

EXHIBIT 2



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State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Acting Commissioner

TAHESHA L. WAY
Lt. Governor

April 12, 2024

Zayibeth Carballo, PE, PLS, PP, CME, CFM, CFS
Municipal Engineer/Director of Engineering
25 Lakeside Avenue
West Orange, NJ 07052

Dear Ms. Carballo:

Acting Commissioner Fran O'Connor has asked me to respond to your letter requesting pedestrian safety improvements at the signalized intersection of the I-280 eastbound exit ramp and Pleasant Valley Way (CR 636). On behalf of the New Jersey Department of Transportation (NJDOT), I appreciate the opportunity to assist you.

I am pleased to inform you that in November of 2023, NJDOT sent a work order for improvements regarding this intersection. It is anticipated that the work order will be completed this year and will produce the following:

- 1) Install enhanced ladder-style pedestrian crosswalk markings and countdown pedestrian signal heads for the existing marked pedestrian crosswalks to cross the I-280 eastbound exit ramp lanes, Pleasant Valley Way, and the Pleasant Valley Way southbound jughandle lanes at this intersection. Additionally, the turning radius of the Pleasant Valley Way northbound right-turn movement onto the I-280 eastbound exit ramp will be visually reduced and tightened by painting a white shoulder in the southeast corner of the intersection.
- 2) Install Leading Pedestrian Interval (LPI) for the crosswalks to cross the I-280 eastbound exit ramp lanes and the Pleasant Valley Way southbound jughandle lanes to provide pedestrians the opportunity to enter this crosswalk seven seconds before Pleasant Valley Way vehicles are given a green indication for every signal cycle.
- 3) Install "No Turn On Red" prohibition signs for Pleasant Valley Way northbound.
- 4) Install "No U and Left Turn" signs, "No Right Turn" signs, and through arrow and "ONLY" pavement markings for Pleasant Valley Way southbound through only lanes at the intersection.

To address the remainder of the requests in your letter such as the installation and replacement of curbing, sidewalk, ADA-compliant curb ramps and detectable warning surfaces, and the implementation of the proven safety countermeasures listed in Exhibit C *Vision Zero Action Plan (2023-2030)*, an additional work order is needed. This work would require the relocation of existing signal equipment and the

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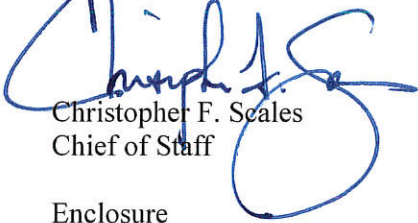
installation of new signal equipment to meet the standards in the 11th Edition of the "Manual on Uniform Traffic Control Devices" (MUTCD).

Per NJDOT Policy No. 346 (enclosed), the requestor would be required to cover 25% of the electrical construction costs for revising the signal. The total estimated electrical cost to implement the additional work at the intersection of I-280 eastbound exit ramp and Pleasant Valley Way (CR 636) is approximately \$250,000. Therefore, the Township of West Orange would need to commit to an approximate contribution of \$62,500.

This commitment should be formalized through a resolution of support and sent to Ms. Jaime Oplinger, Executive Director, Division of Traffic Engineering NJDOT, 1035 Parkway Avenue, P.O. Box 600, Trenton, NJ 08625-0600. Upon receiving the cost-sharing commitment, staff will initiate the design process to develop the formal cost sharing agreement and a maintenance work order package to address the remainder of the requests in your letter.

I hope that this information is helpful. If you have any additional questions or concerns, please feel free to contact Meredith Hammond, Office of Government and Community Relations, at (609) 963-1982.

Sincerely,



Christopher F. Scales
Chief of Staff

Enclosure



DEPARTMENT OF TRANSPORTATION POLICY / PROCEDURE

Policy No. 346

Supersedes: N/A

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SUBJECT:

**Maintenance Work Order
Electrical Cost Sharing**

Effective Date:

02-01-11

Commissioner Approval:

William A. Carter
Sponsor Approval: William A. Carter
Assistant Commissioner, Operations
Contact Telephone #: 609-530-2590

I. PURPOSE

To clarify the policy for Maintenance Work Order Electrical Cost Sharing between the State, Counties, Municipalities and Third Parties governing installations of new or revisions to existing active traffic control devices on the State highway system.

II. BACKGROUND

Dating back to at least the late 1930's, the Department's Deputy Attorneys General have executed electrical agreements with both public and private entities to include graduated cost sharing of 15%, 25% and 100%, based on the jurisdiction of and complexity of the intersection. A 1982 Departmental Administrative Directive outlined the ability of the then-Bureau of Electrical Engineering to negotiate cost-sharing for construction costs as part of all electrical agreements. Full federal reimbursement of the construction costs occurred for several decades until the early 1990's, but no longer exists. In the mid-1980's, the Department stopped seeking a local cost share for all electrical installations affected by the federal reimbursement.

III. DEFINITIONS

The following words and terms, when used in this policy, shall have the following meaning, unless the context clearly indicates otherwise:

- Traffic Control Devices – Traffic control signals, hybrid pedestrian signals, intersection control beacons, flashing warning and/or regulatory sign beacons, and all related electrical appurtenances.
- Maintenance Work Order – Planned new design or redesign of existing Traffic Control Devices, exclusive of routine and emergency maintenance.
- Requesting party - County, Municipality, Fire Company, Emergency or Rescue Squad, etc.
- Third Party – Any private entity or entities having ownership of an egress driveway that is controlled by a vehicular traffic signal phase, improvements by which are subject to the NJ Access Code requirements.
- Electric current costs – Annual energy cost to power the traffic signal at full operational capacity, including the intersection lighting.
- Optical Emergency Pre-emption System – proprietary transmitter / receiver equipment to remotely interrupt traffic signal displays.
- UPS Battery Back-up System – Uninterrupted power supply by batteries in the controller cabinet.

Policy

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IV. POLICY

A. New Traffic Control Devices

The requesting party will assume **25 %** of the total costs to construct all traffic control devices. The State will assume the remaining **75 %** of the construction costs.

1. Maintenance Costs

Where traffic signals are installed for the primary benefit of a Third Party, said Third Party will pay **100 %** of the average cost of maintaining such facilities. These costs will be computed by Maintenance Engineering and billed to the Third Party annually.

The State will assume **100 %** of the maintenance costs in all other cases involving State intersections unless ownership is transferred by jurisdictional agreement.

2. Electric Current Costs

a) The designated party in the new electrical agreement for an intersection will pay **100 %**. This is typically the requesting party or Third Party.

The State will assume **100%** of the costs when the intersection is made up entirely of State owned roadway, jughandle or ramp approaches.

b) The requesting party will pay **100%** of the costs for all non-intersection traffic control devices.

3. Context Sensitive Coloration

Requests for the installation of aluminum or steel traffic signal poles and mast arms that specify a non-standard color other than silver will require the requesting party or Third Party to assume **100 %** of the labor and material costs involved in the replacement of any units newly installed by State forces or its designated agents. If the requesting party makes such a request within the initial investigation, it will be responsible for **25 %** as defined within IV. A.

4. Optical Emergency Pre-emption System

The requesting party will independently procure and assume **100%** of the costs for the installation and maintenance of the optical system. State forces will not participate in the cost, installation and maintenance of the optical system.

B. Existing Traffic Control Devices

The requesting party will assume **25 %** of the total costs to revise all traffic control devices. The State will assume the remaining **75 %** of the construction costs.

1. Maintenance Costs

Governed by the existing electrical agreement.

2. Electric Current Costs

Governed by the existing electrical agreement.

Policy

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3. Context Sensitive Coloration

Requests for the installation of aluminum or steel traffic signal poles and mast arms that specify a non-standard color other than silver will require the requesting party or Third Party to assume **100 %** of the labor and material costs involved in the replacement of any units by State forces or its designated agents.

4. UPS Battery Back-up System

The requesting party will assume **25%** of the total costs for modification of the signal system to accept installation of the battery units. The State will assume **75%** of the installation costs and **100%** of the system maintenance.

5. Optical Emergency Pre-emption System

The requesting party will independently procure and assume **100%** of the costs for the installation and maintenance of the optical system. The requesting party will assume **25%** of the total costs for modification of the traffic signal to accept installation of the system units. State forces will not participate in the cost, installation and maintenance of the optical system.