



March 12, 2024

RE: Meridian Township Local Roads Program – 2024 Crushing & Resurfacing Program

Dear Resident:

The streets listed on the next page of this letter are to be resurfaced in 2024. This work is being done as part of the Meridian Township Local Roads Program, funded by the Township Local Roads Millage. The road resurfacing will generally consist of pulverizing/ grinding-up and re-grading the existing asphalt surface into a new gravel base (crushing & shaping), then repaving with new asphalt pavement. The construction is anticipated to proceed by *Area*, in the approximate order shown in the table below.

CONSTRUCTION PROGRESS




Weather dependent, the work in **Area A** is currently anticipated to start the **week of April 15, 2024**.

To follow the construction progress, and for updates on when the construction will reach a particular **Area**, scan the **QR Code and SIGN UP for updates sent directly to your inbox**.



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. Spalding DeDecker will provide email updates to all residents that sign up to receive them (see QR code above) using Constant Contact . Additionally, updates will be posted on their website www.sda-eng.com/construction-updates/meridian-township/

The paving contractor for this project is **Michigan Paving and Materials Company**, a quality asphalt company in the Lansing area. They have had several contracts with Meridian Township, the Ingham County Road Department (ICRD) and MDOT.

PROJECT INFORMATION

The crushing and resurfacing process is generally as follows:

1. Excavation/grading ditches to correct drainage.
2. Excavating around and lowering all of the manhole structures within the roadway.
3. Crushing all of the existing asphalt in place.
4. Shaping (grading & compacting) of the pulverized asphalt into a new gravel road base.
5. Paving the first layer of new asphalt.
6. Paving the top and final layer of new asphalt.
7. Installation of new gravel shoulders to protect the edge of the new road.
8. Excavation around and raising all of the manholes structures within the roadway.
9. Final lawn restoration.

Crushing is a continuously moving process that grinds up the existing asphalt and creates a new, quality base material (aggregate) for the road. The crushing equipment typically moves past a given driveway in a few minutes, immediately followed by a roller, after which there is a rough gravel surface that vehicles can drive on (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 (Note: some streets are very narrow, so driving past the crushing equipment may be difficult). 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 placed over top within about 10 days to keep the dust down.

ADDITIONAL INFORMATION ONLY FOR ROADS AROUND LAKE LANSING (AREAS C AND D PER TABLE BELOW)

“Lake Roads,” within the Lake Drive perimeter (with noted exceptions) will receive a slightly different process with an additional step called *cement stabilization*. Following step 4) described above, the contractor will remove surplus gravel to recess the road base by the thickness of the new asphalt. The contractor will then spread powdered cement (light gray/white in color) over the road and mix it into the gravel base, then re-grade and compact the finished base. This process will strengthen the reduced base thickness so that the finished road grade will remain unchanged from the existing road to closely match up with your existing driveway. Notable exceptions: 1) Two driveway approaches will be reconstructed to match a proposed higher road grade on Hickory Island Street along the low area just west of Lake Drive that will be raised up several inches, above the normal high-water elevation; 2) Lee St west of Lake Drive is included with the “Lake Roads” and will receive the cement stabilization; and 3) Mack Avenue will be excluded from the cement stabilization. **During the cement stabilization process, please watch for the gray/white powder. DO NOT drive or walk into the powder as it can damage your vehicle, shoes, and clothes! When in doubt, stop and ask a representative from Spalding DeDecker before driving into a questionable area.**

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.

Driveways 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, **Kelly Green** at **616.292.4834**. 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 milled and resurfaced in 2024:

Area	Street	From	To
A.	BIBER ST	Gossard	Towar
	GOSSARD AVE	Biber	END
	PORTER AVE	Biber	END
	BIBER ST	Pollard	Hardy
B.	SUNHOLLOW CT	Royal Oak	Sunhollow Ln
	SUNHOLLOW LN	Crest	Sunhollow Ct
	BAKER ST	Sunhollow Ct	Marsh Rd
	HIGH ST	Crest	Baker St
C.	MICHAEL ST	Marsh Rd	Marsh Rd
	W REYNOLDS RD	W Lake Drive	Mack
	ROE ST	W Lake Drive	W Reynolds
	LEE ST	Ridge	W Reynolds
D.	MACK AVE	W Lake Drive	W Reynolds
	CARLTON ST	E Lake Dr	Hickory Island
	HICKORY ISLAND ST	END	E Lake Dr

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).

