

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
SUBJECT: CITY COUNCIL WORKSHOP BECK ROAD UPDATE
DATE: JANUARY 21, 2025

This memo updates the attached March 2024 administrative packet memo regarding Beck Road status and City Council input.

Beck Road Corridor Environmental Assessment (EA), which is required to secure the **\$4.79M congressional directed spending awarded in 2021**, is on the following schedule:

FHWA initiates the EA	September 19, 2024
Draft EA for Novi and Wixom review	December 11, 2024
Draft EA submittal to MDOT	December 20, 2024
Rev. Draft EA submittal to MDOT for initial informal FHWA review	February 7, 2025
Revised EA submittal to MDOT for final FHWA review	March 21, 2025
FHWA publishes final EA	April 18, 2025
Public meeting for public review of EA	May 16, 2025
FONSI submittal to MDOT	May 30, 2025
Submit GI documents to MDOT LAP*	June 9, 2025
FHWA issues FONSI	June 27, 2025
Approximate GI Meeting*	July 9, 2025
Submit Final Property Certification*	August 8, 2025
Submit complete biddable package to MDOT LAP*	August 22, 2025
Submit final bid proposal package to MDOT S&E*	September 19, 2025
Letting*	November 7, 2025

*For JN 219309 only (11 Mile Rd to Grand River Ave)

Once the EA is complete the segment **from 11 Mile Road to Grand River can be constructed in 2026**. The proposed design is 5 lanes with a roundabout (RAB) at 11 Mile Road.

Per the March 2024 memo the **Pavement Preservation Overlay projects were completed:**

- **PPO from 9 Mile Road to 10 Mile Road (2024)**
- **PPO from 10 Mile Road to 11 Mile Road (2024)**

Revised options for Beck Road south of 11 Mile Road under current circumstances:

Option 1: Continue to **pursue federal funding for widening** for some/or all the segments.

- Currently, the main benefit of continuing widening south of 11 Mile is costs. Unit prices have risen dramatically and will continue to increase under the current

economic conditions. If the goal is ultimately to complete widening, the sooner the better in terms of overall costs.

- The **overall widening project does not need to be totally abandoned**. The heavy lifting on the EA is mostly complete and the **Task Force** has assembled enough history to continue to apply for federal and/or state opportunities as they become available.

Option 2: Discontinue widening efforts **and rehabilitate 9-10 Mile Road and 10-11 Mile Road segments in kind** (when PPO's starts to deteriorate). The segment between 8-9 Mile was rehabilitated in 2017 and is currently in good condition.

- DPW could apply for funding through the local **Oakland County Federal Aid Committee (FAC)** for the 9 Mile Road to 10 Mile Road and the 10 Mile Road to 11 Mile Road segments in the next call for projects **in 2030/31**. FAC funding is not available for reconstruction and expansion projects (referred to as 4R), but rehabilitation (3R) projects are awarded. Rehabilitation projects (if awarded) could rehab the road to the existing layout or could implement selective widening to three lanes where appropriate.
- City contribution is likely to be around 50% of total costs **(\$5-6M)** based on latest Novi/FAC project estimates.

Option 3: Evaluate Beck Road condition/functionality following the completed PPO's (from 11 Mile Road to 9 Mile Road) and the 2026 widening (11 Mile Road to Grand River) and include appropriate **projects in the CIP without additional funding**.

- Allows flexibility of design and execution of future projects but the **city would be responsible for all costs (~\$10-\$13M per segment)**.