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I-25/Arapahoe Interchange Environmental Assessment

Public Meeting #1

# Comments Received Prior to Public Meeting #1



**I-25/Arapahoe Interchange**

*Environmental Assessment*

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April 14, 2010

To Whom It May Concern:

My husband and I are longtime residents of the Walnut Hills Community (28years). We have observed and weathered many changes over the years as government has tried to make improvements to our lives. Some have been an improvement - most have not. However, we have never felt so threatened as the controlling arm of "power" - our very own elected representatives - reaches deeply and willfully toward a move that would devalue of our property and our home.

This proposal is unthinkable especially as some of us are close to the end of our working and contributing years. We feel that this underpass could wield quite a blow to our ability to care for ourselves in the future, not to mention the safety of our neighborhood. Our homes represent a place where we can thrive in comfort and peace, as well as a significant portion of our financial worth that we have accumulated for our personal support in retirement. We want to remain self-reliant as we mature, but yanking the financial rug out from under us by allowing our homes to devalue for what government sees as "*a possible better good*" doesn't seem prudent or considerate of our needs.

In fact, this underpass project would seem to encourage more driving and less use of public transportation - a fairly anti-green stance for those who support global warming and pure air and guarding our precious resources for our posterity.

Indeed, this underpass is a **huge waste of money** - my money as a longtime taxpayer in the area! I do not support it; I do not want it! And like the expensive light rail train, it will not make that much difference where traffic is concerned - after all, who wants to drive through a dark, dingy tunnel when he could be above ground and in the bright Colorado sunshine?!?!? We need to come up with a better idea, not just an idea! We would do well to put our money (if we have that much just sitting around) back into the pockets of the taxpayers or into projects that would improve our schools and parks, our pot holes and our senior citizen centers.

Basically, this underpass road is an expensive idea that will do more damage than good and end up destroying the safety and quiet of the community it professes to serve. It is not worth the challenges and hardships it would create for those unfortunate enough to live nearby.

Find a better way or leave things as they are!

A handwritten signature in cursive script that reads "Joann James".

Joann James



DAVID EVANS  
AND ASSOCIATES INC.

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## TELEPHONE CONVERSATION RECORD

**DATE:** 4/13/10  
**PARTICIPANTS:** Leah Langerman (DEA); Mariane Henderson  
**SUBJECT:** EA Comments/Questions  
**PROJECT:** I-25/Arapahoe Interchange EA

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### Summary of Discussion:

- Leah explained plans for three public open houses and multiple stakeholder meetings, along with many ways to comment throughout the project.
  - Mariane plans to attend the April 15<sup>th</sup> public open house.
- Leah explained there is not already a preferred alternative, but that the previous studies lead to the recommendation of the Improved Partial Cloverleaf with Costilla Connection alternative. The EA study will investigate previously considered and newly considered alternatives before concluding which alternative is preferred.
  - Mariane noted her concern that the Improved Partial Cloverleaf with Costilla Connection alternative was already shown to Congress to obtain funding, and asked how the alternative could still be changed if they award funding.
- Mariane would like the origin-destination analysis completed. She thinks it is needed for the public and project team to come up with adequate solutions, and that it should have already been done.
- Mariane asked why the previously considered alternatives were eliminated. Leah directed her to view the public meeting graphics that will show summaries of this analysis.
- Mariane would like to know why projects are done in the order they are (especially the Broncos Parkway improvements). Leah noted this would be best found in Transportation Plans.
  - Leah will send Mariane links to as much related/background information as possible, including info about Transportation Plans for the area. Mariane also requested links from reputable sources documenting how often public opposition made a difference in a project's outcome.
  - Popular links will be posted to the project website.

P:\A\ARPC00000001\0300COM\I-25 Interchange\0310Internal\0315 Phone\tele rec Buck 100223.doc

-----Original Message-----

From: Beverly Moschel

Sent: Sunday, April 11, 2010 11:40 PM

To: bweimer@co.arapahoe.co.us; Joseph Hart

Subject: Comments regarding I25 Arapahoe Interchange

Sirs:

Regarding public meeting #1, the timing of this meeting does not appear to support optimal neighborhood stakeholder participation. Having an open house 4-7:30 on Tax Day limits participation for families with children, working citizens and those that are likely to be completing their tax forms for themselves or others. Why can't these meetings be conducted later in the evening or on weekends? My husband and I both are unable to attend due to our work schedules.

Regarding the actual plan, we object to the Costilla egress plan for the following reasons: The projected increase of 14-18,000 cars on Yosemite will greatly increase noise and emissions for our neighborhood. My own house backs up to Yosemite and there has already been significant noise and emissions since Park Meadows was built. It is often like trying to get on a race track exiting the neighborhood onto Yosemite in the morning and evening during rush hour. Police occasionally have speed traps set but they are at Costilla where a traffic light already slows traffic. They would find many more speeders currently if they were monitoring at E. Easter Place.

During winter months, the curves in the road become very icy and are difficult to maneuver. It does not make sense to increase traffic on a road that is known to be unsafe due to winter conditions.

Additional traffic is likely to lower community home values. My home's value is somewhat lower due to backing up to Yosemite. Additional traffic is likely to adversely impact the current value of my home and the rest of the community.

It is not clear why the egress has not been considered for the area north of Arapahoe road where there is more open space and less single home neighborhoods. It is more logical because there would be less disruption to our single home communities.

Please let me know if this communication will be added to the public comment documented on April 15th.

Thank you,

Beverly Hirsekorn

**From:** Diane Ware  
**Sent:** Tuesday, April 06, 2010 1:28 PM  
**To:** Leah Langerman  
**Subject:** I-25 & Arapahoe

April 5, 2010

Dear Sir or Madam,

Please include this entire letter in the record of the Environmental Assessment, including the two options below, which I formally request be included for study as options. In the event that only one option is allowed per citizen, then the first option is my choice for inclusion. If more than one option may be requested by a citizen, then I request both options listed below in bold print.

I am writing to voice my concerns over the proposal to build an underpass under I-25 which would empty out somewhere between Arapahoe Road and Dry Creek Road on Yosemite Street.

I'm concerned that the partial clover leaf with an underpass at Costilla has been presented as the "publicly preferred option" to C-DOT, and to members of Congress and others. I live very close to the involved area and was never notified of the Arapahoe Road Corridor Study or the underpass or cloverleaf study. The Walnut Hills Civic Association, in the neighborhood directly across Yosemite where the underpass would point the 14,000 to 18,000 cars a day, has voted to oppose the underpass and informed the Coalition in writing.

I don't feel I have had an opportunity to express an opinion or have any input as part of the "public process," so it is not accurate to describe the underpass as part of the "publicly preferred option." **I do not believe that the citizens have been given the opportunity to express their true opinions as to the options available before the Corridor Study deemed the underpass as the "publicly preferred option."**

I believe that the congestion at the I-25 *interchange* merits study to ease a situation that will likely only get worse as time goes by. I don't believe that an *underpass* is a necessary or appropriate part of the solution.

**I request that the following options be included for study in the Environmental Assessment:**

- 1. An improved partial cloverleaf WITHOUT an underpass.**
- 2. A single point urban interchange WITHOUT an underpass.**

I would hope that representatives elected by the citizens of Arapahoe County will take the time to listen to the "public." This does not seem to be the case with this issue at the present time.

Sincerely,

Diane Ware

**From:** ANDY KAREN BOUDREAU  
**Sent:** Monday, March 08, 2010 3:54 PM  
**To:** Leah Langerman  
**Subject:** RE: I-25/Arapahoe EA Project Underway

Hi Leah,  
Thank you for this information. Is it possible to move the start time to some time after 5pm when many people get out of work?  
Regards, Karen Boudreau

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**Subject:** I-25/Arapahoe EA Project Underway  
**Date:** Mon, 8 Mar 2010 12:32:23 -0800  
**From:** LLangerman@deainc.com  
**To:** LLangerman@deainc.com

The I-25/Arapahoe Road Interchange Environmental Assessment (EA) project is now underway. Please visit the new project website for an overview of the project: [www.I25ArapahoeRoadEA.com](http://www.I25ArapahoeRoadEA.com)

The first public meeting is planned for Thursday, April 15th from 4:00 - 7:30 PM at Good Shepherd Episcopal Church on Dry Creek Road. Details about the meeting will be sent in a few weeks.

This project is being conducted following the guidelines of the National Environmental Policy Act (NEPA). A PDF of "A Citizen's Guide to the NEPA - Having Your Voice Heard" is attached. This document was developed by the federal government to provide citizens with an overview of the NEPA process. Since NEPA applies to a very wide range of federal actions, this document does not exclusively focus on transportation projects. However, it describes how the environmental review process under NEPA provides an opportunity for you to be involved in the federal agency decision-making process.

We look forward to working with you to identify the best possible solution for improvements to the I-25/Arapahoe Road Interchange. Thank you in advance for your involvement.

Sincerely,

**Leah Langerman**  
Community Outreach Coordinator  
David Evans and Associates, Inc.  
1331 17th Street, Suite 900  
Denver, CO 80202  
720-225-4651 direct line  
720-946-0973 fax  
llangerman@deainc.com

*If you would prefer not to receive future updates about this project, or know of someone that would like to be added to the list, please respond to this email with your request.*



DAVID EVANS  
AND ASSOCIATES INC.

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## TELEPHONE CONVERSATION RECORD

**DATE:** 2/23/10  
**PARTICIPANTS:** Leah Langerman (DEA); Dave Buck  
**SUBJECT:** EA Overview  
**PROJECTS:** I-25/Arapahoe Interchange EA

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- Dave asked for an overview of the Arapahoe Road Corridor Study and the EA project.
- Dave requested a copy of the graphic from the System Level Feasibility Study of the Improved Partial Cloverleaf Interchange with the Costilla Underpass. (Leah emailed this to Dave later the same day.)
- Dave volunteered to distribute project information at his commercial real estate office. Leah added Dave to the electronic mailing list and explained the schedule for notifications and public meetings.

Jeff Brasel, AICP  
Principal Planner  
303.754.3356  
www.centennialcolorado.com

On 2/19/10 8:48 AM

Hi Jeff:

First, thanks for the meeting: glad my points of contact were clarified, and thanks for the concept plan for 25 Arapahoe Yosemite.

Long range planning:

1. What are the thoughts as to rail/APM extending east parallel to Arapahoe ?  
Seems it should be considered with the Costella underpass link. Perhaps a future Light Rail ? or APM: extending to Centennial airport ? and Arapahoe County Justice Center ?
2. The current 25/Arapahoe intersection study: by David Ellis: Joe Hart.  
I met with Joe last month: and discussed the connector road thru this area: connecting to Yosemite...Joe stated City needs to decide to endorse the route/plan...so he can include it in his study. Otherwise: the Feds won't consider funding, and it will become a City and landowners responsibility. What are the plans to get this accomplished, over the next few months ?
3. Hotel potential: I will have some hotel planning and sketch plan in a month.  
Has the City done any hotel/events center study ? any list of events/conference facilities potential users?

Thanks for your thoughts on these items,

Best regards,

Rod Brown  
Brown Development

# Jester Gibson & Moore, LLP

## Legal Counsel

January 8, 2010

**Via e-mail and Regular U.S. Mail**

Ms. Leah Langerman  
David Evans and Associates, Inc.  
1331 17<sup>th</sup> Street, Suite 900  
Denver, CO 80202  
Email: [lamu@dea.com](mailto:lamu@dea.com)

Mr. Bryan Weimer  
Arapahoe County Department of Public Works  
10730 East Briarwood Avenue  
Centennial, CO 80120  
Email: [bweimer@co.arapahoe.co.us](mailto:bweimer@co.arapahoe.co.us)

Re: The Environmental Assessment ("Assessment") pursuant to NEPA for the proposed I-25 Corridor to Parker Road Project

Dear Ms. Langerman and Mr. Weimer:

This firm represents Malas Colorado Holdings, LLC C/O The Dana Group (hereinafter "Dana"), which owns the Class A Commercial Office Building known as One Southgate, located at 6892 S. Yosemite Court, Centennial, Colorado 80112 ("One Southgate"). As you know, the present proposal being reviewed pursuant to the Assessment contemplates the construction of an underpass on Costilla Avenue that would result in the taking and razing of One Southgate.

I am writing on behalf of Dana for two purposes: (i) to express its opposition to any underpass or extension of Costilla; or, in the alternative (ii) to propose an alternative to the present Costilla proposal to be investigated pursuant to the Assessment.

Dana is opposed to the present Costilla proposal for a number of reasons. First, Dana has invested years of hard work and millions of dollars in interior and exterior improvements in One Southgate, which is now a 90,000 square foot Class A Building. Both One Southgate and its tenants will be required to relocate at considerable expense if the underpass is constructed as planned amounting to the financial waste of an eight figure investment. Second, consistent with the vast majority of the residents in the Walnut Hills and Hunter's Hills neighborhoods, we believe that the planned underpass will create considerable traffic and congestion problems and undoubtedly increase the number of cars diverting through an already overburdened residential

neighborhood in Walnut Hills and Hunter's Hills thereby decreasing public safety and driving down property values. Third, despite its exorbitant cost, the underpass, even taken in conjunction with the proposed I-25/Arapahoe improvements, will not solve the underlying interchange problems resulting from County Line, Dry Creek, Quebec and Bellevue Roads not extending through to Parker Road. Essentially, the proposed construction of an underpass constitutes a road to nowhere and ignores the basic problem that through-traffic from County Line, Dry Creek, Quebec and Bellevue Roads is diverted to a single road, Arapahoe, which was never intended to accommodate such traffic volumes.


With that said, Dana is mindful that the traffic issue at the Arapahoe/I-25 interchange is a complex issue involving multiple municipalities and the underpass may prove to be one (1) component that proves indispensable to obtaining consensus and addressing the issue. To that end, Dana has a superior proposal for an underpass along Costilla, which is depicted in the attached photographs. The Dana proposal is superior to the present proposal for at least three reasons. First, our proposal avoids the need to take or destroy any buildings on the west side of I-25, which has the additional advantage of reducing the costs of the project and lessening the burden of public financing. Second, under our proposal, S. Alton Way would be blocked east of Yosemite, thereby enhancing public safety by preventing the vehicles from directly entering the Walnut Hills and Hunter's Hills neighborhoods. Third, our proposal would direct traffic South along S. Alton Way. As such, it would reduce additional congestion along Arapahoe, funnel traffic through the small businesses located along S. Alton Way thereby enhancing business property values in the County of Arapahoe and the City of Centennial and thus their collective tax base.

Please consider this Dana's formal request to include its alternative proposal as part of the Environmental Assessment that you are performing pursuant to NEPA.

Thank you in advance for your consideration. Please do not hesitate to contact me if you have any questions or if you need any additional information.

Sincerely,

JESTER GIBSON & MOORE, LLP

  
Jay S. Jester

cc: The Dana Group



**UNDERPASS ALTERNATIVE**

# COSTILLA UNDERPASS ALTERNATIVE



S. ALTON WAY

## WALNUT HILLS CIVIC ASSOCIATION

P.O. BOX 3436  
ENGLEWOOD, COLORADO 80155

11 November 2009

Dave Zelenok  
Director, Public Works  
City of Centennial  
13133 E. Arapahoe Rd.  
Centennial, CO 80111

Bryan Weimer  
Transportation Division Manager  
Arapahoe County  
Public Works and Development  
10730 E. Birarwood Ave.  
Centennial, CO 80112

Dave and Bryan,

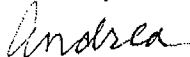
This letter is to inform the City of Centennial and Arapahoe County of the decision of the Walnut Hills Civic Association's Board of Directors.

The Walnut Hills Civic Association Board of Directors held its monthly meeting on 8 October. Twelve of fourteen Board members were present, as well as seven residents of Walnut Hills. Our Association is a voluntary organization whose membership is just over half of the 1,177 homes in the Walnut Hills neighborhood.

Our final topic of discussion for the Board meeting was the Costilla underpass of I-25 just south of Arapahoe Rd. At our 10 September Board meeting, Mr. Bryan Weimer, Arapahoe County Transportation Division Manager, presented the proposed plan for the Environmental Assessment of the Arapahoe Rd./I-25 improvement project. That project includes an underpass of I-25 to relieve traffic from the bottleneck under I-25 on Arapahoe Rd.

After a brief discussion, Mr. Frank Haskett made a motion that the Walnut Hills Board of Directors take an official stand in opposition to the Costilla underpass part of the project. This motion was seconded by Mr. Brian Pankau. The result of the vote was seven in favor and five opposed. The motion passed. As the Chair, I was then instructed to write a letter informing the City and Arapahoe County of our vote.

Sincerely,



Andrea Suhaka,  
Chair, Walnut Hills Civic Association  
[www.walnuthillscolorado.org](http://www.walnuthillscolorado.org)

cc: Jacque Wedding-Scott, City Manager

**From:** Donna Urban  
**Sent:** Sunday, October 25, 2009 6:01 PM  
**To:** Stockinger, Herman  
**Subject:** Arapahoe Rd./I25 Underpass

Dear Mr. Stockinger,

I live in Centennial, Colorado in the Walnut Hills neighborhood, which is right off of I25 and Arapahoe Road. Recently I was made aware of plans to build an underpass which would run from Costilla Ave. (east of I25) under the highway to Yosemite Street (west of I25). Apparently one of the proposals is to build the underpass so that it comes right off of Alton Way onto Yosemite Street. However, Alton Way extends right onto Briarwood Blvd., which is directly into the residential area of Walnut Hills. For many reasons, this is a bad idea. However, it is especially frightening to think of the volumes of people coming into the area. I've been hearing some estimates of the increase in traffic and it would significantly alter the quality of life for the residents, as well as cause safety concerns.

This underpass has been in the works for some time (since 2007, I believe). However, many residents of the area were only made aware of the significance of this recently, as recent as last month! The mayor of Centennial insists they did a thorough job of warning us about this. However, there are large numbers of people who did not know this was happening, especially the Alton Way proposal.

Currently, there is an environmental assessment underway. I can only hope that it will show that this would have a devastating effect on my neighborhood. I'm writing you to in hopes of gaining support for my neighborhood and this cause. There must be another option to ease traffic on Arapahoe Road, and it should not be to the detriment of Walnut Hills.

Donna J. Urban

Ashburn comment 091012.txt

From: Chris Ashburn

Sent: Monday, October 12, 2009 6:07 PM

To: Leah Langerman

Subject: Arapahoe Rd Corridor Comment

I tried to leave a comment on the Arapahoe Rd. Corridor Project but the link is broken. Please pass along my suggestion:

"I think if you added more right turn only lanes it would relieve a lot of the congestion.

So many times the right lane gets bogged down with cars turning right and then other cars try to move left so they jam up the other lanes."

Thank You

~Chris Ashburn~

**From:** Bryan Weimer [BWeimer@co.arapahoe.co.us]

**Sent:** Thursday, September 10, 2009 6:29 PM

**To:** Joseph Hart

**Cc:** Leah Langerman; Dave Zelenok

**Subject:** I-25/Arapahoe Barrett Travis Call

The following is my summary of discussion with Mr. Travis for the record

Barrett Travis lives in Walnut Hills and has been hearing all sort of things about I-25 and Arapahoe Road interchange and future crossings of I-25. His primary goal is to help facilitate the truth since there are scare tactics going on related to the project and felt he could help disseminate the facts about the project and the process.

Said he had heard/read that Public Works Director from Centennial was suggesting alternatives that would tie to Alton Way.

I provided him history of the I-25/Arapahoe Interchange being a part of the Arapahoe Road Corridor Study

I explained NEPA (EIS, EA, CatEX), PEL, and System Feasibility Study for interchange. These studies are all needed because of the federal/state nature of the project (funding and road jurisdiction). Told him the County is leading the project because they felt that it would be needed after T-REX since T-REX did not address the problem and as such pursued Federal dollars to perform the studies (ie Corridor & System Feasibility Study and NEPA process).

Explained that after evaluation of numerous alternatives for improvements at I-25 & Arapahoe Interchange a locally preferred alternative was chosen which was a partial cloverleaf design with Costilla Connection.

Explained that the Project Team had not recommended any connections to Alton Way because from a cursory look 1) the further south of Arapahoe you go, the less benefit the connections provides to the interchange, 2) Alton Way is not designed to carry such traffic, 3) felt that geometrics would not allow such (Clinton and Alton Way too close to I-25 to allow for adequate grades and connections to occur), 3) traffic on Alton Way would be across from residential streets (ie. Xanthia and Briarwood) thereby increasing cut through potential. Told him that Project Team was unaware until after Centennial City Council meeting that any other alternative for crossing I-25 other than Costilla was being considered or suggested. His concern is to not have cut through traffic in Walnut Hills/Hunter Hills area.

Told him that 2030 modeling showed that up to 60% of the daily traffic on a Costilla Connection (Recommended plan shows 14K) would be from the area bounded by Quebec on the West and Havana on the East indicated that the user would be making short trips and staying out of the interchange proper. More regional trips will still use Arapahoe Road. I used the example of Walnut Hills resident wanting to shop at Target would most likely use Costilla as opposed to using Arapahoe Road.

Explained that Corridor Study had 4 Public Meetings over a 2-year period and that we received comments from the public for and against Costilla and Interchange options. However, the majority of comments we received were support for partial cloverleaf with Costilla connection.

Explained that although we have a locally preferred alternative that fine tuning and/or alternatives will be explored/evaluated with the EA. Explained NEPA and predetermining outcome of the study and that process does not allow precluding/excluding alternatives as brought up during the process. Therefore could not specifically excluding evaluation of the Alton Way alts, but would not include them unless someone brings up as a viable alternative to consider. Indicate that the City has voted already to not bring up Alton Way alts, but others may during the process. He asked how the Alton Way alts could be eliminated from consideration and I told him that if no one brought it up we would likely not evaluate them. However, if someone asked for them to be considered them we would have to evaluate them relative to purpose and need of the project. At this point the Costilla alignment is the only crossing of I-25 being considered

Told him that I would much rather get the facts out to the public since the process has been transparent and that the EA process will be the same with 3 public meetings and numerous other one on one meetings anticipated in the scope. Therefore, public will have time over the next 12- 18 months to provide input. The Corridor/Feasibility Study was done at a high level and EA will get more detailed (I used example of Costilla alignment and impacts on building as well as Yosemite/Costilla intersection design).

Explained that these are just the first steps in the process for implementation and more time and money will be needed to implement whatever improvements are recommended. Gave example and timeframe for Arapahoe/parker interchange.

He appreciated the facts and will make calls to help disseminate the information and would like to see information published in their HOA newsletter. He said he plans to attend HOA Board Meeting tonight.

His contact information is:  
Barrett Travis

Wife's name is Deidrea and she is willing to help distribute info as well.

Thanks -  
Bryan D. Weimer, Division Manager  
Transportation Division

Arapahoe County Public Works  
10730 East Briarwood Avenue, Suite 100  
Centennial, Colorado 80112-3853

Ph No: (720) 874-6500  
Fax No: (303) 794-3201  
e-mail: [BWeimer@co.arapahoe.co.us](mailto:BWeimer@co.arapahoe.co.us)

## WEBSITE COMMENTS

Name	Primary Interest		Primary Interchange Use	How Often?	Comments	Rate Website	Date Submitted
L Woodruff	other		job	daily		good	3/8/2010 16:33
Karen Boudreau	resident	I have lived in Walnut Hills since 1990 and do not want to see the quality of life here reduced even more.	errands	daily	The Costilla underpass does not solve a traffic problem, it only moves it off the highway for the neighborhood to deal with it.	excellent	3/8/2010 17:50
Sharon Nash	resident	Neighborhood traffic / Safety	commute	daily	I believe any bypass traffic should be directed towards the RTD parking garage area as it is already non-residential and would direct traffic to that station for for easy access to the light rail as well as keep traffic farther from single family residential areas/children.		3/17/2010 21:46
Michael P. Weber	resident	Being a resident of Walnut Hills I have to utilize this interchange. I'm very aware of the traffic congestion on Arapahoe Road.	errands	frequently	I'm in favor of the Costilla Underpass as a very realistic and viable alternative. It will ultimately alleviate the current congestion with the least impact. As a local resident I would utilize the Costilla underpass for East-West travel to avoid the current congestion at the Arapahoe Rd/I-25 Interchange.	good	4/2/2010 18:34
John & Dianna Lanpher	resident	more efficient traffic flow	job	frequently	Do not increase traffic thru Walnut Hills Development.	good	4/5/2010 18:25
Betty and John Folely	resident		commute	daily	I don't see how this underpass will solve the traffic issue at Arapahoe Rd and I-25, because the traffic will come to the intersection of Yosemite and Arapahoe Rd which is already a very busy intersection. Another 14000 to 18000 vehicles in that intersection a day would be overwhelming! This is not a solution. How about widening Dry Creek Rd or Orchard Rd?	more info	4/6/2010 23:35
Glenn & Jeannie Gillette	resident	More often than crossing the interchange, the backups clutter the areas we normally drive	errands	seldom	Not yet. Came here to get on mailing list.	good	4/9/2010 9:37