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 10-11Mile 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).**

MEMORANDUM

TO: VICTOR CARDENAS, CITY MANAGER

FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS

SUBJECT: BECK ROAD UPDATE

DATE: FEBRUARY 13, 2025

Currently, staff and consulting engineer AECOM are working through the final phases of the Beck Road Environmental Assessment (EA), which is anticipated to be completed this summer (per below schedule). The EA encompasses the Beck Road corridor from 9 Mile Road to Pontiac Trail.

In 2021, **$4.79M was secured** for the project as part of a community funding request from the Task Force (Novi and Wixom) submitted by Congresswoman Haley Stevens to The House Appropriations Committee. The funding is targeted for **the Beck Road segment from 11 Mile Road to Grand River Avenue (total project costs~$10M)** and has been pending federal action since November 2021. The completion of the EA allows Novi to obligate the funding **(deadline 2025)** for the construction of a five-lane section from 11 Mile to Grand River.

Proposed EA Schedule (based on November 2025 letting)

~~FHWA initiates the EA~~	~~9/19/24~~
~~Draft EA for Novi and Wixom review~~	~~12/11/24~~
~~Draft EA submittal to MDOT~~	~~12/20/24~~
~~Draft EA Rev. 1 submittal to MDOT for initial informal FHWA review~~	~~1/21/25~~
~~MDOT Draft EA comments provided~~	~~1/22/25~~
~~MDOT submits Draft EA Rev. 1 to FHWA~~	~~1/27/25~~
FHWA Draft EA Rev. 1 comments provided	2/24/25
Revised EA submittal to MDOT for final FHWA review	3/7/25
FHWA publishes final EA	4/4/25
Public hearing	5/2/25
FONSI submittal to MDOT	5/16/25
Submit GI documents to MDOT LAP*	6/9/25
FHWA issues FONSI	6/13/25
Approximate GI Meeting*	7/9/25
Submit Final Property Certification*	8/8/25
Submit complete biddable package to MDOT LAP*	8/22/25
Submit final bid proposal package to MDOT S&E*	9/19/25
Letting*	11/7/25

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

Staff and AECOM are also working with MDOT and FHWA to further shave weeks off the schedule to ensure the project meets obligation deadlines.

Due to the poor condition, segments of Beck Road from 9 Mile Road to 11 Mile Road were recommended for a **Pavement Preservation Overlay (PPO)** which was completed in the summer of 2024. Since the funded segment from 11 Mile Road to Grand River was originally anticipated to be constructed in 2025, any overlay would not have been cost effective at that time. However, additional delays on the EA have pushed construction of the funded segment into 2026 and therefore created concerns regarding the pavement integrity until the reconstruction can begin.

In the summer of 2024, City Council approved a **Capital Preventative Maintenance Program (CPM)** that will address the City's local chip-sealed roads. The project uses spray patch, chip seal, and fog seal. Other roads will receive a thin mill and overlay, followed by chip seal and fog seal. This work is set to take place in spring of 2025 and a combination of these techniques could be used on Beck Road from 11 Mile to Grand River at a reasonable cost (versus a full PPO).

Staff estimates the additional work on Beck would be **under ~$200K** (the total CPM contract is ~$800K) if added as a change order. The total time to complete the CPM on Beck Road would be less than a week and traffic control would be controlled by flagging. If this option is amenable to City Council, staff can bring forward the appropriate change order.

MEMORANDUM

TO: VICTOR CARDENAS, CITY MANAGER

FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS

SUBJECT: BECK ROAD UPDATE AND OPTIONS

DATE: MARCH 7, 2024

The Capital Improvement Committee (CIP) meeting held on February 14, 2024, included discussions regarding the status of the Beck Road widening project (aka www.becktothefuture.org) and the Beck Road projects designated with funding in the CIP Budget. Attached is a memo from 2022 outlining Beck Road progress up to the Environmental Assessment (EA), which is necessary to obtain federal funding. The above link can also be referenced for materials on all the previous meetings, surveys, and documentation.

Currently, staff and consulting engineer AECOM are working through the final phases of the EA, which was anticipated to be complete last year. New regulations and systems from the federal level have stalled the process, which is now expected to be finished by summer of 2024. The final step of the EA is a Public Hearing, where staff will document and respond to public comments. The EA encompasses the Beck Road corridor from 9 Mile Road to Pontiac Trail. The segment south of 9 Mile Road (shared jurisdiction with Northville Twp.) is not included in the EA and is not part of the discussion herein. Northville Twp.'s opposition to the project was slowing down the EA and jeopardizing funding acquisition.

In 2021, **$4.79M was secured** for the project as part of a community funding request from the Task Force (Novi and Wixom) submitted by Congresswoman Haley Stevens to The House Appropriations Committee. The funding is targeted for **the Beck Road segment from 11 Mile Road to Grand River Avenue (total project costs~$10M)** and has been pending federal action since November 2021. The completion of the EA allows Novi to obligate the funding **(deadline 2025)** for the construction of a five lane section from 11 Mile to Grand River.

As the Task Force has worked diligently for several years, additional funding has yet to be obtained. During this time the condition of **Beck Road (9 Mile Road to 11 Mile Road)** has continued to deteriorate. DPW staff have been using basic and expanded maintenance options to extend the pavement life in anticipation of a larger widening project. However, to preserve the condition for a few years and have a broader discussion of City Council's Beck Road objectives, staff is recommending Pavement Preservation Overlays (PPO*) projects in the CIP for the next two fiscal years on the segments between 9 Mile Road and 11 Mile Road. **The costs are ~$1M per segment and should buy an additional 3-5 years of life expectancy.**

*PPO projects similar to RCOC's overlay on 10 Mile Haggerty to Napier 2019-2020, and Novi Road at I-96, 2023

With the construction date of the funded 11 Mile to Grand River segment pushed back to 2026 due to the delays on the EA and no other funding in the queue, the PPO between 9 to 11 Mile Roads should provide a stopgap until City Council can assess and provide direction.

Over the next three fiscal years, DPW plans to execute the following projects in the CIP:

- Complete the **PPO** from **9 Mile Road to 10 Mile Road** (FY24/25 in CIP)
- Complete the **PPO** from **10 Mile Road to 11 Mile Road** (FY25/26 in CIP)
- **Complete 5 Lane Widening** from **11 Mile Road to Grand River Avenue** in FY 25/26 (currently in CIP FY24/25)

Direction Requested

With limited options for obtaining funding to the level required for a full Beck Road widening project, which would require a substantial community match **(likely by ballot)** and no commitment from communities south of 8 Mile Road to follow suit on a regional project, efforts can be simply redirected or discontinued at City Council's direction.

Option 1:

- Continue to pursue federal funding for widening for some/or all the segments.
    - Staff recommends continuing to pursue **federal funding for widening the 10 Mile Road to 11 Mile Road** segment, estimated at **~$13M** (10 Mile Road is one of the highest traffic volume roads in the city). With all the effort to this point, it still may be worth considering widening this segment; however, **widening between 10 Mile to 11 Mile would significantly impact residents** with Beck Road frontage (see attached Beck Road frontage exhibit). Coupled with the upcoming RCOC 12 Mile expansion, widening Beck from 10 Mile to 11 Mile would address congestion and safety issues in the center of the city.
    - 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 the widening, the sooner the better in terms of overall costs.

Option 2:

- Discontinue widening efforts and rehabilitate 9-10 Mile and 10-11 Mile segments in kind. The segment between 8-9 Mile was rehabilitated in 2017 and is currently in good condition.
    - DPW would 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 2028. FAC funding is not available for reconstruction and expansion projects (referred to as 4R), but

rehabilitation projects (3R) are awarded. Funding is based on a project submission committee review and a point system (condition, traffic volumes, safety, etc.). The City had some success in the FAC in the last five years of obligations, such as projects on Taft Road/RAB, the current Wixom Road project, and several others in the queue:

Project	Year	Limits
Meadowbrook	2024	10 Mile Rd to 11 Mile Rd
9 Mile Road	2024	Meadowbrook to Haggerty
13 Mile Rd	2025	M-5 to Haggerty Rd
West Park Dr	2025	12 Mile Rd to West Rd
West Park Dr	2025	West Rd to Pontiac Trail

There is a good chance the Beck Road segments could qualify for funding, but the **earliest obligation would be FY 2028**, with advanced construction as an additional consideration. Rehabilitation projects (if awarded) would rehab the road to the existing layout and could implement selective widening to three lanes where appropriate.

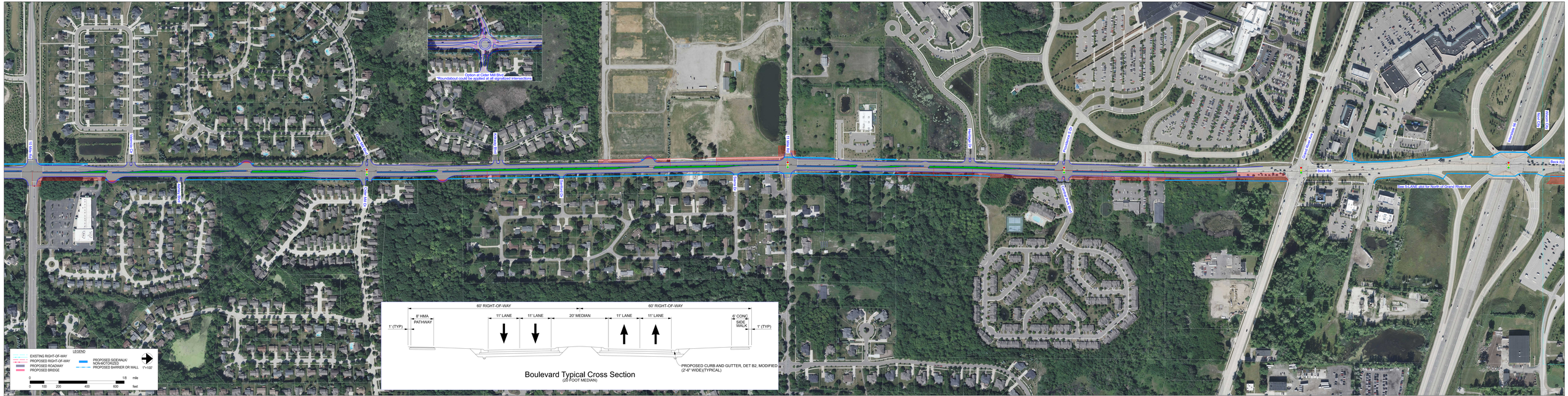
The projected costs for widening projects on the **9 Mile to 10 Mile and 10 Mile to 11 Mile segments currently in the CIP are ~$10M and ~$13M,** respectively. Based on current unit prices project for rehabilitation projects (Wixom Road ~$5M for two miles), the two miles of Beck Road would be in the **~$5-6M range (today's dollars)**, which could be additionally offset with FAC funds (around 50/50 based on similar projects) if successfully obtained. In a ***"best case scenario,"*** the rehab projects would cost the City **~$3M.**

Option 3:

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. Most of the applications can be completed administratively with consulting engineer AECOM. If funding were to be acquired within the next few years, obligation would likely be far enough out in fiscal years to still adapt the first two options listed above. Efforts on the widening to this point should not be considered moot, at the very least, when the EA is complete, **the entire corridor will be eligible for long term planning and future federal funding through 2035 (pending any federal changes).**

Staff are standing by to execute the City Council's preferred option on the Beck Road projects and funding objectives provided in this memo. Additional information can be provided upon request.

See C4.1,M2 plot for north of Eight Mile Road
Pontiac Trail
Novi Cir
Northville Township
Beck Rd
Novi Rd
Meadowbrook Rd
Taft Rd
Tolsdale Dr
Tolsdale Cir
Tolsdale Ct
Tolsdale Ln
Tolsdale Way
Tolsdale Pl



NOVI

AECOM

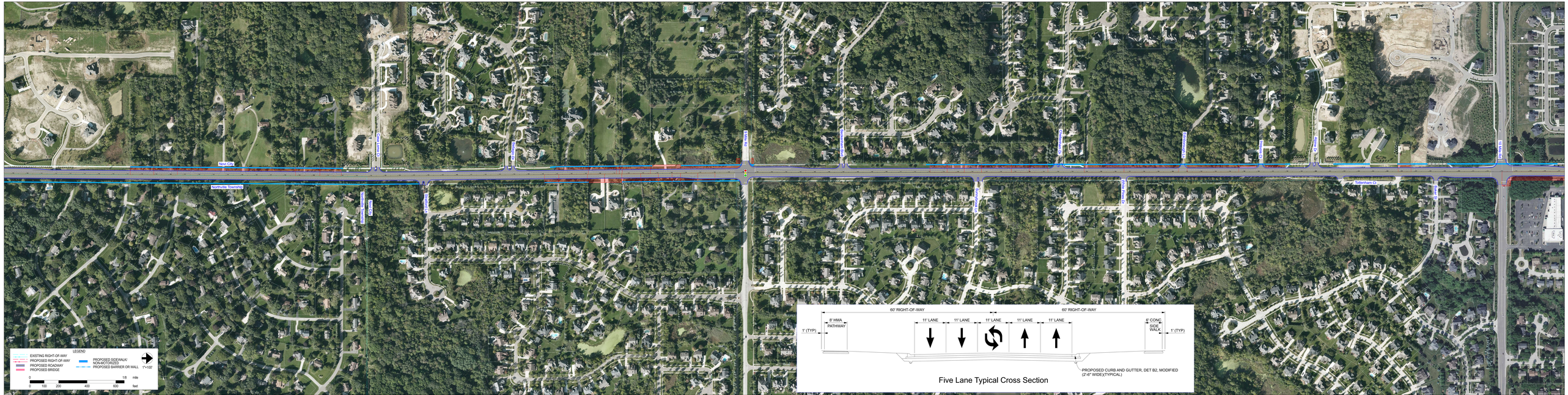
NOT FINAL - CONCEPTUAL ONLY

Beck Rd - Environmental Assessment

DRAFT

SHEET X

09/10/2021



NOVI

AECOM

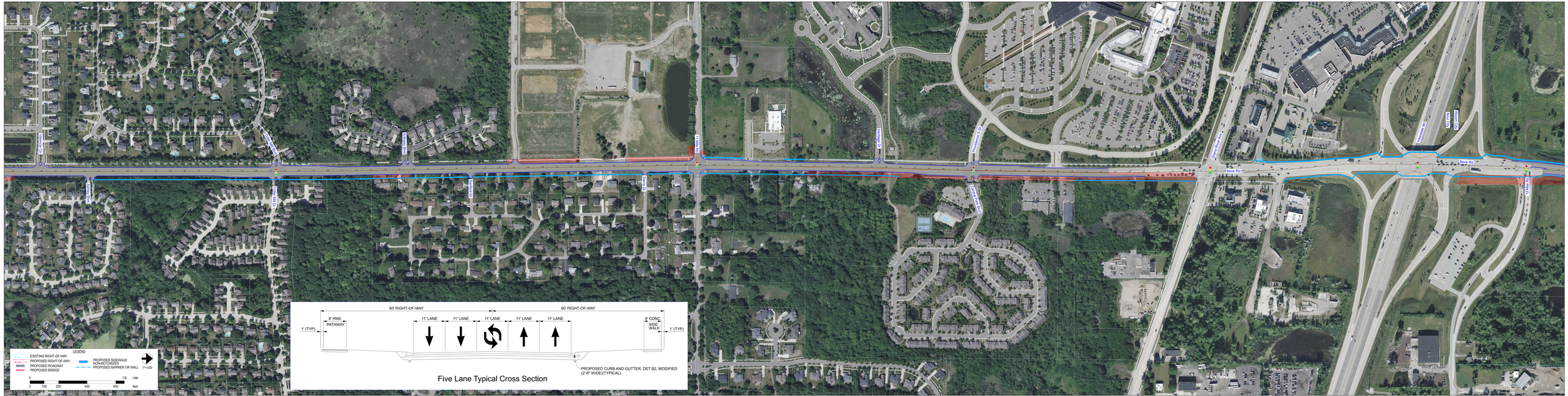
NOT FINAL - CONCEPTUAL ONLY

Beck Rd - Environmental Assessment

DRAFT

SHEET X

09/10/2021


60' RIGHT-OF-WAY
60' RIGHT-OF-WAY
8' HMA PATHWAY
1' (TYP)
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
6' CONC SIDE WALK
1' (TYP)
PROPOSED CURB AND GUTTER, DET B2, MODIFIED (2'-6" WIDE)(TYPICAL)
Five Lane Typical Cross Section
LEGEND
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED ROADWAY
PROPOSED BRIDGE
PROPOSED SIDEWALK/ NON-MOTORIZED
PROPOSED BARRIER OR WALL
1"=100'
0 1/8 mile
0 100 200 400 600 feet
Beck Rd
Beck Rd
Beck Rd