EARTHQUAKE READY BURNSIDE BRIDGE

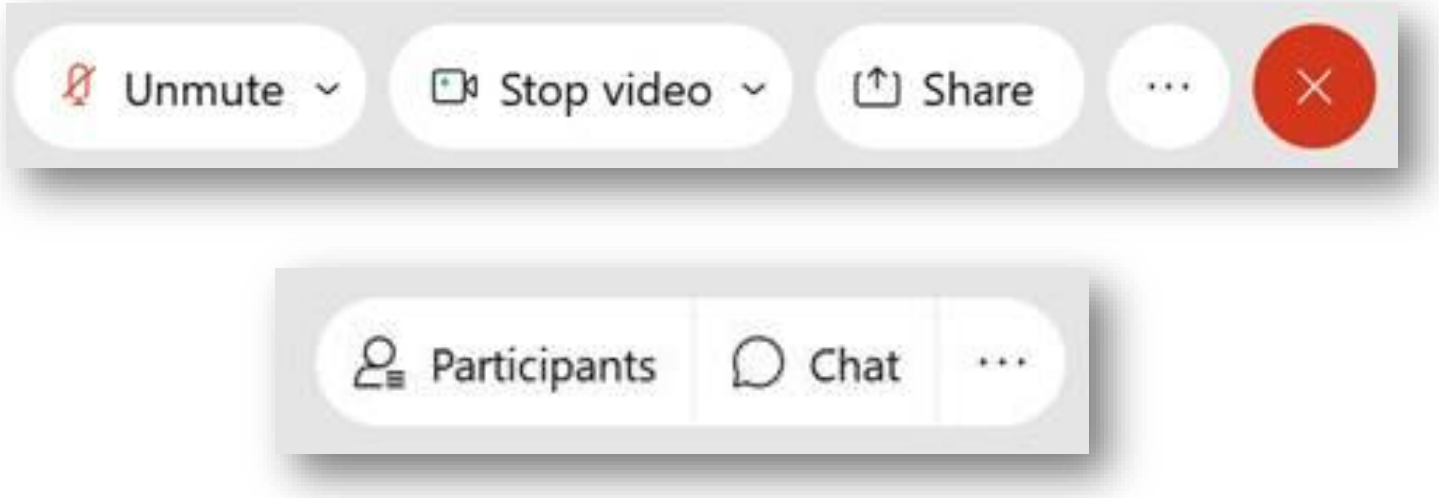
Senior Agency Staff Meeting #16

Members join meeting via WebEx link in calendar invite

Multnomah County
Department of Community Services
Transportation Division
October 18, 2021

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Liz Stoppelmann:
(916) 200-5123
Liz.Stoppelmann@hdrinc.com

Agenda

1. Welcome, Introductions, and Housekeeping
2. Public Comment
3. Funding Context and Cost Savings
4. Preferred Alternative Refinements
5. Workplan Update
6. Open Discussion
7. Next Steps

Introductions and Roll Call

Senior Agency Staff Group and Project Management Team

- **Mark Lear,** Portland Bureau of Transportation
- **Brian Monberg,** City of Gresham
- **Chris Deffebach,** Washington County
- **Malu Wilkinson,** Metro
- **Mike Bezner,** Clackamas County
- **Steve Witter,** TriMet
- **Mike Morrow,** FHWA
- **Sam Hunaidi,** ODOT
- **Katie Morrison,** Sen. Kathleen Taylor's Office
- **Dan Bower,** Portland Streetcar
- **Greg Theisen,** Port of Portland
- **Brett Horner,** Portland Parks and Recreation
- **Tate White**, Portland Parks and Recreation
- **Liz Smith Currie,** MultCo
- **Chris Fick,** MultCo
- **Jessica Berry,** MultCo
- **Jeston Black,** MultCo
- **Jon Henrichsen,** MultCo
- **Emily Miletich,** MultCo
- **Jamie Waltz,** MultCo
- **Brendon Haggerty,** MultCo
- **Patrick Sweeney,** PBOT
- **Sharon Daleo,** PBOT
- **Emily Cline,** FHWA
- **Shaneka Owens,** FHWA
- **Alex Oreschak,** Oregon Metro
- **Mike Baker,** DEA
- **Suzanne Carey,** DEA

Funding Context

EARTHQUAKE READY BURNSIDE BRIDGE

Funding Opportunities and Approaches

Funding Opportunities

- Federal Transportation & Infrastructure Package
- Federal RAISE Grant
- Potential Future Regional Transportation Bond Measure
- Multnomah County Vehicle Registration Fee (secured)

Approach

- Cost reductions via scope refinements (Revised Preferred Alternative)
- Establishing a cost cap
- Continual *Value Engineering*

Cost Saving Measures

Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
  - Seismic resiliency
  - Emergency response and regional recovery
  - Long term transportation needs
- Maintain County's equity lens

Preferred Alternative Refinements

Why revise the Preferred Alternative?

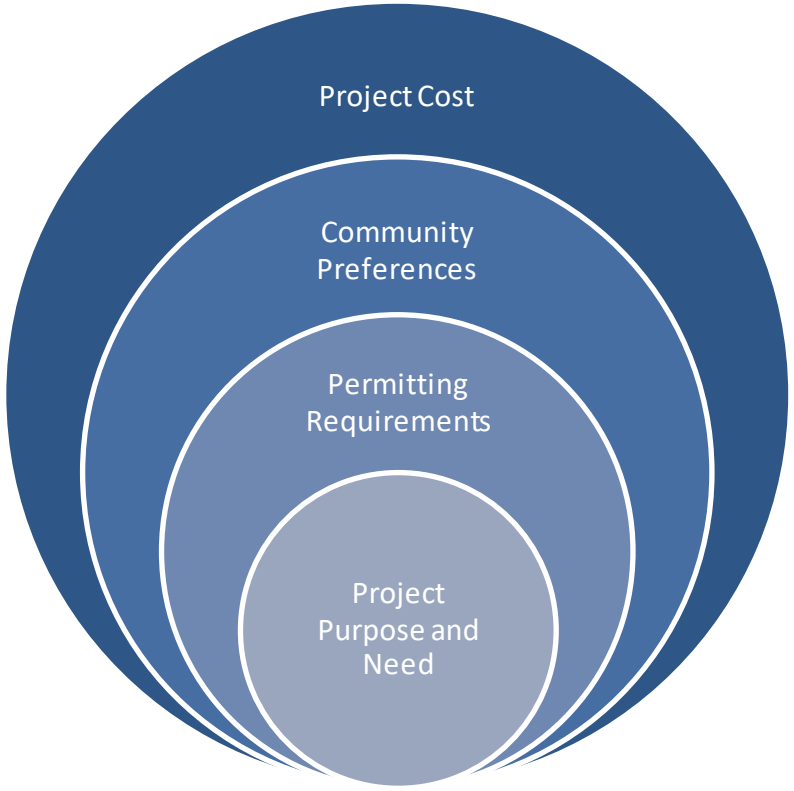
EARTHQUAKE READY BURNSIDE BRIDGE

Key Drivers

The Preferred Alternative is being revised to define a different scenario than was assumed in the DEIS

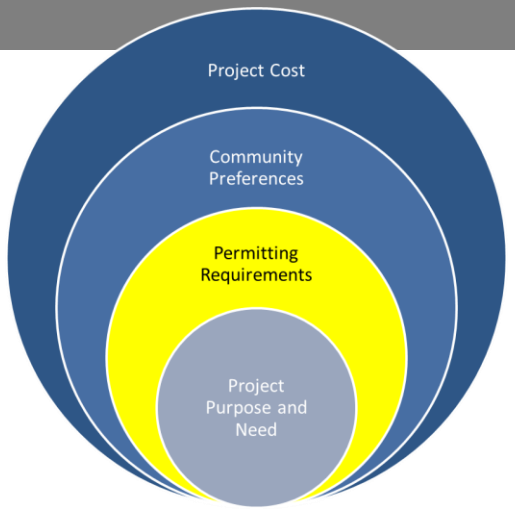
Why?

- To reduce the overall Project costs
- To respond to new input from regulatory agencies
- To study a different set of environmental impacts
- To capitalize on the opportunity to make Type Selection decisions within the NEPA documents



Permitting Requirements

Why do the NEPA findings and future permitting influence Project decisions?



- NEPA requires that EISs demonstrate that the preferred alternative complies with federal environmental regulations
  - **National Historic Preservation Act** – mitigation for adverse effects
  - **Federal Transportation Act Section 4(f) (parks and historic resources)** – must select the least harm alternative
  - **Endangered Species Act** – avoid jeopardy
  - **Clean Water Act** (river and navigation channel impacts) – Least Environmentally Damaging Practicable Alternative
  - **Rivers and Harbors Act** (bridges and navigation) – USCG approval

Preferred Alternative Refinements

Revised Preferred Alternative Refinements	Why?	Cost Savings
1. Bridge width: Reduced by approx. 26 feet	• Cost savings	**$140 – 165M**
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes (4 Lane configurations under consideration)	• Cost savings	
3. Bike / Ped Space: Reduced from 20' to between 14' - 17'	• Cost savings	
4. West Approach bridge type: Reduced to only Girder type	• Regulatory permitting • Cost savings	**$20 - 40M**
5. Movable span bridge type: Select either Lift or Bascule type	• Regulatory permitting • Community preference • Cost savings	**$25 - 35M**
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	• Community preference	**TBD**
Eastside column location for Tied Arch: Advancing option west of NE 2nd Avenue	• Regulatory permitting • Cost savings	**$0 - 5M**
ADA Connections to Bridge: Advance stairs and elevators (dismiss Ramps)	• Cost savings	**$5 -10M**

West Approach Bridge Type

Long-span Alternative

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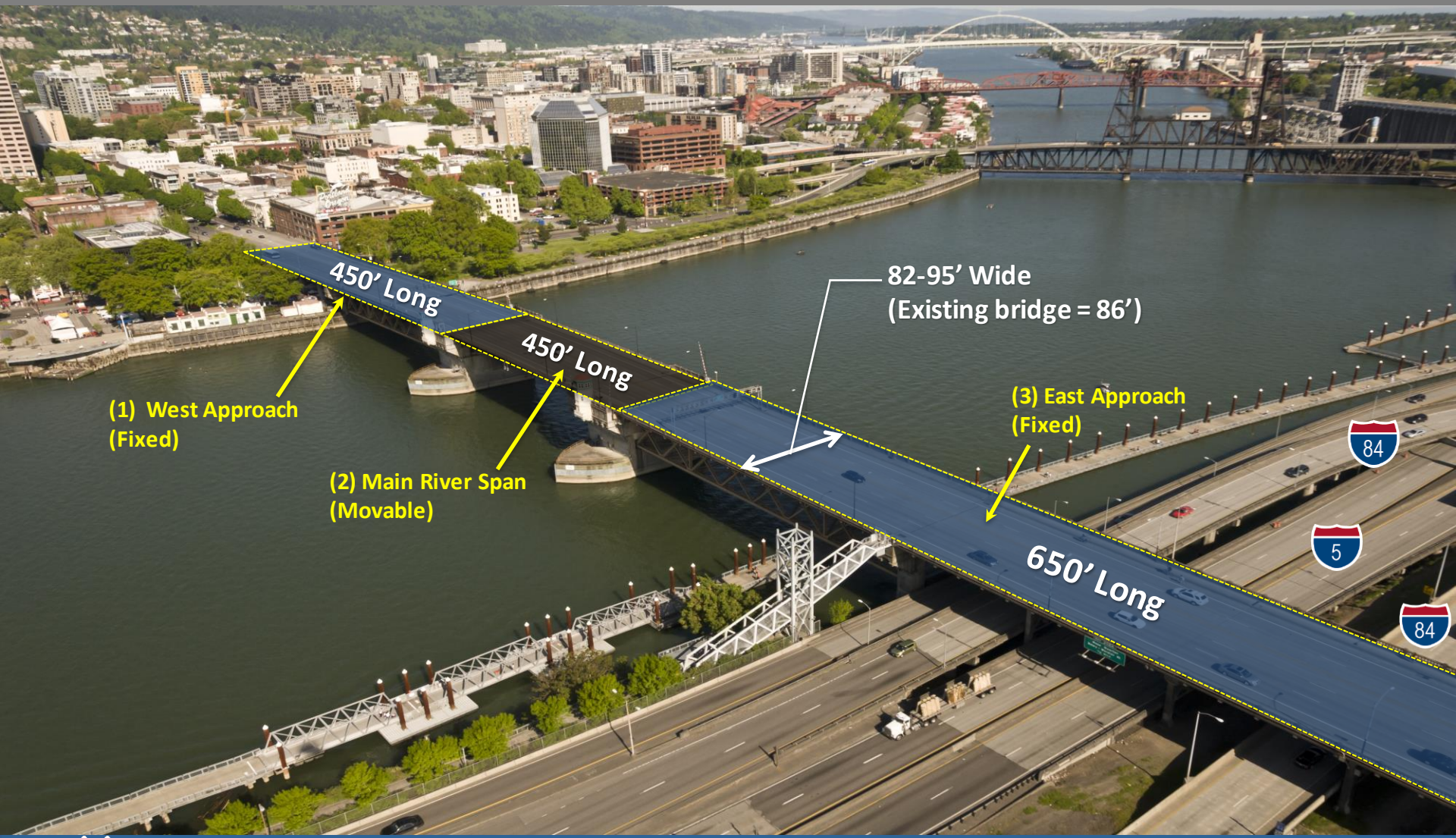
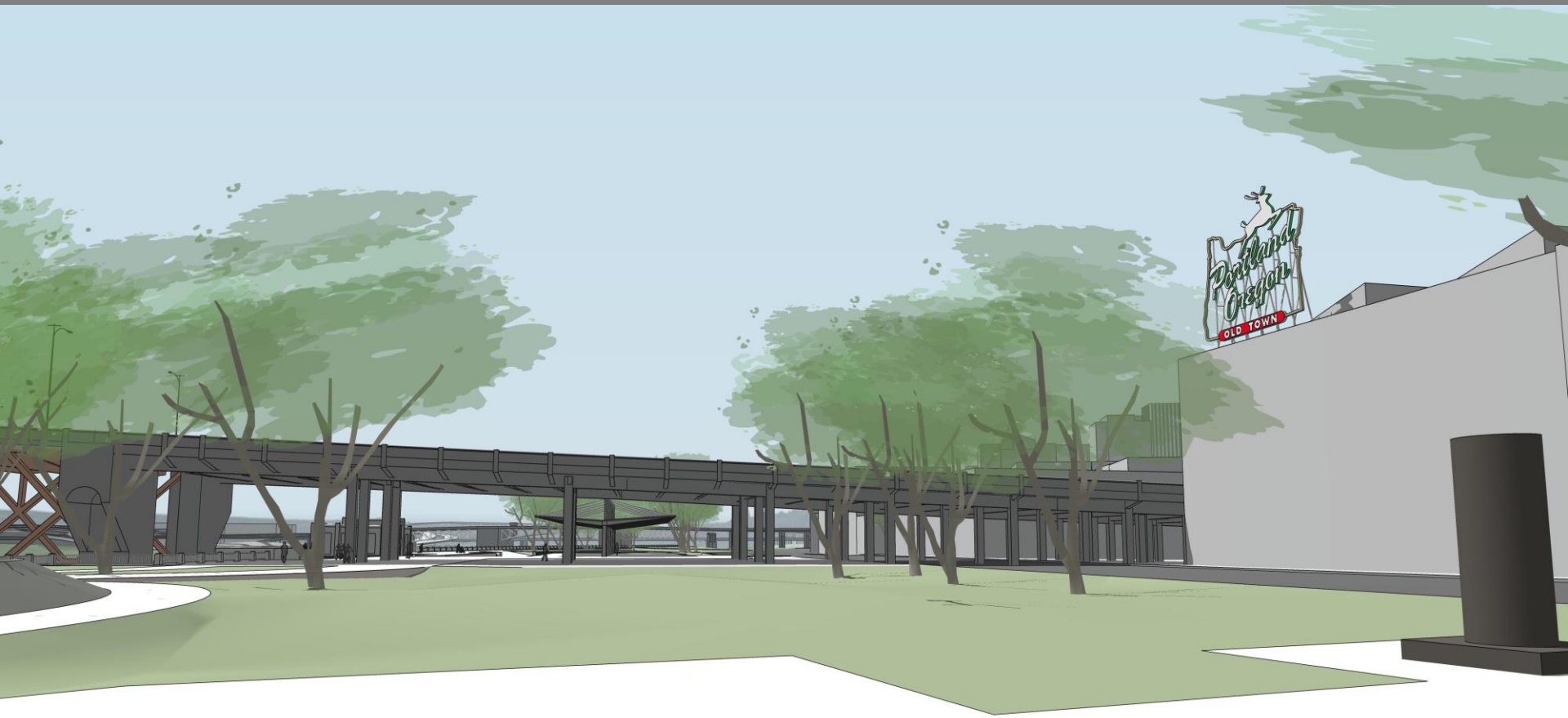
"Three bridges in one"



West Approach

Existing Girder Bridge



Long-span Approach Options in the DEIS

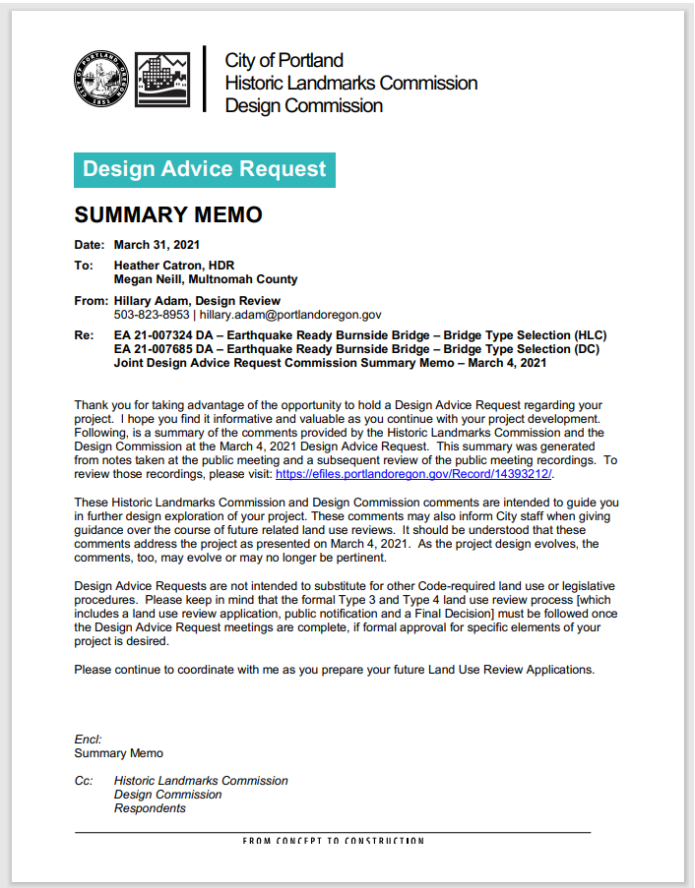
EARTHQUAKE READY BURNSIDE BRIDGE

Replacement Long Span is the Recommended Preferred Alternative

West Approach Bridge Type

Assessment

- **Permitting Requirements**
  - National Parks Service (Section 106 / 4(f) Feedback):
    - Above deck elements in the West Approach create **an Adverse Effect** on the Skidmore / Old Town Historic District that is avoided with a girder concept
  - Historic Landmarks Commission / Design Commission (DAR):
    - Due to visual impacts to historic districts, Girder-styled west approach option **best meets zoning code and historic guidelines**
    - **Preference for "observable asymmetry"** due to distinct differences in urban fabric on west and east sides
- **Cost:**
  - Modified girder option is **$20-40M less expensive** than any above deck option



City of Portland
Historic Landmarks Commission
Design Commission

Design Advice Request

SUMMARY MEMO

Date: March 31, 2021

To: Heather Catron, HDR
Megan Neill, Multnomah County

From: Hillary Adam, Design Review
503-823-8953 | hillary.adam@portlandoregon.gov

Re: EA 21-007324 DA – Earthquake Ready Burnside Bridge – Bridge Type Selection (HLC)
EA 21-007685 DA – Earthquake Ready Burnside Bridge – Bridge Type Selection (DC)
Joint Design Advice Request Commission Summary Memo – March 4, 2021

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Historic Landmarks Commission and the Design Commission at the March 4, 2021 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: https://efiles.portlandoregon.gov/Record/14393212/.

These Historic Landmarks Commission and Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on March 4, 2021. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

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Please continue to coordinate with me as you prepare your future Land Use Review Applications.

Encl:
Summary Memo

Cc: *Historic Landmarks Commission*
Design Commission
Respondents

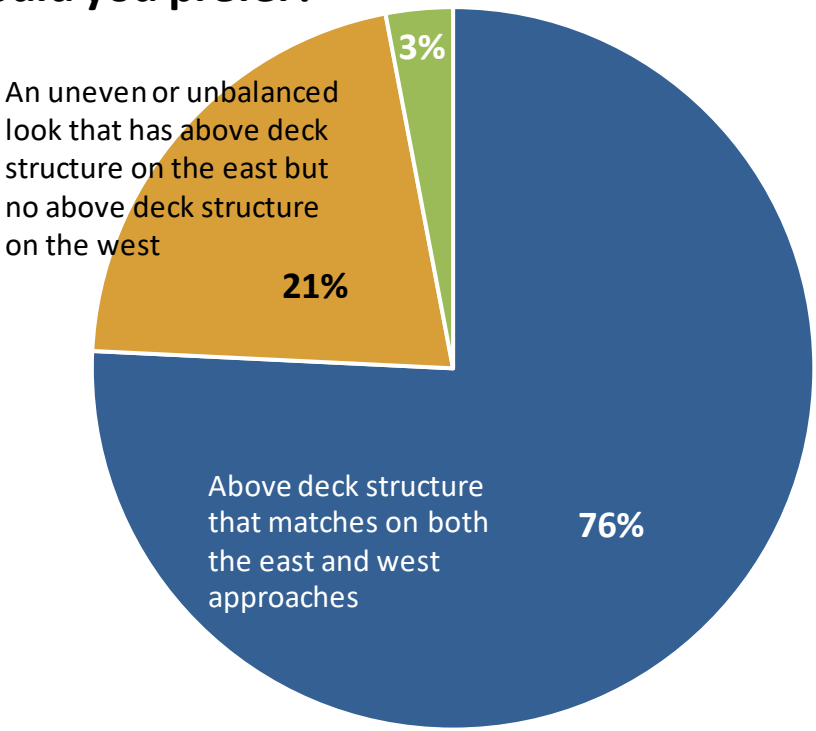
FROM CONCEPT TO CONSTRUCTION

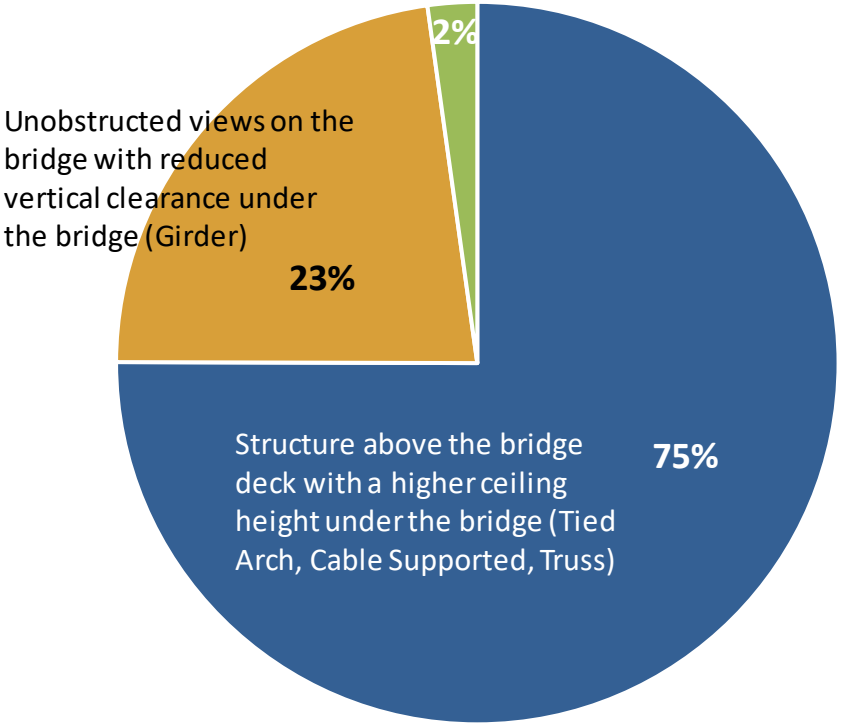
West Approach Bridge Type

Assessment

- **Community Preferences** (1,676 responses from early 2021):

QUESTION: For the WEST APPROACH SPAN, if you had to choose, which bridge type features would you prefer?





UDAWG Input (Mtg on 9/29/21)

EARTHQUAKE READY BURNSIDE BRIDGE

Assessment

- **Revised Girder Option Response:**
  - No opposition vocalized

- **UDAWG Mtg Quotes:**
  - *With the girder approach, "the bascule makes the asymmetry work well"*

West Approach Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendation: West Approach Girder for all Bridge Compositions

Movable Span Bridge Type

Existing Willamette River Bridges

EARTHQUAKE READY BURNSIDE BRIDGE

Downtown Portland Area

① Fremont Bridge

② Broadway Bridge

③ Steel Bridge

④ Burnside Bridge

⑤ Morrison Bridge

⑥ Hawthorne Bridge

⑦ Marquam Bridge

⑧ Tilikum Crossing

⑨ Ross Island Bridge

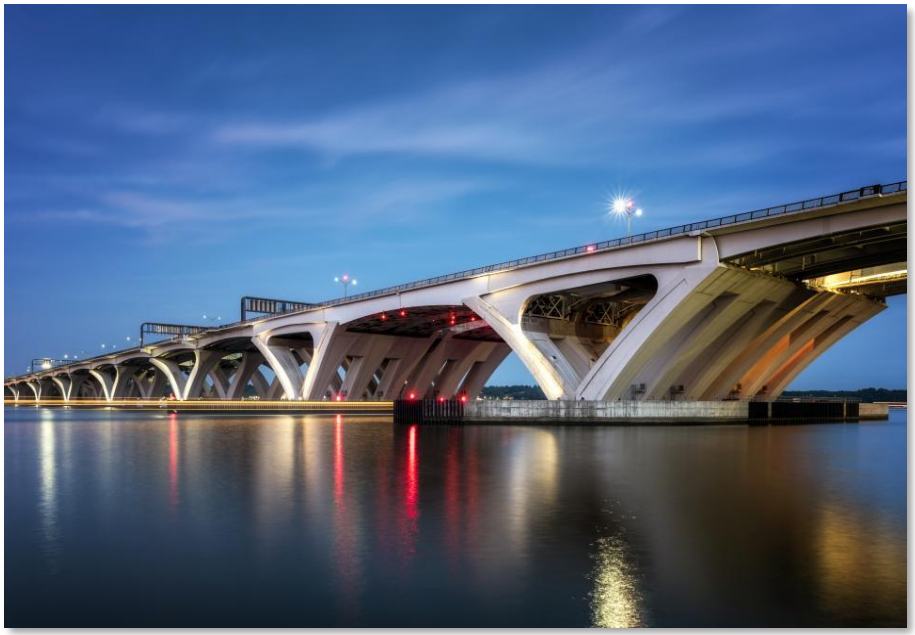
Range of Bridge Types

EARTHQUAKE READY BURNSIDE BRIDGE

Movable Span

Lift

Bascule

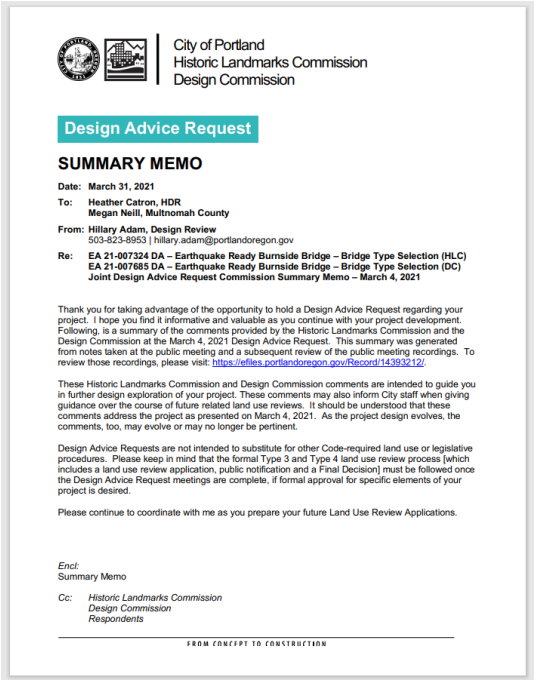


Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

Assessment

- **Permitting Requirements**
  - National Parks Service (Section 106 / 4(f) Feedback):
    - NPS recommends the bascule option to complement the Skidmore / Old Town Historic District
  - Historic Landmarks Commission / Design Commission (DAR):
    - Bascule movable bridge option **minimizes impacts to views**
    - **Preference for "observable asymmetry"** due to distinct differences in urban fabric on west and east sides
    - East Approach Bridge Type Input:
      - Cable Supported option offers similar scale and visual cohesion to east side building heights
      - Cable Supported option offers more transparency
- **Cost:**
  - Bascule is **$25-35M less expensive** than the Lift Option



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Cc: *Historic Landmarks Commission*
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Respondents

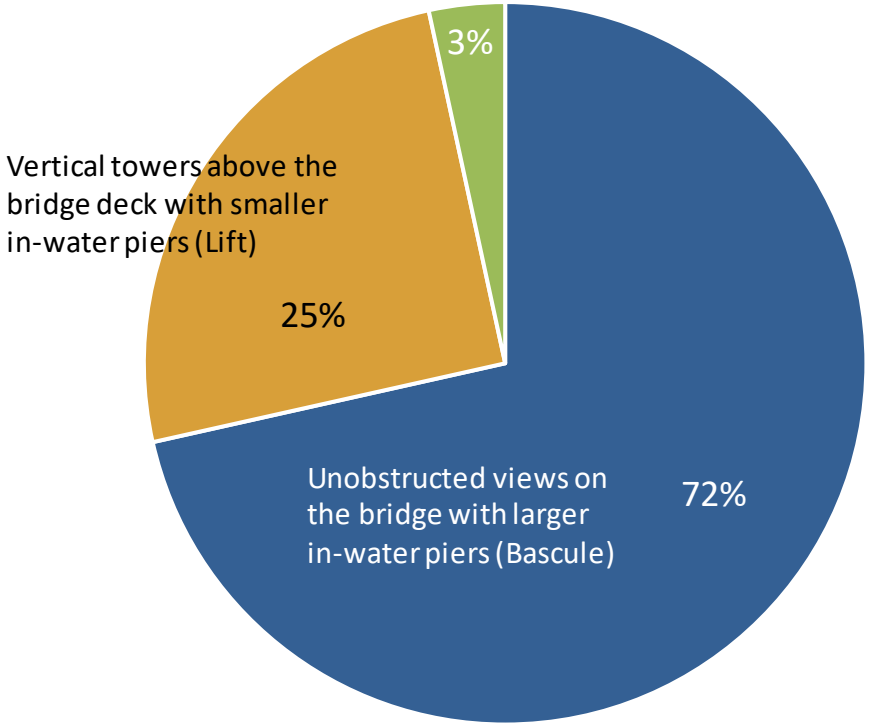
FROM CONCEPT TO CONSTRUCTION

Movable Span Bridge Type

Assessment

- **Community Preferences** (1,676 responses from early 2021):

QUESTION: For the MOVABLE SPAN, if you had to choose, what would you prefer?



Bridge Views: From Waterfront Park

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Cable Stayed with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

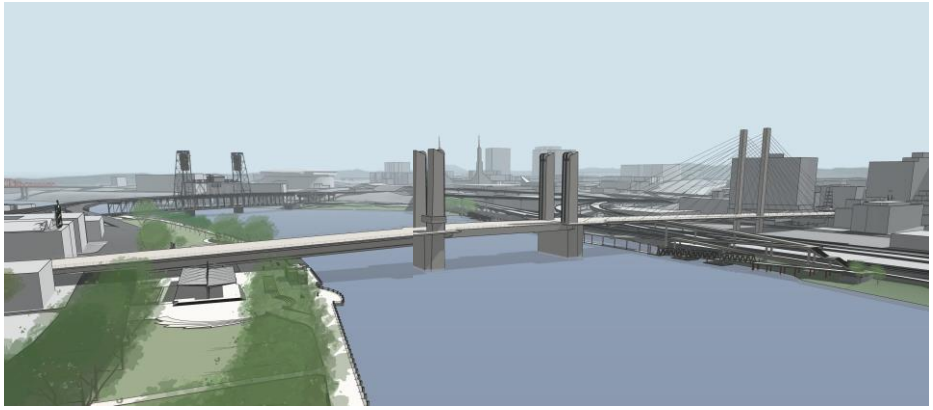
Cable Stayed with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

Assessment – UDAWG Input (Mtg on 9/29/21)

- **Lift versus Bascule option Response:**
  - Zero supporters of the Lift Bridge option moving forward
- **UDAWG Meeting Quotes:**
  - *"The Lift bridge towers are completely out of scale for the size of this river and its setting. It is a non-starter."*
  - *"The towers and lift bridge are simply too much … too massive."*
  - *"The lift could work well in a different setting with a different structure type framing into it; but not at this site, where the architectural event is on the east side."*
  - *"The bascule is a better option."*



Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendation: Bascule Movable Bridge

Bascule with Tied Arch

OR

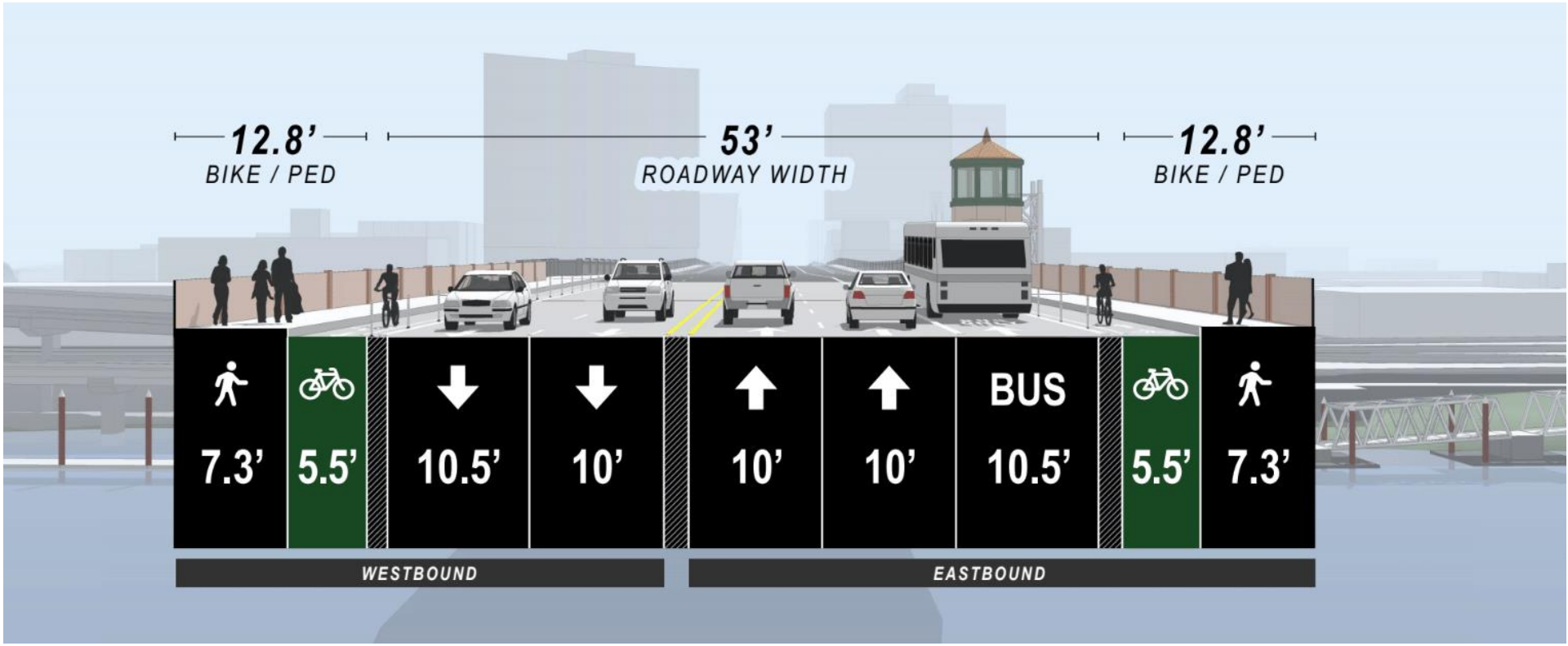
Bascule with Cable Stayed

Bridge Width

Bridge Width Reduction

EARTHQUAKE READY BURNSIDE BRIDGE

Existing Cross Section:



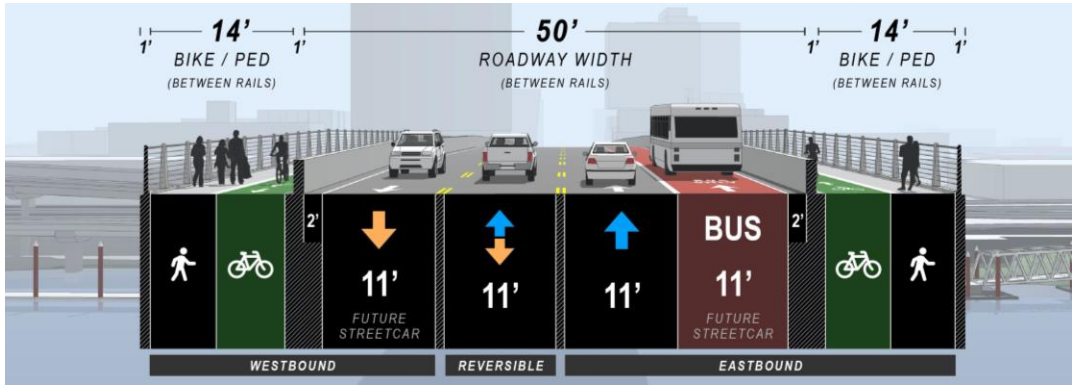
SDEIS Cross Section Options

EARTHQUAKE

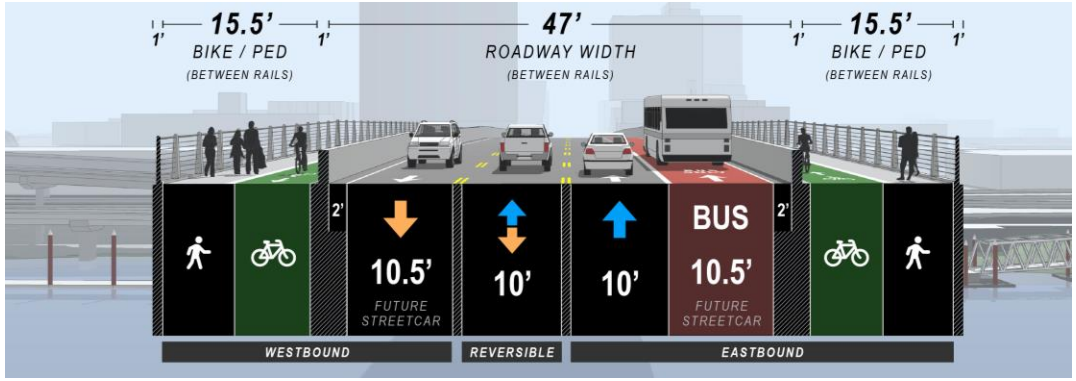
$140 - $165M Savings

Re-allocating some vehicular width to bike/ped space

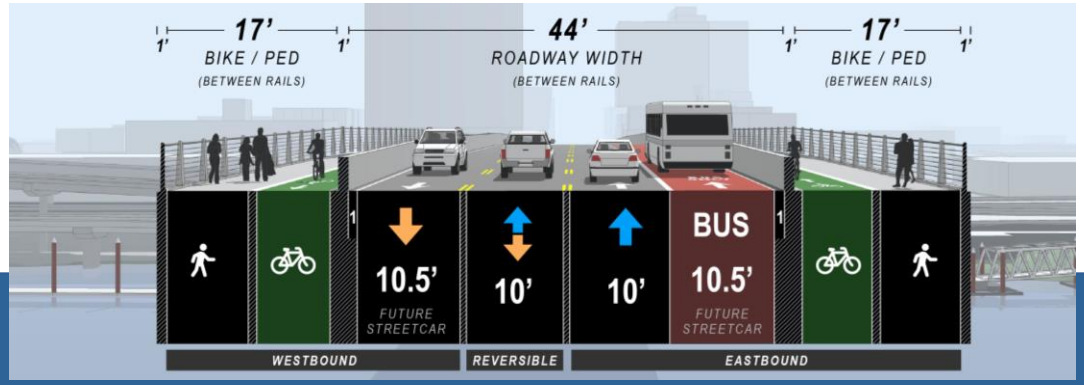
Option A:
14’ Bike/Ped Space +
50’ Roadway Width



Option B:
15.5’ Bike/Ped Space +
47’ Roadway Width



Option C:
17’ Bike/Ped Space +
44’ Roadway Width



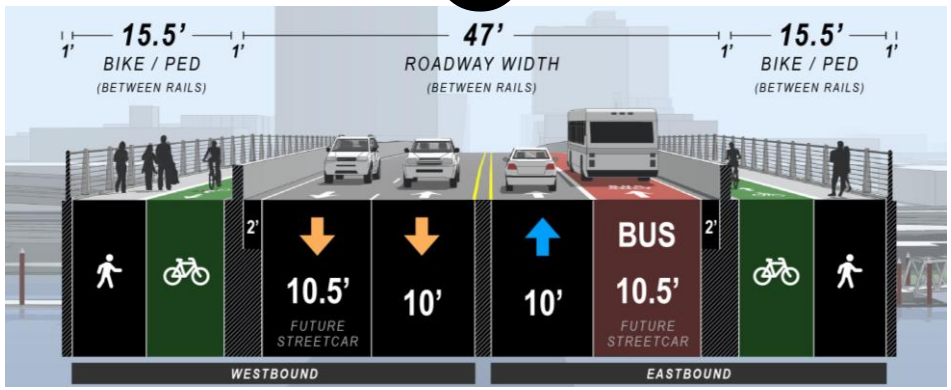
Same overall bridge width for every option

4-Lane Traffic Configurations

EARTHQUAKE READY BURNSIDE BRIDGE

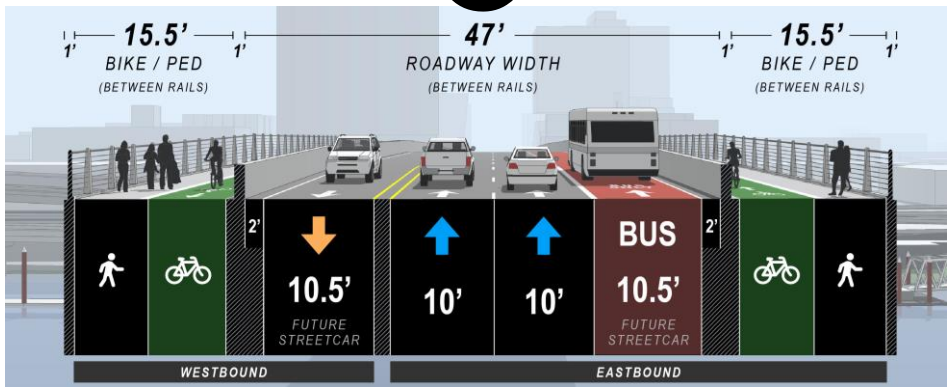
Lane Configuration is a PBOT decision

❶



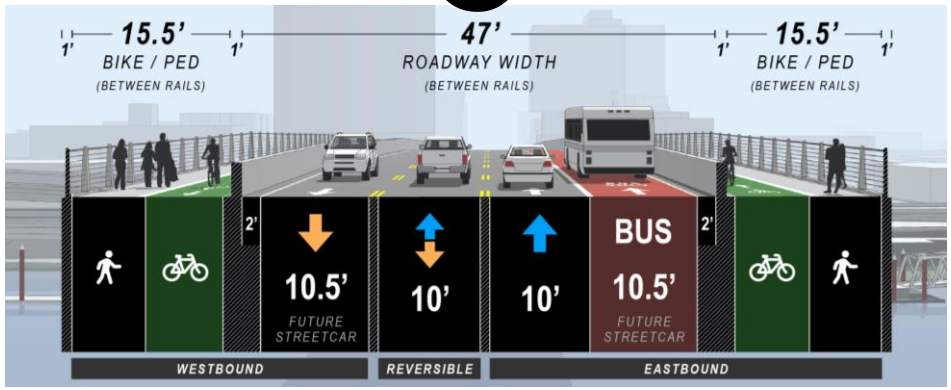
2 WB Lanes / 1 EB + 1 Bus Lane

❷



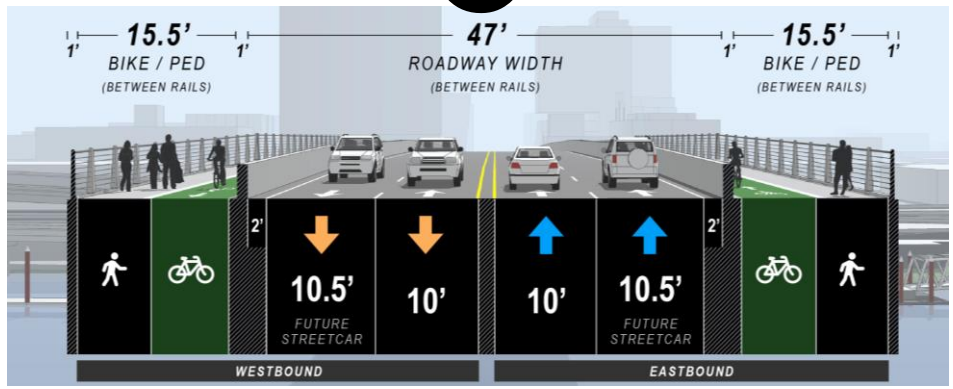
1 WB Lane / 2 EB + 1 Bus Lane

❸



Reversible Lane

❹



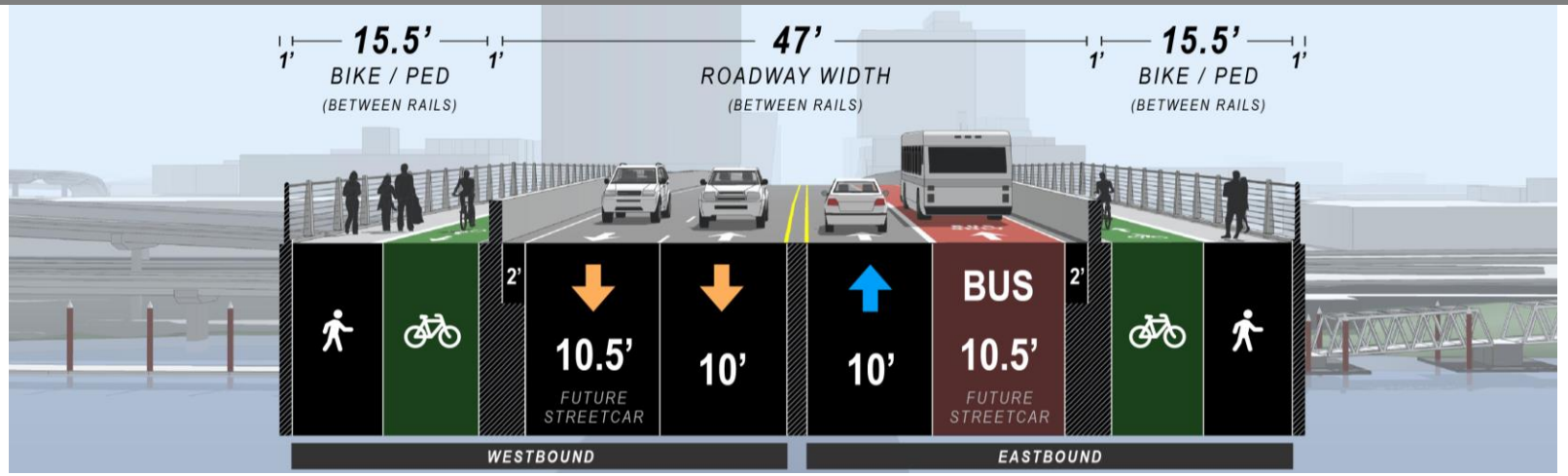
2 WB Lanes / 2 EB Lanes (Bus queue jump)

Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 17' bike/ped space also under consideration

❶ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Flawed **Westbound = Good**



Traffic Operations:

- (+) Morning Rush Hour: Matches existing condition for traffic into downtown
- (-) Evening Rush Hour: Significant congestion and queuing out of downtown

Transit Impacts:

- (+) Morning Rush Hour: Matches existing condition for buses into downtown
- (+) Evening Rush Hour: Works well for buses out of downtown

Emergency Service (Fire Dept EB Service):

- (O) Acceptable for Fire Dept emergency response since traffic can temporarily pull into Bus Only lane

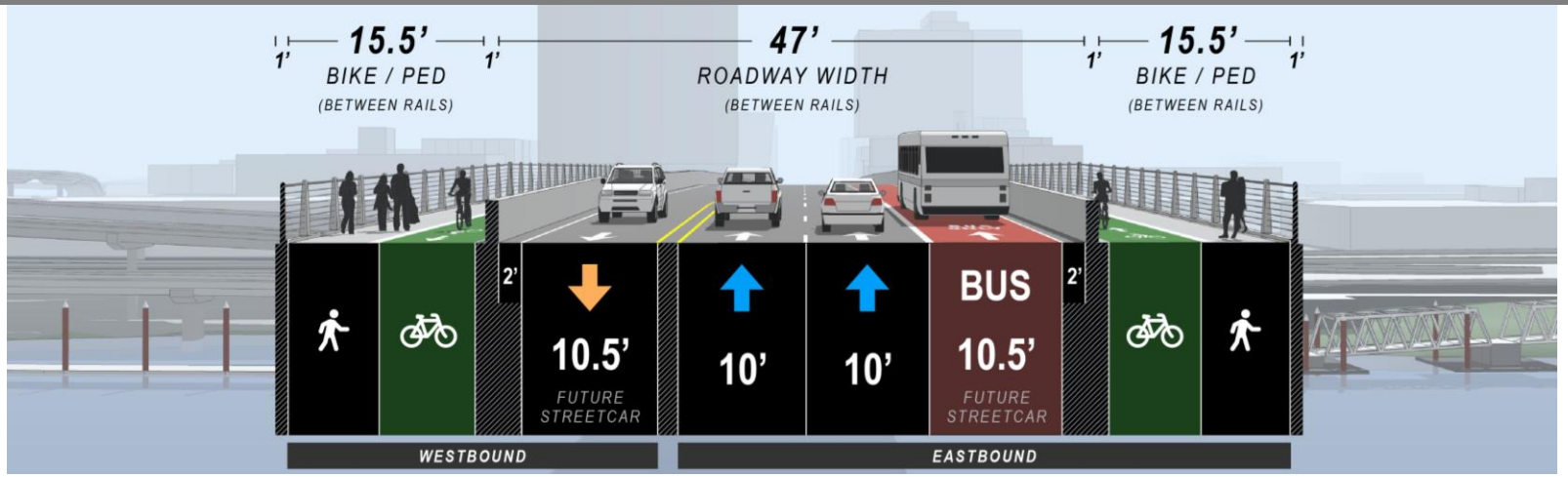
City Policy:

- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

❷ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Good **Westbound = Poor**



Traffic Operations:

- (-) Morning Rush Hour: Moderate congestion and queuing into downtown
- (+) Evening Rush Hour: Matches existing condition for traffic out of downtown

Transit Impacts:

- (-) Morning Rush Hour: Undesirable travel delays for WB morning rush hour bus service into downtown
- (+) Evening Rush Hour: Works well for buses out of downtown

Emergency Service (Fire Dept EB Service):

- (+) Works well for Fire Dept emergency response

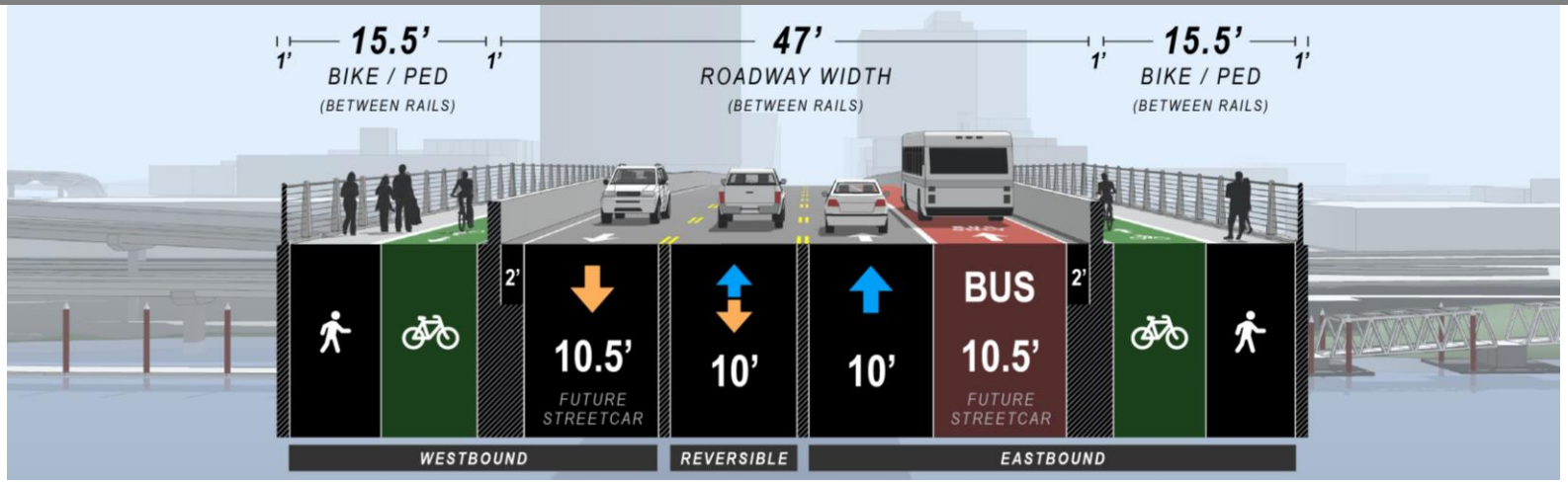
City Policy:

- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

❸ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Good **Westbound = Good**



Traffic Operations:

- (+) Morning Rush Hour: Matches existing condition into downtown
- (+) Evening Rush Hour: Matches existing condition out of downtown

Transit Impacts:

- (+) Morning Rush Hour: Matches existing condition for buses into downtown
- (+) Evening Rush Hour: Works well for buses out of downtown

Emergency Service (Fire Dept EB Service):

- (+) Works well for Fire Dept emergency response

City Policy:

- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

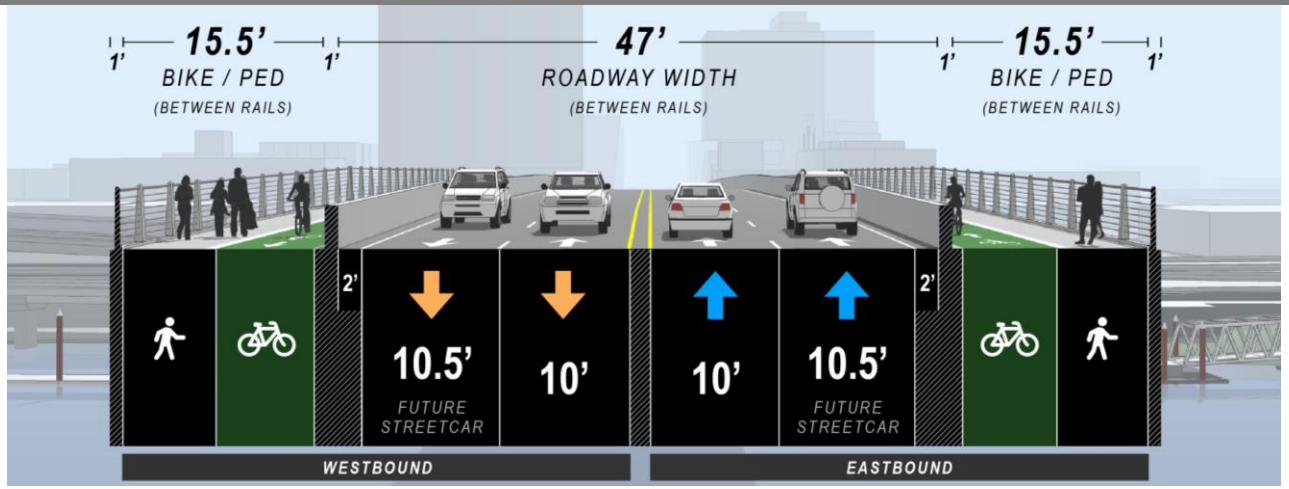
Note:

- Some EB traffic congestion could occur in the mornings
- Some WB congestion could occur in the evenings

4 Traffic Summary (Without a Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Flawed **Westbound = Good**



Note:

- Requires an additional $25-50M for the queue jump lane

Traffic Operations:

- (+) Morning Rush Hour: Matches existing condition for traffic into downtown
- (+) Evening Rush Hour: Matches existing condition for traffic out of downtown

Transit Impacts:

- (+) Morning Rush Hour: Matches existing condition for buses into downtown
- (-) Evening Rush Hour: Undesirable travel delays for EB rush hour bus service due to lack of queue length

Emergency Service (Fire Dept EB Service):

- (-) If the bridge is congested, Fire Department would be delayed compared to any option with a Bus Lane

City Policy:

- (-) Not having an EB Bus lane is non-compliant with Rose Lanes Plan and Policy 9.6 of City's Comp Plan

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

What we're studying …

- Lessons Learned from others
- Traffic operations and safety
- Entry treatments

Collins St, Arlington, TX

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

West Side (All times except Morning Rush Hours)

BUS

BUS

BUS

Orange arrows = Westbound

Blue arrows = Eastbound

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

West Side (Morning Rush Hours)

BUS

BUS

BUS

Orange arrows = Westbound

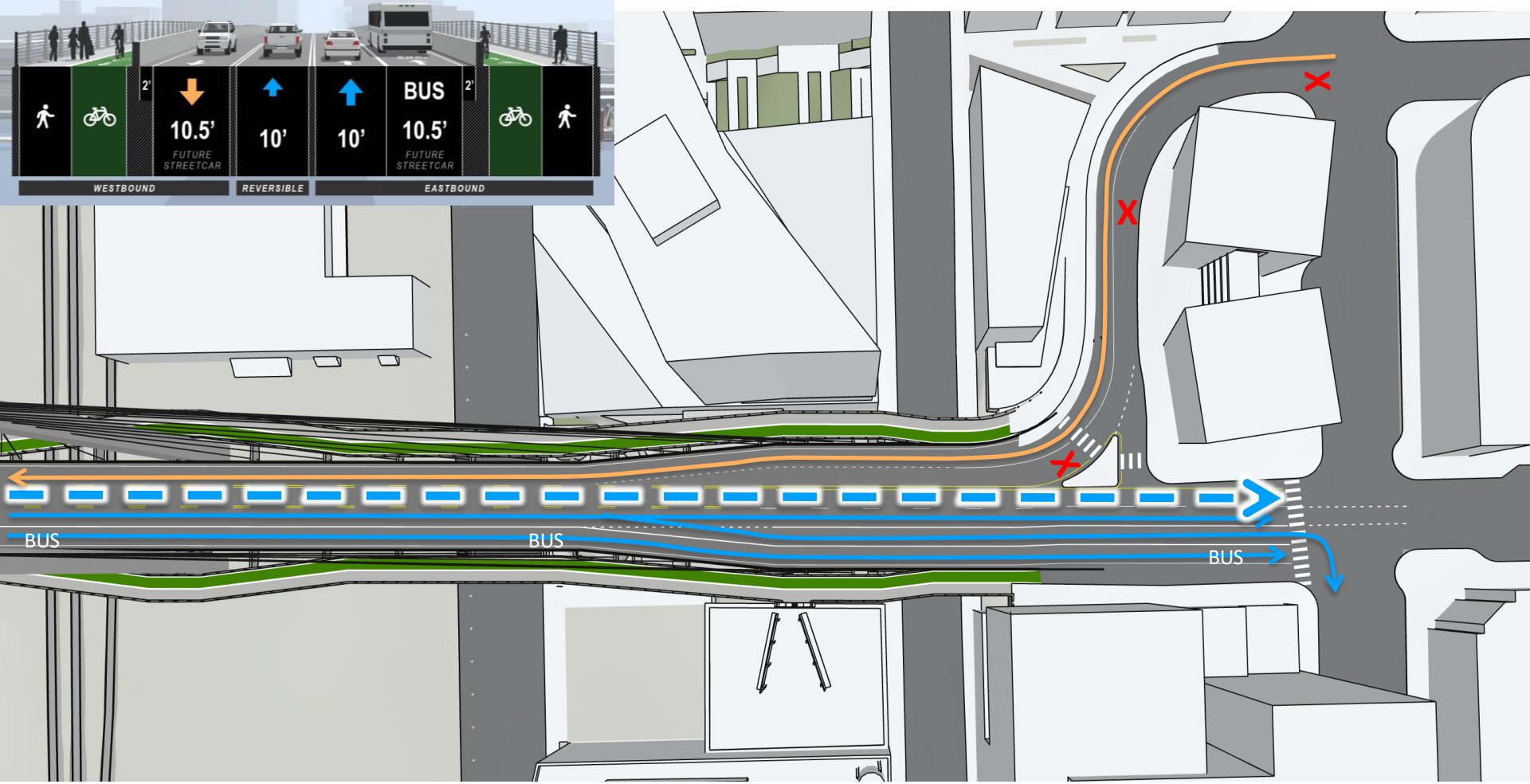
Blue arrows = Eastbound

X = Potential gate

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

East Side (All times except Morning Rush Hours)

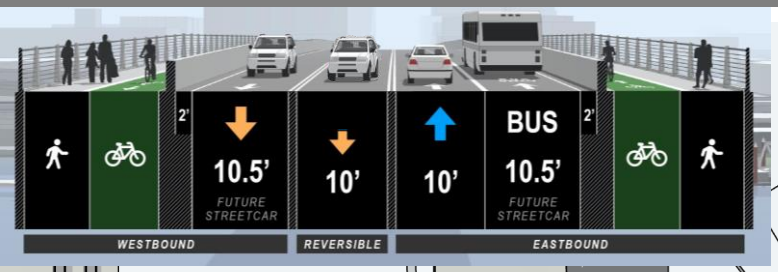


Orange arrows = Westbound Blue arrows = Eastbound X = Potential gate

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

East Side (Morning Rush Hours)



BUS

BUS

BUS

Orange arrows = Westbound

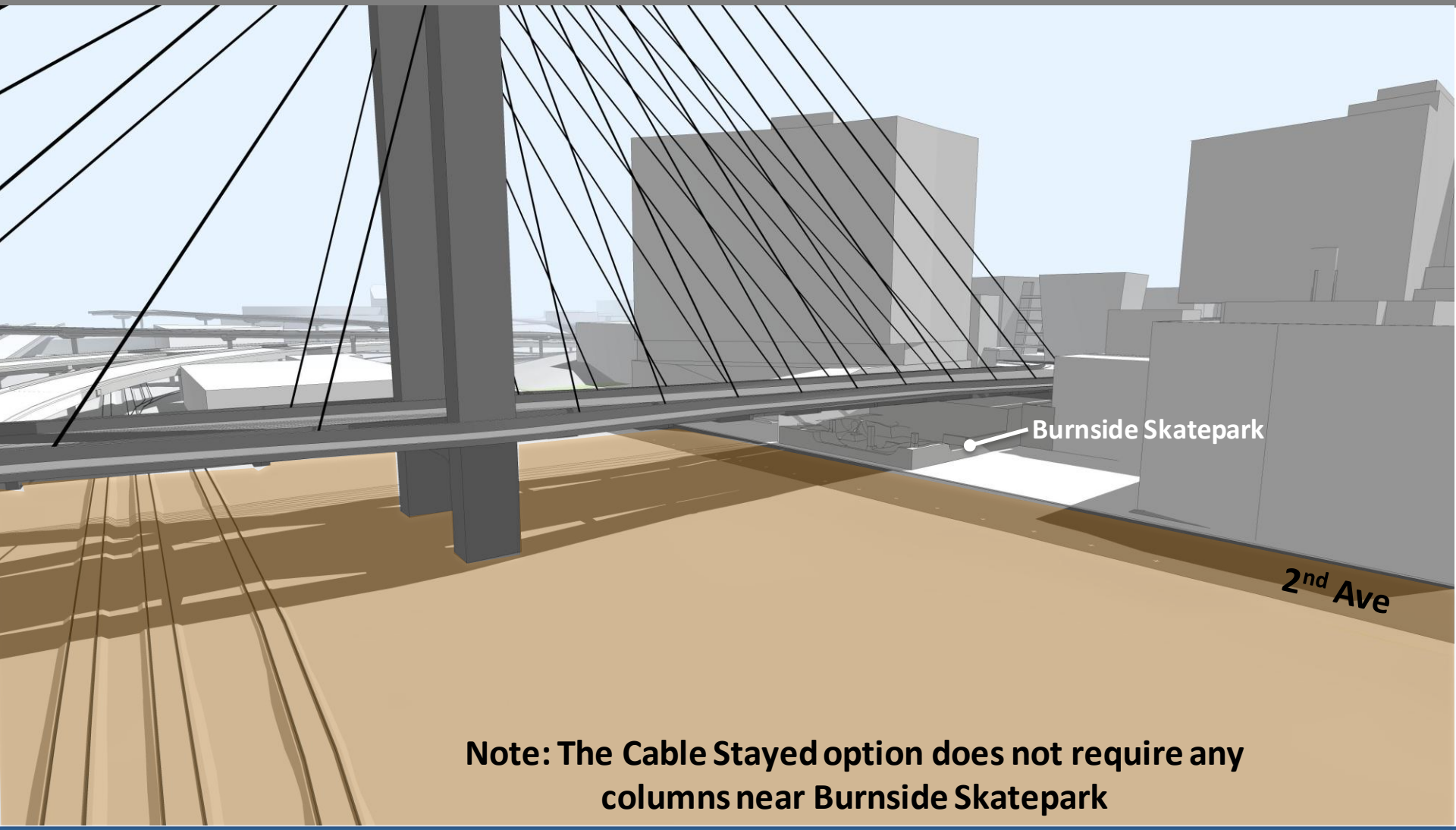
Blue arrows = Eastbound

Bridge Support Locations

East Approach Support Location

EARTHQUAKE READY BURNSIDE BRIDGE

SDEIS Cable Stayed Option

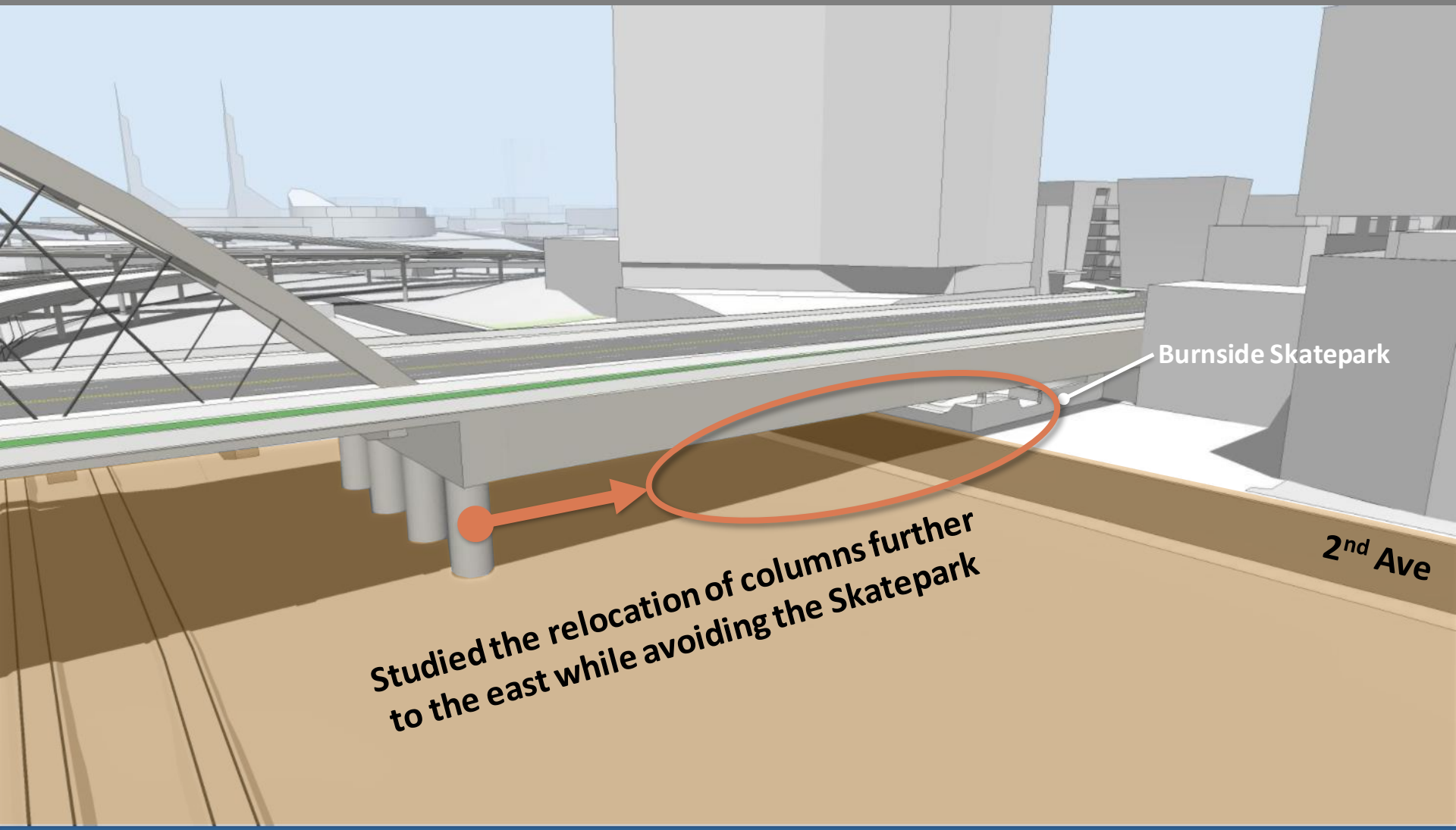


Note: The Cable Stayed option does not require any columns near Burnside Skatepark

East Approach Support Location

EARTHQUAKE READY BURNSIDE BRIDGE

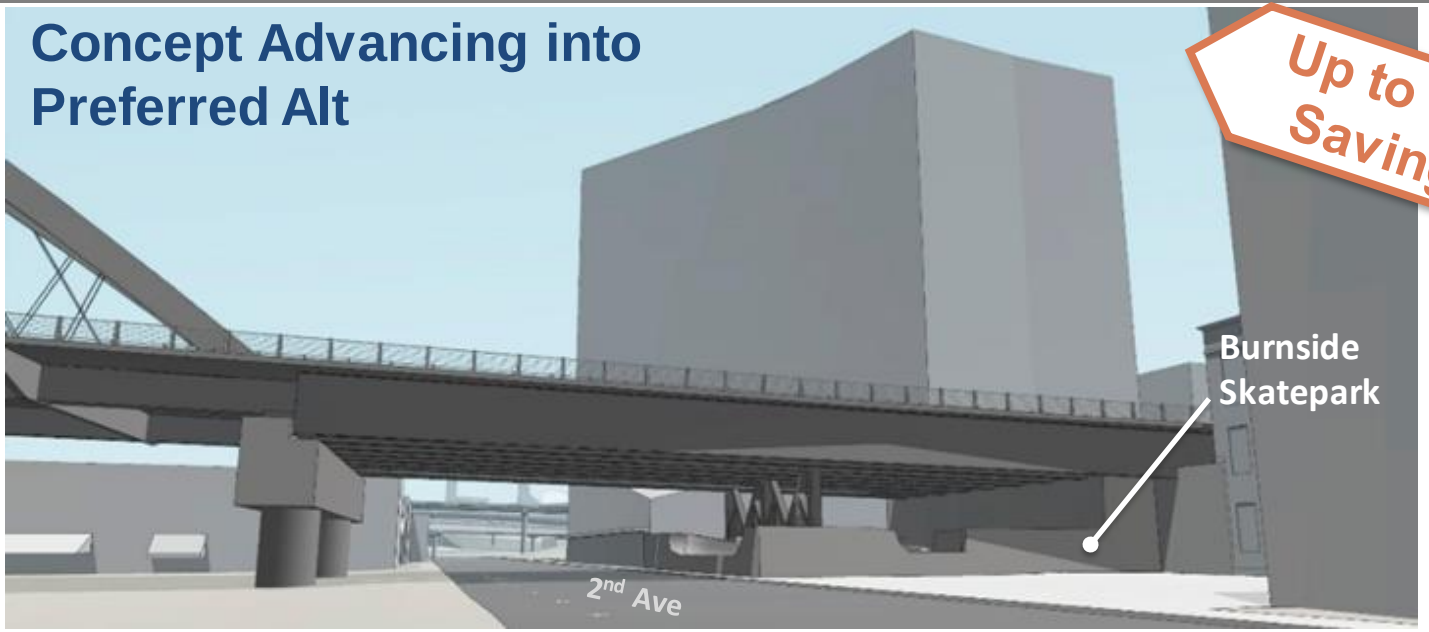
SDEIS Tied Arch Option



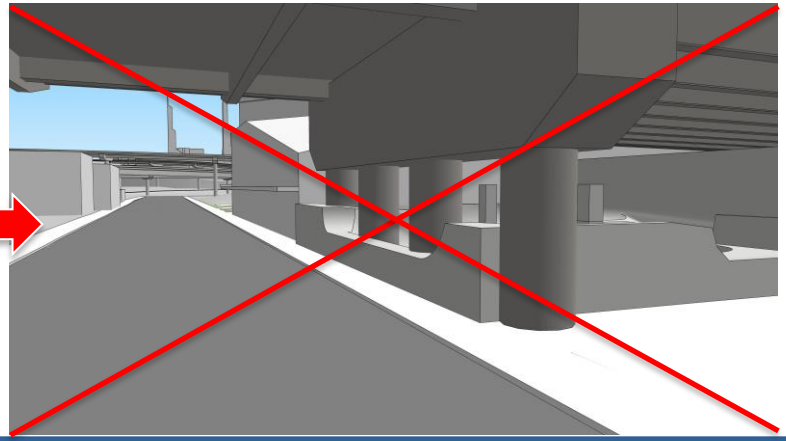
Does not apply to Cable Stayed bridge type

East Approach Support Location

Tied Arch Alternative



Concepts Dismissed



ADA Connections

Connections to MAX & Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Existing Conditions

North & South Stairs to Skidmore Max Station

Owner: Multnomah County

South Stairs to Eastbank Esplanade

Owner: City of Portland

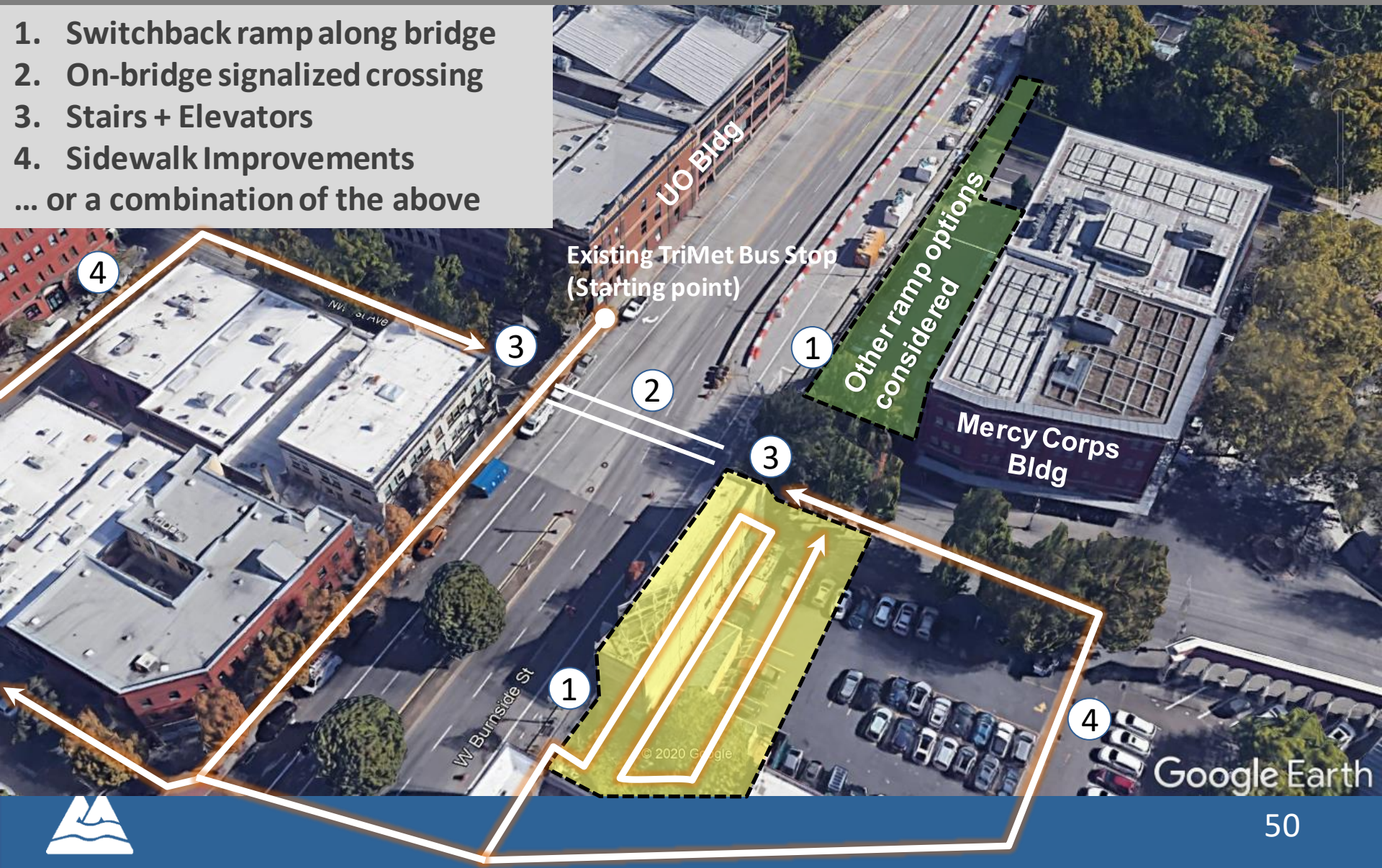
Connection to Skidmore MAX Station

EARTHQUAKE READY BURNSIDE BRIDGE

Initial Options Discussed

1. Switchback ramp along bridge
2. On-bridge signalized crossing
3. Stairs + Elevators
4. Sidewalk Improvements

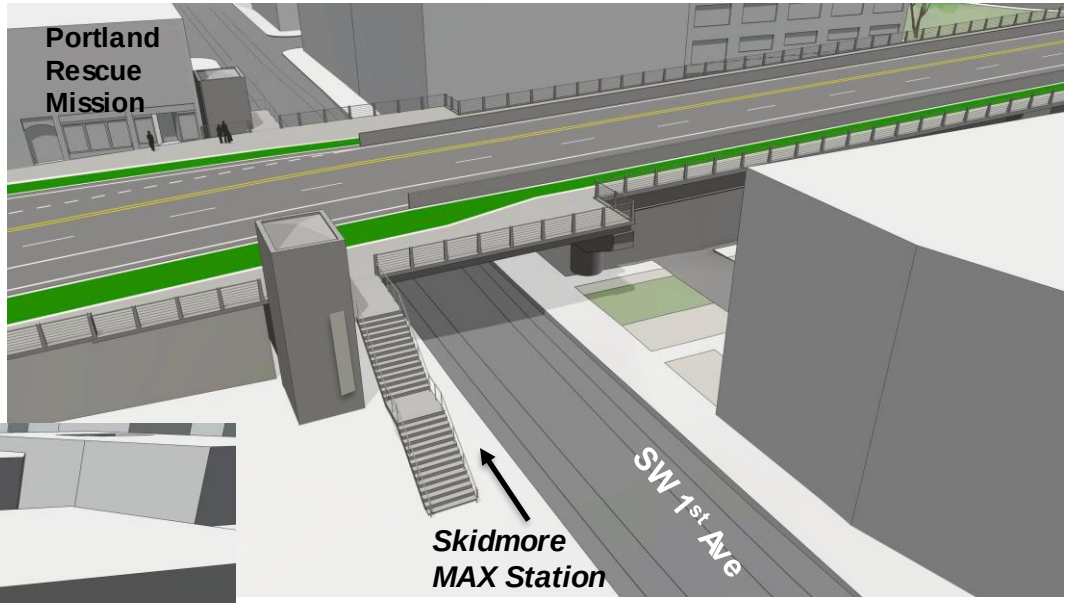
… or a combination of the above

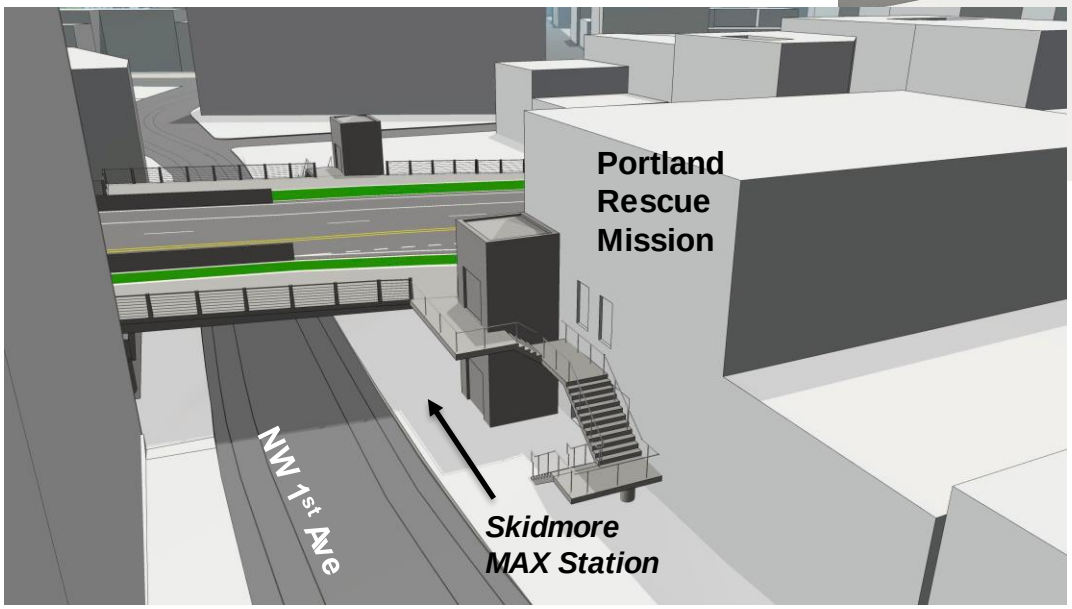


Connection to Skidmore MAX Station

County Proposal

- Stairs + Elevators





Westside Street Network Improvements

EARTHQUAKE READY BURNSIDE BRIDGE

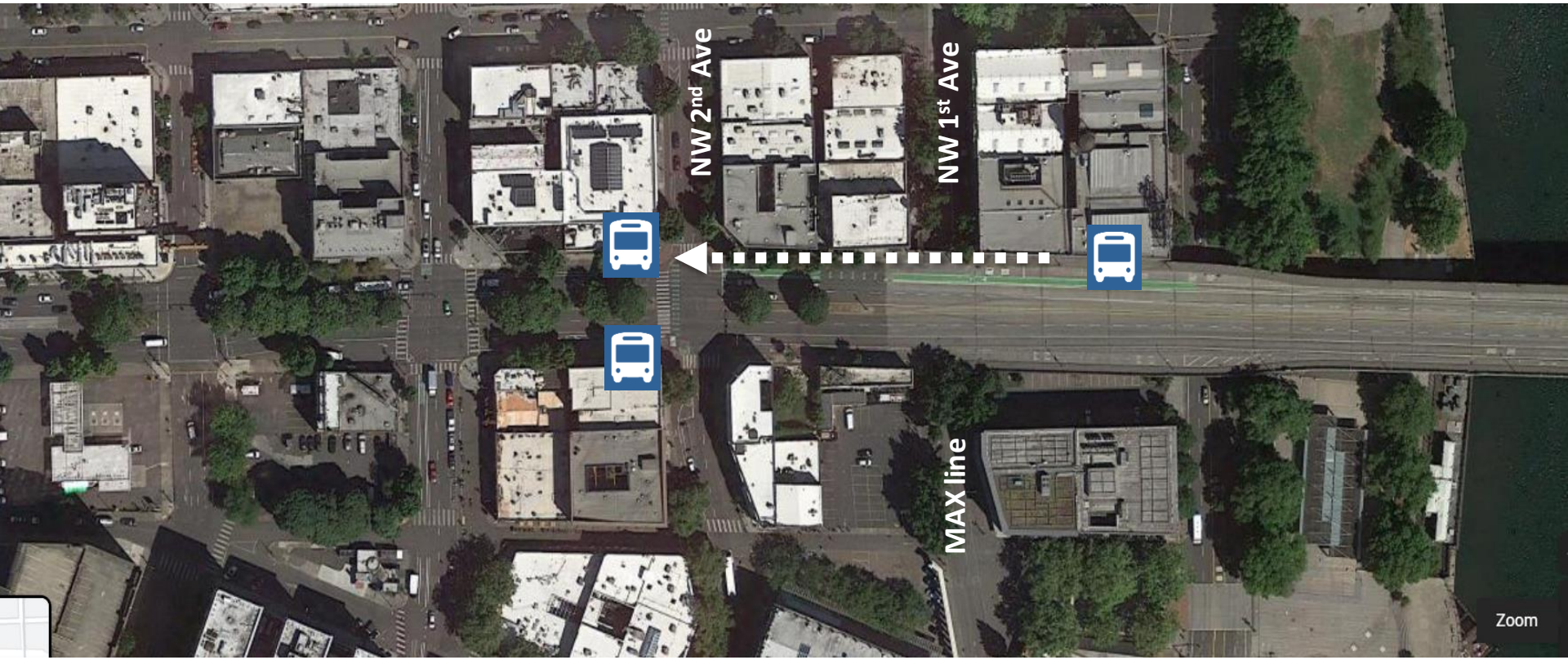
County Proposal

- **Street network upgrades to improve routes from bridge to nearest bus/MAX stops on westside**

Connection to Skidmore MAX Station

New Consideration

- Potential west approach bus stop relocation to NW 2nd Avenue
- TriMet to revisit closure of Skidmore MAX station in 2022 after studying ridership



Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Original Concept

East Ramp

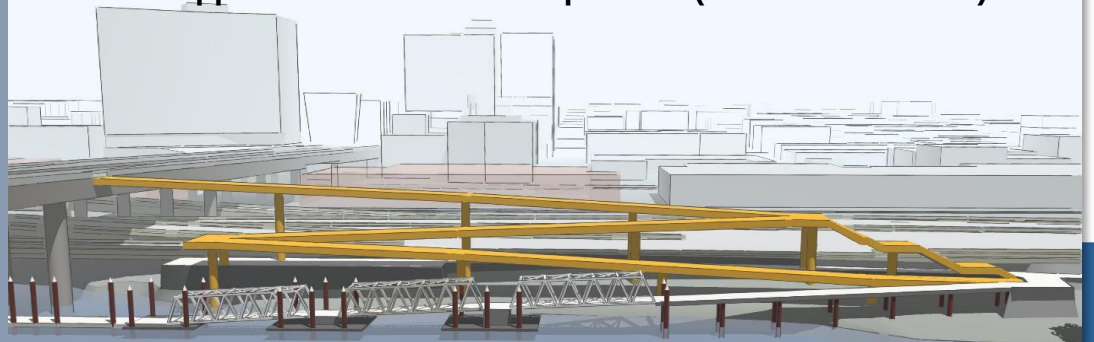
UNION PACIFIC RAILROAD

BURNSIDE ST

5

NAITO PARKWAY

East Approach to Eastbank Esplanade (view towards east)



Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Range of options considered

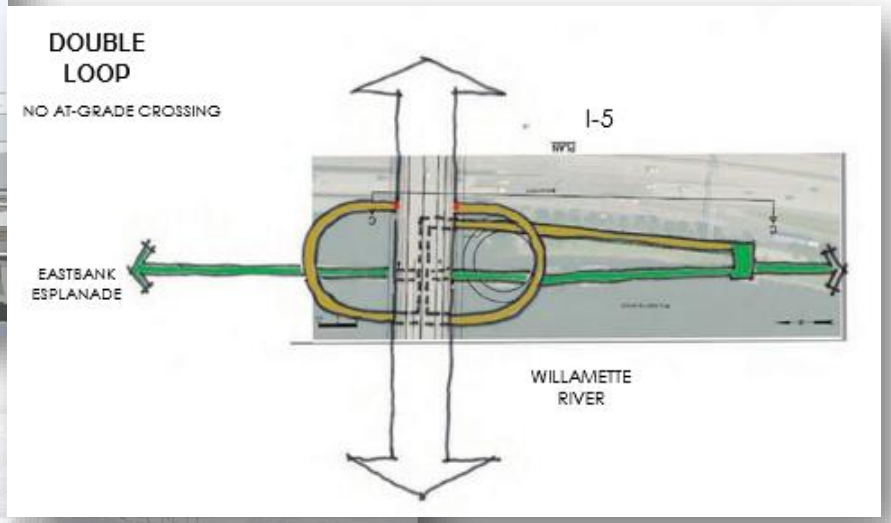
1. Ramp from bridge
2. On-bridge signalized crossing or under bridge crossing
3. Stairway + Elevator

… or a combinations of the above

Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Other options proposed *(needs additional funding for implementation)*



Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

County Recommendation

- Stairs + Elevators

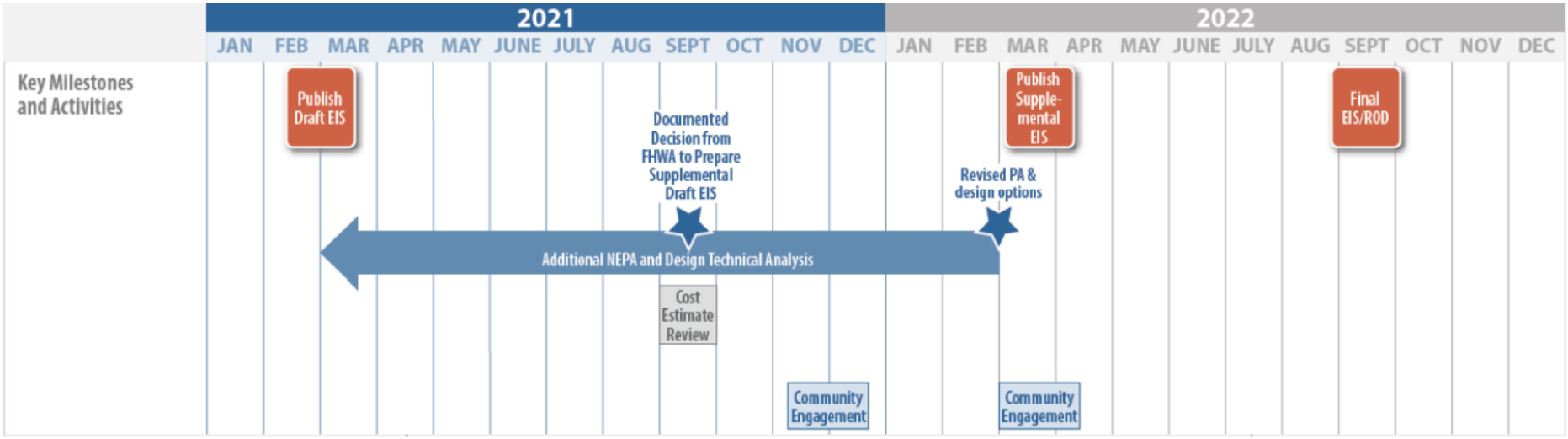
Preferred Alternative Refinements

EARTHQUAKE READY BURNSIDE BRIDGE

Revised Preferred Alternative Refinements	Why?	Cost Savings
1. Bridge width: Reduced by approx. 26 feet	• Cost savings	**$140 – 165M**
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes (4 Lane configurations under consideration)	• Cost savings	
3. Bike / Ped Space: Reduced from 20' to between 14' - 17'	• Cost savings	
4. West Approach bridge type: Reduced to only Girder type	• Regulatory permitting • Cost savings	**$20 - 40M**
5. Movable span bridge type: Select either Lift or Bascule type	• Regulatory permitting • Community preference • Cost savings	**$25 - 35M**
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	• Community preference	**TBD**
Eastside column location for Tied Arch: Advancing option west of NE 2nd Avenue	• Regulatory permitting • Cost savings	**$0 - 5M**
ADA Connections to Bridge: Advance stairs and elevators (dismiss Ramps)	• Cost savings	**$5 -10M**

Workplan Update

Workplan Update

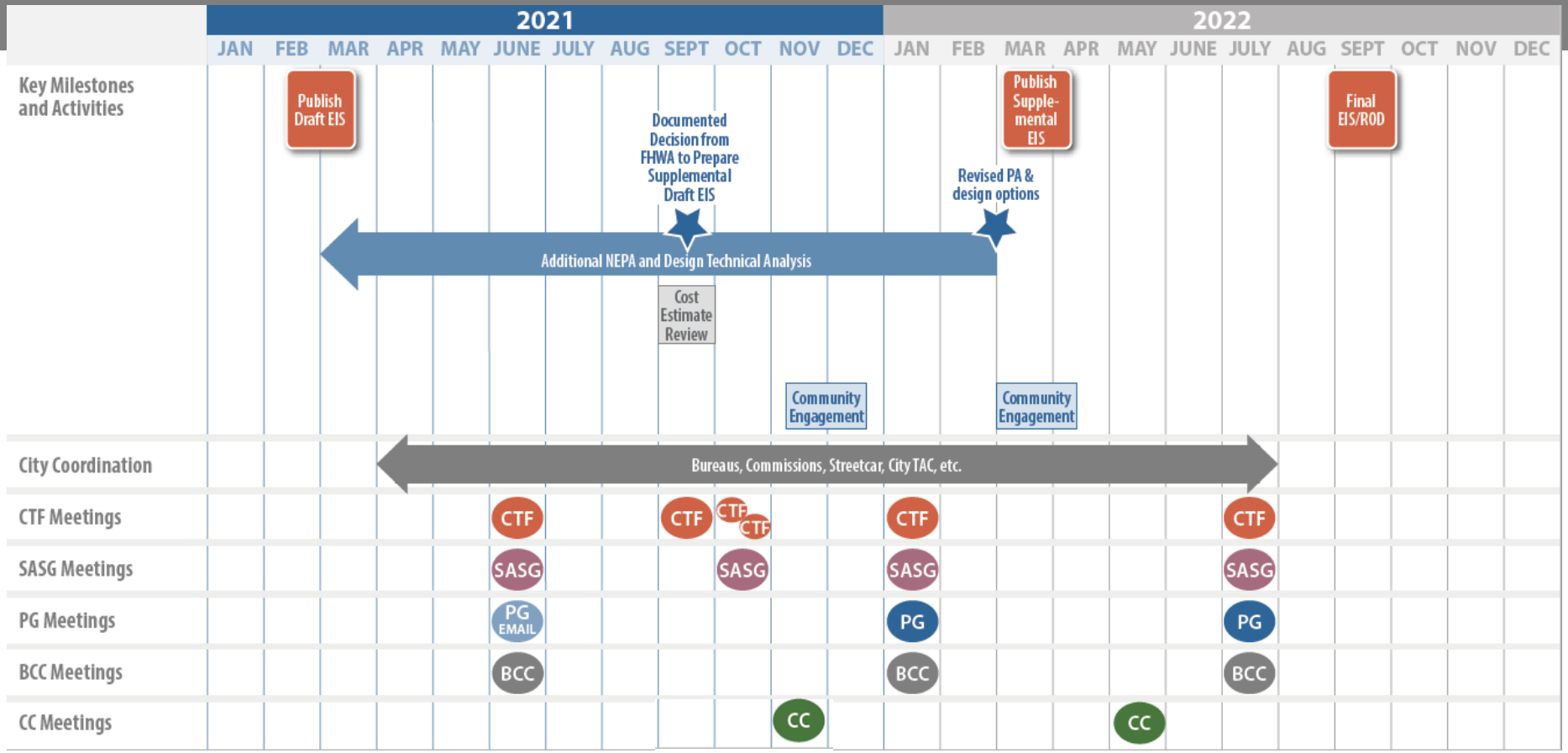


Upcoming Key Milestones

- **November / December 2022** – Community Engagement
- **January 2022** – Policy Group Approval
- **February 2022** – Mult Co Board of County Commissioners Adoption of Revised Preferred Alt
- **March / April 2022** - SDEIS Publication (45-day public comment period)
- **April 2022** - City Council Adoption for Metro RTP Update
- **August 2022** - Metro RTP Adoption
- **September 2022** – FEIS / ROD
- **Q3 2022** – Final Design Initiated

Workplan Update

EARTHQUAKE READY BURNSIDE BRIDGE



Legend: **BCC** - Board of County Commissioners **CC** - City Council **CTF** - Community Task Force **EIS** - Environmental Impact Statement **PA** - Preferred Alternative **PG** - Policy Group **RTP** - Regional Transportation Plan **SASG** - Senior Agency Staff Group **TAC** - Technical Advisory Committee

Workplan Update

EARTHQUAKE READY BURNSIDE BRIDGE

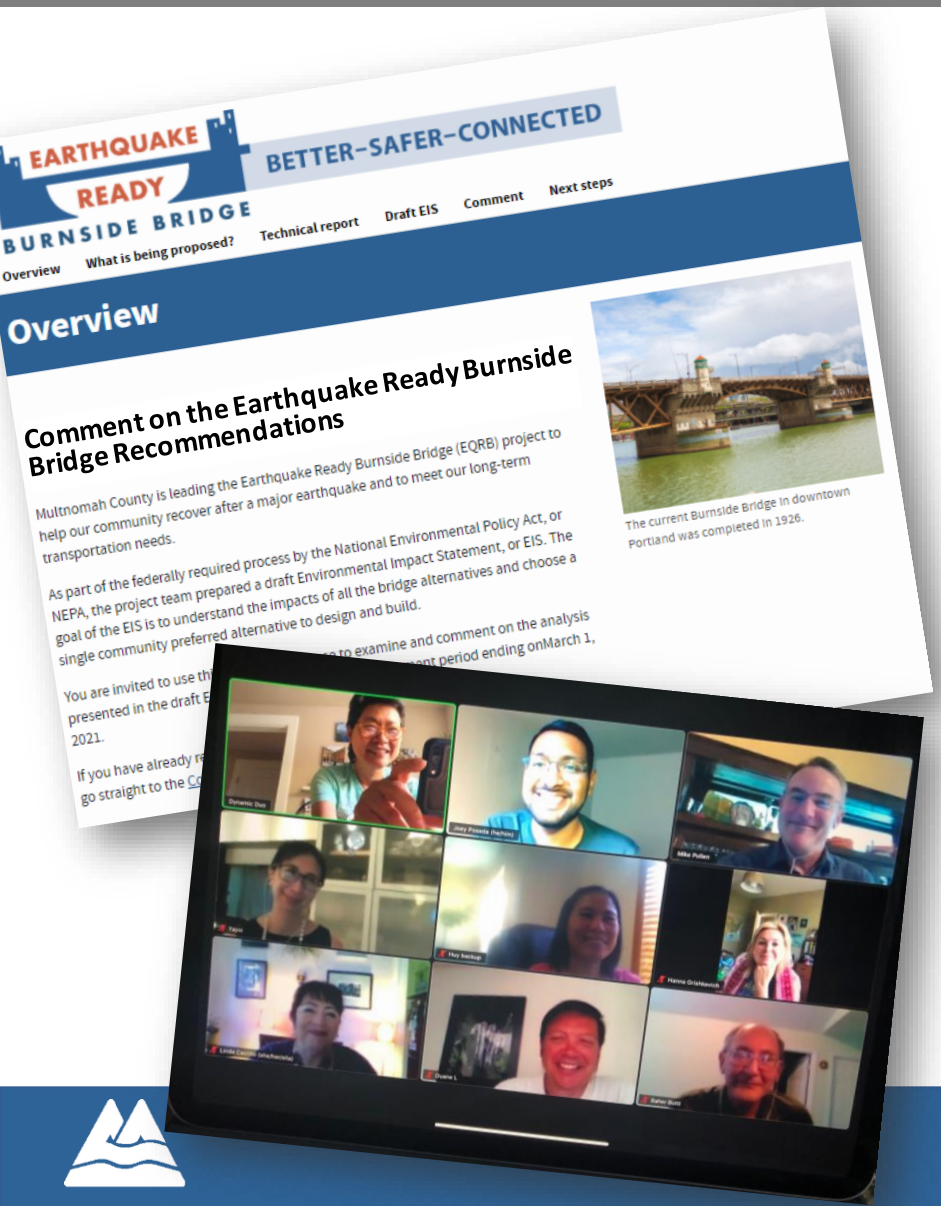
Anticipated METRO RTP Approval Process

	Meetings (Key Assumption: City Preferred Alternative Adoption = April, '22)	**Date**
Initial discussions and Public Comments	Metro Council Work Session	**March '22**
	MTAC – Introduce discussion	**April '22**
	DLCD Form 1 – 35 Days before Metro Council Public Hearing	**April '22**
	Public Comment period	**April - May '22**
	TPAC – Introduce discussion	**April '22**
	MPAC – Introduce discussion	**May '22**
	JPACT – Introduce discussion	**May '22**
	Metro Council Meeting – **Public hearing** as part of public comment period	**May '22**
LPA Adoption and RTP Amendment	MTAC – Request recommendation to MPAC	**June '22**
	TPAC – Request recommendation to JPACT	**June '22**
	MPAC – **Public invited to comment**. Request recommendation to Metro Council	**July '22**
	JPACT – **Public invited to comment**. Request recommendation to Metro Council	**July '22**
	Metro Council Meeting – **Public Hearing** / 1st Read of Ordinance	**July '22**
	Metro Council Meeting – **Adoption / Public invited to comment - Council Action**	**Aug '22**

DONE

Community Engagement

Mid-November to Mid-December 2021



Objective: Share revisions to the Preferred Alternative and seek community feedback.

Key Activities:

- Online Open House and Survey
- Virtual Briefings
- Video
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program

Workplan Update

SDEIS Publication and Comment Period: Early March to mid-April 2022

- **Similar format to DEIS but simplified content**
- **Refer to DEIS for information that has not changed:**
  - Purpose and Need
  - Detailed description of DEIS alternatives
  - Relevant Regulations and Affected Environment
  - Long-span impacts and mitigation that don't change
- **Focus on:**
  - Impacts from the refinements that differ from the DEIS Long-span
  - Compare/contrast with DEIS Long-span and No-Build
  - Update any federal regulatory progress (e.g., ESA and Section 106)

Community Engagement

SDEIS Publication and Comment Period: Early March to mid-April 2022

Objective: Share findings of the environmental analysis and allow for public review and comment on the SDEIS. 45-day comment period.

Key Activities:

- Online open house
- Briefings
- In-person hearing by appointment
- Voicemail, emails, comment form, snail mail
- E-newsletters, news releases and social media

Open Discussion

Next Steps

- **October 25 CTF Meeting:** CTF recommendation on package of Preferred Alternative refinements
- **November / December 2021 –** Share recommendations with public and seek community feedback (online open house and survey)
- **January 2022 CTF Meeting –** Share community feedback and confirm recommendations for Policy Group approval
- **January PG Meeting 2022 –** Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **March / April 2022 –** Publication of Supplemental Draft EIS and public comment period
- **July 2022 CTF Meeting –** Review SDEIS feedback and mitigation strategies. Celebrate conclusion of CTF work!
- **September 2022 –** Final EIS and Record of Decision

Closing Remarks

EARTHQUAKE READY BURNSIDE BRIDGE

Thank you!