

# RIVERS PROJECT AREA MAP

SITE NO.	SITE NAME	PUBLIC PARKING	BOAT RAMP	SHORELINE FISHING	PRIMITIVE CAMPING	PICKNICKING	RESTROOMS	VISITOR CENTER	WATCHABLE WILDLIFE	BIKE TRAILS	MANAGED BY
1	Horseshoe Lake State Park	X	X	X		X	X		X		IDNR
2	Roman Road Turnaround	X									USACE
3	Chain of Rocks Park	X	X			X				X	IDNR
4	Dam 27 Access	X	X	X							USACE
5	West Levee Access	X							X		USACE
6	Canal Access	X		X						X	USACE
7	Lewis & Clark State Historic Site	X	X					X		X	IHPA
8	Columbia Bottoms	X	X			X	X	X	X	X	MDC
9	Jones Confluence State Park	X	X	X		X					MDNR
10	Mel Price/NGRM/Illinois Esplanade	X				X	X	X	X	X	USACE
11	Maple Island Access	X	L	X					X	X	USACE
12	Ellis Bay (Riverlands Way)	X	X	X			X		X	X	USACE
13	Alton River Park	X	X	X		X	X			X	City of Alton
14	Ellis Island Access	X	X	X					X	X	USACE
15	Teal Pond	X	L	X					X	X	USACE
16	Ellis Lake Access	X		X					X	X	USACE
17	Lincoln Shields Rec. Area	X	L	X		X	X		X		USACE
18	Alton Lake Access	X	L	X					X		USACE
19	Alta Villa Access	X	L	X							USACE
20	Spatterdock Access	X	L	X							USACE
21	Dresser Island	X	L	X					X		MDC
22	Piasa Creek Rec. Area	X	X	X		X	X				IDNR
23	Piasa Harbor Marina		fee								USACE-outgrant
24	Lockhaven Harbor Access		fee								USACE-outgrant
25	Hideaway Harbor	X	X	X		X	X				St. Charles Co.
26	Sherwood Harbor Marina		fee				X				USACE-outgrant
27	Pohlmann Slough Access	X	L	X					X		IDNR
28	Royal Landing Access	X	L	X							IDNR
29	Cuivre Island Access	X	L	X							MDC
30	Lock & Dam 25/Winfield Access	X	X	X		X	X		X		USACE
31	Cockrell Hollow Access-Batchtown	X	L	X			X				USACE-outgrant
32	Foley Access	X	L	X					X		USACE
33	Prairie Pond Access	X	L	X					X		USFWS
34	Mississippi River Access	X	L	X					X		IDNR
35	B.K. Leach River Access	X	X						X		MDC
36	Hurricane Access	X	L	X	X						USACE
37	Gilead Access	X	L	X					X		USFWS
38	Norton Woods Access	X	L	X			X		X		MDC
39	Red's Landing Access-slough	X	L	X			X		X		IDNR
40	Red's Landing Access-river	X	X	X							IDNR
41	Paraire Slough Access	X	X	X							MDC
42	Hamburg Ferry Access	X	X	X			X				MDC
43	Rip Rap Landing Access	X	X	X							IDNR
44	Lock & Dam 24/ClarksvilleRiverfront	X	X	X		X	X		X		USACE & City
45	Pleasant Hill Access	X	L	X	X				X		USACE
46	Silo Access	X	L	X	X				X		USACE
47	Calumet Creek Access	X	L	X			X				MDC
48	Gosline Access	X	L	X	X				X		USACE
49	City of Louisiana	X	X	X		X	X				City of Louisiana
50	Two Rivers South Access	X	L								USACE
51	Two River North Access	X	L	X	X						USACE
52	Ted Shanks Horseshoe Lake Access	X	L	X			X		X		MDC
53	Ted Shanks Salt River Access	X	L	X			X				MDC
54	Willow North Access	X	L	X							USACE
55	DuPont Public Access	X	L	X	X		X				MDC
56	Cincinnati Landing Access	X	L	X							USACE
57	Lock & Dam 22	X	X								USACE
58	Michael's Landing Access	X	L	X							IDNR
59	Godar-Diamond Access	X	L	X			X				IDNR
60	Hadley Landing Access	X	L	X			X				IDNR
61	The Glades Access	X	L	X							IDNR
62	Fuller Lake Access	X	L	X							IDNR
63	Stump Lake Access	X	L	X			X				IDNR
64	Blooms Landing Access	X	L								USFWS
65	Dabbs Road Access	X	L	X							IDNR
66	Pere Marquette State Park	X	L	X	X	X	X	X	X	X	IDNR
67	Lower Swan Lake Access	X	L	X				X			USFWS
68	Calhoun Wetlands Access	X	X					X			USFWS
69	Swan Lake Levee Access	X	X					X			USFWS
70	Gilbert Lake Access	X	X					X			USFWS
71	Silver Lake Access	X	L	X			X		X		IDNR

Note: L = Limited due to type, slope, elevation, and condition of ramp

LOCK & DAM 24

Completed in 1940, this lock spans the river near Clarksville, Missouri, and consists of only one 600-ft lock for an average lift of 15 feet. This lock was the first one constructed under the 9-ft channel project without roller gates — a huge leap in lock and dam engineering at the time. It has 15 tainter gates that controls the flow of the mighty Mississippi River.

LOCK & DAM 25

This lock and dam went into operation in 1939 near Winfield, Missouri, and consists of one 600-ft lock for an average lift of 15 feet. It was equipped with 3 submersible roller gates and 14 submersible tainter gates. At the time of construction, submersible gates represented a marked improvement in that they allowed for the almost unobstructed flow of floodwaters, ice and debris.

LOCKS & DAM 27

Completed in 1953 near Granite City, Illinois, the twin locks at Lock 27 are situated at the southern end of an 8.4-mile long, man-made canal. This last downstream lock moves more cargo than any other navigation structure on the Mississippi River. After 1940, only a single obstacle prevented the safe and reliable operation of a 9-ft navigation channel — a 17-mile series of rock ledges just North of St. Louis known as the Chain of Rocks Reach. The Corps of Engineers constructed the canal to bypass the treacherous Chain of Rocks Reach and then built a low-water dam across the main river channel to ensure adequate pool depths.

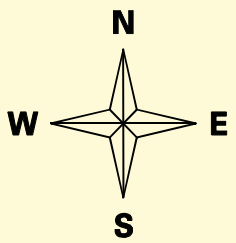
	MANAGING AGENCY	PHONE NUMBER
USACE	US Army Corps of Engineers	877-462-6979
USFWS	US Fish & Wildlife Service	618-883-2524
IDNR	Illinois Dept of Natural Resources	217-782-6752
MDC	Missouri Department of Conservation	573-751-4115
MDNR	Missouri Dept of Natural Resources	800-334-6946
IHPA	Illinois Historic Preservation Agency	618-251-5811

Legend

State Managed

USACE Managed

USFWS Managed



MELVIN PRICE LOCKS & DAM

Construction of Melvin Price Locks and Dam began in 1979 and was completed in 1994. Old Locks and Dam 26 was removed beginning in 1990 when the main lock at Melvin Price became operational. Melvin Price Locks and Dam operates 2 lock chambers — a 600-ft lock and a 1200-ft lock for an average lift of 20-ft. Throughout its design and construction, the Corps of Engineers employed state-of-the-art computer-assisted design, testing, and evaluation to create a structure that represents the very best in river navigation control works.



US Army Corps of Engineers  
St. Louis District