

**US Army Corps of Engineers, St. Louis District  
Applied River Engineering Center (AREC)**

## **MEETING NOTES**

**SUBJECT:** Information gathering and discussion of design alternatives for the Vancill Towhead HSR Model.

This document is meant to summarize the information discussed in the Vancill Towhead HSR model meeting held on February 27, 2012 from 2PM to 3PM. See Enclosure 1 for a list of meeting attendees.

Ivan Nguyen was the lead river engineer for this model and led the discussion. He pointed out the repetitive dredging location in the Vancill Towhead reach that was being addressed by this HSR model, between river mile (RM) 68.0 and RM 67.0. He pointed out that dredging generally takes place in the middle of the river channel and disposal is generally along the left descending bank (LDB) side of the channel. See Enclosure 2 for a map of the dredging area.

Matt Mangan of the US Fish and Wildlife Service (USFWS) stated that in the reach being studied, there was a gravel bar along the right descending bank (RDB) at river mile RM 70.3. He also noted that some pallid sturgeon were found at the downstream end of the Vancill Towhead bar.

Missouri Department of Conservation (MDC) and Illinois Department of Natural Resources (IDNR) representatives, along with USFWS representatives, will be paying extra attention to the results of this model study because this area was originally intended to be the “control” site for the Herculaneum Project (NESP). However, due to limited NESP funding, Corps personnel may decide that the Vancill Towhead reach will utilize the Herculaneum reach as its control site. This decision will likely come after the results of the HSR model study are communicated.

The 3 environmental agencies present at the meeting were also interested in this area as it is a potential site for flexible dredge disposal pipe island creation. If an idea is put forward that greatly reduces or eliminates the need for repetitive dredging at Vancill Towhead, this area will drop off the list of candidates for flexible dredge pipe island creation. This river reach also contains the Trail of Tears State Park boat ramp. This boat ramp is behind the trail dike 66.7R and is frequently inaccessible due to sedimentation buildup behind the end of the trail dike.

Representatives of the navigation industry pointed out that fleeting and loading operations should be accounted for adjacent to Tower Rock Quarry along the LDB at RM 71.6.

Ivan pointed out to Ed Henleben and others that he was aware of 3 exchange points for navigation traffic in the area. They are along the RDB and LDB at RM 68.2 and along the LDB at RM 66.7. No other exchange points were noted in this river reach.

## Carondelet and Vancill Towhead HSR Model Study

February 27th at 1PM

Rodgers, Michael	
Butch Atwood	Butch Atwood
Brown, Danny	Danny Bro
Jim Mick	
Collins, Joyce	
Matthew_Mangan	Matthew Mangan
Robert.Hrabik	
Sternburg, Janet	
Engle, Lance	Lance Engle
Frerker, Charles F	
Gordon, David	
Johnson, Brian L	Brian Johnson
Lamm, Dawn	Dawn Lamm
Schimpf, Andrew	
Terry, Rottler	
Henleben, Ed	Ed Henleben
Hughes, Shannon	Shannon Hughes
QC Harris	
Tim. Robinson	
Bequette, Terry	
Markenson, Sarah	Sarah Markenson
Mark.Boone	
Dave Knuth	Dave Knuth
Bernard.Heroff	
Chris Kennedy	
Zobrist, Tyson	

HASSEK, Paul ✓  
 CHRISTENSEN, R/Navy USCG  
 David Oftedal MDR  
 GARY PATTERSON  
 Kat McCain, USACE

Peter  
 Kat  
 David  
 Gary  
 Kat

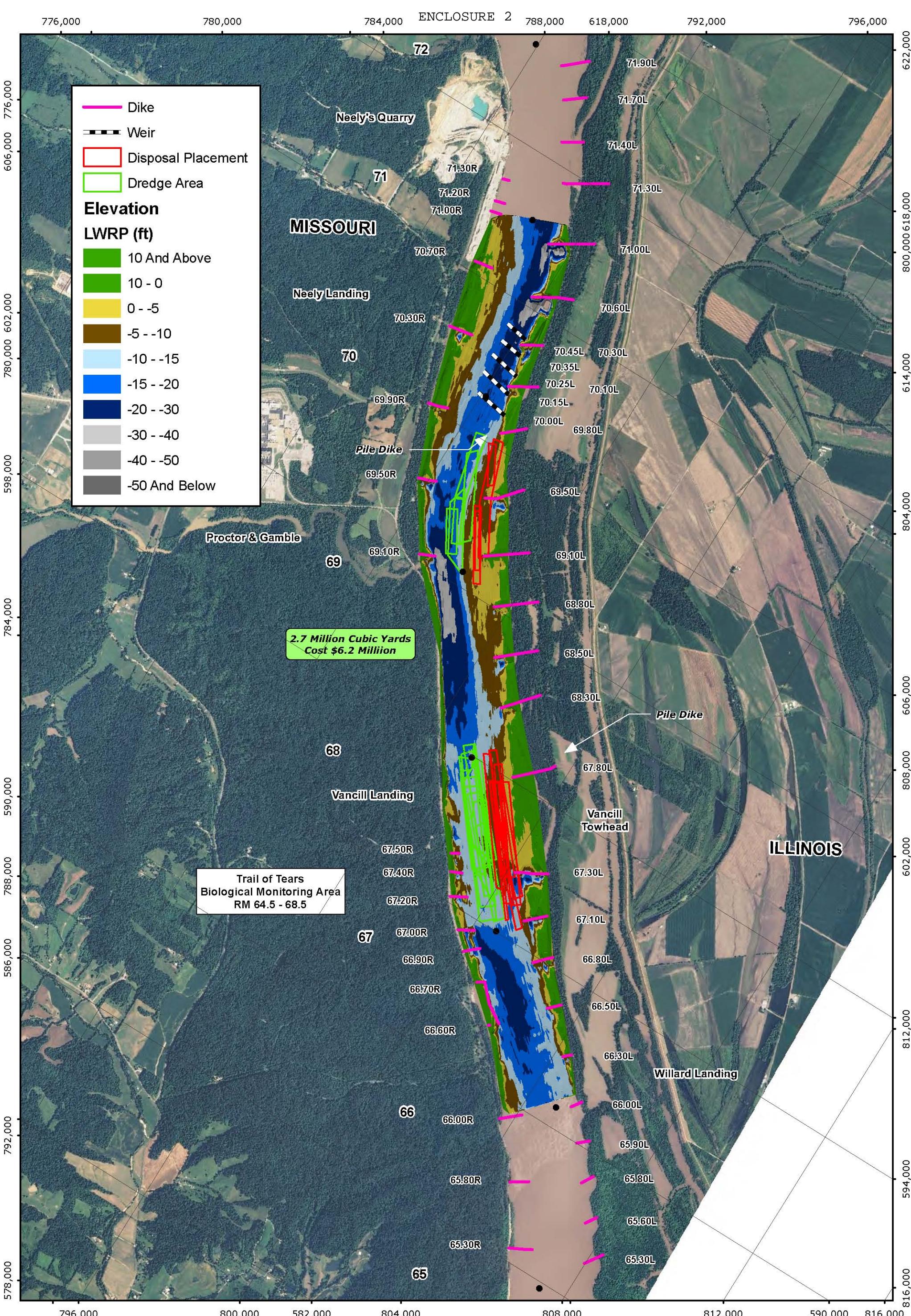


PLATE  
NUMBER

0 1,250 2,500 5,000  
Feet

DREDGE & PLACEMENT  
2010 HYDRO SURVEY

U.S. ARMY ENGINEERING DIVISION  
CORPS OF ENGINEERS  
ST. LOUIS, MISSOURI

MIDDLE MISSISSIPPI BASIN  
VANCILL TOWHEAD HSR MODEL  
REG WORKS 2012

DRAWN BY: I. NGUYEN	REVIEWED BY:
SUBMITTED BY:	CHECKED BY:
PLOT DATE:	APPROVED BY:
FILE NAME: ..\VANCILL TOWHEAD.MDX	



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of Engineers