

**NOTIFICATION METHODS - RESPONSE ORGANIZATIONS****1.0 INITIAL NOTIFICATION****1.1 PSEG NUCLEAR LLC EMERGENCY RESPONSE ORGANIZATION**

The initial notification of an emergency or a change in emergency classification is in accordance with Figure 6-1. Table 6-1 provides an initial notification and action summary as discussed in NUREG-0654. The station plant paging systems are utilized to notify onsite personnel of emergency conditions and that activation of emergency response facilities may be required.

An automated Emergency Outdial System computer is utilized to callout the balance of emergency response personnel for full organizational augmentation and activation of emergency response facilities. The system activates the appropriate digital group pagers while simultaneously calling other personnel on the telephone. The system is interactive and recognizes emergency response personnel by their employee identification numbers.

Additional PSEG Nuclear LLC telephone notifications are made in accordance with applicable Event Classification Guide Attachments and Emergency Plan Implementing Procedures.

**1.2 INITIAL NOTIFICATION - STATES**

The initial notification to the states of an emergency or a change in emergency classification is made to the State Police Headquarters of New Jersey and Delaware. Upon completion of the initial message, each State Police Headquarters verifies the call by performing a callback check and then makes the notifications indicated in Figures 6-2 and 6-3.

The procedures for initial notifications to the State of New Jersey and Delaware are identical for all emergency classes. Once activated however, the Delaware Emergency Management Agency (DEMA) will take initial notifications instead of the Delaware State Police. This notification is made promptly following the declaration of the emergency (within 15 minutes). An example of the message format for this initial notification used in the emergency procedures is provided as Figure 6-4. These notifications meet the requirements of NUREG-0654, Element E-3. Appropriate forms are utilized for each emergency classification.

**1.3 INITIAL NOTIFICATION - LOCAL**

For events classified as an Unusual Event, Alert or Site Area Emergency classifications, each state, following notification by the utility, initially notifies the local authorities. If, however, the utility has not been able to contact a state, the utility directly notifies the local (county) authorities.

All initial notifications must be accomplished within 15 minutes. Accident assessment, protective action recommendations, and other information normally provided to the state are communicated to the local authorities (or other agencies as provided in the Memorandum of Understanding with the state) until the state assessment agency assumes its communications and assessment responsibilities.

For events classified as a General Emergency, Salem and Hope Creek Generating Stations make direct contact with the States of New Jersey and Delaware. If the states cannot be contacted within fifteen minutes, the affected station notifies the local governments (counties) and the Coast Guard. Following this initial contact the states, or if the states could not be contacted the counties, will be responsible for assessing the information provided, activating their response organization (as required), notifying appropriate local governments, and the public.

Following contact by the state, or PSEG Nuclear, each county and the U.S. Coast Guard are responsible for assessing the information provided and activating their response organizations.

#### 1.4 FOLLOWUP COMMUNICATION - STATES

The followup communication with the states is initiated by a return call from the authorized state agency. For the State of Delaware, the Delaware Emergency Management Agency is responsible for followup communications. For the State of New Jersey, the Department of Environmental Protection, Bureau of Nuclear Engineering and/or the New Jersey State Police Office of Emergency Management is responsible for followup communications.

The procedures for followup communications with the States of New Jersey and Delaware are identical for all emergency classes. An example message format for followup communications used in the emergency plan procedures is provided as Figure 6-5. These notifications meet the requirements of NUREG-0654, Element E-4. Appropriate forms are utilized for each emergency classification.

#### 1.5 FOLLOWUP COMMUNICATIONS - LOCAL

Followup communications with the local authorities are provided by the appropriate state agency for all emergency classifications.

#### 1.6 NOTIFICATION OF THE NRC

This plan provides for appropriate notification of the NRC for the events described in the Event Classification Guide.

## 2.0 PROMPT ALERTING AND NOTIFICATION OF THE PUBLIC

Following initial notification, the states make a determination on protective actions and activation of the Prompt Alerting and Notification System. This system can be activated directly by Salem County in New Jersey and by the Delaware State Police in Delaware for a rapidly developing emergency.

Land use within Salem and Hope Creek Nuclear Generating Stations plume exposure Emergency Planning Zone (EPZ) is principally rural. The area within five miles of the stations is largely water and marsh land. This area attracts only a limited number of hunters and trappers, most of whom are local residents. The towns and city within ten miles of Salem and Hope Creek Nuclear Generating Stations are listed in Table 1-1.

### 2.1 SIREN SYSTEM AS THE FIRST PROMPT ALERTING SYSTEM

The Prompt Alerting and Notification System (operated by the states) (Figure 6-6) consists of subsystems which meet the criteria of FEMA REP-10. The system provides notification of the population within zero to five miles of the stations in 15 minutes and notification of the population within five to ten miles in 45 minutes. The first Prompt Alerting and Notification subsystem consists of a siren system controlled from a continuously (24 hour) staffed location in New Jersey and Delaware. Within zero to ten miles of Salem and Hope Creek Nuclear Generating Stations this system is designed to provide siren coverage for essentially 100% of the permanent resident population. In addition, it provides siren coverage of population centers throughout the plume exposure EPZ and selected coverage for the areas known to have recreational or transient populations. An area map showing this system is provided as Figure 6-7. Figure 6-7 includes a listing of siren locations. This system is as represented in the Alert and Notification System Report submitted by New Jersey, Delaware, and PSE&G to FEMA Region 2 on January 31, 1986 and tested on December 10, 1986; as amended by the Final Design Review Report approved and issued by FEMA in April 2007 for the updated Alert and Notification System.

### 2.2 PUBLIC ADDRESS SYSTEMS AS THE SECOND PROMPT ALERTING SYSTEM

The second prompt alerting and notification subsystem combines alerting, notification, and information into a single system. This system, which is used for waterborne transient boaters within the plume exposure EPZ, consists of a radio alert and notification system coordinated by the United States Coast Guard (USCG) on Marine Channel 16 and supplemented by broadcasts via Emergency Alert System (EAS) and National Oceanographic and Atmospheric Administration (NOAA) Weather Radio. The USCG and states also dispatch boats and helicopters to make direct contact with boaters.

### 2.3 TRANSIENT ALERTING AND NOTIFICATION SYSTEM

Prompt alerting and notification of the transient population within the plume exposure EPZ utilizes the prompt alerting and notification system for the permanent resident population.

The States of Delaware, New Jersey and the USCG have established methods for augmenting the prompt alerting and notification system that provides additional assurance that transients are notified in the event of an emergency requiring implementation of protective actions for the public. In general, the agencies in charge of parks and recreation, the Delaware National Guard, the marine police and the state police assist in the notification of transients within their jurisdictions. The alerting and notification of transients may utilize motor vehicles, aircraft, boats or road blocks. The methods used inform/educate the transient population of the prompt alerting system and their required response is provided in Section 8.0 of this plan. These subsystems are augmented by the use of route alerting by police and fire personnel.

### 2.4 ROUTE ALERTING AS A BACK-UP ALERTING SYSTEM

The prompt alerting subsystems described previously are all augmented by the use of public address systems used by police and fire personnel.

### 2.5 ALERT NOTIFICATION SYSTEM REPORT

The Alert Notification System Report for Salem and Hope Creek Generating Stations, submitted to FEMA to meet REP 10 requirements, provides appropriate reports on the design, hardware, and other applicable components of the systems, including specific letters of agreement, plans and procedures.

**TABLE 6-1  
NOTIFICATION AND ACTION SUMMARY**

A. Unusual Event

| <u>Class/Condition</u>   | <u>Licensee Actions</u>  | <u>Offsite</u>   |
|--|--|--|
| 1. Potential degradation of the level of safety of the plant<br><u>OR</u><br>Security threat to facility protection. | 1. Promptly inform DE DSP/DEMA and NJ OEM authorities.   | 1. Verify event classification/status.   |
| 2. No radiological release requiring offsite response or monitoring is expected.                                     | 2. Assess event conditions and initiate corrective actions.<br><br>3. Augment on-shift resources as needed.<br><br>4. Escalate emergency level or terminate the event. | 2. Notify key personnel.<br><br>3. Provide assistance if requested.<br><br>4. Standby until termination. |

**TABLE 6-1 (cont)**

**NOTIFICATION AND ACTION SUMMARY**

**B. Alert**

| <u>Class/Condition</u>  | <u>Licensee Actions</u>  | <u>Offsite</u>   |
|---|--|--|
| <p>1. Potential/actual safety system degradation</p> <p style="text-align: center;"><u>OR</u></p> <p>Security event that involves probable life threatening risk to site personnel or damage to site equipment because of hostile action.</p> | <p>1. Promptly inform DE DSP/DEMA and NJ OEM authorities.</p>  | <p>1. Alert state response personnel &amp; key county personnel.</p>   |
| <p>2. Potential/actual radiological release is fraction of EPA PAG.</p>   | <p>2. Activate the OSC</p>   | <p>2. Activate state EOC. Alert to standby/ activate Kent County, Cumberland County, New Castle County, and Salem County Emergency Coordinators.</p> |
|   | <p>3. Mobilize additional personnel to activate TSC. Emergency Duty Officer assumes control as Emergency Coordinator. Provide periodic plant status updates to the states.</p> | <p>3. Initiate field monitoring, if appropriate.</p>   |
|   | <p>4. Assess event conditions &amp; initiate corrective actions.</p>   | <p>4. Escalate emergency level or terminate event.</p>   |
|   | <p>5. Dispatch field monitoring teams as applicable.</p>   |  |
|   | <p>6. Provide states with escalated emergency level or terminate event.</p>  |  |

**TABLE 6-1 (cont)**  
**NOTIFICATION AND ACTION SUMMARY**

C. Site Area Emergency

| <u>Class/Condition</u>  | <u>Licensee Actions</u>   | <u>Offsite</u>   |
|---|---|--|
| 1. Actual/likely major failure of plant function needed to protect public   | 1. Promptly inform DE DSP/DEMA and NJ OEM authorities.  | 1. Initiate prompt notification and activate EAS and keep public informed.   |
| <u>OR</u>   |   |  |
| Hostile action that results in intentional damage or malicious acts toward site personnel or equipment that could lead to likely failure of, or that prevents effective access to, equipment needed for protection of the public. |   |  |
| 2. Radiological release may exceed EPA PAG at site boundary.  | 2. Augment all resources to activate EOF. Emergency Response Manager assumes control as emergency coordinator.  | 2. Alert all emergency response personnel and activate specific functions. Activate state, county and local EOCs.                                  |
| 3. Possible degraded core.  | 3. Assess event conditions and initiate corrective actions.   | 3. Monitor appropriate locations.  |
| 4. Imminent loss of physical control of plant.  | 4. Conduct accountability and release nonessential personnel.<br>5. Dispatch radiological monitoring teams.<br>6. Provide states with: On/offsite radiological data, plant conditions, and meteorological data.<br>7. Provide state with dose projections and recommend protective actions.<br>8. Escalate or deescalate emergency class. | 4. Alert contiguous and ingestion pathway states.<br>5. Provide assistance to the site, if required.<br>6. Escalate or deescalate emergency class. |

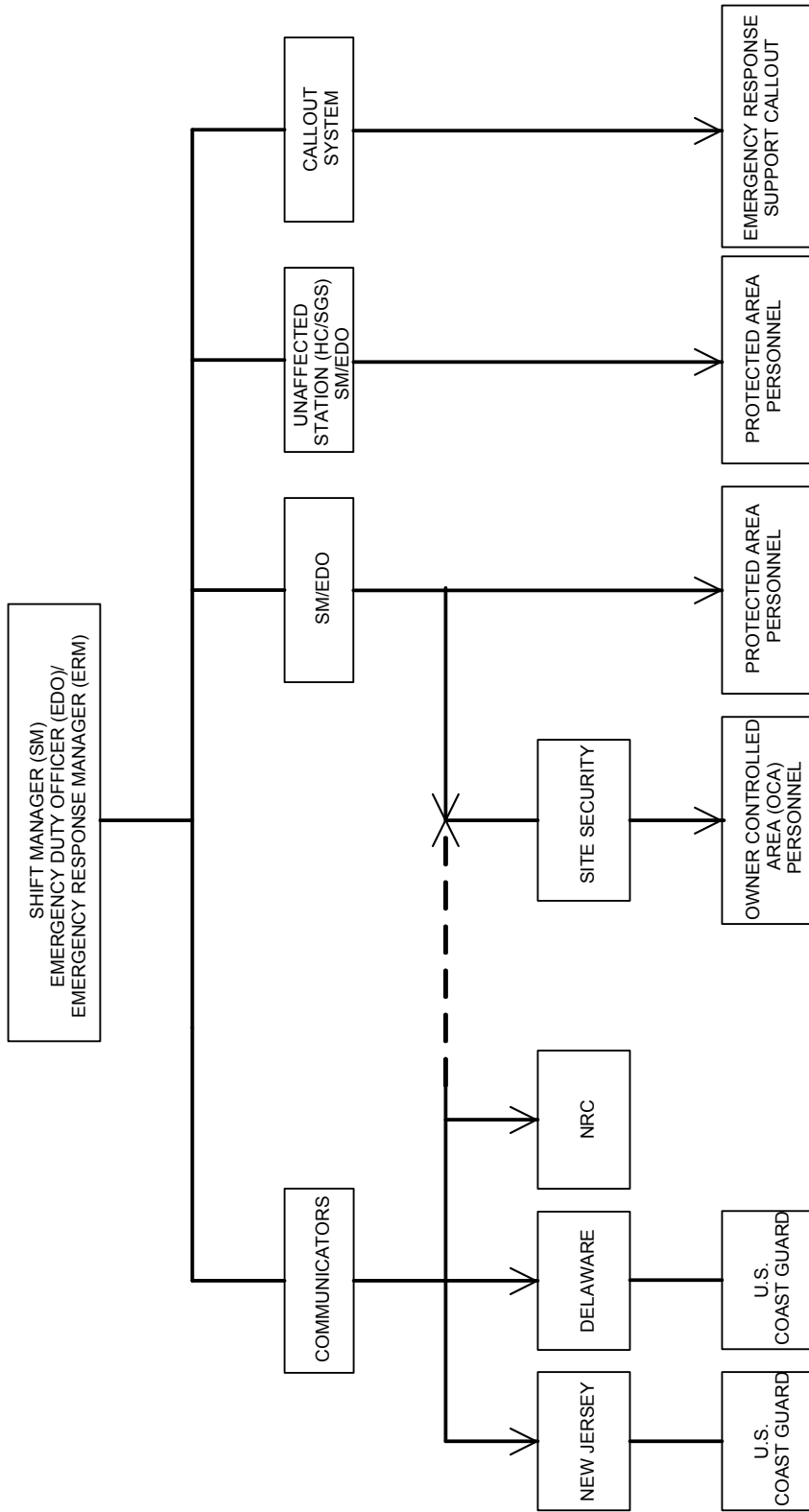
**TABLE 6-1 (cont)**  
**NOTIFICATION AND ACTION SUMMARY**

D. General Emergency

| <u>Class/Condition</u>   | <u>Licensee Actions</u>   | <u>Offsite</u>   |
|--|---|--|
| 1. Actual/imminent core degradation or melting with potential containment failure<br><p style="text-align: center;"><u>OR</u></p> Hostile actions that result in an actual loss of physical control of the facility. | 1. Promptly inform DE DSP/DEMA and NJ OEM authorities. Provide pre-determined (based on plant condition) protective action recommendations. | 1. Activate emergency and protective action functions.                 |
| 2. Actual/potential radiological release exceeding EPA PAG offsite.  | 2. Assess event conditions and initiate corrective actions.   | 3. Make and implement protective actions, including pathway measures.  |
| 3. Loss of two fission Product barriers and Potential loss of the third.   | 3. Augment all Resources.   | 4. Regularly inform the public of Emergency status.                    |
|  | 4. Keep federal and state authorities informed of event status and developments.  | 4. Coordinate field monitoring with federal, offsite and onsite teams. |
|  | 5. Regularly provide radiological and meteorological data to the States.  | 5. Continuously assess event effects upon the public.                  |
|  | 6. Initiate actions, mitigate the incident and terminate any radiological releases.   | 6. Reduce emergency and initiate recovery action.                      |
|  | 7. Initiate recovery action and reduce emergency class.   |  |



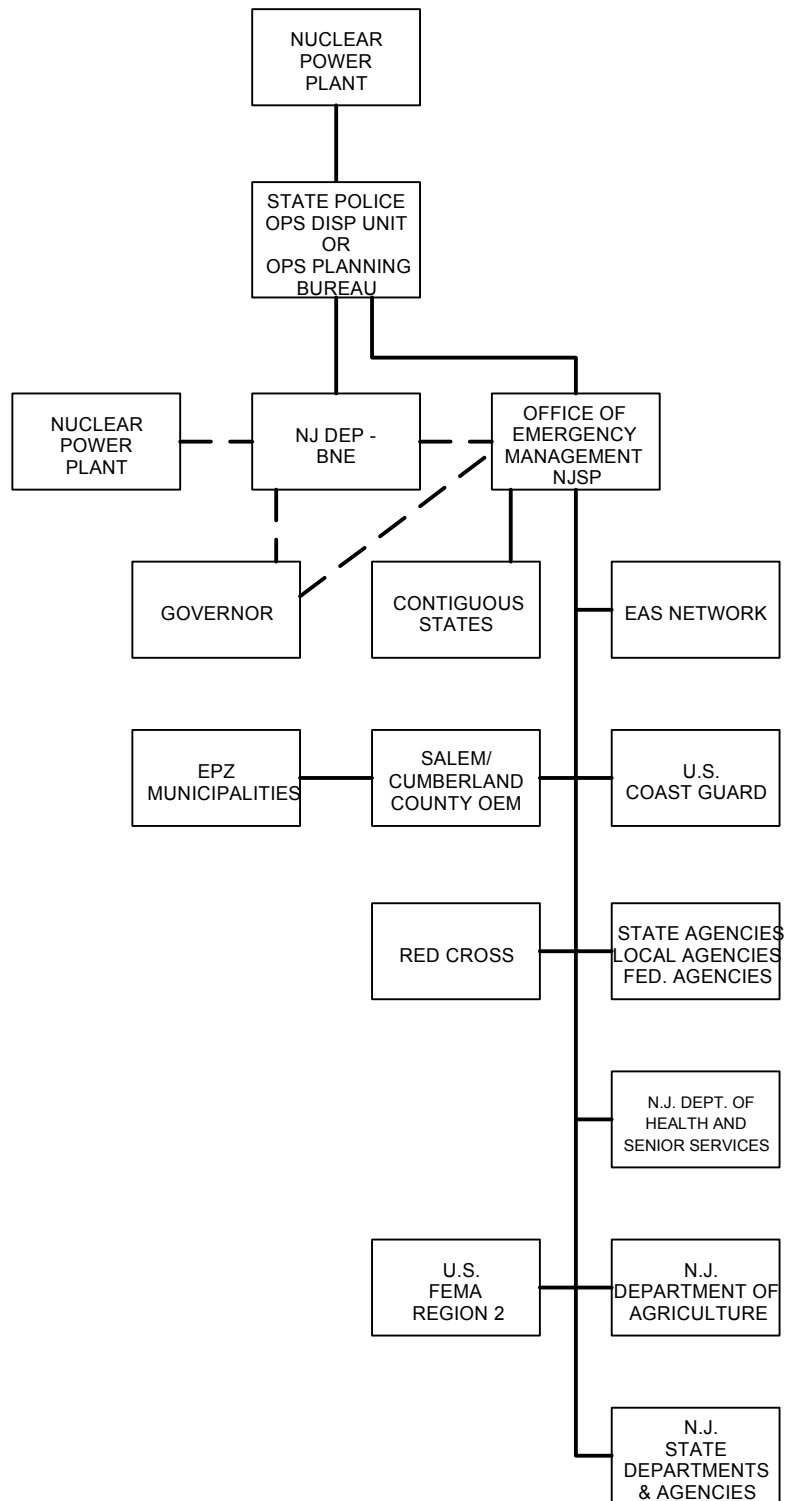
FIGURE 6-1  
NOTIFICATION METHOD - PSE&G



LEGEND

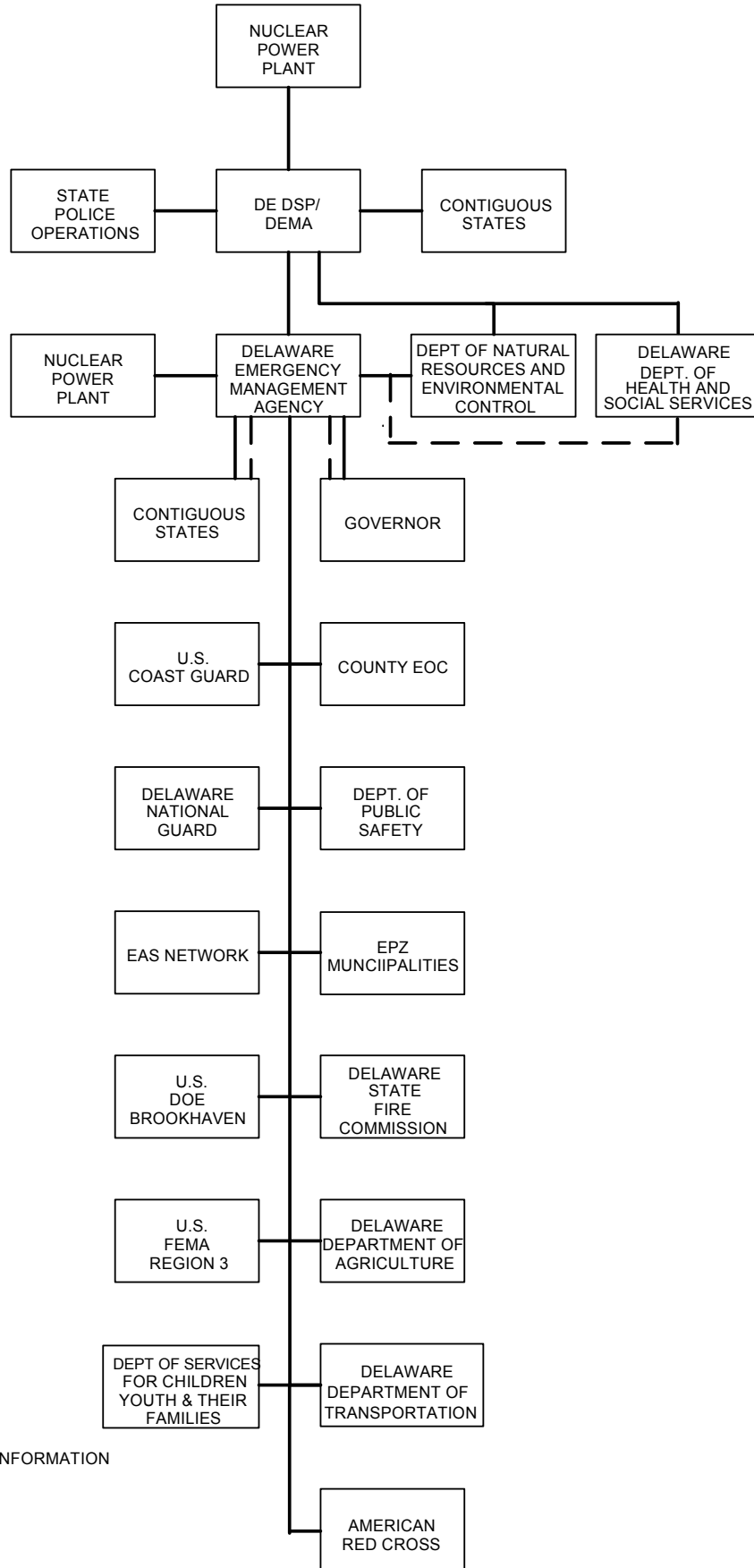
--- COMMUNICATOR NOTIFIES SITE SECURITY  
OF CLASSIFICATION ONLY, TO PREPARE THEM FOR  
PROTECTIVE ACTION DECISIONS COMING FROM THE OS/EDO.

FIGURE 6-2  
 NOTIFICATION METHOD - NEW JERSEY



--- NOTIFICATION AND INFORMATION  
 — INFORMATION

FIGURE 6-3  
 NOTIFICATION METHOD - DELAWARE



--- NOTIFICATION AND INFORMATION  
 — INFORMATION

**FIGURE 6-4  
TYPICAL INITIAL CONTACT MESSAGE FORM**

**INITIAL CONTACT MESSAGE FORM**

I. THIS IS \_\_\_\_\_, COMMUNICATOR IN THE  CONTROL ROOM  
(NAME)  TSC  
 EOF  
AT THE **SALEM** NUCLEAR GENERATING STATION, UNIT NO. \_\_\_\_\_.

II.  THIS IS NOTIFICATION OF A **SITE AREA EMERGENCY** WHICH WAS  
DECLARED AT \_\_\_\_\_ ON \_\_\_\_\_.  
(TIME - 24 HOUR CLOCK) (DATE)  
EAL #(s) \_\_\_\_\_,  
\_\_\_\_\_  
DESCRIPTION OF EVENT: \_\_\_\_\_  
\_\_\_\_\_

NOTE: Radiological Release is defined as: Plant Effluent > Tech Spec Limit of  $2.42E+05$   $\mu$ Ci/sec Noble Gas or  $2.1E+01$   $\mu$ Ci/sec I-131.

III.  NO RADIOLOGICAL RELEASE IS IN PROGRESS. } see NOTE  
 THERE IS A RADIOLOGICAL RELEASE IN PROGRESS. } for release  
definition

IV. 33 FT. LEVEL WIND DIRECTION (From): \_\_\_\_\_ WIND SPEED: \_\_\_\_\_  
(From MET Computer) (DEGREES) (MPH)

V.  NO PROTECTIVE ACTIONS ARE RECOMMENDED AT THIS TIME

\_\_\_\_\_  
EC Initials  
(Approval to Transmit ICMF)

**FIGURE 6-5  
TYPICAL STATION STATUS CHECKLIST**

**SSCL**

**STATION STATUS CHECKLIST**

(Pg. 1 of 2)

Operational Information

SALEM GENERATING STATION      Unit No. \_\_\_\_ Message Date \_\_\_\_\_ Time \_\_\_\_\_

Transmitted By: Name \_\_\_\_\_ Position \_\_\_\_\_  
(CR/TSC/EOF)

1. Date and Time Event Declared: Date \_\_\_\_\_ Time \_\_\_\_\_ (24 hr clock)

2. Event Classification:       Unusual Event       Site Area Emergency  
    Alert                       General Emergency

3. Cause of Event: Primary Initiating Condition used for declaration

EAL #(s) \_\_\_\_\_

Description of the event \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. Status of Reactor:       Tripped      Time of Trip \_\_\_\_\_  
 At Power       Startup       Hot Standby       Hot Shutdown       Cold Shutdown       Refuel

5. RZR/RCS Pressure \_\_\_\_\_ psig      Core Exit TC \_\_\_\_\_ °F

6. Is offsite power available?                       YES       NO

7. Are two or more diesel generators available?                       YES       NO

8. Did any Emergency Core Cooling Systems actuate?                       YES       NO

9. Is the Containment barrier failed? (Loss per EAL section 3.3)                       YES       NO

10. Other pertinent information \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Approved: \_\_\_\_\_  
EC or TSS or SSM

**FIGURE 6-5 (cont)  
TYPICAL STATION STATUS CHECKLIST**

STATION STATUS CHECKLIST  
( PAGE 2 OF 2 )  
RADIOLOGICAL INFORMATION

SALEM GENERATING STATION UNIT NUMBER: \_\_\_\_ CALCULATION TIME: \_\_\_\_\_ DATE: \_\_\_\_\_

1. GASEOUS RELEASE>TECH SPEC (T/S) LIMITS:

(T/S LIMITS: 2.42 E+05  $\mu$ Ci/sec NG or 2.1E+01  $\mu$ Ci/sec IODINE)

YES: [ ]  
NO: [ ]

RELEASE START TIME: \_\_\_\_\_ DATE: \_\_\_\_\_

- A. RELEASE TERMINATED: YES [ ] NO [ ] N/A [ ]
- B. ANTICIPATED OR UNKNOWN DURATION OF RELEASE: \_\_\_\_\_ HOURS
- C. TYPE OF RELEASE: GROUND [ ] ELEVATED: [ ] N/A [ ]
- D. ADJUSTED WIND SPEED: \_\_\_\_\_ (mph) \_\_\_\_\_ (m/sec) WIND DIR (deg from) \_\_\_\_\_
- E. STABILITY CLASS: \_\_\_\_\_ (A-G) DELTA T: \_\_\_\_\_ (deg C)
- F. VENT PATH OF RELEASE: R41 [ ] R45B/C [ ] R44 [ ] R46 [ ]
- G. NG RELEASE RATE: R41 \_\_\_\_\_ R45B/C \_\_\_\_\_ R44 \_\_\_\_\_  
R46 \_\_\_\_\_ ( $\mu$ Ci/sec)
- H. I-131 RELEASE RATE: R41 \_\_\_\_\_ R45B/C \_\_\_\_\_ R44 \_\_\_\_\_  
R46 \_\_\_\_\_ DEFAULT ( $\mu$ Ci/sec) (circle if default)
- I. TOTAL RELEASE RATE NOBLE GAS: \_\_\_\_\_ ( $\mu$ Ci/sec)
- J. TOTAL RELEASE RATE IODINE-131: \_\_\_\_\_ ( $\mu$ Ci/sec)

2. PROJECTED OFFSITE DOSE RATE CALCULATIONS:

| DISTANCE FROM VENT (IN MILES) | XU/Q (1/M2) | TEDE RATE (MREM/HR) | TEDE DOSE (4 DAY) (MREM) | THYROID-CDE RATE (MREM/HR) | THYROID-CDE DOSE (MREM) |
|-------------------------------|-------------|---------------------|--------------------------|----------------------------|-------------------------|
| MEA 0.79                      | _____       | _____               | _____                    | _____                      | _____                   |
| 2.00                          | _____       | _____               | _____                    | _____                      | _____                   |
| LPZ 5.00                      | _____       | _____               | _____                    | _____                      | _____                   |
| EPZ 10.00                     | _____       | _____               | _____                    | _____                      | _____                   |

3. OTHER PERTINENT INFORMATION:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. UPDATE TO STATES (IF VERBALLY TRANSMITTED):

|                      | NAME  | TIME  | INITIALS |
|----------------------|-------|-------|----------|
| STATE OF NEW JERSEY: | _____ | _____ | _____    |
| STATE OF DELAWARE :  | _____ | _____ | _____    |
| AGENCY:              | _____ | _____ | _____    |

APPROVED: \_\_\_\_\_  
EC or RAC or RSM

FIGURE 6-6  
PROMPT NOTIFICATION SYSTEM

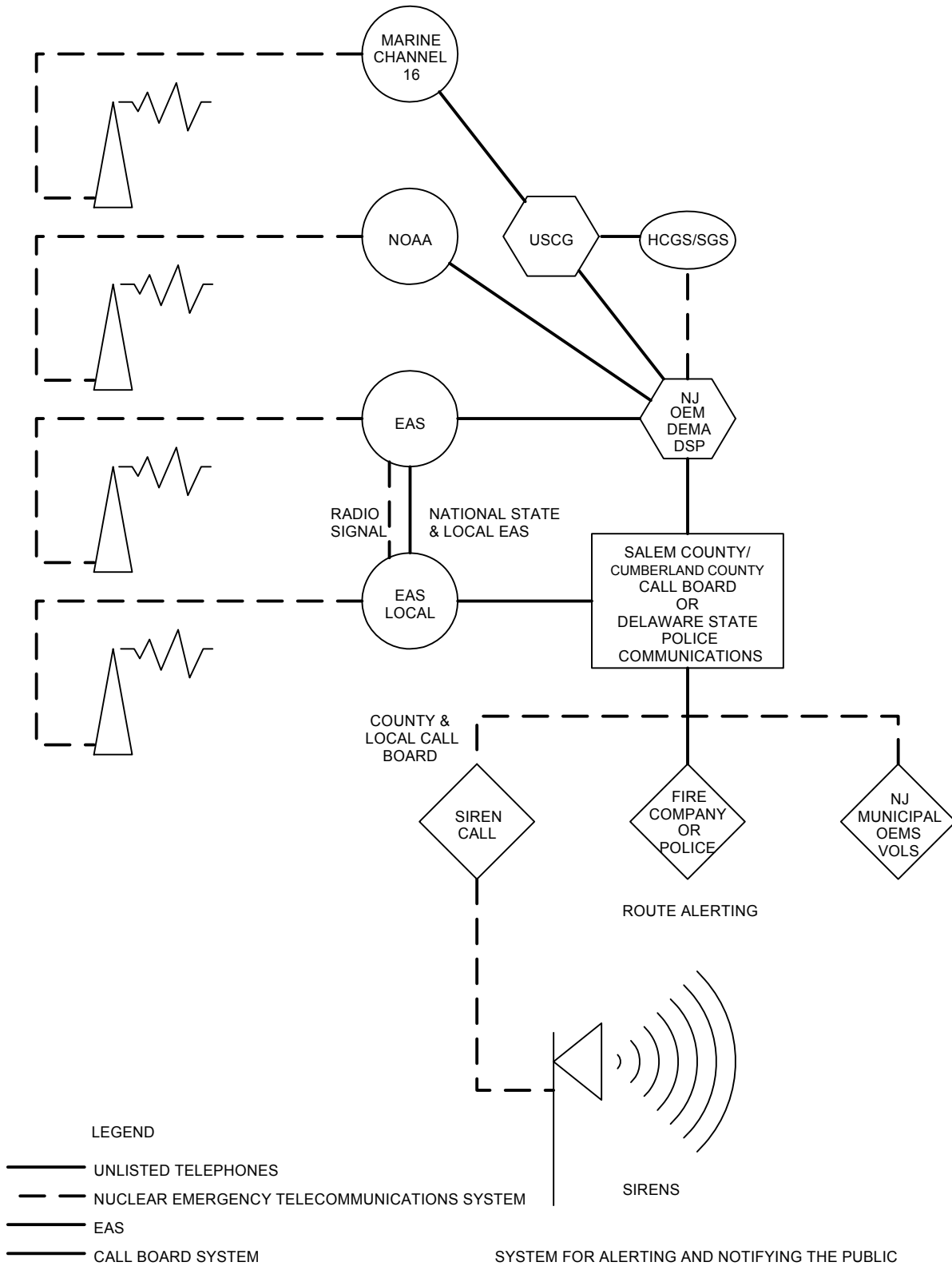
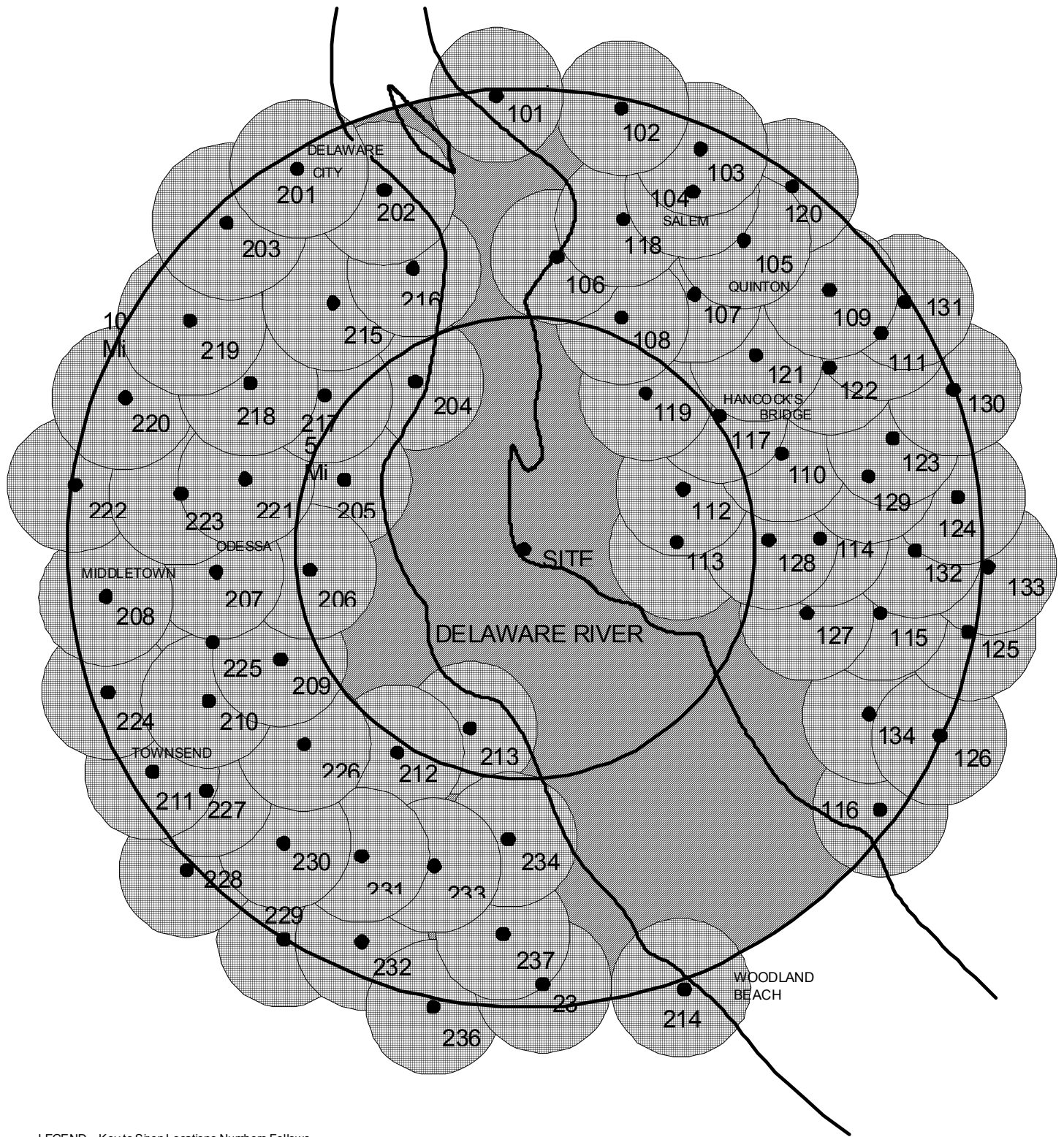


FIGURE 6-7  
 APPROXIMATE AREA OF PROMPT NOTIFICATION SYSTEM COVERAGE



LEGEND - Key to Siren Locations Numbers Follows

- SIREN COVERAGE
- MARINE NOTIFICATION AND EVACUATION



**FIGURE 6-7 (cont)**

**SIREN LOCATIONS**

| <b><u>Siren No.</u></b>  | <b><u>State/City &amp; County</u></b>    | <b><u>Location</u></b>   |
|--------------------------|--|--|
| <b><u>New Jersey</u></b> |  |  |
| 101                      | NJ/Pennsville<br>Salem Co.               | Fort Mott Road, 0.1 mile south of<br>Fort Mott Park  |
| 102                      | NJ/Pennsville<br>Salem Co.               | Route 49, 1000 ft. south of<br>intersection with Harrisonville<br>Lighthouse Road                    |
| 103                      | NJ/Salem<br>Salem Co.                    | Route 45, 0.2 mile east of<br>intersection with Tide Mill Road                                       |
| 104                      | NJ/Salem<br>Salem Co.                    | New Market Street at intersection<br>with Belden Street  |
| 105                      | NJ/Salem<br>Salem Co.                    | Quinton Road, 0.2 mile west of<br>intersection with Harris Road                                      |
| 106                      | NJ/Elsinboro<br>Salem Co.                | Delaware Avenue, 0.1 mile east of<br>intersection with Locust Avenue                                 |
| 107                      | NJ/Hagerville<br>Salem Co.               | Salem-Hancocks Bridge Road, 1 mile<br>from intersection with Amwellbury Road                         |
| 108                      | NJ/Elsinboro<br>Salem Co.                | Fort Elfsborg-Hancocks Bridge Road,<br>1200 feet southeast of intersection<br>with Money Island Road |
| 109                      | NJ/Quinton<br>Salem Co.                  | Quinton Fire Department, at intersection of<br>Route 49 with Robinson Road                           |
| 110                      | NJ/Lower<br>Allows<br>Creek<br>Salem Co. | Harmersville-Pecks Corner-Cohansy Road,<br>2000 feet east of intersection with Mays<br>Lane          |
| 111                      | NJ/Quinton<br>Salem Co.                  | Burden Hill Road, 3000 feet southwest of<br>intersection with Route 49                               |

**FIGURE 6-7 (cont)**

| <b>Siren State/City<br/>No.</b> | <b><u>&amp; County</u></b>        | <b><u>Location</u></b>  |
|---------------------------------|-----------------------------------|---|
| 112                             | NJ/Lower Alloways Creek Salem Co. | Alloway Creek Neck Road, 2000 feet south of intersection with Grosscup Road on Access Road to Artificial Island |
| 113                             | NJ/Lower Alloways Creek Salem Co. | Alloway Creek Neck Road, 1.8 mile south of intersection with Grosscup Road on Access Road to Artificial Island  |
| 114                             | NJ/Lower Alloways Creek Salem Co. | Frog Ocean Road, 1800 feet east of intersection with Stow Neck Road   |
| 115                             | NJ/Stow Creek Cumberland Co.      | Stow Creek Road, 0.1 mile west of intersection with Canton Road   |
| 116                             | NJ/Greenwich Cumberland Co.       | Bay Side Road, 1.1 mile west of intersection with Tindale Island Road   |
| 117                             | NJ/Lower Alloways Creek Salem Co. | Buttonwood Road at the intersection with Cuff Road  |
| 118                             | NJ/Elsinboro Salem Co.            | Tilbury Road, 1500 feet south of the intersection with Sinnickson Landing Road                                  |
| 119                             | NJ/Elsinboro Salem Co.            | Abbott's Farm Road, 4300 feet south of intersection with Fort Elfsborg-Hancocks Bridge Road                     |
| 120                             | NJ/Salem Salem Co.                | Quaker Neck Road at intersection with Sandy Ridge Road  |
| 121                             | NJ/Lower Alloways Creek Salem Co. | Beasley Neck Road, 2000 feet north of intersection with Hogate Boulevard  |

**FIGURE 6-7 (cont)**

| <b>Siren No.</b> | <b>State/City &amp; County</b>    | <b>Location</b>   |
|------------------|-----------------------------------|---|
| 122              | NJ/Quinton Salem Co.              | Cross Road, 500 feet south of intersection with Hogate Boulevard                      |
| 123              | NJ/Quinton Salem Co.              | Quinton-Jericho Road at intersection with Mill Pond Road                              |
| 124              | NJ/Quinton Salem Co.              | Quinton-Jericho Road, 500 feet northwest of inter section with Gravelly Hill Road     |
| 125              | NJ/Stow Creek Cumberland Co.      | Willis Road, 2500 feet east of Frank Davis Road South                                 |
| 126              | NJ/Greenwich Cumberland Co.       | Gum Tree Corner Road, 3250 feet south of intersection with Stathems Neck Road         |
| 127              | NJ/Lower Alloways Creek Salem Co. | Frog Ocean Road at intersection with Frog Road  |
| 128              | NJ/Lower Alloways Creek Salem Co. | Stow Neck Road, 0.5 mile south of intersection with Long Bridge Road                  |
| 129              | NJ/Lower Alloways Creek Salem Co. | Maskell's Mill Road at intersection with Batter Cake Lane                             |
| 130              | NJ/Quinton Salem Co.              | Harmersville-Pecks Corner Cohansey Road, 3500 feet west of intersection with Route 49 |
| 131              | NJ/Quinton Salem Co.              | Burden Hill Road, 2000 feet north of intersection with Route 49                       |
| 132              | NJ/Lower Alloways Creek Salem Co. | Buckhorn Road, 8000 feet west of intersection with Macanippuck Road                   |

**FIGURE 6-7 (cont)**

| <b>Siren State/City<br/>No.</b> | <b><u>&amp; County</u></b>              | <b><u>Location</u></b>  |
|---------------------------------|---|---|
| 133                             | NJ/Stow Creek<br>Salem Co.              | Macanippuck Road, 2000 feet south of<br>intersection with Buckhorn Road                             |
| 134                             | NJ/Greenwich<br>Cumberland Co.          | Stathems Neck Road, 5500 feet west of<br>intersection with Gum Tree Road at the<br>bend in the road |
| <b><u>Delaware</u></b>          |   |   |
| 201                             | DE/Delaware<br>City<br>New Castle Co.   | Route 72 at intersection with<br>Clarks Corner Road   |
| 202                             | DE/Delaware<br>City<br>New Castle Co.   | Clinton St. at intersection with<br>Second Street   |
| 203                             | DE/St. Georges<br>New Castle Co.        | Route 13 at intersection with<br>Coxs Neck Lane   |
| 204                             | DE/Port Penn<br>New Castle Co.          | Biddles Corner-Port Penn Road, 0.1 mile<br>west of intersection with River Road                     |
| 205                             | DE/Bayview<br>New Castle Co.            | McDonough Bayview Road, 0.2 mile west<br>of intersection with Thomas Corner Road                    |
| 206                             | DE/Thomas<br>Landing<br>New Castle Co.  | Thomas Corner Road, 0.8 mile west of<br>intersection with Old Corbit Road                           |
| 207                             | DE/Odessa<br>New Castle Co.             | Marl Pitt Road at intersection with<br>Fifth Street   |
| 208                             | DE/Middletown<br>New Castle Co.         | Main Street at intersection with<br>New Road  |
| 209                             | DE/Mathews<br>Corners<br>New Castle Co. | Stump Corner Road, 0.6 mile south of<br>intersection with Thomas Corner Road                        |

**FIGURE 6-7 (cont)**

| <b>Siren No.</b> | <b>State/City &amp; County</b>         | <b>Location</b>  |
|------------------|--|--|
| 210              | DE/Fieldboro<br>New Castle Co.         | Noxontown Road, 0.1 mile west of<br>intersection with Route 13                                     |
| 211              | DE/Townsend<br>New Castle Co.          | Townsend Pine Tree Corner Road, 0.1<br>mile west of intersection with<br>Blackbird Middletown Road |
| 212              | DE/Taylors<br>Bridge<br>New Castle Co. | Flemings Landing Road, 1.8 mile east<br>of intersection with Taylors Bridge Road                   |
| 213              | De/Taylors<br>Bridge<br>New Castle Co. | Cedar Swamp Road, 2 miles east of Route 9  |
| 214              | DE/Woodland<br>Beach<br>Kent Co.       | Route 6, 2.8 miles east of intersection<br>with Route 9  |
| 215              | DE/Port Penn<br>New Castle Co.         | Route 9, 200 feet south of intersection<br>with Dutch Neck Road                                    |
| 216              | DE/Port Penn<br>New Castle Co.         | Dutch Neck Road, 9000 feet northeast of<br>intersection with Biddles Corner- Port Penn<br>Road     |
| 217              | DE/Port Penn<br>New Castle Co.         | Boyd's Corner Road, 2000 feet west of<br>intersection with Biddles Corner-Port Penn<br>Road        |
| 218              | DE/St. Georges<br>New Castle Co.       | Route 13, 2500 feet south of intersection<br>with Biddles Corner-Port Penn Road                    |
| 219              | DE/Biddles<br>Corner<br>New Castle Co. | Biddles Corner Grove Road, 2600 feet north<br>of intersection with County Road 412A                |
| 220              | DE/Mt. Pleasant<br>New Castle Co.      | Ratlidge Road, 1500 feet north of<br>intersection with Mount Pleasant-Boyd's<br>Corner Road        |

**FIGURE 6-7 (cont)**

| <b>Siren State/City<br/>No.</b> | <b><u>&amp; County</u></b>        | <b><u>Location</u></b>  |
|---------------------------------|-----------------------------------|---|
| 221                             | DE/McDonough<br>New Castle Co.    | Route 13, 1000 feet south of<br>intersection with McDonough-Bayview Road                              |
| 222                             | DE/Armstrong<br>New Castle Co.    | Route 301, 1500 feet north of<br>intersection with Armstrong Corner Road                              |
| 223                             | DE/Armstrong<br>New Castle Co.    | Shallcross Road, 5500 feet north of<br>intersection with Armstrong Corner Road<br>at bend in the road |
| 224                             | DE/Middletown<br>New Castle Co.   | Blackbird-Middleton Road, 3000 feet<br>south of intersection with Noxontown Road                      |
| 225                             | DE/Fieldboro<br>New Castle Co.    | Route 13, 2000 feet north of intersection<br>with Chestnut Lane                                       |
| 226                             | DE/Blackbird<br>New Castle Co.    | Taylor's Bridge Road at intersection with<br>Union Church Road  |
| 227                             | DE/Ginns Corner<br>New Castle Co. | Route 13, 5000 feet north of intersection<br>with Blackbird-Middletown Road                           |
| 228                             | DE/Blackbird<br>New Castle Co.    | Blackbird Station Road, 800 feet west of<br>Blackbird Creek   |
| 229                             | DE/Blackbird<br>New Castle Co.    | Route 13, 2950 feet south of intersection<br>with Blackdiamond Road                                   |
| 230                             | DE/Blackbird<br>New Castle Co.    | Gum Bush Road, 2000 feet northeast of<br>intersection with Blackbird Landing Road                     |
| 231                             | DE/Walker<br>New Castle Co.       | Walker School Road at intersection with<br>Gardner Road   |

**FIGURE 6-7 (cont)**

| <b><u>Siren No.</u></b> | <b><u>State/City &amp; County</u></b>  | <b><u>Location</u></b>   |
|-------------------------|--|--|
| 232                     | DE/Walker<br>New Castle Co.            | Paddock Road, 1750 feet north of<br>intersection with Black Diamond and<br>Walker School Roads |
| 233                     | DE/Taylors<br>Bridge<br>New Castle Co. | Paddock Road, 3500 feet west of<br>intersection with Route 9                                   |
| 234                     | DE/Taylors<br>Bridge<br>New Castle Co. | Thoroughfare Neck Road, 6000 feet east<br>of intersection with Route 9                         |
| 235                     | DE/Brick Store<br>Kent Co.             | County Road 82, 1000 feet south of<br>intersection with Route 9                                |
| 236                     | DE/Smyrna<br>New Castle Co.            | End of Brick Store Landing Road, 1500 feet<br>east of intersection with County Road 503        |
| 237                     | DE/Brickstore<br>Kent Co.              | Route 9, 2000 feet northwest of<br>intersection with County Road 317                           |

**NOTE:**

All sirens are omni-directional and each has a weighted average sound pressure level of 119.5 dB© at 100 feet to meet criteria of FEMA REP-10.