

### Other Alternatives

#### (1) Upgrading County Road H-58

Analyzed and rejected as alternative 3 of the environmental assessment for the 1981 *General Management Plan, Pictured Rocks National Lakeshore*, the upgrade and paving of existing county road H-58 from Legion Lake to the Twelvemile Beach Campground was proposed by participants in the EIS preparation process. A spur road would be built to a proposed new overlook at Beaver Basin. Except for a small section of road near the Twelvemile Beach Campground and the overlook spur road, the proposed park road would be located either completely outside the park boundary or in the inland buffer zone. Under this alternative, H-58 would continue to be a county road and would be maintained by the county. The road would continue to be open to commercial traffic and groomed for snowmobile use.

This alternative was rejected from analysis for several reasons. First, H-58 existed prior to the park's enabling legislation (80 Stat. 922), and as such it could not qualify as the scenic shoreline drive authorized by the act. The legislative history of the enabling legislation specifically states that the shoreline drive is to be built within the park's shoreline zone. Designating this portion of H-58 as the shoreline drive would not be consistent with congressional intent. For these reasons, the Department of the Interior's regional solicitor concluded that H-58 could not qualify as the scenic shoreline drive authorized by Congress.

In addition to the above legislative requirements, most of H-58 between Legion Lake and Twelvemile Beach Campground is too far from the actual Lake Superior shoreline to reasonably be considered a shoreline drive. Also, H-58 is not owned or maintained by the National Park Service and portions are not within the park boundary. The park Service has no authority or funding source to upgrade a county (or state) owned roadway. The Park Service could not manage use of the road or the adjacent land. Using H-58 as the shoreline drive does not separate park visitor traffic from local or commercial traffic. Thus, a park experience is not provided to visitors by upgrading H-58. Finally, visitors still would have to drive outside the park and would not have access to the center of the park.

#### (2) Construct a Paved Trail

Several individuals and groups proposed that the National Park Service construct a paved trail for nonmotorized use instead of a new road. This new trail

could be used by hikers, bikers, horses, and visitors in wheelchairs. Presumably, it would follow the same alignment as the proposed road. This alternative was rejected because it would be inconsistent with both the park's enabling legislation (which called for development of a shoreline drive) and the 1981 *General Management Plan* (which called for construction of a road along the rim of Beaver Basin). In addition, this trail would serve only a small segment of the public. Many more park visitors probably would drive a road than would walk or bike on a 13-mile-long trail through the woods.

#### (3) Construct a Gravel Road

An alternative was advanced to construct a new road with a gravel surface instead of pavement. This alternative would be inconsistent with the park's general management plan, which called for the main east-west road through the park (including the new road) to be paved. Constructing a gravel surface road would not eliminate environmental impacts. Although a gravel road would be partially permeable to precipitation and would be less expensive to construct, it would result in many of the same impacts as a paved road (e.g., increased noise, loss of vegetation, wildlife disturbance). In addition, a gravel road would result in increased dust and increased potential for erosion and vehicle damage, and would require more routine maintenance than a paved road.

#### Measures To Minimize Harm

This record of decision incorporates mitigation measures identified in the Final Environmental Impact Statement (*Mitigating Measures* pages 29-33) and in the section 7(c) Endangered Species Act consultation comments of the U.S. Fish and Wildlife Service.

Several design features of the road and management actions will help minimize natural resource impacts of the road. These include siting the road away from the escarpment, designing it as a two-lane roadway with a posted speed of 35 mph, prohibiting commercial vehicles (except tour buses), not plowing the road in winter, eliminating by reclaiming all "two tracks" and trails providing vehicle and pedestrian access into the Beaver Basin from the escarpment, and prohibiting parking along the road except at the two overlooks provided.

Specific actions to be taken to minimize harm are described in the Final Environmental Impact Statement under the following subject classifications: Road Design and Construction (pages 29-30), Air Quality

and Noise (pages 30-31), Water Quality (page 31), Soils (pages 31-32), Vegetation (page 32), Wolves (page 32), Public Use of the Road (pages 32-33), and Federal Highway Administration Preconstruction Contract Requirements (page 33). Among the specific actions to be taken to minimize the road impacts would be the revegetation of disturbed areas with native plantings. The basis for this revegetation program would be preparation of a native plants revegetation plan and the subsequent propagation of plant materials to be used in the reclamation.

#### Comments on the Final EIS

The National Park Service received a total of 699 written responses regarding the draft Environmental Impact Statement. Additional responses were received regarding the Final Environmental Impact Statement. Two were responses from other federal agencies and six responses were from state, county, and local agencies. Twenty responses were from private groups or organizations. All comments received were reviewed in preparing this record of decision, and it was concluded that all issues relevant to the adequacy of the *Final Environmental Impact Statement: Beaver Basin Rim Road* have been addressed.

#### Conclusion

Following evaluation of the public review comments concerning the alternatives and environmental impacts presented in the draft environmental impact statement, and considering the legislative mandate to develop a scenic shoreline drive, the National Park Service believes that the selected alternative is the legally consistent course of action for development and management of Pictured Rocks National Lakeshore. However, in response to considerable public opposition to this proposed road, and the efforts of members of Congress to eliminate the legislative requirement for this development, the National Park Service will take no immediate action to implement the project.

Dated: July 31, 1996.  
William W. Schenll,  
Field Director, Midwest Field Area.  
[FR Doc. 96-22698 Filed 9-5-96; 8:45 am]  
BILLING CODE 4310-70-P

#### Cape Cod National Seashore, South Wellfleet, MA; Cape Cod National Seashore Advisory Commission Meeting

Notice is hereby given in accordance with the Federal Advisory Committee

Act (Pub. L. 92-463, 86 Stat. 770, 5 U.S.C. App 1, section 10), that a meeting of the Cape Cod National Seashore Advisory Commission will be held on Friday, September 27, 1996.

The Commission was reestablished pursuant to Public Law 99-349, Amendment 24. The purpose of the Commission is to consult with the Secretary of the Interior, or his designee, with respect to matters relating to the development of the Cape Cod National Seashore, and with respect to carrying out the provisions of sections 4 and 5 of the Act establishing the Seashore.

The commission members will convene at Park Headquarters, Marconi Station, at 1:00 p.m., September 27, 1996 for the regular business meeting which will be held for the following reasons:

1. Adoption of Agenda
2. Approval of Minutes of Previous Meeting
3. Reports of Officers
4. Use & Occupancy Status Report
5. Superintendent's Report
  - Lighthouses
  - Draft General Management Plan
  - Water Management Task Force Update
  - Airport Improvements—Hatches Harbor
  - News from Washington
6. Old Business
  - Dune Shack Committee Report
7. New Business
  - Plan for GMP Public Comment in October
8. Agenda for next meeting
9. Date for next meeting
10. Public comment
11. Adjournment

The meeting is open to the public. It is expected that 15 persons will be able to attend the meeting in addition to the Commission members.

Interested persons may make oral/written presentations to the Commission during the business meeting or file written statements. Such requests should be made to the park superintendent at least seven days prior to the meeting. Further information concerning the meeting may be obtained from the Superintendent, Cape Cod National Seashore, 99 Marconi Site Road, Wellfleet, MA 02667.

Dated: August 28, 1996.

Linda Canzanelli,  
*Acting Superintendent.*

[FR Doc. 96-22699 Filed 9-05-96; 8:45 am]

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#### **Notice of Intent To Repatriate a Cultural Item in the Possession of the Buffalo Bill Historical Center, Cody, WY**

**AGENCY:** National Park Service, Interior.

**ACTION:** Notice.

Notice is hereby given under the Native American Graves Protection and Repatriation Act, 25 U.S.C. 3005(a)(2), of the intent to repatriate a cultural item in the possession of the Buffalo Bill Historical Center, Cody, WY which meets the definition of "sacred object" under Section 2 of the Act.

The Medicine Pipe Thunder Bundle consists of a calumet (eagle-feathered pipe stem) with red cloth cover; a secondary pipe consisting of a pipe bowl and wooden stem; two buffalo skin rattles; four stuffed intact bird skins with cloth wrappers consisting of a Canadian goose, hawk, duck and kingfisher; a Hudson's Bay cloth, and a wool blanket.

Authorities of the United States Fish and Wildlife Service have been contacted regarding applicability of Federal endangered species statutes to this transfer and have concurred in the conclusion that the object is not covered due to its age.

Museum records indicate that the bundle was purchased by the Buffalo Bill Historical Center in 1968 from Jim Brubaker, a dealer in the Browning Montana area. Ethnohistorical documentation gathered from Lone Wolf (nephew of Boy Chief) together with evidence submitted by the representatives of the Blackfeet Nation indicates that the known history of the bundle can be traced to the 1870's when Eagle Plume was the traditional bundle holder. The bundle passed through several bundle holders including Lone Chief in the 1880's, Wolf Plume (ca. 1896-1910), Chief Crow (ca. 1910-1915), Boy Chief (ca. 1915-1921), Raven Chief (ca. 1921-1930), and Bull Plume (ca. 1930-1960's). Descendants of Boy Chief sold the bundle to Jim Brubaker.

During consultation with the Buffalo Bill Historical Center, authorized representatives of the Blackfeet Nation and the Pikuni Traditionalists Association identified this object as necessary for the practice of traditional Blackfeet religion. These representatives, including traditional religions leaders, have verified that this object is a Medicine Pipe Thunder Bundle of the Blackfeet Nation, known as Boy Chief's bundle.

Based on the above-mentioned information, officials of the Buffalo Bill Historical Center have determined that, pursuant to 25 U.S.C. 3001(3)(C), this cultural item is a specific ceremonial object needed by traditional Native American religious leaders for the practice of traditional Native American religions by their present-day adherents. Officials of the Buffalo Bill Historical Center have also determined that, pursuant to 25 U.S.C. 3001(2), there is

a relationship of shared group identity which can be reasonably traced between this item and the Blackfeet Nation.

This notice has been sent to officials of the Blackfeet Nation. Representatives of any other Indian tribe that believes itself to be culturally affiliated with this object should contact Emma I. Hansen, Buffalo Bill Historical Center, P.O. Box 1000, Cody, WY 82414, telephone (307) 587-4771 before October 7, 1996. Repatriation of these objects to the Blackfeet Nation may begin after that date if no additional claimants come forward.

Dated: August 29, 1996.

Francis P. McManamon,

*Departmental Consulting Archeologist, Chief, Archeology and Ethnography Program.*

[FR Doc. 96-22825 Filed 9-5-96; 8:45 am]

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#### **OVERSEAS PRIVATE INVESTMENT CORPORATION**

##### **Sunshine Act Meeting; September 17, 1996 Board of Directors Meeting**

**TIME AND DATE:** Tuesday, September 17, 1996, 1:00 PM (OPEN Portion) 1:30 PM (CLOSED Portion).

**PLACE:** Offices of the Corporation, Twelfth Floor Board Room, 1100 New York Avenue, N.W., Washington, D.C.

**STATUS:** Meeting OPEN to the Public from 1:00 PM to 1:30 PM Closed portion will commence at 1:30 PM (approx.)

##### **MATTERS TO BE CONSIDERED:**

1. President's Report.
2. New Appointment.
3. Approval of June 11, 1996 Minutes (Open Portion).
4. Meeting schedule through June 1997.

##### **FURTHER MATTERS TO BE CONSIDERED:** (Closed to the Public 1:30 PM).

1. Insurance Project in Brazil.
2. Finance Project in Brazil.
3. Insurance Project in Peru.
4. Finance Project in Argentina.
5. Insurance Project in Argentina.
6. Finance Project in Russia.
7. Finance Project in Nepal.
8. Finance Project in Morocco.
9. Insurance Project in Oman.
10. Insurance Project in India.
11. Insurance Project in Guatemala.
12. Insurance Project in El Salvador.
13. Investment Fund—Global.
14. Investment Fund in Latin America.
15. Investment Fund in India.
16. Proposed FY 1998 Budget and Allocation of Retained Earnings.
17. Pending Major Projects.
18. Approval of June 11, 1996 Minutes (Closed Portion).

**CONTACT PERSON FOR INFORMATION:**  
Information on the meeting may be