

Alternative 3

Estimated Cost: \$255,750
(See Appendix IV)

Expand and improve the trailhead/parking area at Lincoln Trailhead.

The footprint of this area would be expanded to provide parking for a total of 20 horse trailers and five passenger vehicles. This would include limited restroom facilities at the site, similar to those at Maple Springs Trailhead.

Improve the short connector trail between Lincoln Trailhead and Collie Ridge Trail.

This trail would be widened to sustainable standards to accommodate the level of traffic it now receives.

Eliminate trailhead and trail access from Good Spring United Baptist Church yard.

Trailhead and trails access leaving from the church would be eliminated. Road access to the church and cemetery would remain. Connector trails at Maple Springs Trailhead would be developed to replace the trail access to Raymer Hollow Trail eliminated at the church, while access to the Good Spring Trail would continue by use of the Buffalo Trail.

Construct a connector trail in the Maple Springs Complex.

This approx. 1.5-mile hardened-gravel connector trail would improve access to the trail system, enhance safety, and provide needed trail linkages among four existing facilities: the Maple Springs Trailhead, the Raymer Hollow Trail, the Maple Springs Group Campground, and the Mammoth Cave International Center for Science and Learning.

Authorize mountain bike use on the White Oak Trail.

The 2.4-mile White Oak Trail would remain open to hikers and horseback use, and would also be opened to bicycles under this proposed action.

Improve the existing trailhead/parking areas at the First Creek and Temple Hill Trailheads within their existing footprints.

The existing parking areas/trailheads at First Creek and Temple Hill would be improved on their existing footprints to increase each lot's current total of 10 parking spaces for use by both horse trailers and passenger vehicles to 15.

Permit horse use on Sal Hollow Trail from June through October.

Horse use on the Sal Hollow Trail would be permitted from June 1 through October 31 (during the driest months of the year); except for this restriction, horses are allowed on all other northside trails. Sal Hollow, Buffalo, and portions of Turnhole Bend trails would be open to bicycle use year round. Bicycle use would be authorized on the proposed connector trail from the Maple Springs Trailhead to the Maple Springs Group Campground and to the Mammoth Cave International Center for Science and Learning. A special regulation would be developed to authorize bicycle use on these trails.

Increase parking at Maple Springs Trailhead within the existing footprint.

The existing parking area/trailhead at Maple Springs (six passenger vehicles and eight horse trailers) would be improved on its existing footprint to provide 12 parking spaces for horse trailers and 10 parking spaces for passenger vehicles.

Construct small parking areas at three locations: the start of Crystal Cave Road, the start of the Great Onyx Road, and at the White Oak Trailhead.

Simple, crushed aggregate parking areas would be built to provide parking for two to three cars at each site.

Study the potential of other trail proposals such as the extension of the Mammoth Cave Railroad Bike and Hike Trail; such proposals would balance visitor use interests with resource protection, and are in accordance with the park's enabling legislation.

There is interest from the communities of Cave City and Brownsville in constructing similar bike trails that may connect with the Mammoth Cave Railroad Bike and Hike Trail.

All other visitor uses of the park trail system would remain the same, as they are currently authorized.

Only in this Alternative

Alternatives 2, 3, & 5

Alternatives 3, 4 & 5

Alternatives 2, 3, 4 & 5

