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PRIMER for Mayors

"Let's Get the Lead Out of Our Drinking Water"

Key Information that NJ Local Officials Need and Want to Know

Lead Service Line Efficiency Measures



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WHY THIS PRIMER MATTERS

Access to clean and safe drinking water is important for the health and safety of all individuals in New Jersey, and has been a national priority since Congress passed the Safe Drinking Water Act of 1974. As there is no safe level for lead exposure, water systems in New Jersey are working to meet the new statutory requirement to replace all lead service lines (LSL) by 2031.

This monumental effort requires collaboration and coordination; mayors, business administrators, and city managers will all play a pivotal role in advancing the efficiency of LSL programs. This periodic primer brought to you by the Jersey Water Works Lead in Drinking Water Task Force and LSL Implementation Workgroup provides key information on how lead pipes can be replaced quickly, cost-effectively, and with community support.





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EXECUTIVE SUMMARY

This primer provides an overview of the requirements of state legislation (P.L. 2021, c. 183) requiring the replacement of all lead and galvanized service lines by 2031. Additionally, this document provides an overview of 10 Lead Service Line Replacement efficiency measures to ensure **equitable**, **cost effective**, and **efficient** LSL replacement programs:

1. **Improve Customer Communication and Community Outreach:** instills trust, cooperation, and participation from and within communities.
2. **Utilize Community Surveys to Improve Lead Service Line Inventories:** a low-cost way to gain knowledge about customer-side material.
3. **Pass Municipal Ordinances Authorizing Access to Private Property and Mandating Participation:** authorize public water utilities to replace the privately-owned portion of the service line, permit tenants to provide access to rental properties, and enable localities to make replacement mandatory.
4. **Fully Fund Replacement of Customer-Owned Lead Service Lines:** adopt a “no customer cost-share” policy, which ensures affordable and equitable access to clean drinking water and increases consumer participation.
5. **Coordinate with Road-Related Construction:** maximizes cost effectiveness and is less disruptive.
6. **Contract Performance Targets for Field Crews:** set and monitor targets, such as LSLs replaced per work crew per week, to help quicken the pace of the program.
7. **Stream-line Road Opening Moratoriums and Pavement Restoration Policies:** create an LSL exception to existing road opening moratoriums, which otherwise restrict a road from being disturbed for a period of time; limit the instances when “curb-to-curb” pavement restoration is employed; and allow for block-by-block opening permits.
8. **Verify LSL Locations Without Invasive Excavation:** examples include Predictive Modeling, Hydrovacing, and integrating inspections into other work, such as meter replacements.
9. **Streamline or Reduce Plumbing Permit Fees and Code Official Inspections:** examples include batch processing and virtual inspections.
10. **Right-Scale Traffic Enforcement:** reduce the use of traffic police (this varies by municipality) to accomplish more LSL replacements within a given budget.

To access more detailed, technical information about lead in drinking water, including best practices for water utilities (e.g., [Model Ordinance](#) on Property Access, [Fifth Liter Sampling Guidance](#), etc.), contact Deandrah Cameron, Policy Manager, at New Jersey Future, at dcameron@njfuture.org or info@jerseywaterworks.org. You may also contact us by calling (609) 262-3545 ext. 1022.





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LEAD SERVICE LINE REPLACEMENT (LSLR) LAW

Key dates that pertain to the Lead Service Line Replacement (LSLR) law

Online Resources:

<https://www.state.nj.us/dep/watersupply/dws-sampreg.html>

Required Submission	Due Date	Content
LSL Inventory N.J.S.A. 58:12A-42	Updated: July 22, 2022	Details the inventory of each service line material within the service area. Annual updates will include supporting information on why a line is determined to contain lead and steps taken to identify unknown lines
	Annual: July 10th of each year thereafter	
LSLR Progress Report N.J.S.A. 58:12A-46	Initial: July 22, 2022	Details the progress of replacing and identifying LSLs from the previous year (July 1-June 30)
	Annual: July 10th of each year thereafter	
LSL Replacement Plan N.J.S.A. 52:12A-44	Initial: July 22, 2022	Details a Public Community Water System (PCWS) plan to replace/remove all LSLs in the service area
	Annual: July 31st of each year thereafter	
Notice of LSL to Consumers Form N.J.S.A. 52:12A-43	Initial: September 1, 2022	Documents that notice of lead service line materials was provided to consumers served by LSLs
	Annual: August 20th of each year thereafter	





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LEAD SERVICE LINE (LSL) REPLACEMENT EFFICIENCY MEASURES FOR LOCAL OFFICIALS

1. Improve Customer Communication and Community Outreach

A successful LSL replacement program requires communication with residents and property owners at every step in the replacement process. Effective and early communication ensures residents trust and confidence in the water system. As with the crisis in Flint, Michigan, when there is a high level of concern regarding lead in drinking water issues, customers may lose trust if key information is not relayed in a timely manner. Additionally, residents may not understand the potential health implications of a home served by a LSL. More often than not, service line inventories may be incomplete and the service line composition may be unknown. Communicating to residents about pending service line inspections and/or removal is crucial to increasing participation and consent, particularly regarding the customer-owned portion of a LSL.

Established community groups can also play an important role as trusted conduits for information on local issues that cut across different population groups, including aging adults and immigrants who face language barriers. **It is crucial to build partnerships with organizations that are connected with hard-to-reach populations.**



Consider Utilizing the Following:

- Multiple Languages
- Press releases
- Door-to-door canvassing
- Social media announcements (i.e., many people do not have a computer, but most have a cell phone)
- Videos (reusable, inexpensive, targetable to specific audiences)
- Attending already-established meetings: “Go Where People Gather”
- Presentations at schools, childcare centers, and places of worship
- Websites, door hangers, lawn signs, fact sheets
- Fliers, brochures, and posters
- Advertisements and public service announcements





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2. Utilizing Community Surveys to Improve Lead Service Line Inventories


Utilizing community surveys to prompt customers to self-identify service line materials is a great way to educate consumers and accelerate LSL inventories. Community surveys may supplement traditional methods and prove particularly useful where there are challenges in accessing private property for LSL inspections and replacements. To maximize participation, consumers typically require instructional information on how to visually inspect a service line or perform "scratch" tests. Community meetings are a great way to conduct such training and educational outreach. Further information can be found in the EPA Guidance for Developing and Maintaining A Service Line Inventory. See link below table.

Greater Cincinnati Water Works (GCWW), Ohio	The City of Grand Rapids, Michigan	The City of Madison, Wisconsin
<p>Greater Cincinnati Water Works (GCWW), OH provides instructions for the scratch test on their website, along with a fillable form asking for name, email, return phone number, and property address. Customers can select copper, lead, or other from a dropdown menu to specify their service line material. The website asks users to “please upload a picture of your meter setting that we can use to help identify the pipe material.”</p>	<p>The City of Grand Rapids, MI, has used free video conferencing software to guide homeowners through the verification process. This approach worked especially well during the COVID-19 pandemic, when customers were reluctant to let others into their homes and could be replicated for harder-to-reach customers who are more comfortable with a video call than letting system personnel enter their homes (USEPA, 2021e).</p>	<p>The City of Madison, WI distributed customer surveys to residents in 2000, asking them to perform scratch tests on their exposed portion of service lines in their homes (Bukhari et al., 2020). During that time, the City of Madison held meetings to teach customers how to perform scratch tests. Madison Water Utility still provides instructions on how to perform scratch tests on their website, along with a number and email to contact if an LSL is discovered.</p>

https://www.epa.gov/system/files/documents/2022-08/Inventory_Guidance_August_2022_508_compliant.pdf




2.1 Philadelphia Water Department Example




How to check your water service line material

The City's water mains are not made of lead. However, the water service line running from the water main to your home may be made of lead or steel.

Lead can also be found in older brass fixtures and valves and in old solder or epoxy, where pipes are joined.









Water Service Line
May be made of lead, copper, galvanized steel or plastic.

⚠ For any questions about lead in your water:
Call us at (215) 685.6300.
Our staff will provide information on water testing, safety tips and replacement options.

Possible Pipe Materials


-  Lead
-  Copper
-  Galvanized Steel
-  Plastic

Follow these steps:

You will need:

- Key or a coin
- Strong refrigerator magnet

- 1. Find the water meter in your basement.**
Look at the pipe that comes through the outside wall of your home and connects to your meter.
- 2. Carefully scratch the pipe (like you would a lottery ticket) with a key or a coin. Do not use a knife or other sharp tool. Take care not to make a hole in the pipe. If the scratch turns a shiny silver color, it could be lead or steel.**
NOTE: If pipe is painted, use sandpaper to expose the metal first.
- 3. Place the magnet on the pipe.**
If a magnet sticks, it is a steel pipe.



Lead is dull, very soft, and will turn a shiny silver color when scratched.

Magnets will ONLY stick to steel. They will NOT stick to lead or copper.

Other ways you can check for lead:

- **Purchase a lead test kit at a hardware or home improvement store.** These kits test what the pipe is made from – not the water inside. Look for an EPA recognized kit.
- **A licensed and insured plumber can inspect your pipes and other plumbing for lead or steel.** Replacing an older brass faucet or valve might reduce the lead in water.

<https://water.phila.gov/pool/files/how-to-check-your-service-line-for-lead.pdf>





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3. Pass Municipal Ordinances Authorizing Access to Private Property and Mandating Participation

The City of Newark became the first city in New Jersey to enact an ordinance that mandated homeowner participation in an LSL replacement program at no cost to the property owner. Under their ordinance, even if the owner fails to register for the program, the city may access the property to verify and replace a LSL. Approximately 75% of city residents are tenants, who were authorized under the ordinance to provide access. This particular aspect of the program proved particularly helpful in dealing with landlords who were unreachable or recalcitrant. Further analysis of the program can be found in this article [Lead Service Line Replacement at a Blistering Pace Newark, New Jersey](#).

Water systems should consider working with community and local officials to pass ordinances that authorize utility staff to access private property to inspect the customer-owned portion of the service line and, if necessary, to replace a LSL. After passing such an ordinance, the City of Newark was able to use a "block-by-block" approach to replace LSLs, which maximized efficiency and reduced costs. Drawing from several sources including Newark's [existing law](#), the Jersey Water Works LSL Implementation Workgroup drafted a [model ordinance](#) that authorizes public access to private property solely for the purpose of replacing a LSL. This document captures the key elements that should be considered for such an ordinance, which is integral to the efficiency of any LSL replacement program.

Ordinances for Consideration:

- Authorize access to private property and mandatory participation (recommended only with a no customer cost-share policy as outlined below).
- Require replacement upon sale of property (disclosure is required in NJ).
- Require replacement upon new rental lease agreement or new certificate of occupancy in rental property.
- Require replacement upon renewal of operating licenses for businesses.
- Require all new plumbing permits to report existing material removed and new material (if applicable).





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4. Fully Fund Replacement of Customer-Owned Lead Service Lines: e.g., Adopt No Customer Cost Share Policy

Giving water utilities the option to charge property owners partial cost-share for replacing a LSL sounds fair. After all, they typically own a major portion of the pipe. In reality, cost-shares (e.g., \$1,000) do not reduce total cost and will prevent full replacement of all LSLs.

Regardless of whether the locality is a poor city, an urban area with an abundance of absentee landowners, or a more affluent suburb, investor- and government-owned water utilities encounter a high percentage of property owners who simply refuse to participate if required to pay a cost-share. As a consequence, water utilities waste time on outreach, and the replacement process is scattershot and inefficient, resulting in the replacement of far fewer pipes at a significantly higher cost. Several municipalities across New Jersey are working to create mandatory LSL replacement programs with no customer cost-share.



The following systems have already implemented a "No Customer Cost-Share Policy":

Examples—No Customer Cost-Share—Across New Jersey and Other States

New Jersey	
Mandatory	Voluntary
<ul style="list-style-type: none"> Newark (all LSLs replaced) Atlantic City Passaic Valley Water Commission (Includes Paterson, Clifton, Passaic, Prospect Park, Lodi, North Arlington, part of Woodland Park) 	<ul style="list-style-type: none"> NJ American Water Middlesex Water Company

Other States with No Customer Cost-Sharing	
<ul style="list-style-type: none"> ➤ Minneapolis: St Paul ➤ Colorado: Denver ➤ Missouri: MO American Water ➤ Indiana: IN AmericanWater (2021) ➤ Montana: Bozeman ➤ Washington: Spokane ➤ New York: Newburgh 	<ul style="list-style-type: none"> ➤ Illinois: Evanston (2022), Hazelcrest ➤ Ohio: Cincinnati (Dec 2021), Toledo (April 2022) ➤ Michigan: Detroit (2018) Flint (2021), ➤ Pennsylvania: PA American Water, York, Pittsburgh ➤ Wisconsin: Green Bay, Milwaukee ➤ Massachusetts: Chelsea, Needham, Quincy, Somerville

No Customer Cost-Share—Fully Funded by Utility with External Funding or Rate Increase

PROS	CONS
Minimizes administrative cost	Needs enforcement or a consequence of no participation
Maximize efficiency: block by block removal	Limits local flexibility in arranging the LSL replacement program
Accelerate health benefit to public	Requires passing of ordinances and political approval
Minimize cost impact: spread across rate base and over time (e.g., debt issuance)	Potentially greater cost burden on the utility
Can coordinate with paving programs	Philosophical objection
Can prioritize areas with children, EJ communities and others most at risk	Typically results in a rate increase





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5. Coordinate with Road-related Construction

Local Road Work Coordination

A significant amount of the road work performed in New Jersey is contracted by the local government, not by the New Jersey Department of Transportation (NJDOT). Coordinating with road, paving, or water main work such as resurfacing, widening and repaving programs at the county or municipal level will constitute a large part of the LSL replacement program. Since excavation and pavement restoration are a significant part of the cost of LSL work, coordinating with other road openings is one of the most important efficiency measures. A coordinated approach will limit the frequency of road work, allowing paving projects to last longer, increasing customer satisfaction and minimizing disruption.

NJDOT Construction

On July 7, 2022 NJDOT issued a Corrective Action Plan to clarify how their road projects would coordinate with local implementation of LSLRs. The action plan, [CAN 091](#), requires NJDOT's "designers to contact all public water systems within the NJDOT Right of Way of the design project limits whether they are impacted or not." The designer must notify the public water systems that their LSLs are to be replaced as per N.J.S.A. 58:12A-40 to 58:12A-47. Subsequently, public water systems must inform the NJDOT, in writing, if their service lines have met compliance or not.

Other Types of Coordinated Replacements

The routine activities of various utilities and water service providers can provide additional opportunities to find and replace LSLs, reducing costs by avoiding separate excavations and preventing partial replacements. <https://www.lslr-collaborative.org/approaches-to-replacement.html>

A Few Examples of Coordinated Replacements Include:

- Replacing or relining water mains
- Replacing service connections and valves (including curb stop valves, curb boxes or pits)
- Installing or replacing water meters
- Relocating water meters from inside building to outside meter pits
- Conducting water system leak reduction programs
- Checking for and removing lead goosenecks when service lines are replaced (e.g., leaks, breaks, or other reasons)





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6. Contract Performance Targets for Field Crews

A robust database and management system is often instrumental to success as it enables the water utility to aggressively monitor the pace of field crews in replacing LSLs. This is particularly effective if the underlying LSL contracts establish periodic (i.e., monthly) targets. In Newark, the service line records were paired with a project management tool which the team of contractors, inspectors, consultants, and city representatives used to track and update the status of the LSL replacement effort in real time. The information was also shared in a public-facing website in multiple languages.

Below is a list of key **contract management** tools and **performance oversights** to increase productivity as employed in Newark's LSL replacement program:

- Break LSL replacement contracts into relatively small increments and sequence the solicitations so one quickly follows another, providing contractors with timely feedback on their competitors' bid pricing which prompts them to sharpen their bid prices.
- Hire a project management consultant for shared oversight responsibility (Newark utilized CDM Smith).
- Contract with multiple contractors to maximize the number of field crews (Newark deployed up to 30 crews in peak periods).
- Negotiate aggressive schedules with contractors, including specific performance metrics (i.e., LSLs replaced per month).
- Install software/dashboards (e.g., E-Builder, ARC-GIS) that track each contractor's progress in real time, including spatial monitoring (i.e., neighborhood maps) and verification of work quality.
- Assign consultant staff to the field to check on work in progress and resolve issues.
- Batch process required permits (e.g., plumbing, roadway) across entire neighborhoods and waive the usual fees.
- Track post-replacement water testing, including delivery of test kits and follow-up on exceedances.

Read this blog by the Environmental Policy Innovation Center (EPIC) on "Echoing Newark: How American Cities Can Replicate Newark's Success in Replacing Over 23,000 Lead Pipes in Under Three Years" [here](#).





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7. Streamline Road Opening Moratoriums and Pavement

Restoration Policies: create an LSL replacement exception to existing road opening moratoriums, which otherwise restrict roads from being disturbed for a period of time, and limit the instances when "curb-to-curb" pavement restoration is employed.

7.1 Road Opening Moratoriums

Road surfaces that are newly constructed, reconstructed, paved, or overlaid are typically placed under a moratorium for a set time restricting the issuance of road opening permits. Moratoriums exist to maximize the life expectancy of the road work that was performed. Exceptions are typically granted for utility emergencies. The utility is responsible for limiting the disruption as much as possible. In some cases, all repair paving must be completed utilizing infra-red technology (which blends new pavement into the adjacent asphalt.)

Road opening moratoriums and pavement restoration policies on State, County and Municipal roads pose a significant barrier to any effort to minimize the cost of LSL replacements. As per NJAC Title 16—Transportation Chapter 41—Highway Occupancy Permits: "When a highway is newly paved, or paved for improvement, the Department shall not permit opening in the highway for a period of five years thereafter, without the consent of the commissioner, as documented in a waiver pursuant to N.J.S.A. 27:7-26." In addition to the time needed for the waiver request and permitting process, there is an additional cost for pavement restoration which reduces funds available to replace LSLs.

7.2 Pavement Restorations

When restoring the street following LSL replacement, municipalities often require the water utility to pave from "curb to curb," which significantly increases the cost of LSL replacements. Alternatively, localities may require that half of the road be repaved when the water main trench does not extend past the centerline or full width restoration if it is crossed, plus 25 feet on either side. In each case, areas that were not disturbed are resurfaced. These more extensive approaches to pavement restoration take more time to complete, add significant cost, and increase the police coverage required to monitor traffic. When trenchless LSL replacement techniques are used, only one 3'x3' hole is required above each service line connection to the water main.

The total cost of infrared paving (which blends new pavement into the adjacent asphalt) can dramatically increase per location depending on the size (square feet or square yards) of the curb-to-curb paving versus a single patch, when compared to traditional "full-depth restoration" of the disturbed pavement.





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7.3 Implementation of the "Block by Block" approach

Since the length of a typical road moratorium is usually at least five years, those restrictions are likely to significantly impede progress toward satisfying the goal of replacing all LSLs by 2031. While moratoriums are generally a good idea, as they maximize resources and labor for new road work, they should be suspended for the purpose of LSL replacements. As a matter of efficiency and cost effectiveness, localities should consider prohibiting the requirement for curb-to-curb pavement restoration for replacement of lead lines. Instead, only the portion of the pavement that was disturbed should be restored. Certain exceptions may apply (e.g., If the work is paired with main replacements or 80% of the service lines on a block are replaced or a certain number of holes are created per area). These recommended exceptions will accelerate the public health benefit of LSL replacement and aggressively coordinate LSL with road work going forward.

- If the disturbance is extensive but confined to half of the roadway, repave only from the curb to the centerline.
- If less than half of the road is disturbed, or the existing pavement is aged (to be defined in the legislation), pave only the disturbed section and defer broader paving to the locality's long term pavement plan.
- For municipalities that insist on curb-to-curb paving, require a local cost-share (e.g., at least 20%) from the municipality.

To accelerate the pace of the work and thus protect public health, waive any five-year moratoriums on pavement disruption for LSL work.





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8. Verify LSL Locations Without Invasive Excavation

(e.g., Predictive Modeling, Hydrovacing, and recording service line material during other work)

Embrace Technology

Though some NJ water utilities employ the alternative excavation techniques noted below, many do not. Wider adoption could realize significant cost savings. The work would be performed faster (i.e., less police oversight), at a lower unit cost, and with less site restoration (i.e., disturbances to driveways and sidewalks).

- ***Hydrovacing—Service Line Inspection:*** uses a stream of high-pressure water and vacuum suction to bore a hole in the soil and expose an 8”–12” section of the service line without jostling the pipe. In Flint, the average cost of a hydrovaced inspection was approximately \$250.
- ***Trenchless Excavation—LSL Removal-*** uses air-driven or pneumatic technology to push or pull a new service line along an existing or new path, with excavation needed only at the connections to the water main and the meter pit/curb stop.

Compared to traditional mechanical excavation, which can be very expensive and disrupts the ground surface, hydrovacing or vacuum excavation is highly recommended as a less invasive and more efficient way to conduct service line inspections. Hydrovacing can be done at multiple points along the service line, quickly producing a small hole from which the service line composition can be determined.

Since these techniques may not be universally applicable for all site conditions, they should not be mandated. However, water utilities that agree to perform them where possible on LSL replacement projects could receive higher priority for state funding or other incentives.





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9. Streamline or Reduce Plumbing Permit Fees and Code Official Inspections (e.g., Batch Processing, Virtual Inspections)

The Uniform Construction Code (UCC) requires localities to inspect service line replacement work within 3 feet of structures on private property. The associated plumbing permit application and inspection fees charged by localities range from \$50 to \$200, but typically hover between \$70 and \$100. These permit applications, inspections, and fees present a significant administrative burden for both contractors and municipal staff, particularly when each project is processed individually. Separately, counties charge a road opening fee of around \$500, and NJDOT charges \$790 and \$265 for road opening application and permit fees respectively for related work on state highways. Some municipalities also require separate sidewalk opening or right-of-way opening permits for work at the curb stop valve or meter pit.

Permit Type	Charge
Plumbing (local building department)	\$100
Road opening (municipal/county)	\$500
Application fee (Department of Transportation)	\$790
Permit fee (Department of Transportation)	\$265

To quicken the pace of the LSL replacement effort while limiting the associated cost, localities should consider batch processing permits. To complement its “block-by-block” approach of replacing LSLs, Newark processed plumbing permits in batches for entire streets or neighborhoods, reducing the time spent by contractors to arrange these approvals prior to starting work.

Some municipalities use virtual inspections to reduce cost and replace LSLs more efficiently. Trenton allows photographs in lieu of in-person inspections by plumbing code officials, while others employ video calls between plumbers on site and code officials.





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10. Right-Scale Traffic Enforcement: Reduce the use of traffic police (this varies by municipality)

The decision on whether to use local police to manage traffic on water main or service line projects is made by the locality involved. While water utilities may be involved in certain instances, the local police department's traffic division supervisor typically determines the number of officers required for a given job. Traffic enforcement services are often arranged for work on heavily traveled primary roads, but in some localities may also extend to secondary roads (including cul-de-sacs) with light traffic. Ownership of the road (e.g., state, county, local) is another important factor, as the governing rules can differ on each (i.e., state and county rules are often stricter and thus more expensive). Traffic control costs can increase the cost of a typical service line project by approximately 10–15%, or as high as 30% in cases where only one side of the service line is replaced. A significant amount of money can be saved by limiting the instances in which police oversight is required to the most essential areas.

The following considerations may reduce cost:

- For off-duty police performing traffic control, add a third tier (beyond the tiers that presently exist for construction and nonprofit organizations) specifically for LSL replacement projects and limit eligible charges to the existing rate for nonprofits.
- Most localities currently employ "special police," typically retired officers looking for part time work. They are usually paid roughly \$30 per hour. Require towns to maximize their use of "special police" on LSL projects.
- Substitute certified traffic control agents, who are paid up to \$30 per hour (plus signage and other controls).
- Require contractors to develop and submit USDOT-compliant traffic control plans which include signage and utility-provided traffic control flaggers and personnel on roads with lower traffic and lower ratings.

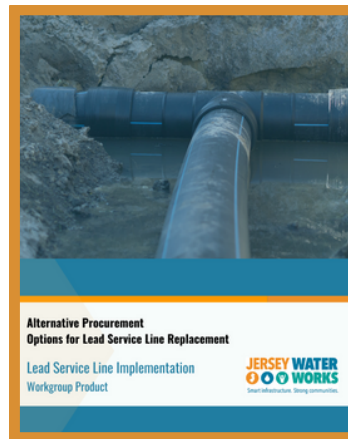
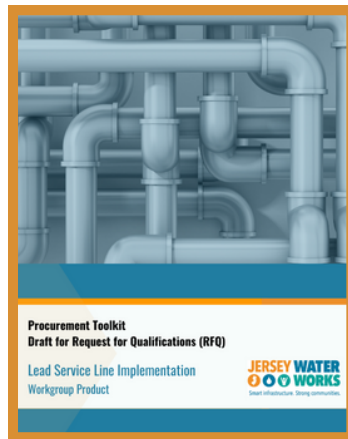
Police services are often paid on an overtime basis, and while this makes sense for heavily trafficked roads, it is not necessary in low traffic areas.



Tools and Resources for LSL Replacement:

These below resources were developed by Jersey Water Works' Lead in Drinking Water Task Force, LSL Implementation Workgroup which is composed of water utility officials, community advocates, and other water experts. To keep tabs on all water-related issues in New Jersey, consider joining Jersey Water Works, a statewide collaborative of over 600 members whose goal is to strengthen the state's water infrastructure. Become a member today! Membership is free and the membership form can be accessed through this link <https://www.jerseywaterworks.org/get-involved/>

- [Procurement Toolkit Draft for Request for Qualifications \(RFQ\)](#)
- [Alternative Procurement Options for Lead Service Line Replacement](#)
- [Model Ordinance: Access to Private Property](#)
- [2022 Primer for Mayors: Key Information that NJ Local Officials Need and Want to Know](#)
- [Slide Presentation: Financing Lead Service Lines Replacement: Learning from Peers](#)
- [Lead Service Line Replacement Implementation Workshop Recap and Resources](#)





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About the Report

Jersey Water Works - Lead in Drinking Water Task Force

This publication was developed by Jersey Water Works' Lead in Drinking Water Task Force, and specifically its Lead Service Line Implementation Workgroup, whose mission is to identify best practices. The Workgroup, which is composed of water utility officials, consultants, and public policy advocates, is chaired by Rich Calbi, Executive Director of Ridgewood Water, and Mike Furrey, owner of Agra Environmental and Lab Services. This report, authored by Will Parker, a research intern at New Jersey Future, was reviewed by the workgroup. For more information, contact Deandrah Cameron, Policy Manager, dcameron@njfuture.org.

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About Jersey Water Works

Jersey Water Works is working to transform New Jersey's inadequate water infrastructure through sustainable, cost-effective solutions that provide communities with clean water and waterways; healthier, safer neighborhoods; local jobs; flood and climate resilience; and economic growth. To keep tabs on all water-related issues in New Jersey, consider joining Jersey Water Works, a statewide collaborative of over 600 members whose goal is to strengthen the state's water infrastructure.

Membership is free. See <https://www.jerseywaterworks.org/>

For more information, please email info@jerseywaterworks.org or call 609-262-3545 ext. 1022.

About Lead-Free NJ

Lead-Free NJ is an inclusive collaborative created to ensure that New Jersey's children are free from lead poisoning and that our environment is lead-safe by advocating for changes to state and local policy. The work of the collaborative is driven by the voices and needs of community members living in lead impacted areas. The collaborative seeks to eliminate racial and economic inequities by focusing on legacy lead hazards in low-income communities and/or communities of color, while also creating the conditions for children to be free from lead poisoning statewide.

Please email info@leadfreenj.org or call 609-393-0008 ext. 1016

