



Public Service of New Hampshire

New Hampshire Yankee Division

August 12, 1987

Gordon Derman

Avis Airmap

454 Washington Street

Braintree, MA 02184

Dear Gordon,

Thank you for your presentation to our staff last Thursday. Your ideas and proposed methodology were well received and appear to be sufficient to complete our study of the New Hampshire beach area. Your firm's ability to complete the task within our stringent schedule, as well as your qualifications and those of your staff have resulted in New Hampshire Yankee's awarding Avis the job.

The analysis of the aerial photographs that were flown on July 18, 1987 is to be performed by your firm, Avis Airmap of Braintree, Massachusetts. Phase 1 of the analysis is to include the "Priority 1" photos and is to be completed by August 28, with interim data available throughout the process.

Enlargements from the contact prints at an enlargement ratio of 12.5x will be used as the base "map" for the study and printed on photographic paper 30" x 50". In order to replicate previous analyses in which vehicle counts were obtained and aggregated by town beach (Seabrook) and smaller beaches (Wallis Sands), town boundaries will be inked on to the photo enlargements. Treated acetate will be used to overlay all of the photographic enlargements. The actual physical recording of all vehicle and people counts will be marked directly on the acetate overlays using different colors for each category of vehicles, and for each category of population.

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The following methodology is to be implemented during the study to ensure thorough accounting of people and vehicles in the beach area.

The area to be counted within the "Priority 1" set of photos extends continuously along the New Hampshire coast from Route 286 on the south, to Odiornes Point on the north, including but not limited to:

Seabrook Beach

Hampton Beach

North of NH 51, including North Beach

Plaice Cove, Little Boars Head, Bass Beach, North Hampton Beach

Rye and Jenness Beaches and Straw Point

Wallis Sands, Odiornes Point

This area extends from the shoreline, west to the marsh boundary, or west for a distance of one-half mile where from the shoreline there is development in the absence of the marsh.

People

People on the beach (on the sand and in the water), and on the boardwalks will be counted. We have defined the following category of people:

- o people on the beach (sand and water)
- o people occupying both sidewalks and parking lots abutting Route 1A or the beaches

A grid pattern with uniform grid spacing which forms sampling sub-areas will be drawn on an overlay to be positioned over each photo enlargement. This positioning will be defined so that if the overlay is detached from the photo, it will be able to be repositioned exactly as when the data was recorded. To ensure consistency and accuracy, a stereoscope will be utilized to review the densely populated beach areas before any counting is done on the acetate overlays. A permanent ink marking pen will be used to draw a set of continuous

lines, within each sub-area; each line will connect persons within that sub-area. These lines will be drawn systematically from (left to right)/(top to bottom) and the count of persons covered by each line will be tallied on data sheets. The number of these connecting lines in each sub-area will vary according to the density of persons within the sub-area. Each sub-area will have an identifying number, keyed to the individual photo enlargement. The method of continuous lines that you have recommended has been selected, as it ensures that all "outlier" persons who have not been counted will be obvious during visual inspection, and therefore not excluded in the final count. A count of persons will be tabulated for each sub-area, then summed over all sub-areas on each photo enlargement, stratified by category.

Vehicles

Vehicular counts will also be performed using separate acetate overlays from those used to count people. Four categories of vehicles/vehicle space will be counted and include:

- filled parking spaces (i.e. parked vehicles)
- unfilled delineated parking spaces
- unfilled non-delineated parking spaces (i.e. no pavement marking)
- vehicles in transit on the roadways

A separate color marker will be used to indicate each of the four vehicle categories (on the same acetate overlay), and a line will be drawn over each vehicle directly on the overlay. A grid pattern forming sub-areas will be used to count vehicles. The grid lines forming the boundaries of each sub-area will be drawn down the middle of selected streets. These sub-areas should contain no more than 500 cars approximately. Each sub-area will enclose a more-or-less uniform land use, e.g., residential, parking lots, beach front, motels, etc. A count of vehicles, stratified by category, will be tabulated for each sub-area, then summed over all sub-areas on each photo enlargement.

Deliverables

The deliverables from the analysis by Avis will be as follows:

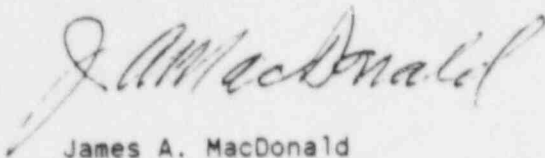
- o all acetate overlays, properly keyed to the photo enlargements, with the color-coded markings thereon
- o all informal interim data forms, tabulations, etc
- o interim data reports on a town by town basis

The deliverables from the previous purchase order are as follows:

- o all photo enlargements (Priorities 1 and 2) with the time of the photograph noted on the back of each print
- o all ~~black and white~~ contact prints
- o an index map

Congratulations on receipt of the job. We look forward to working with you and completing our analysis of the parking and population study of the beach areas in New Hampshire. Please provide us with a copy of your fee schedule and cost estimate for this additional scope of work at your earliest convenience.

Yours Sincerely,


James A. MacDonald

cc: T. Harpster	G. Hill
P. Frechette	J. Hart
G. Willant	K. Larson
E. Lieberman	C. Kessinger
S. Peck	L. Tilston
A. Callendrello	