

# Alternative 5

Estimated Cost: \$287,250

(See Appendix IV)

Preferred Alternative

**Construct approximately one mile of rerouted trail on the First Creek Trail** (from the Temple Hill Trailhead to First Creek Lake).  
*This work would achieve a more gradual change in elevation for this trail segment.*

**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, Lincoln, and Temple Hill Trailheads within their existing footprints.**  
*The existing parking area/trailhead at First Creek, Lincoln, and Temple Hill would be improved on its existing footprint to increase each lot's current total of 10 parking spaces for use by both horse trailers and passenger vehicles to 15.*

**Dedicate First Creek Trail for bicycle use and hiking; all trails between Houchins Ferry Road and Green River Ferry Road North would be opened to horse use and closed to bicycle use.**  
*First Creek Trail would be closed to horses, and Sal Hollow Trail would be opened to horses. A special regulation would be developed to authorize bicycle use on First Creek Trail.*

**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 2, 4, & 5
- Alternatives 3, 4 & 5
- Alternatives 2, 3, 4 & 5

Trail Use

- All Uses
- Hiking Only
- Hiking & Horseback Only
- Hiking & Bicycling Only

Paved Roads

Rough-Surfaced Roads

Streams and Rivers

Park Boundary

Trailhead

Campground

Backcountry Campsite