

EPA, Biden Administration Block Yazoo Pumps Project

Unbelievable!! EPA Vetoes the Pumps Again!

By Anna Guizerix
The Vicksburg Post/ November 19, 2021

The South Mississippi Delta battles catastrophic floods almost every year, and once again, there is no end in sight for its residents.

The Environmental Protection Agency on Wednesday (November 17, 2021) announced its decision to reject the 2020 Proposed Plan for the Yazoo Pumps Project on the grounds that the project is prohibited by EPA's 2008 Clean Water Act Section 404(c) Final Determination.

The Mississippi Levee Board voiced its displeasure with the decision, stating that the Biden Administration was walking back on its own promises of "environmental justice".

"For 80 years, our community has stood by as the Federal Government has played politics with the completion of the last pumping station on the Mississippi River, enduring devastating flooding in the South Mississippi Delta nearly every year as a consequence", the statement read. "The January 2021 Record of Decision, at long last allowing the completion of the life-and-livelihood-saving Yazoo Backwater Pumps, was a godsend after decades of flooding and two back-to-back years of the most egregious flooding events that took the homes of nearly 700 of our neighbors."

"94 percent of those homes were minority occupied and many of them remain uninhabitable today. Despite the Biden Administration and the EPA Administrator's repeated insistence that environmental justice is a priority, including during a meeting this past Sunday (November 14, 2021) where Administrator (Michael) Regan had the opportunity to hear directly from those still suffering from the 2019 flood, today, they chose to ignore the concerns of our community and determined that no pumps can be built in the Yazoo Backwater Area."

Rep. Bennie Thompson, the only Democrat in Mississippi's congressional delegation, requested in an August 30, 2021 letter that the EPA conduct a probe into the agency's handling of the project under the Trump Administration. Although Thompson has publicly voiced support for the project in the past, in his letter, obtained by Energy and Environment News, he cited "serious issues" with the approval process.

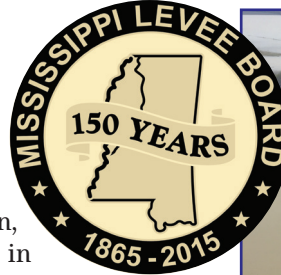
Other state politicians also release statements decrying the decision, including U.S. Senators Cindy Hyde-Smith and Roger Wicker and Republican Gov. Tate Reeves.

"This is an absolutely terrible day for the people who live in the Mississippi Delta and an even sadder day for the country when an agency like the EPA refuses to do the right thing for the people," Hyde-Smith said. "I also give credit where credit is due. Congressman Bennie Thompson destroyed this project, taking one position in his district but working against it in Washington."

"This EPA action is an abuse of discretion and couldn't be more arbitrary or capricious," she said. "It also opens the door to a host of legal questions that should, and will likely, be challenged."

Thompson released a rebuttal statement within an hour of Hyde-Smith's statement, claiming Hyde-Smith's accusations were false.

"Today, Sen. Hyde-Smith accused me of advocating for the Yazoo Pumps Project in Mississippi while not supporting it in Washington," Thompson said. "The senator is wrong. I have gone on record in support of this project, and it is documented. Now, she has the burden to produce a list of the people I have spoken to against the pumps project."



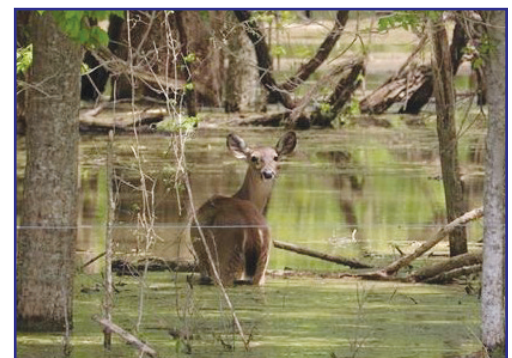
Holly Bluff Area - Backwater at 97.2'
(March 29, 2019)



Eagle Lake Community - Backwater at 97.2'
(March 29, 2019)



Eagle Lake Community flooded - Backwater 98.2'
(May 23, 2019)



Deer in Backwater Floodwater

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Kent Parrish Retires From the U.S. Army Corps of Engineers

Kenneth D. Parrish, Jr. was hired by the U.S. Army Corps of Engineers in 1983. Throughout his period of public service to the Corps Kent has worked tirelessly for the people of the Vicksburg District in matters involving flood control and drainage through foresight and planning, enlarging, maintaining and protecting the levee and providing emergency temporary measures during highwater events.



Kent Parrish

Kent Parrish has worked closely with the Board of Mississippi Levee Commissioners throughout his career and has been the Senior Project Manager for the Mainline

for MRL in 2020 he completed the Supplement II for the Mississippi River Levee Project SEIS which will add more improvements to the entire Mainline Mississippi River Levee with more levee enlargement and seepage control projects.

Kent Parrish inherited and championed the Yazoo Backwater Project. Under his leadership Kent successfully completed a Draft SEIS for the Yazoo Backwater Project in 2000, completed the Final SEIS for the Pumps in 2007, had to endure the hideous EPA decision to veto the Pumps in 2008, and then following the disastrous 2019 Backwater Flood in which 548,000 acres



Kent at a MS River Commission hearing

Mississippi River Levees (MRL) Project for over 20 years and is also the Regional Program Manager for the entire MRL Project. Kent has specifically helped the Board of Mississippi Levee Commissioners and the citizens of the Mississippi Levee District with his completion and successful defense of the 1998 SEIS for the Mainline Mississippi River Levee Enlargement & Berms Project and under his leadership of the original 69 miles of deficient levee in the Mississippi Levee District the Corps has completed 44 miles of levee enlargement, has 19.2 miles under construction, and only has 5.6 miles to go. As Regional Program Manager

were flooded including 231,000 acres of crop land, 686 homes flooded, and 3 highways flooded, he completed a Yazoo Backwater Project Supplemental Information Report in December 2019. Kent then worked with the EPA to modify the Yazoo Backwater Project and then successfully completed the Draft and the Final SEIS II for the Yazoo Backwater Project in 2020. The Record of Decision was signed on January 15, 2021 and under his leadership the Corps began the pre-construction engineering and design of the project in 2021. Unfortunately, in November 2021 the EPA once again stepped in under



US Army Corps of Engineers®



Kent at a MS Levee Board meeting

the Biden Administration and vetoed the Pumps.

During the Epic 2011 Mississippi River Flood Kent Parrish helped shore up four major problem areas for the Mississippi Levee District: Francis, Albemarle, Buck Chute, and armoring the landside slope of the Yazoo Backwater Levee. Without the assistance of the Corps the levee could have failed at any of these locations and Kent was the leader pushing the Corps to put these temporary measures in place to successfully pass the greatest flood of record which passed 26% more water than the Great 1927 Flood. Following the Epic 2011 Flood, from 2011 until 2015 Kent worked to permanently correct 11 of our 2011 Flood problem areas with seepage berms and/or relief wells.



Kent during the 2011 flood

Kent Parrish became in charge of purchasing Mitigation Land for the Vicksburg District. Kent has been instrumental

in the Corps purchasing and reforesting over 25,000 acres of agricultural land for mitigation of unavoidable environmental losses for flood control projects throughout the Vicksburg District.

Kent Parrish has decided to retire from the U.S. Army Corps of Engineers effective December 31, 2021 having faithfully served the Corps for almost 40 years. Kent was recognized as the Program Manager of the Year in 2014 for the entire U.S. Army Corps of Engineers. He has been a valuable member of the Corps and he has diligently fulfilled his duties with distinction and leadership in a manner so as to reflect credit upon the U.S. Army Corps of Engineers and the Board of Mississippi Levee Commissioners.

Kent Parrish has been well known for his dedication and commitment, and his experience and knowledge will be missed by the Commissioners and Staff of the Board of Mississippi Levee Commissioners. The Board of Mississippi Levee Commissioners, its Chief Engineer and staff wish to express their gratitude to Kent Parrish for his service to the U.S. Army Corps of Engineers and particularly to the Mississippi Levee District and the Board of Mississippi Levee Commissioners. ■

Airborne Geophysical Survey

Gathering Geotech Information 200' Below the Ground

An 800-pound dart-shaped instrument is the latest tool to map beneath the surface of levees in a partnership between the U.S. Army Corps of Engineers Vicksburg District and the U.S. Geological Survey.

For the first time, a regional geophysical survey will provide a full overview of 800 miles of the Mississippi River mainline levees. The frequency domain system suspended from a helicopter used frequency technology similar to LiDAR to differentiate between various soil layers and penetrate about 150 feet under the surface.

Data was collected in three passes: along the riverside by the levee toe, along the landside by the levee toe, and offset from the landside toe of the levee.

“Borings show us the general lay of the land under the surface, but using this technology is like getting an MRI on your brain,” Kent Parrish said. “It can tell me whether it senses silt, sand, clay, or gravel and show me data between the boring areas, like where the

clay blanket might be too thin.”

The clay blanket beneath the land side of a levee is crucial to preventing seepage. As river levels rise near a levee, the increased pressure pushes water down through coarse-grained soils and up against the clay blanket. If the clay is too thin, it can rupture and allow water to escape from the protection of the levee. This increased flow can also undermine the levee’s foundation, resulting in a breach or collapse that causes levee failure.

In the past, the district mitigated seepage by building berms alongside the affected levees. Data from geotechnical borings, or large-scale drilling designed to reveal soil levels, are another major tool. Conducted approximately every 500 feet along the levees, borings provide a small snapshot of the subsurface in a given area.

The survey is in part a result of the Mississippi Alluvial Plain (MAP) Water Availability Study through the U.S. Geological Survey. Appropriated by Congress in 2017, the project seeks to better understand how



Survey helicopter flies over Mainline MS River Levee



Crews preflighting helicopter

groundwater resources in the 29,000 square mile area are impacted by large amounts of agricultural activity. The regional survey, which began in Sikeston, Missouri, will collect data as far south as Baton Rouge, Louisiana.

The system itself was contracted by the U.S. Geological Survey (USGS) through Canadian-based geoscience technology company CGG.

The survey design and the system itself are thirty-five to forty years old, but the inner technology continues to be updated.

Following the survey, USGS will process the trove of raw data before passing it along to geotechnical professionals at the USACE Engineer Research and Development Center (ERDC), which will identify anomalies like areas with thin clay layers through careful analysis.

“The different layers from the data are a visual representation of how the alluvial valley was laid down over centuries,” Parrish said. ■

PUMPS from Front Page 1

Wicker’s stance was one of “deep frustration,” he said, stating the decision equates to environmental injustice.

“The federal government authorized the pumps 80 years ago, but the project has been held up by bureaucrats and red tape ever since,” Wicker said. “Today’s action means that roads will continue to be impassable, deer and other wildlife and plant life will die, hypoxia will kill fish, small businesses will shut down and residents will continue to be forced to leave their houses.”

South Mississippi Delta resident and advocate to finish the pumps Victoria Darden Garland said her thoughts were solely of disappointment as she received news of the EPA’s decision.

Garland, a past Vicksburg Post Woman of the Year honoree

for her work advocating for residents affected by the 2019 Backwater Flood, said she is committed to seeing justice served for her fellow residents.

“I am deeply disappointed in this decision. This project is the only form of relief for the people from the South Mississippi Delta,” Garland said. “I do still remain hopeful that the Yazoo Backwater Project is needed, and we as a community will see that justice is served.”

A statement from Gov. Reeves cemented his support for the plight of those affected by the annual floods in the South Mississippi Delta, especially communities like Eagle Lake.

The floods have caused hundreds of million of dollars in damage over the last 20 years alone.

“It seems like every day, the Biden Administration finds a new way to fail Mississippians,” Reeves said. “The Trump Administration’s Environmental

Protection Agency realized the importance of protecting the Mississippi Delta and its residents when they allowed this project to proceed. Instead, President Biden is choosing to put radical ‘environmentalists’ ahead of human lives and livelihoods. My administration will fight this decision and stop at nothing until this project gets done.”

The U.S. Army Corps of Engineers Vicksburg District issued a statement as well, explaining that the office is aware of the recent turn of events but still committed to working with partners to see the project’s completion.

“The U.S. Army Corps of Engineers Vicksburg District is aware of the Environmental Protection Agency’s November 17, 2021, letter to the Assistant Secretary of the Army for Civil Works regarding the 2020 Plan for the Yazoo Pumps Project,” the statement read. “The

Vicksburg District remains committed to the people affected by the continuous flooding in the Mississippi Delta. The Vicksburg District will continue to work with our federal, state and local partners on solutions for flooding in the Yazoo Backwater Area.”

“There is no project that better meets the goals of environmental justice as prioritized by the Biden Administration and EPA Administrator Michael Regan, and without pumps, there is no relief from annual devastating flooding,” the Mississippi Levee Board stated. “The lives and livelihoods of our neighbors, 62 percent of whom are people of color and 28 percent living below the poverty line, are our priority. The Levee Board will consider all options, including potential legal action, to advance this essential project.” ■

Mississippi Levee Board Meeting Recaps

JANUARY 2021

The Board took the following action at the January 12, 2021 regular board meeting: accepted low bid on Worker's Compensation insurance from Home Insurance Agency, Leland, MS, authorized advertisement for package insurance policy, chemicals for 2021 application; issued Permits for Facilities to Bolivar County for a ramp and waterline at Sta. 1250 MRL Terrene Landing Riverpark; to Bunge North America for conveyor belt retaining wall repairs at Sta. 3810 MRL; to ANR Pipeline Co. Sta. 4450+47 & 4557+47 MRL for 3 pipeline crossings, to Columbia Gulf Transmission, LLC at Sta. 6473+35, 6473+59 and 6481+74 MRL for 3 pipeline crossings and to Texas Eastern Transmission, LP at Sta. 7538+67 MRL for one pipeline crossing; and received report from the Chief Engineer on all ongoing projects in the Mississippi Levee District.

APRIL 2021

The Board took the following action at the April 6, 2021 regular board meeting having delayed the meeting from April 5, 2021 due to the Easter holiday: accepted low bid on package insurance policy from Home Insurance Agency, Leland, MS; accepted low bids on chemical purchases for the next 12 months; authorized advertisement for helicopter herbicide application on interior streams and for the purchase of 2 new ¾ ton 4wd crew cab trucks; approved a Permits for Facilities to Moore Company for installation of a center pivot irrigation well and powerline adjacent to Steele Bayou near Low Water Bridge Road and to MDOT for the relocation of bridge at Hwy 12 and the Big Sunflower River; and received report from the Chief Engineer on all ongoing projects in the Mississippi Levee District.

JULY 2021

The Board took the following action at the July 12, 2021 regular board meeting: public meeting to hear comments on increasing ad valorem tax rate to 3.19 mills; set ad valorem tax rate of 3.19 mills (first increase since 2012) and \$0.05/acre (no change since 1892); received Chief Engineer's Report for 2021 fiscal year; awarded helicopter application bid to Provine Helicopters, Greenwood, MS; agreed to purchase 2 new Dodge ¾ ton 4wd crew cab trucks From James Ceranti Dodge, Greenville, MS; approved purchase at State Contract price of 2 new Bush-Whacker HD-24 20' flex wing cutters from Kellebrew Farm Service, Greenville, MS; approved Permits for Facilities for an aerial electric power line spanning levee at Sta. 17+48 BEL for Twin County Electric Power, for 2 pipelines crossing at Sta. 7819+36 and 7819+55 MRL for Southern Natural Gas, LLC and to Tennessee Gas Pipeline Co., LLC at Sta. 4439+24 to 4441+51 MRL for 7 pipelines and at Sta. 7354+25 MRL for 1 pipeline; and received report from the Chief Engineer on all ongoing projects in the Mississippi Levee District.

OCTOBER 2021

The Board took the following action at the October 4, 2021 regular board meeting: authorized advertisement for worker's compensation insurance; approved purchase of 2014 TCM forklift from Greenville Lift Trucks, Greenville, MS; approved a Permit for Facilities to Zen-Noh Grain Corporation for retaining wall repair at Sta. 3810 MRL after sale by Bunge, and to Texas Gas Transmission, LLC for 14 pipelines crossing at Sta. 4417, 4459+83, 4470 & 4502 MRL; and received report from the Chief Engineer on all ongoing projects in the Mississippi Levee District. ■

2022 MISSISSIPPI LEVEE BOARD

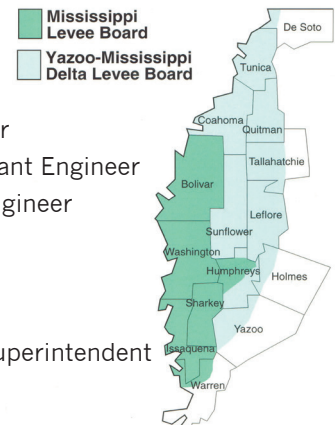


COMMISSIONERS:

Kenneth Rodgers, President, Humphreys County
Nott Wheeler, Jr., Vice-President, Bolivar County
Roy Nichols, Issaquena County
Hank Burdine, Washington County
Paul Hollis, Sharkey County
Katherine Crump, Bolivar County
David Cochran, Jr., Washington County

STAFF:

Peter Nimrod, Chief Engineer
Robert M. Thompson, Assistant Engineer
Dustin Herman, Assistant Engineer
Heath Douglas, Attorney
Rachel McIntire, Treasurer
Ginger Morlino, Secretary
Steve Poole, Maintenance Superintendent



STAFF PROFILE

Donnie Clark

Levee Board Maintenance Crew Operator



Clark

Mississippi Levee Board Maintenance Crew Operator Donnie Clark has been with the Levee Board since March 2020. He came on as an experienced equipment operator/truck driver.

Donnie is a native of Greenville, Mississippi and attended Greenville Christian School where he played baseball, basketball and football.

He graduated from Greenville High School in 1981. Donnie studied welding at Mississippi Delta Community College and ran his own trucking company for 22 years. Prior to coming to the Levee Board Donnie was a service tech for Farmer's Inc.

Donnie enjoys raising horses, deer hunting and fishing with his daughter in his spare time. ■

MR&T Project Appropriations

Congress has done an outstanding job in funding this critical project

The Mississippi River & Tributaries (MR&T) Project was authorized by the 1928 Flood Control Act following the devastating 1927 Flood. The U.S. Army Corps of Engineers has been busy building the MR&T Project for the past 94 years. From 1922 until 2021 the U.S. Congress has funded the MR&T Project with \$16.2B which has prevented \$1.75T in damages. This is a 108 to 1 Benefit to Cost (B/C) ratio!

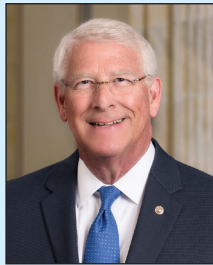
The MR&T Project is one of the wisest investments that the United States Congress has ever made! From FY 2002 until FY 2011 Congress appropriated a total of \$4.155B for the MR&T over a 10-year period. This was averaging \$416M per year. Then the Epic 2011 Mississippi River Flood

happened and the MR&T Project was severely tested and proved to be very successful! Lots of problem areas were discovered and Congress appropriated \$1.054B in FY 2012 to reset the MR&T Project. Then for 5 straight years from 2016 until 2020 the Mississippi River experienced major highwater stages and Congress once again realized the tremendous value of the MR&T Project and have done an outstanding job in appropriating money. From FY 2017 until FY 2021 Congress appropriated \$3.771B over these 5 years.

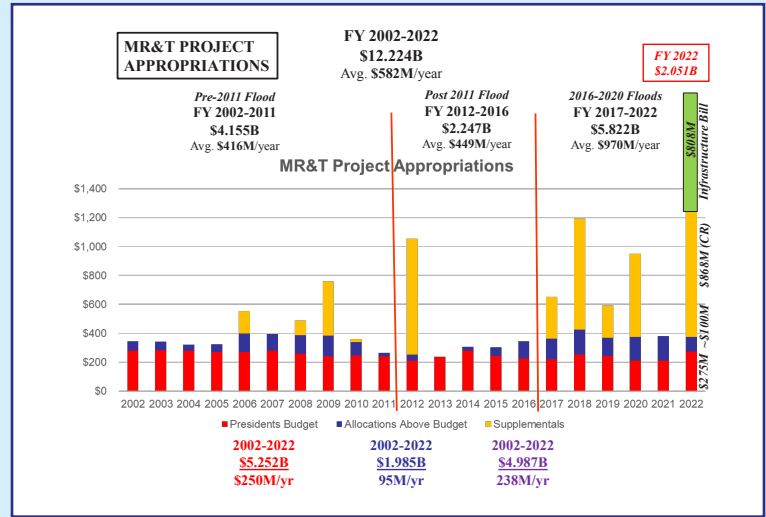
On May 28, 2021 the President's FY 2022 Budget had \$275M for the MR&T. In September 2021 Congress passed a Continuing Resolution (CR) which added \$86M to the MR&T. In November 2021



Sen. Hyde-Smith



Sen. Wicker



MR&T Project Appropriations - 2002 to 2022

Congress also passed the Infrastructure Bill which gave the MR&T another \$808M. Congress will add about \$100M for the MR&T when they pass the FY 2022 budget. The total MR&T appropriation for FY 2022 will be around \$2.051B in this one year alone!

Over the past 21 years, the MR&T Project has averaged \$582M per year. For the past 6 years the MR&T Project has

averaged \$970M per year!

On behalf of the over 4.5 million people living behind MR&T Project levees the Mississippi Levee Board wants to thank the U.S. Congress for investing in the MR&T Project and we ask that they continue funding this project until it is complete and then continue funding the MR&T Project with annual maintenance money. ■

Gravel Supply Contract

19.1 miles of Levee Limestoned in 2021

Congress provided much needed funding for Mainline Mississippi River Levee and Yazoo Backwater Levee Maintenance for FY 2020 & FY 2021. The Vicksburg District Corps of Engineers awarded three gravel supply contracts for maintenance gravel along five reaches of levee within the Mississippi Levee District.

11.8 miles of new Limestone for the Mainline Levee

From March to May 2021 Riverside Construction delivered 24,000 tons of limestone to the Mainline Mississippi River Levee (MRL) at 3 locations: Dennis Landing to Gunnison, MS – Stations 560-875; Lobdell, MS – Sta. 1915-2090; and Addie, MS – Stations 6366-6500. This was from money appropriated in FY 2020. They surfaced 11.8 miles of MRL from March to May, 2021.

2.9 miles of new Limestone for the Yazoo Backwater Levee

In September 2021 Next Generation Logistics delivered 7,450 tons of limestone to the Yazoo Backwater (YBW) Levee just west of Hwy 61 from Stations 404-556 YBWL. They surfaced 2.9 miles of YBW Levee from September 8-16, 2021.

4.4 miles of new Limestone for the Mainline Levee

In November 2021 Riverside Construction delivered 8,322 tons of limestone to the Mainline Mississippi River Levee (MRL) just below Gunnison, MS from Stations 875-1107. They off-loaded their barges at Victoria Bend. They surfaced 4.4 miles of MRL from October 26 – November 5, 2021.

This annual program has allowed us to plan ahead for areas that need maintenance and will assure that we have adequate access for flood fight activities in the event of a high water. ■



Loading gravel trucks from barge near Mayersville



Spreading limestone on the Levee

Corps of Engineers Presents Award to Levee Board

Levee Board has received Corps Award for 62 straight years



(left to right) Peter Nimrod, Roy Nichols, Katherine Crump, David Cochran, Col. Robert Hilliard, Kenny Rodgers, Fred Ballard, Nott Wheeler, Bobby Thompson, Hank Burdine, Heath Douglas and Dustin Herman

On April 6, 2021 the U.S. Army Corps of Engineers presented the Mississippi Levee Board the 2020 Certificate of Merit for the Operation and Maintenance of Flood Control Projects. Colonel Robert A. Hilliard, District Engineer of the Vicksburg District, commended the Board on achieving this award which recognizes the Levee

Board's "superior management of resources in the operation and maintenance" of the levee system. The plaque states that the Mississippi Levee Board "organization fully exemplifies the Corps values of Safety, Integrity, and Respect by continuing to actively support the flood damage reduction mission and sustain the public's trust." ■

HELICOPTER APPLICATION

172.5 Miles Sprayed in 2021

The U.S. Army Corps of Engineers began work on the Big Sunflower River & Tributaries Project in 1947. This project included channel improvements to over 700 miles of interior streams located within the Mississippi Delta. These streams provide the outlet for flood water in the Delta. In 1950, the Mississippi Legislature authorized the two (2) Mississippi Delta levee boards to participate as local sponsors of Corps of Engineers projects within the Yazoo Basin. The Mississippi Levee Board is responsible for minor maintenance for 350 miles of interior streams within the Mississippi Levee District.

To perform this much needed maintenance, the Mississippi Levee Board contracts with a helicopter applicator to spray a portion of the interior streams each year. A mixture of aquatic herbicides is sprayed on the underbrush and privet that is encroaching into the required clear width of the channel. This required clear width must be maintained to ensure the streams have adequate flood storage and passage capacity. All our interior streams are being sprayed once every two years.

In the fall of 2021 the Mississippi Levee Board treated 172.5 miles of its interior streams. This included 1,500 acres of interior streams located primarily in the southern half of the Mississippi Levee District below



Helicopter spraying the Big Sunflower River

Hwy 12. Provine Helicopters of Greenwood, MS sprayed on October 1 and 4-6, 2021. Streams treated this year included the Big Sunflower River, 6 Mile Cut-Off, Dowling Bayou, Ditchlow Bayou, Twin Lakes, Little Sunflower River, Holly Bluff Cut-Off, The Connecting Channel, Steele Bayou and Valewood Ditch. ■

Levee Enlargement Projects

Work is progressing on the levee enlargement and berm projects in the Mississippi Levee District. The Corps has completed 44 miles of levee and currently has another 19.2 miles under contract of the original 69 miles of deficient levee.

Item 463L, a 2.7 mile levee enlargement project, is currently 97% complete. This item goes from just above Chotard Resort to just below Laney's Camp on MS Hwy 465. Item 511L, a 3.4 mile levee enlargement project, is currently 99% complete. This item goes from Leota to Lake Jackson. Item 465L, a 2.7 mile levee enlargement and

berms project, is currently 91% complete. This item ties Items 468L and 463L together between Goose Lake Road and Chotard Resort.

Item 462L, a 2.7 mile levee enlargement and berms project, was awarded to Phylway Construction, LLC on August 30, 2019 and is currently 68% complete. This item goes from Laney's Camp to Eagle Lake and is the final project including Hwy 465 on the levee.

Item 524L, a 0.6 mile levee berm project, was awarded to Circle, LLC on August 30, 2019 and is currently 99% complete. This berm project is located between Wayside and Avon, MS.



Item 452L & 458L: Loading and Hauling from Riverside Borrow Pit



Item 462L: Levee Enlargement & Berms Project

Item 526L, a 0.9 levee enlargement project has been awarded and construction is scheduled to begin in early 2022.

On the Brunswick Extension Levee Items 452L and 458L, combined 6.2 mile levee enlargement and berm project is currently 35%.

Of the 19.2 miles under contract, 9.4 miles are 90% or higher complete. ■

LEVEE ENLARGEMENT PROJECT UPDATE:

Completed Work (44 miles):
Items 468L, 474L, 477L, 488L, 496L, 502L & 509L

On-going Construction (19.2 miles):

Item 526L – 0.9 miles – 0% Complete
Item 524L – 0.6 miles – 99% Complete
Item 511L – 3.4 miles – 99% Complete
Item 465L – 2.7 miles – 91% Complete
Item 463L – 2.7 miles – 97% Complete
Item 462L – 2.7 miles – 68% Complete
Item 458L, 452L – 6.2 miles – 35% Complete

Future work remaining (5.8 miles)

Main Street Greenville Buys Old Levee Board Headquarters



Old Levee Board office - 211 South Walnut St., Greenville, MS - circa 1990's



Hotel 27

Delta Democrat Times
June 26 & 27, 2021

The historic Greenville Inn and Suites will reopen this fall under new management.

Main Street Greenville, a division of Greater Greenville Development Foundation, purchased the property in June with intentions of rebranding and re-opening the 36-room, boutique hotel in September.

The building has been owned by the Mississippi Levee Board since 1883 and was most recently leased by TROP Casino and operated as a hotel. The hotel closed last year during the COVID-19 pandemic and TROP did not renew its lease.

“The Levee Board appreciates the partnership it has had with the Trop Casino Greenville over the past 24 years,” said Peter Nimrod, Chief Engineer of the Mississippi Levee Board. “They did a great job upgrading and maintaining the original buildings.”

“The Levee Board is thrilled that the Greater Greenville Development

Foundation wanted to purchase the hotel. It is a win-win for downtown Greenville, GGDF, and the Levee Board,” Nimrod said. “They will do an excellent job in preserving a downtown landmark and will run a very successful and unique hotel for visitors to stay while visiting Greenville.”

The property was originally comprised of two free standing structures. A bank on the corner of Walnut and Main was constructed in 1880, and the Levee Board Building, located approximately fifty feet to the south, was erected in 1883. The Levee Board acquired the bank building in 1919. The two served as the Levee Board’s offices for more than 100 years.

In 1997, the property was converted into a hotel. A third building housing the bulk of the hotel rooms was erected creating a courtyard between the two original buildings. The hotel underwent partial room renovations in 2018, and the Trop managed the operations until its closure in 2020.

Main Street Greenville plans to breathe new life into the property by continuing

renovations in the hotel’s common areas. While still embodying the storied past of the buildings and the area surrounding it, a posh new design is planned for the lobby, breakfast area, fitness and business centers.

“The original buildings have so much history and character. We plan to embrace the Italianate style of the building while adding modern finishes to create a truly unique Delta Southern experience,” said Greater Greenville Development Foundation’s CEO Daniel Boggs.

Entertaining guests beyond the hotel, Main Street Greenville anticipates the courtyard as the quaint backdrop to a variety of functions.

With the purchase of the inn, Main Street Greenville hopes to further its mission of being a catalyst of economic growth in Downtown Greenville.

“The addition of this hotel to our portfolio puts our organization in the distinct position of growing with downtown,” Boggs said. ■

2021 Annual Bus Inspection

On November 9, 2021, the Mississippi Levee Board hosted its Annual Levee Inspection. This year’s trip began on the Mainline Mississippi River Levee at Station 0+00 at the Bolivar–Coahoma County Line near Round Lake, Mississippi and traveled south to Greenville. The Levee Board Commissioners and Staff were joined by representatives from the U.S. Army Corps of Engineers Vicksburg District and from Mississippi Valley Division headquarters.

Lunch was served at Sherman’s @ South Main Restaurant in Greenville, Mississippi. ■



Members of 2021 Annual Bus Inspection party gather before lunch



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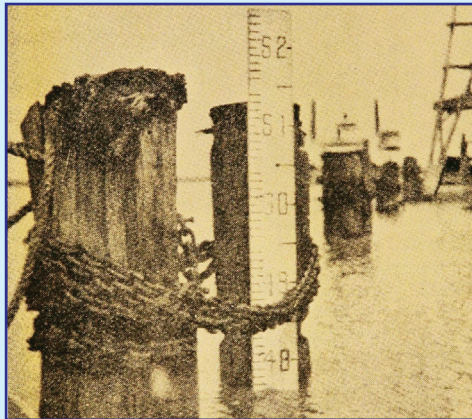
BACK IN TIME:

RIVER GAGES

What's the river going to do? A common question around here and almost all of the inquiries are referring to river stage. Is the River rising or falling? Locally that usually means the Greenville Gage or the Arkansas City Gage on the Mississippi River. Gage height or river stage is the height of the water in the stream above a local reference point. Gage height refers to the elevation of the water surface in the specific stream at the streamgaging station, not along the entire stream. Gage height also does not refer to the depth of the stream.

In its area of responsibility, the Vicksburg District Corps of Engineers has historically monitored four gage stations on the Mississippi River from north to south; Arkansas City, Greenville, Vicksburg and Natchez. At the time of this writing the gage readings are as follows: Arkansas City - 9.54 feet, Greenville - 18.13 feet, Vicksburg - 14.94 feet and Natchez - 25.07 feet. Glancing at these numbers you might think the river climbs from Arkansas City to Greenville, falls from Greenville to Vicksburg then climbs from there to Natchez. But since these individual readings are only referenced to their location they could literally be any number.

It is only when we convert these gage



Old River Gage

readings to an elevation in which all are referenced to the same datum or point that we can see the fall in water surface elevation as we head downstream. For that we need to know the "Zero" gage value for each station. Gage zero for Arkansas City (river mile (RM) 554.1), Greenville (RM 531.3), Vicksburg (RM 435.4) and Natchez (RM 363.3) are 96.66', 74.92', 46.23' and 17.28' respectively. So, when we add the gage zero value to the gage reading at each station from Arkansas City on down, we get elevations: Arkansas City - 106.20', Greenville - 93.05', Vicksburg - 61.17' and Natchez - 42.35'. You can now easily see that the water surface is dropping as we



Current Greenville Gage

head downstream. In fact, it is consistently a 0.42' per mile fall on the Mississippi River for this stage of the river.

Since 1940 the Greenville Gage has been located at the former and now at the current US HWY 82 Mississippi River Bridge and is read automatically. Prior to 1940 the Greenville Gage was located along the upstream ledge of a concrete wharf at Greenville. Remember at this time the Mississippi River channel was what is now Lake Ferguson. The inclined gage was in three sections constructed of 2" X 6" painted cypress which was spiked to a 6" X 6" creosoted timber embedded in concrete. This gage was read manually every day. ■

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