



1835 Assembly Street
Suite 1270
Columbia, SC 29201

Date: September 20, 2006

In Reply Refer To:
HDA-SC

Ms. Lisa LaRue-Stopp
United Keetoowah Band of Cherokees
2450 South Muskogee Ave.
Tahlequah, OK 74464

Subject:: Project Update: Reasonable Alternatives for the Proposed **Northern Leg**
of Interstate 73 (I-73) in South Carolina.

Dear Ms. LaRue-Stopp:

As a consulting party in our project development process for the proposed I-73 project in South Carolina we are committed to keeping the United Keetoowah Band of Cherokees informed during the major steps of project development for the project. In our last correspondence dated October 7, 2005 we requested knowledge you may have regarding any Native American archaeological sites or burials within the project area. We understand this may be sensitive information and you may be hesitant to provide specifics on any known site but would like to know up front if there are certain areas we need to avoid when developing potential alternatives for I-73.

Just as a refresher for you on the project. The proposed I-73 project in South Carolina is currently being developed as two separate projects, a southern project and a northern project. The southern project will begin at I-95 and end near the Myrtle Beach/Conway, South Carolina area. The northern project will begin in the Hamlet/Rockingham, North Carolina area and end at some point on I-95 in South Carolina. Both sections will be developed under separate Environmental Impact Statements (EIS). A Draft EIS has been completed for the southern leg of I-73 and a preferred alternative was recommended. The Draft EIS was delivered to your office on June 12, 2006 via Fed Ex. No comments from the United Keetoowahs were received. Once a detailed cultural report on the preferred alternative for the southern leg is complete it will be forwarded to your office. I have included a project location map for both projects for your reference.

The October 7, 2005 correspondence sent to you contained a blank location map for the northern leg in which we asked for any areas that needed to be avoided prior to developing reasonable alternatives. We are now at the point where reasonable alternatives have been developed to be carried forward in the Draft EIS for the northern leg. A map with those potential alternatives is attached for your review and comment. The alternatives will continue to be refined to avoid as many impacts as possible as new information comes in. Once a Draft EIS is completed we will forward the document to