negligible
Geologic Hazards	
Earthquake	\$134,000
Landslide	Negligible
Land Subsidence/Sinkhole	Negligible
Wind-related Hazards	
Extreme Heat	Negligible
Hailstorm	\$870
Hurricane & Tropical Storm	\$10,000
Severe Thunderstorm/High Wind	\$8,547
Tornado	\$1,665,468
Winter Storm & Freeze	\$2,328

Note: In this table, the term "Negligible" is used to indicate that no records of dollar losses for the particular hazard were recorded. This could be the case either because there were no events that caused dollar damage or because documentation of that particular type of event is not well kept.

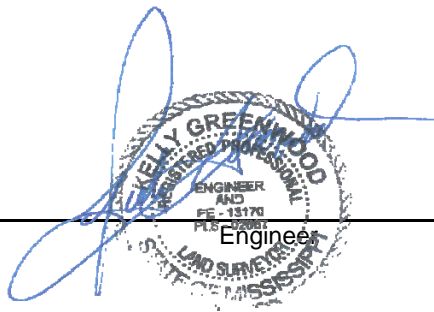
As noted previously, all existing and future buildings and populations (including critical facilities) are vulnerable to atmospheric hazards including drought, lightning, extreme heat, hailstorm, hurricane and tropical storm, severe thunderstorm/high wind, tornado, and winter storm and freeze. Some buildings may be more vulnerable to these hazards based on other factors such as construction and building type. **Table E.42** shows the critical facilities vulnerable to the hazards analyzed in this section. The table lists those assets that are determined to be exposed to each of the identified hazards (marked with an "X").

Engineers Estimate For River Road Improvements

Quitman County Board of Supervisors
220 Chestnut Street
Marks, MS 38646

General Location Southeast of Marks, Mississippi

Item	Description	Preliminary	Unit	Unit Cost	Extended Cost
1	Grade, Drain, & Base	4.25	Miles	\$500,000.00	\$2,125,000.00
2	Paving	4.25	Miles	\$340,000.00	\$1,445,000.00
3	Stripping	4.25	Miles	\$8,500.00	\$36,125.00
Estimated Total Cost					\$3,606,125.00
	Contingencies 5%				\$259,641.00
	Engineering Design Fees (4.8%)				\$173,094.00
	Engineering Inspection Fees (7.2%)				\$259,641.00
	Legal Fees(1.0%)				\$36,061.00
	Utility Relocation				\$100,000.00
Estimated Total Construction Cost					\$4,434,562.00




Engineer

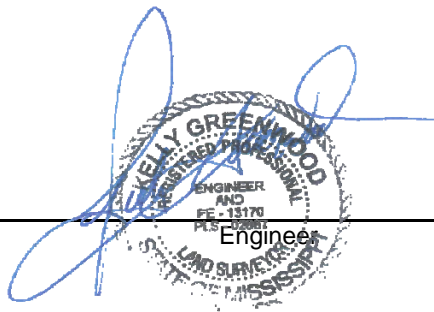
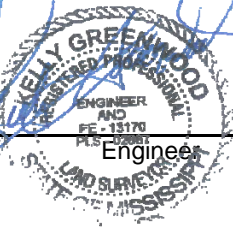
6/21/2018

Engineers Estimate For River Road Improvements

Quitman County Board of Supervisors
220 Chestnut Street
Marks, MS 38646

General Location Southeast of Marks, Mississippi

Item	Description	Preliminary	Unit	Unit Cost	Extended Cost
1	Grade, Drain, & Base	4.25	Miles	\$500,000.00	\$2,125,000.00
2	Paving	4.25	Miles	\$0.00	\$0.00
3	Stripping	4.25	Miles	\$8,500.00	\$36,125.00
Estimated Total Cost					\$2,161,125.00
	Contingencies 5%				\$155,601.00
	Engineering Design Fees (4.8%)				\$103,734.00
	Engineering Inspection Fees (7.2%)				\$155,601.00
	Legal Fees(1.0%)				\$21,611.00
	Utility Relocation				\$100,000.00
Estimated Total Construction Cost					\$2,697,672.00

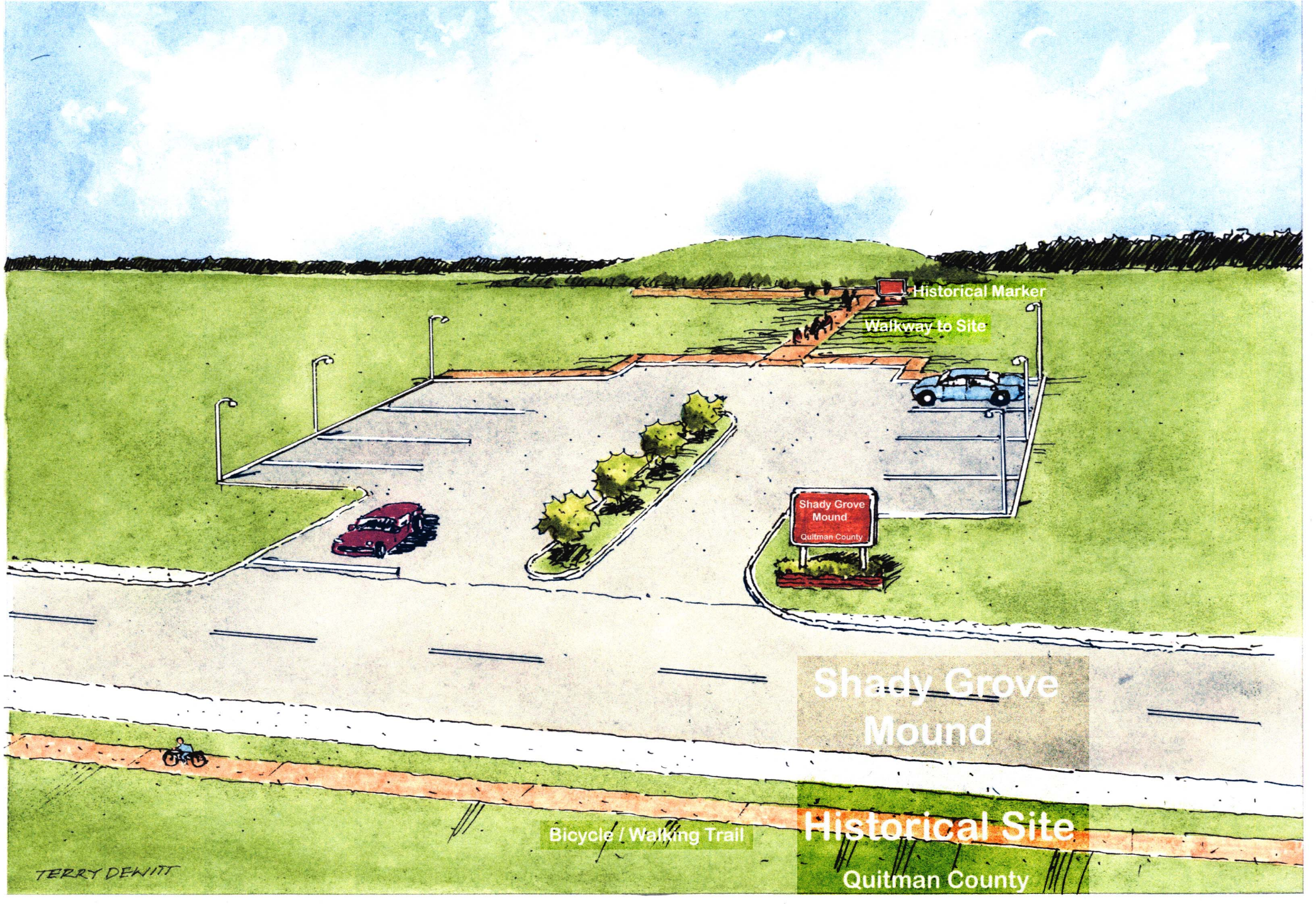
6/21/2018

Engineer

**ENVIRONMENTAL CLASS ACTION DETERMINATION
(TO BE COMPLETED BY THE LOCATION/DESIGN COMMITTEE)**

PROJECT NO. _____ FA ROUTE NO. _____ COUNTY _____	
<p>1. PROJECT TERMINI:</p> <p>(A) Existing conditions:</p> <p>_____</p> <p>_____</p> <p>(B) PROPOSED IMPROVEMENTS:</p> <p>_____</p> <p>_____</p> <p>(C) NEW ROW REQUIRED (X) YES () NO</p>	<p>6. PROJECT REVIEWED BY: _____ DATE: _____</p> <p>STATE AID DISTRICT ENGINEER _____</p> <p>COUNTY ENGINEER _____</p> <p>7. PROJECT APPROVED BY: _____ DATE: _____</p> <p>STATE AID ENGINEER _____</p> <p>8. PROJECT SUBMITTED BY: _____ DATE: _____</p> <p>ENVIRONMENTAL DIVISION ENGINEER _____</p> <p>9. FHWA CONCURRENCE: _____ DATE: _____</p> <p>DIVISION ADMINISTRATOR - FHWA _____</p>
2. ENVIRONMENTAL CONSEQUENCES EVALUATION (CHECK ONE)	
	SIGN. MIN. None COMMENTS - Identifying issues which makes impact significant or minimal
A. LAND USE IMPACTS	
B. FARMLAND IMPACTS	
C. SOCIAL IMPACTS	
D. RELOCATION IMPACTS	
E. ECONOMIC IMPACTS	
F. JOINT DEVELOPMENT	
G. CONSIDERATIONS RELATING TO PEDESTRIANS & BICYCLISTS	
H. AIR QUALITY IMPACTS	
I. NOISE IMPACTS	
J. WATER QUALITY IMPACTS	
K. PERMITS	
L. WETLAND IMPACTS	
M. WATER BODY MODIFICATION AND WILDLIFE IMPACTS	
N. FLOODPLAIN IMPACTS	
O. WILD & SCENIC RIVERS	
P. COASTAL BARRIERS	
Q. COASTAL ZONE IMPACTS	
R. THREATENED OR ENDANGERED SPECIES	
S. HISTORIC & ARCHAEOLOGICAL PRESERVATION/4(f) LANDS	
T. HAZARDOUS WASTE SITES	
U. VISUAL IMPACTS	
V. ENERGY	
W. CONSTRUCTION IMPACTS	
3. PUBLIC INVOLVEMENT RECOMMENDATIONS:	

4. ACTIONS REQUIRED: CATEGORICAL EXCLUSION <input type="checkbox"/> EA/FONSI <input type="checkbox"/> EIS <input type="checkbox"/> 4(f) STATEMENT <input type="checkbox"/> 106 CONSULTATION <input type="checkbox"/>	
ENDANGERED SPECIES ASSESSMENT <input type="checkbox"/> SHPO LETTER <input type="checkbox"/> NOISE STUDY <input type="checkbox"/> CLASS DETERMINATION _____	
5. WETLANDS FINDING (CEX ONLY) _____	



Historical Marker

Walkway to Site

Shady Grove Mound
Quitman County

Shady Grove Mound

Bicycle / Walking Trail

Historical Site

Quitman County

TERRY DEWITT

← Coldwater National Wildlife Refuge

← To Morning Star Church

Morning Star Landing

Eason Road

Future RV Park and Camp Site

Morning Star Landing
Quitman County

TERRY DEWITT



Highway 322

Morning Star Church

Historical Marker

Bicycle / Walking Trail

Morning Star Church
Historical Site
Quitman County

TERRY DEWITT



Bicycle / Walking Trail

Historical Marker

Future Housing Development

Shady Grove Church
Historical Site
Quitman County

TERRY DEWITT



MERCATOR HEALTH ADVISORS

Mitchell D. Monsour, FACHE

Exhibit G

Location: Quitman County

Population: 7,678

Racial Mix: 69.6% African American

Prevalence of Chronic Disease:

	Chronic Conditions	%	Numbers
1	High Blood Pressure	58	4,453
2	High Cholesterol	45	3,455
3	Ischemic Heart Disease	31	2,380
4	Arthritis	29	2,226
5	Diabetes	28	2,149
6	Heart Failure	16	1,228
7	Chronic Kidney Disease	15	1,152
8	Depression	14	1,075
9	COPD	12	921
10	Alzheimer's Disease	11	845
11	Atrial Fibrillation	8	614
12	Cancer	8	614
13	Osteoporosis	7	537
14	Asthma	5	384
15	Stroke	4	307

Source: National Rural Accountable Care Organization



Exhibit 1. Benefit Cost Analysis Summary of Riverside Road Project

Investment Criteria	Project Life	Location
		Quitman
	50	
NPV (cumulative)		\$ 1,434,957
B/C ratio		2.66
PBP (years)		6.61
IRR		
Excel regular IRR		15.57%
Excel MIRR		6.23%
AR		\$ 28,699

Table 1. Base Data for Evaluating the Benefits and Cost of Changing Riverside Road from Gravel Surface to Asphalt/Paved , 2019

Year	Gravel				Paved				Net Difference	
	Capital Costs	Motor grading	Gravel & motor grading	Flood Assistance	Total	Capital Costs	O & M	Flood Assistance		Total
2018					\$ -			\$ -	\$ -	
2019	\$ 2,697,672	\$ 83,200	\$ 10,100	\$ 1,103,968	\$ 3,894,940	\$ 4,434,517			\$ 4,434,517	\$ 539,577
2020		\$ 85,696			\$ 85,696				\$ -	\$ 85,696
2021		\$ 88,267			\$ 88,267				\$ -	\$ 88,267
2022		\$ 90,915	\$ 11,037		\$ 101,951				\$ -	\$ 101,951
2023		\$ 93,642			\$ 93,642				\$ -	\$ 93,642
2024		\$ 96,452			\$ 96,452				\$ -	\$ 96,452
2025		\$ 99,345	\$ 12,060		\$ 111,405				\$ -	\$ 111,405
2026		\$ 102,326			\$ 102,326				\$ -	\$ 102,326
2027		\$ 105,395			\$ 105,395				\$ -	\$ 105,395
2028		\$ 108,557	\$ 13,178		\$ 121,735				\$ -	\$ 121,735
2029		\$ 111,814			\$ 111,814		962731.25		\$ 962,731	-\$ 850,917
2030		\$ 115,168			\$ 115,168				\$ -	\$ 115,168
2031		\$ 118,623	\$ 14,400		\$ 133,023				\$ -	\$ 133,023
2032		\$ 122,182			\$ 122,182				\$ -	\$ 122,182
2033		\$ 125,847			\$ 125,847				\$ -	\$ 125,847
2034		\$ 129,623	\$ 15,735		\$ 145,358				\$ -	\$ 145,358
2035		\$ 133,512			\$ 133,512				\$ -	\$ 133,512
2036		\$ 137,517			\$ 137,517				\$ -	\$ 137,517
2037		\$ 141,642	\$ 17,195		\$ 158,837				\$ -	\$ 158,837
2038		\$ 145,892			\$ 145,892				\$ -	\$ 145,892
2039		\$ 150,268			\$ 150,268		1293830.3		\$ 1,293,830	-\$ 1,143,562
2040		\$ 154,777	\$ 18,789		\$ 173,565				\$ -	\$ 173,565
2041		\$ 159,420			\$ 159,420				\$ -	\$ 159,420
2042		\$ 164,202			\$ 164,202				\$ -	\$ 164,202
2043		\$ 169,128			\$ 169,128				\$ -	\$ 169,128
2044		\$ 174,202	\$ 20,531		\$ 194,734				\$ -	\$ 194,734
2045		\$ 179,428			\$ 179,428				\$ -	\$ 179,428
2046		\$ 184,811			\$ 184,811				\$ -	\$ 184,811
2047		\$ 190,356	\$ 22,435		\$ 212,791				\$ -	\$ 212,791
2048		\$ 196,066			\$ 196,066				\$ -	\$ 196,066
2049		\$ 201,948			\$ 201,948		1738799.7		\$ 1,738,800	-\$ 1,536,851
2050		\$ 208,007	\$ 24,515		\$ 232,522				\$ -	\$ 232,522

Table 2. Present Value Analysis of Riverside Road Project in Quitman County, MS

Present Value Analysis					
Years	Current Value	Cumulative value	NPV	Cumulative NPV	Recovery payback
	(539,577)				(539,577)
1	\$ 85,696	85,696	85,696	85,696	\$ (453,881)
2	\$ 88,267	173,963	84,064	169,760	\$ (369,817)
3	\$ 101,951	275,914	92,473	262,233	\$ (277,344)
4	\$ 93,642	369,557	80,892	343,124	\$ (196,453)
5	\$ 96,452	466,008	79,351	422,475	\$ (117,102)
6	\$ 111,405	577,413	87,289	509,764	\$ (29,813)
7	\$ 102,326	679,739	76,357	586,121	\$ 46,544
8	\$ 105,395	785,134	74,902	661,024	\$ 121,447
9	\$ 121,735	906,869	82,395	743,419	\$ 203,842
10	\$ (332,524)	574,346	(214,348)	529,071	\$ (10,506)
11	\$ 115,168	689,514	70,703	599,774	\$ 60,197
12	\$ 133,023	822,538	77,776	677,550	\$ 137,973
13	\$ 122,182	944,720	68,036	745,586	\$ 206,009
14	\$ 125,847	1,070,567	66,740	812,326	\$ 272,749
15	\$ 145,358	1,215,925	73,416	885,741	\$ 346,164
16	\$ 133,512	1,349,437	64,221	949,963	\$ 410,386
17	\$ 137,517	1,486,954	62,998	1,012,961	\$ 473,384
18	\$ 158,837	1,645,791	69,300	1,082,261	\$ 542,684
19	\$ 145,892	1,791,683	60,621	1,142,882	\$ 603,305
20	\$ (446,884)	1,344,799	(176,847)	966,035	\$ 426,458
21	\$ 173,565	1,518,364	65,415	1,031,450	\$ 491,873
22	\$ 159,420	1,677,784	57,223	1,088,672	\$ 549,095
23	\$ 164,202	1,841,986	56,133	1,144,805	\$ 605,228
24	\$ 169,128	2,011,115	55,063	1,199,868	\$ 660,291
25	\$ 194,734	2,205,848	60,381	1,260,249	\$ 720,672
26	\$ 179,428	2,385,277	52,986	1,313,235	\$ 773,658
27	\$ 184,811	2,570,088	51,976	1,365,211	\$ 825,634
28	\$ 212,791	2,782,879	56,996	1,422,207	\$ 882,630
29	\$ 196,066	2,978,945	50,015	1,472,222	\$ 932,645
30	\$ (600,575)	2,378,370	(145,907)	1,326,314	\$ 786,737
31	\$ 232,522	2,610,892	53,800	1,380,115	\$ 840,538
32	\$ 32,564	2,643,457	7,176	1,387,291	\$ 847,714
33	\$ 30,851	2,674,307	6,474	1,393,765	\$ 854,188
34	\$ 29,137	2,703,444	5,824	1,399,589	\$ 860,012
35	\$ 27,423	2,730,866	5,220	1,404,809	\$ 865,232
36	\$ 25,709	2,756,575	4,661	1,409,470	\$ 869,893
37	\$ 23,995	2,780,570	4,143	1,413,612	\$ 874,035
38	\$ 22,281	2,802,851	3,664	1,417,276	\$ 877,699
39	\$ 20,567	2,823,418	3,221	1,420,497	\$ 880,920
40	\$ 18,853	2,842,271	2,812	1,423,309	\$ 883,732
41	\$ 17,139	2,859,410	2,435	1,425,744	\$ 886,167
42	\$ 15,425	2,874,836	2,087	1,427,830	\$ 888,253
43	\$ 13,711	2,888,547	1,767	1,429,597	\$ 890,020
44	\$ 11,997	2,900,545	1,472	1,431,069	\$ 891,492
45	\$ 10,284	2,910,828	1,202	1,432,271	\$ 892,694
46	\$ 8,570	2,919,398	954	1,433,225	\$ 893,648
47	\$ 6,856	2,926,253	727	1,433,951	\$ 894,374
48	\$ 5,142	2,931,395	519	1,434,470	\$ 894,893
49	\$ 3,428	2,934,823	330	1,434,800	\$ 895,223
50	\$ 1,714	2,936,537	157	1,434,957	\$ 895,380
Cumulative Re	\$ 2,936,537	2,978,945	\$ 1,434,957	1,472,222	



PHIL BRYANT
GOVERNOR

July 17, 2018

Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing to lend my support for Quitman County's Riverside Road Infrastructure Improvements Application submitted for the FY2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Application.

This project not only has regional implications, but also economic development potential by bringing the connectivity of a paved and safe route with traffic to Highway 322 that intersects with Highways 3 and 6. Also of importance is that the improved infrastructure on Riverside Road could serve as an evacuation route to the east side of Canadian National Railway in the event of a derailment disaster.

Quitman County is a small rural underserved community, and I believe that BUILD grant funding would be a benefit to residents and to economic development.

As Governor, I strongly support the county's request to fund this project. If I can be of assistance please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Phil Bryant".

Phil Bryant
Governor

ROGER F. WICKER

MISSISSIPPI

ARMED SERVICES

COMMERCE, SCIENCE, AND TRANSPORTATION

ENVIRONMENT AND PUBLIC WORKS

RULES AND ADMINISTRATION

COMMISSION ON SECURITY

AND COOPERATION IN EUROPE

United States Senate

WASHINGTON, DC 20510

SUITE 555

DIRKSEN SENATE OFFICE BUILDING

WASHINGTON, DC 20510

(202) 224-6253

www.wicker.senate.gov

July 11, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20003-3660

Dear Secretary Chao,

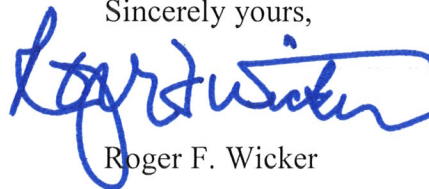
I would like to express my support for Quitman County's application for a Better Utilizing Investment to Leverage Development (BUILD) Grant.

With funding from the Department of Transportation, Quitman County, Mississippi, intends to improve the infrastructure of Riverside Road in the county. This road connects the towns of Marks and Lambert and runs parallel to the Coldwater River. It is subject to flooding during high water periods, and the proposed project would improve drainage along the road. The project would also add a multi-use pathway for recreation and health promotion. Quitman County is a small, rural community with a poverty rate of 31 percent. Improved infrastructure through the BUILD program would greatly improve the quality of life in the county.

I hope that you will give Quitman County's application every consideration. Should additional information be required from my office, please contact Mary Alice Browning of my staff at (601) 965-4644.

With best wishes, I am

Sincerely yours,



Roger F. Wicker

RFW/MAB

United States Senate
WASHINGTON, DC 20510-2405

COMMITTEE ON
APPROPRIATIONS

COMMITTEE ON
AGRICULTURE, NUTRITION,
AND FORESTRY

COMMITTEE ON
RULES AND
ADMINISTRATION

July 17, 2018

The Honorable Elaine Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

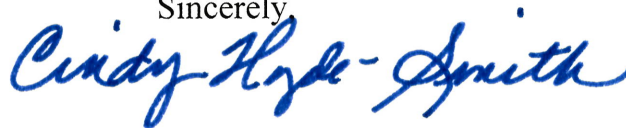
Dear Secretary Chao:

I am writing in support of an application submitted by the Quitman County Board of Supervisors of Quitman County, Mississippi, for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

Quitman County would utilize BUILD funds to improve roadwork to alleviate flooding hazards and promote tourism for national historic sites, including ancient Indian mounds in the region. The improving Riverside Road and updating the existing drainage structures would improve safety for residents and for visitors to the area. The completion of this infrastructure improvement would ensure greater public safety and interconnectivity.

I request that you give this application every consideration, consistent with applicable rules and regulations. Thank you for your attention to this matter. Please let me know if I can be of further assistance.

Sincerely,



CINDY HYDE-SMITH
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515-2402

July 9, 2018

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590-0001

RE: 2018 BUILD Transportation Discretionary Grant: Quitman County Riverside
Road Infrastructure Improvements Application: Estimated Cost \$4,434,562.00

Dear Secretary Chao:

It gives me great pleasure to submit this letter in support of the Quitman County
Mississippi Board of Supervisors' grant application for funding to improve the
infrastructure of Riverside Road.

Riverside Road is currently a gravel road that connects the towns of Marks and Lambert,
Mississippi. It is a major thoroughfare that runs parallel and adjacent to the Coldwater
River and is thus subject to flooding during high-water periods. Although six levees have
been constructed, the flooding problem remains unsolved.

I understand proposed construction includes improving the existing drainage structures
and adding additional needed structures. The subgrade will be raised approximately 3
feet and a clay gravel base paved with 3 inches of Hot Mix Asphalt for the surface. The
project will also include a bike/walking lane. Sites with both cultural and natural
resource significance are located on Riverside Road. These include the Shady Gove
Indian Mound, which is a national historic site; two historic churches; and the Morning
Star cutoff that leads to the National Wildlife Refuge. These sites, with the natural
beauty of the Coldwater River, would make an ideal recreational trail to help promote
fitness and health as well as tourism.

This project would create an economic boom for this region of the Mississippi Delta as
Quitman County is a small rural underserved community with a poverty rate of 31
percent. I am pleased to see that the Board of Supervisors is working to increase the
overall quality of life within its communities. Therefore, this grant application has my
full and complete endorsement for funding.

Sincerely,



Bennie G. Thompson
Member of Congress



State of Mississippi
TRANSPORTATION COMMISSION

July 17, 2018

COMMISSIONER MIKE TAGERT
NORTHERN DISTRICT

The Honorable Elaine Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I would like to express my support for the Quitman County Riverside Road Infrastructure Improvements Application.

This grant would allow improvements to Riverside Road which runs north from Mississippi Highway 322 for 4.25 miles to the city limits of Marks, Mississippi. The Coldwater River runs parallel and adjacent to the east side of Riverside Road and thus is subject to flooding during high water periods. Efforts to construct levees have been implemented but that has not solved the problem.

The proposed construction includes improving the existing drainage structures and adding additional needed structures. This project not only has regional implications, but also economic feasibility by bringing the connectivity of a paved and safe route with traffic to Highway 322 that intersects with Highways 3 and 6. Also, the improved infrastructure on Riverside Road could serve as an evacuation route to the east side of Canadian National Railway in the event of a derailment disaster.

I sincerely hope that you will give careful consideration and help with this worthwhile project.

If you need additional information, please contact my assistant, Cathy Smith at 662-680-3323 or at cjosmith@mdot.ms.gov.

Sincerely,

A handwritten signature in black ink that reads "Mike Tagert".

Mike Tagert
Commissioner

Mississippi State Senate



Post Office Box 383
Marks, MS 38646
Office: 662-326-4000
rjackson@senate.ms.gov

COMMITTEE ASSIGNMENTS:

Interstate and Federal Cooperation, Chairman
Agriculture, Secretary
Appropriations
Business and Financial Institutions
Energy
Labor
Ports and Marine Resources
Public Property

SENATOR ROBERT L. JACKSON
District 11
Coahoma · Quitman · Tunica · Panola Counties

July 16, 2017

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590 0001

Dear Madame Secretary:

RE: 2018 BUILD Transportation Discretionary Grant: Quitman County Riverside Road Infrastructure Improvements Application: Estimated Cost \$4,434,562.00

I am in full support of Quitman County Board of Supervisors submission of an application for funding to improve the infrastructure of Riverside Road, Quitman County's regional project.

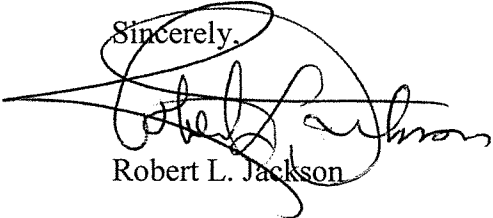
This road is currently has a graveled cover that is approximately 22 feet wide, running northerly from Mississippi Highway 322 for 4.25 miles to the city limits of Marks, Mississippi. This is a major thoroughfare connecting the towns of Marks and Lambert. For most of the 4.25 miles, the Coldwater River closely parallels and runs adjacent to the east of Riverside Road and thus is subject to flooding during high-water periods. To try to avoid this flooding, six levees have been constructed, but that has not solved this recurring problem: Portions of Riverside flooded in 2016 and in the spring of 2018.

The proposed construction includes improving the existing drainage structures and adding additional needed structures. The subgrade will be raised approximately 3 feet, and a clay gravel base paved with 3 inches of Hot Mix Asphalt for the surface. The cost of this project also includes a proposed bike/walking lane. Sites with both cultural and natural resource significance are located on Riverside Road. These include the Shady Grove Indian Mound, which is a national historic site; two historic churches; and the Morning Star Cutoff that leads to the National Wildlife Refuge. These sites, with the natural beauty of the Coldwater River, would make an ideal recreational trail to help promote fitness and health as well as tourism.

This project not only has regional implications, but also economic feasibility by bringing the connectivity of a paved and safe route with traffic to Highway 322 that intersects with Highways 3 and 6/278. Also, on the side of safety, the improved infrastructure on Riverside Road could serve as an evacuation route to the East of the Canadian National Railway in the event of a derailment disaster.

Quitman County is a small rural underserved community with a poverty rate of 31 percent. Our roads and bridges are not in good repair. However, the Board of Supervisors is hopeful that programs like BUILD Transportation Discretionary Grants is a viable option to help improve infrastructure in this county that will lead to safer roads and increase the overall quality of life within these communities. If you have any questions regarding the Board request please contact our County

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Jackson", is written over the word "Sincerely,". The signature is stylized and somewhat illegible due to the cursive style and overlapping lines.

Robert L. Jackson



July 18, 2018

PO Box 257
Stoneville, MS
38776-0257

Phone: 662-686-3350
Fax: 662-686-3378

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590 0001

RE: 2018 BUILD Transportation Discretionary Grant: Quitman County Riverside Road
Infrastructure Improvements Application: Estimated Cost \$4,434,562.00

Dear Secretary Chao:

The Quitman County Board of Supervisors from Marks, Mississippi, is submitting an application for funding to improve the infrastructure of Riverside Road, and Delta Council respectfully ask for your full consideration and support of this application.

Quitman County is a small rural underserved community with a poverty rate of 31 percent. Their roads and bridges are not in good repair, however the Board of Supervisors are hopeful that programs like the BUILD Transportation Discretionary Grants is a viable option to help improve the infrastructure in this county that will lead to safer roads and increase the overall quality of life within these communities.

The proposed construction includes improving the existing drainage structures and adding additional needed structures. Riverside Road is a gravel road approximately 22 feet wide, running northerly from Mississippi Highway 322 for 4.25 miles to the city limits of Marks, Mississippi. This is a major thoroughfare connecting the towns of Marks and Lambert. For most of the 4.25 miles, the Coldwater River runs parallel and adjacent on the east side of Riverside Road and thus is subject to flooding during high-water periods. To try to avoid this flooding, six levees have been constructed, but that has not solved this problem. Portions of Riverside flooded in 2016 and in the spring of 2018.

Thank you for your consideration of this much needed project request and please contact us if you have any questions.

Sincerely yours,

David Wansley, Chairman
Flood Control Committee

Tom Gresham, Chairman
Delta Council Development Department



BOARD OF ALDERMEN

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Marvin Furr, Chief of Police
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CITY OF MARKS

"Home of the Mule Train" -1968

Mayor Joe Shegog, Jr.

July 19, 2018

Honorable Elaine L. Chao
Secretary
U. S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590-0001

RE: FY18 BUILD Transportation Discretionary Grant – Quitman County Riverside Road

Dear Honorable Chao:

This letter is in support of the Quitman County Board of Supervisors application for the FY18 BUILD Transportation Discretionary Grant – Quitman County Riverside Road.

The purpose of this project is to improve the infrastructure of Riverside Road, which includes but not limited to improvements of the existing draining structures. The County have attempted to resolve the flooding issues on this road with a limited budget and is in need of some assistance. This project not only has regional implications but also economic feasibility by bringing the connectivity of a paved and safe route with traffic to Highway 322 that intersects with Highways 3 and 6.

Quitman County is a small rural underserved community and would greatly benefits from programs such as BUILD Transportation Discretionary Grant that will lead to safer roads and increase the overall quality of life within the Quitman County Communities.

I urge your support in FY18 BUILD Transportation Discretionary Grant application. Should I be of any further assistance please do not hesitate to contact me directly at 662-902-4513(C) or 662-326-3161 (O).

Sincerely,

Joe Shegog, Jr.
Mayor