St. Louis Region Southern Small River Accesses

Allenton Access
Campbell Bridge Access
Chouteau Claim Access
Mammoth Access
Mill Rock Access
Riverview Access
Sand Ford Access
Sappington Bridge Access
Uhlemeyer Access
Wenkel Ford Access

Fifteen-Year Area Management Plan

FY 2016-2030

Lisa D Allen
Forestry Division Chief

5-19-16
Date

St. Louis Region River Accesses Area Management Plan Approval Page

PLANNING TEAM

Cathy deJong, Forestry Regional Supervisor

Lynn Schrader, Fisheries Regional Supervisor

Chris Morrow, Protection Regional Supervisor

Mike Norris, Design and Development Regional Supervisor

Ben Pursley, Conservation Agent

Kevin McCarthy, Interpretive Center Manager

ST. LOUIS REGION

St. Louis RCT Chair Jennifer Fakes 5/5/16

Signature *Date*

FORESTRY DIVISION

Forest Management Chief John Tuttle 5/17/16

Signature *Date*

OVERVIEW

Area	Area Number	Year Acquired	Acreage	County	Division with Maintenance & Administrative Responsibilities	River
Allenton Access	6807	1969	9.8	St. Louis	Forestry	Meramec
Campbell Bridge Access	8402	*1983	10.0	Crawford	Forestry	Meramec
Chouteau Claim Access	7928	1979	15.0	Franklin	Forestry	Meramec, Bourbeuse
Mammoth Access	6815	1968	4.75	Jefferson	Forestry	Big River
Mill Rock Access	7604	1976	10.1	Franklin	Forestry	Bourbeuse
Riverview Access	6904	1969	5.6	Crawford	Forestry	Meramec
Sand Ford Access	7707	1977	30.9	Franklin	Forestry	Meramec
Sappington Bridge Access	8401	*1983	10.0	Crawford	Forestry	Meramec
Uhlemeyer Access	9407	1993, 1998	12.3	Franklin	Forestry	Bourbeuse
Wenkel Ford Access	8225	1982	5.4	Franklin	Forestry	Bourbeuse

*Leased to the state of Missouri from the U.S. Army Corps of Engineers

Statements of Primary Purpose:

A. Strategic Direction

St. Louis Region Southern Small River Accesses are managed by the Missouri Department of Conservation (the Department) to provide access to the Meramec, Bourbeuse and Big Rivers; protect stream bank integrity; and provide compatible public recreational opportunities.

B. Desired Future Condition

The desired future condition is a natural landscape that protects the natural resources present, while providing compatible recreational opportunities for the public.

C. Federal Aid Statements

- Riverview Access, or a portion thereof, was developed with Land and Water Conservation Fund dollars to provide land or facilities for public outdoor recreation.

- Allenton Access and Mammoth Access, or a portion thereof, were acquired with Land and Water Conservation Fund dollars to provide land or facilities for public outdoor recreation.
- Mill Rock Access, or a portion thereof, was acquired with Dingell-Johnson Sport Fish Restoration funds to restore and manage sport fish, conserve and restore sport fish habitat (or a buffer to protect that habitat) and provide public access for sport fishing.
- Uhlemeyer Access, or a portion thereof, was acquired with federal funds and donated to the State to provide fish and wildlife benefits and land conservation.
- Campbell Bridge Access, Chouteau Claim Access, Sand Ford Access, Sappington Bridge Access, Wenkel Ford Access: N/A

GENERAL INFORMATION AND CONDITIONS

I. Special Considerations

Area	Priority Areas	Natural Areas
Allenton	Lower Missouri/Meramec Priority Forest Landscape, La Barque Creek Fisheries Priority Watershed, La Barque Creek Aquatic Conservation Opportunity Area	None
Campbell Bridge	Middle Meramec Valley Terrestrial Conservation Opportunity Area, Priority Forest Landscape, Middle and Upper Meramec Priority Watershed, The Nature Conservancy Aquatic Priority- Meramec River, Middle Meramec Conservation Opportunity Area, Middle Meramec Valley Priority Area, Important Bird Area- Meramec River Watershed, Cookson Hills Focus Area	None
Chouteau Claim	Bourbeuse River Terrestrial Conservation Opportunity Area, Bourbeuse River Priority Watershed	None
Mammoth	Meramec River Hills Priority Forest Landscape, Big River Fisheries Priority Watershed, The Nature Conservancy Priority Stream Reach	None
Mill Rock	Lower Bourbeuse Focus Area, Lower Bourbeuse Aquatic Conservation Opportunity Area, Bourbeuse River Priority Watershed, The Nature Conservancy Priority Focus Area – Bourbeuse River	None
Riverview	Priority Forest Landscape, Priority Watershed- Middle and Upper Meramec, The Nature Conservancy Aquatic Priority- Meramec River, Middle Meramec Conservation Opportunity Area, Middle Meramec Valley Priority Area, Important Bird Area- Meramec River Watershed, Black Bass Special Management Area	None
Sand Ford	Middle Meramec Valley Terrestrial Conservation Opportunity Area, Meramec River Hills Priority Forest Landscape	None

Sappington Bridge	Middle Meramec Valley Terrestrial Conservation Opportunity Area, Priority Forest Landscape, Priority Watershed-Middle and Upper Meramec, The Nature Conservancy Aquatic Priority- Meramec River, Middle Meramec Conservation Opportunity Area, Middle Meramec Valley Priority Area, Important Bird Area- Meramec River Watershed, Meramec River Cave Focus Area, Cookson Hills Focus Area	None
Uhlemeyer	Bourbeuse River Terrestrial Conservation Opportunity Area, Bourbeuse River Fisheries Priority Watershed	None
Wenkel Ford	Lower Bourbeuse Focus Area, Bourbeuse River Priority Watershed, Lower Bourbeuse Aquatic Conservation Opportunity Area	None

II. Important Natural Features and Resources

Area	Species of Concern	Caves	Springs
Allenton	Yes[1]	None	None
Campbell Bridge	Yes[1]	None	None
Chouteau Claim	Yes[1]	None	None
Mammoth	None observed[2]	None	None
Mill Rock	Yes[1]	None	None
Riverview	Yes[1]	None	None
Sand Ford	Yes[1]	None	None
Sappington Bridge	Yes[1]	None	None
Uhlemeyer	Yes[1]	None	None
Wenkel Ford	Yes[1]	None	None

[1] Species of conservation concern are known from this area. Area Managers should consult the Natural Heritage Database annually and review all management activities with the Natural History Biologist.

[2] Species of conservation concern are not known from this site, but are found in the surrounding area. Area Managers should consult the Natural Heritage Database annually and review all management activities with the Natural History Biologist.

III. Existing Infrastructure

Area	Concrete Boat Ramp	Boat Slide/ Launch	Parking Lot	Privy
Allenton	1	None	1	None
Campbell Bridge	1*	Yes	2*	1*
Chouteau Claim	1	None	1*	None
Mammoth	1	None	1	None
Mill Rock	None	Yes**	1	None
Riverview	1	None	1	None

Sand Ford	2*	None	1*	None
Sappington Bridge	1	Yes	1*	1*
Uhlemeyer	1*	None	1*	1*
Wenkel Ford	None	None	1	None

*Americans with Disabilities Act Accessible

** Shallow ford crossing allows canoe or small boat to be launched.

IV. Area Restrictions or Limitations

Area	Deed Restric-tions	Federal Interest	Ease-ments	Cultural Resources	Hazards	Endangered Species	Boundary Issues
Allenton	None	Yes[3, 4]	None	None	None	None	None
Campbell Bridge	Yes[1]	Yes[5]	Yes[8]	None	None	Yes[12]	None
Chouteau Claim	None	Yes[4]	None	None	None	None	None
Mammoth Access	None	Yes[3,4]	None	None	None	None	None
Mill Rock	None	Yes[6]	Yes[9]	None	None	Yes[12]	None
Riverview	None	Yes[3]	Yes[10]	None	None	None	None
Sand Ford	Yes[2]	Yes[4]	Yes[11]	None	None	Yes[12]	None
Sappington Bridge	Yes[1]	Yes[5]	Yes[10]	None	None	Yes[12]	None
Uhlemeyer	None	Yes[4,7]	Yes[9]	None	None	Yes[12]	None
Wenkel Ford	None	Yes[5]	Yes[9]	None	None	Yes[12]	None

[1] This area is owned by the U.S. Army Corps of Engineers and leased to the Missouri Department of Conservation. The lease, beginning on 10/18/1983 is perpetual.

[2] This area is owned by the Missouri Department of Conservation and has one perpetual easement for 0.51 acre with Coventry Farms for entry road.

[3] This land was acquired (or developed [Riverview]) with Land and Water Conservation Fund dollars and must provide land/facilities for public outdoor recreation in perpetuity. Federal funds may also be used in the management of this land. Fish and wildlife agencies may not allow recreational activities and related facilities that would interfere with the purpose for which the State is managing the land. Other uses may be acceptable and must be assessed in each specific situation.

[4] Federal funds were used in the development of this area, or a portion thereof. The Department must maintain the developed project throughout its useful life. Federal funds may also be used in

the management of this land. Fish and wildlife agencies may not allow recreational activities and related facilities that would interfere with the purpose for which the State is managing the land. Other uses may be acceptable and must be assessed in each specific situation.
[5] Federal funds may be used in the management of this land. Fish and wildlife agencies may not allow recreational activities and related facilities that would interfere with the purpose for which the State is managing the land. Other uses may be acceptable and must be assessed in each specific situation.
[6] Uses of land acquired with federal funds may not interfere with the purpose for which it was acquired. Closures to sport fishing must be based on the recommendations of the state fish and wildlife agency for fish and wildlife management purposes. Federal funds may also be used in the management of this land. Fish and wildlife agencies may not allow recreational activities and related facilities that would interfere with the purpose for which the State is managing the land. Other uses may be acceptable and must be assessed in each specific situation.
[7] This area, or a portion thereof, was acquired with federal funds and donated to the State to provide fish and wildlife benefits and land conservation. Uses of land acquired with federal funds may not interfere with the purpose for which it was acquired. Federal funds may also be used in the management of this land. Fish and wildlife agencies may not allow recreational activities and related facilities that would interfere with the purpose for which the State is managing the land. Other uses may be acceptable and must be assessed in each specific situation.
[8] Missouri Department of Transportation Highway N right of way
[9] Right of way with Franklin County
[10] Right of way with Crawford County
[11] Drainage easement with Missouri Department of Transportation and private land easement
[12] Endangered Species are known from this site or the surrounding area. Area Managers should consult the Natural Heritage Database annually and review all management activities with the Natural History Biologist.

MANAGEMENT CONSIDERATIONS

Management centers on providing bank and boating access to the Meramec, Bourbeuse and Big River; and preventing activities from compromising stream bank integrity. These areas are small, but eight of the ten have concrete boat ramps and one has a canoe bank slide. There are few wildlife or forestry resources on these areas. Area maintenance is the responsibility of Forestry Division and is done by staff or through contracted services.

V. <u>Terrestrial Resource Management Considerations</u>

Challenges and Opportunities:

1) Maintain adequate riparian corridors.
2) Prevent soil erosion.
3) Control invasive species.

Management Objective 1: Maintain a wooded riparian corridor that is at least 100 feet in width.

Strategy 1: Plant vegetation, if necessary, to maintain vegetative corridor utilizing volunteers, if available (Forestry).

Strategy 2: Reduce mowing to allow plant succession to progress, when possible (Forestry).

Management Objective 2: Prevent soil erosion due to infrastructure maintenance and improvements, heavy public use or flood events.

Strategy 1: Ensure roads and road-side drainages are managed to reduce runoff, sedimentation and erosion (Forestry, Design and Development).

Strategy 2: Clear flood debris as soon as possible and remove to prevent runoff from occurring that may cause soil erosion (Forestry, Design and Development).

Strategy 3: Plant vegetation or place rock, when possible, in areas that become bare to prevent soil erosion (Forestry).

Management Objective 3: Promote resource management that deters the establishment of invasive plant species and treat species, as is feasible.

Strategy 1: Identify and determine the status of invasive species found on access areas (Forestry).

Strategy 2: Implement practices to control invasive species found on access areas at the appropriate time of year, if feasible (Forestry).

Strategy 3: Investigate the use of volunteers to assist with controlling invasive plants on access areas through Stream Team, Adopt an Access Volunteers and other groups, when opportunities arise (Forestry, Outreach and Education).

VI. <u>Aquatic Resource Management Considerations</u>

Challenges and Opportunities:

1) Stabilize stream banks.

Management Objective 1: Maintain stream bank stability.

Strategy 1: Develop stream bank stabilization strategies to address erosion concerns as warranted (Fisheries).

VII. Public Use Management Considerations

Challenges and Opportunities:

1) Maintain clean, safe and user-friendly accesses for public use along the Meramec, Bourbeuse and Big Rivers. All accesses are subject to periodic flooding and the associated maintenance challenges created from flooding.
2) Prevent vandalism, catch violators and repair damage from vandalism.
3) Inform the public of opportunities, regulations and/or activities on these areas.
4) Encourage and enhance allowed outdoor recreational opportunities for these high use areas.
5) Public use of any Department area involves the establishment and enforcement of appropriate management regulations. Address issues concerning regulations as soon as possible.
6) Consider improvements or changes to access parking that will accommodate intended public use, but these improvements should not put additional workloads on staff.

Management Objective 1: Maintain suitable public access at each of the access areas.

Strategy 1: Ensure existing infrastructure is maintained regularly to Department standards and Federal Aid requirements, as appropriate. Maintenance for accesses with concrete boat ramps must follow the Motor Boat Access Maintenance Standards (Forestry).

Strategy 2: Clean ramps, parking lots and roads of flood debris as soon as possible after flood events occur (Forestry, Design and Development).

Management Objective 2: Reduce vandalism at area accesses.

Strategy 1: Encourage open and timely communication between Forestry Staff, Conservation Agents, adjoining neighbors and local law enforcement (when necessary) concerning observed activities of users. Discuss occurrences to determine commonalities such as the time period when damage takes place and possible description of offenders (Forestry, Protection).

Strategy 2: Determine and implement best methods to deter vandalism. If necessary, conduct patrol operations with Protection, Forestry and Fisheries staff (Protection, Forestry, Fisheries).

Strategy 3: Install barriers or vegetation to discourage illegal access at the parking lot, ramp or roads (Forestry).

Strategy 4: Continue to thin trees between parking lot and county road at Allenton Access to provide a better view of the area and to deter vandalism by making area more visible (Forestry).

Management Objective 3: Continue to get information to the public about these areas.

Strategy 1: Keep Conservation Atlas entries up-to-date for all access areas and post-closing information, as necessary to keep the public informed (Forestry).

Strategy 2: Install and/or maintain signs on roadways leading to the areas, as needed (Forestry).

Strategy 3: Keep regulations and area information on bulletin boards posted so the public is aware of them and they are clearly visible (Forestry).

Strategy 4: Promote Adopt-an-Access to encourage the public to become strong stakeholders and cooperators with the Department (Forestry, Outreach and Education).

Strategy 5: Promote use of the areas through media sources and advertise Outreach and Education Programs held on these areas (Outreach and Education).

Management Objective 4: Investigate the possibility of a potential parking lot expansion at Sand Ford Access due to high public use and parking lot overflow.

Strategy 1: Request assistance from Design and Development Division to look at area for parking lot expansion in FY16 (Forestry, Design and Development).

Strategy 2: Budget for small construction or construction improvement to expand parking lot in FY17(Forestry).

Strategy 3: Request archeological study and obtain required permits for parking expansion, if approved in FY17 (Forestry, Design and Development).

Strategy 4: If approved, expand parking lot in FY17 (Design and Development).

Management Objective 5: Maintain safe areas for river way recreational pursuits.

Strategy 1: Maintain a high level of law enforcement presence through patrols by Protection Division and other local law enforcement agencies. Respond to and follow up with information provided by other agencies, the public and neighbors (Protection, Forestry).

Strategy 2: Provide enforcement and collect information to assist Protection Division in enforcement efforts on access areas (Forestry, Fisheries).

VIII. <u>Administrative Considerations</u>

Challenges and Opportunities:

1) Consider land offers as additions to these areas or any land offers for additional access areas. Future expansion of existing areas or acquisition of new access areas will need to take into account a number of important factors: location, suitability, anticipated public use, source and availability of funding and staff available for maintenance of area.

2) Ensure that all flood events and infrastructure changes on the areas are well documented for potential Federal Aid reimbursement and required documentation under federal funding guidelines.
3) Keep clear and identifiable boundaries for area users and to avoid conflict with adjoining property owners.

Management Objective 1: Keep all area activities documented and on file at local Area Manager's office.

Strategy 1: Provide Federal Aid information to document all staff hours, maintenance activities, flooding costs, etc., as needed for reimbursement (Forestry, Design and Development).

Management Objective 2: Expand these areas only if unique conditions occur.

Strategy 1: Closely evaluate property offered to the Department to ensure it promotes and enhances the purpose of the area or solves an access challenge (Forestry).

Strategy 2: Consider additions to access areas if property offered protects a valuable habitat or species of concern (Forestry).

Management Objective 3: Follow previously set Department policy concerning allowable activities through special use permits.

Strategy 1: Refer to the Department's Resource Management Manual for policies concerning issuing of special use permits. Avoid issuing special use permits during expected periods of high public use, if a possible user conflicts is anticipated (Forestry).

Management Objective 4: Maintain visible area boundaries for all access areas.

Strategy 1: Mark boundaries at least every five years, or as necessary, to prevent user or landowner conflicts by visitors trespassing onto adjoining private property (Forestry).

Lands Proposed for Acquisition:

When available, adjoining property may be considered for acquisition from a willing seller. Tracts that improve area access, provide public use opportunities, or contain unique natural communities and/or species of concern, or meet other Department priorities, as identified in the annual Department land acquisition priorities, may be considered.

MANAGEMENT TIMETABLE

All strategies in plan are considered ongoing unless listed in the following table:

	FY16	**FY17**	**FY18**	**FY19**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**
Public Use Management Considerations															
Objective 4															
Strategy 1	X														
Strategy 2		X													
Strategy 3		X													
Strategy 4		X													

APPENDICES

Public Input Summary:
The draft St. Louis Southern Small River Accesses Management Plan was available for a public comment period September 1–30, 2015. The Missouri Department of Conservation received comments from 8 respondents (Appendix A). The St. Louis Southern Small River Accesses Planning Team carefully reviewed and considered these ideas as they finalized this document. A brief summary of public input themes, including how they were incorporated or why they were not, can be found below. Rather than respond to each individual comment, comments are grouped into general themes and are addressed collectively.

<u>Department responses to themes and issues identified through St. Louis Southern Small River Accesses public comment period</u>

Suggests expanding parking lots at Sand Ford Access and Mammoth Access.
Although the Area Planning Team can see some benefits to expanding parking lots at these areas to accommodate more users at certain busy times of the year, the Department has to carefully consider these and all proposals for new infrastructure and weigh it's importance with long term maintenance and all other projects in the state. In the case of parking lots, several factors must be considered that include the ease and cost of building and maintaining larger lots, how much demand would exist to justify the costs, the environmental impacts, topography, cultural resources, the feasibility of obtaining needed permits, and competing funding priorities. Additional parking creates more impervious surface and more run-off into the river and does not promote stream health. Native vegetation in the riparian corridor provides important benefits, so access areas need to be large enough to provide these benefits; Mammoth Access is less than five acres so parking expansion at this time is not being considered. The feasibility of expanding the parking lot at Sand Ford will be considered over this planning cycle as described in the area plan.

Suggests adding a separate canoe launch area at Allenton, Choteau Claim, Mammoth, Riverview, and Uhlemeyer accesses.
Although the Area Planning Team can definitely see benefits to having a separate canoe launch on each of these areas, the Department has to carefully consider these and all proposals for increasing infrastructure. In the case of canoe launches, several factors must be considered such as those listed above in the section under "expanding parking lots at Sand Ford and Mammoth Accesses" and traffic flow as well. At this time the Area Planning Team does not think that it can justify constructing separate canoe launches on these areas. Canoe liveries should pick up and return customers to their place of business to help eliminate parking pressure and Department employees will continue to work with these business owners on this.

Suggests adding tie down hooks on all boat ramps.
The planning team is not familiar with tie down hooks at boat ramps but the request to give them consideration during new ramp construction, can be passed on to the engineers that design the ramps. Two concerns this team has pertaining to this idea include; 1) ramps become busy and we would not want to encourage folks to block ramps by tying up boats and 2) how many tie down would have to exist to accommodate the ever changing levels of the river at the ramps and would they create any tripping hazards to users.

Suggests posting signs about no parking or fire building on boat ramps. Suggests ticketing people who park in front of boat ramps, blocking use.
Campfires are not allowed on river accesses. Violators will be ticketed if they are caught. We do post no parking signs often in the turnaround and trailer backing areas near the boat launch. We will evaluate the signs at Mammoth to determine if no parking signs are needed or additional ones should be added.

Suggests adding safe swimming or wading opportunities as a goal for this plan.
The Department does not authorize swimming on Conservation Areas. Wade fishing is allowed on these areas but opportunities vary due to things like slope and topography of the bank, river levels, and vegetation.

Opposes bicycle use on these areas.
Bicycles are only allowed on public roadways on these areas, and very few people utilize these roadways for bicycling. The Area Plan Team does not recommend making any regulation changes concerning bicycle use on these areas at this time.

Concern with county grading of river stream at Mill Rock Access.
The county has the responsibility to maintain its roadways. The U.S. Army Corps of Engineers has legal jurisdiction over actions that impair physical conditions and aquatic habitat of Missouri's streams. The Department encourages the public to contact the U.S. Army Corps of Engineers and Missouri Department of Natural Resources when construction actions by any group affect stream resources.

Concern with people driving vehicles on river banks at Mill Rock Access.
Missouri Department of Conservation provides a parking area away from the stream bank. Driving off the road is against our current regulations and violators will be ticketed if caught.

Suggests improved signage at Sand Ford Access marking steep decline road.
Suggestion for signs on the road to Sand Ford should be made to Missouri State Highway Department (MODOT) who is responsible for all highway signs.

Suggests promoting public use of these areas as a way to decrease vandalism.
The Area Plan Team agrees that having an area actively utilized by people who care about its appearance can make a real difference with vandalism. However, we have also seen some of our busiest areas experience considerable vandalism. We like your idea of promoting public use on these areas and will consider ideas for doing so. Regardless of how much use an area gets, we always appreciate the good example set by conservation minded area users. Additionally, whenever someone sees vandalism actively underway, we appreciate getting these reports along with any supporting information they feel safe and comfortable providing (e.g. license plate number, etc.).

Supports increasing size of these areas.
When opportunities arise for the Department to consider acquiring additional land, each opportunity is carefully considered in light of available funding, public use benefits, wildlife habitat benefits, maintenance requirements, competing priorities and opportunities, and more. In this manner the Department will continue to consider land offers as they are made by willing sellers and donors.

Appreciates river accesses for paddle sports and fishing.
Thank you for your support! We share your passion for these rivers and the benefits and opportunities they provide.

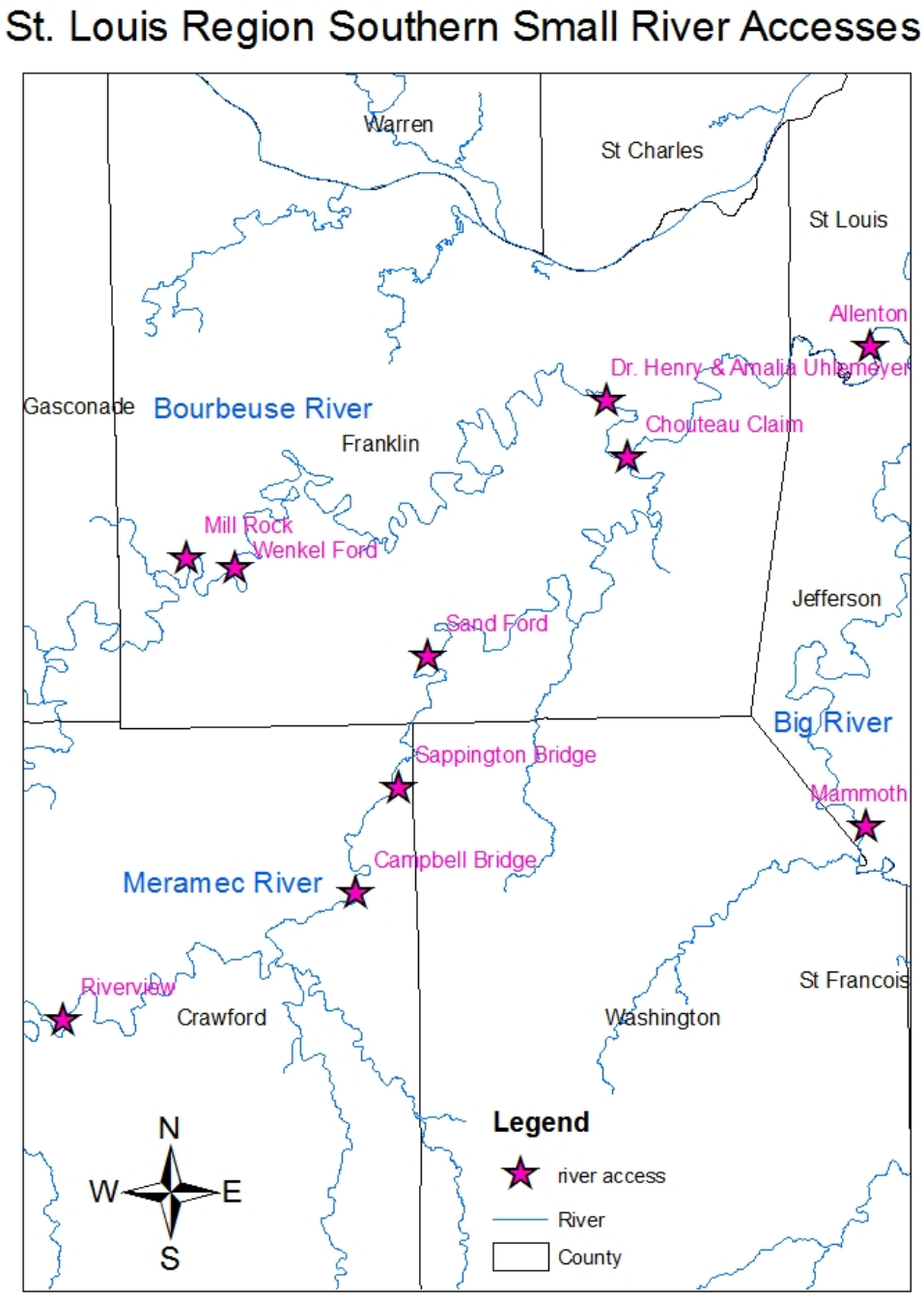
Maps:

Appendix 1: Location of St. Louis Region Southern Small River Accesses
Appendix 2: Allenton Access Area Background
Appendix 3: Allenton Access Map
Appendix 4: Campbell Bridge Access Area Background
Appendix 5: Campbell Bridge Access Map
Appendix 6 Chouteau Claim Access Area Background
Appendix 7: Chouteau Claim Map
Appendix 8: Mammoth Access Area Background
Appendix 9: Mammoth Access Map
Appendix 10: Mill Rock Access Area Background
Appendix 11: Mill Rock Access Map
Appendix 12: Riverview Access Area Background
Appendix 13: Riverview Access Map
Appendix 14: Sand Ford Access Area Background
Appendix 15: Sand Ford Access Map
Appendix 16: Sappington Bridge Access Area Background
Appendix 17: Sappington Bridge Access Map
Appendix 18: Uhlemeyer Access Area Background
Appendix 19: Uhlemeyer Access Map
Appendix 20: Wenkel Ford Access Area Background
Appendix 21: Wenkel Ford Access Map

Addional Appendices:

Appendix A. St. Louis Region Southern Small River Accesses Public Comments

Appendix 1. Location of St. Louis Region Southern Small River Accesses



Appendix 2. Allenton Access Area Background

Allenton Access is located on the Meramec River, 3.8 river miles up-river from the junction with the Big River and 6.9 river miles down-river from Pacific Palisades Access. The area was acquired in 1968 to provide better public access to the Meramec River. The area has a small amount of bottomland forest on it.

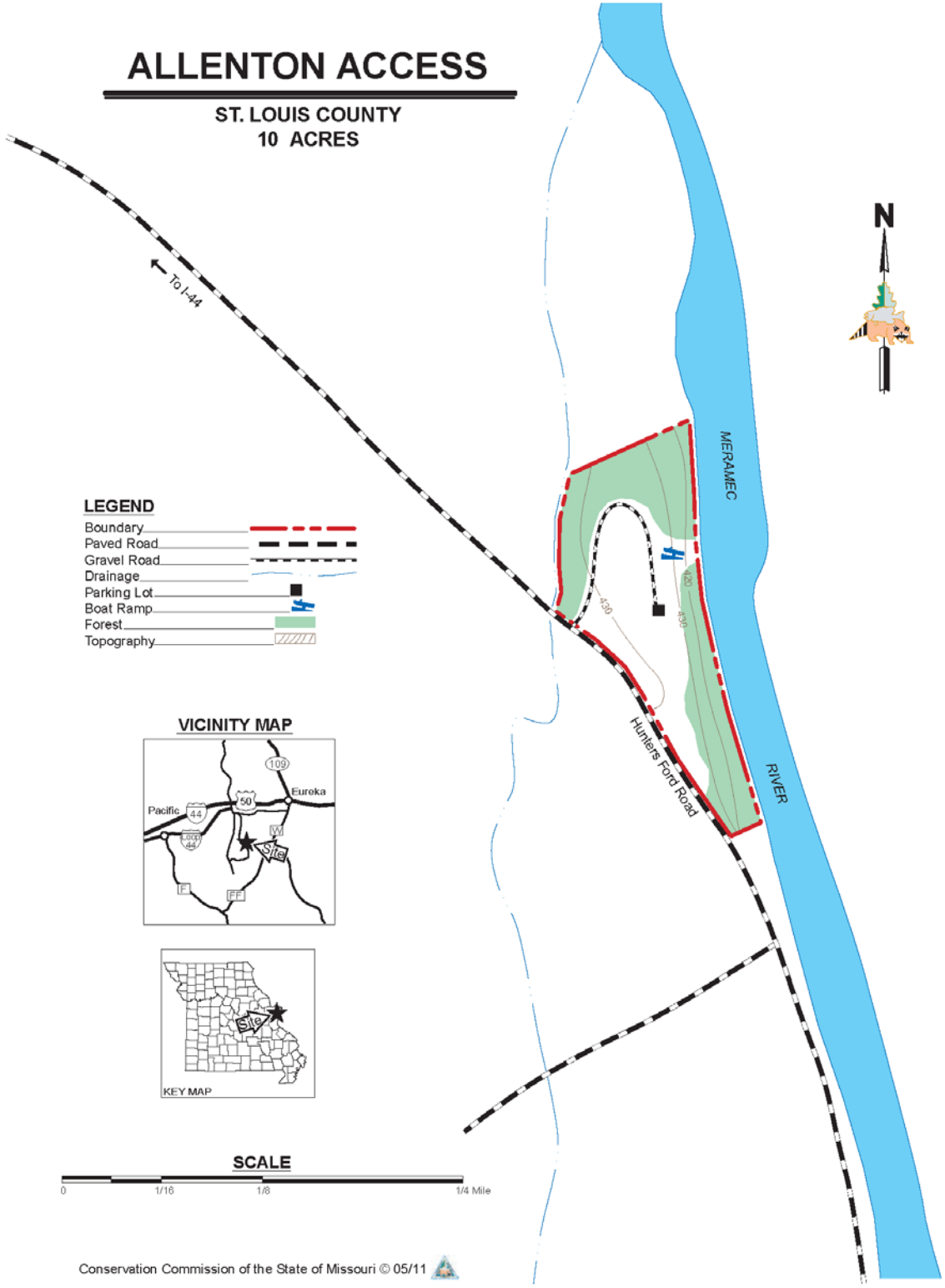
Legal Description: Township 43 North, Range 3 E, Section 11.

Area Location: To get to Allenton Access Exit I-44 at Allenton Six Flags Road and go south. On Main Street turn east, then on Brown Road go south to Huntersford and continue to the Meramec River.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Bottomland Forest	6.8		70
Parking Lot and Boat Ramp	2		20
Old Field	1		10
Total	**9.8**		**100**
Stream Frontage		0.2	

Appendix 3. Allenton Access Map



Appendix 4. Campbell Bridge Access Area Background

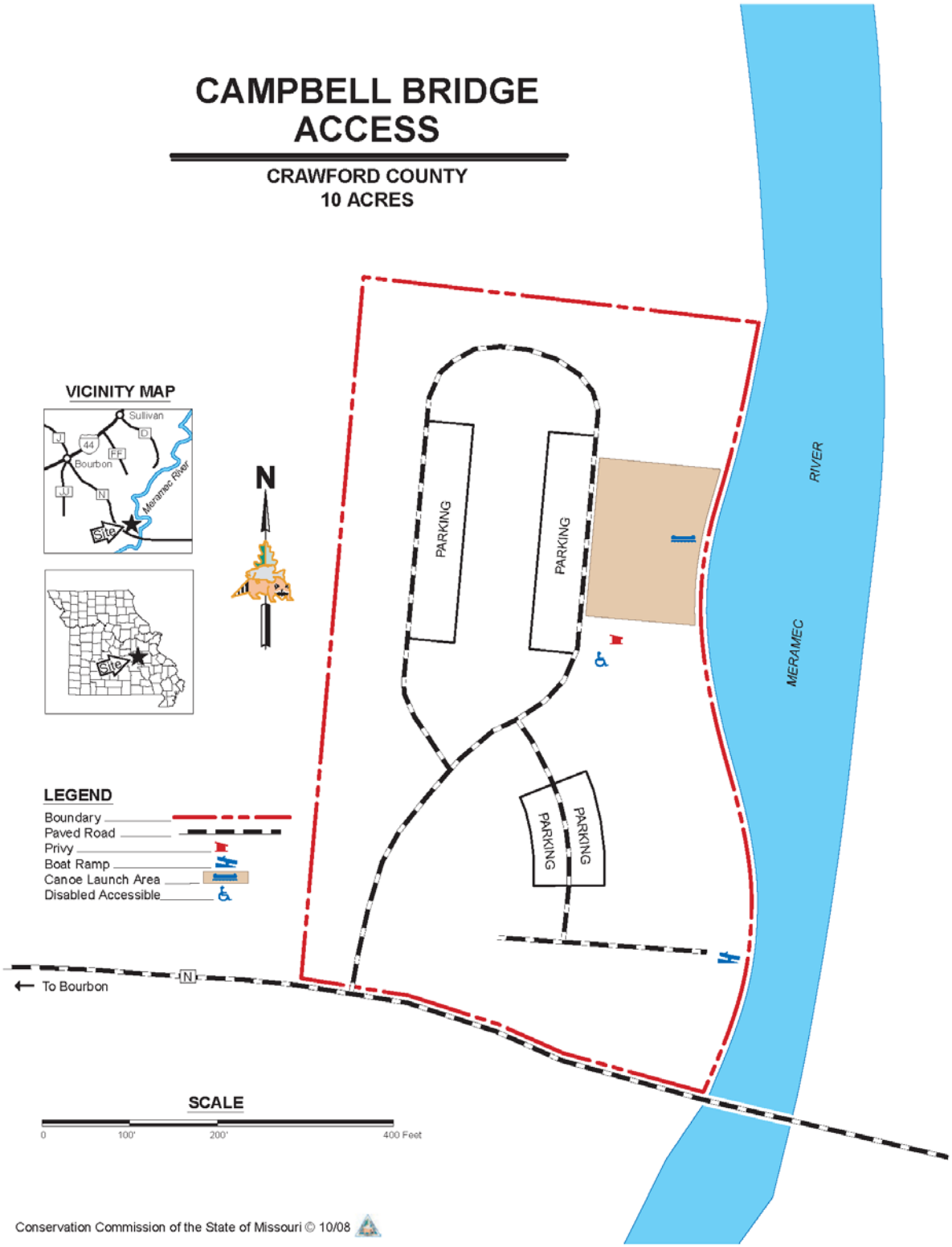
Campbell Bridge Access is located south of Bourbon and provides access to the Meramec River. There is a concrete boat ramp, a dedicated canoe launch, restroom and ample parking. The area was acquired by the Department in 1983 after the Meramec Dam Project was decommissioned and provides many outdoor recreational opportunities such as canoeing, fishing and bird watching. A canoe float from Onondaga Cave State Park to Campbell Bridge Access is 5 miles; continued floating from Campbell Bridge Access to the boat ramp at Blue Springs Creek Conservation Area is another 5 miles.

Area Location: Campbell Bridge Access is located 10 miles south of Bourbon on Highway N.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Grassland(non-prairie)	9.0		90
Forest & Woodland	1.0		10
Total	**10.0**		**100**
Stream Frontage		0.16	

Appendix 5. Campbell Bridge Access Map



Appendix 6. Chouteau Claim Access Area Background

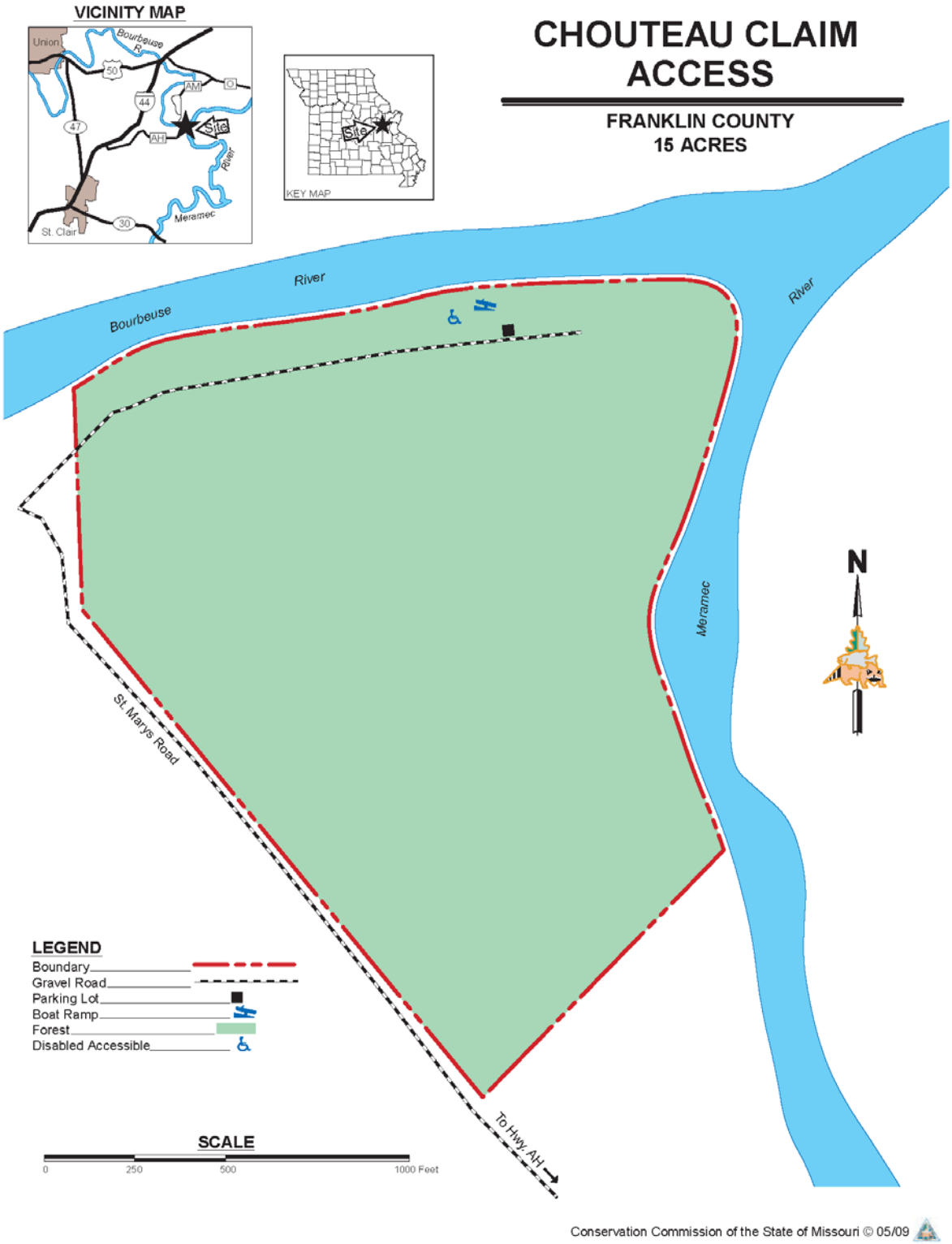
Chouteau Claim Access is located at the confluence of the Bourbeuse and Meramec rivers with a boat ramp on the Bourbeuse River. Anglers have access to bank fishing on both rivers. The area was purchased from willing sellers in 1979 and was part of the original land claim by Charles Chouteau in 1851. Chouteau Claim Access is approximately 6 miles downstream from Uhlemeyer Access on the Bourbeuse River and 6 miles downstream from River 'Round on the Meramec River.

Area Location: Chouteau Claim Access is located approximately 1 mile off Route AH, northeast of Moselle on St. Mary's Road.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	14		93.3
Parking Lot, Boat Ramp, Entrance Road	1		6.7
Total	**15**		**100**
Stream Frontage		0.4	

Appendix 7. Chouteau Claim Access Map



Appendix 8. Mammoth Access Area Background

Mammoth Access is located on the Big River 3.3 river miles down-river from the Washington State Park access and 5.4 river miles up-river from Merrill Horse Access and the Hwy H bridge. The area was acquired in 1968 to provide better public access to the Big River. The area has a small amount of bottomland forest on it.

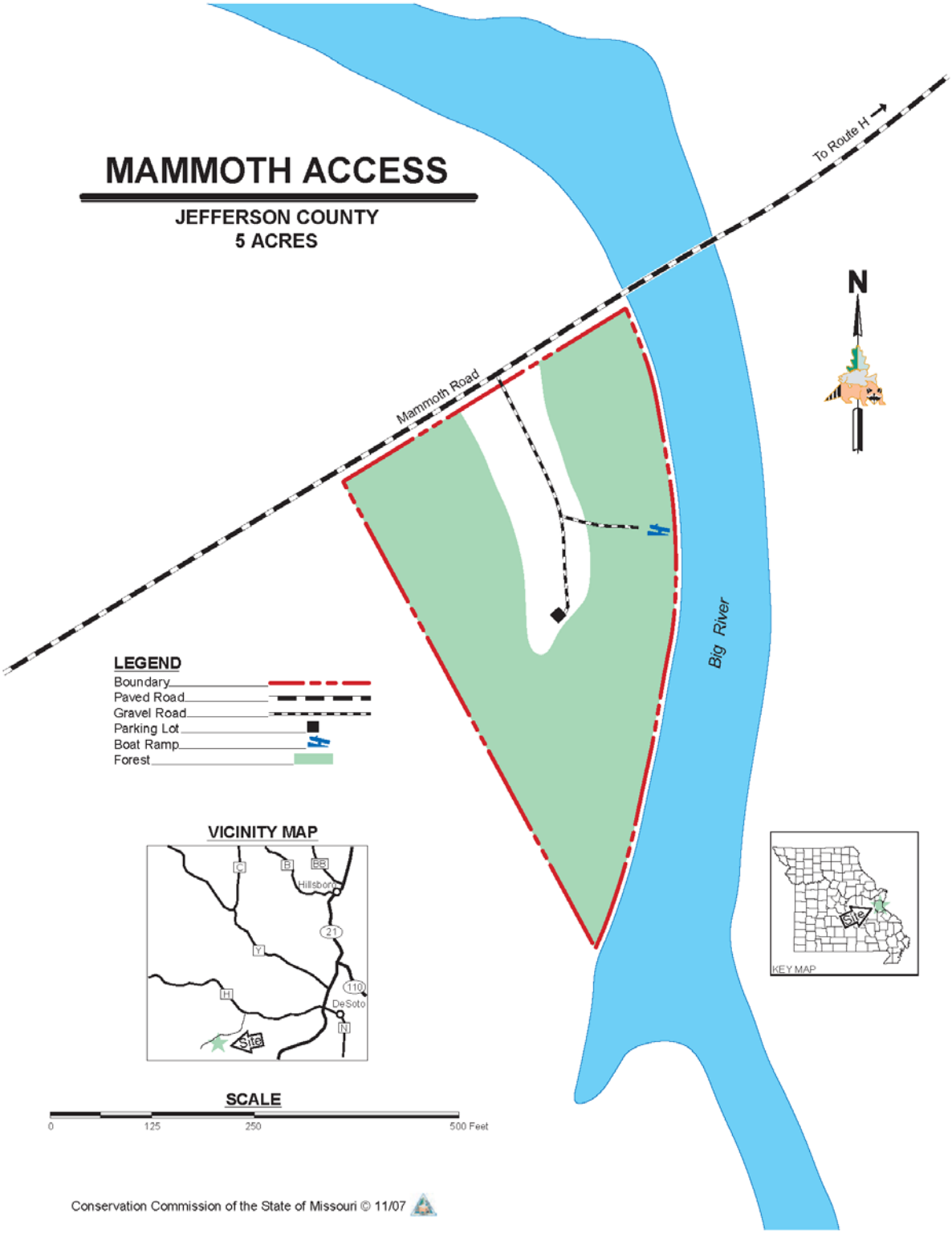
Legal Description: Township 39 North, Range 3 E, Section 11.

Area Location: Mammoth Access is located approximately 8 miles west of DeSoto. To get there, go west from Desoto on Hwy H about 5.5 miles, turn left on Mammoth Road until crossing the Big River. The entrance to the access is on the left.

Current Land and Water Types:

Land/Water Type	Acres	Miles	% of Area
Bottomland Forest	4.25		90
Parking Lot and Boat Ramp	0.5		10
Total	**4.75**		**100**
Stream Frontage		0.1	

Appendix 9. Mammoth Access Map



Appendix 10. Mill Rock Access Area Background

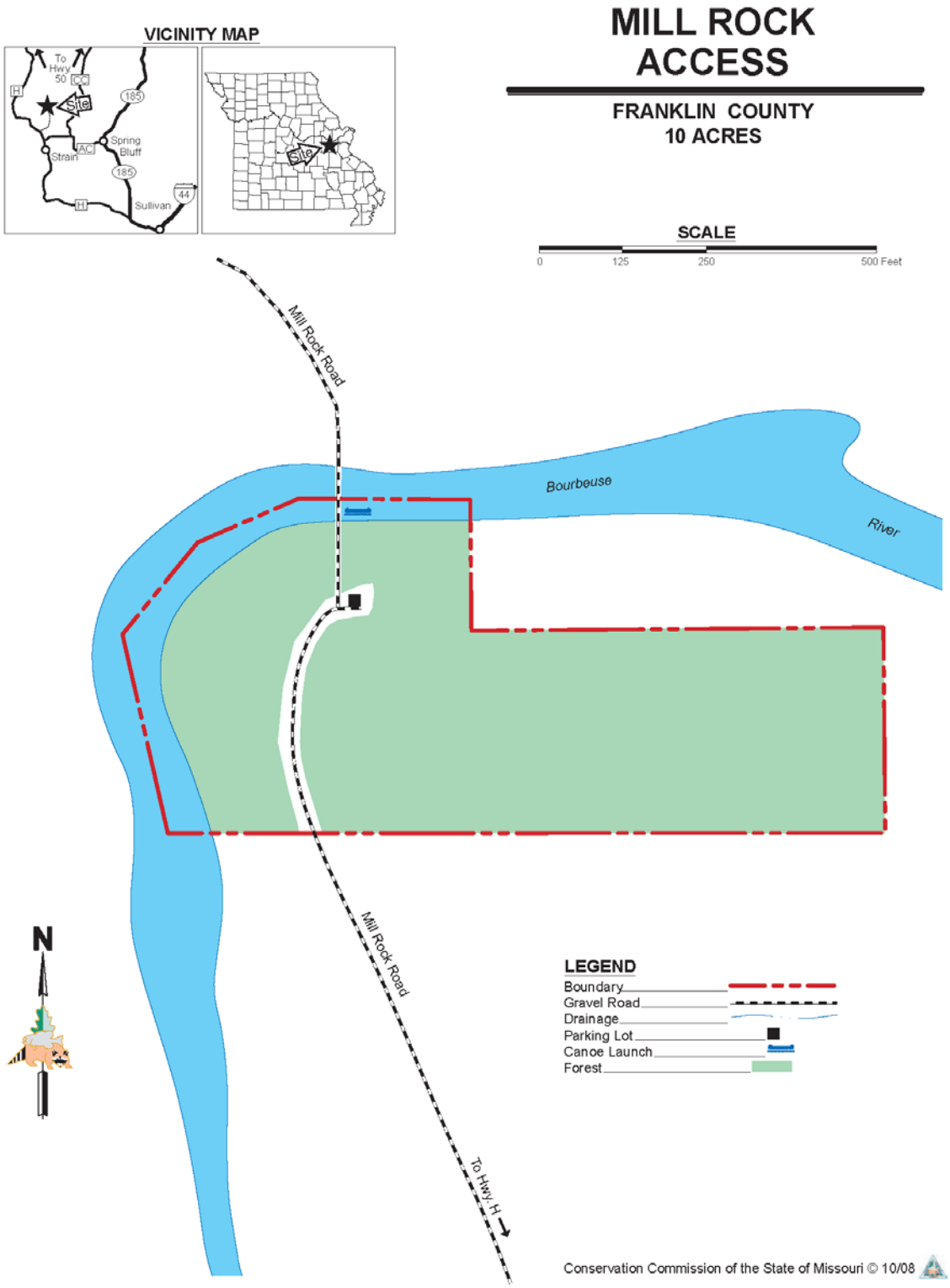
Mill Rock Access is located between Sullivan and Gerald. This area was purchased from willing sellers by the Department in 1976 and provides public fishing opportunities and access to the Bourbeuse River. This area has a small parking lot and a shallow ford crossing the river that allows for canoes and small boats to launch.

Area Location: Mill Rock access is located 10 miles north of Sullivan off Route H to Mill Rock Road. Travel east 3 miles on Mill Rock Road to the access.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	9.85		96
Parking Lot and Gravel Bar	0.25		4
Total	**10.10**		**100**
Stream Frontage		0.1	

Appendix 11. Mill Rock Access Map



Appendix 12. Riverview Access Area Background

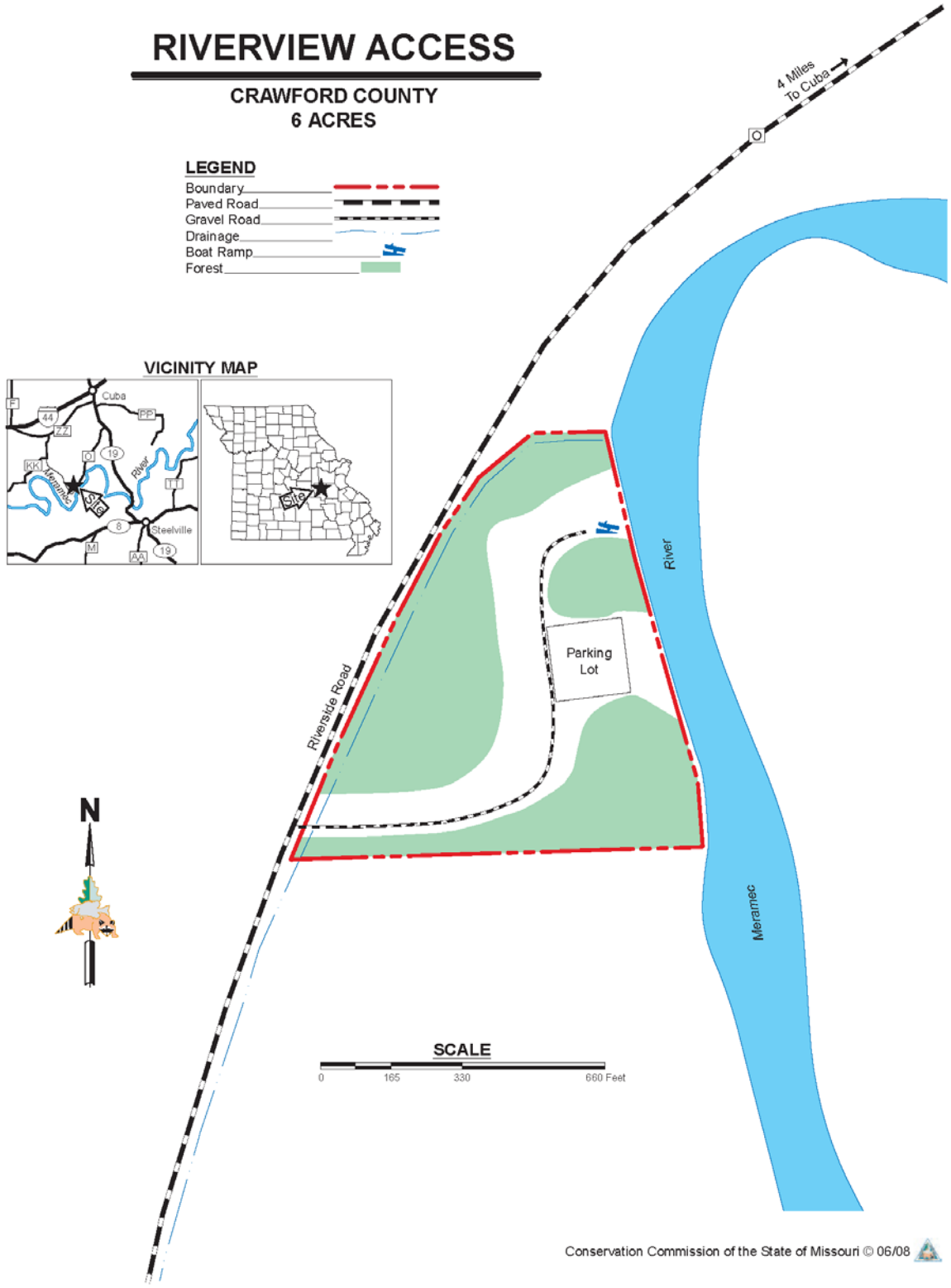
Riverview Access is located south of Cuba. The area was purchased from a willing seller in 1969 and provides public fishing opportunities and access to the Meramec River. The area has a small parking lot and a concrete boat ramp. A canoe float from Scotts Ford Access to Riverview Access is 7 miles, and 8 miles from Riverview Access to Birds Nest Access.

Area Location: Riverview access is located south of Cuba. Take Highway 19 south 1.5 miles, then west on Route O for 4 miles and continue 0.25 miles past the end of state maintenance to the access.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	3.0		53.6
Parking Lot and Boat Ramp	2.6		46.4
Total	**5.6**		**100**
Stream Frontage		0.10	

Appendix 13. Riverview Access Map



Appendix 14. Sand Ford Access Area Background

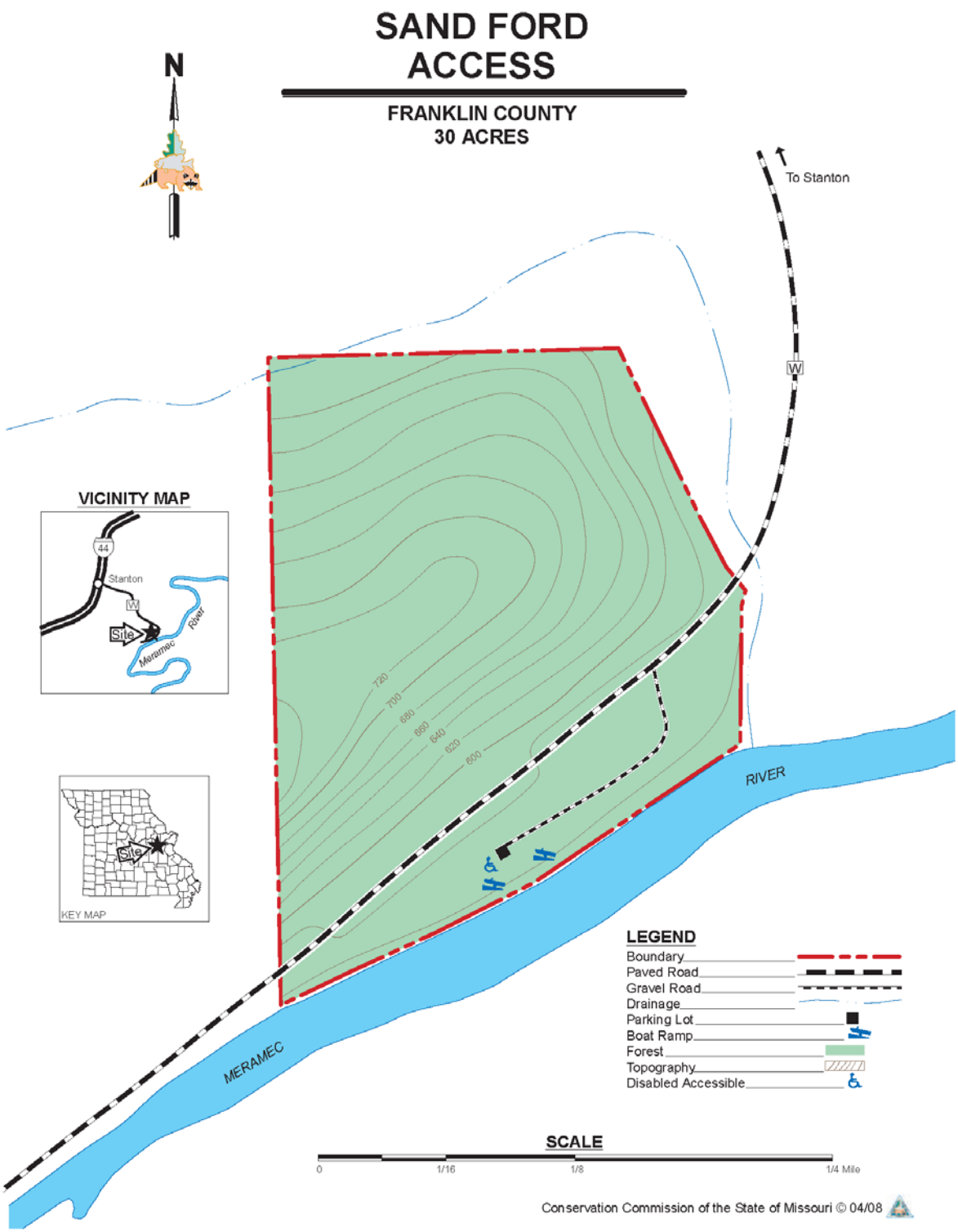
Sand Ford Access is located midway between the mouth and the headwaters of the Meramec River and provides motorboat access to the river. Anglers have access to approximately a quarter mile of bank fishing. The area was purchased from willing sellers in 1977. Sand Ford Access is approximately 18 miles upstream from Redhorse Access and approximately 12 miles downstream from Sappington Bridge Access. Sand Ford Access is adjacent to Meramec Caverns.

Area Location: Sand Ford Access is located approximately 2.5 miles off Interstate 44, southeast of Stanton on Route W.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	26		84.2
Parking Lot, Boat Ramp, Entrance Road	3.91		12.6
River	1		3.2
Total	**30.91**		**100**
Stream Frontage		0.25	

Appendix 15. Sand Ford Access Map



Appendix 16. Sappington Bridge Access Area Background

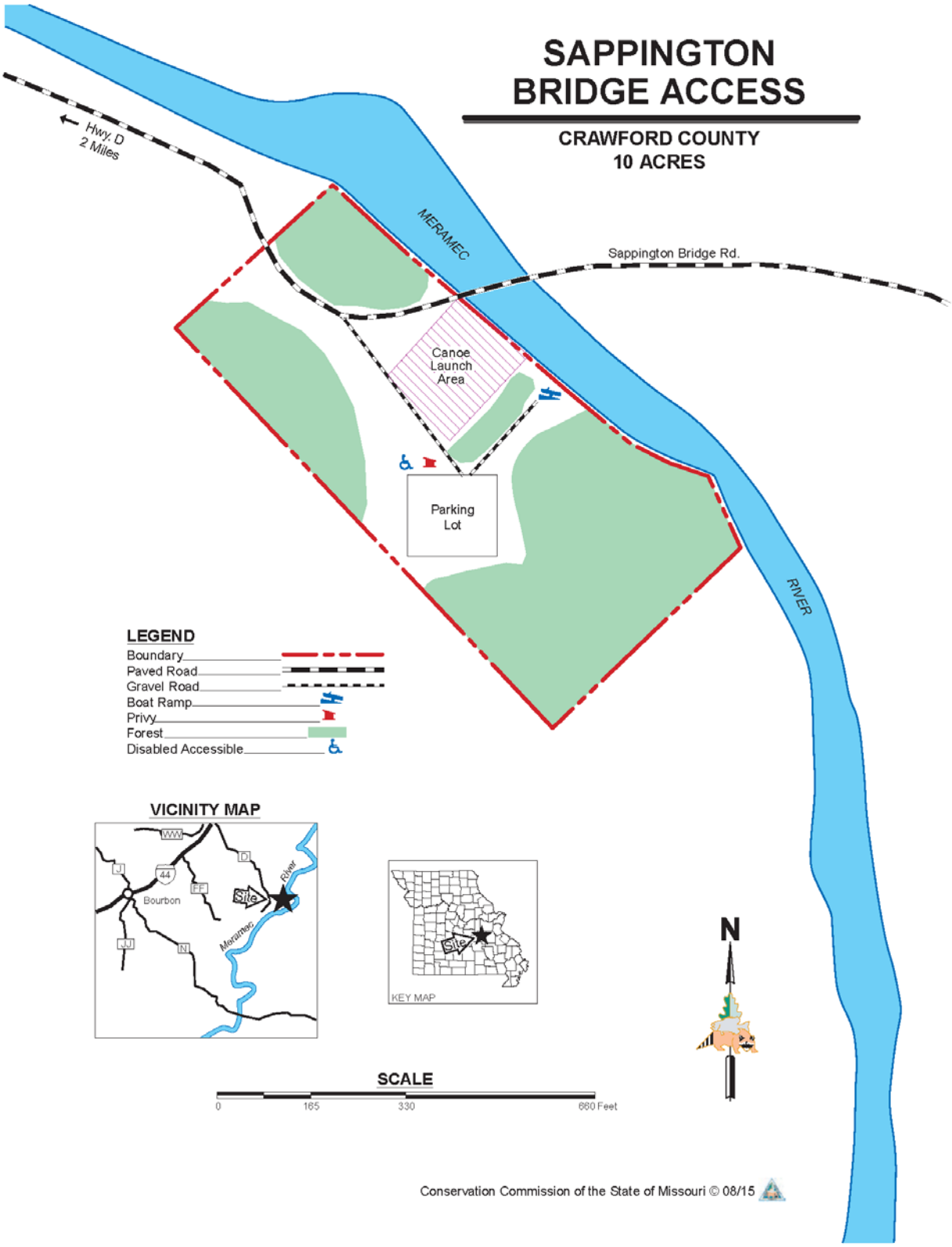
Sappington Bridge Access is located south of Sullivan and provides access to the Meramec River. There is a concrete boat ramp, a dedicated canoe launch, restroom and parking. The area was acquired by the Department in 1983 after the Meramec Dam Project was decommissioned and provides many outdoor recreational opportunities such as canoeing, fishing and bird watching. A canoe float from the boat ramp at Blue Springs Creek Conservation Area to Sappington Bridge Access is 5 miles and 5 miles from Sappington Bridge Access to Meramec State Park in Sullivan.

Area Location: Sappington Bridge Access is located south of Sullivan on Route D, approximately 2 miles to Sappington Bridge Road. Take Sappington Bridge Road east to the river.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	6.0		60
Grassland (non-prairie)	2.0		20
Parking Lot/Canoe Launch/Boat Ramp/Mowed Grass	2.0		20
Total	**10.0**		**100**
Stream Frontage		0.18	

Appendix 17. Sappington Bridge Access Map



Appendix 18. Uhlemeyer Access Area Background

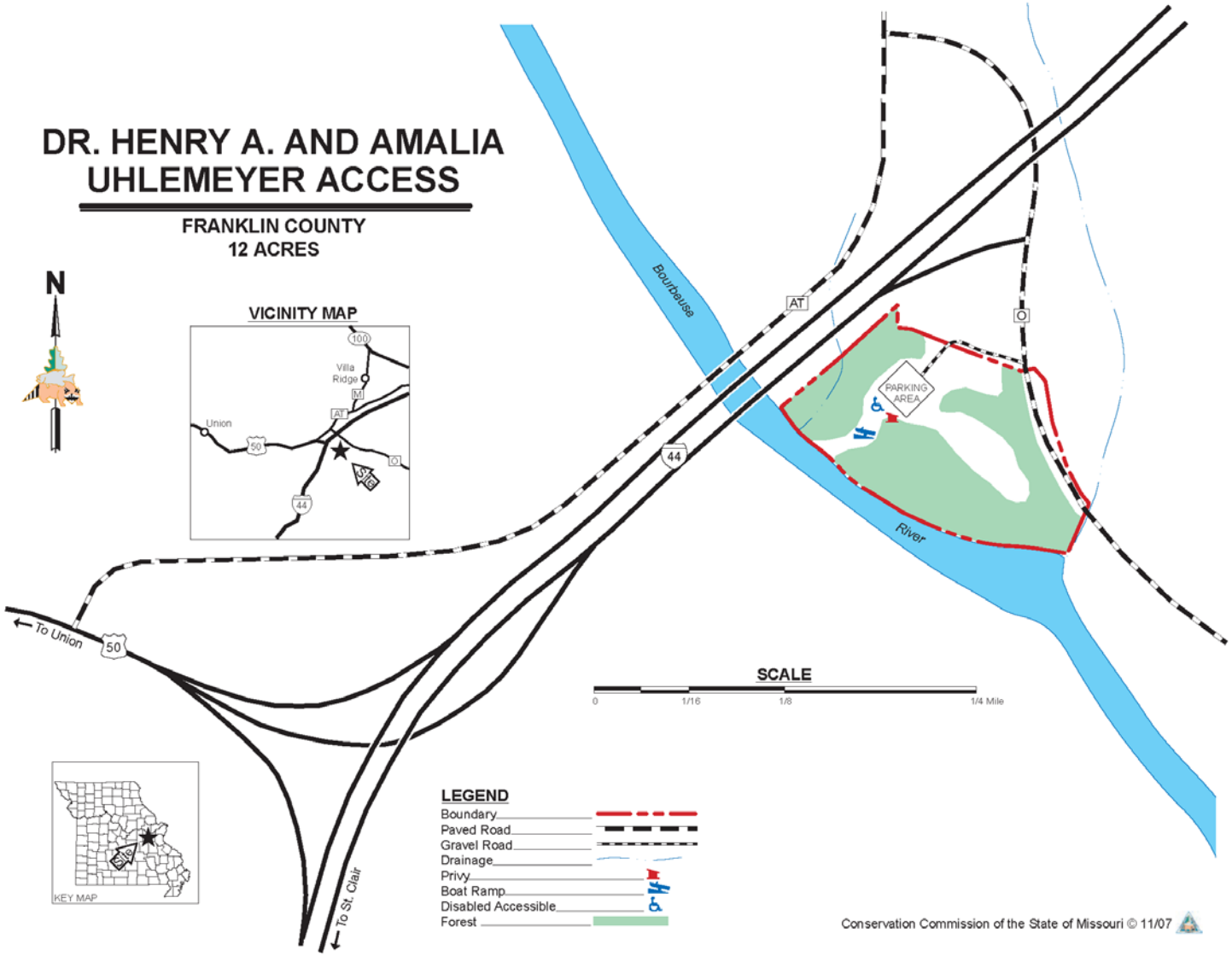
Uhlemeyer Access is located on the Bourbeuse River 6 miles upstream from Chouteau Claim Access where the Bourbeuse River feeds into the Meramec River, and 9 miles downstream from Union Access. The dominant feature of this area is the concrete boat ramp which provides stream access to floaters and motorboats alike. This small access area is mostly forested.

Area Location: From Gray Summit, take Interstate 44 6 miles and exit onto Highway 50. Immediately after turning onto Highway 50, take the first right onto Highway AT. Go 0.5 miles and turn right onto Highway O. The access will be 0.25 miles south on the right.

Current Land and Water Types:

Land/Water Type	Acres	Miles	% of Area
Forest and Woodland	10.00		81
Other (Parking Lot, Road, Lawn)	2.30		19
Total	**12.3**		**100**
Stream Frontage		0.20	

Appendix 19. Uhlemeyer Access Map



Appendix 20. Wenkel Ford Access Area Background

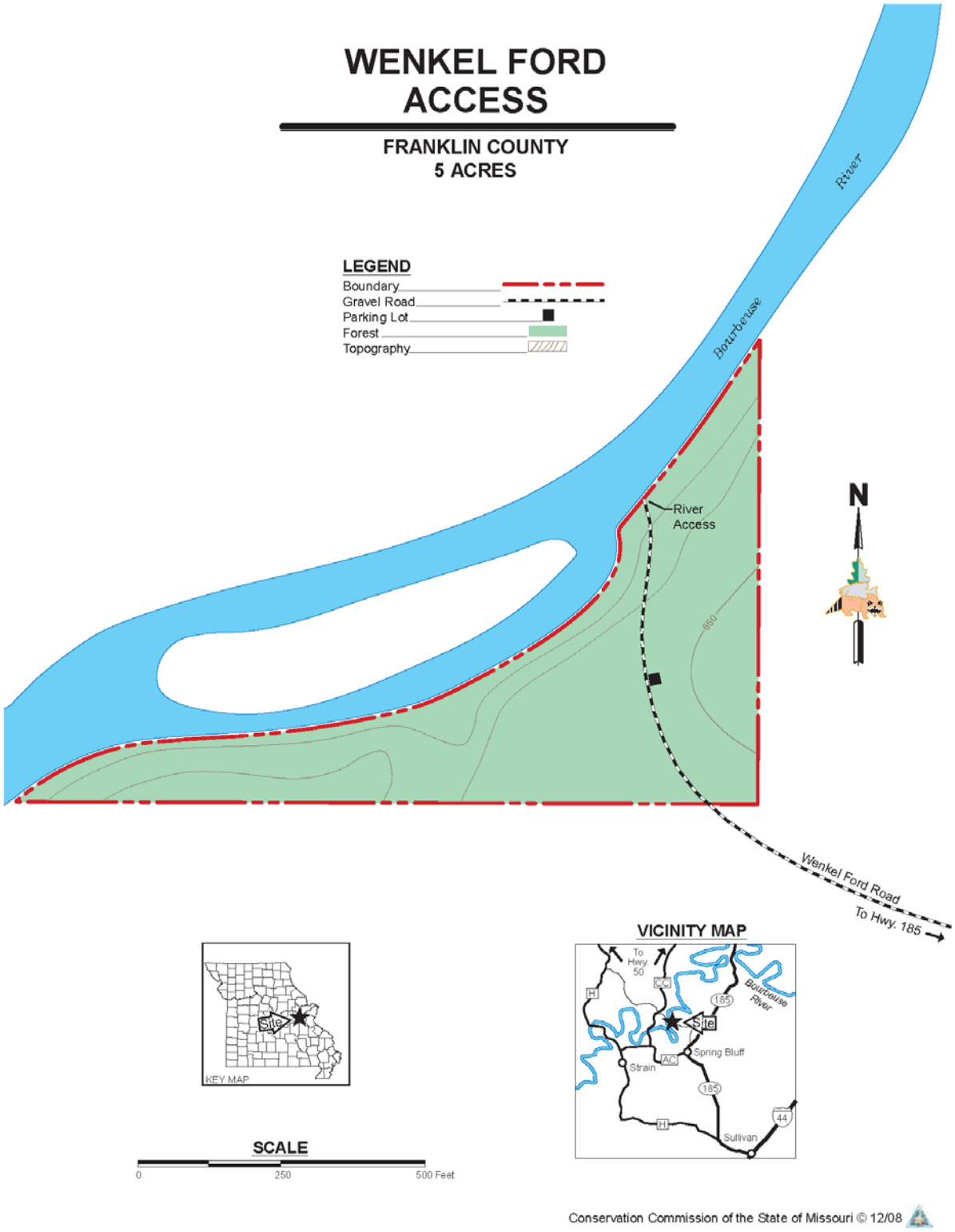
Wenkel Ford Access is located between Spring Bluff and Beaufort. This area was purchased from willing sellers by the Department in 1982 and provides public fishing opportunities and access to the Bourbeuse River. This area has a small parking lot and a shallow ford crossing the river that allows for canoes and small boats to launch.

Area Location: Wenkel Ford Access is north of Spring Bluff 4 miles to Wenkel Ford Road. Take Wenkel Ford Road northwest another 4 miles to the river.

Current Land and Water Types:

Land/Water Type	**Acres**	**Miles**	**% of Area**
Forest & Woodland	4.00		74
Parking Lot, other	1.37		26
Total	**5.37**		**100**
Stream Frontage		0.24	

Appendix 21. Wenkel Ford Access Map



Appendix A. St. Louis Southern Small River Accesses Management Plan Public Comments

Received during public comment period (September 1-30, 2015):

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1996: http://mjvande.nfshost.com/mtb10.htm . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking....

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see http://mjvande.nfshost.com/scb7.htm). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

Those were all experimental studies. Two other studies (by White et al and by Jeff Marion) used a survey design, which is inherently incapable of answering that question (comparing hiking with mountain biking). I only mention them because mountain bikers often cite them, but scientifically, they are worthless.

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

To see exactly what harm mountain biking does to the land, watch this 5-minute video: http://vimeo.com/48784297.

In addition to all of this, it is extremely dangerous: http://mjvande.nfshost.com/mtb_dangerous.htm .

For more information: http://mjvande.nfshost.com/mtbfaq.htm .

The common thread among those who want more recreation in our parks is total ignorance about and disinterest in the wildlife whose homes these parks are. Yes, if humans are the only beings that matter, it is simply a conflict among humans (but even then, allowing bikes on trails harms the MAJORITY of park users -- hikers and equestrians -- who can no longer safely and peacefully enjoy their parks).

The parks aren't gymnasiums or racetracks or even human playgrounds. They are WILDLIFE HABITAT, which is precisely why they are attractive to humans. Activities such as mountain biking, that destroy habitat, violate the charter of the parks. Even kayaking and rafting, which give humans access to the entirety of a water body, prevent the wildlife that live there from making full use of their habitat, and should not be allowed. Of course those who think that only humans matter won't understand what I am talking about -- an indication of the sad state of our culture and educational system
Consider parking lot expansion for area. Possibly different angle for entry into boat launch. Post signs and keep them posted about using ramp only for loading and unloading of water craft and NO parking on ramp or fire building etc on ramp. Been there numerous times (and Merrell Horse) where the access to turn/back in the boat is blocked by vehicles of non-floaters and they are nowhere to be found. Give tickets or give people permission to report, take photo and send them ticket in the mail if there is a vehicle on the ramp or blocking the turn around/back in area. We can help be guardians of the area if we know how and what to do. Giving tickets for parking where they are not supposed to would be a good start. Otherwise the access has begun to drop off at the end, suggest maybe additional ramp farther into water or at the very least maintenance to keep the end from being a drop off. I know with the flooding, this will be an on-going issue, and not sure what the best way to handle it would be. Love having the access. Didn't know Brown's Ford had been given to Jefferson County, what a shame.
You have done a great job with the accesses (in Franklin, Crawford counties). I would suggest that Sands Ford needs more parking. All accesses (except those already having) need a separate canoe, raft launch area, away from the trailered boat ramp. I would like to see tie down "hooks" on all ramps (an eye bolt type) so that we can tie a rope to keep boat from floating away. It isn't fun to go swimming after a boat in the winter, because of the wave from pulling the trailer up the ramp.
River access is very important to the continued growth of paddle sports and to allow the citizens of Missouri to use the wonderful rivers. The use of river will spur growth in the sale of kayaks, canoes, paddle boards. Also there will be growth in the sale of fishing supplies. Access to Missouri streams will also increase the awareness of the citizens of Missouri of the importance of clean waters and their role in being good stewards of the streams of Missouri, They will understand the important role the Missouri Department of Conservation plays and support the Department.
Decreasing vandalism is a great idea and goes hand in hand with making the public more aware of the areas. If there are more visits the vandals are more likely to stay away and with a clean area the public is more likely to visit. Increasing the size of any of the areas is a great idea to further protect more of the shore line of the rivers. If it is possible to provide safe swimming or wading opportunities, this should be a goal.

i live near mill rock,and i have been wondering why does the county grade up and down the river stream from time to time.and why are people allowed to take their vehicles and drive on the gravel banks in the river.i know the county clears the slab after a big rain and the river goes down.i see trucks,cars and atv's parked on the river and not the parking lot.not sure if this is the best way to let you know what i see. thank you.
Mammoth Access: I agree with the proposed plan for Mammoth Access. However I know personally that Additional (adjoining) land was offered to Mo. D.N.R. to increase the size of the Mammoth Access.
As a neighbor of Sand Ford Access, it is a wonderful resource for the community and visitors. I have a comment that pertains to the safety of that area. There is a very steep hill before you get to Sand Ford Access and vehicles can really pick up speed going down it. Local residents know the area and usually use their brakes. Visitors however are unfamiliar with the decline and can really pick up speed. There is a sign at the top of the hill showing a decline. Would it be possible to improve that sign making it more noticeable. Thank you for your consideration!