

March 25, 2026

RE: Meridian Township Local Roads Program – 2026 Crushing & Resurfacing Program

Dear Resident:

Hulett Rd is scheduled to be reconstructed in 2026. This work is being performed as part of the Meridian Township Local Roads Program, funded by the Township’s Local Roads Millage.

Speeding and pedestrian safety are two of the most common complaints the Township receives, especially near schools. Based on this public input, the Township is working to incorporate more traffic calming elements into local road projects, especially when the project is located near schools.

For context, the Ingham County Road Department (ICRD) legally controls all public roads in the Township except for Grand River Ave and Saginaw Hwy, which are roads under MDOT’s authority. Accordingly, the Township can only make improvements to roads that the ICRD approves.

During the design phase of the Hulett Rd project, the Township identified that it wanted to create uniform traffic calming along Hulett Rd from Bennett Rd to Okemos Rd, if possible. The ICRD would not allow for speed humps to be constructed south of the CSX railroad as their policy only allows for speed humps in 25 mph zones. Therefore, continuing the speed humps south of the CSX railroad was not viable.

The Township worked with its engineering firm to explore what alternative traffic calming measures could be utilized to replace the speed humps and provide for continuous traffic calming from Bennett Rd to Okemos Rd. Through this alternative analysis, the Township determined that median islands and roundabouts were the best alternative to the speed humps to provide contiguous traffic calming from Bennett Rd to Okemos Rd, help calm traffic near Bennett Woods Elementary School, improve drainage, reduce response times for Police/Fire/EMS, and produce a road that will conform with existing posted speed limits.

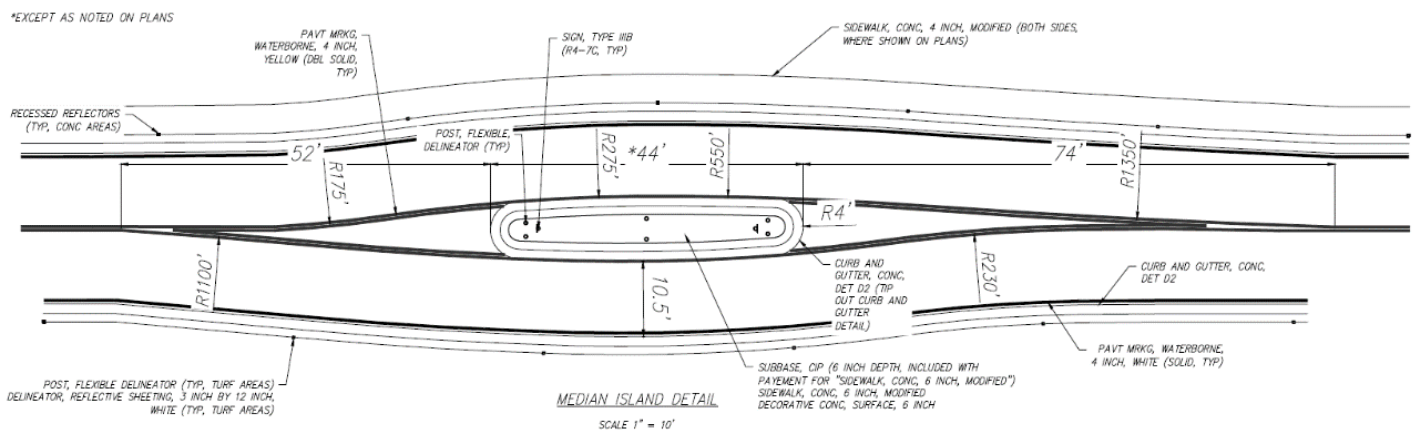
Hulett Rd is the only road in the Township where property owners successfully petitioned the ICRD to install speed humps. Therefore, this petition created past precedent that the Township had to consider when evaluating the design of Hulett Rd. Based on this previously petition, the Township held two public meetings in 2025 with property owners who live on Hulett Rd between the CSX railroad and Okemos Rd (i.e. the property owners who petitioned for the speed humps). The Township then surveyed these property owners to collect their final input on two design options:

Option 1: Replacing the existing speed humps in their current locations, which would not allow for traffic calming measures south of the CSX railroad as the ICRD would not allow for two different types of traffic calming infrastructure north and south of the CSX railroad.

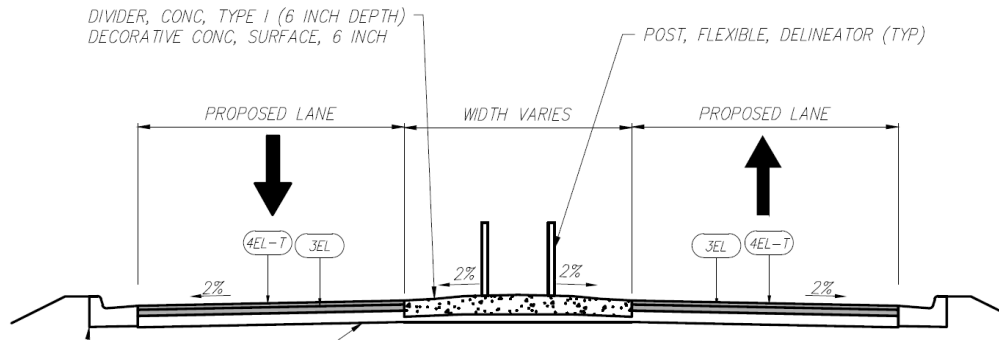
Option 2: Constructing median islands and roundabouts to provide contiguous traffic calming from Bennett Rd to Hulett Rd.

The results of the survey showed a 50/50 split among property owners. Given that property owners were split 50/50, the Township selected option 2 as it provides contiguous traffic calming from Bennett Rd to Okemos Rd, helps calm traffic near Bennett Woods Elementary School, will help improve drainage, and reduce response times for Police/Fire/EMS.

Median Island Aerial View

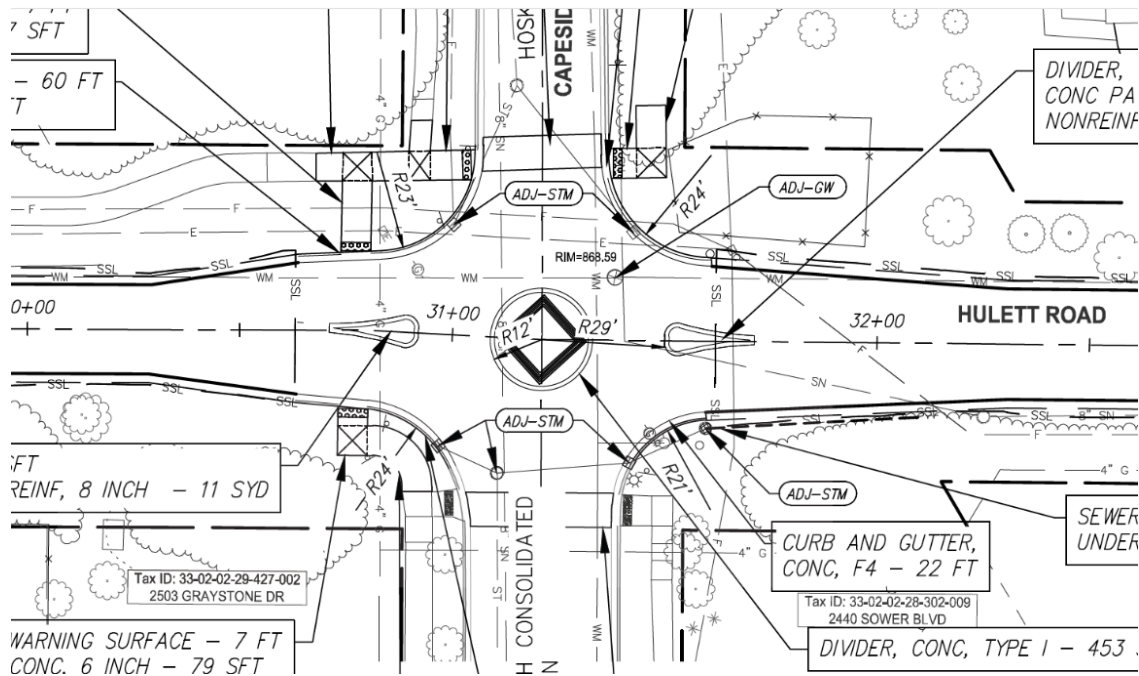


Median Island Cross Section View



The design of the median islands is very intentional. The curb and gutter on the outside of the driving lane will help prevent motorists from using the paved shoulder of the road to cheat the curvature of the island to maintain higher speeds.

Roundabouts will also be constructed at the Capeside Dr and Sophia Pkwy intersections to help calm traffic, which will look like this:



The following is a comparison of current speed humps on Hulett Rd versus the traffic calming measures that will be constructed as part of this reconstruction project:

Approximate Location	Existing Speed Humps	New Traffic Calming Measures on Hulett Rd Median Islands, Mini Roundabouts & LED Speed Display Signs
2293-2299 Hulett Road	Speed Hump	Median Island
2331 Hulett Road	Speed Hump	Speed Limit Sign with Permanent LED Speed Display
2371 Hulett Road	Speed Hump	Median Island
4354 Hulett Road	Speed Hump	Speed Limit Sign with Permanent LED Speed Display
4330 Hulett Road	Speed Hump	
4230 Hulett Road		Median Island
Capeside Drive/Hulett Road		Mini Roundabout
Sophia Pkwy/Hulett Road		Mini Roundabout
4116 Hulett Road		Median Island

UNDERGROUND UTILITY REPAIRS PRECEDING ROAD WORK

Consumers Energy has already begun replacing natural gas mains and services in some areas and is set to follow shortly in several others. Any questions about the gas upgrades should be directed to Adam Bertram with Consumers Energy: Adam.Bertram@cmsenergy.com or 517.374.2375.

Some repairs will also be made to existing storm drains prior to road construction beginning.

TENTATIVE ROAD CONSTRUCTION SCHEDULE AND UPDATES



Weather dependent, the work in **Area 1 (Seneca Dr, Oneida Dr and Keweenaw Dr)** is currently anticipated to start in **May**.

Work in **Area 2 (Hulett Rd)** is currently anticipated to start in **June**.

Work in **Area 3 (Forest Hills neighborhood)** is currently anticipated to start in **July or August**.



Work in **Area 4 (White Oak Dr, Fox Chase, and Wrightwind Dr)** is currently anticipated to start in **August or September**.

In addition to good weather, start dates will also depend on completion of prior areas on schedule.

To follow the construction progress, and for updates on when the construction will reach a particular **Area**, scan the QR Code above and SIGN UP for construction updates sent directly to your email inbox. Your email will not be used for any other purpose than these 2026 Township road projects. You can also check for construction schedule updates by monitoring this website where all of the construction schedule updates will be published chronologically: <https://sda-eng.com/construction-updates/meridian-township/local-roads-2026-crushing-resurfacing-program/>.

PROJECT TEAM

Meridian Township is partnering with a local engineering firm, **Spalding DeDecker Associates, Inc.**, to provide field inspection and day-to-day administration of this project. A representative from Spalding DeDecker will be onsite during the road construction to ensure a quality product for all Township residents.

The paving contractor for this project is **Rieth-Riley Construction Co., Inc.**, a quality asphalt and excavation company in the Lansing area. They have successfully completed many contracts with Meridian Township, the Ingham County Road Department, and MDOT.

PROJECT INFORMATION

The crushing and resurfacing process/work is generally performed in the following order:

1. Construction of new storm drains and culverts under Hulett Rd to improve drainage.
2. Excavation/grading ditches to correct drainage.
3. Excavating around and lowering all of the manhole structures within the roadway.
4. Crushing all of the existing asphalt in place.
5. Shaping (grading & compacting) and asphalt stabilization of the pulverized asphalt into a new gravel road base.
6. Concrete median island and roundabout construction.
7. Paving the first layer of new asphalt.
8. Paving the top and final layer of new asphalt.
9. Installation of new gravel shoulders to protect the edge of the new road.
10. Excavation around and raising all of the manholes structures within the roadway.
11. Apply pavement markings.
12. Installation of new roadway signage.
13. Final lawn restoration and readjusting mailboxes.

Crushing is a continuously moving process that grinds up the existing asphalt and creates a new, quality base material (aggregate) to provide additional structural integrity under the new road. The crushing equipment typically moves past a given driveway in a few minutes (if the crusher is moving past your driveway when you are attempting to leave or return, please just wait patiently for the crusher to pass by your driveway), immediately followed by a roller, after which there is a rough gravel surface that vehicles can drive on (just like a gravel road). This work is typically done one lane at a time; thus, the streets should always be passable on at least one

side. Once crushed, the contractor will re-grade and compact the gravel base to its final shape. The base grading for each street is normally completed in one (1) day. Once the base crushing and shaping is finished, the first of two layers of new asphalt should be paved over top within about 10 days to keep the dust down.

IMPORTANT CONSIDERATIONS

Any roadside mailboxes in the way of the work will temporarily be moved back about one foot during construction (or moved to an alternate location directed by the mail carrier). Any relocated mailbox will be re-set in its final position at the completion of the project. We do not anticipate that mail delivery will be interrupted during the project. Any disturbed lawn areas will be restored, and all roads will be swept to remove debris once all work is completed.

Traffic will be able to get to and from their destinations at almost all times depending on exactly where work is taking place at a given time. **However, immediately after the asphalt is placed there will be a short period (typically an hour or two) that we ask you not to drive on the fresh asphalt during roller compaction and cooling. In this instance, you will need to park on a street that does not have asphalt cooling and walk to your home.**

For worker and your safety, please DO NOT drive around barricades and traffic control personnel! It is very important to protect the new asphalt during this cooling period and to protect your vehicle. When in doubt, stop and ask a representative from Spalding DeDecker before driving into a questionable area (see below how to find an on-site Spalding DeDecker inspector). If there are any issues involving access, there will always be an inspector onsite from Spalding DeDecker who can assist you (look for the Spalding DeDecker logo on a white Jeep Patriot). Please just approach the inspector and they can help you navigate the site.

Be advised: fresh asphalt is DANGEROUSLY HOT (over 300°F) when placed. This is why it must cool prior to vehicles being allowed on the new surface. Additionally, **it is potentially dangerous for humans and animals to walk on the hot asphalt surface before it cools sufficiently.** While paving work is taking place, please ask one of the nearby construction workers before walking or driving on the new asphalt. This is for your own safety as well as for the integrity of the new road. PLEASE ALSO NOTE: Immediately prior to placing hot asphalt, the Contractor will spray liquid asphalt on the surface (called “tack coat”) to bind the new asphalt to the layer below. **Liquid asphalt is also DANGEROUSLY HOT (and sticky)! Please DO NOT walk or drive on tack coat** as the material will track on tires and shoes and is difficult to remove. If you get tack (a black or brown sticky, tar-like substance) on your vehicle, shoes, or clothing, we recommend using orange cleaner to remove it. The Township has commercial-grade orange cleaner if you need assistance with removing tack. **For assistance, please immediately send an email to dpw@meridian.mi.us and we will arrange to help you wash your vehicle off. If you wait too long, the tack coat will cure and be more difficult to wash off.**

The resurfacing project includes re-grading ditches, as necessary, and adding gravel shoulders alongside the road edges. For an explanation of ditches, and why they are important, please see the additional information below. Gravel shoulders are required by the ICRD (the actual owner and responsible agency for all neighborhood roads in Meridian Township) to protect the edge of the new road surface. The edge of the road is where many of the most significant traffic loads are applied (e.g. parked vehicles, postal trucks, school buses, and garbage trucks), and if there is no protection along the side, the road edge will begin to break apart, leading to premature deterioration of the road surface.

Any necessary driveway removals will be replaced in-kind, whether gravel, asphalt, concrete, or brick. However, all replacement driveways will have asphalt installed two feet (2') from the edge of the road. This is a requirement of the ICRD.

If you have any sprinklers, lighting, landscaping, or any other personal property within approximately 15 feet of the listed roads, it is recommended that you move these items away from the indicated work so that they are not damaged by the work. Although every effort will be made to avoid damage to personal property items adjacent to the road such as sprinklers, **neither the contractor nor Meridian Township will replace or relocate these items if they are impacted.** Any items located within approximately 20 feet of the road edge are in the public road right-of-way (ROW), not on private property. The ROW typically extends 33-feet from the road centerline. Placement of such items in the ROW is subject to permitting and approval by the ICRD. **Damage to any items placed in the ROW without a permit will not be reimbursed or replaced by Meridian Township or the ICRD.**

CONTACT INFORMATION

While representatives for Spalding DeDecker and Michigan Paving and Materials Company will be onsite during construction, please submit any questions or concerns directly to Meridian Township at roads@meridian.mi.us or the project inspector, **Ryan Miller** at **325.212.3783**. Although field representatives can answer questions, they will not be able to authorize changes to the plans or add additional work.

We sincerely apologize in advance for any inconvenience caused by the construction, and we truly appreciate your patience and understanding while we work to improve your neighborhood and our entire community.

Meridian Township Local Roads to be crushed and resurfaced in 2026:

<u>Area</u>	<u>From</u>	<u>To</u>
#1: Seneca Dr, Oneida Dr and Keweenaw Dr	May	June
#2: Hulett Rd (from Bennett Rd to Okemos Rd)	June	July or August
#3: Forest Hills (refer to the map for the exact roads)	July or August	August or September
#4: White Oak Dr, Wrightwind Dr and Fox Chase	August or September	October

ADDITIONAL INFORMATION

SEWER PIPES

Due to the fact that your road is being resurfaced this year, we recommend giving consideration to your sewer line, specifically the portion that extends under the road. These are frequently overlooked by homeowners, being out-of-sight and out-of-mind, but when they fail, they can be incredibly expensive to repair.

Sewer pipeline inspection is a relatively cheap and very effective means to assess the condition of the pipe between your house and the public sewer main, typically located under the road. The equipment and expertise required to do this work is widespread, with numerous local contractors available.

The benefit of performing such an inspection now lies in the potential cost to repair a pipe under the road. While Meridian Township is responsible for the large public sewer main, the individual house services, which run between the public main and each house, are the responsibility of the homeowner. Under normal circumstances, if a house service breaks under the road, the homeowner is responsible not only for the cost of the pipe repair, but also the cost to repair the asphalt road where it is disturbed.

However, if a pipe defect under the road is identified now, the homeowner has the option of making the repair in conjunction with the road resurfacing. This means that the homeowner would only be responsible for the cost to replace the pipe, and not the cost to replace the asphalt.

Please note, this is only a recommendation – you are not required to take any action at this point. However, if you have had previous issues with your sewer, then we strongly urge you to consider having your line inspected. If you have any questions, please do not hesitate to reach out to the Department of Public Works (contact information above).

ROAD DRAINAGE AND DITCHES

Storm water can be the single most detrimental factor affecting the long-term conditions of asphalt roads. For this reason, drainage is taken into consideration during the planning process for roadway resurfacing projects undertaken by Meridian Township. The water must be able to drain from the roadway for the road surface to last, and for the safety of the traveling public.

Swales and ditches are engineered along a road to take the rainwater off and away from the pavement. Existing features, including the elevations of structures, existing and adjacent roadways, driveways, and available outlets control the slopes of ditches. The fact that there is very little slope to the land can cause the water to stand in the ditches as it slowly drains to nearby outlets and infiltrates into the ground. *This is a common occurrence for roadside ditches because the main purpose of the ditch is to clear the road surface of water.* Additionally, over time ditches fill in with sediment, debris, and vegetation. This can cause a well-constructed ditch to fail to drain properly and require re-shaping or reconstruction of the ditch during road projects.

For water to continue flowing past driveways, culverts are necessary where a drive crosses a ditch. These culverts and driveway approaches are within the public road right-of-way, under the jurisdiction of the Ingham County Road Department. During road construction, contractors may remove the driveway approach to facilitate the replacement of the culvert. If so, the driveway will be backfilled with

material so residents can access their driveway during construction. The driveway approach may have asphalt or millings temporarily placed in them while the contractor schedules the work to place the final surface.

*****THE CMP CULVERT IS OWNER'S RESPONSIBILITY – REGULAR CLEANING IS RECOMMENDED *****

The public road right-of-way is generally 33-feet each side (maybe less in platted subdivisions) of the center of the road and may include areas that are typically maintained by the resident. Grading or construction activities of this area may be required drain storm water off the road, or to open the flow of storm water drainage. Crews will restore disturbed areas after the drainage work is complete. *In many cases the need to improve drainage may change the appearance and/or grade of the area in front of the property, even after the areas are restored with grass seed.* Moreover, at times the need to improve water flow upstream may require cleaning of the entire flow area even though there seems to be no visible problem or standing water at a particular location.

If you have any questions, please do not hesitate to reach out to the Department of Public Works (contact information above).

