



2025-2026 Local Road Program

March 3, 2026



Local Road Program Overview

153 miles of local roads

2026 will be the seventh year of construction under the new road millage that was approved by voters in 2019.

Our goal in 2019 was to obtain an average PASER rating of 8 (on a 1-10 scale)





PASER Rating Progress

As we do every 3 years, the Township updated the PASER ratings of all 153 miles of local roads in late 2025.

In the fall of 2019, prior to the first year of construction under the new millage, the average PASER rating was 4.48.



PASER Rating Progress

The average PASER rating is now 6.2, a 38% increase after 6 years of construction.

We're increasing our average PASER rating by 0.29 per year. With two more years of construction, we should conclude the current road bond in 2027 with an average PASER rating of about 6.70-6.75. It would be very difficult to find a local govt. in Michigan with a higher average PASER rating for local roads.



PASER Rating Progress

We are behind our goal due to inflation caused by the pandemic and the huge influx in federal infrastructure funding.

Asphalt prices increased from \$60-\$65/ton in 2021 to \$90-\$110 in 2022, a 50-83% increase. Prices have been largely consistent since 2022.



LRP Investment Comparison

Township	Miles of Local Roads	2021-2025 Avg Annual Investment	Avg Annual Investment Per Mile
Alaidon	41.66	\$219,160	\$5,261
Aurelius	45.98	\$150,790	\$3,279
Bunkerhill	30.5	\$123,486	\$4,049
Delhi	98.07	\$88,228	\$900
Ingham	35.65	\$40,164	\$1,127
Lansing	26.99	\$66,041	\$2,447
Leroy	45.02	\$147,836	\$3,284
Leslie	49.97	\$56,979	\$1,140
Lock	49.79	\$132,899	\$2,669
Meridian	158.47	\$4,598,295	\$29,017
Onondaga	41.01	\$66,812	\$1,629
Stockbridge	29.84	\$166,699	\$5,586
Vevay	47.53	\$88,188	\$1,855
Wheatfield	29.5	\$70,368	\$2,385
White Oak	45.7	\$45,951	\$1,005
Williamstown	47.07	\$355,502	\$7,553



2025 LRP Recap

Resurfacing/reconstruction of 5.7 miles of roads in poor condition.

The gravel portion of Tihart Rd, from Twinging Drive to Cornell Road, was improved with an asphalt stabilization and double chip seal treatment.



2025 LRP Recap Cont'd

Cornell Road, from Grand River Ave to Haslett Road, received overlay paving and a double chip seal treatment to keep it in good condition. The Township is waiting to resurface Cornell Road from Grand River Ave to Hatch Road until Okemos Public Schools demolishes and builds the new Cornell Elementary, which is scheduled to be completed in August of 2028.



2025 LRP Recap Cont'd

14.6 miles of newly resurfaced roads were treated with asphalt rejuvenator to protect taxpayer's investment by extending the useful life of these recently resurfaced roads.

The crack fill treatments shown on the 2024 and 2025 LRP maps will be completed in 2026.







2025 Funding

State (Act 51) Funding: \$0

Ingham County Road Department: \$335,000 (Increased from the \$172,500 we received from 2020-2022)

Township GF: \$280,000 (Eliminated in 2026 Budget)

Voter-approved road bond revenue: \$4,470,138

TOTAL: \$5,085,138



2020-2025 Overview

During the first six years of construction under the new millage, we have:

- **Reconstructed 46.83 miles of our poorest condition roads**
- **Completed 96.07 miles of preventative maintenance road work.**



2026 Overview

7.5 miles of roads being reconstructed

20.5 miles of crack fill

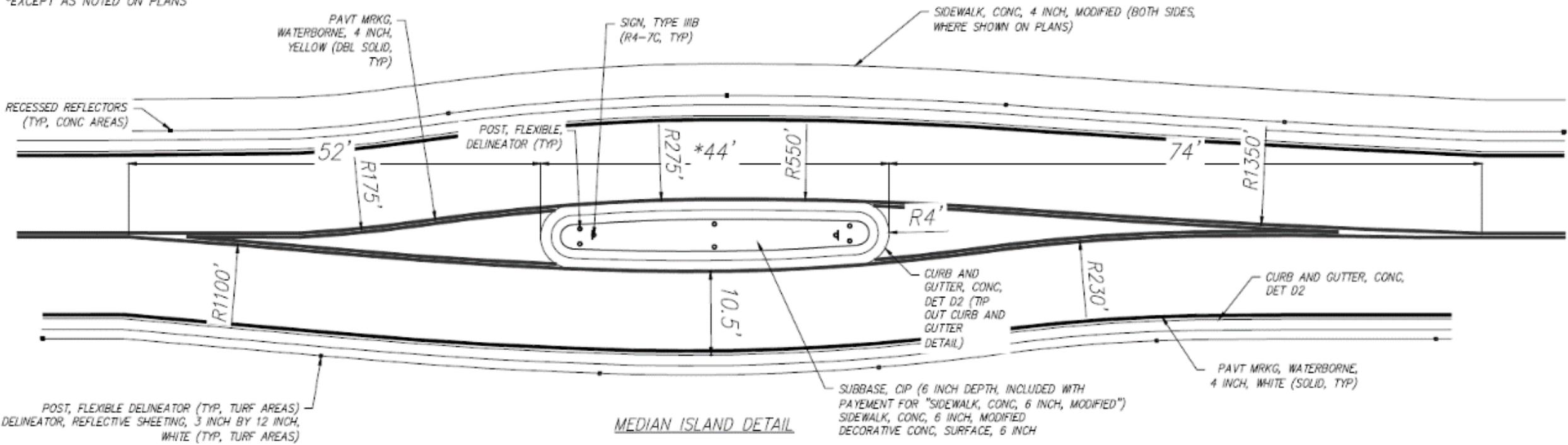
28 Total Miles



Hulett Road Design

Township staff have worked for 2 years now on the Hulett Road design. This design will eliminate the speed humps between the CSX railroad and Okemos Road. To create contiguous traffic calming from Bennett Road to Okemos Road, the Township will construct roundabouts and median islands to help calm traffic.

*EXCEPT AS NOTED ON PLANS

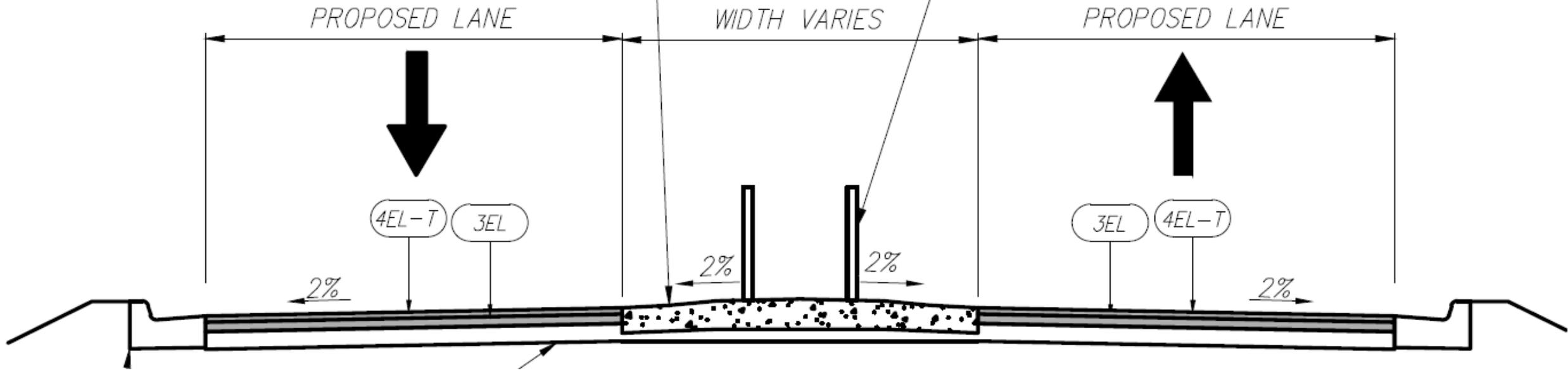


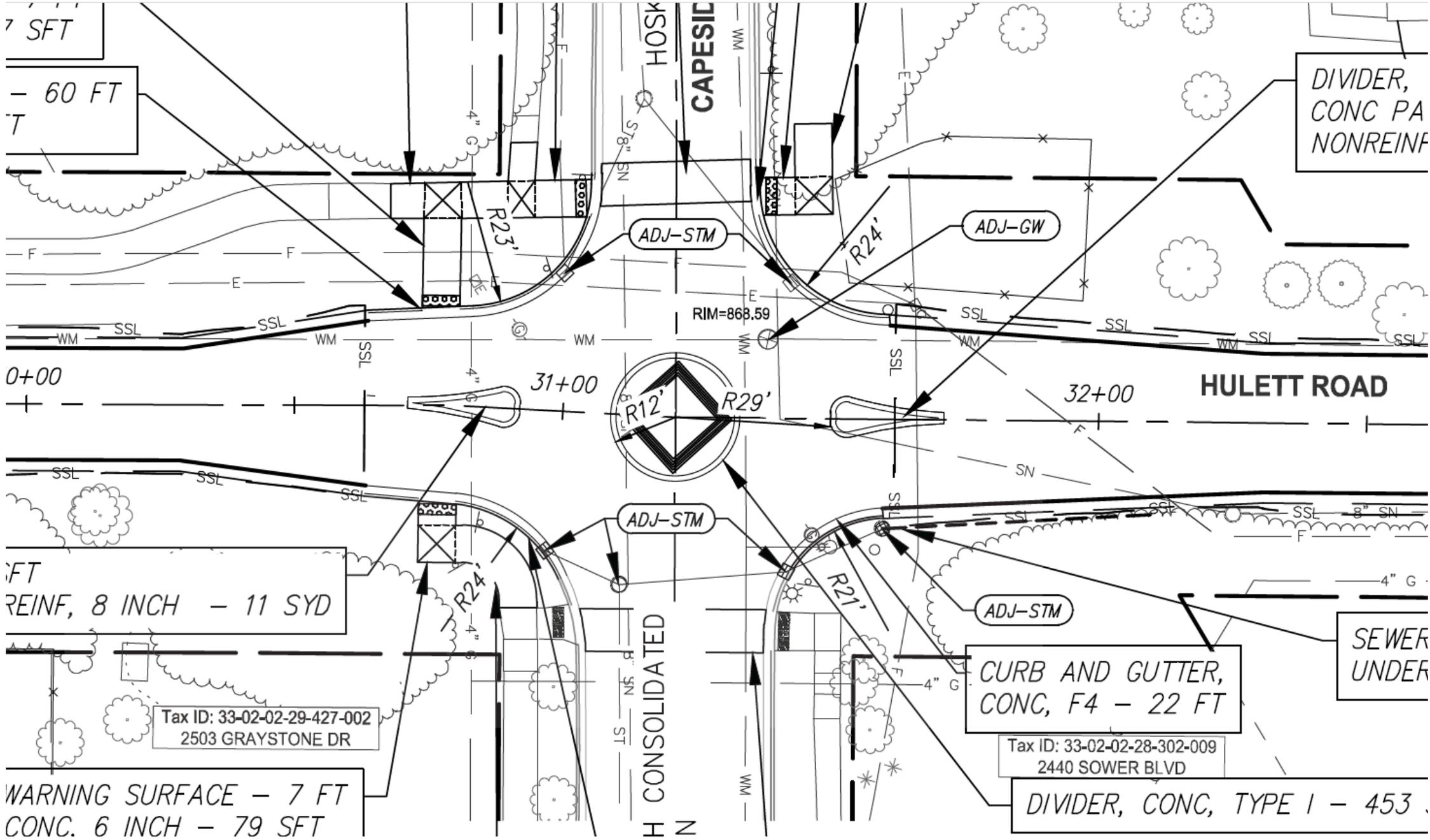
MEDIAN ISLAND DETAIL

SCALE 1" = 10'

DIVIDER, CONC, TYPE 1 (6 INCH DEPTH)
DECORATIVE CONC, SURFACE, 6 INCH

POST, FLEXIBLE, DELINEATOR (TYP)





7 SFT
- 60 FT
T

DIVIDER,
CONC PA
NONREINF

ADJ-STM

ADJ-GW

RIM=868.59

0+00

31+00

32+00

HULETT ROAD

FT
REINF, 8 INCH - 11 SYD

Tax ID: 33-02-02-29-427-002
2503 GRAYSTONE DR

WARNING SURFACE - 7 FT
CONC. 6 INCH - 79 SFT

ADJ-STM

ADJ-STM

CURB AND GUTTER,
CONC, F4 - 22 FT

SEWER
UNDER

Tax ID: 33-02-02-28-302-009
2440 SOWER BLVD

DIVIDER, CONC, TYPE 1 - 453

H
CONSOLIDATED
N



Hulett Road Design

To improve pedestrian safety north of Capeside Dr where there is no pathway, the Township will construct 3'-wide paved shoulders.

Existing paved shoulder widths vary throughout this portion of Hulett Road. We will establish continuity in shoulder width on Hulett Road from Capeside Dr to Okemos Rd.



Hulett Road Public Engagement

The Township held two public meetings in 2025 with property owners on Hulett Road between the CSX railroad and Okemos Road. These are the property owners who successfully petitioned for speed humps in the 2000s.

Based on input received during these two public meetings, the Township developed two options and surveyed these 35 property owners.





Hulett Road Public Engagement

Option 1: Replacing the existing speed humps in the existing locations

Option 2: Using median islands, mini roundabouts, and LED speed display signs to calm traffic

The survey results showed a perfect 50/50 split.



Hulett Road Public Engagement

Given that support was split evenly, the Township is proceeding with option 2 as it:

- 1. Provides consistent traffic calming infrastructure from Bennett Road to Okemos Road,**
- 2. Would not result in any debris falling out of vehicles and trailers, creating a safer roadway for all users,**
- 3. Does not obstruct the flow of storm water, and**
- 4. Improves response times for Police, Fire and EMS.**



Marshall Park Bioswale Project

To prepare for the future resurfacing of roads in the Columbia St neighborhood on the west side of Lake Lansing, we are also preparing to construct a 4-tiered bioswale system to provide retention for a 100-year storm volume and improve the water quality of Lake Lansing.



Marshall Park Bioswale Project

The area near the Columbia St/Lake St intersection, which includes Marshall Park, suffers from the some of the worst flooding conditions we have seen in the Township.

This low-lying area of the neighborhood, takes stormwater runoff from the higher ground to the north and south.







COLUMBIA STREET NEIGHBORHOOD DRAINAGE IMPROVEMENTS MARSHALL PARK CONCEPT PLANS



Concept 1: Perennial Wetlands

This concept utilizes all perennials. The perennials would be established using seed and/or plugs. Including plugs provides a greater variety of species and quicker establishment than seed alone but is more expensive.

This would create a naturalized wetland of native species. It would provide openness and plenty of habitat. The aesthetic would be colorful at certain times of year. The dormant vegetation would provide lots of textural interest in the winter.

This approach is popular and, at a glance, appears simple but establishment from seed takes at least 3 years. During the first three years the area will look very weedy. Maintenance is very important as unwanted plants will colonize over time and regular burning, mowing or spot treating will be necessary.



COLUMBIA STREET NEIGHBORHOOD DRAINAGE IMPROVEMENTS MARSHALL PARK CONCEPT PLANS



Concept 2: Naturalized Wetland

This concept seeks to naturalize the entire area with a combination of floodplain trees and wetland shrubs with a background seeding of native perennials.

Once established, it would require the less maintenance and deliver the greatest overall ecological benefit. Once established, woody invasives would need to be controlled which is not expensive and can be contracted out or done internally (performed every 2-3 years). This would also enhance the stormwater capacity as the greater biomass enhances dewatering during the growing season.

In this scenario, focus on the perennial vegetation would be deemphasized which comes with acceptance that portions may tend to evolve into "old field" over time which would be a combination of native and non-native species.





Marshall Park Bioswale Project

The Park Commission, Lake Lansing Advisory Committee, and Environmental Commission have all reviewed the concept plans for this project and are very supportive of the project.

We are working to complete the design and permitting of the project. Construction will likely occur in 2027.



Marshall Park Bioswale Project

The bioswales, which will be constructed as emergent wetlands, will likely count toward wetland mitigation for Phase III of the MSU to Lake Lansing Trail.



How do we select roads?

We identify all of the roads that are rated as 1s on the PASER ratings and resurface those as quickly as possible with many other factors that we have to balance.



How do we select roads?

Another factor is how we can stage the work over each succeeding year to ensure we are working from the back of neighborhoods to the front, and then addressing the collector roads that neighborhoods outlet to last.

Examples: Hulett Rd/the many neighborhoods off Hulett, Old English/Tihart, Newman Rd/three neighborhoods off Newman Rd.



How do we select roads?

One factor is coordination with water, sanitary sewer, and stormwater projects:

The 2020 Shaw St neighborhood LRP project is an example of coordination with a stormwater project.

The 2023 Perry Rd neighborhood LRP project is an example of coordination with a sanitary sewer project.

The 2023-2024 Wardcliff neighborhood LRP project is an example of coordination with storm drain and water projects.



How do we select roads?

Another factor we consider is how many years of construction we are putting neighborhoods through as each year of construction a neighborhood has to go through comes with a lot of challenges for property owners:

- 1. Dust (think of dust covering your patio/deck/outdoor spaces)**
- 2. Construction traffic/Road closures**

Therefore, we don't want to do a neighborhood over 4-5 years. We want to resurface the roads in 1-3 years, if possible.



How do we select roads?

Another factor we consider is creating contiguous areas to create economy of scale and secure better pricing. If we're just doing one small segment of road in 10-15 different neighborhoods, cost will increase.

This, combined with not wanting to put neighborhoods through 4+ years of construction, is why we do some 2s and 3s when we're going into a neighborhood to address 1s.



How do we select roads?

Prior to the new millage passing, we intentionally neglected cul-de-sacs as we had very limited funding and cul-de-sacs do not benefit many property owners. For example, we did Manitou Dr in 2018, but we did not do the small cul-de-sac at the very end of Manitou Dr. We went back and addressed this cul-de-sac in 2023.

Therefore, we have been intentional about addressing this neglect, examples: Sylvan Glen, River Terrace, Creek Landing, Buttercup Ln, Country Dr, Chipping Camden Ln, and many more.



How do we select roads?

Lastly, we must consider the complexity of the design and public engagement, and how long it will take to properly plan a project as a result.

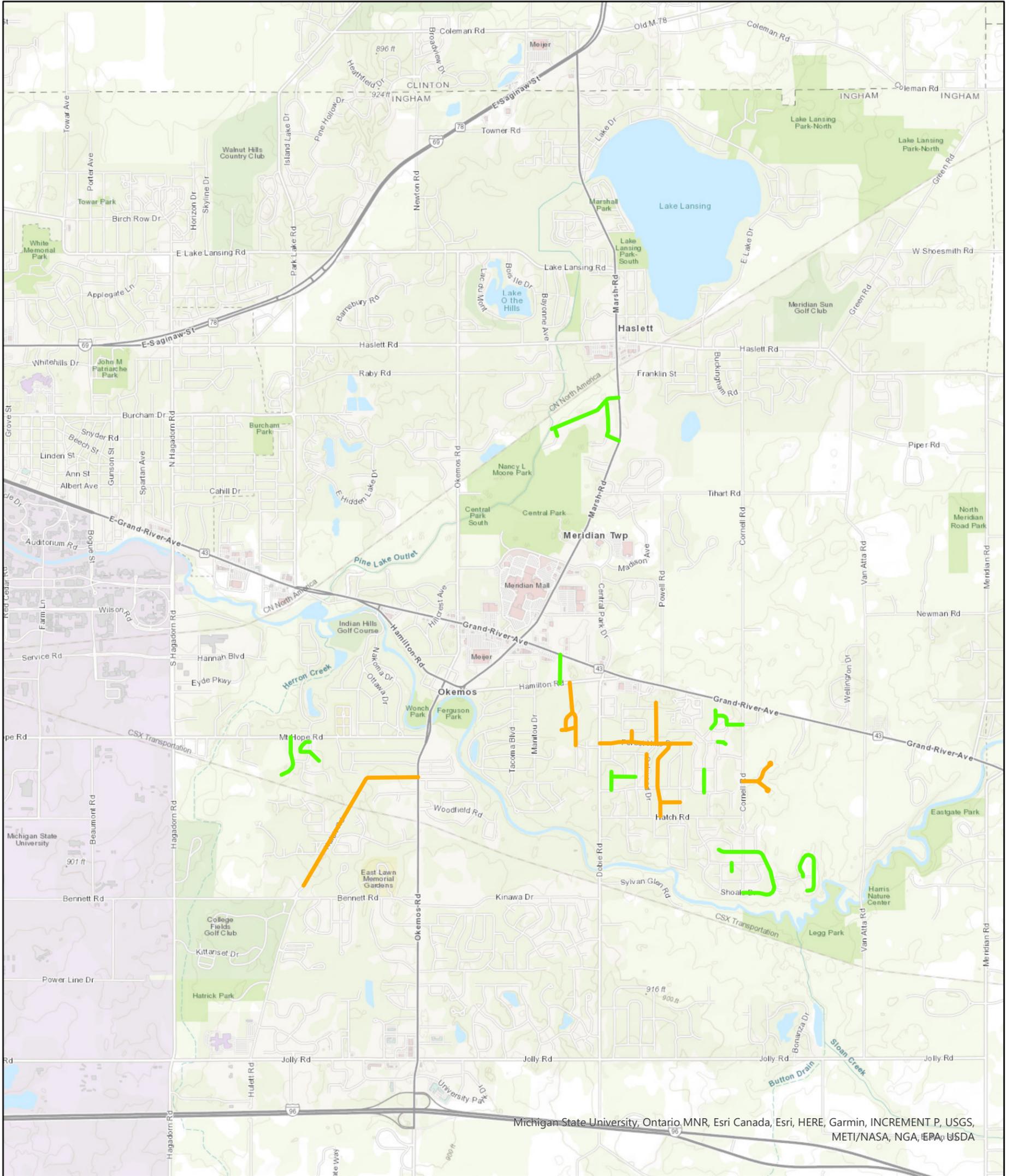
Hulett Rd, due to the speed humps, is a very time-consuming project. This project required 2 years of work for public engagement and design.

Academic Way off Haslett Rd, where Wilkshire Elementary is located, is the most time-consuming project to date as the school traffic backs up onto Haslett Road and we would like to address this through the project.



Thank you for your time this evening.

MERIDIAN TOWNSHIP 2026 LOCAL ROAD PROGRAM



Michigan State University, Ontario MNR, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

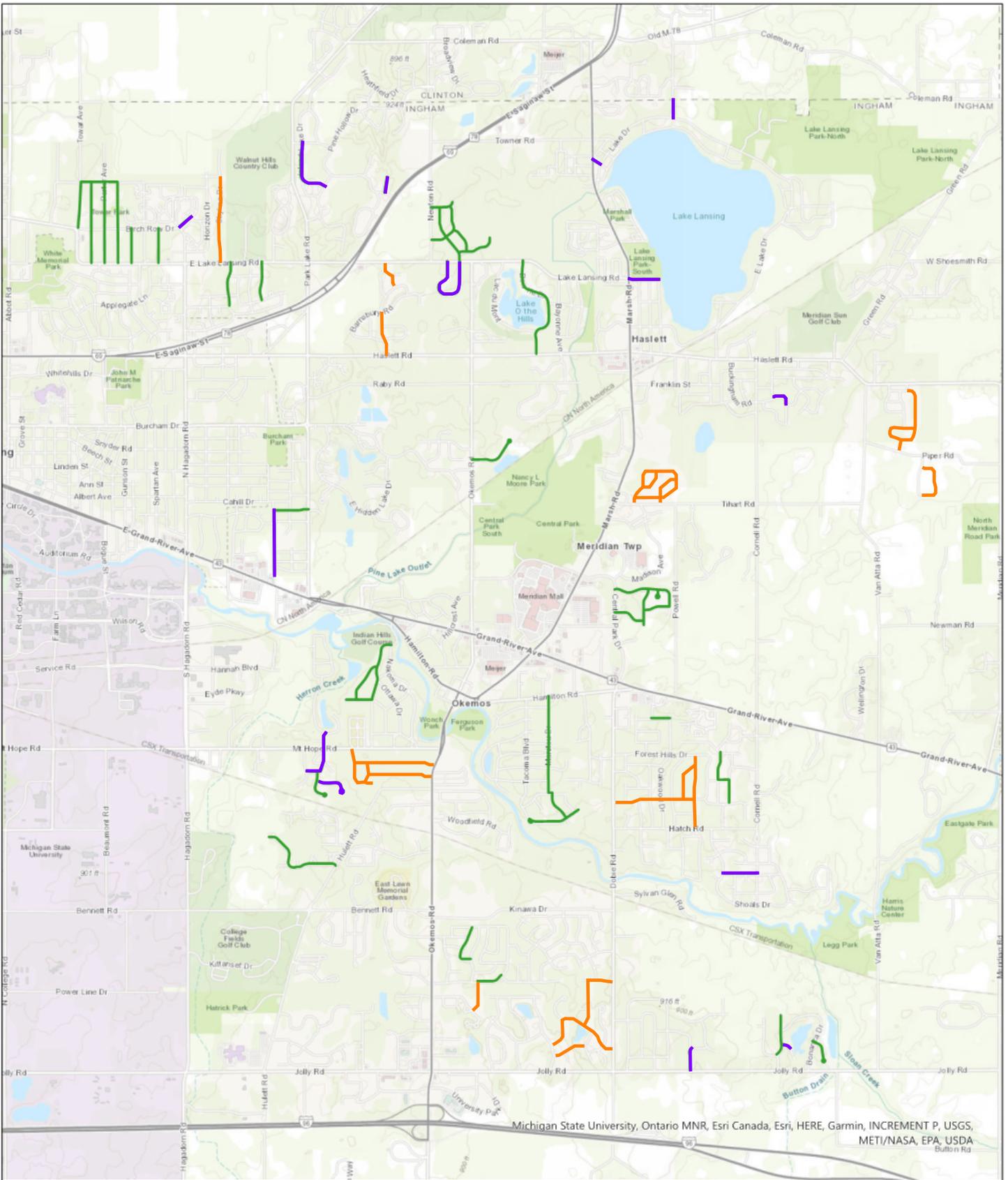


Legend

- Reconstruction of Roads without Curb & Gutter (3.74 miles)
- Reconstruction of Roads with Curb & Gutter (3.74 miles)

MERIDIAN TOWNSHIP

2026 Mobilization Map (Crack Treatment)

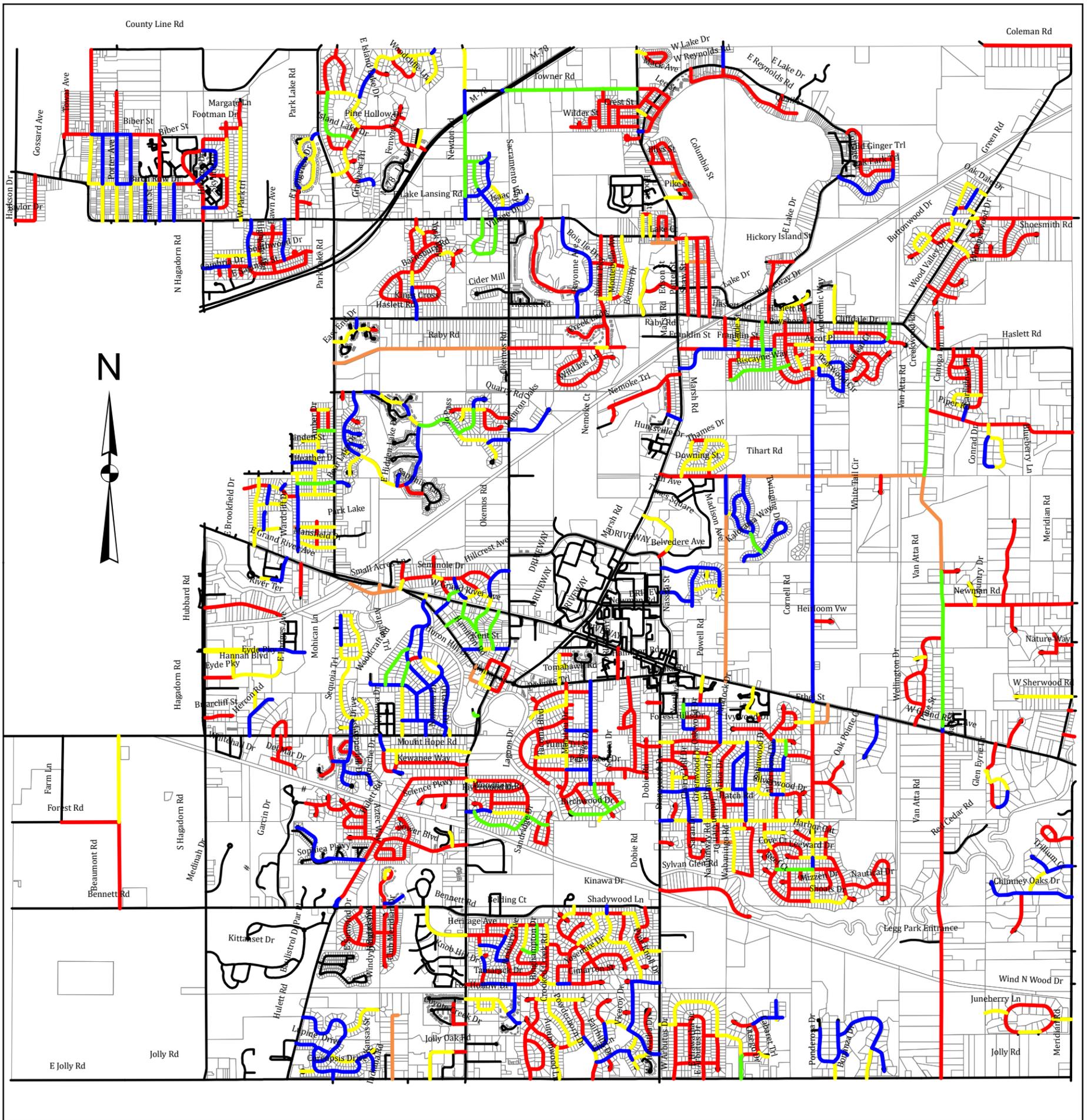


Legend



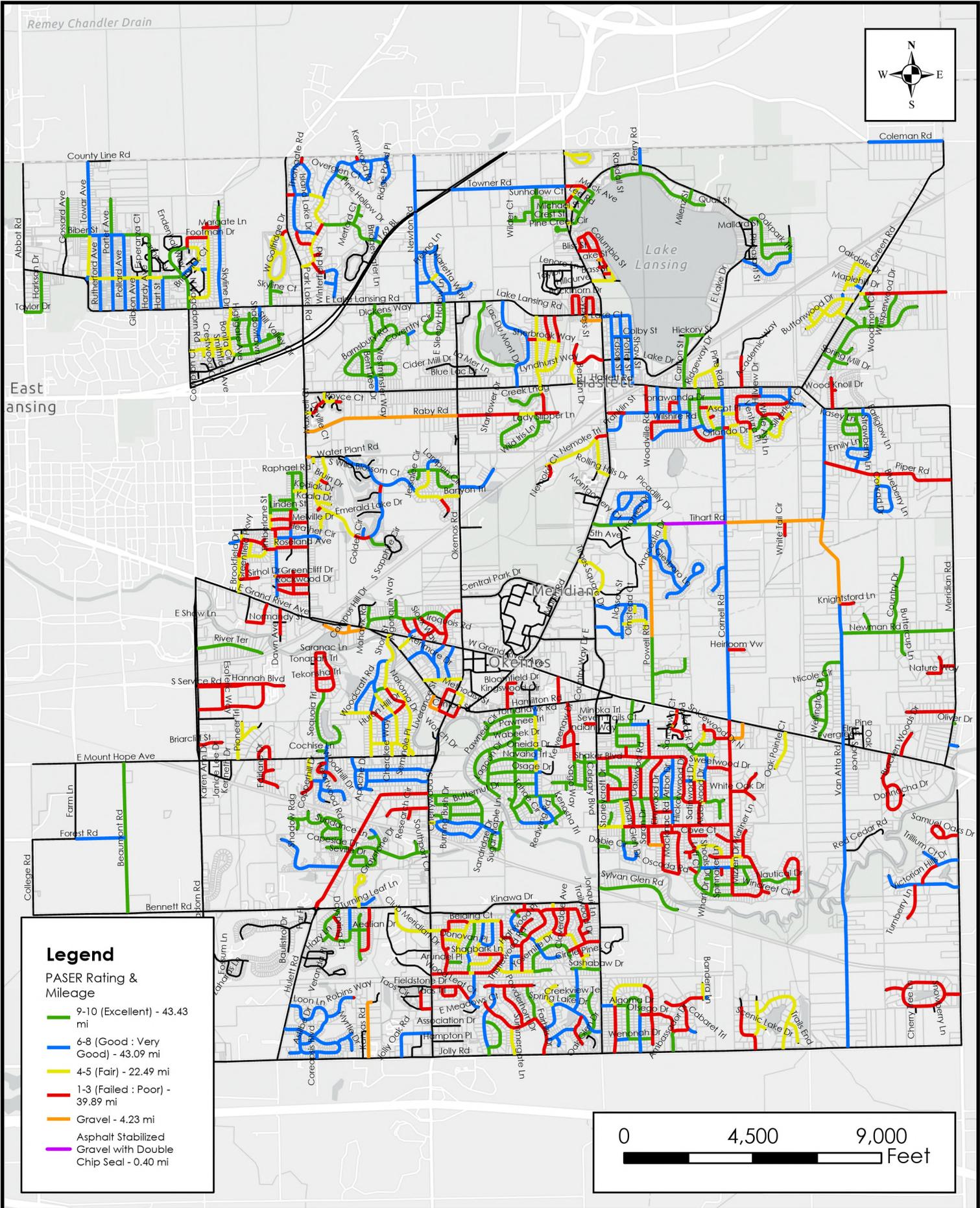
- HMA Crack Treatment, With Previous Crack Treatment (10.75 Miles)
- HMA Crack Treatment, Without Previous Crack Treatment (2.90 Miles)
- HMA Crack Treatment, 2023 Overlay Roads (6.85 Miles)

MERIDIAN TOWNSHIP LOCAL ROAD RATINGS



PASER Rating & Mileage	
Green line	10-9 (Excellent) - 8.937 mi
Blue line	8-6 (Very Good : Good) - 30.350 mi
Yellow line	5-4 (Fair) - 33.345 mi
Red line	3-1 (Poor : Failed) - 74.984 mi
Orange line	Gravel - 5.160 mi
Black line	Non-Local (i.e. Private; State; Primary; etc.)

Meridian Township Local Road Ratings



Legend

PASER Rating & Mileage

- 9-10 (Excellent) - 43.43 mi
- 6-8 (Good : Very Good) - 43.09 mi
- 4-5 (Fair) - 22.49 mi
- 1-3 (Failed : Poor) - 39.89 mi
- Gravel - 4.23 mi
- Asphalt Stabilized
- Gravel with Double Chip Seal - 0.40 mi

