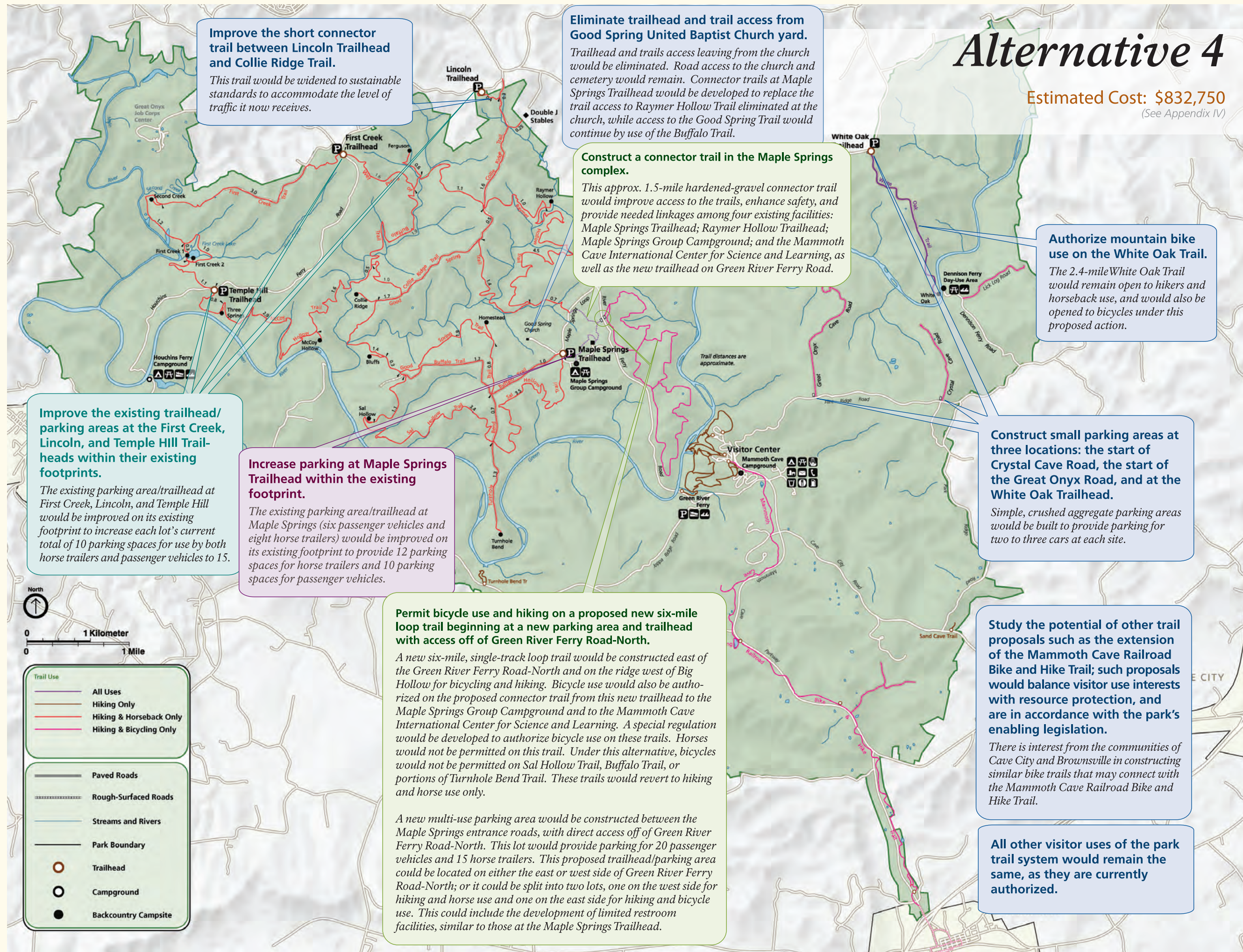


Alternative 4

Estimated Cost: \$832,750
(See Appendix IV)



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 trails, enhance safety, and provide needed linkages among four existing facilities: Maple Springs Trailhead; Raymer Hollow Trailhead; Maple Springs Group Campground; and the Mammoth Cave International Center for Science and Learning, as well as the new trailhead on Green River Ferry Road.

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.

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.

Permit bicycle use and hiking on a proposed new six-mile loop trail beginning at a new parking area and trailhead with access off of Green River Ferry Road-North.
A new six-mile, single-track loop trail would be constructed east of the Green River Ferry Road-North and on the ridge west of Big Hollow for bicycling and hiking. Bicycle use would also be authorized on the proposed connector trail from this new 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. Horses would not be permitted on this trail. Under this alternative, bicycles would not be permitted on Sal Hollow Trail, Buffalo Trail, or portions of Turnhole Bend Trail. These trails would revert to hiking and horse use only.
A new multi-use parking area would be constructed between the Maple Springs entrance roads, with direct access off of Green River Ferry Road-North. This lot would provide parking for 20 passenger vehicles and 15 horse trailers. This proposed trailhead/parking area could be located on either the east or west side of Green River Ferry Road-North; or it could be split into two lots, one on the west side for hiking and horse use and one on the east side for hiking and bicycle use. This could include the development of limited restroom facilities, similar to those at the Maple Springs Trailhead.

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, 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