



# Documentation of Virtual Project Update

## **Project Location**

Hardin County

State Highway (SH) 105

CSJ: 0339-04-036

## **Project Limits**

0.1-miles East of SH 326 to Pine Island Bayou

## **Meeting Location**

Virtual Project Update

## **Meeting Date and Time**

November 12 – 27, 2024

## **Total Number of Commenters**

5 (6 total comments)

## **Contents**

- A. Comment Response Matrix
- B. Notices Provided
- C. Comments Received

## A. Comment Response Matrix

The deadline for receiving comments was Wednesday, November 27, 2024. Six (6) comments were received and were directly responded to by TxDOT staff. The comment/response matrix is included in the table below.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Ernie Ericsson	November 14, 2024	Email	What's the impact to Coon Marsh gully? The gully project prior to hurricane Harvey was supposed to install an additional square culvert at pinewood boulevard. Didn't happen. Now, heavy rains back up coon marsh gully inside Countrywood Estates. Additional waters to the gully only worsens drainage. We see that presently after the county dug the ditches inside Countrywood Estates. Waters move out of homeowner properties fairly quickly, but the gully backs up. I live on the gully. Happy to discuss.	Upon completion, the proposed project will not impact Coon Marsh Gully beyond the boundaries of the existing TxDOT right-of-way. Additionally, the SH 105 project does not direct additional waters to Coon Marsh Gully. The referenced culvert for Coon Marsh Gully under Pinewood Boulevard is outside the limits of TxDOT's jurisdiction and the SH 105 project.
2	Kerry Trest	November 19, 2024	Email	How do I get to the new video to see?	There is no new video available at this time. TxDOT previously conducted two public outreach events associated with the SH 105 project, with one event on May 2, 2019 and the other event on November 18, 2021. The November 18, 2021 event did have a link to a pre-recorded video, but that video link has been removed because it is out of date and no longer active. If you are still interested, the November 18, 2021 presentation and script can be found at the following internet webpage address – <a href="https://www.txdot.gov/projects/hearings-meetings/beatmont/archive/102521.html">https://www.txdot.gov/projects/hearings-meetings/beatmont/archive/102521.html</a> . Additional information regarding the SH 105 project will be provided at the virtual public hearing with in-person option in mid-2025.
3	Edwin Billot	November 20, 2024	Email	This new design is way better than the pointless grassy median in my opinion.  Hopefully less of the trees will be cut down on my side, even if I do lose the land. Seems like the median is now smaller than the grassy median was going to be. I also think this is hugely unfair that	Thank you for the comments on the revised design.  The revised SH 105 design has been developed to minimize the effect on all adjacent landowners to the maximum extent practicable. Unfortunately, right-of-way acquisition decisions are not solely based on whether a house or

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>more of my land on the south side of the hwy is being taken than the north side. Makes absolutely no sense why more of my land should be taken when it could be split in half. Half mine and half to the people who own the north side. Very unfair. There aren't even any houses close to the road on the north side, making this decision even more ignorant. I guess the DOT knows someone living on the north side or something, unfortunately I'm not in that club. And I don't want to hear it costs more to move utility poles and stuff. Government gives hundreds of billions to other projects and countries, they can afford to move some utilities or underground pipes or whatever is needed. This is pathetic! I would gladly give up the pennies the state is giving me to keep my land or at least lose 33' instead of a full 65' if the construction was shifted over north fairly. or at least give us a ton of money for taking our land and making the hwy closer than I ever anticipated being to it while building my house. You guys should have thrown 200k or 300k or something huge for taking our land. I mean the gov gives Ukraine hundreds of billions. But me? I give up my land and I get a lousy 55k payment? Incredible. Huge learning lesson about how unfair this kind of stuff is.</p>	<p>business is located on a property or not. In the case of SH 105 potential property acquisitions, many factors had to be considered such as enhanced safety, improved drainage, and overall geometry of the improved roadway.</p> <p>TxDOT's Landowner Bill of Rights and resources can be found at the following internet webpage address – <a href="https://www.txdot.gov/business/right-of-way/landowner-bill-of-rights.html">https://www.txdot.gov/business/right-of-way/landowner-bill-of-rights.html</a>.</p>
4	Edwin Billot	November 21, 2024	Email	Also, I have never once seen a bike rider or jogger on the road in the rural side. No need for that. More land taken from me that doesn't need to be taken for that extra room.	Updated federal criteria requires TxDOT to accommodate safe spaces for bicycles and pedestrians as a part of the SH 105 project. Additional information can be found at the following internet webpage address – <a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/</a>
5	Bryan Lawrence	November 26, 2024	Email	When are the new ROW markers going to be placed?	New markers will be placed where right-of-way changes occur during construction. Besides these locations, there are no plans of remarking the unaffected markers on SH 105.
6	Arnold Pierce	November 26, 2024	Email	My name is Arnold Pierce and a resident of Countrywood Estates since 1991. I am also a Professional Civil Engineer [REDACTED] with design	Thank you, Mr. Pierce, for your detailed review and professional insights regarding the SH 105 project.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>experience in Transportation and Drainage Improvements.</p> <p>I have reviewed the limited available Updated TxDOT Design Documents consisting of four schematics and the Environmental Executive Summary, for the above referenced project. These documents did not include any additional design plans.</p> <p>Based on the schematics, in my opinion the revised Updated SH 105 Project's five lane Roadway Cross Section (with continuous left turn lane median and dual use Shoulders) is the most cost effective and safest design possible for the site conditions of this project. I would suggest that the ten feet shoulders for the "Rural Sections" be increased to provide "dual use" for Freight Truck and Bicycle safe usage.</p> <p>Additionally, I would strongly recommend that the design Roadway Elevations be raised to eliminate the existing SH 105 flood prone areas to allow westward evacuation during severe weather.</p> <p>The SH 105 Project's Executive Summary for the Drainage Improvements were very limited. Previous comments were provided in November 2021, by myself and others, concerning the (existing) multiple Storm water Drainage Outfalls, natural tributaries that flows from the SH 105 into the Little Pine Island Bayou, that serve the entire Project's Drainage Runoff Area. Some of which have existing TxDOT Easements that are undersized and never</p>	<p>The four schematics are the most up to date information that TxDOT can provide at this time. Additional information regarding the SH 105 project will be provided at the virtual public hearing with in-person option in mid-2025.</p> <p>The proposed 10 foot wide shoulders for the "rural sections" of SH 105 have been designed to meet approved TxDOT design criteria for a roadway like SH 105 and provide a safe place for bicycles and pedestrians to use. The two additional proposed travel lanes in each direction allow for the efficient movement of both freight and passenger vehicles without the need for additional roadway travel lanes.</p> <p>Regarding your recommendation to raise the roadway elevations to address flood-prone areas, the proposed geometric profile has been designed while implementing analyzed water-surfaces elevations following TxDOT's hydraulic design manual for highways like SH 105. Thank you again for your valuable input and for taking the time to review and share your expertise. We remain committed to implementing a design that best serves the community's safety and transportation needs.</p> <p>Thank you for your feedback and for highlighting critical drainage concerns regarding the SH 105 project. We appreciate your insight into the project. This project's drainage facilities have been designed while implementing TxDOT's hydraulic design manual for this highway's functional classification within the right-of-way and easements owned by TxDOT. Any of the areas discussed beyond these limits are outside of the proposed project.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>maintained. Upgrading these (existing) easements and acquiring additional Drainage Easements with upgraded capacities and facilities for (maintenance) ingress/egress would be great. The (unknown) existing Drainage Outfall ditch shown on Schematics 3&amp;4 at the intersection of SH 105 and Pinewood Blvd. (NE 75 feet) is known as "Clay Gully". This Clay Gully is the main Stormwater Drainage Outfall for the entire surrounding Drainage Area. Major Improvements to this Clay Gully by this TXDOT Project is critical for tailwater stormwater runoff. In my opinion, the most important design consideration of all these Drainage Outfalls is the conservative allocation of the design Hydraulic Gradient. Due to the relatively "Flat Topography " of this Project's Drainage Area, keeping available Gradient available for the Tailwater Stormwater Runoff is imperative.</p> <p>Finally, as you know, major revisions to the EPA Rules and Regulations are forthcoming, that will greatly redefine the "Waters of the United States " and the associated "Wetlands Delineation" limits. Coordination of this Project's Environmental Impact Statement (EIS), should simplify both the Drainage Design and subsequent Construction.</p> <p>I fully support this TxDOT SH 105 Project Improvements (with recommendations) and appreciate this opportunity to comment and hopefully help contribute to it's successful construction.</p>	<p>TxDOT is aware of the changing rules and regulations regarding waters of the United States and wetland delineation. The analysis conducted to date has been completed in accordance with the most recent federal and state rules and regulations. This analysis has been incorporated into the new SH 105 proposed project design.</p> <p>Thank you for the comments on the revised design.</p>

## B. Notices Provided

TxDOT conducted a Virtual Project Update by posting updated information on the Beaumont District webpage under the Projects and Studies weblink. The Virtual Project Update can be found on the TxDOT website at <https://www.txdot.gov/projects/projects-studies/beatmont/sh105-improvement-project.html>. The general public was notified by an email blast and social medial alerts to those individuals signed up to receive project-related information.

### SH 105 Project Internet Webpage Update November 12, 2024

12/26/24, 11:38 AM

SH 105 Improvement Project



[< Beaumont](#)

# SH 105 Improvement Project

 **Project update below**



## Project overview

TxDOT Beaumont District is proposing to widen SH 105 in Hardin County, Texas from 0.1 mile east of SH 326 in Sour Lake to Pine Island Bayou near Bevil Oaks. The corridor connects to a five-lane cross section at each end of the corridor.

Currently, the roadway is primarily a two-lane undivided rural road with shoulders but no median. Center turn lanes are present between Countrywood Boulevard and Pinewood Boulevard. The corridor is part of the US National Highway System, the Texas Highway Freight Network and the Texas Trunk System.



## Project update

Since the last official project communication occurred in November 2021 and the proposed design has changed, TxDOT is affording an opportunity for the public to review the updated design and provide feedback to the project team.

## Proposed improvements

For the urbanized section within the city limits of Sour Lake, from approximately SH 326 to Nevada Street:

- Adding raised medians to improve safety
- Adding median openings for turn lanes
- Adding elements such as a 10-foot-wide shared-use path and a 6-foot-wide sidewalk to accommodate both bicyclists and pedestrians

For the rural section of the project, from approximately Nevada Street to Pine Island Bayou:

- Adding a 16-foot-wide continuous two-way left-turn-lane

- Adding 10-foot-wide outside shoulders to accommodate both bicyclists and pedestrians

The purpose of the project is to improve safety and connectivity for travelers on SH 105. Approximately 144.7 acres of additional right of way and 5.3 acres of proposed construction, utility relocations and drainage easements would be required. Some residential and commercial displacements are anticipated. If your property may be impacted by this proposed project, please review the [Right of Way](#) page and the [landowner's rights publications](#), which contains more information about the TxDOT Relocation Assistance Program concerning services and benefits for displaced persons and businesses if needed.

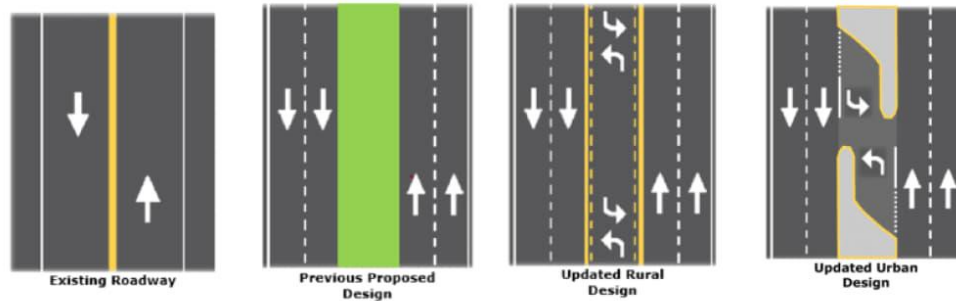
The need for right of way is to accommodate the drainage, clear zone and utilities along the roadway.

## Summary of design changes due to public input

- Updated design matches existing number of lanes at eastern and western project limits.
- Updated design maintains access to adjacent properties.
- Updated design provides safe spaces for both turning vehicles and through traffic.
- Updated design simplifies drainage improvements.
- Updated design has been calibrated for today's users of the corridor.
- Isolated raised medians and controlled left-turn lanes will still be constructed to improve safety.
- Design change includes a continuous left turn lane in the rural section.

No major design changes are anticipated but the project team is seeking input from the community. Please provide your [feedback](#) by Nov. 27, 2024 to be included in the environmental documentation.

## Previous and Updated SH 105 Design



### SH 105 Improvements Project

## Get involved

- [Nov. 18, 2021 - Virtual Public Meeting](#)
- [May 2, 2019 - Public Meeting](#)
- Online project update - Nov. 12 - Nov. 27, 2024
- Virtual public hearing with in-person option - early 2025

## Downloads

Proposed schematics for project update

- [PDF Schematic 1](#) - SH 105 from SH 326 to Pignut Gully
- [PDF Schematic 2](#) - SH 105 from Pignut Gully to Vaglica Drive
- [PDF Schematic 3](#) - SH 105 from Vaglica Drive to Pinewood Boulevard
- [PDF Schematic 4](#) - SH 105 from Pinewood Boulevard to County Line

Past summary reports

<https://www.txdot.gov/projects/projects-studies/beaumont/sh105-improvement-project.html>

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- [PDF Drainage Executive Summary Report](#)
- [PDF Online Engagement Summary Report](#)




### Subscribe to updates

### Contact us

 [TxDOT Beaumont District](#)

 [409-898-5732](#)

 [8350 Eastex Freeway  
Beaumont, TX 77708](#)

# Email Blast Sent November 12, 2024

**From:** TxDOT <txdot@service.govdelivery.com>  
**Sent:** Tuesday, November 12, 2024 2:40 PM  
**To:** Annie Sikes  
**Subject:** Courtesy Copy: SH 105 Hardin County – Project Update Available

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a courtesy copy of an email bulletin sent by Annie Sikes.

This bulletin was sent to the following groups of people:

Subscribers of SH 105 Improvement Project - Hardin County (3070 recipients)



## SH 105 Hardin County Project Update

### Project Background

TxDOT Beaumont District is proposing to widen SH 105 in Hardin County, Texas from 0.1 mile east of SH 326 in Sour Lake to Pine Island Bayou near Bevil Oaks. The corridor connects to a five-lane cross section at each end of the corridor.

### Project Update

Since the last official project communication occurred in November 2021 and the proposed design has changed, TxDOT is affording an opportunity for the public to review the updated design and reasons behind these design changes prior to finalizing the design in early 2025.

Please visit the [project page](#) for more information on the update design. Please provide your [feedback](#) by Nov. 27, 2024 to be included in the environmental documentation.

**Please note:** This email is an automated notification, which is unable to be monitored. We're happy to help you with any questions or concerns you may have. Please contact the Beaumont District at 409-898-5732 at any time about this project, or send your reply to this email: [bmtprojects@txdot.gov](mailto:bmtprojects@txdot.gov).

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Texas Department of Transportation  
125 East 11th Street • Austin, Texas, 78701  
800-558-9368 • [AskTxDOT@txdot.gov](mailto:AskTxDOT@txdot.gov)




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### Social Media Post on Facebook November 12, 2024



The Facebook post features a map of the project area in Hardin County, Texas. A red line indicates the 'Project Limits' for widening State Highway 105, extending from 0.1 mile east of SH 326 in Sour Lake to Pine Island Bayou near Bevil Oaks. The map also shows the Hardin and Jefferson county boundaries, municipal boundaries for Sour Lake and Bevil Oaks, and local roads like Pine Island Blvd and Bevil Rd. A legend in the bottom left corner defines the symbols for Project Limits, River or Stream, County Boundary, and Municipal Boundary. The post is from the Texas Department of Transportation - Beaumont, published by Tanya Avila on November 12 at 6:00 PM. The text of the post reads: 'The TxDOT Beaumont District is proposing to widen SH 105 in Hardin County, from 0.1 mile east of SH 326 in Sour Lake to Pine Island Bayou near Bevil Oaks. Visit the link below to see the updated design for this project. <https://ow.ly/UV6x50U5Ggk>' The post has 8 likes and 2 comments.

### Social Media Post on X (formerly Twitter) November 12, 2024



The X post features the same map as the Facebook post, showing the project limits for widening SH 105 from Sour Lake to Bevil Oaks. The text of the post reads: 'The TxDOT Beaumont District is proposing to widen SH 105 in Hardin County, from 0.1 mile east of SH 326 in Sour Lake to Pine Island Bayou near Bevil Oaks. Visit the link below to see the updated design for this project. <ow.ly/UV6x50U5Ggk>' The post is from TxDOT-Beaumont (@TxDOTBeaumont) and was posted at 6:00 PM on Nov 12, 2024, with 321 views. The post has 3 likes and 0 replies.

## C. Comments Received

Six (6) comments were received by the November 27, 2024, deadline. The comments received are included below.

### Ernie Ericsson Comment November 14, 2024

**From:** BMT\_Projects <BMTProjects@txdot.gov>  
**Sent:** Monday, November 18, 2024 2:47 PM  
**To:** Rawetts Baaheth  
**Subject:** FW: HW 105 project

Leanne Luis St John  
TxDOT – Beaumont District  
Resource Support Specialist



“Focus on solving problems instead of winning arguments.”

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

**From:** Ernie Ericsson [REDACTED]  
**Sent:** Thursday, November 14, 2024 5:53 PM  
**To:** BMT\_Projects <BMTProjects@txdot.gov>  
**Subject:** HW 105 project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

What’s the impact to Coon Marsh gully? The gully project prior to hurricane harvey was supposed to install an additional square culvert at pinewood boulevard. Didn’t happen. Now, heavy rains back up coon marsh gully inside Countrywood Estates. Additional waters to the gully only worsens drainage. We see that presently after the county dug the ditches inside Countrywood Estates. Waters move out of home owner properties fairly quickly, but the gully backs up. I live on the gully. Happy to discuss.  
Sent from my iPhone

## Kerry Trest Comment November 19, 2024

**From:** BMT\_Projects <BMTProjects@txdot.gov>  
**Sent:** Tuesday, November 26, 2024 2:07 PM  
**To:** Rawetts Baaheth  
**Subject:** FW: 105 Project

Thank you,  
Tori Haygood

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**From:** Kerry Trest [REDACTED]  
**Sent:** Tuesday, November 19, 2024 10:04 AM  
**To:** BMT\_Projects <BMTProjects@txdot.gov>  
**Subject:** 105 Project

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How do I get to the new video to see ??  
Regards,  
Kerry Trest  
CEO

KAT Excavation & Construction, Inc.  
KAT Materials Division



“The only certain means of success is to render more and better service than is expected of you, no matter what your task may be.”  
— Og Mandino

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## Edwin Billot Comments November 20 & 21, 2024

**From:** BMT\_Projects <BMTProjects@txdot.gov>  
**Sent:** Tuesday, November 26, 2024 2:07 PM  
**To:** Rawetts Baaheth  
**Subject:** FW: 105 expansion

Thank you,  
Tori Haygood

---

**From:** [REDACTED]  
**Sent:** Thursday, November 21, 2024 5:43 PM  
**To:** BMT\_Projects <BMTProjects@txdot.gov>  
**Subject:** Fwd: 105 expansion

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Also, I have never once seen a bike rider or jogger on the road in the rural side. No need for that. More land taken from me that doesn't need to be taken for that extra room.

Sent using the mobile mail app

On 11/20/24 at 12:53 PM, edwin billot wrote:

**From:** [REDACTED]  
**Date:** November 20, 2024  
**To:** [bmtprojects@txdot.gov](mailto:bmtprojects@txdot.gov)  
**Cc:**  
**Subject:** 105 expansion  
edwin billot  
[REDACTED]

This new design is way better than the pointless grassy median in my opinion. Hopefully less of the trees will be cut down on my side, even if i do lose the land. seems like the median is now smaller than the grassy median was going to be. I also think this is hugley unfair that more of my land on the south side of the hwy is being taken than the north side. makes absolutly no sense why more of my land should be taken wen it could be split in half.. half mine and half to the people who own the north side. very unfair. there arent even any houses close to the road on the north side, making this decision even more ignorant. I guess the dot knows someone living on the north side or something, unfortunately im not in that club. and i dont want to hear it costs more to move utility poles and stuff.. government gives hudreds of billions to othere projects and countries, they can afford to move some utilities or underground pipes or whatever is needed. This is pathetic! i would glady give up the pennys the state is giving me to keep my land or at least lose 33' instead of a full 65' if the construction was shifted over north fairly. or at least give us a ton of money for taking our land and making the hwy closer than i ever antiapted being to it while

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building my house. You guys should have thrown 200k or 300k or somthing huge for taking our land. i mean the gov gives ukraine hundreds of billions.. but me? i give up my land and i get a lousy 55k payment? incredible. Huge learning leason about how unfair this kind of stuff is.

## Bryan Lawrence Comment November 26, 2024

**From:** BMT\_Projects <BMTProjects@txdot.gov>  
**Sent:** Tuesday, November 26, 2024 2:05 PM  
**To:** Rawetts Baaheth  
**Cc:** Lisa Collins  
**Subject:** FW: SH 105 Improvements Project Feedback

Thank you,  
Tori Haygood

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**From:** Bryan Lawrence [REDACTED]  
**Sent:** Tuesday, November 26, 2024 9:11 AM  
**To:** BMT\_Projects <BMTProjects@txdot.gov>  
**Subject:** SH 105 Improvements Project Feedback

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

When are the new ROW markers going to be placed?

Arnold Pierce Comment November 26, 2024

**From:** James Horne [REDACTED]  
**Sent:** Thursday, December 5, 2024 9:52 AM  
**To:** Rawetts Baaheth  
**Cc:** Lisa Collins  
**Subject:** FW: November 26, 2024 Comments on the SH105 Improvements Project , c/or Rawetts Baaheth

Please ensure these comments are in the project file and passed along to the consultants as necessary.

---

**From:** BMT\_Projects <BMTProjects@txdot.gov>  
**Sent:** Thursday, December 5, 2024 8:55 AM  
**To:** Lisa Collins [REDACTED]; Nancy Peron [REDACTED]; James Horne [REDACTED]  
**Subject:** FW: November 26, 2024 Comments on the SH105 Improvements Project , c/or Rawetts Baaheth

Leanne Luis St John  
TxDOT – Beaumont District  
Resource Support Specialist



*“Focus on solving problems instead of winning arguments.”*

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**From:** MICHAEL PIERCE [REDACTED]  
**Sent:** Tuesday, November 26, 2024 5:25 PM  
**To:** BMT\_Projects <BMTProjects@txdot.gov>; Tim Baker [REDACTED]; Tim Satre [REDACTED]  
**Subject:** November 26, 2024 Comments on the SH105 Improvements Project , c/or Rawetts Baaheth

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Arnold Pierce and a resident of Countrywood Estates since 1991. I am also a Professional Civil Engineer ( [REDACTED] ), with design experience in Transportation and Drainage Improvements.

I have reviewed the limited available Updated TxDOT Design Documents consisting of four schematics and the Environmental Executive Summary, for the above referenced project . These documents did not include any additional design plans .

Based on the schematics, in my opinion the revised Updated SH105 Project's five lane Roadway Cross Section ( with continuous left turn lane median and dual use Shoulders ) is the most cost effective and safest design possible for the site conditions of this project . I would suggest that the ten feet Shoulders for the " Rural Sections" be increased to provide "dual use " for Frieght Truck and Bicycle safe usage .

Additionally, I would strongly recommend that the design Roadway Elevations be raised to eliminate the existing SH105 flood prone areas to allow westward evacuation during severe weather .

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Upgrading these ( existing) easements and acquiring additional Drainage Easements with upgraded capacities and facilities for ( maintenance) ingress/egress would be great .

The ( unknown ) existing Drainage Outfall ditch shown on Schematics 3&4 at the intersection of SH105 and Pinwood Blvd. ( NE 75 feet ) is known as " Clay Gully " . This Clay Gully is the main Stormwater Drainage Outfall for the entire surrounding Drainage Area . Major Improvements to this Clay Gully by this TXDOT Project is critical for tailwater stormwater runoff . In my opinion, the most important design consideration of all these Drainage Outfalls is the conservative allocation of the design Hydraulic Gradient. Due to the relatively " Flat Topography " of this Project's Drainage Area , keeping available Gradient available for the Tailwater Stormwater Runoff is imperative.

Finally, as you know, major revisions to the EPA Rules and Regulations are forthcoming, that will greatly redefine the " Waters of the United States " and the associated " Wetlands Delineation " limits . Coordination of this Project's Environmental Impact Statment EIS , should simplify both the Drainage Design and subsequent Construction.

I fully support this TxDOT SH105 Project Improvements ( with recommendations) and appreciate this opportunity to comment and hopefully help contribute to it's successful construction.

Respectfully Submitted,  
Arnold Pierce, P.E.



[Sent from AT&T Yahoo Mail on Android](#)