



REPORT/RECOMMENDATION

To:	MAYOR AND COUNCIL	Agenda Item	Item No: <u>IV.H.</u>
From:	Wayne D. Houle, PE <i>WDH</i> City Engineer	<input checked="" type="checkbox"/>	Action
Date:	March 6, 2012	<input type="checkbox"/>	Discussion
		<input type="checkbox"/>	Information
Subject:	Resolution 2012-43 Setting April 3, 2012 Public Hearing for Municipal Consent – I494 Auxiliary Lane		

ACTION REQUESTED:

Set public hearing date of April 3, 2012, to consider adoption of the municipal consent for I494 auxiliary lane between northbound Interstate 35W entrance loop to westbound Interstate 494 and the exit ramp from westbound Interstate 494 to northbound Trunk Highway 100.

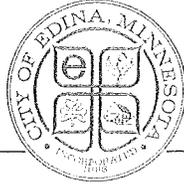
INFORMATION/BACKGROUND:

As per State Statutes, the Minnesota Department of Transportation (MNDOT) is required to submit a Municipal Consent Package for MNDOT projects that are proposed within a municipality and that affect certain operations of the transportation system. Attached you will find a letter from MNDOT outlining the city's responsibility along with supporting submittals. The Edina Transportation Commission (ETC) reviewed the preliminary bridge and roadway layout at their January 19, 2012, meeting and is expected to review the final layout at their March 15 meeting.

The bridge located across I494 at Xerxes Avenue will also be replaced at the same time as this project.

ATTACHMENTS:

- Resolution 2012-43
- February 8, 2012, Letter from MNDOT



**RESOLUTION NO. 2012-43
SETTING PUBLIC HEARING FOR MUNICIPAL CONSENT
FOR IMPROVEMENT OF I494 AUXILIARY LANE**

WHEREAS, the Minnesota Department of Transportation (MnDOT) is improving the I494 auxiliary lane between northbound Interstate 35W loop to westbound Interstate 494 and the exit ramp from westbound Interstate 494 to northbound Trunk Highway 100; and

WHEREAS, MnDOT is required to receive Municipal Consent for projects within a municipality that affect certain operations of the transportation system; and

WHEREAS, the Edina Transportation Commission (ETC) reviewed the preliminary bridge and roadway layout at their January 19, 2012, meeting and is expected to review the final layout at their March 15 meeting; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 3rd day of April, 2012, in the Council Chambers at City Hall at 7:00 p.m. to consider improvement of I494 and Xerxes Avenue Bridge; and

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearing and improvements as required by law.

Dated: March 6, 2012

Attest: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 6, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk



Minnesota Department of Transportation

1500 West County Road B2
Roseville, MN 55113

February 8, 2012



Mr. Wayne Houle
City of Edina –Director of Public Works
7450 Metro Boulevard
Edina, Minnesota 55439

RE: SP 2785-364 I-494 Municipal Consent

Dear Mr. Houle:

I am transmitting a copy of the staff approved layout for the above referenced project. This project provides for the construction of an auxiliary lane on Westbound Interstate 494 between the Northbound Interstate 35W entrance loop to Westbound Interstate 494 and the exit ramp from Westbound 494 to Northbound Trunk Highway 100. Two other projects are being developed in conjunction with this project that will replace the Xerxes Avenue Bridge over Interstate 494 and resurface Interstate 494 between Trunk Highway 100 and 24th Avenue. The project(s) are currently programmed for a June 8, 2012 letting.

Construction for the projects is anticipated to begin in the Fall of 2012 and be completed in the Fall of 2013.

The proposed project is being funded with Congestion Management/Safety Project funds and does not require any local participation

A project requires municipal consent if it alters access, increases or reduces traffic capacity, or the project requires the acquisition of right-of-way. This project is adding capacity to Westbound Interstate 494 and thus requires municipal consent. I have enclosed our guidance regarding the municipal consent process, all applicable laws that relate to municipal consent, a draft resolution for the proposed project, and a copy of the staff approved layout for the project.

I would be happy to assist the City of Edina in any way that I can throughout the process with presentations or otherwise. Please feel free to contact me at (651) 234-7726 at any time to discuss this process.

An Equal Opportunity Employer



Sincerely,

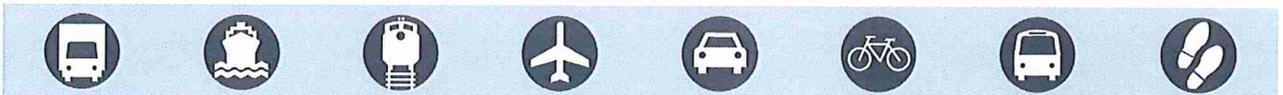


Scott A. Pedersen, P.E.

MnDOT Metropolitan District – Right of Way Engineer

Enclosures: Staff Approved Layout 1B
Sample Resolution
Guidance for Municipal Consent
Applicable Statutes regarding Municipal Consent

cc: John Griffith, West Area Manager
April Crocket, West Area Engineer
File.



Municipal Consent

Contact

Steve Ryan, P. E. steve.ryan@state.mn.us
Project and Process Guidance Engineer
Office of Technical Support
395 John Ireland Boulevard, MS 676
St. Paul, MN 55155
(651) 366-4675

Forms

For a generic layout-approval resolution for use by a municipality, see *Sample Resolution* in the Appendix.

Threshold Criteria

Municipal consent should only be requested from a city if it is required.

When Required

Municipal approval is required for any trunk highway project that results in any of the following within a municipality:

- Alters access,
- Increases or reduces traffic capacity, or
- Requires acquisition of permanent right-of-way.
- (Changing capacity means adding or reducing the number of through lanes. For example, adding auxiliary lanes is not a change in capacity).

Exceptions

Municipal consent is NOT required (regardless of impacts to access, capacity, or R/W) for projects needed for any of the following:

- Regulate traffic, or
- Install traffic control devices, or
- Other safety measures
- The term “other safety measures” refers to traffic safety measures. For example, the addition of a turn lane is a traffic safety measure; the replacement of a structurally-deficient or fracture-critical bridge is not.

Also, maintenance activities do not trigger the need for municipal consent.

Examples

Permanent Easements (such as Drainage Easements) **require** municipal consent (because they take permanent right-of-way).

Roundabouts are used for traffic regulation and as a safety measure, and thus are **exceptions** that do not require Municipal Consent even if they involve permanent right-of-way taking.

Roles and Procedures

Municipal consent should only be requested from a city if it is required. (See Threshold Criteria above).

Sometimes a city may choose to waive municipal consent on a specific project. In that case the city council must pass a resolution clearly identifying the project and waiving its right to municipal consent for that project. However, the typical municipal consent process is as outlined below.

Procedure (for obtaining municipal consent)

1. Mn/DOT (District) submits to the city the final layout with a letter requesting city approval. The letter includes a good faith cost estimate of the city's share of the project's cost and the following (either in the letter or in an attached report):
 - project purpose
 - route location
 - short description of the proposed design of the highway
 - any additional supporting data
2. City schedules and holds public hearing (within 60 days of submittal).
City must schedule within 15 days of receiving Mn/DOT's request for approval and must give 30 days public notice.
3. City passes resolution approving / disapproving (within 90 days of public hearing).
After 90 from the date of the public hearing, if the city has not passed a resolution disapproving the layout, the layout is deemed approved.

4. If city disapproves, Mn/DOT decides whether to:
 - a. Meet city's condition(s), assuming city approved with conditions:
Mn/DOT writes city a letter indicating this and attaches revised layout with change(s). This ends the MC process.
 - b. Go to the appeal process.
 - c. Stop the project (do not build the project, or scale project down so that municipal consent is no longer required).
5. If in the final plan Mn/DOT alters access, capacity or R/W, Mn/DOT must re-submit changed portion of plan for city's approval. (The city is not required to hold another public hearing and has 60 days to approve or disapprove).

City Approval

The city can approve either by a formal approval resolution (see generic resolution in Appendix), or by not passing a resolution disapproving the layout within 90 days of the public hearing.

The city's review – with regards to layout approval – is limited to the project elements in the final layout that are within the boundaries of that city. A city cannot impose a condition on its approval that is outside of the city's boundaries.

The process allows the city one opportunity to exercise approval or disapproval of the final layout (unless Mn/DOT alters the plan with regards to access, capacity, or right-of-way). Once a city approves the layout, it cannot rescind its approval later. If a city disapproves with conditions, and if Mn/DOT agrees to meet those conditions – and notifies the city in writing (including copy of revised layout) – then municipal consent has been obtained.

The municipal consent statute applies to changes on “any route on the trunk highway system lying within any municipality.” If a T.H. borders a city and no section of the T.H. is completely within the city limits, municipal consent is still required for any of the designated changes (access, capacity, or right-of-way) that do occur within that city. However, if the changes triggering the municipal consent process are on the other side of the T.H. – and thus outside the city's limits – then municipal consent is not required from that city and is not requested from that city.

City Disapproval

If a city disapproves the final layout, Mn/DOT can stop the project (or scale it back so that municipal consent is no longer required), or Mn/DOT can take the project to the appeal process.

If the city disapproves – but includes condition(s) for approval, Mn/DOT has the above options plus the option of meeting the city’s condition(s), and thus obtaining the city’s approval. To do this, Mn/DOT sends the city a letter to that effect with the layout attached (revised to show the change(s)). This completes the municipal consent process; Mn/DOT then has the city’s approval. (Sending the letter and revised layout is NOT a resubmittal for further consideration by the city).

Appeal Process

The appeal process is the same for interstate and non-interstate projects. However, the Mn/DOT Commissioner is not bound by the recommendations of the appeal board with respect to interstate highways.

If Mn/DOT decides to go to the appeal process, the first step is to establish an Appeal Board of three members: one member appointed by the Commissioner, one member appointed by the City Council, and a third member agreed upon by both the Commissioner and the City Council. (If a third member cannot be agreed upon, the Commissioner refers the selection to the chief justice of the Supreme Court, who then has 14 days to appoint the third member).

After the appeal board is established, the Commissioner refers the final layout to the Appeal Board. The Appeal Board then has 30 days to hold a hearing at which the Commissioner and the City Council may present their cases for or against approval of the layout. Within 60 days after the hearing, the Appeal Board must make its recommendation regarding the final layout. The recommendation can be:

- for approval, or
- for approval with modifications, or
- for disapproval.

The board can also make additional recommendations consistent with state and federal requirements as it deems appropriate. The board must submit a written report with its findings and recommendations to the Commissioner and the City Council.

Legal Basis

The Minnesota municipal consent statutes (see links below) were revised in the 2001 legislative session.

State Municipal Consent Statutes

Definitions	MN Statute 161.162
Highway Project Review	MN Statute 161.163
Final Layout Approval Process	MN Statute 161.164
Commissioner Action; Interstate Highways	MN Statute 161.165
Commissioner Action; Other Highways	MN Statute 161.166
Reimbursement of Expenses (for Appeal Board Members)	MN Statute 161.167

Helpful Links

[Mn/DOT](#)[Public Involvement](#)

Glossary

Municipality: A statutory or home rule charter city.

Municipal Consent: A municipality's approval of Mn/DOT's final layout for a project on a Trunk Highway when such approval is required by State Statute – see Threshold Criteria below. (Approval is by a resolution passed by the elected council of the municipality – the City Council).

Appendix

Municipal Consent Process
Sample City Resolution

Municipal Consent Process

Mn/DOT – HPDP/Scoping

Basic Process

1. Mn/DOT submits the final layout to the City with a letter requesting City approval of the layout.
2. The City holds public hearing within 60 days of Mn/DOT's submittal and gives a 30-day (minimum) public notice of the hearing. Mn/DOT presents the layout at the public hearing. **60 days**
3. The City Council passes a resolution approving / disapproving the layout (within 90 days of public hearing).
If after 90 days from the public hearing the City has not passed a resolution disapproving the layout, the layout is deemed approved. **90 days**
4. If the City approves, Mn/DOT can proceed with the project.
5. If the City disapproves, Mn/DOT's options are:
 - o Make the changes requested by the City (if any)
 - o Refer the layout to an Appeal Board
 - o Stop the project
 - o Modify the project so municipal consent is not required
 - o Prepare a new final layout and start the MC process over from beginning

Before Appeal: Total Maximum time = 150 days

Appeal Process

1. Mn/DOT notifies the City that it is appealing.
2. An Appeal Board of three persons is established:
 - o Mn/DOT appoints a member **Undefined time to establish appeal board**
 - o The City appoints a member
 - o Third member selected by mutual agreement between the City & Mn/DOT.
If they cannot agree, Mn/DOT requests the MN Chief Justice to select.
The Chief Justice appoints third member within 14 days of Mn/DOT's request. **14 days**
3. Mn/DOT refers the final layout to the Appeal Board. **Undefined time**
4. The Appeal Board holds a hearing (within 30 days of receiving final layout from Mn/DOT). The City and Mn/DOT each present their case. **30 days**
5. The Appeal Board makes its recommendation (within 60 days of the hearing):
 - o Approval, or
 - o Approval with modifications, or
 - o Disapproval of the final layout**60 days**
6. If the Board approves, Mn/DOT can proceed with the project.
7. If the Board disapproves, or approves with modifications, Mn/DOT's options are:
 - o Make recommended modifications (if any), and proceed with the project
 - o Stop the project
 - o Modify the project so municipal consent is not required
 - o Prepare a new final layout and start the MC process over from beginning
 - o If it is an Interstate Highway project, Mn/DOT may proceed with the project using the layout that was not approved (and sends a report to the City and the Appeal Board stating the reasons for doing so).

Maximum for Appeal Process = 104 days + (plus time to establish appeal board, etc.)

TOTAL Possible Time = 254 days +

NOTE: If final construction plans contain changes to access, capacity, or right-of-way from the layout approved by the City, Mn/DOT resubmits the changed portion of the plans to the City for approval. (City has 60 days to approve). This holds whether municipal consent was obtained through the basic MC process or through the appeal process.

2011 Minnesota Statutes

161.162 DEFINITIONS.

Subdivision 1. **Applicability.** The terms in sections 161.162 to 161.167 have the meanings given them in this section and section 160.02.

Subd. 2. **Final layout.** (a) "Final layout" means geometric layouts and supplemental drawings that show the location, character, dimensions, access, and explanatory information about the highway construction or improvement work being proposed. "Final layout" includes, where applicable, traffic lanes, shoulders, trails, intersections, signals, bridges, approximate right-of-way limits, existing ground line and proposed grade line of the highway, turn lanes, access points and closures, sidewalks, proposed design speed, noise walls, transit considerations, auxiliary lanes, interchange locations, interchange types, sensitive areas, existing right-of-way, traffic volume and turning movements, location of storm water drainage, location of municipal utilities, project schedule and estimated cost, and the name of the project manager.

(b) "Final layout" does not include a cost participation agreement. For purposes of this subdivision "cost participation agreement" means a document signed by the commissioner and the governing body of a municipality that states the costs of a highway construction project that will be paid by the municipality.

Subd. 3. **Final construction plan.** "Final construction plan" means the set of technical drawings for the construction or improvement of a trunk highway provided to contractors for bids.

Subd. 4. **Governing body.** "Governing body" means the elected council of a municipality.

Subd. 5. **Municipality.** "Municipality" means a statutory or home rule charter city.

History: 2001 c 191 s 3; 2002 c 364 s 3

2011 Minnesota Statutes

161.163 HIGHWAY PROJECT REVIEW.

Subdivision 1. **Projects requiring review.** Sections 161.162 to 161.167 apply only to projects that alter access, increase or reduce highway traffic capacity, or require acquisition of permanent rights-of-way.

Subd. 2. **Traffic safety measures.** Nothing contained in sections 161.162 to 161.167 limits the power of the commissioner to regulate traffic or install traffic-control devices or other safety measures on trunk highways located within municipalities regardless of their impact on access or traffic capacity or on the need for additional right-of-way.

Subd. 3. **Construction program.** Nothing contained in sections 161.162 to 161.167 limits the commissioner's discretion to determine priority and programming of trunk highway projects.

History: 2001 c 191 s 4

2011 Minnesota Statutes

161.164 FINAL LAYOUT APPROVAL PROCESS.

Subdivision 1. **Submission of final layout.** Before proceeding with the construction, reconstruction, or improvement of any route on the trunk highway system lying within any municipality, the commissioner shall submit to its governing body a final layout and project report covering the purpose, route location, and proposed design of the highway. The final layout must be submitted as part of a report containing any supporting data that the commissioner deems helpful to the governing body in reviewing the final layout submitted. The supporting data must include a good faith cost estimate of all the costs in which the governing body is expected to participate. The final layout must be submitted before final decisions are reached so that meaningful early input can be obtained from the municipality.

Subd. 2. **Governing body action.** (a) Within 15 days of receiving a final layout from the commissioner, the governing body shall schedule a public hearing on the final layout. The governing body shall, within 60 days of receiving a final layout from the commissioner, conduct a public hearing at which the Department of Transportation shall present the final layout for the project. The governing body shall give at least 30 days' notice of the public hearing.

(b) Within 90 days from the date of the public hearing, the governing body shall approve or disapprove the final layout in writing, as follows:

(1) If the governing body approves the final layout or does not disapprove the final layout in writing within 90 days, in which case the final layout is deemed to be approved, the commissioner may continue the project development.

(2) If the final construction plans contain changes in access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the governing body, the commissioner shall resubmit the portion of the final construction plans where changes were made to the governing body. The governing body must approve or disapprove the changes, in writing, within 60 days from the date the commissioner submits them.

(3) If the governing body disapproves the final layout, the commissioner may make modifications requested by the municipality, decide not to proceed with the project, or refer the final layout to an appeal board. The appeal board shall consist of one member appointed by the commissioner, one member appointed by the governing body, and a third member agreed upon by both the commissioner and the governing body. If the commissioner and the governing body cannot agree upon the third member, the chief justice of the Supreme Court shall appoint a third member within 14 days of the request of the commissioner to appoint the third member.

Subd. 3. **Appeal board.** Within 30 days after referral of the final layout, the appeal board shall hold a hearing at which the commissioner and the governing body may present the case for or against approval of the final layout referred. Not later than 60 days after the hearing, the appeal board shall recommend approval, recommend approval with modifications, or recommend disapproval of the final layout, making additional recommendations consistent with state and federal requirements as it deems appropriate. It shall submit a written report containing its findings and recommendations to the commissioner and the governing body.

History: 2001 c 191 s 5

2011 Minnesota Statutes

161.165 COMMISSIONER ACTION; INTERSTATE HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to interstate highways.

Subd. 2. **Action on approved final layout.** (a) If the appeal board recommends approval of the final layout or does not submit its findings and recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project.

(b) If the final construction plans change access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If, within 60 days, the appeal board recommends approval of the final layout with modifications, the commissioner may:

(1) prepare final construction plans with the recommended modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare final construction plans substantially similar to the final layout referred to the appeal board, and proceed with the project. The commissioner shall, before proceeding with the project, file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** (a) If, within 60 days, the appeal board recommends disapproval of the final layout, the commissioner may either:

(1) decide not to proceed with the project; or

(2) prepare final construction plans substantially similar to the final layout referred to the appeal board, notify the governing body and the appeal board, and proceed with the project. Before proceeding with the project, the commissioner shall file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 6

2011 Minnesota Statutes

161.166 COMMISSIONER ACTION; OTHER HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to trunk highways that are not interstate highways.

Subd. 2. **Action on approved final layout.** If the appeal board recommends approval of the final layout or does not submit its findings or recommendations within 60 days of the hearing, in which case the the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project. If the final construction plans change access or traffic capacity or require additional acquisition of right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plan that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If the appeal board approves the final layout with modifications, the commissioner may:

(1) prepare final construction plans including the modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare a new final layout and resubmit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** If the appeal board disapproves the final layout, the commissioner may:

(1) decide not to proceed with the project; or

(2) prepare a new final layout and submit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 7

2011 Minnesota Statutes

161.167 REIMBURSEMENT OF EXPENSES.

Members of the appeal board shall submit to the commissioner an itemized list of the expenses incurred in disposing of matters presented to them. The appeal board members shall be reimbursed for all reasonable expenses incurred by them in the performance of their duties. The commissioner shall pay these costs out of the trunk highway fund.

History: 2001 c 191 s 8

LAYOUT AND PROFILE No. 1B COPY No. _____
I-494 VICINITY OF BLOOMINGTON & RICHFIELD _____
FROM TH 100 TO I-35W _____

ADD AUXILIARY LANE ALONG I-494 WB _____
Prepared December 2011 Scale: Hor. 1 inch = 100 ft.
By S PEDERSEN/CB/RR _____

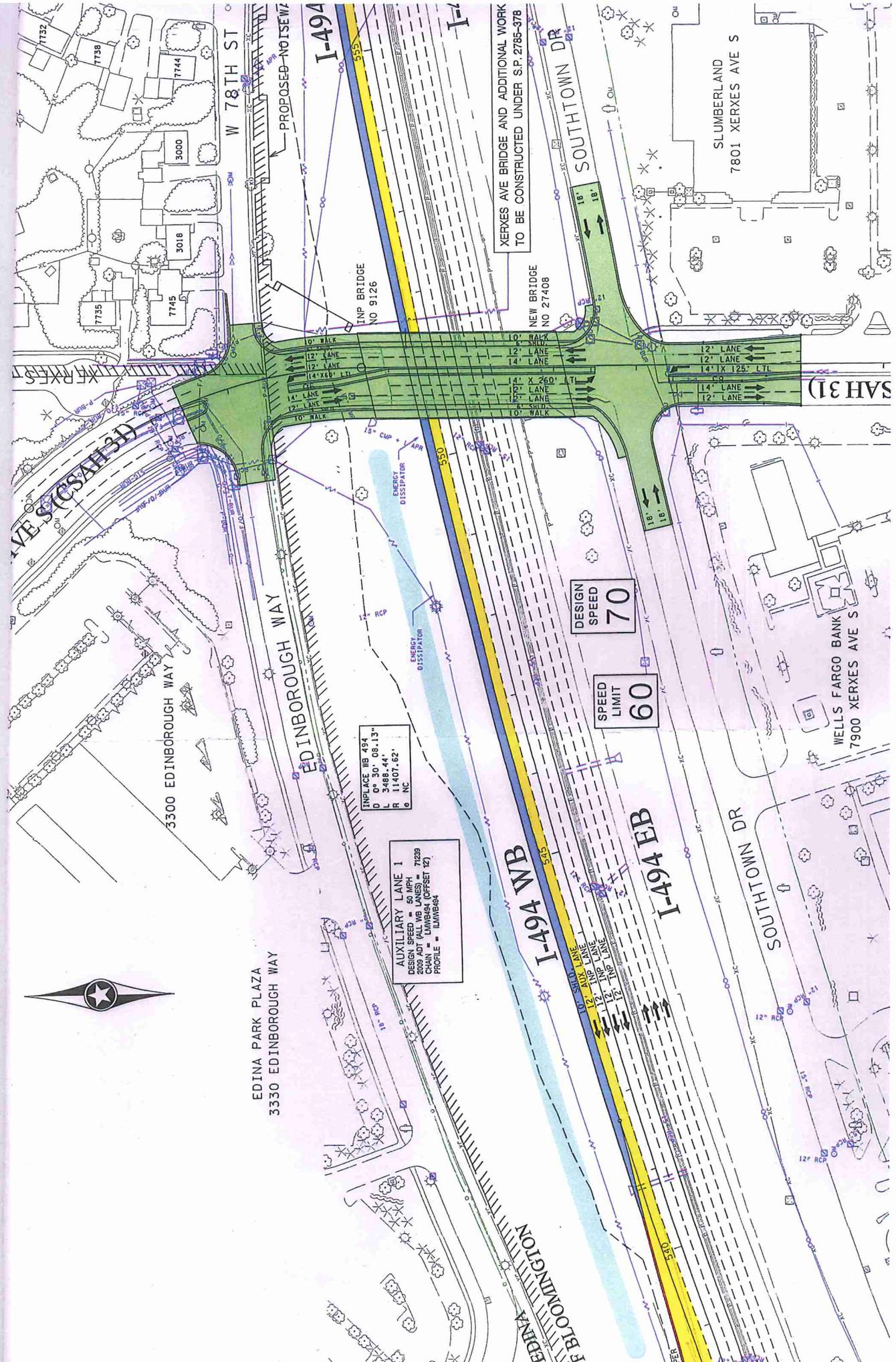
The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 02-01-2012 	The traffic volumes shown are estimated for year 2008-2009 OFFICE OF TRANSPORTATION DATA & ANALYSIS
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S.P. 2785-364 T.H. 494 A.J. T99765 PPMS Activity 1140 _____
S.P. _____ T.H. _____ A.J. _____ PPMS Activity _____
S.P. _____ T.H. _____ A.J. _____ PPMS Activity _____

Copy To: _____ For: _____



EDINA PARK PLAZA
3330 EDINBOROUGH WAY



INPLACE WB 494
D 0° 30' 08.13"
L 3488.44'
R 11407.62'
O NC

AUXILIARY LANE 1
DESIGN SPEED 50 MPH
DESIGN LANE WIDTH (ALL WB LANES) = 71239
CHAIN = L1MB494 (OFFSET 12)
PROFILE = L1MB464

DESIGN
SPEED
70

SPEED
LIMIT
60

I-494 WB

I-494 EB

XERXES AVE BRIDGE AND ADDITIONAL WORK
TO BE CONSTRUCTED UNDER S.P. 2785-378

IMP BRIDGE
NO 9126

NEW BRIDGE
NO 27408

SLUMBERLAND
7801 XERXES AVE S

WELLS FARGO BANK
7900 XERXES AVE S

W 78TH ST

SOUTHTOWN DR

EDINBOROUGH WAY

3300 EDINBOROUGH WAY

SOUTHTOWN DR

AVE STCSAIF 3D

SAH 3D