Environmental Assessment Addendum

STIP HB-0039

Cape Fear Memorial Bridge Replacement Project

Brunswick and New Hanover Counties, North Carolina

October 2026



Cape Fear Memorial Bridge Replacement

Replacement of the Cape Fear Memorial Bridge carrying US 17/US 76/US 421
across the Cape Fear River
Brunswick and New Hanover Counties, North Carolina
Federal Aid Project No. 5060301
NCDOT STIP Project No. HB-0039
WBS No.: 50603.1.1

ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT ADDENDUM

Submitted Pursuant to the National Environmental Policy Act (42 U.S.C. 4332(2)(c))
by
U.S. Department of Transportation, Federal Highway Administration;
North Carolina Department of Transportation

10/30/2026
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10/30/2026
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PROJECT COMMITMENTS

Cape Fear Memorial Bridge Replacement Project

Brunswick and New Hanover Counties
STIP Project No. HB-0039
WBS No.: 50603.1.1

NCDOT Division 3: Essential Fish Habitat/Anadromous Fish

NCDOT will complete the Essential Fish Habitat consultation process with the National Marine Fisheries Service (NMFS) prior to the issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI). NMFS, Division of Marine Fisheries and Wildlife Resources Commission have agreed to an in-water work moratorium period of February 15 through June 30 for the project.

NCDOT, FHWA and NC HPO: Programmatic Agreement for Cultural Resources

NCDOT, FHWA, and NC HPO have agreed to enter into a project-level Section 106 Programmatic Agreement (PA) that will be executed prior to the issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI). The Advisory Council on Historic Preservation was invited to participate in development of the PA in June 2025 but declined. Section 106 consulting parties identified during project scoping were also invited to sign the PA as concurring parties and participate in its development and implementation. Comments on the draft PA were received from the City of Wilmington, Wilmington Metropolitan Planning Organization (WMPO), and the Historic Wilmington Foundation, each of whom have indicated intent to sign the PA as concurring parties. The PA is expected to be executed prior to the final NEPA document and will provide an agreed upon framework to assess effects of the selected alternative and mitigate for adverse effects to historic properties.

Division 3 Construction Office: West Indian Manatee

NCDOT will adhere to "Guidelines for Avoiding Impacts to the West Indian Manatee: Precautionary Measures for Construction Activities in North Carolina Waters" for this project.

Division 3 Project Development Unit: Threatened and Endangered Species

Three federally protected species were listed by US Fish and Wildlife Service after completion of the project's Natural Resources Technical Report and as such, surveys have not been conducted for the Eastern Black Rail. NCDOT will conduct surveys for this species prior to construction.

The Southern Hognose Snake and Monarch Butterfly are both listed as proposed threatened as of March 2026. If these species are listed prior to construction, NCDOT will conduct surveys for these species prior to construction.

NCDOT Division 3 and NCDOT GeoEnvironmental Unit: GeoEnvironmental

Sites of concern should be reviewed by the NCDOT GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

NCDOT Hydraulics Unit: Hydraulics
The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP) to determine status of project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, Division 3 shall submit sealed As-built construction plans to the Hydraulics Unit upon completion of structure construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Division 3: Traffic Analysis
NCDOT will complete an updated peak hour traffic analysis between the release of the Environmental Assessment (EA) along with this EA Addendum and issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI), to recognize concentrated commuter traffic and peak hour trends.

NCDOT Division 3: Eagles Island
NCDOT will avoid impacts to Eagles Island Nature Preserve by maintaining the project footprint within the existing right of way, in the northwest quadrant of the US 17/US 76/US 421 interchange.

NCDOT Division 3: Traffic Noise Analysis Addendum
A Traffic Noise Analysis Addendum for Revised Alternative B, including evaluation of noise impacts and any necessary noise abatement measures, will be completed and approved prior to prior to the issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI).

1. Introduction

The North Carolina Department of Transportation (NCDOT) proposes replacing Bridge 13 over the Cape Fear River on US 17/US 76/US 421 in New Hanover and Brunswick counties. The existing bridge was constructed in 1969 and has been classified as functionally obsolete by the National Bridge Inventory (NBI). This document identifies and assesses alternatives for NCDOT State Transportation Improvement Program (STIP) Project HB-0039, the Cape Fear Memorial Bridge Replacement Project in New Hanover and Brunswick Counties, North Carolina.

The HB-0039 Environmental Assessment (EA), along with this EA Addendum, have been prepared in accordance with the National Environmental Policy Act (NEPA) and at the direction of the Federal Highway Administration (FHWA).

1.1. Project Description

The proposed project is approximately 0.66 miles in length with a proposed design speed of 50 miles per hour on the bridge. The project is programmed in the 2026-2035 State Transportation Improvement Program (STIP) for preliminary engineering only. The project location is shown in **Figure 1**.

1.2. Purpose of the Addendum

This document serves as an addendum to the July 2026 Cape Fear Memorial Bridge Replacement EA. This Addendum has been prepared to document refinements made to Alternative B following publication of the EA and completion of the associated public hearing process.

The purpose of this Addendum is to evaluate the environmental consequences of Revised Alternative B and document any changes to the effects and analyses presented in the EA. The July 2026 EA remains incorporated by reference and should be reviewed in conjunction with this document.

This addendum is being prepared pursuant to the National Environmental Policy Act (NEPA) at the direction of the Federal Highway Administration (FHWA).

2. Public Involvement for July 2026 EA

2.1. Public Hearings

Two public hearings were held for public comment following publication of the July 2026 EA. The North Carolina Department of Transportation (NCDOT) held in-person public hearings on September 14, 2026 and September 15, 2026 in Wilmington, New Hanover County and Leland, Brunswick County. Additionally, on August 31, 2026, a virtual Local Officials Informational Meeting was online via Microsoft Teams and attended by staff members or representatives from the City of Wilmington, Wilmington Metropolitan Planning Organization (WMPO), Town of Kure Beach, Town of Leland, Town of Carolina Beach, Town of Belville, Town of Navassa, New Hanover County, Brunswick County, NCDOT Board of Transportation, NCDOT Division 3, NCDOT Public Involvement, and NC Turnpike Authority.

2.2. Other Public Comment Opportunities

In addition to the public meetings held in 2024 and as summarized in the EA, two public hearings were held as described in the section above. The comment period following publication of the EA extended from August 14, 2026 to October 15, 2026. A total of 1,802 comments were received during this time

through the project's publicinput.com website, project phone line, e-mails to the project e-mail address, or comment sheets submitted at the public hearings.

2.3. Public Comment Overview

During public involvement activities, NCDOT and FHWA received numerous recurring public, stakeholder, and agency comments specifically related to a few themes. These themes included concerns regarding tolling, navigational requirements associated with the project, suggestions for other alternatives, changes to the existing local street network, and impacts to the Wilmington Historic District. The following sections summarize representative comments associated with each theme and provide responses to concerns raised. A comprehensive summary of comments received during the 2026 comment period and responses will be included as an attachment to the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI).

2.3.1. Tolling

Many comments expressed opposition to the proposed tolling of the Cape Fear Memorial Bridge and identified concerns related to toll implementation. Concerns identified in comments included, but were not limited to, financial burden on local residents, potential economic impact of a toll on the region, and traffic diversion and potential impacts to the surrounding roadway network.

Tolling is not a decision made as part of the National Environmental Policy Act (NEPA) process. FHWA's role is to oversee the environmental review process and evaluate the environmental consequences of proposed federal actions. While NCDOT is responsible for funding allocations and project delivery, the Metropolitan Planning Organization (MPO) must formally vote to score the project through the prioritization process.[1] The NEPA process is intended to inform decision- making by assessing the impacts of a proposed project and does not determine project funding. Federal regulations identify metropolitan transportation planning as the foundation for transportation project decisions, with MPOs playing a key role in establishing regional transportation priorities.[2,3] As described in the July 2026 EA, NC legislature approval is needed to utilize tolling as a funding source for the Cape Fear Memorial Bridge replacement. Per NC General Statute Article 6H, Public Toll Roads and Bridges, § 136-89.187, the NC Turnpike Authority is currently prohibited from converting any segment of the non-tolled state highway system to a toll facility. Additionally, the legislation states that no segment may be converted to a toll route pursuant to this section unless first approved by the MPO or Rural Planning Organization (RPO) of the area in which that segment is located.

NCDOT and FHWA understand that tolling may impact residents and commuters as discussed in the EA. If the WMPO and NC Legislature authorize tolling for this project, a non-toll facility would be available via the Isabel Holmes Bridge approximately two miles north of the Cape Fear Memorial Bridge.

[1] NC General Statute, Chapter 136, Article 14B. Strategic Prioritization Funding Plan for Transportation Investments. Web. https://www.ncleg.net/enactedlegislation/statutes/pdf/byarticle/chapter_136/article_14b.pdf
[2] 23 C.F.R. § 450.324 (2026)
[3] 23 CFR § 450.326 (2026)

2.3.2. Navigational Requirements

Comments were received raising concerns regarding the vertical and horizontal navigation clearance requirements identified by the US Army Corps of Engineers (USACE) and the US Coast Guard (USCG) and as described in the EA.

Because the project crosses a federally maintained navigation channel within the Wilmington Harbor Project, USACE and USCG are responsible for evaluating navigation needs and determining the vertical and horizontal clearance requirements. As noted in the EA, through the Section 408 review process and USCG bridge permitting process, USACE determined that a bridge with less than 135 feet of vertical clearance would adversely affect the federal navigation project, and USCG subsequently identified minimum vertical and horizontal clearances necessary to accommodate the reasonable needs of navigation. As these agencies have regulatory authority over the federal navigation channel and issuance of the required approvals and permits, NCDOT and FHWA must develop and evaluate project alternatives that meet the navigation requirements established by USACE and USCG. Consequently, alternatives that could not satisfy these requirements were not considered reasonable for further evaluation as they would not receive required federal permits for construction.

2.3.3. Other Alternatives

Comments were received requesting or suggesting alternatives not evaluated in the EA. These included suggestions for alternatives with a lower fixed vertical and/or horizontal clearance, minimizing the proposed typical section (e.g., four lanes as opposed to six lanes and/or removal of the proposed multi-use path), a bascule bridge which would require lower navigational clearances, or constructing a new crossing in a more southern location, similar to the previously proposed Cape Fear Crossing.

As discussed in Section 2.3.2, the navigation clearance requirements for the proposed bridge are established by USACE and USCG. Accordingly, alternatives providing less than 135 feet of vertical clearance or less than 400 feet of horizontal clearance would not meet the requirements identified by these agencies, and were therefore not carried forward for detailed evaluation.

The proposed typical section was developed based on existing and forecasted travel demand, operational analyses, and the project's purpose and need. As documented in the EA, traffic analysis was performed for base year (2023) No-Build, future year (2050) No-Build, future year (2050) Build Alternative A, and future year (2050) Build Alternative B. Based on the traffic analysis results, the build alternatives indicate a reduction in total network travel times when compared to future year (2050) No-Build conditions. The proposed six-lane typical section provides the capacity necessary to accommodate projected traffic volumes, improve traffic operations and reliability, and support future travel demand within the project area. Reducing the facility to four travel lanes would increase future congestion-related delays and would not as effectively meet the project's purpose and need to improve transportation capacity, mobility, and regional connectivity.

As noted in the EA, the proposed multi-use path complies with NCDOT's Complete Streets Policy and was concurred with by NCDOT's Integrated Mobility Division (IMD). Through the Complete Streets Review process, IMD determined that bicycle and pedestrian accommodations should be incorporated into the project to provide a safe and accessible accommodation. As a result, a multi-use path is included with all build alternatives.

The Cape Fear Crossing, previously included in the NCDOT STIP as Project U-4738, is no longer programmed in NCDOT's STIP. Construction of the Cape Fear Crossing would not meet the purpose and need of this project, which is to replace the functionally obsolete Cape Fear Memorial Bridge and to address the forecasted capacity needs of the US 17/76/421 corridor in the design year.

2.3.4. Changes to Existing Local Street Network

Some comments opposing Original Alternative B expressed concerns regarding changes to access to and from downtown Wilmington, as the alternative would connect to 5th Avenue rather than 3rd Street. Commenters also raised concerns that Original Alternative B could require modifications to the recently completed 5th Avenue corridor improvements, including the potential conversion of portions of 5th Avenue from its current road diet configuration. In December 2025, the City of Wilmington completed improvements along 5th Avenue that converted the corridor from a four-lane roadway to one travel lane in each direction with on-street parking, bicycle lanes, and sidewalks.[4]

2.3.5. Impacts to Historic District

Comments were received expressing concerns regarding potential impacts to the Wilmington Historic District associated with Original Alternative B, including visual effects of the proposed bridge, changes to local traffic patterns (as discussed above in Section 2.3.4), and impacts to the surrounding community resulting from the alternative's connection to 5th Avenue.

In response to concerns related to community and historic district impacts, NCDOT developed Revised Alternative B to further avoid and minimize impacts while continuing to meet the project's purpose and need. The revised design retains the key transportation, operational, and navigational features of Original Alternative B, including the proposed 135-foot fixed-span bridge and western interchange configuration, while modifying the eastern approach in downtown Wilmington to reduce impacts on adjacent properties, community resources, and the Wilmington Historic District. As noted in the EA, the Section 106 Programmatic Agreement will work toward avoiding and minimizing adverse effects to historic properties to the greatest extent possible while meeting the project's purpose and need, and to have an agreed upon framework to resolve any adverse effects that may be unavoidable.

3. Design Modifications

3.1. Revised Alternative B

Alternative B has been revised to reduce impacts to the Wilmington Historic District and surrounding community. The fixed span of 135' vertical clearance and the interchange of US 17/US 76/US 421 west of the Cape Fear River will remain the same. Revisions are limited to the eastern approach of the bridge, where the ramp system connecting to S. Front Street and the existing one-way pair of Dawson Street and Wooster Street in downtown Wilmington has been revised. The revised design incorporates a more compact corkscrew ramp design, reducing community impacts while maintaining the operational benefits of the original alternative. The revised alternative shifts the connection and tie-in to Dawson Street and Wooster Street at 3rd Street rather than 5th Avenue in the Original Alternative B. See **Images 1**

[4] City of Wilmington. "City Celebrates Grand Re-Opening of Fifth Avenue." December 22, 2025. Web. https://www.wilmingtonnc.gov/Connect-With-Us/Read-the-Latest-News/Fifth-Avenue-Grand-Re-Opening-Marks-Completion-of-Major-Improvement-Project

and **2** below, which display vehicle routing for Revised Alternative B to and from the north and south. The proposed roadway typical section remains unchanged and consists of six 12-foot travel lanes (three in each direction), 12-foot shoulders, and a 15-foot multi-use path. Additionally, Revised Alternative B modifies the ramp configuration near the intersection of Queen Street and 2nd Street, reducing its footprint and eliminating the need for the retaining wall identified in the EA to avoid and minimize impacts to nearby residences. Revised Alternative B meets the current American Association of State Highway and Transportation Officials (AASHTO) design standards for a posted speed of 35 miles per hour. The Revised Alternative B can be seen in **Figure 2**.

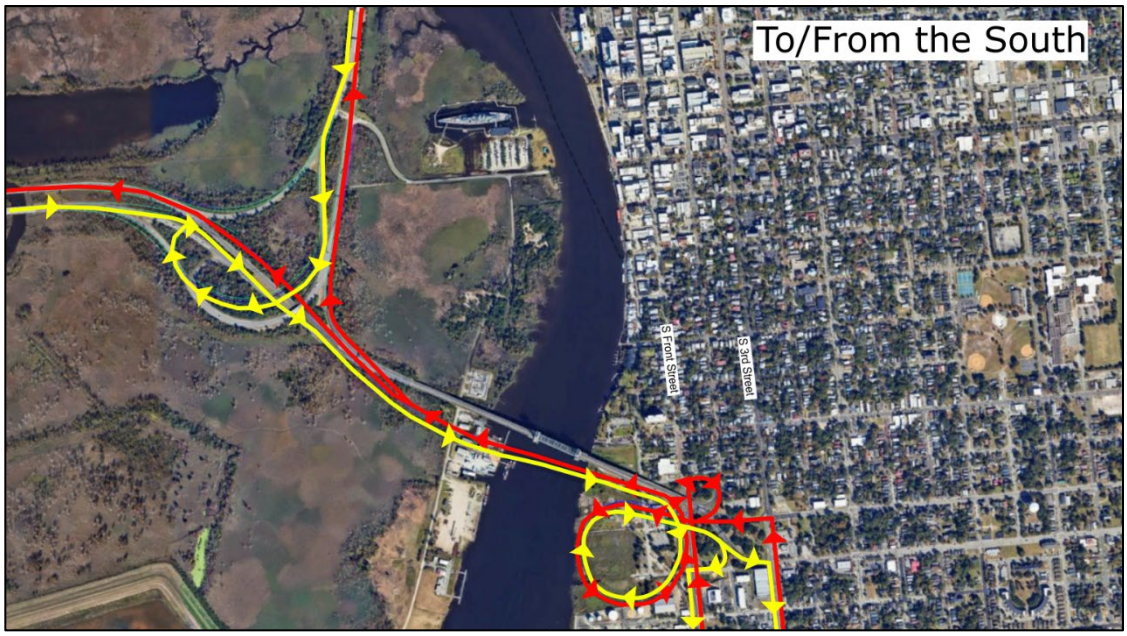


Image 1. Revised Alternative B Routing - to/from the south

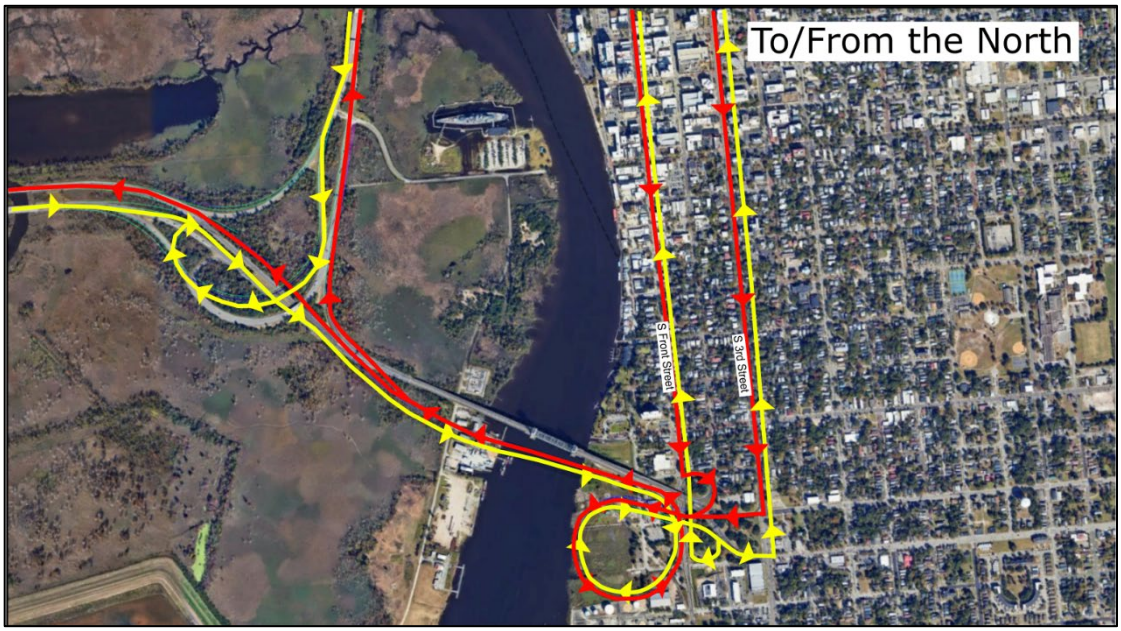


Image 2. Revised Alternative B Routing - to/from the north

3.2. Cost Estimates

As included in the EA, estimated costs for Alternative A and Original Alternative B are included in **Table 1** below. The cost estimates are preliminary and subject to change.

Table 1. Alternative A and Original Alternative B Cost Estimates

Phase	Estimated Costs	
	Alternative A: 65-135' Vertical Clearance Movable Structure	Original Alternative B: 135' Vertical Clearance Fixed Structure
Right of Way	$27,600,000	$24,500,000
Utilities	$1,600,000	$3,000,000
Construction	$1,081,500,000	$1,002,300,000
Total	**$1,110,700,000**	**$1,029,800,000**

NOTE: All cost estimates are preliminary and subject to change.

Based on the 2026 NCDOT updated estimates, Revised Alternative B estimated costs are included in **Table 2** below. The cost estimates are preliminary and subject to change.

Table 2. Revised Alternative B Cost Estimates

Phase	Estimated Costs
	Revised Alternative B: 135' Vertical Clearance Fixed Structure
Right of Way	$13,300,000
Utilities	$2,500,000
Construction	$1,004,700,000
Total	**$1,020,500,000**

NOTE: All cost estimates are preliminary and subject to change.

4. Updated Affected Environment and Environmental Consequences

This chapter summarizes the environmental review conducted for Revised Alternative B and evaluates any changes in potential impacts resulting from refinements to the alternative since publication of the July 2026 EA. Existing environmental conditions, regulatory context, and methodologies are documented in the EA and are incorporated herein by reference.

4.1. Natural Environment

Existing ecological conditions within the project study area are documented in the July 2026 EA and are incorporated herein by reference. This section evaluates anticipated effects associated with Revised Alternative B. Resources considered include water resources, floodplains/ floodways, protected species, essential fish habitat, and anadromous fish habitat. This section identifies any changes to anticipated impacts, avoidance and minimization, and mitigation measures.

4.1.1. Water Resources

4.1.1.1. Waters of the United States

Water resources defined as Waters of the United States (US) are subject to regulation under Section 404 of the Clean Water Act. An updated Natural Resources Technical Report (NRTR) was completed for the project in October 2026. Water resources in the project study area are part of the Cape Fear River Basin

(Hydrologic Unit Code 03030005). One stream, the Cape Fear River, and three wetlands were identified within the project study area.

Based on a 40-foot buffer of the proposed slope stakes, both Original Alternative B and Revised Alternative B are anticipated to impact approximately 10.8 acres of Section 404 wetlands.

4.1.1.2. CAMA Wetlands

Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC) were identified in the study area. Based on a 40-foot buffer of the proposed slope stakes, both Original Alternative B and Revised Alternative B impact approximately 0.1 acres of CAMA Wetlands.

4.1.2. Floodplains/Floodways

The Cape Fear River falls within AE with Base Flood Elevations (BFE) of nine feet. The 100-year floodplain associated with the Cape Fear River falls within the project study area.

Based on a 40-foot buffer of the proposed slope stakes, both Original Alternative B and Revised Alternative B are anticipated to impact approximately 20.8 acres of the 100-year floodplain. Revised Alternative B will also require coordination with NCFMP, and submission of as-built construction plans to the Hydraulics Unit.

4.1.3. Protected Species

As of October 8, 2026, the U.S. Fish and Wildlife (USFWS), National Oceanic and Atmospheric Administration (NOAA), and National Marine Fisheries Service (NMFS) list the following federally protected species within the study area, under the Endangered Species Act (ESA) in Brunswick and New Hanover Counties. Since completion of the October 2023 Natural Resources Technical Report (NRTR), an updated NRTR Addendum was prepared in October 2026 (see project file). For each species, a discussion of the presence or absence of habitat is included below.

Table 3: Federally Protected Species

Common Name	Scientific Name	Federal Status	Jurisdiction	Habitat Present	Biological Conclusion
Northern long-eared bat	*Myotis septentrionalis*	E	USFWS	Yes	MA-LAA
Tricolored bat	*Perimytois subflavus*	PE	USFWS	Yes	MA-LAA
West Indian manatee	*Trichechus manatus*	T	USFWS	Yes	MA-NLAA
Eastern black rail	*Laterallus Jamaicensis jamaicensis*	T	USFWS	TBD	Unresolved
Piping plover	*Charadrius melodus*	T	USFWS	No	NE
Red-cockaded woodpecker	*Dryobates borealis*	E	USFWS	No	NE
Red knot	*Calidris canutus rufa*	T	USFWS	No	NE
American alligator	*Alligator mississippiensis*	T(S/A)	USFWS	Yes	NR
Green sea turtle	*Chelonia mydas*	T	USFWS/NMFS	No	NE
Shortnose sturgeon	*Acipenser brevirostrum*	E	NMFS	Yes	MA-NLAA
Atlantic sturgeon	*Acipenser oxyrinchus oxyrinchus*	E	NMFS	Yes	MA-NLAA
Southern hognose snake	*Heterodon simus*	PT	USFWS	TBD	NR
Magnificent ramshorn	*Planorbella magnifica*	E	USFWS	No	NE
Monarch butterfly	*Danaus plexippus*	PT	USFWS	TBD	NR
Rough-leaved loosestrife	*Lysimachia asperulaefolia*	E	USFWS	Yes	NE

E – Endangered, PE – Proposed Endangered, PT – Proposed Threatened, T – Threatened, T(S/A) – Threatened due to Similarity of Appearance, MA-LAA – May Affect – Likely to Adversely Affect, MA-NLAA – May Affect – Not Likely to Adversely Affect, NE – No Effect, NR – Not Required

Northern Long-eared Bat

Biological Conclusion: May Affect-Likely to Adversely Affect

The US Fish and Wildlife Service has issued a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (Myotis septentrionalis) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, The USFWS only considers NLEBs to be known or potentially found in 30 counties within Divisions 1-8 (Figure 2, PBO). NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize mortality of NLEBs. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes New Hanover County, where HB-0039 is located.

Tricolored Bat

Biological Conclusion: May Affect-Likely to Adversely Affect

The US Fish and Wildlife Service has issued a programmatic conference opinion (PCO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the tricolored bat (TCB) (Perimyotis subflavus) in eastern North Carolina. The PCO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. NCDOT, FHWA, and USACE have agreed to conservation measures which will avoid/minimize take to TCBs. These conservation measures apply to all counties in Divisions 1-8. The programmatic determination for TCB for the NCDOT program is May Affect, Likely to Adversely Affect. Once the TCB is officially listed, the PCO will become the programmatic biological opinion (PBO) by formal request from FHWA and USACE. The PBO will ensure compliance with Section 7 of the Endangered Species Act for approximately five years (effective through December 31, 2028) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes New Hanover County, where HB-0039 is located.

West Indian Manatee

Biological Conclusion: May Affect – Not Likely to Adversely Affect

West Indian manatees are found in canals, sluggish rivers, estuarine habitats, and saltwater bays. They utilize freshwater and marine habitats, mainly feeding on aquatic vegetation. The Cape Fear River is located in the study area, therefore, habitat for the West Indian manatee is present. A review of NCNHP records on October 08, 2026, indicates no known occurrences of the species within the study area or within 1.0 mile of the study area.

Eastern Black Rail

Biological Conclusion: Unresolved

The eastern black rail requires dense vegetative cover that allows movement underneath the canopy. Black rails are found in a variety of salt, brackish, and freshwater marsh habitats. Habitat for Eastern black rail was found within the study area in the form of salt and brackish marshes with dense cover. The species was not identified in the study area. A review of NCNHP records on October 08, 2026, indicates no known occurrences of the species within 1.0 mile of the study area.

Southern Hognose Snake
Biological Conclusion: Not Required
The southern hognose snake was proposed for federal listing under the Endangered Species Act (ESA) in August 2025. However, no regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections. However, federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Federal action agencies may initiate consultation with the U.S. Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

Monarch Butterfly
Biological Conclusion: Not Required
The U.S. Fish and Wildlife Service (USFWS) proposed to list the monarch butterfly as a threatened species under the Endangered Species Act (ESA) in December 2024. However, as of December 2025 the final decision has been delayed, and the status has been moved to "long-term action," meaning no final ruling is expected for at least another year. No regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections, though federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Action agencies may initiate consultation with the USFWS to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

4.1.4. Essential Fish Habitat

The Cape Fear River has been identified as an Essential Fish Habitat (EFH) by National Marine Fisheries Service (NMFS). A consultation with NMFS is required when a federal agency works in an area that affects EFH. Revised Alternative B may require footings to be placed within the designated EFH and would require consultation with NOAA Fisheries.

4.1.5. Anadromous Fish Habitat

The Cape Fear River has been designated as an anadromous fish spawning area by NC Division of Marine Fisheries (NCDMF) and the North Carolina Wildlife Resource Commission (NCWRC). NCDMF has also identified the Cape Fear River as a Primary Nursery Area (PNA). Revised Alternative B will have the same impacts documented in the July 2026 EA of an in-water construction moratorium will be in effect from February 15 to June 30.

4.2. Human Environment

Existing human environment conditions within the project study area are documented in the July 2026 EA and are incorporated herein by reference. This section evaluates anticipated effects associated with Revised Alternative B. Resources considered include community characteristics and resources, cultural resources, Section 4(f), traffic noise, air quality, complete streets, access, and tolling. This section identifies any changes to anticipated impacts, avoidance and minimization, and mitigation measures.

4.2.1. Community Impacts

4.2.1.1. Relocations and Right of Way

Table 4 summarizes the anticipated right of way (ROW), temporary construction easements (TCE) as well as the number of residential and commercial property impacts needed for Alternative A and Original Alternative B as documented in the EA, and Revised Alternative B. Some properties will only have a portion of their land permanently or temporarily needed, but for others, permanent relocation may be necessary. Revised Alternative B is anticipated to result in 2 business relocations and 0 residential relocations.

Table 4. Relocations and Right of Way Impacts

Impact Category	Measure	Alternative A	Original Alternative B	Revised Alternative B
Right of Way Impacts	ROW (acres)	17.2	19.5	30.1
	TCE (acres)	0.3	6.1	0.03
	Total (acres)	**17.5**	**25.6**	**30.4**
Parcel Impacts	Impacted Parcels (#)	22	63	17
Relocations	Potential Business Relocations (#)	3	2	2
	Potential Residential Relocations (#)	0	2	0
	Total Potential Relocations (#)	**3**	**4**	**2**

4.2.1.2. Community Resources

As the project is located in downtown Wilmington, the project study area contains a number of community resources, including, but not limited to, places of worship, businesses, restaurants, and daycare centers. Original Alternative B is anticipated to impact the Dollar General, as noted in the EA. Revised Alternative B is not anticipated to impact any community resources.

4.2.2. Cultural Resources

The proposed project is subject to compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. § 300101 et seq.). Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Additional information on the Section 106 process can be found in the July 2026 EA.

4.2.2.1. Summary of Resources

As noted in the July 2026 EA, the NCDOT, FHWA, and NCHPO agreed to enter into a project-level Section 106 Programmatic Agreement (PA). The PA will outline procedures, roles and responsibilities, and continued consultation through final design, right of way and construction, regardless of alternative, to include resolving an adverse effect through mitigation measures agreed upon by the PA signatories in coordination with the PA's concurring parties. Revised Alternative B will still be covered under the existing PA documented in July 2026 EA. However, at a minimum, removal of the existing Cape Fear Memorial Bridge would constitute an adverse effect to historic properties under Section 106. No

physical alteration of any other National Register of Historic Places (NRHP) listed or eligible historic structures is expected under Original Alternative B or Revised Alternative B. Discussions regarding potential indirect effects (visual, noise, vibration, etc.) are ongoing between Section 106 PA signatories and concurring parties. In the current draft of the PA, signatories and concurring parties have reached preliminary agreement that a new 135-foot fixed bridge structure would result in an adverse effect to the Historic District due to anticipated changes to the existing viewshed. After effect findings are finalized, mitigation measures addressing the project's adverse effect will be developed using the PA's framework.

4.2.2.2. Visual Elements

The visual impacts associated with Revised Alternative B would generally be similar to those identified for Alternative B with respect to the bridge's height. However, refinements to the eastern approach, including the revised tie-in at 3rd Street rather than 5th Avenue, would reduce visual effects on adjacent historic properties in downtown Wilmington. As a result, Revised Alternative B would lessen visual impacts and would not introduce any substantial new visual effects beyond those previously evaluated in the Environmental Assessment.

4.2.3. Section 4(f)/Land and Water Conservation Fund (LWCF)

4.2.3.1. Section 4(f)

Revised Alternative B is located to the south of the existing bridge in an effort to avoid impacts to Dram Tree Park. No impacts are anticipated to the park with Revised Alternative B.

4.2.3.2. Land and Water Conservation Fund

Dram Tree Park received $51,250 in LWCF funds in 1982, making it eligible for Section 6(f) protections.[5] No impacts are anticipated to Dram Tree Park with Revised Alternative B.

4.2.4. Traffic Noise

Following approval of the Traffic Noise Report (June 2026), Revised Alternative B was developed based on public, stakeholder, and agency comments. This revised alternative shifts the connection and tie-in to Dawson Street and Wooster Street at 3rd Street rather than 5th Avenue as proposed in the original Alternative B. Based on these design changes, the noise study area limits are expected to be reduced and it is anticipated that traffic noise impacts associated with Revised Alternative B will be generally similar to Alternative A due to the similarities in connections at 3rd Street and Front Street. A Traffic Noise Report Addendum, including evaluation of noise impacts and any likely noise abatement measures, will be completed for Revised Alternative B prior to the selection of the preferred alternative and approved prior to the approval of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI).

4.2.5. Air Quality

The proposed project is located in New Hanover and Brunswick Counties, which is in attainment with the National Ambient Air Quality Standards (NAAQS). Therefore, the proposed project is not expected to

[5] The Land and Water Conservation Fund. Past Projects Map. Web. 2026. https://lwcf.tplgis.org/mappast/

create any adverse effects on air pollutants. Adverse effects are also not anticipated for Revised Alternative B mobile source air toxics due to their projected substantial decrease over time.

4.2.6. Complete Streets

As described in the July 2026 EA, NCDOT IMD noted concurrence with the proposed multi-use path on the bridge, included with Revised Alternative B.

4.2.7. Surrounding Roadway Network and Access Changes

Revised Alternative B could include minor access change impacts to the roadway network. Roadway improvements, and subsequent access changes associated with Revised Alternative B include widening US 17/76/421 to six lanes from US 17/74/NC 133 to S Front Street. This alternative also proposes improvements to S Front Street, including widening to four lanes from the U-5734 project limits to S Front Street at US 17/76/421 westbound on-ramp for the replacement bridge and a new signal at S Front Street at US 17/76/421 westbound on-ramp. As described in Section 3.1, Revised Alternative B shifts the connection and tie-in to Dawson Street and Wooster Street at 3rd Street rather than 5th Avenue in the original Alternative B.

4.2.8. Project Funding – Toll Option

Revised Alternative B would require additional funding outside of the Large Bridge Investment Program Grant and NCDOT funds, and it is therefore assumed the alternative would be tolled for the purposes of impact assessment.

The presence of a tolled facility will likely result in diverted traffic for users unwilling to pay the toll. Because Revised Alternative B, similar to Alternative A, ties into the downtown Wilmington street network at 3rd Street, traffic diversion patterns are expected to be similar to those evaluated in the EA for Alternative A.

The Cape Fear Memorial Bridge replacement project was included in the WMPO *2050 Metropolitan Transportation Plan* as a toll project and subsequently adopted in the STIP via P7 prioritization.[6,7] While NCDOT is responsible for implementing, building, and operating toll systems, the MPO must vote to add a toll project to the MTP and provide input as part of the prioritization process. As noted in the EA, the NC General Assembly (NC Legislature) approval would be needed for the proposed project to be tolled, and as such, if tolling were included in the project it would require NC state legislature approval to utilize tolling for the Cape Fear Memorial Bridge replacement project. At the time of this document, tolling has not been definitively determined as a funding source for the project.

4.3. Physical Environment

Existing human environment conditions within the project study area are documented in the July 2026 EA and are incorporated herein by reference. This section evaluates anticipated effects associated with Revised Alternative B. Resources considered include hazardous materials and conservation lands. This

[6] WMPO. Cape Fear Navigating Change 2050 MTP. October 2025. Web. https://www.wmpo.org/mtp/
[7] NCDOT Prioritization Resources. Web. https://connect.ncdot.gov/projects/planning/pages/prioritizationresources.aspx

section identifies any changes to anticipated impacts, avoidance and minimization, and mitigation measures.

4.3.1. Hazardous Materials

As presented in the July 2026 EA, there are nine sites of GeoEnvironmental concern within the project study area. Based on a 40-foot buffer of the proposed slope stakes, Original Alternative B is anticipated to impact three sites and Revised Alternative B is anticipated to impact one site. Low monetary and schedule impacts are anticipated.

Sites of concern should be reviewed by the NCDOT GeoEnvironmental Section once the Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

4.3.2. Conservation Land

Based on the proposed right of way, both Original Alternative B and Revised Alternative B are anticipated to impact 2.6 acres of conservation land on Eagles Island to Parcel 8, as identified in public hearing maps.

4.3.3. Construction

During construction of the project, impacts to travel are anticipated throughout the duration of construction. Assumptions and impacts documented in the July 2026 EA are consistent with those anticipated for Revised Alternative B. As described in the EA, additional short-term impacts associated with all alternatives would occur during right of way acquisition and construction. This could include, but is not limited to, hauling, noise, vibration, lighting, and/or dust.

4.4. Updated Alternative Comparison Matrix

As included in the EA, **Table 5** below summarizes the estimated impacts to the natural and human environment associated with Alternative A and Original Alternative B.

Table 5. Evaluation Matrix

	Alternative A (65-135' movable)	Original Alternative B (135' fixed)
Length [bridge length] (mile)	1.47 [1.24]	1.85 [1.31]
Natural Environment[1]		
100-Year Floodplain (acres)	1.4	20.8
Section 404 Wetlands (acres)	1.2	10.8
Section 404/CAMA Wetlands (acres)	0	0.1
Human Environment		
Parcels	22	63
Churches/Cemeteries (#)	0	0
Community Resources (#)	0	1 (Dollar General)
Historic Resource Effects (yes/no)[2]	Yes	Yes
Section 4(f) (yes/no)[3]	TBD	TBD
Noise Receptors Impacted (#)	50	102
Physical Environment[1]		
Hazardous Material Sites (#)	2	3

NOTES:

1. Measurements quantified using a 40-foot buffer of the slope stakes of the roadway approaches. Bridged areas are not included at this time.
2. Both alternatives fall within the National Register of Historic Places (NRHP) Wilmington Historic District. The CFMB is a contributing resource within this district and has been recommended for individual eligibility. Additionally, the USS North Carolina NRHP-listed resource is located approximately 0.6 miles north of the project on the west side of the Cape Fear River. Effects determinations have not been made by FHWA, NCDOT, and NCHPO at this time.
3. Resources eligible for listing on the National Register are subject to Section 4(f) protections. As Section 106 effects have not been determined at this time, Section 4(f) impacts are to be determined.

Table 6 summarizes the estimated impacts to the natural and human environment associated with Revised Alternative B.

Table 6. Evaluation Matrix

	Revised Alternative B (135' fixed)
Length [bridge length] (mile)	1.54 [1.36]
Natural Environment[1]	
100-Year Floodplain (acres)	20.8
Section 404 Wetlands (acres)	10.8
Section 404/CAMA Wetlands (acres)	0.1
Human Environment	
Parcels	17
Churches/Cemeteries (#)	0
Community Resources (#)	0
Historic Property Effects (yes/no)[2]	Yes
Section 4(f) (yes/no)[3]	TBD
Noise Receptors Impacted (#)[4]	<102
Physical Environment[1]	
Hazardous Material Sites (#)	1

NOTES:

1. Measurements quantified using a 40-foot buffer of the slope stakes of the roadway approaches. Bridged areas are not included at this time.
2. Revised Alternative B falls within the National Register of Historic Places (NRHP) Wilmington Historic District. The CFMB is a contributing resource within this district and has been recommended for individual eligibility. Additionally,

the USS North Carolina NRHP-listed resource is located approximately 0.6 miles north of the project on the west side of the Cape Fear River. Final effect findings have not been made by FHWA, NCDOT, and NCHPO at this time.

3. Resources eligible for or listed on the NRHP are subject to Section 4(f) protections. As Section 106 effect findings have not been finalized at this time, Section 4(f) impacts are to be determined.
4. Expected to have less noise receptor impacts than Alternative B as described in the July 2026 EA. A Noise Analysis Report Addendum will be prepared prior to the issuance of the final NEPA document, which is anticipated to be a FONSI, which will document impacts associated with Revised Alternative B.

4.5. Updated Avoidance and Minimization Measures

As documented in the July 2026 EA, avoidance and minimization measures have been and will continue to be implemented throughout the project development process, and are currently reviewed by NCDOT, FHWA, and the Merger team at each merger meeting. Revised Alternative B was placed to the south of the existing bridge to avoid impacts to Dram Tree Park and the power substation off Battleship Road Northeast, just northwest of the existing bridge. Additionally, the project has utilized the existing fill section of roadway approaches to minimize impacts.

Since publication of July 2026 EA, Revised Alternative B has been developed in response to comments received from the public and stakeholders during the public involvement process. Revised Alternative B represents an additional avoidance and minimization effort intended to reduce impacts within downtown Wilmington while maintaining the project's purpose and need. Compared to Alternative B evaluated in the EA, Revised Alternative B reduces community impacts, including impacts to historic properties within and adjacent to the Wilmington Historic District.

The refined roadway and ramp configuration decreases the project footprint within downtown Wilmington and reduces impacts to properties along 2nd Street, Queen Street, Wooster Street, Dawson Street, 5th Avenue, and surrounding areas.

4.6. Other Revisions to the Environmental Assessment

Table 7 below lists statements from July 2026 EA which are revised as follows:

Table 7: EA Text Revision

Statement location	Statement from July 2026 EA	Revised Text
PROJECT COMMITMENTS	**NCDOT, FHWA and NC HPO: Programmatic Agreement for Cultural Resources** NCDOT, FHWA, and NCHPO have agreed to enter into a project-level Section 106 Programmatic Agreement (PA) that will be executed prior to the issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI). The Advisory Council on Historic Preservation has been invited to participate in development of the PA, and Section 106 consulting parties identified during project scoping have also been invited to sign the	NCDOT, FHWA, and NC HPO have agreed to enter into a project-level Section 106 Programmatic Agreement (PA) that will be executed prior to the issuance of the final NEPA document, which is anticipated to be a Finding of No Significant Impact (FONSI). The Advisory Council on Historic Preservation was invited to participate in development of the PA in June 2025 but declined. Section 106 consulting parties identified during project scoping were also invited to sign the PA as

	PA as concurring parties and participate in its development and implementation.	concurring parties and participate in its development and implementation. Comments on the draft PA were received from the City of Wilmington, Wilmington Metropolitan Planning Organization (WMPO), and the Historic Wilmington Foundation, each of whom have indicated intent to sign the PA as concurring parties. The PA is expected to be executed prior to a NEPA decision document and will provide an agreed upon framework to assess effects of the selected alternative and mitigate for adverse effects to historic properties.
Page 14	Eastern Black Rail Biological Conclusion: Unresolved Habitat for the Southern Black Rail is present within and adjacent to the project study area. A review of NCNHP records on February 23, 2026, indicates a known occurrence within the project study area. At the time of this document, surveys for the Eastern Black Rail have not been conducted. Surveys will be conducted prior to construction. Based on the presence of habitat and a known occurrence that overlaps the project study area, the Biological Conclusion is Unresolved for this species.	The EA Addendum omits the sentence "a review of NCNHP records on February 23, 2026, indicates a known occurrence within the project study area." This statement was incorrectly added.
Page 19 and Page 39, Table 14	One community resource, the Dollar General store located at 406 Dawson Street, will be impacted by Alternative A. The Dollar General serves as a shopping destination for the community which likely serves as a grocery store for the area. Table 14. Evaluation Matrix included "1 (Dollar General)" for Community Resource impacts for Alternative A.	As Alternative A terminates at 3rd Street and is therefore not anticipated to directly impact the Dollar General, Table 5 above has been updated to reflect 0 Community Resource Impacts associated with Alternative A.
Page 39, Table 14	Table 14. Evaluation Matrix included "TBD" for historic resource effects for both Alternative A and Original Alternative B.	Table 5. Evaluation Matrix on page 15 above reflects an update for both alternatives to "Yes" for historic resource effects. The Cape Fear Memorial Bridge is a contributing resource within the Wilmington Historic District, and is recommended for individual

		eligibility. As both alternatives will demolish the existing bridge, both alternatives are anticipated to have effects to historic resources.

5. Conclusion and Next Steps

Following publication of this EA Addendum, a public notice will be published and subsequent 30-day comment period held to collect comments. The project team will then meet with the Merger Team for the Concurrence Point (CP) 3 meeting to determine the Least Environmentally Damaging Practicable Alternative (LEDPA) / Preferred Alternative. Additional information on the NEPA/Section 404 Merger Process can be found in the July 2026 EA.

NCDOT and FHWA will review and develop responses to all comments received on both the July 2026 EA and this EA Addendum. The review and responses to comments will help FHWA make a final determination on whether to proceed toward the issuance of a Finding of No Significant Impact (FONSI) or an Environmental Impact Statement is warranted for this project.

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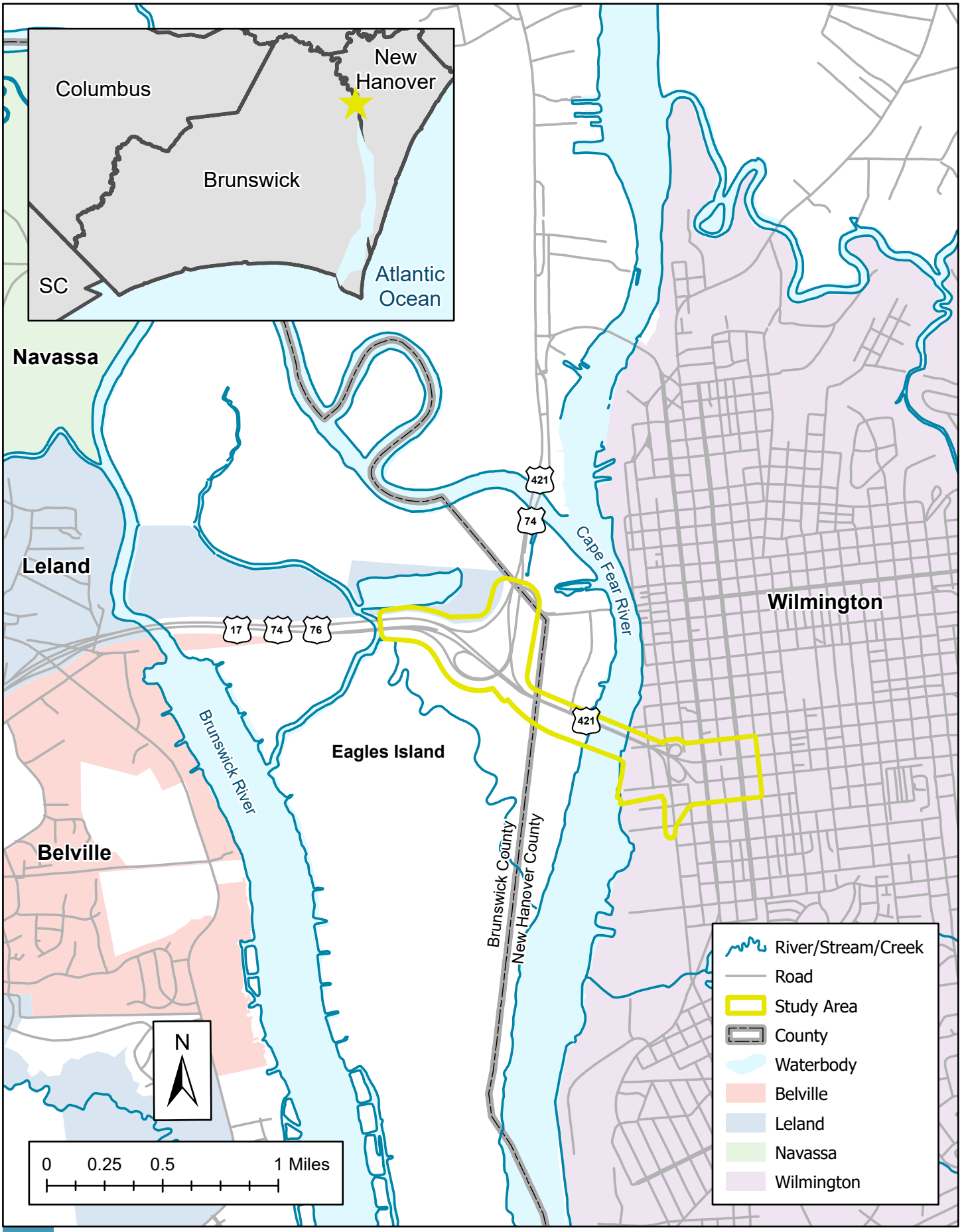
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CAPE FEAR MEMORIAL BRIDGE VICINITY MAP

HB-0039 | BRUNSWICK & NEW HANOVER COUNTY

FIGURE 1

DESIGN PUBLIC MEETING MAP

PROJECT HB-0039
50663.11.FA 5060301
REVISED ALTERNATIVE B

BRUNSWICK & HANOVER COUNTIES

REPLACE BRIDGE 640003 ROUTE US 17, 76 & 421
(CAPE FEAR MEMORIAL BRIDGE)
OVER THE CAPE FEAR RIVER
(FIXED SPAN OPTION – 135' MINIMUM VERTICAL CLEARANCE)

October, 2026

Roll 1 OF 1

CAPE FEAR MEMORIAL BRIDGE

US 17/US 76/US 421



BEGIN ROADWAY IMPROVEMENTS

BEGIN MULTI-USE PATH

To Isabel Holmes Bridge

BEGIN TIP PROJECT HB-0039

PROPOSED WALL

BEGIN BRIDGE

BEGIN BRIDGE

ANDREW JACKSON HIGHWAY

ALLIGATOR CREEK

TO LELAND

BEGIN TIP PROJECT HB-0039

USS NORTH CAROLINA RD

NEW HANOVER COUNTY
BRUNSWICK COUNTY

CAPE FEAR RIVER

BATTLESHIP RD

APPROXIMATE CHANNEL LIMITS

APPROXIMATE CHANNEL LIMITS

APPROXIMATE CHANNEL LIMITS

EAGLES ISLAND

CAPE FEAR MEMORIAL BRIDGE

WILMINGTON RESIDENTIAL LOCAL HISTORIC DISTRICT

WILMINGTON HISTORIC DISTRICT

END TIP PROJECT HB-0039

SOLOMON TOWERS

DRAM TREE PARK

JACOBI LEWIS COMPANY

BEGIN BRIDGE

END BRIDGE

END BRIDGE

EXXON

PINNACLE STORAGE

CAPE FEAR ENERGY SYSTEMS

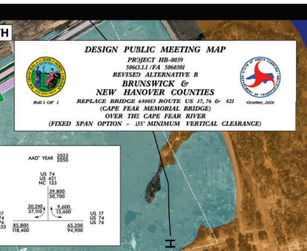
COLONIAL TERMINALS

WILMINGTON HIS"ORIC DISTRICT

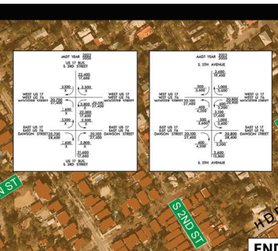
TO WILMINGTON

END MULTI-USE PATH

TIE TO TIP U-5734









NOTE:
Toll collection equipment locations have not seen identified and will be determined during the design phase of the project.

NOTE:
Property owner information based on updated survey. Property owner list provided for identification purposes only and not intended to represent final right of way impacts.

NOTE:
Full Control of Access is defined as connections to a facility provided only via ramps at interchanges. All intersections are grade-separated. No private driveway connections are allowed.

NOTE:
To provide greater visual clarity existing and proposed utilities are not shown on these maps or on other displays. The utility information shown on these maps is limited o locations of major existing or potential utility easements. The designs shown on these maps, including utility easements, are preliminary and are subject to change.

NOTE:
The limits of construction and their impacts shown on this meeting map are based on preliminary designs and survey information. During the final design phase, more detailed survey will be performed. This will result in refined final survey information. Driveway locations will also be determined during final design.

NOTE:
Items deemed to be betterments are contingent upon municipal agreement.

PROPERTY OWNERS

1	NEW HANOVER SOIL & WATER CON DIST	22	PNDC REAL ESTATE LLC	43	OLIVERIA SETH M ET UX
2	JOHN D. BELLAMY	23	PNDC REAL ESTATE LLC	44	GREENHILL ELIZABETH
3	NEW HANOVER SOIL & WATER CON	24	ROBINSON WILLIAM JR JR ELIZABETH P	45	NEW HANOVER COUNTY
4	JOHN D. BELLAMY	25	DEPARTMENT OF TRANSPORTATION	46	PEDE VIRGINIA T SUSAN C
5	HELGE INC	26	COLONIAL OREGON INC	47	ANDERSON MATTHEW J BENJAMIN
6	HOLDINGS OF TCH INC	27	COLONIAL OREGON INC	48	107 EAST H
7	CAPE FEAR MARINE TERMINAL LLC	28	COLONIAL OREGON INC	49	CLOUD LARRY W ETAL
8	NEW HANOVER SOIL & WATER CON DISTR	29	CAPE FEAR DISC CREDIT AUTHORITY	50	700-706 SOUTH THIRD ST LLC
9	DUKE ENERGY PROGRESS INC	30	SOUTHERN KOAD RECYCLING	51	GUY ELIZABETH ETAL
10	CASTING FILTER IV	31	SOUTHERN KOAD RECYCLING	52	JAMES ALEXANDER J JEANELLE M
11	MOBOT	32	SOUTHERN KOAD RECYCLING	53	COASTAL MINI-STORAGE OF CAPE FEAR LLC
12	DUKE ENERGY PROGRESS INC	33	BRUNSWICK ENERGY DESCRIPTION BRUNSWICK ENERGY DESCRIPTION	54	COASTAL MINI-STORAGE OF CAPE FEAR LLC
13	UNITED STATES OF AMERICA	34	SOUTHERN KOAD RECYCLING	55	ALEXANDRIA RENTAL PROPERTIES LLC
14	RUSHER D ALAN	42	GI BOOKE HOLDINGS LLC	56	ROE LORNA
15	DUKE ENERGY PROGRESS LLC	43	SCOTT & WHITE ANDERSON	57	TITUS MICHAEL
16	DEPARTMENT OF TRANSPORTATION	44	JH INVESTMENTS SIX LLC	58	UNKNOWN PROPERTY OWNER
17	DEPARTMENT OF TRANSPORTATION	47	ALEXANDER CHARLES F III		
18	WILMINGTON MUNICIPAL ARPA	48	WONG SAMUEL		

DESIGN PUBLIC MEETING MAP

PROJECT HB-0039
50663.11.FA 5060301
REVISED ALTERNATIVE B

NEW HANOVER COUNTIES

REPLACE BRIDGE 640003 ROUTE US 17, 76 & 421
(CAPE FEAR MEMORIAL BRIDGE)
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October, 2026

Roll 1 OF 1