

### PREVAILING WINDS



Prevailing winds and mean annual wind speed (in miles per hour).  
Northeast winds prevail in September and October.

### TEMPERATURE



Average high and low temperatures (in Fahrenheit) for each season.  
Winter through Fall, by region.

### PRECIPITATION



Mean number of days with 0.01 or more inches of precipitation per year.

### Laws

- The bicycle has been legally considered a vehicle in North Carolina since 1937. Thus, it has full rights and responsibilities on the roadway and is subject to all regulations governing a vehicle.
- The bicycle is specifically prohibited from all interstate highways and limited access highways.
- Required equipment includes a front lamp which is visible from a distance of at least 300 feet and a rear reflector or lamp which is visible from a distance of 200 feet when riding at night.

### Safety Tips

- Do not attempt trips which are beyond your capabilities.
- Be sure your bicycle is the right size for you and keep it in good repair, checking for loose and worn parts regularly.
- When riding with a group, ride single file.
- Ride on the right-hand side of the road.
- Obey all traffic signs and signals.
- Signal all turns well in advance; keep both hands on your handlebars when executing the turn.
- Avoid night riding, especially in rural areas.
- Ride defensively and in a predictable manner. Stay alert. The bicycle always loses in a conflict with a car.
- Establish eye contact with drivers around you to be sure they are aware of your presence.
- Wear bright clothing for visibility; avoid loose-fitting clothes which might get caught in the spokes or chain.
- Watch out for speeding drivers. They are especially common in rural areas.
- Cross all railroad tracks at right angles.
- Be sure that touring equipment is securely attached to your bicycle in such a way that it will not interfere with performance. Distribute the weight evenly on your bicycle, front and rear.
- Watch for sand, loose gravel, and wet leaves.
- Before starting mountain descents or long, steep downhill, make sure your brakes, cables, tires and wheels are in good condition and your load is secure.
- Be courteous to other drivers; keep traffic flowing by helping them pass you in a safe manner.

"This guide is published by the Department of Transportation as an aid to bicyclists. The Department of Transportation in no manner warrants the safety of the highways indicated on these maps for use by bicyclists. These roads are suggested only as more suitable than others for use by bicyclists as connecting routes. All roads suggested are regular roads of the highway system used by automobiles and trucks, with no special lanes provided for bicycles. As no separate lanes are provided for bicycles and therefore are dangerous for use by bicyclists, the bicyclist assumes the risk for his own safety when using the routes indicated on these maps."

It is urged that no one under 15 years of age attempt to ride all or any portion of these routes without adult supervision.

# B PIEDMONT SPUR

## NORTH CAROLINA



## BICYCLING HIGHWAYS

The Bicycle Program of the North Carolina Department of Transportation has undertaken a unique project — the development of a statewide bicycle system along the existing roads of the extensive primary and secondary highway system. North Carolina has one of the finest highway systems in the nation; however, few people realize the potential afforded for bicycling. Although no roadway where the automobile and bicycle mix will ever be totally safe, there are many roads, unknown to the majority of people, which are relatively safe for bicycling due to their low traffic volumes and good roadway conditions. To date, only automobile-oriented road maps and information have been available. Therefore, a project was initiated by the Bicycle Program to locate these "bicycling highways", link them into a comprehensive system of bicycle routes and make available to the public a series of pamphlets containing detailed maps and narratives describing these routes. This information will serve to guide the bicyclist to those roads which are safer for bicycle travel. When the entire system is completed, bicyclists riding in North Carolina will have the most extensive bicycle-oriented road data available anywhere.

Bicycle riding can be a rewarding and enjoyable way to travel or spend leisure time. In order to enhance this pleasure, please take time to read the information provided in this guide before embarking on any trips.

## Using This Guide

Whether you wish to travel 5 or 500 miles, this guide contains all the information necessary to help you prepare for, and take, a bicycle trip along a portion of North Carolina's system of "bicycling highways". Included in this package you will find information on state laws pertaining to the use of the bicycle, safety tips, physiographic features of North Carolina, availability of public transportation, average seasonal temperatures, direction and velocity of prevailing winds, and contacts for further information.

Within this pamphlet, you will find a series of segment maps, with descriptive narrative, each detailing an average of 45 miles of this route. A fold-out map of the state shows the "bicycling highways" system and locates each segment of this route. For easy reference, these segments are numbered.

Much important information appears on the face of each segment map. To orient you to your general location, a background network of roads, creeks and rivers, cities and towns, and county boundaries is shown. The actual route you follow is highlighted in red. Any section of the route which may be confusing or difficult to follow has been enlarged as a special inset on the map. All roads which are a part of, or intersect with, the route are numbered. To facilitate following the route, the number of any secondary road which is a part of the route is enclosed in a rectangle (i.e., **1005**). Also important to note, is that many secondary roads often change numbers when they cross lines, intersect major highways, or go through towns. On the highway, these secondary road numbers can be found on sign posts at all intersections. They are small and sometimes obscure, so look carefully.

Symbols appear on each map pinpointing all information pertinent to your safety, needs and interests. The exact location of county stores offering basic services — food, water, telephone and toilet facilities — is designated on the map by a red triangle; hazardous areas are highlighted with a red asterisk; a red star appears near the name of any city or town which offers complete services — basic services plus hospital, motel, supermarket, restaurant, laundromat, post office, and bank. The exact locations of campgrounds, restaurants (those outside cities or towns), and all points of interest, are noted with red dots; special symbols designating a campground, restaurant, historic site, recreation area, scenic area, or point of cultural or educational significance are numbered for easy reference to the narrative. North directional arrows appear on each map, as do match lines. A legend showing all symbols and their meanings is included on the back of each segment map/narrative. This should be studied carefully to avoid confusion.

The narrative which accompanies each segment explains or expands the information symbolized on the map. A general terrain description is given to assist you in gauging your trip to your capabilities; the distance of each segment is noted in both miles and kilometers; an assessment of roadway conditions is offered with comments on problem areas; hazardous areas are detailed, noting approximate duration of problem; availability of services along the route or within reasonable biking distance of the route is discussed, bike shop locations are noted. Descriptive information on each point of interest is also included.

## Notes on North Carolina

Stretching 503 miles from west to east and 188 miles from north to south, North Carolina contains a lot of surprises within its borders. Three distinct regions offer the cyclist a traveling experience and a type of terrain to suit every preference. In the west lie the Great Smoky and Blue Ridge Mountain ranges, with 43 peaks over 6,000 feet a challenge to even the best riders. A wild and somewhat isolated area, this region contains the highest elevations and the most rugged topography in the Appalachian mountain system.

Traveling eastward through the foothills into the Piedmont region, the terrain changes to gently rolling countryside. An occasional encounter with an ancient, eroded mountain — thought to be, at one time, more lofty than the Rockies — offers just enough of a climb to test the cyclist's skills. Even though this is the fastest-growing and most industrialized section of North Carolina, miles of quiet rural lanes offer some of the state's most pleasant bicycling.

Spanning the final 100 miles to the sea, the coastal plain offers virtually flat terrain for easy pedaling. As this region was the first part of North Carolina to be settled — beginning with the first attempted English colonization in 1585 — the "feeling of history" is strong. Many historic sites and old plantation homes, some restored, others decaying, can be found throughout the area. The state has more than 300 miles of coastline, which includes the unique Outer Banks, a series of barrier islands a few miles off-shore. The coves and shallows of this treacherous coast hold numerous tales of shipwrecks, ghosts, and buried pirates' treasure. Here, too, are found the largest sand dunes on the eastern coast.

North Carolina lies within a climatic region termed "humid subtropical". The winters are generally short and mild with long, hot and humid summers, and very pleasant transitional seasons. Seldom do temperatures drop to zero in winter and only occasionally exceed 100° F in the summer. Although there is considerable variation in the distribution of rainfall, precipitation levels are high throughout the state. On the average there are 125 days with measurable precipitation. Distribution of rainfall during the year is reasonably uniform, although two periods of higher rainfall can be defined. Generally, rainfall is highest in the summer months, with lowest yearly totals occurring in October or November. Precipitation increases during the winter, then decreases again in April.

Considering the diverse topographic regions and high levels of precipitation, it is hard to predict when the best time for bicycling in North Carolina might be. Conditions in the mountains generally permit biking from May through October, with fall foliage displays making this an especially spectacular season to visit the area. Summer temperatures here provide more pleasant biking weather than in other parts of the state. In the Piedmont, the climate is more temperate, providing good cycling weather from mid-March through mid-November. Spring and fall are particularly pleasant, with warm days and cool evenings. Winter weather is often suitable for cycling but is extremely unpredictable, with temperatures varying from the teens to the upper sixties. The coastal plain experiences the mildest temperatures of all the regions. Spring and fall are generally the best times for biking here as summer days are often oppressively hot and humid.

North Carolina is easily accessible by air, rail and inter-city bus systems. Scheduled commercial air service is available in Asheville, Hickory, Winston-Salem, Greensboro/Winston-Salem/High Point, Charlotte, Raleigh/Durham, Fayetteville, Rocky Mount/Wilson, Kinston, New Bern, Jacksonville, and Wilmington. Amtrak rail passenger service is available along two north/south routes, one serving Raleigh, Southern Pines and Hamlet and the other serving Rocky Mount, Wilson and Fayetteville. Southern Railroad offers a north/south route which serves Reidsville, Greensboro, High Point, Salisbury, Concord, Charlotte, and Gastonia. Inter-city bus service is provided by Greyhound, Trailways and several smaller companies to virtually all communities in the state.

This guide was produced by the North Carolina Bicycle Program through the efforts of:  
Curtis B. Yates — Bicycle Coordinator  
Mary Paul Meletiou — Assistant Bicycle Coordinator  
Bruce Burgess — Cartographer  
Mark Smith — Graphic Designer

We welcome your comments or further questions. Contact:  
Bicycle Program  
North Carolina Department of Transportation  
Box 25201  
Raleigh, NC 27611  
919/733-2804

Information on recreational trails in North Carolina can be obtained from:

Trails Coordinator  
Department of Natural and Economic Resources  
P.O. Box 27687  
Raleigh, NC 27611

Individual county maps showing all state-maintained roads can be obtained from:

Head of Location and Surveys  
Department of Transportation  
Division of Highways  
Raleigh, NC 27611

These maps measure 19" x 31" and sell for 20¢ apiece (plus tax, where applicable).



























Official North Carolina highways maps, plus a large variety of brochures on camping, recreational area activities, historic sites, and points of interest can be obtained from:

Travel Development Section  
Department of Natural and Economic Resources  
Raleigh, NC 27611

## notes:

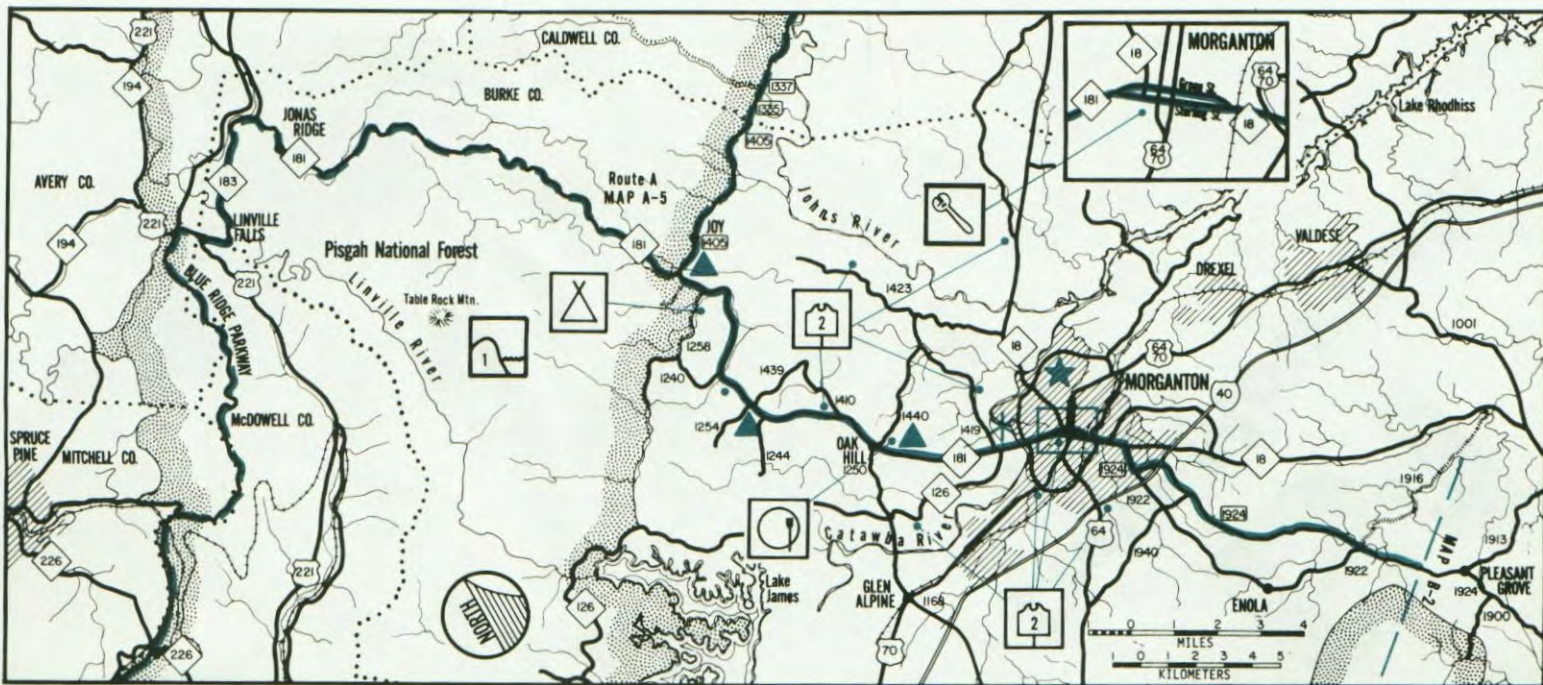
# B-1 Lone Mountain

## legend

	BICYCLE SHOP		HISTORIC SITE
	FLORA AND FAUNA		SCENIC AREA
	FOLKLORE		RECREATION AREA
	CULTURAL/ EDUCATIONAL SITE		CAMPGROUND
	RESTAURANT		RECREATION AREA/ CAMPGROUND
	BICYCLE ROUTE		CANAL
	PAVED ROAD		LAKE/SOUND/OCEAN
	UNPAVED ROAD		RAILROAD
	DIVIDED HIGHWAY		COUNTY LINE
	N.C. NUMBERED HIGHWAY		FOREST/PARK BOUNDARY
	U.S. NUMBERED HIGHWAY		TOWN
	INTERSTATE HIGHWAY		CITY
	ROUTE ON SECONDARY ROAD		ENLARGEMENT
	SECONDARY ROAD NUMBERS		BASIC SERVICES
	SEGMENT MATCH LINES		HAZARDOUS AREA
	RIVER OR CREEK		FULL SERVICE CITY

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## Lone Mountain B-1

### General Description

This segment begins at the base of the Blue Ridge escarpment, passing through gently rolling pastureland, into Morganton. A short distance south of town and you will begin a winding climb up a mountain. A quick descent brings you into a stream valley. A parallel road, NC 18 avoids this mountain but is too heavily traveled to be recommended as a bicycle route.

Approximately 22 miles/35 kilometers

### Roadway Condition

NC 181 from the beginning of the segment into Morganton, is a well-maintained road and has a high quality paved surface with a paved shoulder of a rougher surface type. The road over the mountain south of Morganton is narrow, but is in good condition as are all other roads in this segment.

### Hazardous Areas

Traffic on N.C. 181 in the Morganton area is moderately heavy. An industrial entrance indicates that early morning and late afternoon traffic counts will be even higher. 1 mile.

### Services

Country stores are located at regular intervals along the route in this segment. Morganton offers full services, including a bike shop. Several private campgrounds offer overnight accommodations.

### Points of Interest

- 1 Table Rock

West of Morganton, this flat-topped peak known as Table Rock is a distinctive feature of the area. A road and walking trail lead to the top. From that perch you can see for miles, sometimes as far as Roan Mountain on the Tennessee border.

- 2 Burke County Historic Sites

The early pioneers heading west followed a trail through the Catawba River Valley in present-day Burke County which had been developed by the Cherokee and Catawba Indians. English, Scotch-Irish, and Germans settled the area and by the early 1800's it had begun to prosper. The county courthouse and several fine homes which were built by the prominent families of that time have been restored to their original grandeur and are listed in the National Register of Historic Places. Located in and around Morganton, these homes are privately-owned, and many still belong to the descendants of the original owners. Names such as Quaker Meadows, Swan Ponds, Bellevue, Creekside, the Cedars and Magnolia Place hint at the elegance of this period.











## notes:























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# B-2 Spinning Wheels

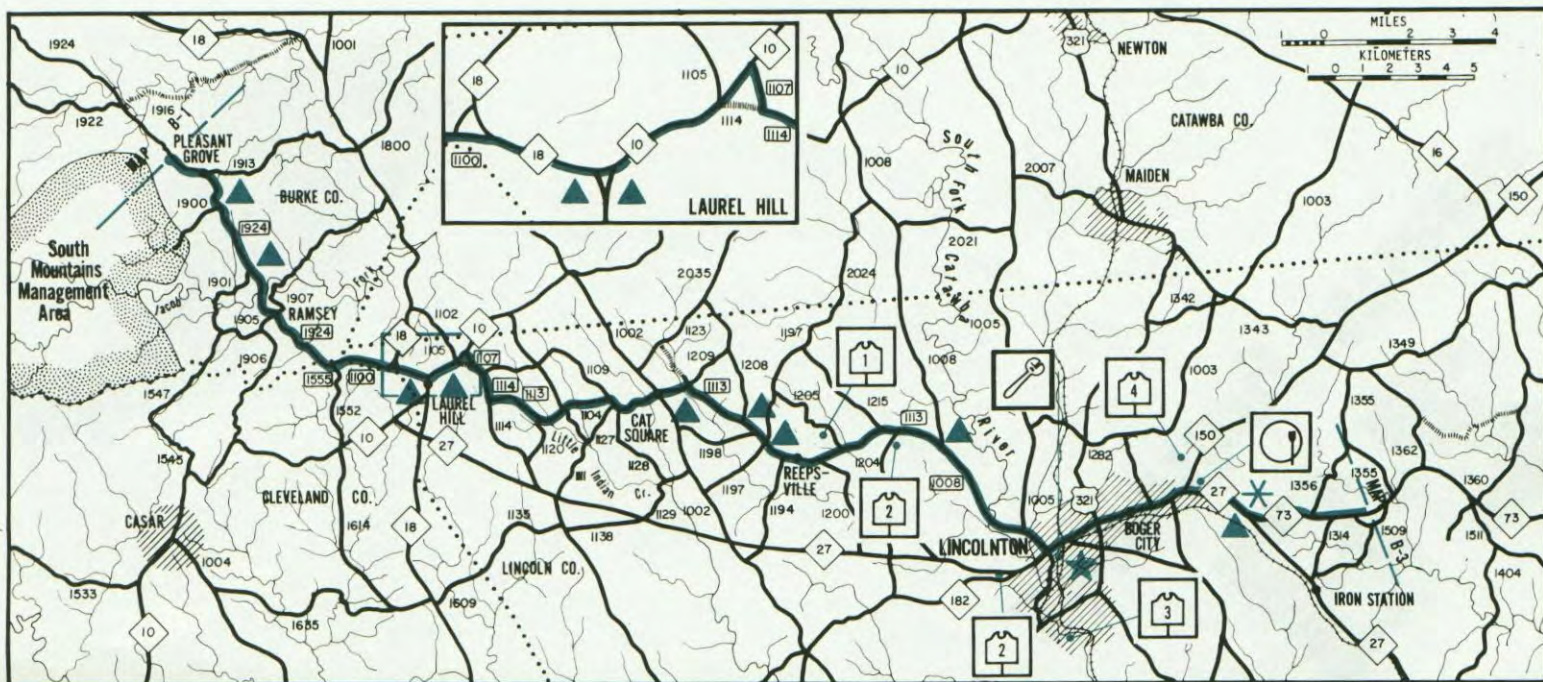
## legend

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	BICYCLE SHOP		HISTORIC SITE
	FLORA AND FAUNA		SCENIC AREA
	FOLKLORE		RECREATION AREA
	CULTURAL/ EDUCATIONAL SITE		CAMPGROUND
	RESTAURANT		RECREATION AREA/ CAMPGROUND

	BICYCLE ROUTE		CANAL
	PAVED ROAD		LAKE/SOUND/OCEAN
	UNPAVED ROAD		RAILROAD
	DIVIDED HIGHWAY		COUNTY LINE
	N.C. NUMBERED HIGHWAY		FOREST/PARK BOUNDARY
	U.S. NUMBERED HIGHWAY		TOWN
	INTERSTATE HIGHWAY		CITY
	ROUTE ON SECONDARY ROAD		ENLARGEMENT
	SECONDARY ROAD NUMBERS		BASIC SERVICES
	SEGMENT MATCH LINES		HAZARDOUS AREA
	RIVER OR CREEK		FULL SERVICE CITY





## Spinning Wheels B-2

### General Description

A short climb takes you out of the stream valley into a region of long, rolling hills which extend about 15 miles. These hills level out about 5 miles west of Lincolnton, but are encountered again, east of the city, and throughout the remainder of the segment. Approximately 36 miles/58 kilometers.

### Roadway Condition

For the most part the roads in this segment are of high quality and are in very good condition.

### Hazardous Areas

The traffic on NC 27 & 73 east of Lincolnton is somewhat higher than is desirable. 20 miles.

### Services

Services are readily available all along the route. Lincolnton provides full services, including a bicycle shop.

### Points of Interest

**1** Seagle Farm  
On this site stands a remarkably complete and intact collection of farm buildings, many of them log. This grouping reflects the unpretentious, self-sufficient character of the small farmers, mostly of German origins, who settled northern Lincoln County. Of note is the beehive oven, a form typically found in Pennsylvania. This farm, still privately-owned, is listed in the National Register of Historic Places.

**2** Historic Homes  
Several homes built in the late 1700's and early 1800's by prominent families in the area remain standing today. Four of these, Loretz House, Woodside, Shadowlawn and Magnolia Grove are listed in the National Register of Historic Places.

**3** Confederate Laboratory  
During the Civil War, drugs for the confederacy were not readily available, so laboratories were established in several locations to produce needed medicines. Supplies were hauled by wagon from the North Carolina mountains to these laboratories where herbs, roots, barks, and other natural substances were prepared

for medicinal use. A portion of one such laboratory, which was in operation in this area, remains.

**4** Schenk-Warlick Mill  
This mill, established about 1815, was the first cotton spinning mill in North Carolina. In the years before 1815 the state had been economically isolated, thus necessarily self-sufficient. Use of the spinning wheel and the hand loom in the home had largely met the demands for thread and cloth. Although the state possessed adequate resources, manufacturing on a factory basis was slow to develop and was so new and risky that it was unable to compete with agriculture, which continued to dominate the economic life of the state. No serious effort developed to "bring the cotton mills to the cotton fields."

## notes:



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# B-3

## Iron Forge

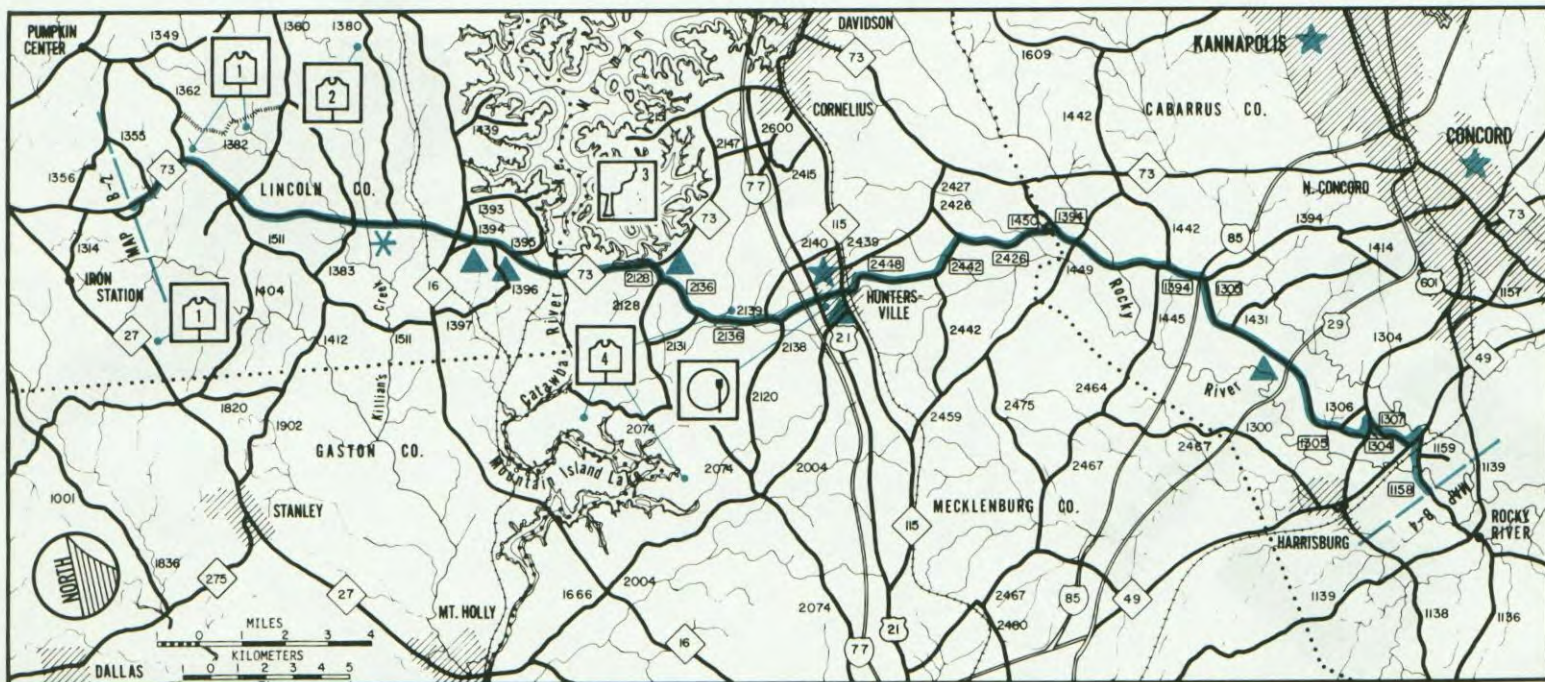
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	BICYCLE SHOP		HISTORIC SITE
	FLORA AND FAUNA		SCENIC AREA
	FOLKLORE		RECREATION AREA
	CULTURAL/ EDUCATIONAL SITE		CAMPGROUND
	RESTAURANT		RECREATION AREA/ CAMPGROUND
	BICYCLE ROUTE		CANAL
	PAVED ROAD		LAKE/SOUND/OCEAN
	UNPAVED ROAD		RAILROAD
	DIVIDED HIGHWAY		COUNTY LINE
	N.C. NUMBERED HIGHWAY		FOREST/PARK BOUNDARY
	U.S. NUMBERED HIGHWAY		TOWN
	INTERSTATE HIGHWAY		CITY
	ROUTE ON SECONDARY ROAD		ENLARGEMENT
	SECONDARY ROAD NUMBERS		BASIC SERVICES
	SEGMENT MATCH LINES		HAZARDOUS AREA
	RIVER OR CREEK		FULL SERVICE CITY

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## Iron Forge

## B-3

### Services

There are many country stores along the route. Full services are available in Huntersville, Concord and Kannapolis, which also has a bike shop. Camping is available along the shores of Lake Norman.

### Points of Interest

#### 1 Historic Homes

In the early 19th century there was a sizable development of the iron industry in Lincoln County. In 1823, ten forges and four furnaces were producing bar iron and castings in the form of skillets, pots, pans, dog-irons and ovens for local trade. The industry developed because of the isolation of the area; it declined because of its inability to compete with agriculture and because of the availability of better and cheaper products shipped from the north.

Ingleside and Vesuvius are properties which once belonged to two of the families prominent in Lincoln County's iron industry. These two homes and the iron furnace at Vesuvius are listed in the National Register of Historic Places.

#### 2 Catawba Springs

In the early 1800's, this was one of the chief summer resort areas of the planter class of North Carolina and a popular stop for stage coach travelers enroute between New Orleans and Washington.

#### 3 Lake Norman Recreation Area

Lake Norman, eight miles wide and thirty miles long, is the largest inland lake in North Carolina. 520 miles of shoreline offer countless recreational opportunities.

#### 4 Historic Homes

These three early nineteenth century homes, Cedar Grove, Holly Bena and the Latta House, are listed in the National Register of Historic Places.

### General Description

Long, rolling hills take you down gradually to the Lake Norman area. On the eastern side of the lake, the hills become more gentle as you ride through farm and pasture land.

Approximately 40 miles/64 kilometers.

### Roadway Condition

The roads you will travel are in very good condition.

### Hazardous Areas

NC 73 has a higher traffic volume than is desirable. 12 miles.



































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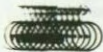
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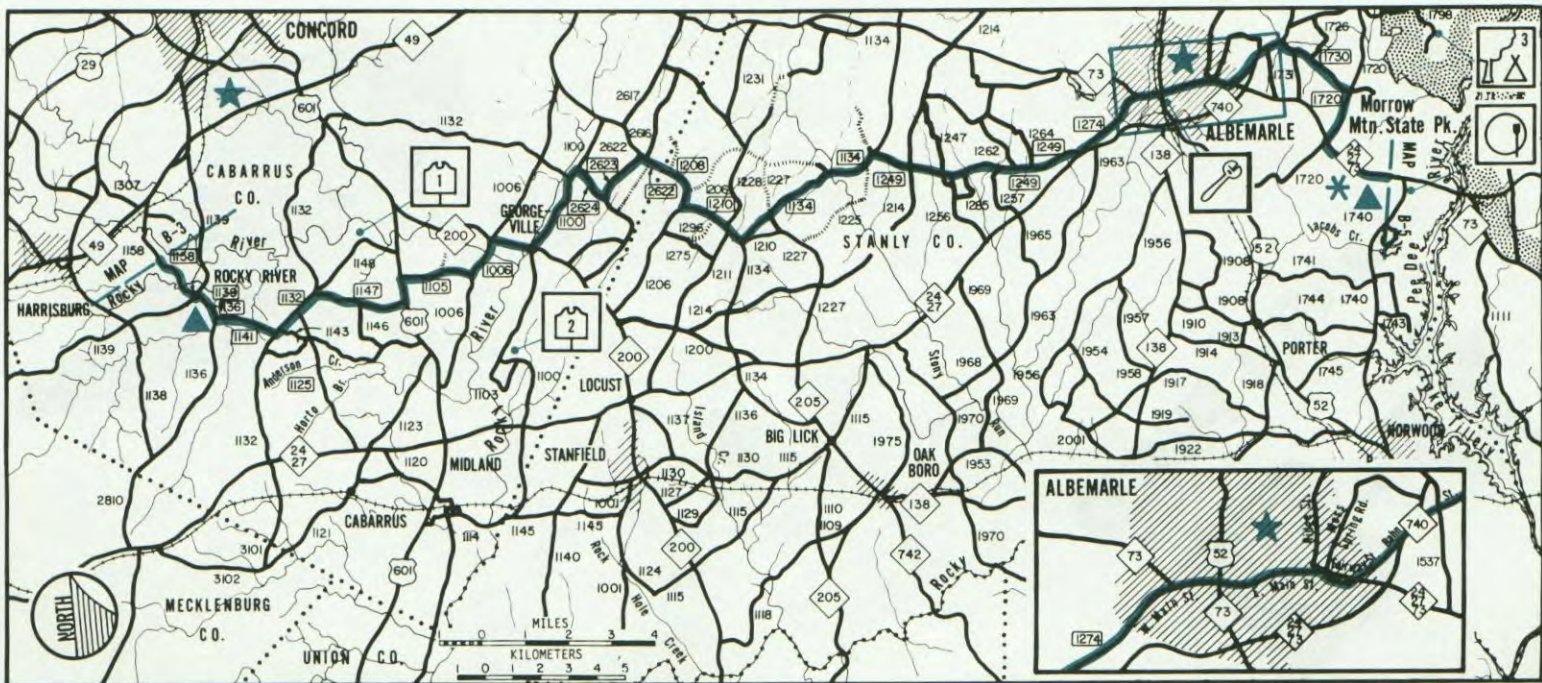
## Gold Fever

## legend

	BICYCLE SHOP		HISTORIC SITE
	FLORA AND FAUNA		SCENIC AREA
	FOLKLORE		RECREATION AREA
	CULTURAL/ EDUCATIONAL SITE		CAMPGROUND
	RESTAURANT		RECREATION AREA/ CAMPGROUND
	BICYCLE ROUTE		CANAL
	PAVED ROAD		LAKE/SOUND/OCEAN
	UNPAVED ROAD		RAILROAD
	DIVIDED HIGHWAY		COUNTY LINE
	N.C. NUMBERED HIGHWAY		FOREST/PARK BOUNDARY
	U.S. NUMBERED HIGHWAY		TOWN
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	ROUTE ON SECONDARY ROAD		ENLARGEMENT
	SECONDARY ROAD NUMBERS		BASIC SERVICES
	SEGMENT MATCH LINES		HAZARDOUS AREA
	RIVER OR CREEK		FULL SERVICE CITY

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## Gold Fever

## B-4

### General Description

For the most part, the terrain in this segment has gently rolling hills with a few steep, short hills as you approach the Pee Dee River in the easternmost portion.

Approximately 44 miles/71 kilometers.

### Roadway Condition

The roads in this segment are generally well-maintained and in good condition, although of a somewhat rough surface type.

### Hazardous Areas

NC 24/27/73 into Albemarle is somewhat congested. 3.5 miles.

### Services

Several country stores provide needed services. Concord and Albemarle provide full services, the latter offering a bike shop. Camping is available at Morrow Mountain State Park.

### Points of Interest

#### 1 McCurdy Log House

This privately-owned house and other log structures on the premises are part of a farm complex built during the revolutionary period. This site is listed in the National Register of Historic Places.

#### 2 Reed Gold Mine

While fishing in a stream on the family farm one Sunday in 1799, twelve-year-old Conrad Reed was attracted to a yellow substance he spotted on the bottom. He pulled up the heavy, wedge-shaped rock and took it home. Not recognizing this substance as gold, the family used the 17-pound nugget as a doorstep for the next twelve years.

One day on a business trip to Fayetteville, John Reed, the boy's father, took the rock to a jeweler who identified it as gold and offered to buy it. The uneducated farmer accepted \$3.50 for \$3600 worth of gold. Later, when he discovered the true value, he recovered an additional payment from the jeweler.

Back on the farm, the family began searching for more gold. With three neighbors and several slaves, mining began in earnest. In 1803 a slave discovered a 28-pound nugget.

Mining continued there on a part-time basis in the following years. By 1830 widespread discoveries in other parts of the state

generated gold fever and a gold rush to North Carolina was on. Scores of gold-mining companies were organized and incorporated. European experts introduced such new technology as steam engines, pumps, and ore crushing mills. A federal mint was opened in Charlotte. Despite all the activity, however, most of the ventures were relatively unprofitable and in 1848 the discovery of far richer gold fields in California led to the decline of the industry in this state. Sporadic attempts to revive the industry in later years proved to be futile.

The Reed Gold Mine has been declared a national historic landmark and is now being preserved as a state historic site. Plans for development which is now underway, include a visitor center and museum, a network of underground tunnels, reconstructed mining machinery and buildings and a series of nature trails.

#### 3 Morrow Mountain State Park











This park is in the Uwharrie Mountains and is bordered on two sides by Lake Tillery. The park offers camping, swimming, fishing, boating, and a refreshment stand. A natural history museum, open daily throughout the summer season, offers exhibits on the plant and animal life of this unusual geographic area. A park naturalist is also on duty during this time. The Kron House, a restoration of the home of a prominent physician of the last century is located within the park.























## notes:

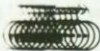
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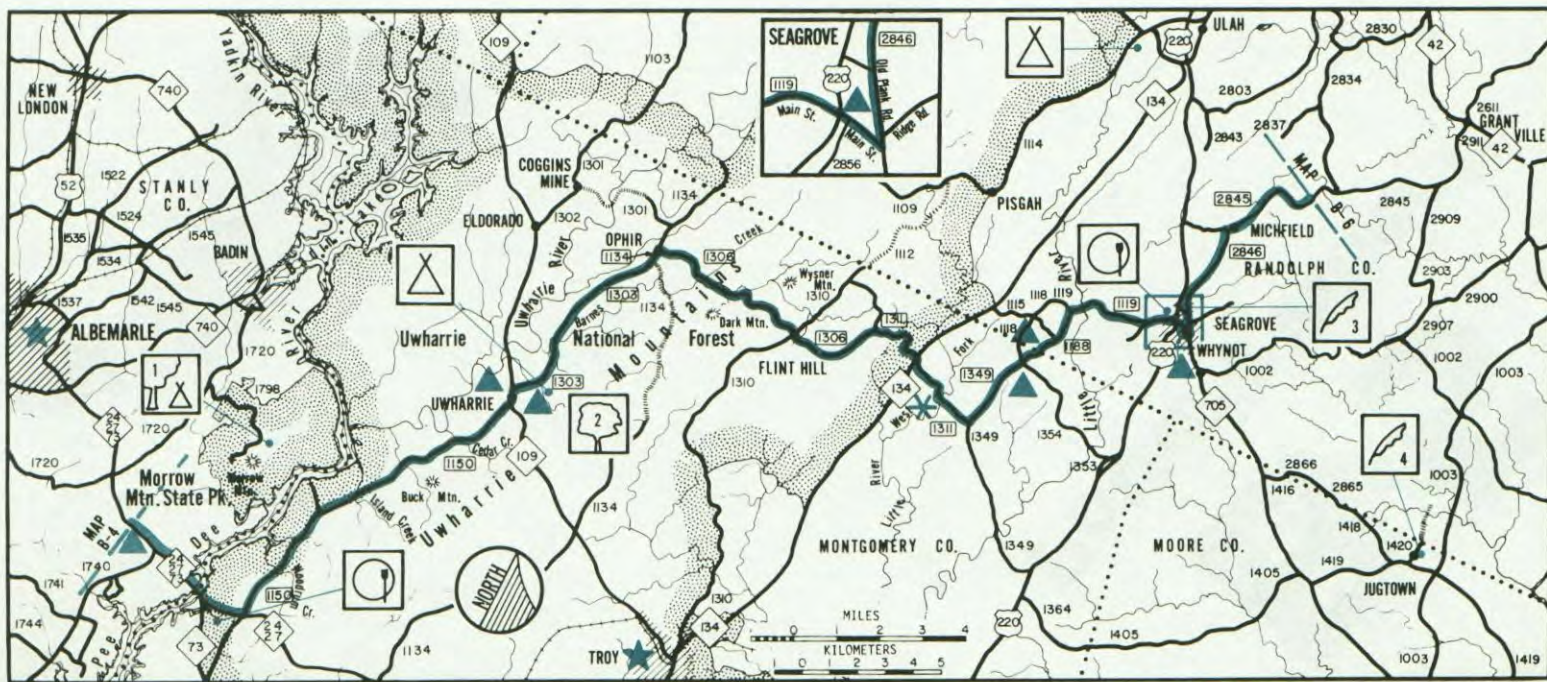
# B-5 Potter's Wheel

## legend

	BICYCLE SHOP		HISTORIC SITE
	FLORA AND FAUNA		SCENIC AREA
	FOLKLORE		RECREATION AREA
	CULTURAL/ EDUCATIONAL SITE		CAMPGROUND
	RESTAURANT		RECREATION AREA/ CAMPGROUND

	BICYCLE ROUTE		CANAL
	PAVED ROAD		LAKE/SOUND/OCEAN
	UNPAVED ROAD		RAILROAD
	DIVIDED HIGHWAY		COUNTY LINE
	N. C. NUMBERED HIGHWAY		FOREST/PARK BOUNDARY
	U. S. NUMBERED HIGHWAY		TOWN
	INTERSTATE HIGHWAY		CITY
	ROUTE ON SECONDARY ROAD		ENLARGEMENT
	SECONDARY ROAD NUMBERS		BASIC SERVICES
	SEGMENT MATCH LINES		HAZARDOUS AREA
	RIVER OR CREEK		FULL SERVICE CITY





## Potter's Wheel B-5

### General Description

After crossing the Pee Dee River you will encounter rolling hills, interspersed with a few short steep hills, for about 10 miles. The land slopes gently upward as you enter the Uwharrie Mountain area. Five more miles of rolling hills, bring you to the base of Dark Mountain. After a difficult 5 mile climb, the land begins to level off and you once again ride along gently rolling hills, for the remainder of this segment.

Approximately 40 miles/64 kilometers

### Roadway Condition

The roads in this segment are all very well-paved and in excellent condition.

### Hazardous Areas

A narrow bridge on 1311 over the West Fork of the Little River presents a hazard. The road drops down to the river with sharp curves on either side of the bridge, creating sight distance problems at a point where you will be building up speed.

### Services

There are many country stores along the route. Full services are available in Troy and Albemarle, which also has a bike shop. Camping is available at Morrow Mountain State Park, a National Forest Recreation Area and at a private campground near Ulah.

### Points of Interest

- 1 Morrow Mountain State Park  
See segment B-4.
- 2 Uwharrie Mountains

The Uwharrie Mountains, which lie on the eastern edge of the Piedmont Plateau, are thought by geologists to be among the oldest mountains of the world. Evidence shows that these mountains were once merely a flat sea bottom. The cataclysmic volcanic eruptions and uplifting processes which began over 500 million years ago built the mountains to altitudes of 10,000 to 20,000 feet, heights comparable to the Rockies. The forces of nature worked for millions of years to reduce these once-lofty mountains to their present size. Hard caps or rhyolite, formed at some point during the second volcanic period, resisted this erosion which cut away much of the softer volcanic rock of the area. Mountains of this type are called monadnocks.

The rhyolite originally occurred on the eroded mountaintops in massive chunks and boulders. When Indians determined this to be the best available material for making arrowheads and other stone tools, the supply was reduced to the slivers found on these mountains today. The first evidence of Indians in the area dates back to 8,000 B.C. and it is obvious that this was an important center of Indian habitation and activity for years.

- 3 Potters Museum

In Colonial times the English crown prohibited craftsmen from producing merchandise for local use. In this way the colonies would be forced to remain a dependent market for English goods. A number of potters who had come from Staffordshire, England, found this policy unacceptable and moved inland where the watchful eyes of the King's governors would not find them. The area around Moore County was especially attractive because of the availability of good surface clays, thus a

concentration of potters developed.

A potter of that time primarily produced pieces for daily use, items such as jugs, jars, bowls, churns, candle-saucers, and even jugs for grave markers. For most, pottery-making was a spare time activity, done to supply the family and community with pots. Any extra ones were sold by a wagoner going door to door into neighboring states. It was not until the post civil war farm depression that the making of pottery evolved as a specialty produced in shops where several potters worked together on a full-time basis. At that time, farmers who could not sell their corn used it to produce corn liquor instead. Many of the area potters began making jugs for this whiskey and the region became known as "Juggtown." With the recovery of the economy and the subsequent return to farming, and the prohibition law of 1908, these shops went out of business.

A collection of old ceramic wares display the story of the potters of North Carolina. Work of current potters is also on exhibit. Admission is free.

- 4 Juggtown Pottery

By 1915, pottery-making had nearly died out in the state. Had it not been for the chance discovery of an Orange pie plate by a North Carolina couple interested in handicrafts, the art might have been lost forever. This couple traced the earthenware pie plate to its source and found several old potteries in operation around Seagrove which still produced these "dirt dishes." Excited by this discovery, they encouraged the local potters and were instrumental in the revival of the industry. In the 1920's Juggtown was built to insure the future of this type of ware. Juggtown was designed after a colonial pottery and production methods are essentially the same as in the 18th century. Traditional forms and glazes — notably tobacco spit brown and frogskin green — have been faithfully kept. Juggtown ware is now, as it always has been, made entirely of native clays.

## notes:

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# B-6

## Otter Grotto

## legend

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BICYCLE SHOP



HISTORIC SITE



FLORA AND FAUNA



SCENIC AREA



FOLKLORE



RECREATION AREA



CULTURAL/  
EDUCATIONAL SITE



CAMPGROUND



RESTAURANT



RECREATION AREA/  
CAMPGROUND



BICYCLE ROUTE



CANAL



PAVED ROAD



LAKE/SOUND/OCEAN



UNPAVED ROAD



RAILROAD



DIVIDED HIGHWAY



COUNTY LINE



N.C. NUMBERED HIGHWAY



FOREST/PARK BOUNDARY



U.S. NUMBERED HIGHWAY



TOWN



INTERSTATE HIGHWAY



CITY



ROUTE ON SECONDARY ROAD



ENLARGEMENT



3257  
SECONDARY ROAD NUMBERS



BASIC SERVICES



SEGMENT MATCH LINES



HAZARDOUS AREA

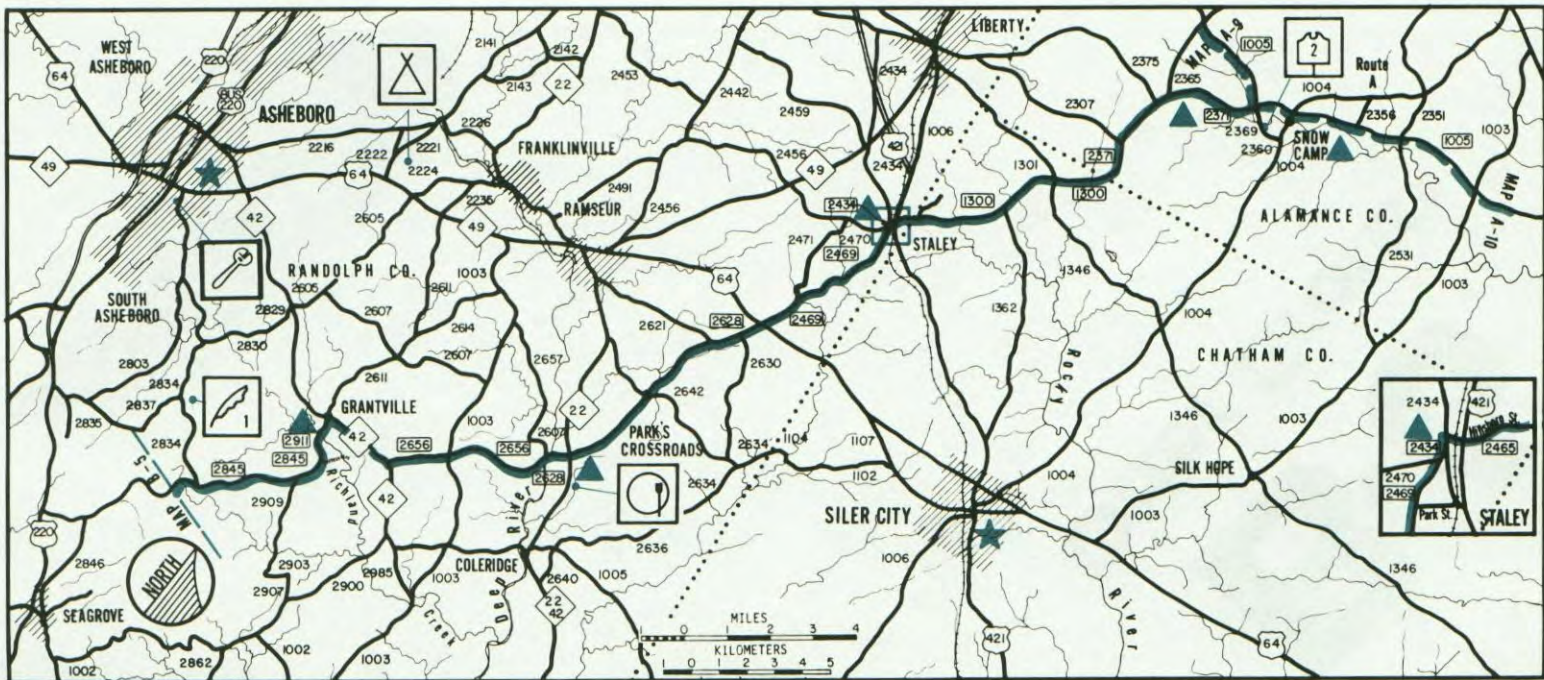


RIVER OR CREEK



FULL SERVICE CITY





## Otter Grotto **B-6**

### Points of Interest

#### 1 North Carolina Zoological Park

Until permanent natural environments can be built for the steadily increasing animal population a 40-acre interim zoo has been established. When the permanent zoo is completed, it will be the first total natural habitat zoo in the country. The environmental design concept eliminates the need for bars and cages to contain the animals — they will be separated from each other and from visitors by moats, vegetative barriers, and in indoor exhibits, by unbreakable glass. Animals and plants will be displayed in zoo-geographic areas with appropriate mixing of species in each area.

Presently there are a number of interesting exhibits at the interim zoo. Several species of primates and a variety of reptiles, birds and other mammals are displayed in the animal building. A new exhibit, otter grotto, provides an intimate look at a family of African Spot-Necked Otters. Fourteen outdoor paddocks hold the zoo's larger animals including zebra, giraffe, rhino and several kinds of antelopes.

Other attractions include picnic facilities, nature trails and a hiking trail to the top of 937-foot Purgatory Mountain, one of the Uwharries (see segment B-5 for geologic history).

#### 2 Sword of Peace

This outdoor drama depicts the conflict of conscience of the North Carolina Quakers, caught between their religious convictions and the birth of patriotism in the American Revolution. The show is presented Thursday through Sunday evenings at 8:45 pm, July 4 through August 29. A fee is charged.

### General Description

Gently rolling farmland and wooded areas characterize this segment. You will on occasion encounter a few short, steep hills.

Approximately 32 miles/52 kilometers.

### Roadway Condition

Most of the roads in this segment are surfaced with a very high quality pavement; all are in good condition and well-maintained.

### Hazardous Areas

This segment is free of any serious hazards.

### Services

Sufficient country stores and restaurants exist along this segment to supply needed services. Asheville and Siler City offer full services. A bike shop is available in Asheville. Private campgrounds near the zoo provide overnight facilities.

## Bicycle Camping in North Carolina

Touring by bicycle has become more and more popular as a way to see and experience North Carolina. Many bicycle tourists have come to prefer the added flexibility afforded by camping. Whether your destination for the night is a state park, a private campground or an impromptu roadside location, self-contained bicycle travel is the way to go. But in order to fully enjoy the experience, you must be well-prepared.

In North Carolina, a tent with a fly is a must. Rain showers are frequent and sometimes occur at night. Mosquitos abound. Raccoons, possums and other small creatures roam the woods at night looking for food. A good tent provides shelter from all these problems.

A lightweight stove and cookset are other nice conveniences. Because most of our bicycle routes follow lightly-traveled back roads, restaurants are not always readily available. But, there is usually a country store near your evening's destination, where you can obtain the items necessary to prepare a simple, nutritious supper.

Campgrounds along our routes are generally spaced a day's ride apart. If, for some reason, you must seek a campsite on private land, be sure to ask permission first. Most landowners are very cooperative. Always leave the area clean and express your appreciation to your host before you leave. A good impression will make it easier for the next touring cyclist who might need help.

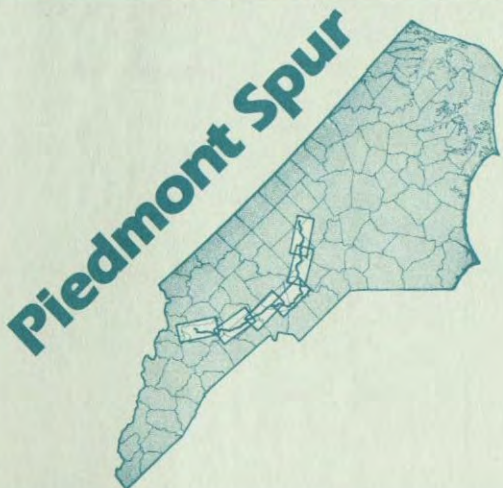
Wherever you plan to camp, try to reach your destination well before nightfall. Your evening will be much more enjoyable if you have time to set up camp, prepare your meal and clean up while there is still light. Early arrival also reduces the chance that the campground will be full when you get there. This occasionally happens on summer weekends at the more popular state parks.

We hope you will enjoy bicycle camping in North Carolina. If you have any additional questions about touring in the state, contact the Bicycle Program or the Division of Travel and Tourism, Department of Commerce, PO Box 25249, Raleigh, NC 27611.



NC Dept. of Transportation Bicycle Program  
PO Box 25201, Raleigh, NC 27611, (919) 733-2804

# NC Bicycling Highways Campground Directory



## **Piedmont Spur Campgrounds**

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### **Segment B-1 Rose Creek Campground**

Rt. 7, Box 420  
Morganton, N.C. 28655  
(704) 437-0803

open April—October

### **Segment B-4 Morrow Mountain State Park**

Rt. 5, Box 430  
Albemarle, N.C. 28001  
(704) 982-4402

open all year

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### **Segment B-5 Morrow Mountain State Park** (see above)

### **Uwharrie National Forest Recreation Area West Morris Mountain Camp**

Rt. 1, Box 237  
Troy, N.C. 27371  
(919) 572-2202

open all year  
primitive site; no drinking  
water available

### **Zooland Family Campground**

Rt. 1, Box 409  
Asheboro, N.C. 27203  
(919) 381-3422

open April—October

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### **Segment B-6 Trails End Campground**

Rt. 4, Box 82  
Asheboro, N.C. 27203  
(919) 629-5353

Open April—October

### **Zoo Trail Campground**

Rt. 4, Box 121  
Asheboro, N.C. 27203  
(919) 879-5588

open April—November

### **Asheboro East Family Campground**

Rt. 6, Box 489  
Asheboro, N.C. 27203  
(919) 629-4069

open all year





# NORTH CAROLINA BICYCLE ROUTE SYSTEM

