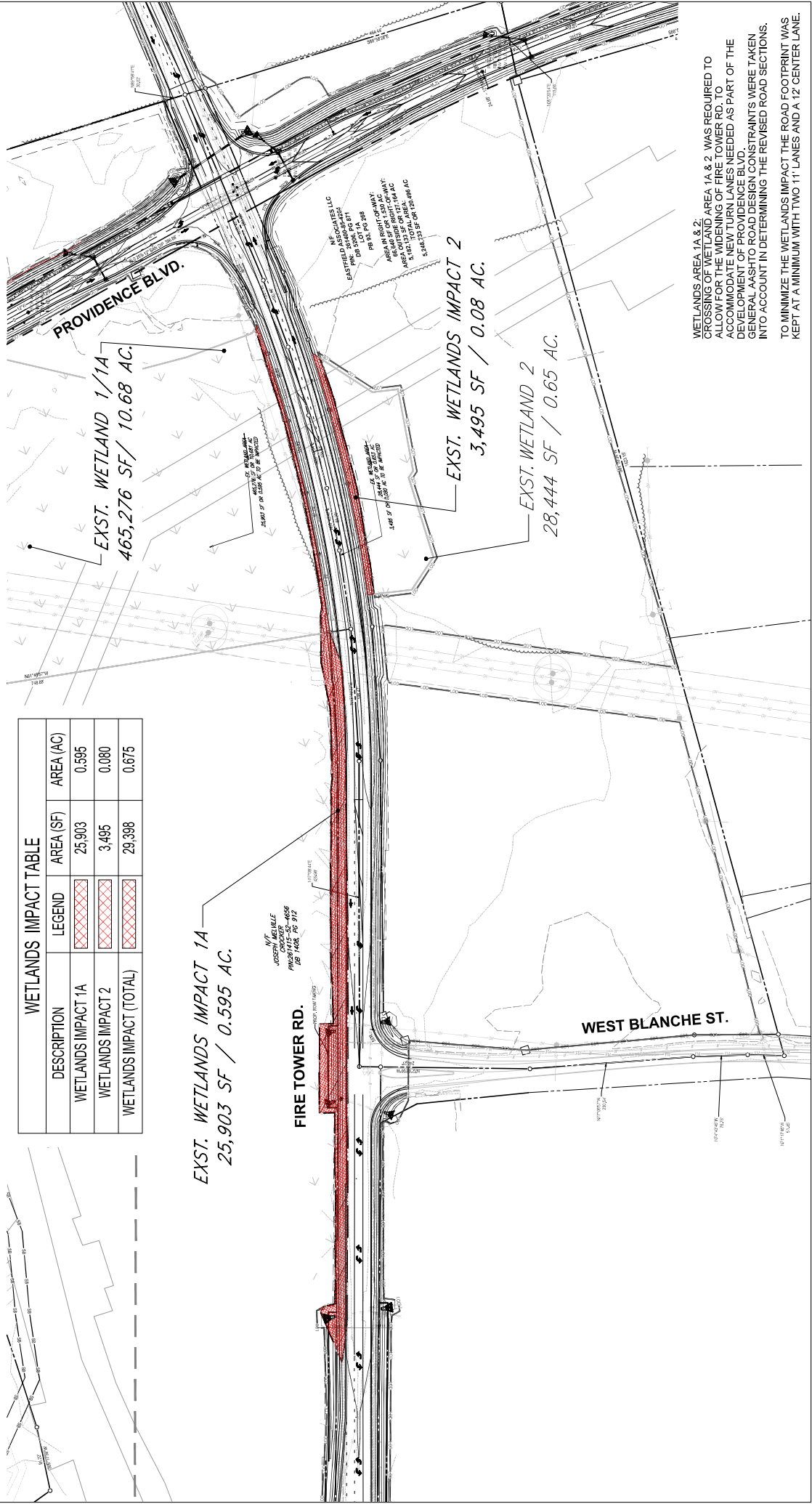




WETLANDS IMPACT TABLE

DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 1A		25,903	0.595
WETLANDS IMPACT 2		3,495	0.080
WETLANDS IMPACT (TOTAL)		29,398	0.675

EXST. WETLANDS IMPACT 1A
25,903 SF / 0.595 AC.

EXST. WETLANDS IMPACT 2
3,495 SF / 0.08 AC.

EXST. WETLAND 2
28,444 SF / 0.65 AC.

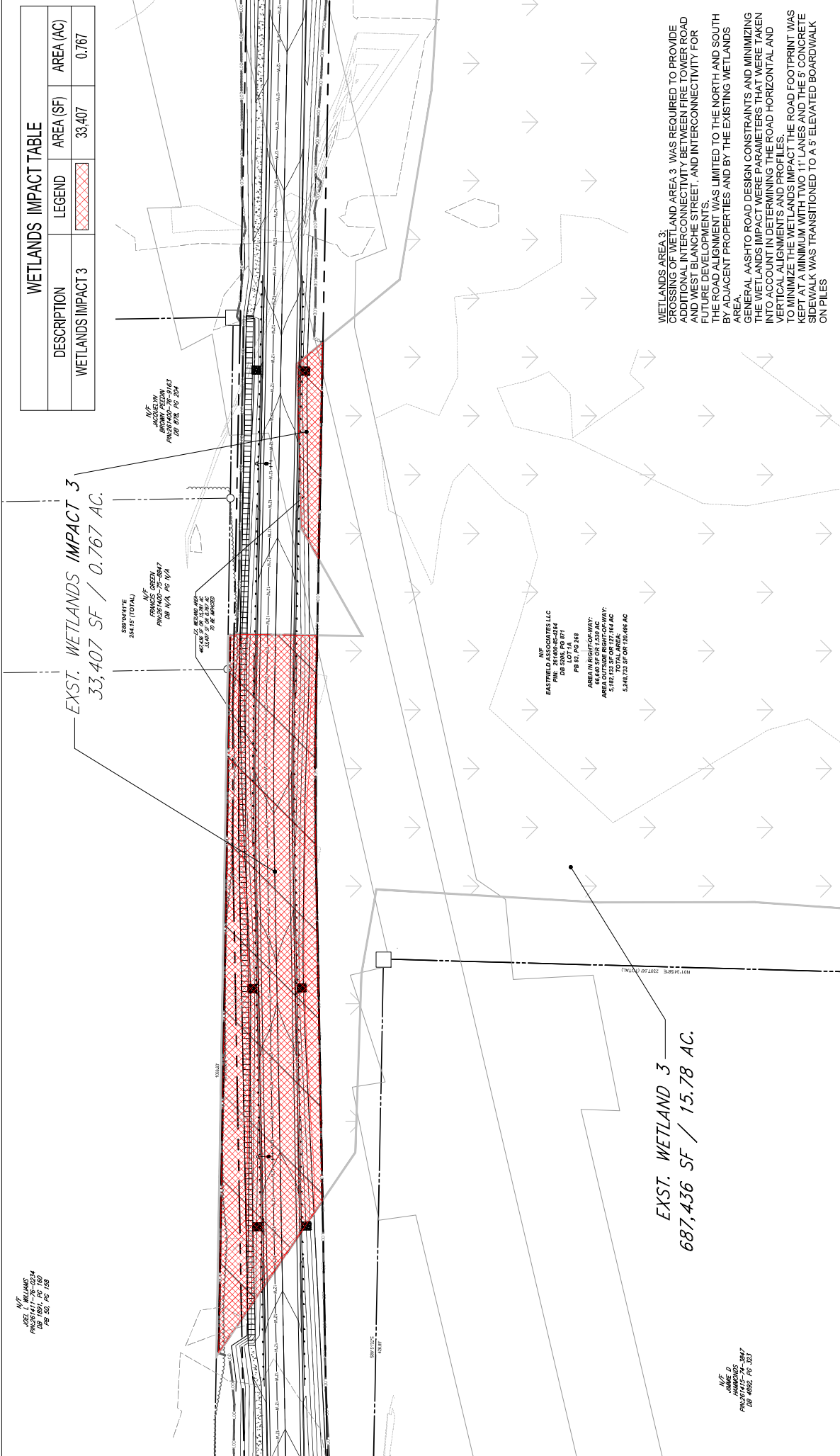
WETLANDS AREA 1A & 2:
CROSSING OF WETLAND AREA 1A & 2 WAS REQUIRED TO
ALLOW FOR THE WIDENING OF FIRE TOWER RD. TO
ACCOMMODATE NEW TURN LANES NEEDED AS PART OF THE
DEVELOPMENT OF PROVIDENCE BLVD.
GENERAL AASHTO ROAD DESIGN CONSTRAINTS WERE TAKEN
INTO ACCOUNT IN DETERMINING THE REVISED ROAD SECTIONS.
TO MINIMIZE THE WETLANDS IMPACT THE ROAD FOOTPRINT WAS
KEPT AT A MINIMUM WITH TWO 11' LANES AND A 12' CENTER LANE.

WETLANDS AREA 1A / 2 IMPACT EXHIBIT

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WETLANDS IMPACT TABLE			
DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 3		33,407	0.767

WETLANDS AREA 3:
CROSSING OF WETLAND AREA 3 WAS REQUIRED TO PROVIDE
ADDITIONAL INTERCONNECTIVITY BETWEEN FIRE TOWER ROAD
AND WEST BLANCHE STREET, AND INTERCONNECTIVITY FOR
FUTURE DEVELOPMENTS.
THE ROAD ALIGNMENT WAS LIMITED TO THE NORTH AND SOUTH
BY ADJACENT PROPERTIES AND BY THE EXISTING WETLANDS
AREA.
GENERAL AASHTO ROAD DESIGN CONSTRAINTS AND MINIMIZING
THE WETLANDS IMPACT WERE PARAMETERS THAT WERE TAKEN
INTO ACCOUNT IN DETERMINING THE ROAD HORIZONTAL AND
VERTICAL ALIGNMENTS AND PROFILES.
TO MINIMIZE THE WETLANDS IMPACT THE ROAD FOOTPRINT WAS
KEPT TO A MINIMUM WITHIN THE 100' LINES AND THE 5' CONCRETE
SIDEWALK WAS TRANSITIONED TO A 5' ELEVATED BOARDWALK
ON PILES



WETLANDS AREA 3 IMPACT EXHIBIT

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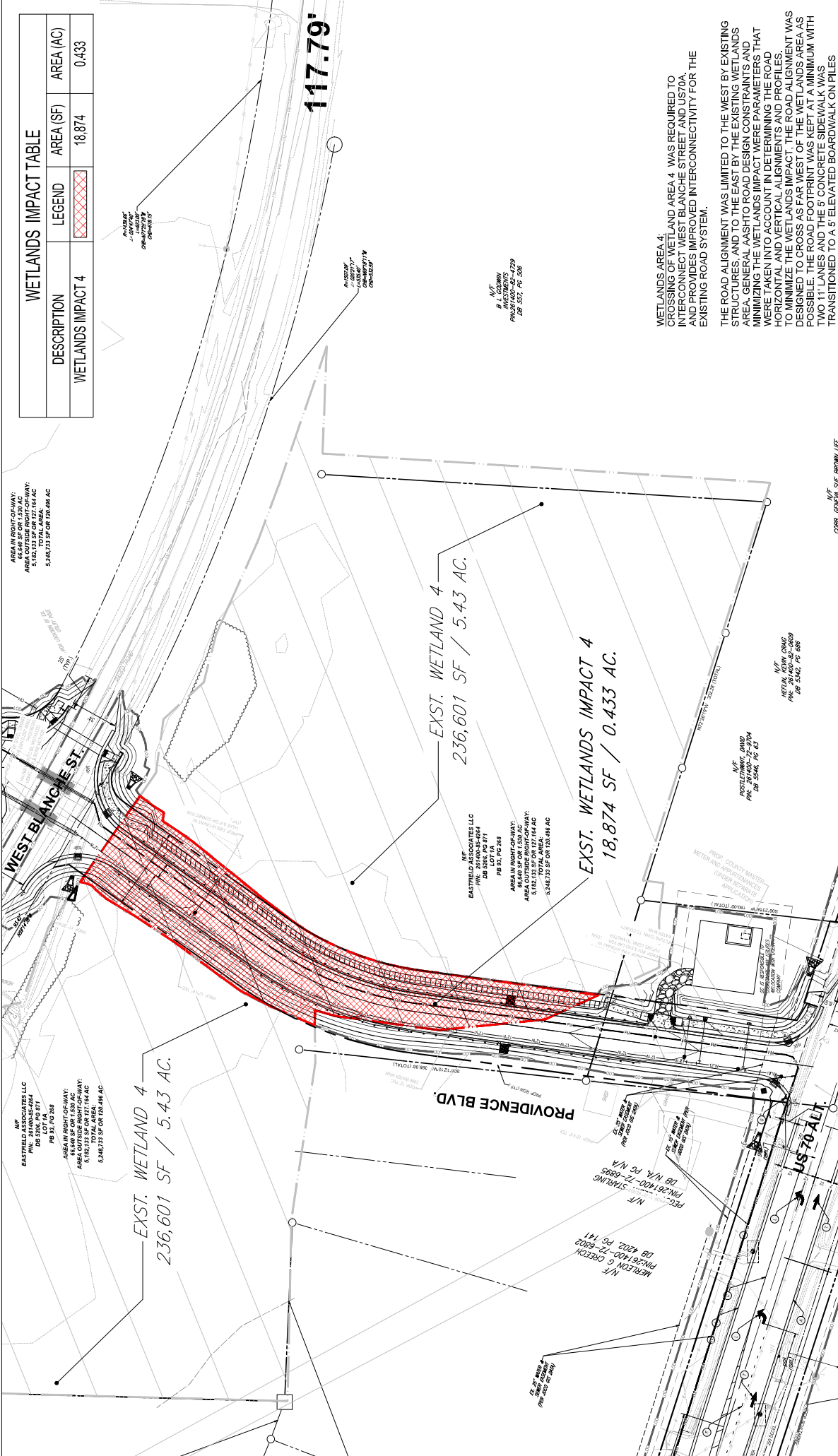
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WETLANDS IMPACT TABLE			
DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 4		18,874	0.433

WETLANDS AREA 4:
CROSSING OF WETLAND AREA 4 WAS REQUIRED TO
INTERCONNECT WEST BLANCHE STREET AND US70A,
AND PROVIDES IMPROVED INTERCONNECTIVITY FOR THE
EXISTING ROAD SYSTEM.

THE ROAD ALIGNMENT WAS LIMITED TO THE WEST BY EXISTING
STRUCTURES, AND TO THE EAST BY THE EXISTING WETLANDS
AREA. GENERAL AASHTO ROAD DESIGN CONSTRAINTS AND
MINIMIZING THE WETLANDS IMPACT WERE PARAMETERS THAT
WERE TAKEN INTO ACCOUNT IN DETERMINING THE ROAD
HORIZONTAL AND VERTICAL ALIGNMENTS AND PROFILES.
TO MINIMIZE THE WETLANDS IMPACT, THE ROAD ALIGNMENT WAS
DESIGNED TO CROSS AS FAR WEST AS POSSIBLE. WETLANDS AREAS
DETERMINED BY THE FDOT WMA STUDY WERE KEPT AT A MINIMUM WITH
TWO 11' LANES AND THE 5' CONCRETE SIDEWALK WAS
TRANSITIONED TO A 5' ELEVATED BOARDWALK ON PILES

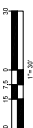


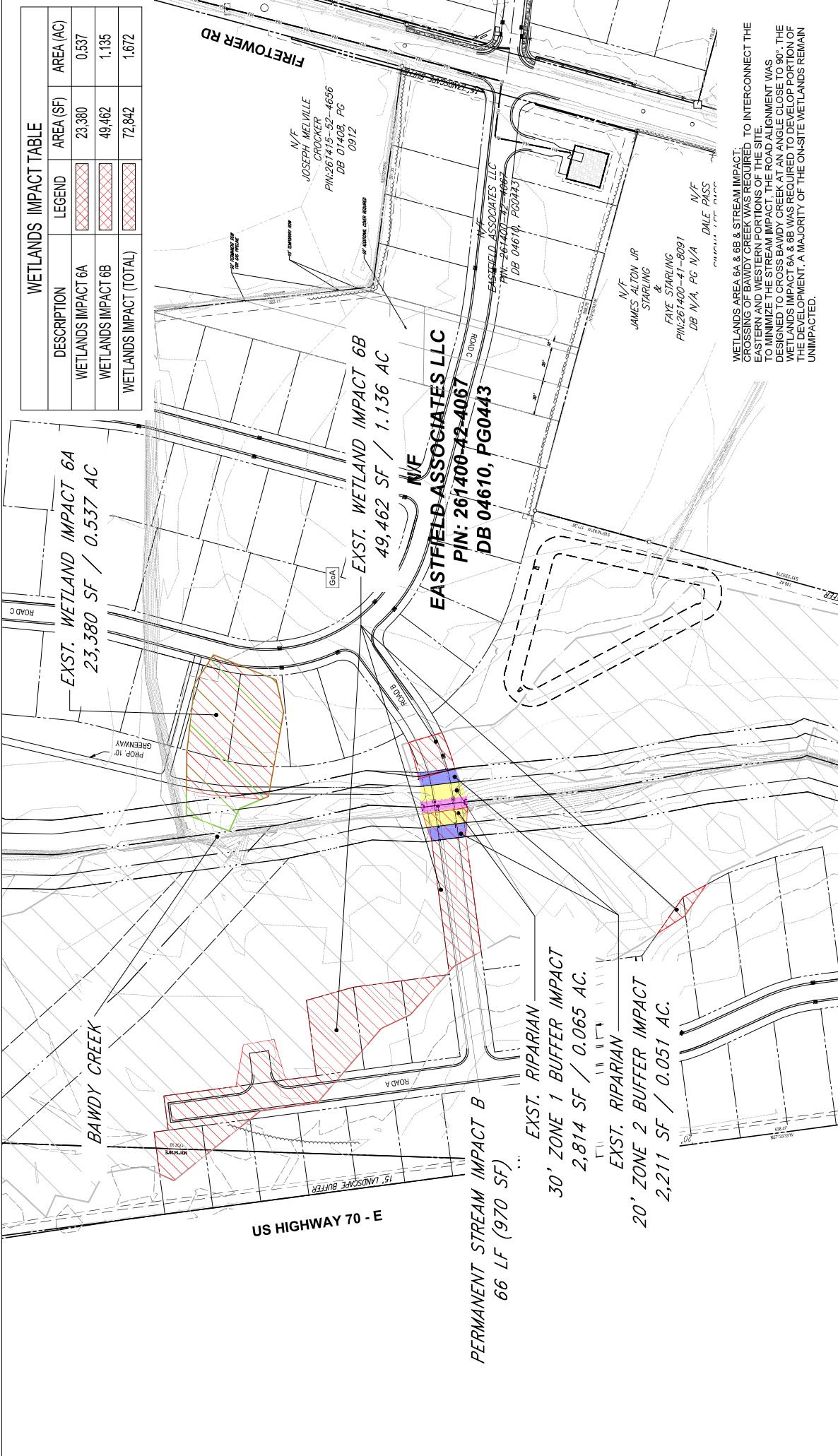
WETLANDS AREA 4 IMPACT EXHIBIT

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WETLANDS IMPACT TABLE			
DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 6A		23,380	0.537
WETLANDS IMPACT 6B		49,462	1.135
WETLANDS IMPACT (TOTAL)		72,842	1.672

WETLANDS AREA 6A & 6B & STREAM IMPACT. CROSSING OF BAWDY CREEK WAS REQUIRED TO INTERCONNECT THE EASTERN AND WESTERN PORTIONS OF THE SITE. TO MINIMIZE THE STREAM IMPACT, THE ROAD ALIGNMENT WAS DESIGNED TO CROSS BAWDY CREEK AT AN ANGLE CLOSE TO 90°. THE WETLANDS IMPACT 6A & 6B WAS REQUIRED TO DEVELOP PORTION OF THE DEVELOPMENT. A MAJORITY OF THE ON-SITE WETLANDS REMAIN UNIMPACTED.

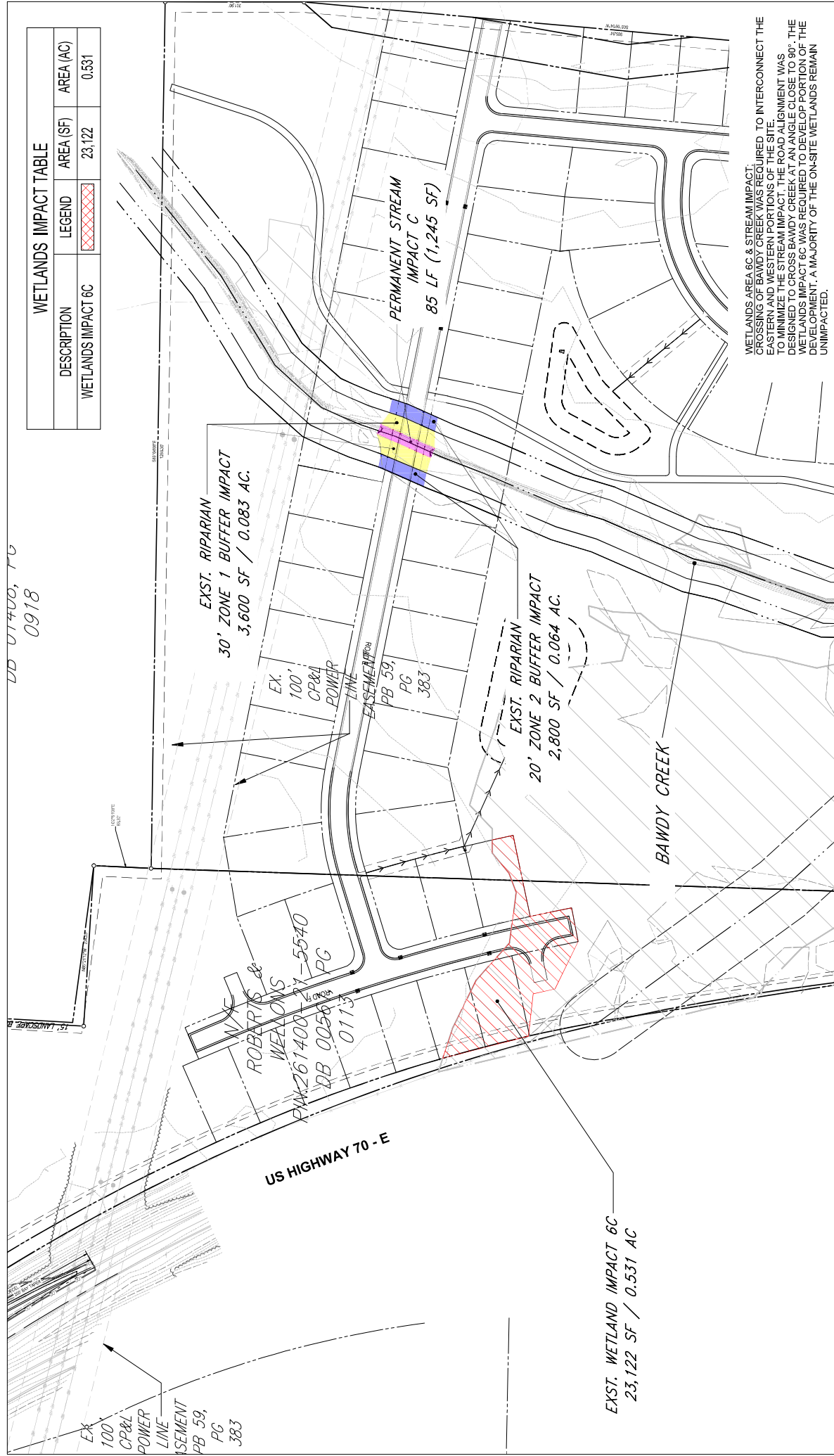
WETLANDS AREA 6A - 6B IMPACT EXHIBIT

SELMA, NC 27576 | PLAN REV. 0

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WETLANDS IMPACT TABLE			
DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 6C		23,122	0.531

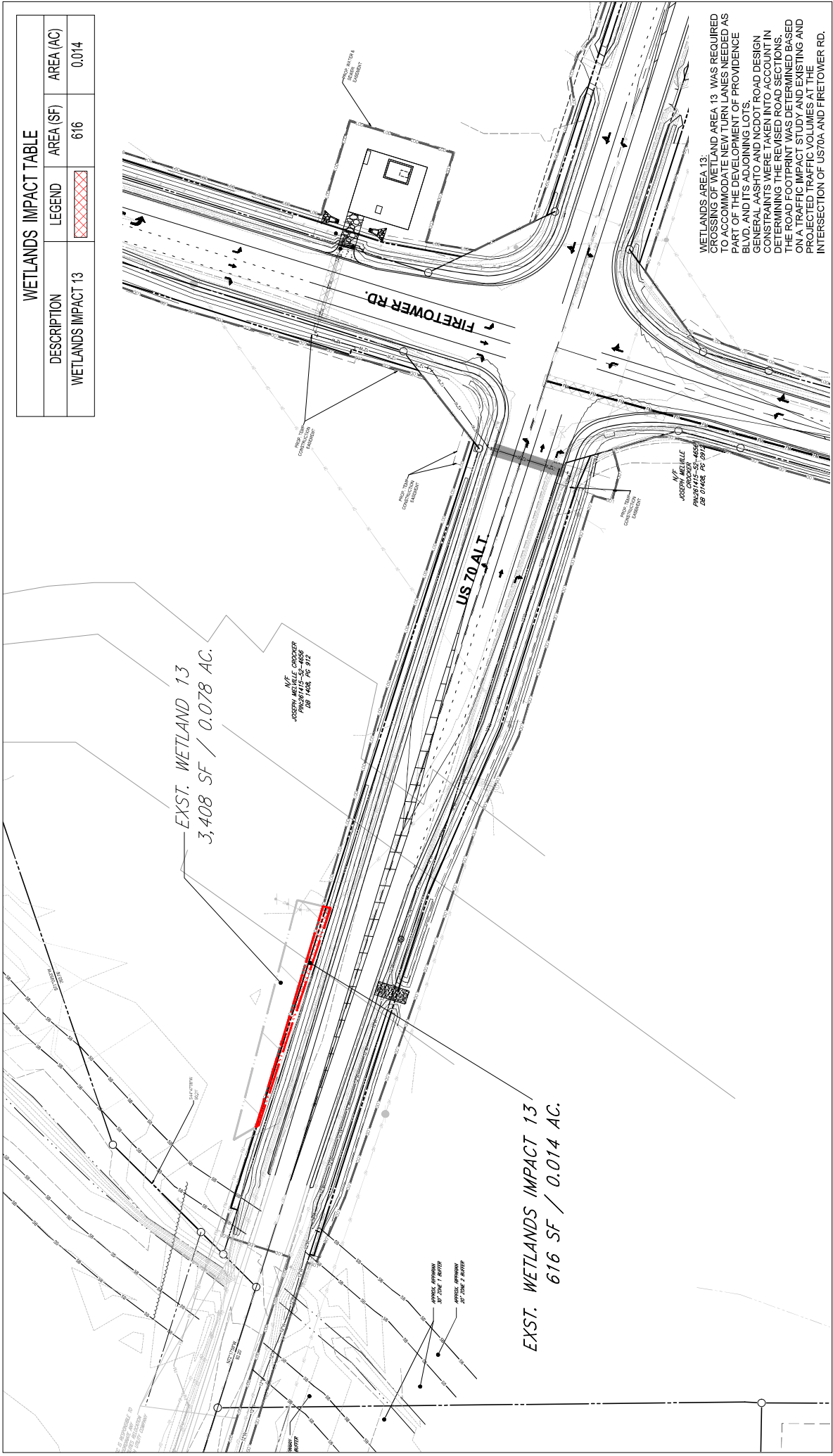


WETLANDS AREA 6C & STREAM IMPACT. CROSSING OF BANDY CREEK WAS REQUIRED TO INTERCONNECT THE EASTERN AND WESTERN PORTIONS OF THE SITE. DESIGN OF THIS PORTION OF THE PROJECT WAS LIMITED BY THE NEED TO PRESERVE BANDY CREEK CLOSE TO 90°. THE DESIGN OF AREA 6C WAS REQUIRED TO DEVELOP PORTION OF THE WETLANDS IMPACT. A MAJORITY OF THE ON-SITE WETLANDS REMAIN UNIMPAIRED.



WETLANDS AREA 6C
IMPACT EXHIBIT

SELMA, NC 27576 | PLAN REV. 0



WETLANDS IMPACT TABLE			
DESCRIPTION	LEGEND	AREA (SF)	AREA (AC)
WETLANDS IMPACT 13		616	0.014

WETLANDS AREA 13. CROSSING WETLAND AREA 13 WAS REQUIRED TO ACCOMMODATE NEW TURN LANES NEEDED AS PART OF THE DEVELOPMENT OF PROVIDENCE BLVD. AND ITS ADJOINING LOTS. GENERAL AASHTO AND NCDOT ROAD DESIGN CONSTRAINTS WERE TAKEN INTO ACCOUNT IN DETERMINING THE REVISED ROAD SECTIONS. THE ROAD FOOTPRINT WAS DETERMINED BASED ON A TRAFFIC IMPACT STUDY AND EXISTING AND PROJECTED TRAFFIC VOLUMES AT THE INTERSECTION OF US70A AND FIRETOWER RD.

WETLANDS AREA 13 IMPACT EXHIBIT

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