



**Lower Missouri River PAS Meeting
September 1, 2020
Ray and Lafayette counties**

<u>Location</u>	<u>Description</u>	<u>Potential Solution</u>	<u>Advantages</u>	<u>Challenges</u>
River Left RM 326-346	A series of disconnected levee and drainage districts	Use the Orrick Drainage and Levee District plan from Pick-Sloan as a starting point to develop a larger flood protection system	Provide systemic protection for the area	Expensive to implement, would require land acquisition
River Right River Mile 335.0 (High Bank) to River Mile 329.4 (West End of Napoleon)		A levee would incorporate and improve the Fortmeyer and Levasy Levees and include levees on both sides of Fire Prairie Creek	improve the Fortmeyer and Levasy Levees	There are many land owners in the area that would need to agree to the plan and be willing to sell land
From River Mile 329.4 (West End of Napoleon) to River Mile 328.5 (East of the Corps of Engineers Area Office)	Flooding impacts the railroad and the USACE office.	a flood wall and tiebacks for two creeks would be constructed. Not enough room for a levee.	protect the Railroad and Corps of Engineers Area Office	High cost
		Raise railroad	Protect the railroad infrastructure without constricting the river	High cost, must avoid trapping water
River Mile 328.5 (East of the Corps of Engineers Area Office) to River Mile 321.2 (Little Sni-A-Bar Creek)		A new Levee with tiebacks for the East Fork of Big Sni-A-Bar Creek and the Little Sni-A-Bar Creek.	This levee would Incorporate and improve the existing private levee from River Mile 327.9 to River Mile 325.2, a second private levee from 325.8 to River Mile 324.2 and tieback levee on the East side of the East Fork of the Big Sni-A-Bar Creek	Number of landowners

At River Mile 321.2 to River Mile 318		A flood wall or elevate railroad and construct a flood wall around the MFA elevator at River Mile 318.2. This would include one tieback for a creek at approximately River Mile 318.8		Number of landowners
River Mile 318 (MFA Elevator) to River Mile 315 (Near Ike Skelton Bridge)		A levee to protect the Railroad and Lexington Water Treatment Plant. This would include two tiebacks on creeks		Number of landowners
Both sides of the river RM 315-346		A new Drainage and Levee District would be formed to include land protected by the flood control system on both sides of the River. The district would include approximately 31 miles of Missouri River and extend from bluff to bluff on both sides of the River. It would include over 28,000 acres on the North side of the River and an unknown number of acres on the South side of the River		
Waverly	Extensive scour when flow leaves the channel			
Sibley / Napoleon to Brunswick	Impacted by increasing flood stage trends.	Potential to increase capacity before levees overtop		
Jameson / Lisbon area		Limited potential opportunity to increase conveyance since levees are already abandoned		
Jameson / Lisbon area	Control structure failures, impacts to flood and navigation			
Crooked River west of Hardin	BNSF and NS Railroads go through the levee, rather than over the top of the levee. This location is a weak point which severely threatened Hardin MO in 2019.			