



charlotte regional transportation planning organization

600 East Fourth Street  
Charlotte, NC 28202  
704-336-2205  
www.crtpo.org

TO: CRTPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: March 12, 2014

**SUBJECT: March 2014 Meeting  
Charlotte Regional Transportation Planning Organization  
Wednesday, March 19, 7:00 PM**

The March 2014 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, March 19, 2014 at 7:00 PM. The meeting will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth St., Charlotte.

#### **Education Session**

The meeting will be preceded by an education session at 6:00 PM. A light meal will be provided.

#### **Topic: Defining the Route for a Future Thoroughfare**

#### ***Accessing the Charlotte-Mecklenburg Government Center***

*The Charlotte-Mecklenburg Government Center is located at 600 E. Fourth St. (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson St. between Third and Fourth streets; on-street parking is also available.*

*There are two ways to enter the Government Center. Enter via the large staircase on the Davidson St. side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.*

#### **Non-Discrimination Policy**

It is the policy of the Mecklenburg-Union Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

# Charlotte Regional Transportation Planning Organization

March 19, 2014

Room 267-Charlotte-Mecklenburg Government Center

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## 6:00 PM Education Session

### Topic: Defining the Route for a Future Thoroughfare

The CRTPO determines alignments for future thoroughfares so that these future roads can be incorporated into the fabric of the community. Issues to be explored include *why do this?*; *what are the CRTPO's rules and practices?*; *how do these routes get protected?*; and *what are the practical impacts on landowners?*

## 7:00 PM Meeting Agenda

1. **Call to Order** Sarah McAulay
2. **Adoption of the Agenda** Sarah McAulay
3. **Citizen Comment Period** Sarah McAulay
4. **Ethics Awareness & Conflict of Interest Reminder** Sarah McAulay
5. **Approval of Minutes** Sarah McAulay  
*ACTION REQUESTED: Approve the February 2014 meeting minutes as presented.*
6. **Unified Planning Work Program (UPWP)** Robert Cook
  - a. **FY 2014 UPWP Amendment**  
*ACTION REQUESTED: Amend the FY 2014 UPWP as presented.*

*TCC RECOMMENDATION: At its March 2014 meeting, the TCC unanimously recommended that the MPO amend the UPWP as presented.*

*BACKGROUND: A mid-year review of the FY 2014 UPWP has been conducted and several minor amendments are needed.*

*ATTACHMENT: Memorandum.*

### **b. FY 2015 UPWP Development Update**

*ACTION REQUESTED: FYI*

*BACKGROUND: The UPWP is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration guidelines. The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity. An update on the FY 2015 UPWP's preparation will be provided.*

- 7. 2040 Metropolitan Transportation Plan (MTP)** Robert Cook  
*ACTION REQUESTED: FYI*
- BACKGROUND: The comment period for the draft 2040 MTP is scheduled to close on March 19, and the MPO will be asked to take the following action at the April meeting: a.) adopt the 2040 MTP, and b.) make an air quality conformity determination. The discussion will focus on comments received on the draft MTP and draft air quality conformity determination report.*
- 8. Prioritization 3.0**
- a. Prioritization 3.0 Local Input Point Allocation Process** Neil Burke  
*ACTION REQUESTED: FYI*
- BACKGROUND: A subcommittee of TCC members will serve in an advisory role to CRTPO staff to ensure that the assignment of local input points to projects is consistent with the adopted methodology. It is anticipated that the draft allocation of CRTPO's local input points will occur within the next 1-3 months.*
- b. Project Submittal Update** Neil Burke  
*ACTION REQUESTED: FYI*
- BACKGROUND: The timeframe to enter new projects into NCDOT's SPOT database has ended, and CRTPO staff has submitted 22 new highway projects, and 20 new bicycle and pedestrian projects to NCDOT for quantitative scoring as part of P3.0. The NCDOT divisions also received twenty bicycle and pedestrian project entries in P3.0, and the divisions assisted CRTPO by entering several additional projects within our region. It is anticipated that CRTPO will receive the quantitative scores for existing projects already in the NCDOT database by the end of March, and quantitative scores for the new projects will be available in May.*
- 9. Eastfield Road Small Area Plan Thoroughfare Alignments** Bill Coxe  
*ACTION REQUESTED: FYI*
- BACKGROUND: The Town of Huntersville has conducted a small area plan for land lying north of Eastfield Road and east of NC 115. This planning effort has included an examination of the thoroughfare network needed to support the future growth. The CRTPO will be asked in May to adopt specific alignments for the extension of Hambright Road and Verhoeff Drive and to add to the Thoroughfare Plan (and future Comprehensive Transportation Plan Highway Map) a new thoroughfare called Everette Keith Road.*
- ATTACHMENT: Background material (as provided to Huntersville Board of Commissioners).*
- 10. Meeting Start Time** Robert Cook  
*ACTION REQUESTED: FYI*
- BACKGROUND: The MPO directed staff to continue exploring the feasibility of starting meetings earlier than the current start time.*
- 11. Upcoming Agenda Items** Robert Cook  
*ACTION REQUESTED: FYI*
- BACKGROUND: Brief review of items that will appear on the April meeting agenda.*
- 12. Adjourn**

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**February 19, 2014 Meeting**  
**Summary Minutes**

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**Members Attending:**

Vi Lyles (Charlotte), Woody Washam (Cornelius), Bradley Purser (Fairview), Sarah McAulay (Huntersville), Gary Savoie (Indian Trail), Lanny Openshaw (Marvin), James Taylor (Matthews), Frederick Becker (Mineral Springs), Dottie Nash (Monroe), Eddie Dingler ( Mooresville), Michael Johnson (Statesville), Richard Helms (Union County), Daune Gardner (Waxhaw), Barbara Harrison (Weddington), Brad Horvath (Wesley Chapel)

**Non-Voting Members Attending:**

Andy Zoutwelle (Charlotte-Mecklenburg Planning Commission); Loretta Barren (FHWA)

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**1. Call to Order**

MPO Chairwoman Sarah McAulay called the February 2014 CRTPO meeting to order at 7:06 PM.

**2. Adoption of the Agenda**

Chairwoman McAulay asked if there were items to be added to the agenda or changed. No additions or changes were suggested.

Motion:

Dottie Nash made a motion to adopt the agenda as presented. Mayor James Taylor seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

**3. Citizen Comment Period**

Two speakers addressed the MPO.

1. Martin Zimmerman, representing the NC Active Transportation Alliance, discussed concerns with the Strategic Transportation Investments legislation. He read from an opinion piece he co-wrote that was recently published in the Charlotte Observer.
2. Kate Asquith, representing the Southern Environmental Law Center, discussed the proposed Monroe Connector-Bypass. She reviewed the highlights of a report prepared by David Hartgen that states that the traffic forecasts in the project's draft supplemental final EIS are flawed.

**4. Ethics Awareness & Conflict of Interest Reminder**

Mr. Cook read the ethics awareness and conflict of interest reminder to the MPO.

**5. Approval of Minutes**

Chairwoman McAulay requested action on the January 2014 meeting minutes.

Motion:

Ms. Nash made a motion to approve the January 2014 meeting minutes as presented. Mayor Daune Gardner seconded the motion. Upon being put to a vote, the January 2014 minutes were unanimously approved.

**6. 2012 JARC & New Freedom Project Solicitation**

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request before the MPO was to endorse the two projects listed in the chart below. This matter was the subject of a detailed presentation at the January 2014 MPO meeting. The

projects were proposed for funding with FY 2012 funds from two Federal Transit Administration (FTA) programs: Job Access & Reverse Commute (JARC) and New Freedom. Both projects were recommended for funding through an independent project solicitation process organized by the Charlotte Area Transit System (CATS). MPO action was required because the funds for both programs are federal funds. The TCC unanimously recommended at its February 2014 meeting that the MPO endorse both projects.

Project	Applicant	Program	Funding Amount
Steele Creek Enhancement	CATS	JARC	\$262,402
Transportation for Blind & Visually Impaired	Metrolina Association for the Blind	New Freedom	\$116,220

Motion:

Mayor Taylor made a motion to endorse the Steele Creek Enhancement and the Transportation for Blind & Visually Impaired projects. Ms. Nash seconded the motion. Upon being put to a vote, the motion passed unanimously.

**7. Transportation Improvement Program Financial Plan**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that the request before the MPO was to adopt the TIP financial plan and find the 2012-2015 TIP to be financially constrained. The action is retroactive to December 2011 when the Federal Highway Administration (FHWA) approved the state TIP. (The MPO adopted the current 2012-2018 TIP in July 2011.) The action covered 2012-2015 of the TIP because the FHWA recognizes only the first four years of TIPs. Mr. Cook provided a timeline of the efforts to develop the financial plan, including previous presentations to the MPO in November 2013 and January 2014. The FHWA supports approval of the plan, and the TCC unanimously recommended at its February 2014 meeting that the MPO adopt it. Lanny Openshaw asked if the requested action would result in new projects being added to the TIP. Mr. Cook stated that it would not.

Motion:

Mayor Taylor made a motion to adopt the TIP financial plan and to find the 2012-2015 TIP to be financially constrained. Mayor Gardner seconded the motion. Upon being put to a vote, the motion passed unanimously.

**8. Prioritization 3.0**

**a. Prioritization 3.0 Local Input Point Methodology**

Presenter:

Neil Burke

Summary:

Mr. Burke presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request before the MPO was to adopt the local input point methodology for assigning local points to projects in the Prioritization database. The methodology was reviewed, including comments from NCDOT which were generally minor in nature. NCDOT granted approval, conditioned upon addressing the comments. Comments received during the public comment period held to receive input on the proposed methodology were reviewed. The TCC did not review the comments due to the comment period ending after its February meeting, nonetheless it voted unanimously at its February 2014 meeting to recommend that staff present the methodology to the MPO for approval, provided that comments received did not warrant additional TCC review. Mr. Burke reported that staff's opinion was that the comments did not warrant additional TCC review. Mr. Openshaw questioned the proposed two-week comment period for the public to review the assigned points. Mr. Burke replied that the methodology assumes a minimum two-week period, and that staff would prefer a longer period, but the time period may be constrained by possible delays in NCDOT releasing its scores, TCC and MPO meeting schedules, and NCDOT deadlines for submitting local points. Vi Lyles stated that a 30-day period would be preferred. She also recommended that the MPO be notified as soon as NCDOT finalizes its project scoring process and that the scores be shared with the MPO and TCC.

Motion:

Mayor Taylor made a motion to adopt the local input point methodology. The motion included a requirement that the points assigned by NCDOT to projects be shared as soon as they are finalized. Ms. Nash seconded the motion. Upon being put to a vote, the motion passed unanimously.

**b. Project Submittal Update**

Presenter:

Neil Burke

Summary:

Mr. Burke reported on efforts to submit projects to the Prioritization database. He explained that the MPO project entry window shifted by one week to January 27 and ending on February 24. NCDOT has indicated that this shift will not delay the overall P3.0 process. CRTPO staff has completed the entry of 22 new highway projects and 20 bicycle and pedestrian projects into the SPOT database. The SPOT office is now calculating quantitative scores for all projects, and it is anticipated that CRTPO will receive final scores from NCDOT in April or May.

**9. MPO Bylaws**

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. He stated that the request before the MPO was to approve the revised bylaws as presented. Proposed changes were reviewed. The changes were based upon comments made at the January 2014 MPO meeting, as well as the TCC's Bylaws Subcommittee meeting held on January 16, 2014. The changes were noted in a document included in the agenda packet entitled "Summary of Proposed Bylaws Changes."

Motion:

Mayor Richard Becker made a motion to adopt the MPO bylaws as presented. Mayor Gardner seconded the motion. Upon being put to a vote, the motion passed unanimously.

**10. Unified Planning Work Program (UPWP)**

**a. FY 2014 UPWP Amendment**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that a mid-year review of the FY 2014 UPWP was conducted and found the need for two minor amendments.

- Amendment 1: shift \$40,000 from a proposed freight study (Task Code IV-8, Freight Movement/Mobility) that will not be conducted in FY 2014 to additional traffic volume counts (Task Code II-1, Traffic Volume Counts). It was reported that efforts are underway to conduct the freight study in FY 2015.
- Amendment 2: fund a crash data geo-location and validation project to be sponsored by the Charlotte DOT. Funds will come from existing funds in Task Code VI-10, Corridor Protection & Special Studies. No existing project will be delayed by funding the proposed project.

The information was presented for information; action will be requested at the March meeting. There were no questions from the MPO.

**b. FY 2015 UPWP Development Update**

Presenter:

Robert Cook

Summary:

Mr. Cook presented information to the MPO via a Power Point presentation, the contents of which are incorporated into the minutes. Anticipated FY 2015 funding levels were reviewed. Local projects (those undertaken by member jurisdictions using MPO funds) were reviewed. The MPO was reminded that the TCC had recommended that the unobligated balance of Planning (PL) funds (\$580,383) be used to fund the local projects so that the local match now required of member jurisdictions would not be substantially increased. The TCC instructed staff to issue a second call for local projects, which resulted in requests for \$869,525 in funds, which is \$289,142 more than available from the unobligated balance. The UPWP Review Subcommittee reviewed the projects and found the Monroe Land Use/Transportation Plan proposal to be ineligible; however the Subcommittee indicated it would be willing to fund the transportation element of the project. All other projects were tentatively found to be eligible, although additional information was needed for several proposals before a final eligibility determination could be made. The Subcommittee will meet in the future to further discuss the local projects. Preliminary funding allocations for staff-lead projects were reviewed.

No action was requested. A draft UPWP may be presented as early as the March MPO meeting. Final approval may be requested in April.

**11. 2040 Metropolitan Transportation Plan (MTP)**

Presenter:

Robert Cook

Summary:

An update on the 2040 MTP was provided. The comment period was scheduled to begin on February 14, but was delayed until February 18 due to delays in preparing the draft plan resulting from staff and consultant offices being closed for two days due to inclement weather. The comment period will now close on March 19. The draft MTP document and draft air quality conformity determination report are posted on the website. Public involvement activities were discussed. Four general public meetings were scheduled. Information booths were staffed, or scheduled to be staffed, at various locations throughout the planning area. Outreach to environmental justice communities was underway.

**12. 2014 Meeting Start Time**

Presenter:

Robert Cook

Summary:

Mr. Cook stated that at the January meeting, the MPO requested that he investigate the possibility of moving the meeting start time to 6:00 PM. He reported that the start time change was generally feasible, but that doing so could affect the ability to hold education sessions because room setup would have to start at 4:00 PM, which would limit the use of the meeting room for afternoon meetings. A 6:30 PM start time was suggested. The MPO instructed Mr. Cook to provide another report on this topic at the March meeting.

**13. Adjourn**

The meeting adjourned at 8:18 PM.



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TO: CRTPO Delegates & Alternates  
FROM: Robert W. Cook, AICP  
CRTPO Secretary  
DATE: March 10, 2014  
SUBJECT: **FY 2014 Unified Planning Work Program Amendment  
Agenda Item #6a**

### REQUEST

Approve the amendment to the FY 2014 Unified Planning Work Program (UPWP) as presented.

### TCC RECOMMENDATION

At its March 2014 meeting, the TCC unanimously recommended that the MPO amend the UPWP as presented.

### BACKGROUND

- A mid-year review of the FY 2014 UPWP was conducted to determine if the funding amounts assigned to each task code when the UPWP was adopted in May, 2013 were still appropriate, or if changes were needed.
- Overall, the review's findings were that the original funding levels were appropriate, but that two minor amendments were needed.
- The following details the proposed changes:

Amend-ment	Proposed Change	Reason	Amount
1	Shift funds: <ul style="list-style-type: none"><li>• from IV-8, Freight Movement/Mobility</li><li>• to II-1, Traffic Volume Counts</li></ul>	<ul style="list-style-type: none"><li>• Regional freight study will not be conducted in FY 14</li><li>• Additional funding for traffic counts needed</li></ul>	\$40,000
2	<ul style="list-style-type: none"><li>• Add new project in VI-10, Corridor Protection &amp; Special Studies: "Crash Data Geo-location &amp; Validation"</li></ul>	<ul style="list-style-type: none"><li>• Funding available in task code VI-10 to support project without shifting funds from other task code</li><li>• Project will be local project conducted by City of Charlotte</li><li>• City will be responsible for local match</li></ul>	\$70,000



**date** October 21, 2013  
**to** Mayor and Town Commissioners  
**from** Bill Coxe, Transportation Planner  
**re** Alignment Recommendations for Everette Keith Rd. Ext., Verhoeff Dr. Ext., and Hambright Rd. Ext.

The Town of Huntersville has conducted the Eastfield Road Small Area Plan process to help guide the development future of an area generally lying north of Eastfield Road and east of the Bryton development. During this planning effort, a public involvement process and engineering analyses have been conducted to help identify alignments for several future thoroughfares in the area. These include a new minor thoroughfare known as Everette Keith Road Extension, a definitive alignment for the extension of Verhoeff Drive (minor thoroughfare) from Asbury Chapel Road east to the future extension of Prosperity Church Road and a definitive alignment for the extension of Hambright Road (major thoroughfare) from Everette Keith Road east to Eastfield Road. The Town Board is asked to identify preferred routes for each of these roadways. These routes will be used for planning purposes. At this time, there is no anticipated schedule for public construction of any of them.

The Charlotte Regional Transportation Planning Organization (CRTPO) maintains a Thoroughfare Plan which portrays at a large scale the roadway network envisioned to serve the surface transportation needs of the region (Iredell, Mecklenburg, and Union Counties) for the next several decades. The CRTPO is crafting a Comprehensive Transportation Plan, the highway map of which will take the place of the Thoroughfare Plan. Most of the roadways shown on the Plans have been through some level of analysis to determine more specific routes. As land develops, these defined roadway alignments are used to help member jurisdictions preserve rights of way and establish appropriate relationships between the development and roadway network. Over time, sections of the alignments may be constructed with private development funds but ultimately most of the roadways will have some element of public funding. It is important to note that before any construction of these roads occurs with state or federal funding, a detailed analysis of all possible alignment options must occur under the regulations that prevail at the time. A route chosen under this process can differ from the alignment established during a planning study such as the Eastfield Road Small Area Plan.

The Memorandum of Understanding (MOU) that creates the CRTPO specifies that the CRTPO is responsible for conducting or supervising the technical analysis and public involvement to determine the preliminary alignments for transportation projects included in the Comprehensive Transportation Plan which is the successor to the Thoroughfare Plan. With regard to the three thoroughfares in this planning effort, the voting rules for the CRTPO state that the alignments can be established "... only with the consent of..." the Town of Huntersville. Thus, the Town Board's decision in this matter is conclusive.

## **Transportation Planning**

### Overview of Analysis Technique

The alignments placed before the Board have been analyzed for their general impacts on the natural and human environment and for their constructability. Mecklenburg County Geographic Information Systems mapping was used resulting in relatively accurate (+/- 20 feet) information on the road alignments and impacts on homes and other structures. Engineering staff for the CRTPO analyzed options based on geometric standards for roadway alignments of the proposed classification and speed limit. Planning level cost estimates were produced for the Hambright Road options.

Generic cross-sections for the roadways were used to estimate these impacts. Minor thoroughfares (Everette Keith Rd and Verhoeff Dr) will usually be two lane roadways with appropriate provisions for bicyclists and pedestrians. Speed limits of 35-40 mph will typically be used and rights of way of 70-80 feet are typical. Major thoroughfares (Hambright Rd) will usually be multi-lane (typically four) roadways with medians and bicyclist and pedestrian provisions. Speed limits of 35-45 mph will be posted depending on the context of the land use and right of way is typically 100+ feet.

### Public Involvement

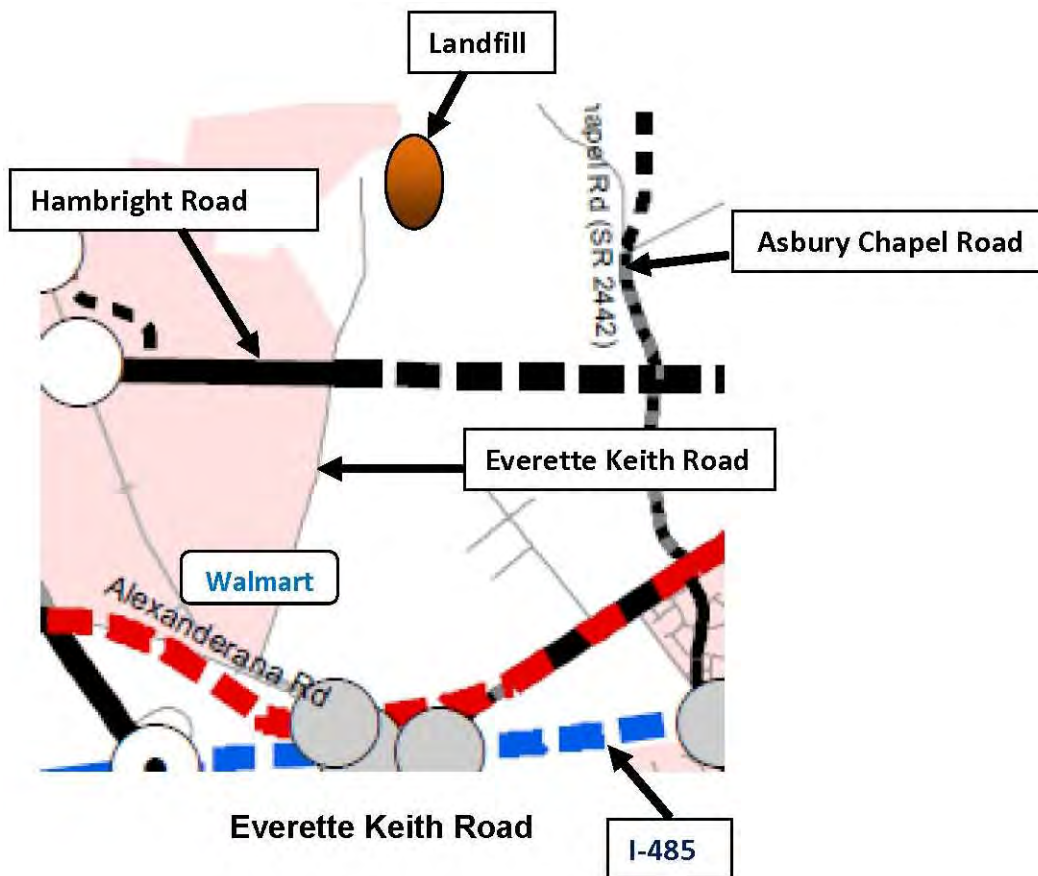
Public involvement on the alignment of Hambright Road's extension reaches back to a 2003 effort known as the Hambright Area Transportation Study. Verhoeff Drive analysis for the section under discussion dates to the 2006 Prosperity Church Road Extension study. The recent effort has been imbedded in the Eastfield Road small area planning effort. An outreach to interested citizens was conducted in October 2012 with approximately 100 residents meeting with staff. Two public meetings were held at Asbury United Methodist Church. The first on November 15, 2012 was attended by approximately 100 people and involved an overview of the plan and the thoroughfare alignments. A second workshop on January 17, 2013 involved about 50 people. At this workshop an additional alignment was shown. Several citizens addressed the Town Board on June 17<sup>th</sup> and the Planning Board in their June 25<sup>th</sup> meeting. Finally, numerous discussions have occurred with individuals and organizations interested in protecting a historic cemetery near several of the Hambright Road alignments. Throughout the process, the Town's website has contained information on the small area plan and the alignments.

Subsequent to the Town Board and Planning Board meetings in June, staff made the decision to place the alignment recommendations on hold until greater information could be developed on the historic Bethesda cemetery that lies east of Asbury Chapel Road near some of the Hambright Road alternatives. Staff is now comfortable moving forward with the recommendations.

Detailed discussions of each roadway and recommendations are contained in the attached excerpts from a memo from Zac Gordon to the Planning Board dated May 24, 2013, updated as appropriate. In each case there is a recommendation of the Huntersville Planning Board from their June 25<sup>th</sup> meeting.

### Everette Keith Road

Everette Keith Road is a two-lane state-maintained road approximately one mile in length. To the north, Everette Keith Road crosses the newly opened Hambright Road and currently terminates near a 36 acre landfill operated by Piedmont Grading and Wrecking Co. The southern end of Everette Keith previously had connected directly to Alexanderana Road, but this connection was severed when the Norfolk Southern rail line was relocated as part of the Bryton development (*see map next page*). Access to and from the south on Everette Keith Road is currently via Savoy Drive, which connects to Bryton Corporate Center Drive.



The proposed thoroughfare alignment for Everett Keith Road will extend from its current terminus on new alignment north to Verhoeff Drive (yet to be built) and to the south on new alignment to Eastfield Road at Independence Hill Road – a signalized intersection. This two-lane thoroughfare alignment will measure approximately 1.5 miles and will include bike and pedestrian accommodations on both sides of the road. Everett Keith Road is proposed to be added to the current MUMPO “Thoroughfare Plan”, and its successor “Comprehensive Transportation Plan (CTP).” This new north/south route would link future expansion of the Commerce Station business park with Bryton and development in Charlotte associated with the I-485/NC 115 interchange and Hucks Road transit station. In addition, this route will provide an essential circulation route that bypasses the future congestion at the I-485/NC 115 interchange.

Much of the planned extension and improvements to Everett Keith Road are likely to be built in conjunction with new development that will occur in proximity to the road. The area encompassing the southern portion of Everett Keith Road has been identified as a high potential growth area, and is designated on the “Future Land Use“ map as appropriate for mixed-use, consisting of office, light industry and multi-family uses, along with support commercial and retail uses. It should be noted that since the proposed Everett Keith Road thoroughfare alignment is likely to be partially built during new development, the final location may be modified to properly integrate with it. Any change to an adopted alignment would require approval under the guidelines in the CRTPO Memorandum of Understanding.

The proposed Everett Keith Road thoroughfare alignment was developed by Town Engineering staff in consultation with environmental specialists from Mecklenburg County Park and Recreation and engineers with MUMPO. Based on input received at the November 15<sup>th</sup> public meeting, the alignment was modified to minimize impact on an existing residence located on Everett Keith Road.

### Everette Keith Road recommendation

Based on the analysis and public involvement, staff recommended the following alignment to the Planning Board on June 25, 2013. The Planning Board unanimously endorsed this alignment. It is thus requested that the Town Board recommend that the CRTPO add this thoroughfare to the Thoroughfare Plan and subsequent Comprehensive Transportation Plan as a minor thoroughfare on the alignment portrayed below.

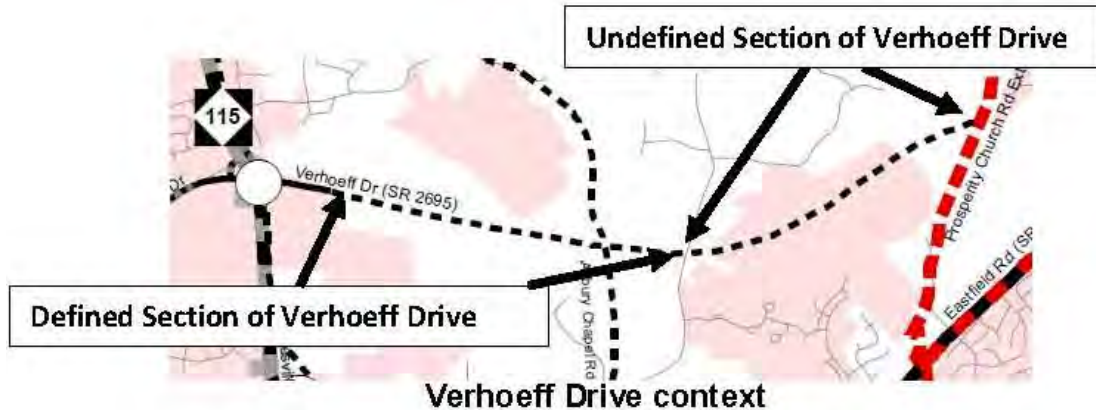


**Proposed Everett Keith Road Alignment**

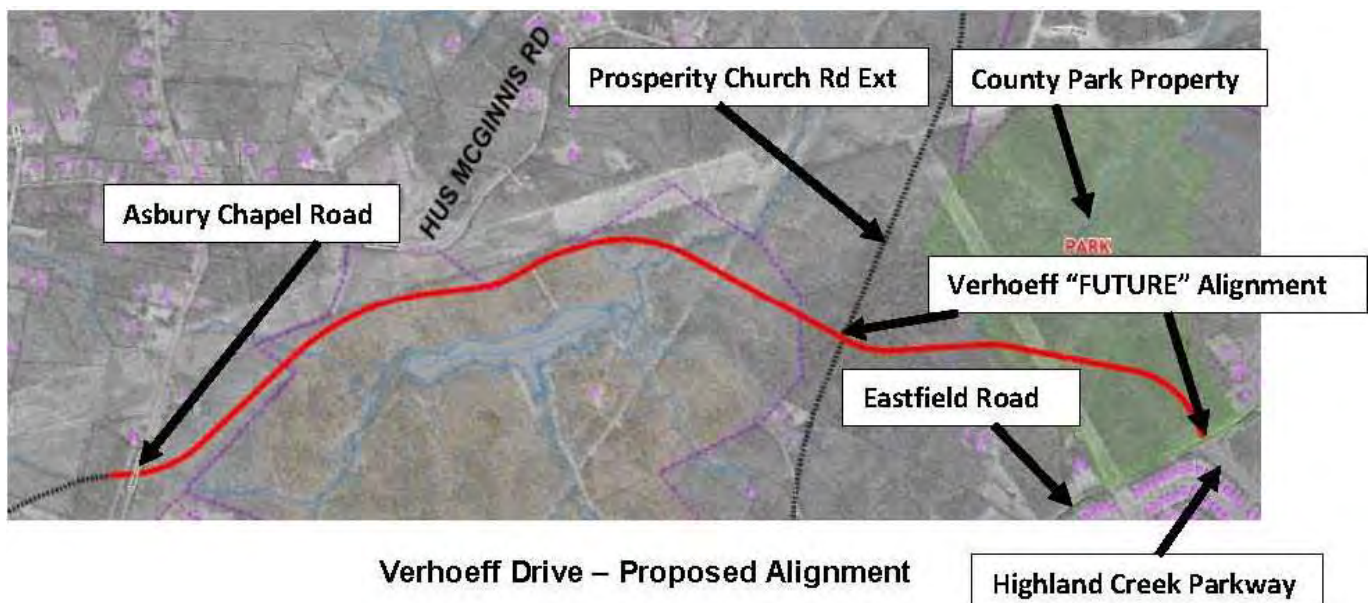
## Verhoeff Drive Extension

The extension of Verhoeff Drive as a minor thoroughfare to an extension of Prosperity Church Road was first shown in the adopted North Mecklenburg District Plan in 1990 and the Thoroughfare Plan in 1994. In 2002, an alignment for Verhoeff was adopted between Old Statesville Road and Asbury Chapel Road and the bridge and roadway into Commerce Station follow that route. The Oakvale (now Olmsted) subdivision was approved prior to a definitive alignment being crafted for either Verhoeff Drive or Prosperity Church Road extensions. The developer of Oakvale reserved an alignment for Verhoeff Drive along the northern boundary of his subdivision. The 2007 effort to define an alignment for Prosperity Church Road Extension was accomplished without finalizing the Verhoeff Drive alignment.

The context for the Verhoeff Drive alignment is shown below:



As part of the planning process for the ERSAP, MUMPO and Town staffs have worked cooperatively on identifying a final alignment for Town Board and MUMPO approval. A proposed alignment for Verhoeff Drive was prepared by MUMPO and presented by Town staff at the November 15<sup>th</sup> public meeting (*see map below*). No revisions were made to this alignment as a result of this meeting or the second public meeting on January 17<sup>th</sup>.



In developing a final alignment for Verhoeff Drive, one of the goals of Town staff was to extend Verhoeff from its current planned terminus at Prosperity Church Road through to Eastfield Road at its intersection

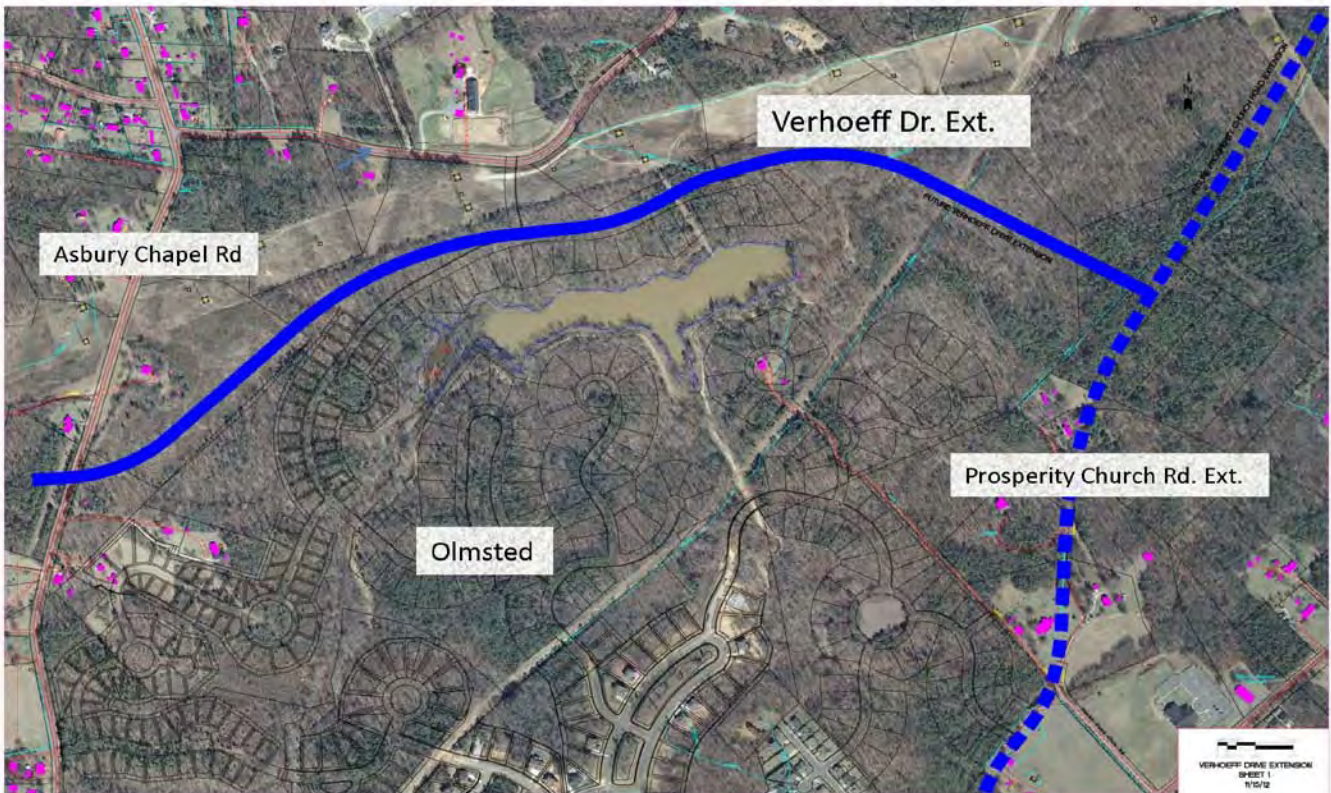
with Highland Creek Parkway (signalized), thereby providing a valuable east-west connectivity between NC 115 and Eastfield Road. This section of Verhoeff Drive would be approximately 0.5 miles long.

This section of Verhoeff Drive would pass through land owned by Mecklenburg County and intended to be developed as a regional park. County Park and Recreation staff was generally receptive to the proposed location of this extension of Verhoeff Drive, provided that any park property taken or rendered un-useable as a result of the road being located through park land, be replaced in-kind. The County did indicate that this replacement of park property could be accomplished by the purchase of adjoining property. At this time, development of this park (along with capital funding) is 2-3 years off.

The acquisition and swap of property to accommodate the extension would require approval from the County Board of Commissioners. Given the need for County approval, a lack of funds to acquire the property, and the time necessary to effect this purchase, staff has decided to only recommend finalizing that section of Verhoeff Drive up to Prosperity Church Road. For the area between Prosperity Church Road and Eastfield Road, the proposed extension of Verhoeff Drive should be indicated as “future” and discussions should continue with the County as to options to achieve the connection.

### **Verhoeff Drive Extension recommendation**

Based on the analysis and public involvement, staff recommended the alignment shown below to the Planning Board on June 25, 2013. The Planning Board unanimously endorsed the alignment. The Town Board is requested to recommend the CRTPO endorse this alignment between Asbury Chapel Road and Eastfield Road.

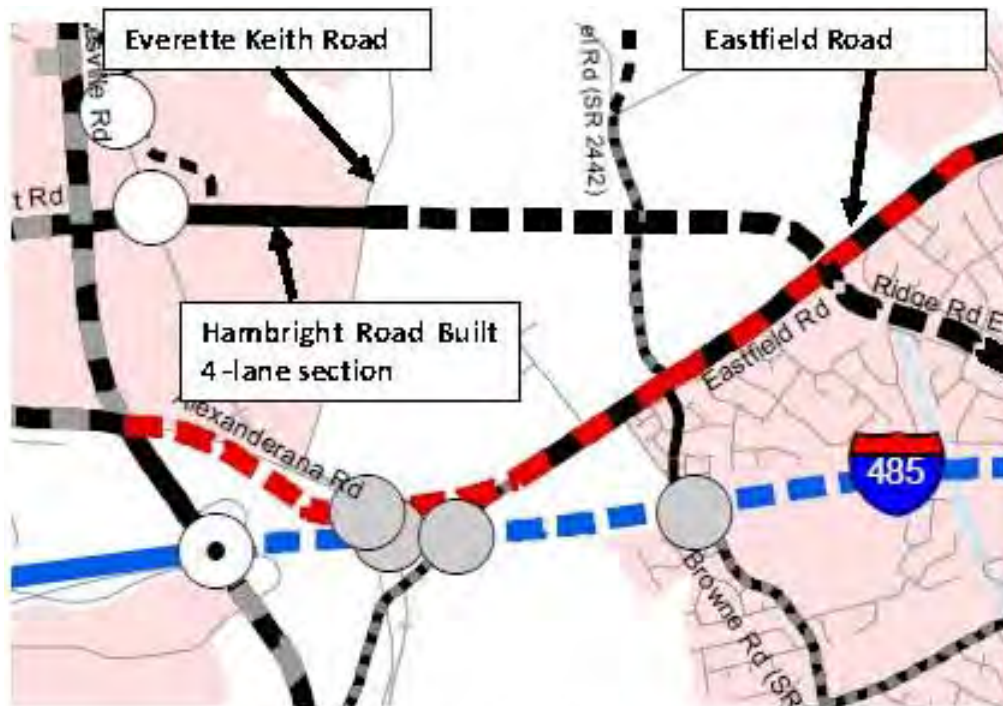


## Hambricht Road Extension

The extension of Hambricht Road east from Old Statesville Road to Eastfield Road was first shown on the Thoroughfare Plan in 1977. At that time, the alignment was proposed to intersect Eastfield Road opposite Browne Road. In 1988 the proposed route was shifted to align with an extension of Ridge Road to Eastfield Road. At this time, the proposed road was designated as a minor thoroughfare. In 1994, the extension was upgraded to the status of a major thoroughfare. Through each of these iterations, no detailed analysis of potential routes was conducted, thus no specific route could be required of any developer.

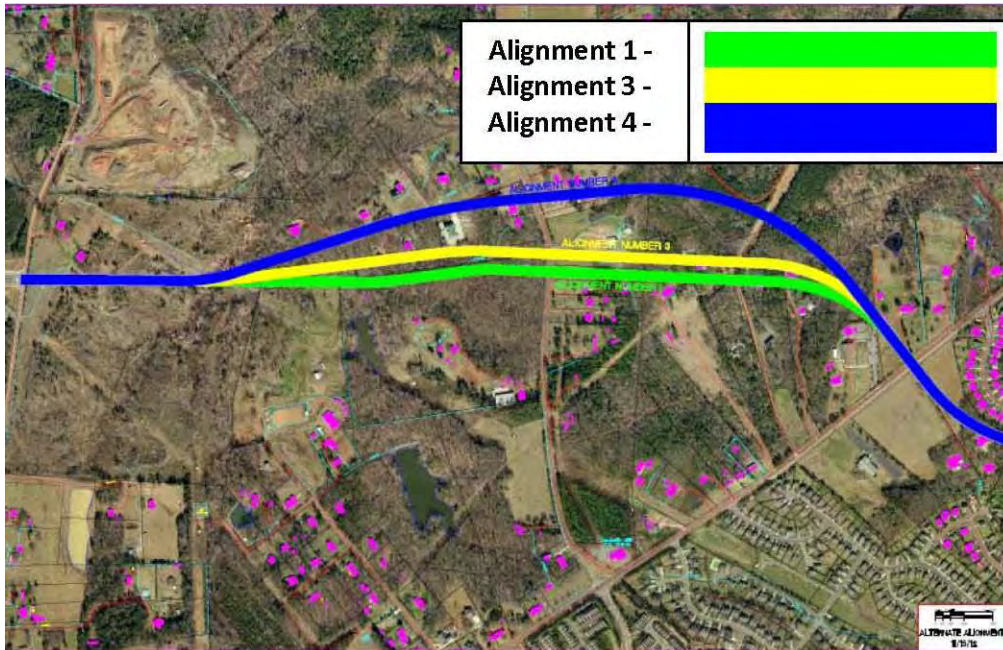
In 2003, MUMPO and Town staff conducted a process called the Hambricht Area Transportation Study. This study had the goals of determining a definitive alignment for several thoroughfares in the area and for providing this information to NCDOT to be incorporated in the design for I-485. It was during this process that the alignment for Eastfield Road's connection with Alexanderana Road (constructed as part of the I-485 project) was determined. Several options for Hambricht Road Extension were developed but were placed on hold pending a decision on how to cross Old Statesville Road and the Norfolk-Southern "O" line.

The Bryton development in 2005 proposed moving the Norfolk-Southern railroad which allowed Hambricht Road to be extended due east from its intersection with Old Statesville Road. They then proposed an alignment for Hambricht Road that was judged acceptable by staff. Thus the developer established the alignment that is open today to Everette Keith Road. The context of the Hambricht Road Extension area is shown below:



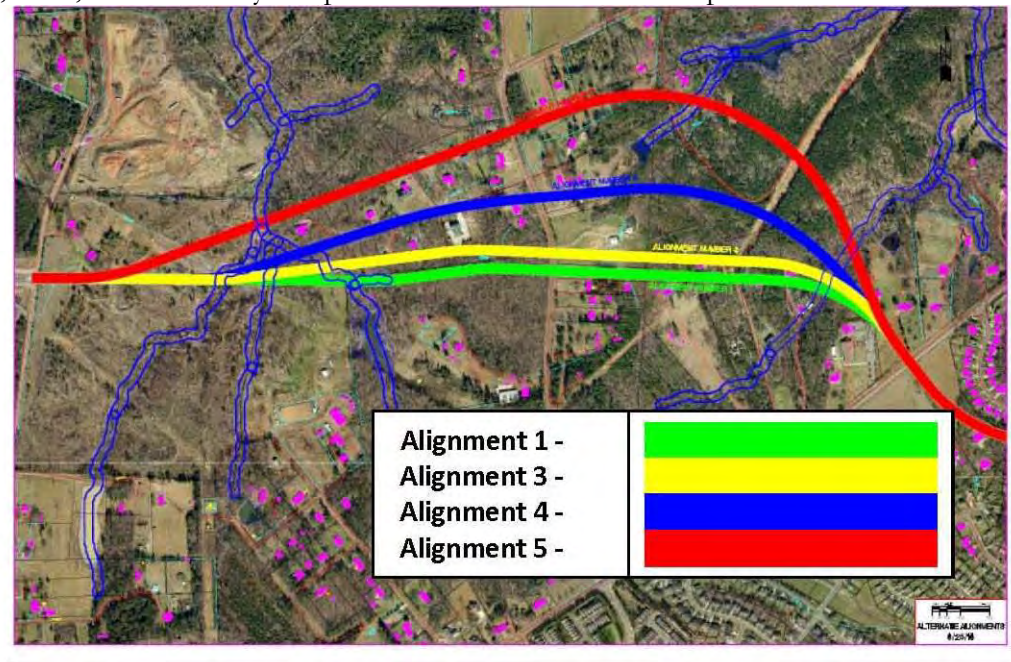
**Hambricht Road context**

In 2012, staff of MUMPO began work with Town staff on analyzing the route options from Everette Keith Road to Eastfield Road as part of the Eastfield Road Small Area Plan. Four alignments were initially identified; however alignment 2 (located south of alignment 1) was eliminated from further consideration due to engineering and environmental issues. The remaining 3 alignments (1, 3, & 4) that were subject to further analysis are shown on the next page. These were presented at the initial November 15 2012 public workshop.



**Initial Alignment Options Presented at November 15, 2012 Meeting**

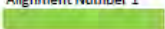
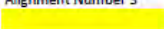
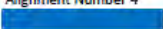
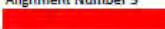
After the November workshop at Asbury Chapel Methodist Church, staff met with several interested land owners in the vicinity of Asbury Chapel Road. After a visit to the historic cemetery (see discussion) on December 9, 2012, an additional alignment (5) was developed to the north of the other routes. This alignment along with the three presented at the November 15 meeting were discussed in a public workshop on January 17, 2013, also at Asbury Chapel Methodist Church. See map below:



**Alignments Presented at January 17, 2013 meeting – New Alignment 5 in Red**

Subsequent to this workshop, Town and MUMPO staff met several times to review and assess each alignment in order to develop a recommended alternative. An “alternatives matrix” was developed for each of the alignment options. The initial matrix from March 2013 is shown on the next page.



HAMBRIGHT ROAD ALIGNMENT STUDY ALTERNATIVES MATRIX (Everette Keith Road to Eastfield Road)				
	Alignment Number 1 	Alignment Number 3 	Alignment Number 4 	Alignment Number 5 
Length (Feet)	6397	6469	6739	7388
Number of homes taken	5	4	2	4
Number of Bridges Bridge Square Footage	2 112,000	1 68,000	3 188,800	3 150,800
Environmental Impact (Square Feet)	60,340	43,473	0	0
Total Earthwork (Cubic Yards)	97,515	129,897	53,370	144,791
Cost Estimate	\$33,166,986	\$25,534,530	\$45,297,760	\$40,824,525

Earthwork cost is calculated at \$5.50 per Cu yd.

Base estimate is calculated in 2008 dollars. Earthwork is added in and total cost is inflated by 4% to adjust pricing from 2008 dollars to 2012 dollars.

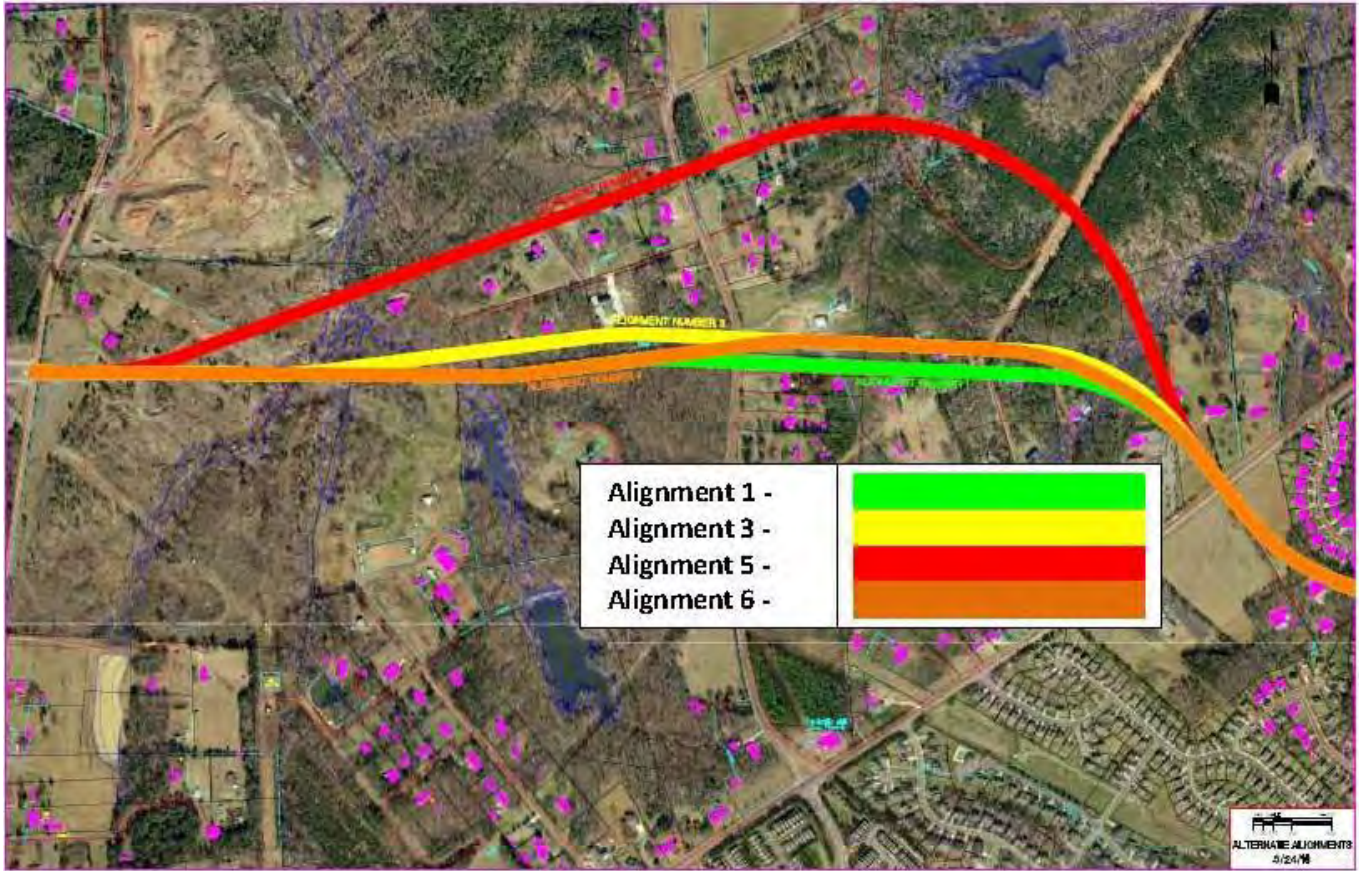
Values of homes taken is not included in the cost estimate.

### March 2013 matrix

At a staff meeting on March 20, 2013, it was agreed that alignment number 4 should be withdrawn from further consideration due to its proximity to a historic cemetery that contains both marked and unmarked graves. MUMPO staff continued to refine the alignments to attempt to lessen the impacts to homes and reduce grading and bridge work necessary to construct a major thoroughfare in the challenging topography of this area of Mecklenburg County. Since the alternatives cross the upper reaches of Clarks Creek, staff reached out to the Army Corps of Engineers for an opinion on the ability to permit any of the options. The Corps staff was unwilling to provide an opinion until a full detailed environmental analysis is performed in advance of a construction project. Since there is no schedule for a construction project, there will not be a detailed analysis performed at this time.

On April 18, 2012, a technical review team of Town and MUMPO staff met to review this matrix. Based on the information contained in this matrix, the consensus of the team was to request that MUMPO staff develop a “hybrid” alignment of routes 1 and 3. This hybrid alignment (Alignment 6) incorporates Alignment 3 west of Asbury Chapel Road and Alignment 1 east of Asbury Chapel Road, and is shown on the following page along with Alignments 1, 3 and 5.

Several considerations have been used in the past to help determine a recommended route for a future road. One is how many homes are taken. Due to the area topography the MUMPO staff estimated the grading impacts of constructing this road. Any home within 50 feet of the extent of grading is included in the “taken” category. Another concern has been the proximity of homes and institutions to any given route. On former studies, the proximity of 100 feet from the right of way has been used as a proxy for “impacts” to homes. In this case, given the rural nature of the area and the desire of many residents for privacy, the Planning Board requested that staff determine the number of homes within 300 feet of the center of the road.



**Alignment Options 1, 3, 5 and 6 (Hybrid)**

Finally, staff has been aware throughout the study process of a historical cemetery lying to the east of Asbury Chapel Road on a privately owned tract of land. This cemetery is associated with an early gathering of Methodists in the area. Land owners in this area are very protective of the cemetery and have helped bring staff together with organizations interested in preserving it. Town staff and members of the Comprehensive Genealogical Services have done extensive research and have been provided with supplemental materials by interested citizens and Asbury United Methodist Church. An overview of the early years of the cemetery and Methodist worship in this area is attached.

During the Town Board discussion on June 17<sup>th</sup> and Planning Board discussion on June 25<sup>th</sup>, several statements were made of the potential for slave burial outside the cemetery walls and of the desire to choose a route farther away from the cemetery. A letter requesting this has been received from Asbury Chapel United Methodist Church. Staff stopped the decision process after these meetings in order to try and more clearly determine the location of the cemetery relative to the various alignments. Although no detailed land survey has been done since the June meetings, the research uncovered the unrecorded survey that is included in the attached appendix. Staff has discussed the totality of the research with representatives of the Mecklenburg Genealogical Services and Asbury Chapel United Methodist Church. Staff is comfortable that any of the final alignments are sufficiently far enough away from the boundaries of the cemetery that we believe any of the routes will not intrude into the burial area. **However**, it is strongly recommended that during any detailed analysis preceding an actual construction project, a full archaeological analysis be performed on this cemetery to ensure that it is properly protected.

The following page shows a comparison matrix dated June 25 that includes the most refined information to date. This includes the tax value of all homes listed as “taken” for each of the alternatives.

This table contains inaccuracies.  
Use following table dated 11/22/13.

<b>HAMBRIGHT ROAD ALIGNMENT STUDY ALTERNATIVES MATRIX (Everette Keith Road to Eastfield Road)</b>				
	<b>ALIGNMENT 1</b>	<b>ALIGNMENT 3</b>	<b>ALIGNMENT 5</b>	<b>ALIGNMENT 6</b>
<b>LENGTH (In Feet)</b>	6,397	6,469	7,388	6,442
<b>NUMBER OF HOMES TAKEN</b>	6	4	5	4
<b>NUMBER OF HOMES WITHIN 150' OF CENTERLINE (Excluding Homes Taken)</b>	0	2	4	0
<b>NUMBER OF HOMES WITHIN 300 ' OF CENTERLINE (ExcludingHomes Taken)</b>	7	9	4	9
<b>NUMBER OF BRIDGES</b>	2	1	3	1
<b>BRIDGE SQUARE FOOTAGE</b>	54,560	68,000	70,000	64,000
<b>SWIM BUFFER IMPACTS (Square Feet)</b>	60,250	43,473	0	60,250
<b>TOTAL EARTHWORK (Cubic Yards)</b>	150,600	129,900	353,100	140,300
<b>COST ESTIMATE</b>	<b>\$24,707,000</b>	<b>\$25,954,800</b>	<b>\$31,423,900</b>	<b>\$26,251,700</b>

**Notes:** Earthwork cost is calculated at \$5.50 per cubic yard  
 Base estimate is calculated in 2008 dollars. Earthwork is included and total cost inflated by 4% to adjust pricing to 2012 dollars  
 Cost estimate shown above is reflective of 2012 construction dollars  
 Current value of homes proposed to be acquired is included in the cost estimate

6/25/2013

**HAMBRIGHT ROAD ALIGNMENT STUDY ALTERNATIVES MATRIX  
(Everette Keith Road to Eastfield Road)**

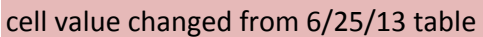
	Alignment Number 1 	Alignment Number 3 	Alignment Number 5 	Alignment Number 6 
Length (Feet)	6397	6469	7388	6442
Number of homes taken	6	4	5	4
Number of homes within 150' of centerline (excluding homes taken)	0	2	 3	0
Number of homes within 300' of centerline (excluding homes taken)	7	9	 5	9
Number of Bridges Bridge Square Footage	 1 54,560	1 68,000	 2 70,000	1 64,000
Swim Buffer Impacts (Square Feet)	60,250	43,473	0	60,250
Total Earthwork (Cubic Yards)	 128,800	129,900	353,100	140,300
Cost Estimate	 <b>\$24,582,000</b>	<b>\$25,954,800</b>	<b>\$31,423,900</b>	<b>\$26,251,700</b>

Earthwork cost is calculated at \$5.50 per Cu yd.

Base estimate is calculated in 2008 dollars. Earthwork is added in and total cost is inflated by 4% to adjust pricing from 2008 dollars to 2012 construction dollars.

Cost estimate shown above is reflective of 2012 construction dollars.

Current value of homes proposed to be acquired is included in the cost estimate.

 cell value changed from 6/25/13 table

## **Hambright Road Extension recommendation**

On June 25, 2013, staff presented the alignments for Hambright Road Extension to the Planning Board with a recommendation to endorse Alignment 6, shown in orange on the mapping. After extensive discussion, the Planning Board decided in a 7-2 vote to recommend Alignment 6 to the Town Board for endorsement. The members voting in the negative either suggested other unstudied alternatives as options or simply desired more time to consider the information.

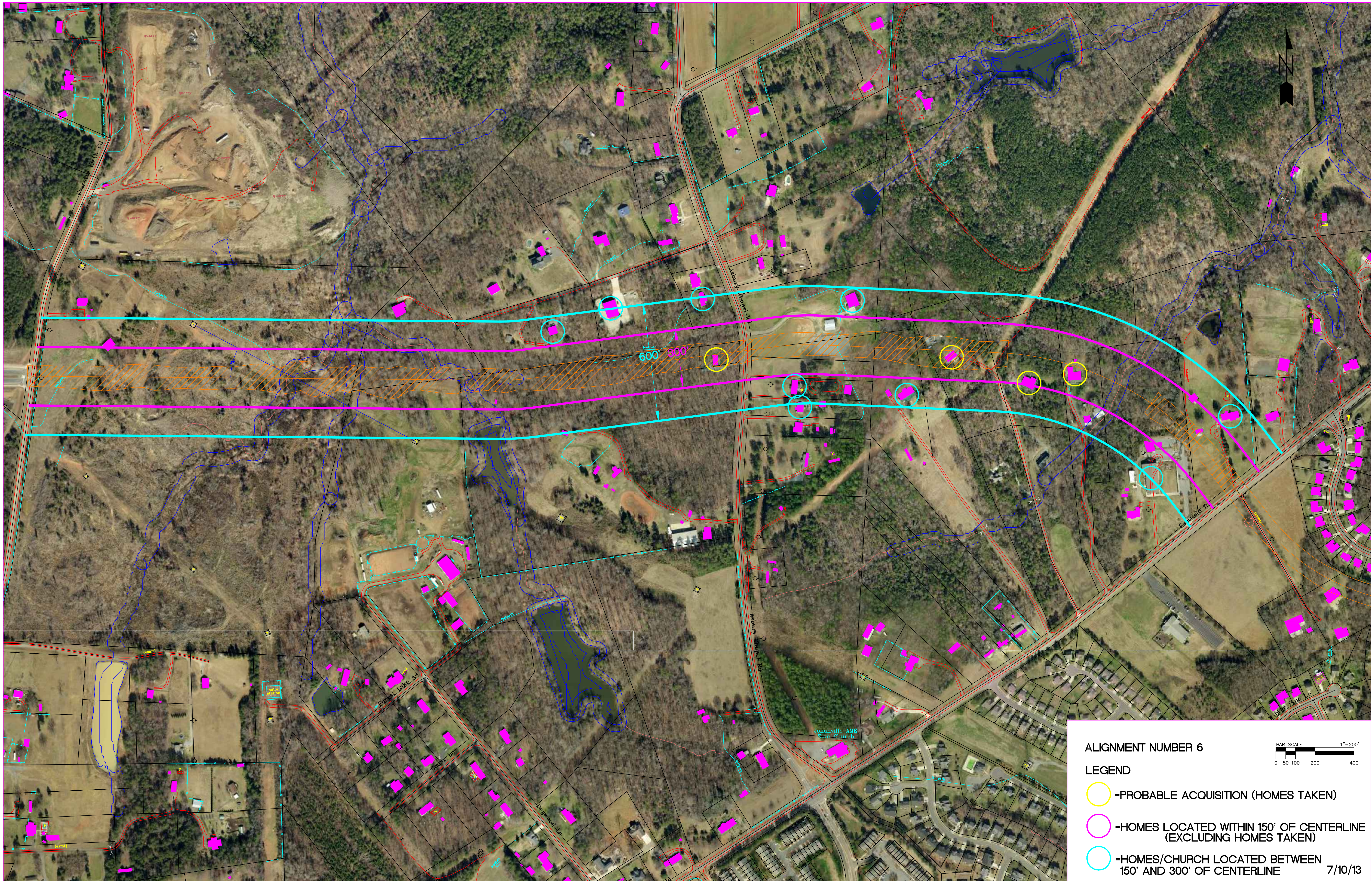
The Town Board is requested to recommend the CRTPO endorse Alignment 6 as the approved route for Hambright Road Extension between Everette Keith Road and Eastfield Road for right-of-way protection purposes. The route is shown in detail on the attached map. It should be noted that the protection will apply only to the generic right of way width and potential graded area and not to the buffer areas which are shown. The road should retain its current designation as a major thoroughfare.

## **Next Steps**

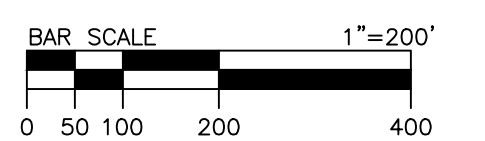
Once the Town Board makes its decisions on recommended alignments for Everette Keith Road, Verhoeff Drive Extension and Hambright Road Extension, these recommendations will be presented to the Technical Coordinating Committee (TCC) of the Charlotte Regional Transportation Planning Organization (CRTPO.) The TCC will be requested to make a recommendation to the CRTPO. The matter will be presented to the CRTPO for a final decision at the next regularly scheduled meeting.

### Attachments:

- Map showing Alignment 6 for Hambright Road Extension
- Additional information on historic cemetery



**ALIGNMENT NUMBER 6**



**LEGEND**

- =PROBABLE ACQUISITION (HOMES TAKEN)
- =HOMES LOCATED WITHIN 150' OF CENTERLINE (EXCLUDING HOMES TAKEN)
- =HOMES/CHURCH LOCATED BETWEEN 150' AND 300' OF CENTERLINE

7/10/13

## Historic Cemetery

There are no formally designated local, State or National Historic sites within the ERSAP Study Area. However, traveling northbound on Asbury Chapel Road roughly one half (1/2) mile north of the Eastfield Road intersection, there rests a historical cemetery approximately 350 yards to the east of the centerline of Asbury Chapel Road<sup>1</sup>. Andrew Moore, the original owner of the real estate, who according to *Biographical Sketches of the Early Settlers of the Hopewell Section*, written by J. B. Alexander (published 1897)<sup>2</sup>, organized one of the first, if not the first Methodist churches between the Yadkin and Catawba rivers on this site, and also erected a meeting house in 1820-1825. It is a significant site and potentially eligible for historic designation.



August 10, 1833, Andrew Moore conveyed a portion of his land (2 1/16 acres) to the Trustees, and their successors in office, of the Methodist E. Church, USA with the intent that they shall erect and build, or cause to be built a house or place of worship. This conveyance is located in the Register of Deeds of Mecklenburg County, North Carolina in Deed Book 24, Page 270<sup>3</sup>. Within that 2 1/16 acres sat the cemetery. It is approximately 90' x 100' in size and surrounded by a rock wall with an opening on the northern side. The earliest marked gravesite is that of Andrew Moore (1845), and the latest marked gravesite is that of Alexander Fletcher (A.F.) Moore (1896), son of Andrew Moore. There are ten (10) marked and numerous unmarked graves within the cemetery. According to *A History of Methodism in Ferrelltown, Mecklenburg County, NC*, by Gary L. Ferrell<sup>4</sup>, the opening in the north wall of the cemetery indicated that a church was located either north or more likely northwest of the cemetery. However, its exact location and existence is not currently known as there are no historical remnants of a house or place of worship to confirm one was erected or built as Mr. Moore intended.



December 24, 1903, the Trustees of the Derita Circuit, Charlotte District, Western NC Conference for the M. E. Church (Methodist Episcopal Church) transferred the real property, which was then referred to as the Old Bethesda Church Lot (M.E. Church) to a private party (see Deed Book 185, Page 194)<sup>5</sup>. Within this conveyance the Trustees of the Church held their right, title and interest in and to the graveyard so it would remain the property of the Trustees, and their successors of the Methodist Episcopal Church.

<sup>1</sup> See attached unrecorded boundary survey containing 2.51 acres dated December 7, 1964, drawn by Henry L. Parnell, R.S., which also indicates the boundary of the historical cemetery.

<sup>2</sup> See attached portion of *Biographical Sketches of the Early Settlers of the Hopewell Section*.

<sup>3</sup> See attached Deed of record in the Register of Deeds of Mecklenburg County, North Carolina in Deed Book 24, Page 270.

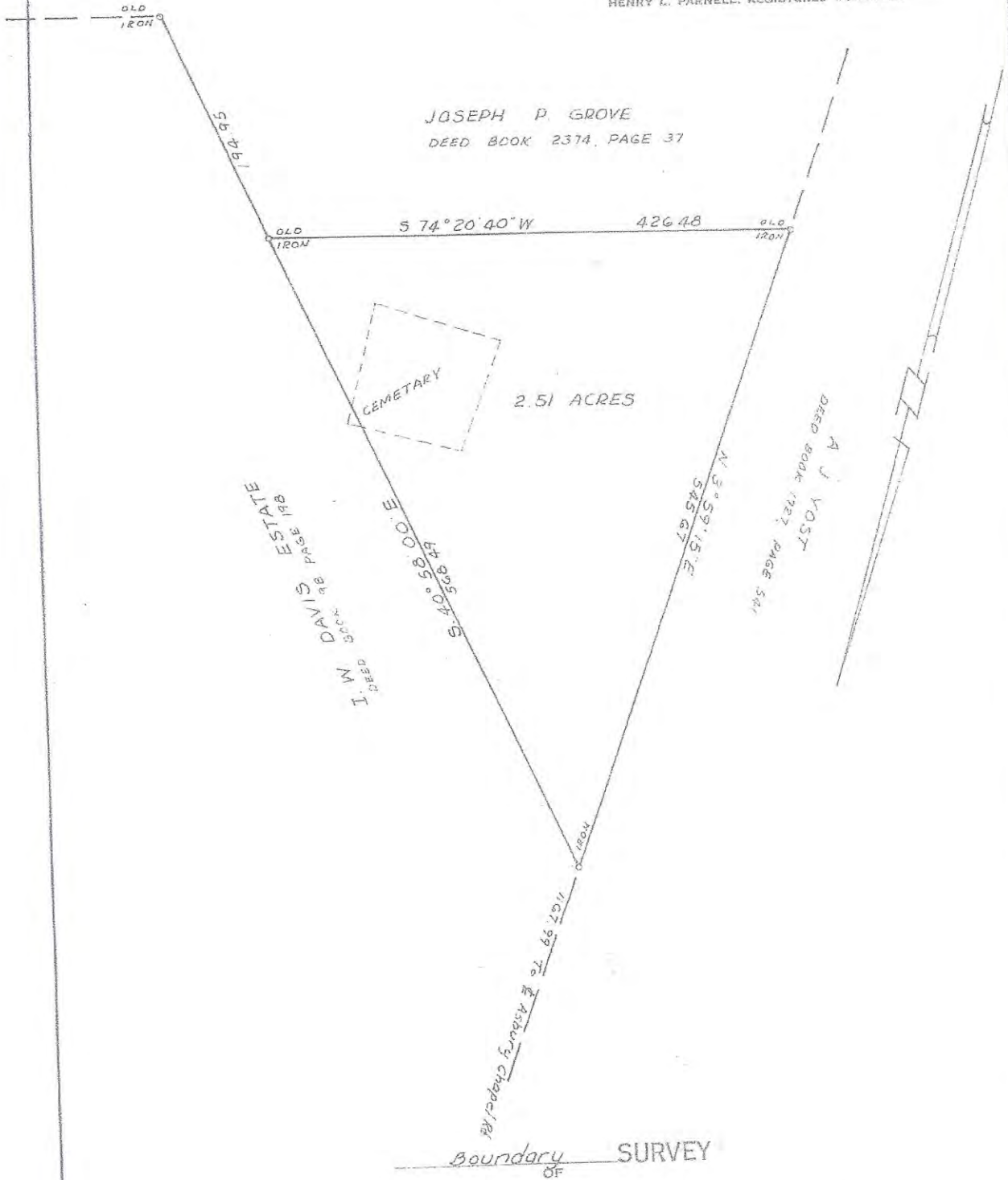
<sup>4</sup> See attached portion of *A History of Methodism in Ferrelltown, Mecklenburg County, NC*.

<sup>5</sup> See attached Deed of record in the Register of Deeds of Mecklenburg County, NC, in Deed Book 185, Page 194.

THIS IS TO CERTIFY THAT ON THE 7<sup>th</sup> DAY OF December 1964, I SURVEYED THE PROPERTY SHOWN ON THIS PLAT, AND THAT THE TITLE LINES AND THE WALLS OF THE BUILDINGS IF ANY, ARE AS SHOWN HEREON.

SIGNED Henry L. Parnell

HENRY L. PARNELL, REGISTERED SURVEYOR



A 2.51 Acre Tract in Mallard Creek Township  
Mecklenburg County, N.C.  
SCALE 1"=100'  
THE PROPERTY OF Edison B. Davis  
MAP RECORDED IN BOOK \_\_\_\_\_ AT PAGE \_\_\_\_\_ DEED RECORDED IN BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
HENRY L. PARNELL, REGISTERED SURVEYOR  
CHARLOTTE, NORTH CAROLINA



## CHAPTER VII.

## BAKER'S GRAVEYARD.

Objects and places, as well as men and women, deserve historical mention as facts connected with the march of civilization. To a certain extent objects and places serve as mile posts in the life of a nation; and of all objects or places none are more interesting or instructive to a searcher after the truth of history than burial grounds.

Baker's graveyard's first occupant was in 1753, twelve years prior to the building of Hopewell church. This burial ground is seven miles northwest of Hopewell, on the west side of Beattie's Ford road, and two miles east of Catawba river. The Rev. John Thompson, a Presbyterian minister, and probably the first missionary in this section of the State, ceased from his labors in September, 1753, and was buried near his cabin in which he had lived. John Baker, who lived near by, married a daughter of Rev. Thompson, and in a few years died, and was buried by the side of his father-in-law; hence the name of Baker was given the place. Hugh Lawson, grandfather of Hon. Hugh Lawson White, was given sepulchre in this quiet place. Many worthy characters, soldiers and godly church members found a last resting place here. Among many others, we mention Mrs. Isabella Henry, mother of Major John Davidson, Mr. James Price and his wife, Mary Davidson Price. Quite a number of crude rock shafts, all grown over with moss, stand as sentinels in this lonely place, overshadowed by giant oaks that have stood the storms of a century and a half. The celebrated Dr. Charles Harris, father of Charles I. and Wm. Shakespeare Harris, married a daughter of Rev. John Thompson. Dr. Harris

did a large practice in Mecklenburg, especially in surgery. He lived in Cabarrus county, but having married in Hopewell territory, we deem it right and just to couple his name with those who achieved fame for themselves and left a legacy of imperishable beneficence to the people of our common country.

Bethesda Methodist  
Church information

## CHAPTER VIII.

## ANDREW MOORE'S FAMILY.

Jane—or as she was always called, Jensie—was the only daughter of William and Elizabeth Sample. She married Andrew Moore. They lived five and a half miles east of Hopewell, on the Salisbury road from Tucasege Ford. Mr. Moore, while a member of the Presbyterian church, held Armenian doctrine, and made himself obnoxious by talking it; until he was refused a token that would admit him to the Lord's table. This act on the part of the session provoked him to carry his ideas still further, and he set about at once to organize a Methodist church. It is quite probable this church—Bethesda—if not the first, was amongst the first Methodist churches planted between the Yadkin and Catawba rivers. When the building was first put up (about 1820-25), they did not call it a church, but a meeting house, where they held class meeting, or society meeting. Their exhorters and class leaders, with many of their preachers, at that time, were extremely ignorant, some not able to read; yet they would deliver exhortations portraying the awful doom of the impenitent with such warmth, and pray so loud and

in such earnest tones that a wild scene of shouts and cries—exercising, as it was called—that they would become so enthused as to forget all else for days at a time. Mr. Moore was class leader for many years, and ruled the church with autocratic authority. The wearing of jewelry, fine clothes or a veil, was sufficient offense to justify suspension. But for these trivial offenses the circuit rider generally restored them to full membership. As long as Mr. Moore lived he was regarded as the leader of Bethesda church. He died in 1843, and was buried by the church he loved so well. Mr. Moore was better known as a chair-maker than as a builder or propagator of Methodism. There is scarcely a family of the old stock of people but what have chairs made by Andy Moore fifty or sixty years ago.

Mr. and Mrs. Moore raised six children, two sons and four daughters—Amzi, the oldest son, taught school for a short time and moved to Alabama where he married and reared a family, and his children are among the educated people of that State. Two of them are professors in colleges. Fletcher Moore, the youngest, has always been physically weak, but has attained a ripe old age, and is in easy circumstances. He married a neighbor girl, Minta Christianbury; have no children. Malissa Moore married James Clark, a steam doctor, and moved to Alabama. Emaline Moore married Harvy Montgomery, a local Methodist preacher, and a most excellent man. They moved to Alabama. Margaret Moore married Daniel Christianbury and moved to Georgia. Eliza and her mother with the married members of the family, moved west, when that country was settling up, hoping to improve their financial condition. This was an excellent family of people, without pretention to anything more than they could attain.

As "tokens" were spoken of in the early part of this chapter, it is probably well to explain what was meant by "tokens." Until within the last forty or

fifty years Presbyterians had long tables, covered with a white linen cloth, on or at which the Lord's supper was dispensed. Preaching began two or three days before Communion Sabbath, and on Friday or Saturday every communicant was expected to ask one of the elders for a token—a small piece of lead or other metal about the size of a silver half dime—and when the communicants were seated at the table the elders would pass along and collect the "tokens." The object of this ceremony was to protect the Holy Sacrament from the approach of unworthy persons. This has long since passed away, and the tables are also forgotten, and the whole membership partake at one time, simulating a family at home.

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#### CHAPTER IX.

James Latta came from Ireland 1790. He located between Hopewell and the river. He built the house now occupied by David Sample (a shingle roof on this house lasted eighty-two years). In 1795 he married his second wife, Jane Knox. They had three daughters, viz: Betsy, Polly and Nancy. They were very popular, and must have been very pretty, if we are to judge from the number of young men who paid them such devoted attention. Speight McLean and his cousin, Joe McK. Alexander, were boon companions, and frequently went "courting" together. Late one rainy evening they drove up to Mr. Latta's to spend the night. Mr. Latta conjured up the idea that the two gay Lotharios were preparing to run away with his girls, and not fancying either one of them for a son-in-law, took

24/210

25 / 290

in testimony made the last day of August 1835 between Andrew Moore of the County of Wickliffe in the State of Kentucky of the one part & Trustee James Blacketer & Montgomery James S. Moore & James Blacketer in trust for the use & purpose herein after mentioned all of the County & State of the other part in which that the S<sup>d</sup> at Moore for & in consideration of the sum of one dollar to him in hand paid the receipt whereof is hereby acknowledged hath given & granted bargained sold & conveyed & by these presents doth give grant bargain & sell unto then the S<sup>d</sup> Trustees & their successors in office forever a certain tract or lot of land situated & being in the aforesaid State & County in the first waters of Clark's Creek being a part of the tract on which the S<sup>d</sup> Moore now lives beginning at a small W.O. on S<sup>d</sup> Moore & Alexander line running thence N 70 E 17 per to small W.O. at the corner of the grave yard thence N 55 W 21 per to small spring to a small S. C. on S<sup>d</sup> Moore & Alexander line thence with the line S 3 E 28 per to the beginning containing by survey 2 1/2 acres of land to be the same more or less together with all & singular the houses woods & water priviledges & appurtenances thereto & in any way appertaining to the same lot or piece of land here mentioned or described lot or piece of land with all the rights & priviledges to the same belonging & their successors in office forever to build or cause to be built thereon a house or houses for the use of the members of the Methodist Church in this State of America & in testimony of this further trust & confidence that they shall at all times forever hereafter permit such Ministers & Members belonging to S<sup>d</sup> Church as from time to time may be duly authorized to preach & expound Gods Holy word therein & the S<sup>d</sup> Moore doth by these presents warrant & forever defend all & singular the beforementioned & described lot or piece of land with the appurtenances thereunto belonging unto them the S<sup>d</sup> Trustees & their successors from the claim or claim of him the S<sup>d</sup> at Moore his heirs & assigns & from the claim or claims of all persons who live in testimony Whereof the S<sup>d</sup> Andrew Moore hath hereunto set his hand & affix his seal the day & year above written

Andrew Moore Seal

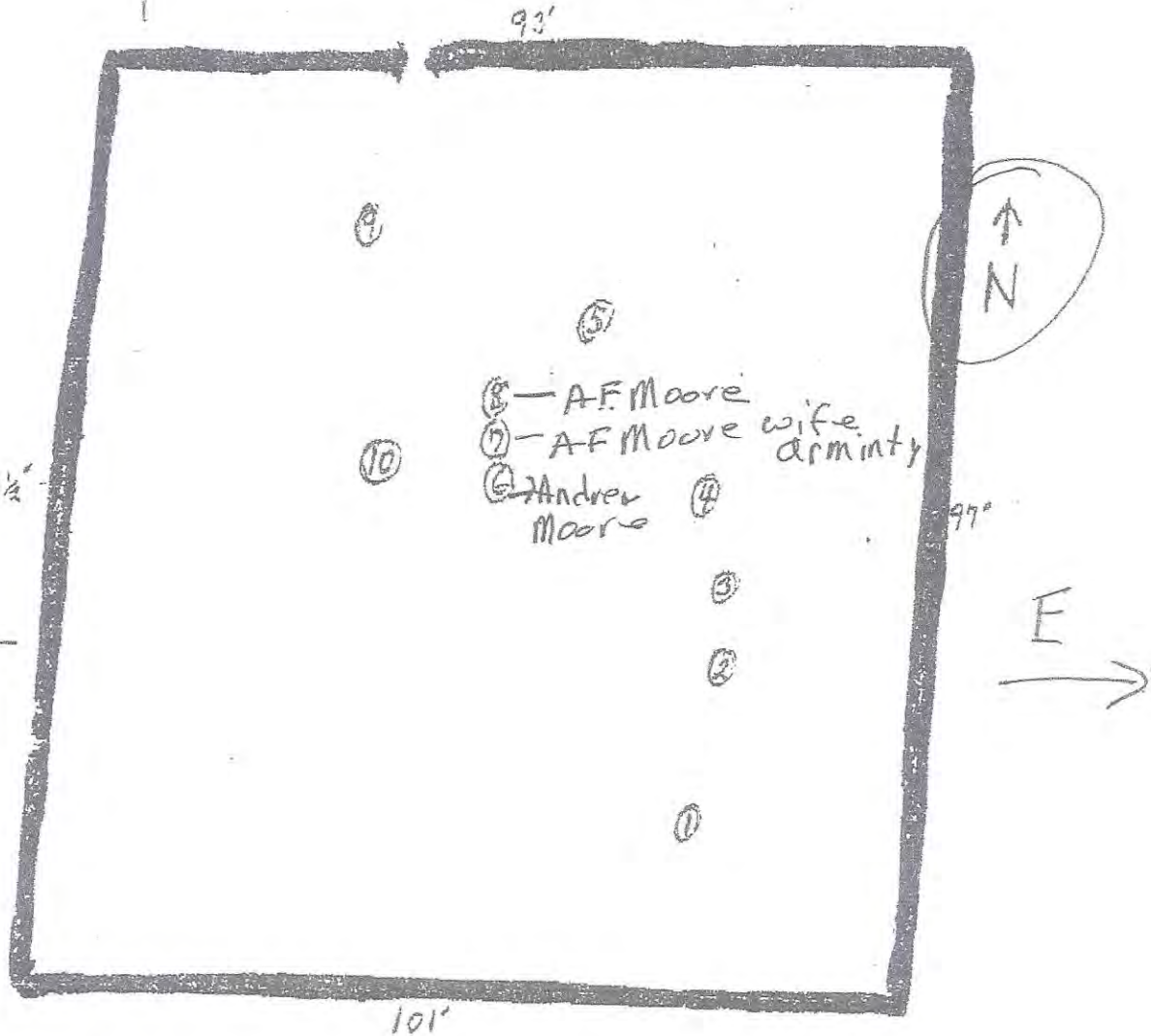
Wickliffe County July Term 1837 I certify that the execution of the within deed was duly proved in open Court by B. W. Alexander one of the Subscribers witnesses thereto & was recorded to it & received August 15 1837

B. Oates C. C. C.

all who shall have greeting see these presents greeting know ye that for divers good causes & considerations Robert Wilson of the County of Wickliffe & State of Tennessee have nominated & constituted & appointed & by these presents do nominate constitute & appoint & place in my stead my power being so & that at any time & lawful charges for me & my heirs heirs name place name & should to bargain sell grant & convey with or without approval or approval of that tract or lot of land situated & being in the County of Wickliffe

NORTH  
↑

THE OLD BETHESDA METHODIST CHURCH CEMETERY



In this cemetery there are a large number of unmarked graves or graves marked by plain stones with no inscription. The numbers on this map indicate the locations of the ten markers that do contain an inscription. The inscriptions are given on the next page using the same numbers shown here. The opening in the North wall would seem to indicate that the church was located either North, or more likely North-west of the cemetery.

V/S

FROM A History of Methodism in  
 Ferrelltown Meck Co NC  
 1814-1981 by Gary L Ferrell

INSCRIPTIONS FROM THE OLD BETHESDA METHODIST CHURCH CEMETERY.

1. Peter Auten  
Died Mar. 22, 1862
  2. Jane O. Alexander  
Died July 7, 1856  
Age 20 years 1 month.  
John F. M. Alexander  
Died July 29, 1856  
Age 4 months 24 days
  3. MARY  
Wife of James Ferrell  
Born 1799  
Died Aug. 5, 1877  
"I Know That My  
Redeemer Liveth"
  4. In Memory of  
James Ferrell  
Born Feb. 18, 1795  
Died Aug. 2, 1879
  5. John R,  
son of  
J. S. and M. I. Morris  
Born July 1st and  
Died July 4th 1849
  6. In Memory of  
Andrew Moore.  
who departed this  
life Aug. the 3rd 1845  
Aged 71 years 11 mo.  
15 days ——— Our Father,  
He taught us how to live  
And how to die.
  7. Arminty B. Moore  
Died Apr. 18, 1892  
Aged 68 yrs. lmo, 11 days
  8. A. F. Moore  
Born Dec. 24, 1823  
Died Mar. 27, 1896
  9. Baxter M. Erigman  
Born Dec. 3, 1862  
Died Dec. 25, 1894
  10. In Memory of  
Susan Christenbury  
Born Sept. 25, 1793  
Died June 18, 1846  
"Her spirit was meek  
and quiet:  
Her little son Joshua  
by her side."
- I saw one additional marker in a  
visit to the cemetery in June of  
1978 which I can no longer locate.
- Letha Fite  
Born Feb. 1, 1855  
Died Aug. 28, 1863

2/5



This is the grave marker of Andrew Moore in the old Bethesda Church cemetery. The picture was taken on November 7, 1981. I used plain white chalk to bring out the inscription which reads:

IN  
Memory of  
Andrew Moore  
who departed this  
life, Aug. the 3rd, 1845  
Aged, 71 years 11 mo.  
15 days  
Our Father,  
He taught us how to live  
And how to die.

3/5

2/1

State of North Carolina,  
Mecklenburg County.

185 | 194  
[1903]

THIS DEED, Made this 24th day of December, A. D. 1903, by and between  
W. C. Jordan, John W. Carr, W. C. Soffley, Trustees of the Bethel Church, Charlotte  
and the said W. C. Jordan, John W. Carr & W. C. Soffley, Trustees of the said  
Church, of the County of Mecklenburg, State of North Carolina, parties of the first part, and  
North Long, of the County of Mecklenburg, and State of North Carolina, parties of the second part,

North Long,  
of the County of Mecklenburg, and State of North Carolina, part of the second part  
WITNESSETH, That the said parties of the first part, in consideration of  
(\$ 250.00) Twenty Five Dollars  
to them paid by the party of the second part, the receipt of which is hereby acknowledged, have  
bargained, and sold, and by these Presents do grant, bargain, sell and convey unto said North Long  
and his heirs, all with the exceptions and  
reservations hereinafter stated, that, to-wit: a lot  
of land situate, lying and being in Meadows Creek Township, Mecklenburg County,  
State of North Carolina.

On the head waters of Catawba Creek, described and bounded as  
follows: Beginning at a small inlet and on Catawba River  
about one and a half miles above the line, occupying thereon 100  
sq. poles to its source, to the line of the said lot, to-wit:  
to the North Bank Corner of the Graveyard, thence west to  
the poles, thence south along the line to a corner, to-wit:  
on said Moore and Alexander's line, thence with said line  
S. 80° E. 28 poles to the beginning, containing a few acres  
more or less. Except that is especially and distinctly  
understood that the Graveyard (although included in  
the above water and bounds) is to be excepted & reserved  
from this conveyance, that this deed conveys all the above  
described property, except the Graveyard, and the grave  
yard is to remain the property of the Trustees and their  
Successors, and is not to be transferred in this deed of conveyance.  
The above water and bounds are from a survey made in  
1833.

The above tract or lot of land being the same now  
conveyed by deed to Wm. Sowers and others Trustees of the  
Bethel Church, recorded in Registry of Deeds Office, Book  
26 page 290. This lot for purpose of land is known  
as Bethel Methodist Church Lot. (M.E. Church).

to  
Worth Long  
known as: Old Bethesda Church lot (M.E. Church)

TO HAVE AND TO HOLD the foresaid tract or lot of land and all privileges and appurtenances thereto belonging, to the said North Long and his

heirs and assigns, to his and their only use and behoof forever,  
and the said W. C. Jordan, John W. Carr & W. C. Soffley, Trustees of the said Church, covenant that  
they are seized of all said premises in fee, and have right to convey the same in fee simple; that the same are free and clear  
from all incumbrances, and that they will warrant and defend the said title to the same, against the claims of all persons whatsoever  
only as trustees of the said Church.

IN TESTIMONY WHEREOF, The said parties of the first part, in these Presents, have hereunto set their hand and seal, the day and year above written.  
Signed, Sealed and Delivered in presence of  
W. C. Soffley  
Trustee of the Bethel Church Property

STATE OF NORTH CAROLINA,  
County of Mecklenburg.  
I, Wm. M. Martin, an acting Justice of the Peace  
for said County and State, do hereby certify that William C. Jordan, John W. Carr  
and W. C. Soffley, Trustees of the said Church,  
personally appeared before me this day, and acknowledged the due  
execution of the foregoing (or annexed) instrument, and the said

being by me privately examined, separate and apart from said husband, and being voluntarily executed by the  
same, state that they signed the same freely and voluntarily, without fear or compulsion of said husband  
or any other person, and that they do not voluntarily retract thereon. To the instrument and the certificate in registered  
WITNESS my hand and seal, this 25th day of Dec. A. D. 1903  
Wm. M. Martin, J.P.

STATE OF NORTH CAROLINA,  
County of Mecklenburg.  
The foregoing is a correct and true copy of the original of the foregoing instrument, and the certificate in registered  
This 31st day of December, 1903  
Wm. M. Martin, J.P.  
Superior Court.

Filed at 5 o'clock, P. M. Dec 31, 1903  
Registered at 3:20 o'clock, P. M. Jan 7, 1904  
T. M. W. Donald, Registrar of Deeds.