

Finding of No Significant Impact and Supporting Documentation for the Beck Road Corridor Improvement Project in the cities of Novi and Wixom, Oakland County, Michigan

July 2025

Prepared by AECOM Great Lakes, Inc. on behalf of the cities of Novi and Wixom, in cooperation with the Michigan Department of Transportation and the U.S. Department of Transportation Federal Highway Administration.



AECOM



Table of Contents

1.	Proposed Project	1
1.1	Introduction	1
1.2	Project Location	1
1.3	Publication, Public Hearing and Public Review	3
1.4	Consistency with Stated Purpose and Need	3
1.5	Selected Alternative	4
1.6	Section 4(f) Resources	7
1.7	Right of Way (ROW)	7
1.8	Permits.....	8
1.9	Summary of FHWA Project Determination.....	8
2.	Comments and Responses	8
2.1	Resource Agencies.....	9
2.2	Comments from the Public	17
3.	Project Mitigation Summary “Green Sheet”	29
4.	Errata.....	34
4.1	Environmental Assessment Main Document	34
4.2	Project Mitigation Summary Green Sheet	39

List of Figures

Figure 1-1: Beck Road Corridor Improvement Project Overview	2
Figure 1-2: Selected Alternative: Hybrid of Five-Lane Roadway and Four-Lane Boulevard Cross Section	5
Figure 1-3: Selected Alternative Map	6

List of Tables

Table 1 – EPA Comments and Responses	10
Table 2 – Public Comment Summary.....	18

List of Appendices

APPENDIX A PUBLIC HEARING SUMMARY

APPENDIX B ENVIRONMENTAL ASSESSMENT RECEIVED COMMENTS

APPENDIX C SECTION 4(f) OFFICIAL WITH JURISDICTION CONCURRENCE

1. Proposed Project

1.1 Introduction

The cities of Novi and Wixom, in partnership with the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA), are proposing the Beck Road Corridor Improvement Project. An Environmental Assessment (EA) was prepared to define the project's purpose and need, evaluate a range of alternatives, and assess potential project-related impacts on both the human and natural environment. Where impacts could not be fully avoided, the EA also identified appropriate minimization and mitigation strategies. The following sections summarize the project's development and present the Preferred Alternative, which has been selected as the final design choice (see Section 1.5, *Selected Alternative*).

1.2 Project Location

The project covers a 5.3-mile segment of Beck Road located within the cities of Novi and Wixom in Oakland County, Michigan. Along this corridor, Beck Road intersects several major routes, including Pontiac Trail, West Road, 12 Mile Road, the I-96 Interchange, Grand River Avenue, 11 Mile Road, 10 Mile Road, and 9 Mile Road. The planned improvements extend from just south of 9 Mile Road in the city of Novi to just north of Pontiac Trail in the city of Wixom. The full extent of the project limits is illustrated in Figure 1-1.

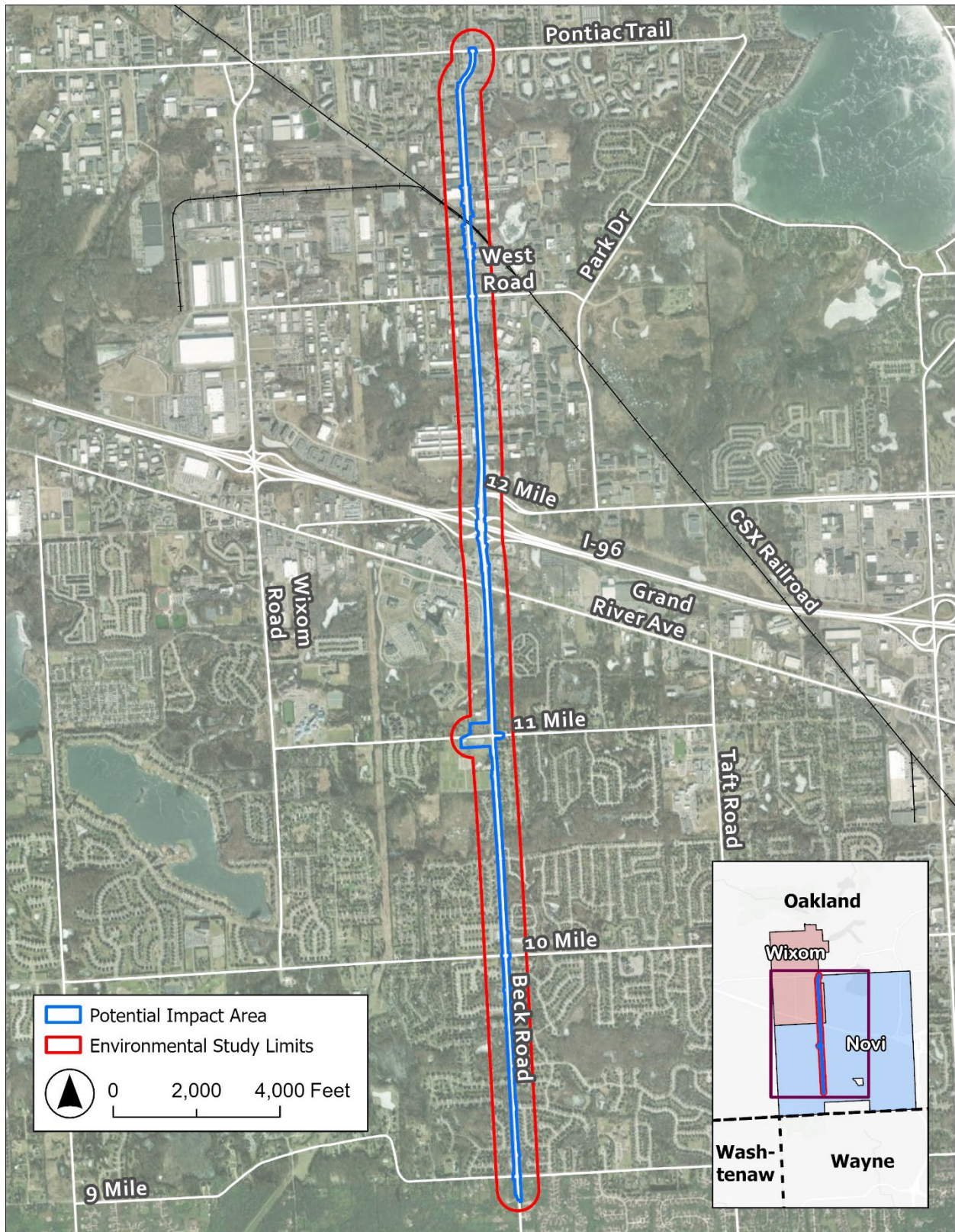


Figure 1-1: Beck Road Corridor Improvement Project Overview

1.3 Publication, Public Hearing and Public Review

A legal notice was published on April 29, 2025, announcing the availability of the EA for public review and inviting the public to attend a hearing. The notice appeared in the *Detroit Free Press*, *Detroit News*, *Oakland Press*, and through additional outreach channels such as the social media platforms for the cities of Novi and Wixom. These efforts were made to encourage public engagement and solicit comments on the project.

An in-person public hearing was held on May 14, 2025, at Wixom City Hall. An estimated 50 to 60 individuals attended the hearing. During the event, a court reporter was present to record verbal comments, and written comments were accepted by the study team. All comments submitted during the comment period were documented and are included in the official public record. The hearing was conducted in accordance with Federal and State Public Involvement and Public Hearing Procedures.

In addition to the hearing, the EA was made available online through the project website, BecktotheFuture.org, and hard copies were placed at local government offices and public libraries for public review. Printed appendices were available upon request and electronic copies were available on the BecktotheFuture.org website.

The public comment period closed on May 28, 2025, totaling 30 days. In total, 35 written, verbal, and electronic comments were received. Formal comments were also submitted by the U.S. Environmental Protection Agency (EPA). A full summary of public input is provided in **Appendix A**. Changes made to the EA as a result of comments received are described in an errata provided later in this document.

1.4 Consistency with Stated Purpose and Need

The project meets the stated purpose and need documented in the EA in that it increases the capacity of the Beck Road corridor to meet current needs and cater to the population and economic growth in the area, while enhancing safety, by reducing potential for serious vehicle crashes. The purpose and need for the project have not changed from what was published in the EA. This section provides a summary of the detailed Purpose and Need Statement presented in EA Section 2. Project Mitigation Commitments addressing this purpose and need are included in Section 3, the “Green Sheet.”

Project Purpose

The purpose of the Beck Road Corridor Improvement Project will be to address the following:

- Alleviating traffic congestion to better accommodate the existing and projected traffic volumes.
- Improving traffic flow, reducing delays, and enhancing the overall operations of the roadway.
- Enhancing safety for all roadway users by addressing current crash issues at critical intersections.
- Providing safer and more accessible infrastructure for pedestrians and bicyclists.
- Improving the quality of infrastructure and aesthetics along the corridor, particularly in the residential areas of Beck Road.

Project Need

The Project will address the needs described in the following sections.

Insufficient Operational Capacity

Beck Road currently experiences peak-hour traffic volumes between 282 and 2,084 vehicles per hour, exceeding the capacity of the existing two-lane roadway. Several intersections operate at level of service (LOS) E during peak times, indicating significant delays and congestion. With anticipated growth in population and employment in Novi and Wixom, traffic volumes are expected to increase further, worsening conditions without capacity improvements.

High Crash Activity

From 2018 to 2022, crash data show elevated crash rates at eleven intersections and eight road segments along Beck Road, with rear-end collisions accounting for over 60% of crashes in both categories. While there were no fatalities, 14 crashes resulted in serious (“A” level) injuries. The high number of rear-end crashes points to congestion and inadequate traffic flow as key contributing factors, underscoring the need for safety improvements.

Incomplete Multi-Modal Network

Pedestrian and bicyclist infrastructure along the corridor is inconsistent, with significant sidewalk and crossing gaps, especially between 9 Mile Road and Grand River Avenue. These gaps present safety concerns for non-motorized users. The 2023 Suburban Mobility Authority for Regional Transportation (SMART) bus service expansion along the corridor further increases the need for continuous, accessible pedestrian facilities to support multi-modal travel.

Infrastructure Condition and Aesthetics

Most of Beck Road is rated in poor condition under the Pavement Surface Evaluation and Rating (PASER) system, indicating a need for full-depth repairs rather than surface maintenance. The corridor runs adjacent to residential areas, Bosco Fields, and Ascension Providence Hospital, making it important to minimize disruptions and maintain visual quality. Proposed landscaping and aesthetic enhancements will improve the corridor’s appearance, support community identity, and contribute to environmental sustainability.

1.5 Selected Alternative

The Preferred Alternative was presented in the EA and is the Selected Alternative for the project. See Figure 1-2 for the proposed cross sections and Figure 1-3 for the proposed alignment of the Selected Alternative.

The Selected Alternative features a combination of a four-lane boulevard from just south of 9 Mile Road to the proposed roundabout at 11 Mile Road, and a five-lane roadway from the proposed roundabout at 11 Mile Road to Pontiac Trail. A grade-separated crossing is included at the CSX railroad to improve safety and reduce vehicle delay.

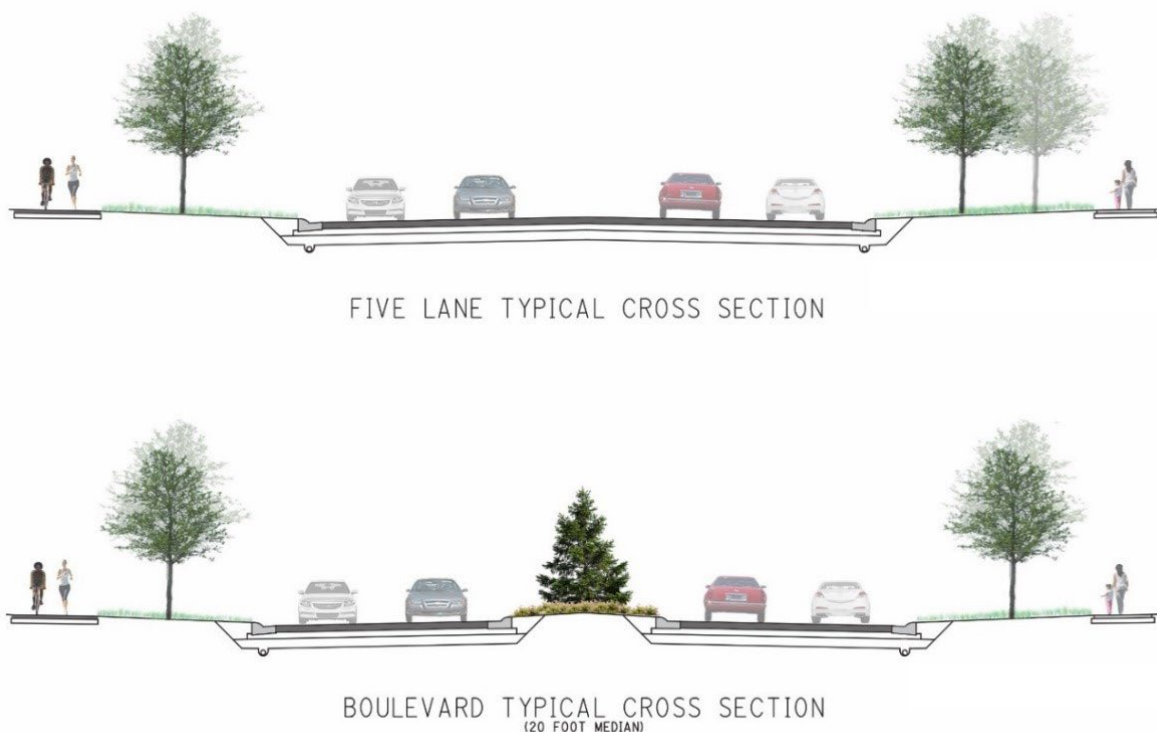


Figure 1-2: Selected Alternative: Hybrid of Five-Lane Roadway and Four-Lane Boulevard Cross Section

The Selected Alternative includes the following design elements:

- **Road Widening:** Beck Road will be widened from just south of 9 Mile Road to just north of Pontiac Trail to accommodate two through lanes of traffic in each direction that are necessary due to increased travel demand.
- **Roundabout:** A roundabout will be constructed at the Beck Road and 11 Mile Road intersection to improve traffic flow and reduce crash severity.
- **Grade-Separated Railroad Crossing:** A grade-separated structure will carry Beck Road over the CSX railroad tracks, eliminating the at-grade crossing. This design enhances safety, reduces traffic delays, and improves overall network efficiency.
- **Traffic Signal Modifications:** Traffic signals will be replaced at all current intersections with the exception of 11 Mile Road where a roundabout will be constructed.
- **Right-of-Way (ROW) Acquisition:** Over 14 acres of ROW from 78 parcels is required for the project. Efforts will be made to minimize impacts during final design.
- **Property Impacts:** No full property acquisitions are anticipated. Only partial acquisitions will be necessary, with final limits determined during final design.
- **Section 4(f) Use:** Approximately one acre of Bosco Fields will be acquired for the roadway expansion and roundabout construction. This use qualifies as a *de minimis* impact under Section 4(f) .

- **Culvert Replacements:** Two existing culverts will be replaced to meet current design standards and to comply with stream protection regulations administered by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

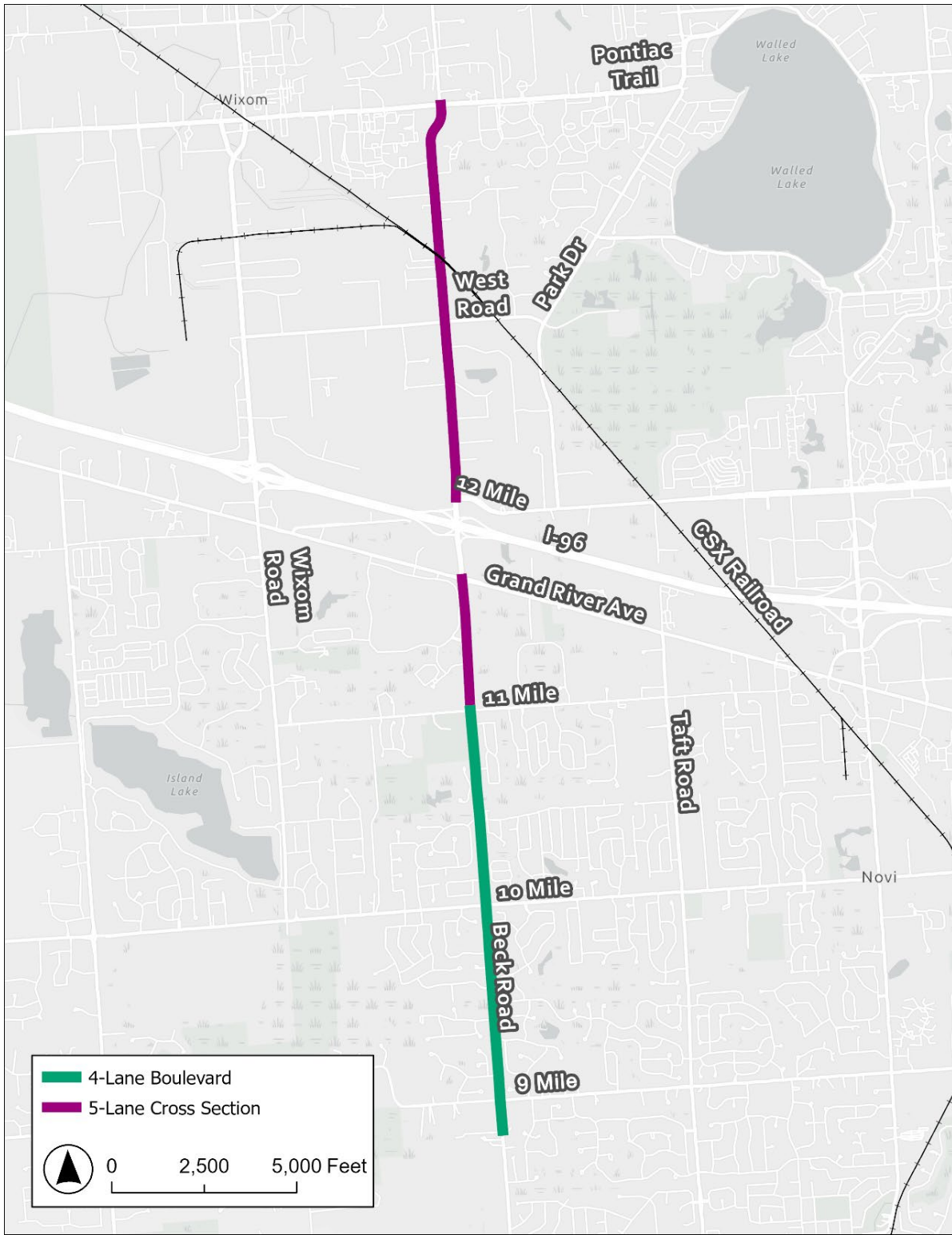


Figure 1-3: Selected Alternative Map

The Project Mitigation and Community Enhancements Summary “Green Sheet” located in Section 3, outlines both required mitigation measures that will be implemented to avoid, minimize, and/or mitigate project-related environmental impacts and community enhancements that will be considered as the project progresses. Mitigation is required by law whereas community enhancements go above and beyond what is required by law and are based on public input and designed to add long-term value for residents. The cities of Novi and Wixom will continue to engage with residents along Beck Road through the final design and construction phases by exploring community enhancements that can be incorporated into the project to maintain quality of life for adjacent residents.

1.6 Section 4(f) Resources

Two publicly owned recreational properties within the Study Limits are subject to Section 4(f) of the U.S. Department of Transportation Act of 1966: Bosco Fields, an active recreational facility owned by the city of Novi located on the west side of Beck Road just south of 11 Mile Road, and the ITC Corridor Trail, a multi-use path developed jointly by the city of Novi and ITC Holdings Corp. with a northern trailhead located on the west side of Beck Road just north of Heritage Drive.

Access will be maintained to the ITC Corridor Trail so no impacts are anticipated. However, the Selected Alternative will require partial right-of-way acquisition from Bosco Fields. Access will be maintained to Bosco Fields during construction and the acquisition will not adversely affect the activities, features, or attributes that qualify the property for Section 4(f) protection.

Public involvement, including the opportunity to comment on the Section 4(f) finding, was provided as part of the public hearing held on May 14, 2025, with a public comment period extending through May 28, 2025. No comments were received regarding the *de minimis* impact to Bosco Fields. Concurrence from the Official with Jurisdiction (OWJ) was obtained on June 4, 2025, and is accompanied by a plan sheet highlighting ROW needs at Bosco Fields (see **Appendix C**). Therefore, FHWA has determined that there is a Section 4(f) *de minimis* impact to Bosco Fields.

1.7 Right of Way (ROW)

Implementation of the Selected Alternative will necessitate both permanent fee simple acquisitions (FSA) and temporary easements (TE). Permanent FSAs will remain under project jurisdiction indefinitely, while TEs will be returned to the original property owners upon completion of the construction activities for which the land access was required.

ROW needs have been identified for 78 parcels, encompassing approximately 14.56 acres (see EA Appendix F). No total take acquisitions are anticipated. As the project advances through the final design phase, continued refinement may further reduce or possibly eliminate anticipated ROW impacts.

The affected land uses within the project corridor are broadly categorized as residential, commercial/industrial, and public space. Of the total ROW needed, approximately 4.06 acres are residential, 9.51 acres are commercial/industrial, and 0.99 acres are public.

1.8 Permits

Prior to the commencement of construction, the cities will obtain all necessary environmental permits and approvals. Conditions associated with these permits will be incorporated into the construction documentation for the Selected Alternative, and all stipulations will be strictly adhered to throughout the construction process.

The Selected Alternative is expected to require the following permits under the Natural Resources and Environmental Protection Act (NREPA), 1994 PA 451, as amended, for construction activities and unavoidable impacts to streams and wetlands:

- Part 91 – Soil Erosion and Sedimentation Control (SESC)
- Part 301 – Inland Lakes and Streams
- Part 303 – Wetland Protection

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) serves as the primary state regulatory authority for permits related to water resources. If EGLE determines that a permit application requires a “Red File” review, EGLE will coordinate EPA’s review during the permit application review process.

In addition to the NREPA permits, a Construction Stormwater Notice of Coverage will be required under the National Pollutant Discharge Elimination System (NPDES), required whenever earth disturbance will exceed five acres with a discharge to surface waters. This approval is issued by EGLE as part of its construction stormwater program.

At the local level, construction activities in Wixom will require a Part 91 SESC Permit from the Oakland County Water Resources Commissioner. A Part 91 permit is not required for construction activities in Novi because the city of Novi is an authorized public agency under Part 91.

1.9 Summary of FHWA Project Determination

An EA for the Beck Road Corridor Improvement Project was completed by the cities of Novi and Wixom in cooperation with MDOT, and approved by FHWA on April 29, 2025. Based on the analysis presented in the EA and the avoidance, minimization, and mitigation commitments outlined in the Project Mitigation Summary “Green Sheet” in Section 3 of this document, MDOT provided the materials specified in 23 CFR 771.119(g) with a recommendation to the FHWA that a FONSI be issued. Consistent with 23 CFR 771.121(a), FHWA has determined that implementation of the project will not result in significant environmental impacts.

2. Comments and Responses

The following sections summarize the comments received during the public comment period for the Beck Road Corridor Improvement Project EA. The comment period lasted 30 days and ended on May 28, 2025. See **Appendix A** for the public hearing summary.

2.1 Resource Agencies

The cities received one comment letter from a resource agency, the United States Environmental Protection Agency (EPA). See Table 1 for all EPA comments and responses. The letter can be found in **Appendix B**. All noted changes can be seen in Section 4: Errata.

Table 1 – EPA Comments and Responses

Comment Number	Resource Area	Comment	Response	Location of Change
1.A	Purpose and Need / Alternatives	<p>The Draft EA indicated that Beck Road is a minor arterial road connecting communities in Oakland and Wayne Counties with major trunklines. The limits of the Project are proposed to extend from 9 Mile Road in Novi to Pontiac Trail in Wixom. The Draft EA indicated the project area is “pivotal in the regional transportation network, serving as a crucial connector with strategic interchanges at M-14 and I-96.”</p> <p>It is not clear from reviewing the Draft EA why the project corridor was selected to cover a 5.3-mile segment of Beck Road when Beck Road runs for approximately 28 miles between Wixom and Van Buren Township.</p>	This environmental assessment is sponsored by the cities of Novi and Wixom. The beginning and ending points of the study were chosen based on the communities involved, traffic demand, and local planning documents. The study limits are listed on the Transportation Improvement Program and have been vetted with the Southeast Michigan Council of Governments and the Michigan Department of Transportation as logical termini.	None proposed
1.A.1	Purpose and Need / Alternatives	Discuss rationale for selecting the termini identified in the Draft EA. In particular, discuss the status of Beck Rd. starting at M-14 and ending at I-94 and whether this portion of the connector needs improvement (e.g., reducing delays, enhancing safety for all roadway users, improving infrastructure, etc.).	<p>The southern terminus, approximately 500 feet south of 9 Mile Road, was chosen because it is a logical terminus for potential widening, allowing the 9 Mile Road intersection to be included in the project, and near the southern limits of the city of Novi’s jurisdiction on this road.</p> <p>Pontiac Trail was chosen as the northern terminus because it is a major east-west thoroughfare with a large portion of the northbound Beck Road traffic turning east or west at Pontiac Trail, thereby greatly reducing traffic volume further north on Beck Road.</p> <p>Municipal jurisdictions south of Novi chose not to participate in the environmental assessment. Needs for improvement on Beck Road in these jurisdictions were not assessed as part of this study.</p>	Errata: EA Page 1

Comment Number	Resource Area	Comment	Response	Location of Change
2.A	Transportation Impacts	The Draft EA indicated widening the roadway to accommodate additional lanes may necessitate significant construction activities, potentially leading to temporary disruptions, detours, and inconvenience for motorists and residents. The Draft EA did not discuss detours for use during construction.	The area has a large network of alternate routes that can be utilized by the public. Proposed signed detour routes will be developed during final design when proposed maintenance of traffic will be further evaluated. Item I.C.1 has been clarified in the "Green Sheet."	Errata: Green Sheet Item I.C.1
2.A.1	Transportation Impacts	Discuss impacts to roadways that will likely be designated as alternate routes during construction. In particular, discuss existing traffic volumes, Level of Service, and how well alternate routes will be able to handle additional traffic volume.	A phased construction approach is currently anticipated. Detour routes will be selected during final design for each construction phase. The cities of Novi and Wixom will coordinate with adjacent road agencies to select appropriate detour routes taking into consideration constraints of other routes, including but not limited to, traffic volumes, other construction activities, and emergency response. Item I.C.1 has been clarified in the "Green Sheet."	Errata: Green Sheet Item I.C.1

Comment Number	Resource Area	Comment	Response	Location of Change
3.A	Air Quality	<p>The Draft EA indicated construction-related impacts will be mitigated through best management practices, focusing largely on noise impacts. The Draft EA also indicated the residential section in the southern portion of the project area has sidewalks and pedestrian crossings. The sidewalk is separated from the roadway by a vegetated buffer, creating a physical and visual barrier between pedestrians and vehicles. The Draft EA does not address whether the vegetated buffer will be impacted by the proposed project.</p> <p>Acknowledging features listed in the mitigation “green sheet,” residents and businesses in the project area may be affected by roadway pollutants during construction and operation. Construction activity will release air emissions from equipment engines, truck engines, and earthwork activity. In 2002, EPA classified diesel emissions as a likely human carcinogen. Diesel exhaust can also worsen heart and lung disease, especially in vulnerable populations, such as children and elderly people. EPA research has demonstrated that well-planned vegetative barriers can reduce exposure to air pollution by up to 50 percent, and the combination of a solid fence with vegetation can result in the greatest protection.</p>	<p>Impacts to the existing sidewalks, nonmotorized pathways, and green strips between these features and Beck Road will be finalized as the project moves into the final design phase. While existing pedestrian infrastructure will be avoided where possible, the green strips between the sidewalks/ nonmotorized pathways and Beck Road will largely need to be re-graded as described in EA Section 3.16.</p> <p>As this is a linear project, construction will not take place in a single location for a long period of time and is therefore considered temporary. The contractor will need to follow the Michigan Department of Transportation’s 2020 Standard Specifications for Construction which specifies in Section 107.15 that “The Contractor must take the measures during the performance of the work that are necessary to comply with federal, state, and local laws and regulations for the protection of the public health, safety, welfare, and environment.” Section 107.15 also provides additional direction for the control of air pollution, construction site stormwater runoff, and hazardous and polluting materials in subsequent subsections.</p>	None proposed

Comment Number	Resource Area	Comment	Response	Location of Change
3.A.1	Air Quality	Consider adding applicable measures from the enclosed <i>Construction Emission Control Checklist</i> to the mitigation “green sheet.”	<p>The “Green Sheet” has been updated to add a mitigation commitment regarding the USEPA’s <i>Construction Emission Control Recommendations</i>. The recommendations will be reviewed with the selected contractor at the preconstruction meeting to determine if any of the mobile and stationary source diesel controls or equipment recommendations can be implemented during construction.</p> <p>Fugitive Dust Source Controls- The contractor will be required to control fugitive dust as specified in the Michigan Department of Transportation’s 2020 Standard Specifications for Construction, Section 107.15.</p> <p>Occupational Health- The contractor will be responsible to protect the health of all personnel on the project as specified in the Michigan Department of Transportation’s 2020 Standard Specifications for Construction, Section 104.07.B.</p>	<p>Errata: EA Page 39</p> <p>Green Sheet Item VII</p>
3.A.2	Air Quality	Per Executive Order 13045 on Children’s Health, EPA recommends FHWA pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations to be protective of children’s health.	The “Green Sheet” has been updated to add a mitigation commitment that the cities of Novi and Wixom will discuss locations where children live, learn, and play with the selected contractor at the preconstruction meeting to increase awareness and encourage emission reduction when working in the vicinity of these locations.	<p>Errata: EA Page 39</p> <p>Green Sheet Item VII</p>

Comment Number	Resource Area	Comment	Response	Location of Change
3.A.3	Air Quality	Consider the use of vegetative barriers adjacent to neighborhoods across the entire project area to address the following: a. decrease pollutants from cars and trucks reaching residential, school, and play areas; and b. minimize visual intrusions to residences, parks, or other sensitive visual receptors; and c. extend the effect created by the existing vegetated buffer to the rest of the residential area in the southern three miles of the project area.	Vegetated medians are proposed in the four-lane boulevard segment of the project which is predominantly surrounded by residential neighborhood. The “Green Sheet” has been updated to note that the cities of Novi and Wixom will evaluate using vegetation during final design to aid in pollutant reduction and provide a visual barrier where proposed widening occurs near residential and recreational properties, if adequate space is available.	Errata: EA Page 39 Green Sheet Item VII
3.A.4	Air Quality	Consider inviting the public to maintain the vegetated buffer, thereby reducing costs for FHWA, MDOT, and the cities (e.g., Adopt a Highway).	Informational.	None proposed
3.A.5	Air Quality	EPA would appreciate the opportunity to discuss use of vegetation to address the above issues. Please contact Kathy Kowal to connect with EPA scientists specializing in vegetative barriers for air quality benefits.	Informational.	None proposed
4.A	Public Outreach	The public meeting summaries indicate public meetings, online surveys, and an open house were conducted during 2021, 2022, and 2023. Respondents were nearly evenly split on the overall proposed improvements for Beck Road with slightly more respondents that were in favor of the improvements. Public comments expressed concerned (sic) over deteriorating living conditions with increased traffic volumes and noise closer to residences, businesses, and other sensitive receptors.	Informational.	None proposed

Comment Number	Resource Area	Comment	Response	Location of Change
4.A.1	Public Outreach	Discuss the nature of public outreach FHWA is using to reach out to community groups, churches, previous commenters, etc. to discuss the project and potential mitigation (e.g., medians, vegetated buffers, etc.).	As discussed in Section 3.6 of the EA and in Item I of the "Green Sheet," a robust public outreach effort will continue as individual projects transition to final design and construction. This will ensure that the public, including but not limited to residents, businesses, community groups, churches, and commuters, are well informed about the project. The "Green Sheet" has been updated to note that targeted engagement will also occur with residents that express concerns over the impacts of widening on their properties and desire to seek project design solutions to lessen those impacts.	Errata: Green Sheet Item I.B
4.A.2	Public Outreach	Identify whether bike lanes and walking infrastructure are proposed across the entire project area, allowing users to access Lakeshore Park and Walled Lake. Consider access for residential units at Pontiac Trail and Beck Road to public amenities and safe travel for students attending Walled Lake Western High School located just north of the project area.	Added clarification to Section 2.3 of the EA that the preferred alternative includes sidewalk through the entire corridor. While the sidewalk is limited to the Beck Road project, installing the pedestrian infrastructure will improve access to nearby amenities for residential units at Pontiac Trail and Beck Road.	Errata: EA Page 18
5.A	Other Comments	The Draft EA did not indicate how comments received during the public comment period would be addressed.	Added the following statement to Section 4.4 of the EA: "As part of the public comment period, all comments received from the public, local, state, and federal agencies will be documented and included as part of the public record. Comments and responses will be documented and summarized in the FONSI document."	Errata: EA Page 70
5.A.1	Other Comments	Create an appendix that include all comments received during the comment period, including any applicable transcripts of comments from the public.	Comments received during the public comment period, including those submitted online and at the public hearing, are provided in Appendix B of the FONSI. Appendix B also contains the public hearing transcript.	FONSI Appendix B

Comment Number	Resource Area	Comment	Response	Location of Change
5.A.2	Other Comments	Create an appendix that includes all correspondence sent to and received from government agencies regarding the proposed project.	Agency correspondence is included in EA Appendix L- Agency Correspondence of the Environmental Assessment.	None proposed
5.A.3	Other Comments	Create a chart that lists the following: a. all comments received during the Draft EA review period; b. FHWA's response with a reference to the section that was changed as a result of the comment, if applicable. Include section and page number for ease of reference; and c. associated mitigation efforts with responsible entity.	Comments received during the public comment period, including those submitted online and at the public hearing, are provided in Appendix B of the FONSI. Similar comments were grouped to ease responses, with those summarized comments provided in Section 2.2 of the FONSI.	FONSI Section 2.2

2.2 Comments from the Public

In addition to the letter from the EPA, there were 35 additional comments recorded from the public during the 30-day comment period. The comments were received verbally at the public hearing on May 14, 2025 (19), written at the public hearing (8), and online through the project website (8). A full list of comments from the public can be found in **Appendix B**. A summary of the public comments received and responses from the cities can be found in Table 2. Where public comments resulted in changes to the EA or the Green Sheet, it is noted in the response to the respective summarized comment.

Table 2 – Public Comment Summary

Topic	Comment	Response
General Opposition	Widening Beck Road will be detrimental to adjacent residents' quality of life due to increased traffic, noise, and concerns with safety. It will also impact the residential character of the segment south of 11 Mile Road.	Comment noted. The city of Novi will continue to engage with residents along Beck Road through the final design phase to identify opportunities to lessen the community concerns regarding widening in hopes of maintaining the residential character of the area. A mitigation commitment was added to item I.B.2 of the Green Sheet to address this.
General Opposition	The city of Novi should not support the project. Consider the residents. Don't look at the business aspect.	The city of Novi must balance many factors when considering a project. Factors including need for the project, safety of all users, budget constraints, and impacts of the project as well as the impacts of not doing the project, all must be taken under consideration. Beck Road serves adjacent residents and also serves the entire community, connecting neighborhoods in southern areas of Novi to commercial districts to the north and principal arterial roads and freeways such as I-96 and M-14.
General Opposition	Eminent domain applies when it benefits every citizen. A bottleneck at 9 Mile is not going to benefit every citizen.	The cities of Novi and Wixom will offer fair compensation in accordance with state and federal laws to impacted property owners and will actively work to avoid needing to exercise eminent domain.
General Opposition	The studies they did were rigged. I mean, how can the road be a five-lane with two sidewalks, and it not increase the noise in front of my house? You know, I mean, those studies are a lie.	The <i>Traffic Noise Technical Report</i> is available on the www.becktothefuture.org website for public review here: Appendix G – Traffic Noise Technical Report . The report does indicate that there are traffic noise impacts both in the existing condition and increased impacts as a result of the preferred alternative. However, for a noise abatement barrier to be recommended, the barrier must meet feasibility and reasonableness criteria established by the <i>Michigan Department of Transportation Traffic Noise Handbook</i> . The criteria are not met for any of the evaluated barriers.
General Opposition	The boulevard is almost like a freeway. Freeways don't unite communities, they divide them. And that would just change the whole character of it.	Comment noted.

Topic	Comment	Response
General Opposition	Residents of Novi should come together and take a stand against the project. It's not for the community. It's for people passing through. Traffic speeds will increase and it will be very dangerous.	The current posted speed limit is 45 mph and is intended to remain the same with this project. The road design will follow standards that align with the posted speed limit.
General Opposition	Beck Road should not be referred to as a corridor because it is a residential area.	"Corridor" is a generally accepted term used in transportation planning. Transportation corridors are identified to analyze traffic patterns and the flow of traffic between origins and destinations.
General Support	I'm for the improvement of Beck Road north of I-96 to the dead end at Potter, mainly because of the railroad tracks.	Comment noted.
General Support	I'm in favor of the project. It is needed because of traffic.	Comment noted.
Traffic	The project will increase congestion and induce traffic demand. Beck Road will become a shortcut to get down to Ann Arbor. After a year, we may be right back where we started with huge traffic because what it will do is take traffic that's outside of Beck now and attract more, including more commercial traffic.	While it's true that improving capacity along a corridor can sometimes attract additional traffic, the traffic modeling done for this project has accounted for these factors. Both current traffic patterns and projected growth, including commercial traffic, have been modeled to verify that the design supports any long-term impacts. Existing and future level of service (LOS) is discussed in Appendix D – Traffic Analysis Memo for Beck Road Corridor Improvement Project available on the www.becktothefuture.org website for public review.
Traffic	Can this project be successful without including the portion of Beck Road south of 9 Mile Road through to the existing boulevard that ends near 6 Mile Road? It seems that a bottleneck will be created at the south end of the project without Northville's involvement. What mitigation is planned to alleviate the bottleneck? Why is Northville not a part of this project?	<p>Congestion currently exists throughout the study limits which is one of the drivers for this project. The preferred alternative will lessen congestion through much of the study area but admittedly, congestion may still remain at 9 Mile Road.</p> <p>This environmental assessment is sponsored by the cities of Novi and Wixom. Northville was included in early planning discussions but chose not to participate in this current effort to perform an environmental assessment. The beginning and ending points of the study were chosen based on the communities involved, traffic demand, and local planning documents. The study limits are listed on the Transportation Improvement Program and have been vetted with the Southeast Michigan Council of Governments and the Michigan Department of Transportation as logical termini.</p>

Topic	Comment	Response
Traffic	The proposed widening of Beck Road would be more acceptable if large commercial vehicles were prohibited between 9 Mile Road and 11 Mile Road.	The traffic modeling done as a part of this study accounted for various types of vehicles, including commercial vehicles. Instituting commercial vehicle restrictions may result in dispersing traffic onto smaller local roads, which could introduce other operational and enforcement challenges.
Traffic	The railroad crossing on Pontiac Trail backs traffic up. What happens to all the traffic that hits Pontiac Trail when Pontiac Trail can't handle it. I don't think it can, especially at rush hour.	Direct impacts from this project are not expected to impact operations along Pontiac Trail near the railroad crossing at Wixom Road to the extent where Pontiac Trail users would experience a noticeable increase in delay.
Traffic	This project seems to be a precursor to widening further south connecting to M-14, bringing more traffic.	Northville was included in early planning discussions but chose not to participate with this current effort to perform an environmental assessment. There is currently no plan to widen south of the limits defined in this study.
Traffic	Traffic entering Broadmoor will need to enter on 10 Mile. What kind of consideration is being done for that and what kind of co-planning is happening?	Traffic wishing to enter the Broadmoor Park neighborhood will still be able to use the Baker Street access from Beck Road using a right turn movement. Those wishing to access Baker Street while driving southbound on Beck Road will need to utilize a median turnaround, then enter Baker Street using a right turn. Effects to 10 Mile Road were evaluated as part of the traffic analysis. No changes for access to the Broadmoor Park neighborhood from 10 Mile Road are proposed.
Traffic	Will left turns be possible in the boulevard or will drivers need to turn right and then use a median crossover to turn the other direction?	Direct left turns will be possible at 9 Mile Road, 10 Mile Road, and Cider Mill Boulevard. To make left turns when entering Beck Road at any other location will require the driver to use a median crossover turnaround.

Topic	Comment	Response
Traffic	<p>This project needed to be done years ago. Beck road is a main corridor that is way too small to handle the traffic in the area. I have lived in Wixom for over 20 years and this project should be considered the highest priority. It is very concerning the delays that happen with the railroad tracks that stop traffic for sometimes 15-20 minutes. If there were an emergency, those minutes could be the difference between life and death. Also, the road is crumbling and drainage needs to be updated.</p> <p>The widening of Beck Road would be a huge impact on businesses along Beck Road and reduce traffic incidents, especially the cross roads or West & Beck Roads.</p>	Comment noted.
Traffic	Have you considered improving traffic light timing and using lights for traffic management?	Traffic signal timing will be set to optimize traffic movements through the corridor.
Noise	The project will result in noise impacts to adjacent residential areas impacting quality of life. Vegetation will not provide a reduction to noise levels heard by adjacent residents.	Comment noted. Vegetation can provide a visual screen and may provide a perception that noise is reduced, however, the vegetation would need to be hundreds of feet deep and full-foliaged to provide true traffic noise reduction. The cities of Novi and Wixom will continue to engage with residents along Beck Road to identify mitigation opportunities to maintain an acceptable quality of life. A mitigation commitment was added to item I.B.2 of the Green Sheet to address this.
Noise	The truck traffic has increased exponentially in the last 12 years. Are other noise mitigation actions being considered, such as limiting the amount of jake brakes being used by the semis, limiting the number of axles on the roadway, weight limits, stuff like that, to help lower traffic noise?	The cities of Novi and Wixom are not currently considering actions to limit the amount of jake brakes, number of axles on the roadway, or weight limits.
Noise	In other communities, when they've done this type of thing, they've offered stipends for homeowners for sound deadening, like putting in sound deadening windows or putting in additional insulation in their homes to help remediate some of that additional noise that's going to come.	As stated in the EA Section 3.12, noise levels are expected to increase at seven of the ten common noise environments. Noise abatement was investigated in accordance with the 2011 MDOT <i>Highway Noise and Abatement Handbook</i> . The analyzed abatement was not found to be both reasonable and feasible. Noise insulation is only considered for "Category D" facilities which do not include residential buildings.

Topic	Comment	Response
Construction Concerns	Concerned that construction activities will impact home foundations.	This concern will be vetted during final design. If impacts are possible, mitigation measures will be added to the construction contract to ensure the contractor monitors vibration and implements measures to prevent impacts to adjacent homes. If appropriate, the <i>MDOT Special Provision for Vibration Monitoring</i> will be included in the construction contract. This special provision requires the contractor to retain the services of a vibration consulting firm to set a threshold for vibrations to avoid impacts to sensitive structures, monitoring construction activities, and document the pre- and post-construction condition of sensitive structures through coordination with the owner.
Construction Concerns	When will construction occur and how long will it take?	Construction is expected to begin in March of 2026 for the segment of Beck Road between 11 Mile Road and Grand River Avenue; it will continue through the 2026 construction season. Construction funding has not been identified for the remaining portions of Beck Road and thus no further construction is planned at the time of this writing. The cities of Novi and Wixom continue to seek funding for the remaining portions. Construction start is completely dependent on securing funding and the duration of that construction is dependent on the amount of funding received.
Construction Concerns	Will access to adjacent homes and businesses be maintained during construction?	Yes, the contractor will be required to maintain access to all properties during construction with the exception of short term closures for specific activities that would require closure of access (e.g. paving a driveway approach). When a property has multiple access points, access may be reduced to only one access point. The contractor will coordinate with property owners to minimize disruption.

Topic	Comment	Response
Construction Concerns	I'm concerned about the duration of construction. I realize more hardy materials or methodology will be more expensive. Please consider constructing with high quality to increase the expected duration prior to needing more roadwork & construction closures. Please also coordinate such that Wixom Road and freeway on/off ramps are available for the duration of Beck Road construction.	<p>The cities will coordinate with MDOT and RCOC to ensure mobility is maintained for all motorists that must use detour routes during construction.</p> <p>The cities are continually exploring cost effective improvements to construction methods and materials that will improve the longevity of infrastructure. The construction must follow MDOT specifications and adhere to all federal requirements administered by the Federal Highway Administration.</p>
Construction Concerns	Widening Beck Road near the Briarwood of Novi condominiums will require a substantial retaining wall.	This concern will be vetted during final design.
Real Estate	The project will significantly reduce the adjacent property values.	A valuation will be done on all properties from which real estate must be purchased to accommodate the project. The valuation will determine if the project results in any compensable damages to these properties. Additional information about the real estate process can be found in the MDOT <i>Public Roads and Private Property Booklet</i> , available here .
Real Estate	How far into my yard will the new road impact? What will occur to mailboxes, landscaping, decorative driveways, and other privately-owned features?	Construction activities may extend up to 60 feet from the centerline of the existing road. Privately owned items that the property owner would like to retain in this area, such as landscape fixtures and plantings, will need to be removed by the owner prior to construction. Mailboxes will be salvaged prior to construction and reinstalled at completion. Items that cannot be salvaged, such as driveway approaches, will be removed and replaced with standard construction materials.
Real Estate	When will real estate activities begin?	Real estate activities can begin if and when the Federal Highway Administration signs a Finding of No Significant Impact (FONSI). At the time of this writing, a signed FONSI is anticipated in July of 2025. Property owners can expect to be contacted by Novi or Wixom city representatives shortly thereafter for priority real estate locations.

Topic	Comment	Response
Real Estate	Will the adjacent landowner be required to pay for the sidewalk or nonmotorized pathway? Adjacent landowners having to pay for the sidewalk would be quite a burden.	The cities will not assess adjacent landowners for sidewalk construction costs associated with the Beck Road Corridor Improvement Project. The cities will fully fund construction of any nonmotorized facilities on this project.
Real Estate	We have been told for many years that any expansion would occur on the east side of the road. However, in looking at the drawings, it appears that they will keep the current center line, and they will take eminent domain, or whatever the right term is, for both the west and east sides of the road. So, I'd like that clarified as to whether it was that way in the past and changed or if we were simply misinformed.	<p>Since the environmental assessment has been underway, the widening has been symmetrical. Real estate dedicated to Beck Road has been granted to Novi as part of site plan reviews for several years on both the east and west side of Beck Road in anticipation of possible future widening.</p> <p>The cities of Novi and Wixom will offer fair compensation in accordance with state and federal laws to impacted property owners and will actively work to avoid needing to exercise eminent domain.</p>
Alternatives	Other alternatives should be explored, including other north-south routes. Consider adding exits between Beck Road and Gotfredson Road on M-14. Consider other overpasses over I-96.	The alternatives suggested by the commentor are outside the control of the cities of Novi and Wixom and will not be considered as part of this environmental assessment.
Alternatives	Against widening Beck Road south of 11 Mile Road but supportive of widening in Wixom.	Comment noted.
Alternatives	Was widening Beck Road to three lanes (one northbound, one southbound, and a center left turn lane) considered south of 11 Mile Road? It should be considered, including right turn lanes to turn into the subdivisions.	Traffic modeling has indicated that two through lanes in each direction are necessary to provide an acceptable level of service for traffic. As a result, a three-lane option was not considered because it would not accommodate traffic volumes and would not improve the level of service to desirable levels.
Alternatives	A big reason for the increase in traffic over the past 20 years has been the development in South Lyon. They have not widened any of their roads, and that is an option that should be explored. Napier could be paved with the ability to add an entrance/exit ramp to the expressway.	The alternatives suggested by the commentor are outside of the study area and outside the control of the cities of Novi and Wixom and will not be considered.

Topic	Comment	Response
Alternatives	I would strongly vote for a no-build alternative—meaning, leave it as it is. Yes, you can improve the quality of the road and resurface it, but I don't see the need for the boulevard south of 11 Mile.	Comment noted.
Alternatives	Instead of focusing on center median with beauty of trees and flowers which always makes a project take longer how about focusing on the function of use and just making the road wider with the lanes needed for traffic.	Traffic modeling suggests that two lanes in each direction are needed to accommodate the current and future traffic volumes and provide an acceptable level of service. A median increases safety by providing separation between opposing traffic lanes.
Alternatives	Explore alternatives that protect the integrity and livability of our neighborhood.	Four alternatives were evaluated through the environmental assessment including a no-build alternative and three build alternatives. The Preferred Alternative, the “hybrid” approach of widening to a five-lane configuration north of 11 Mile Road and a four-lane boulevard south of 11 Mile Road, was determined to best meet the purpose and need of the project, which aims to increase capacity of the corridor to meet current needs that have resulted from the population and economic growth in the area while enhancing safety and mobility for both motorized and nonmotorized users.
Safety	The speed limit should be enforced better. Accidents happen when the speed limit is too high. It is not safe for pedestrians to use Beck Road because the traffic is too fast and it is too dangerous. Can the speed limit be lowered?	<p>Speed limits are set in accordance with state law. Additional information can be found here: Speed Limits. If you believe speed limits are not being followed, please contact the local policing agency.</p> <p>The preferred alternative will fill the current gaps in the sidewalk and nonmotorized pathway network along Beck Road. Completing this network was identified as a need for this project to increase safety for all road users, including pedestrians.</p>
Safety	There are commercial trucks going 55 easily. And when you have a commercial truck with a commercial load to stop, because of the inertia of that load, the distance factor is longer than for a residential car. So, there's a greater hazard involved by being hit by a commercial vehicle than by a residential vehicle.	If you believe speed limits are not being followed, please contact the local policing agency. The current posted speed limit is 45 mph and is intended to remain the same with this project. The road design will follow standards that align with the posted speed limit. Rear-end crashes are common in areas of congestion; the preferred alternative is expected to lessen congestion along the corridor and therefore is expected to result in fewer rear-end crashes.

Topic	Comment	Response
Safety	Entering Beck Road from intersecting driveways will be more challenging if it is widened and will not improve safety; it could be prone to more accidents. Will the traffic signal timing allow gaps in traffic to enter from driveways?	Widening to allow two lanes of traffic in each direction will reduce the queue of traffic and should allow for more gaps to enter the roadway. The signal timing will be adjusted to accommodate the new roadway configuration.
Safety	Are crash rates on Beck Road available by segment? Have they been compared to the crash rates on Beck Road for the existing boulevard south of 6 Mile Road?	Crash rates for the segment from 8 Mile Road to Pontiac Trail were analyzed in Appendix C – Beck Road Scoping Study Update (2014-2018) and in Appendix D – Traffic Analysis Memo for Beck Road Corridor Improvement Project (2018-2022), both of which are available on the www.becktothefuture.org website. Crash rates were not compared to the existing boulevard south of 6 Mile Road but crash data is publicly available using the Michigan Traffic Crash Facts website.
Safety	The pedestrian respite between 9 Mile Road and 10 Mile Road is scary to use due to the traffic and it also prevents left turns out of Cheltenham Drive during rush hour. Will the boulevard create a similar problem?	A boulevard will not create a similar scenario because left turns will only be permitted at 9 Mile Road, 10 Mile Road, and Cider Mill Boulevard. Pedestrian crossing will be accommodated in the proposed boulevard at these same intersections and other midblock pedestrian crossings will be considered during final design. The boulevard may provide a safer feel as compared to the pedestrian respite.
Safety	What kind of safety precautions—pedestrian overpasses, walkways, and those types of things—are being put in place and considered for this?	There are multiple gaps in the current sidewalk and nonmotorized path network. The gaps will be filled in, providing pedestrians full access on the east and west sides of Beck Road for the entire corridor. Pedestrian crossings with ADA-compliant ramps and pushbuttons will be included at signalized intersections.
Business Access	The Wixom business community is pushing for the project; the project is only wanted by them. The people who will be benefiting is the companies where their product will be going from M-14 to Wixom. So, basically, this is not a decision for the individual. It is for the business.	The cities of Novi and Wixom must balance many factors when considering a project. Factors including need for the project, safety of all users, budget constraints, and impacts of the project as well as the impacts of not doing the project, all must be taken under consideration. Beck Road not only serves adjacent residents but also serves the entire community, including businesses.
Business Access	Businesses that want the widening closer to Grand River can be accessed via Grand River.	Comment noted.

Topic	Comment	Response
Railroad Crossing	Supportive of a grade separated crossing at CSX Railroad.	Comment noted.
Railroad Crossing	The railroad crossing between West and Pontiac Trail is currently *real rough* to drive over and may damage some cars for unsuspecting drivers. I know an over-pass (eliminating railroad crossing) would be a significant added expense, and I'm not for the people paying that extra expense. Please just include ripping up and fixing the bumpiness of driving over the railway on Beck Road similar to that on Wixom Road between West and Pontiac Trail.	The city of Wixom is seeking grants with the CSX Railroad and plans to continue to apply for federal rail grants to fund an overpass over the CSX Railroad crossing. On an interim basis, the city of Wixom is actively working with CSX Railroad to repair the road at the current crossing. Railroad crossing repairs are the responsibility of the railroad.
Sidewalk and Nonmotorized Pathway	The proposed pathways will take too much land and do not make sense with this project in existing residential areas.	Current gaps in the existing sidewalk and nonmotorized pathway network along Beck Road compromises the safety of nonmotorized road users. Completing this network was identified as a need for this project to increase safety for all road users.
Sidewalk and Nonmotorized Pathway	It's important to maintain or add the presence of sidewalk as part of this project. Walkable and bikeable cities are places people want to live.	The preferred alternative will fill the current gaps in the sidewalk and nonmotorized pathway network along Beck Road.
Financing	Widening Beck Road simply to spend federal money is not a good reason to proceed. Is the federal money guaranteed?	The segment of Beck Road between 11 Mile Road and Grand River Avenue is partially funded by the federal government through the 2022 Consolidated Appropriations Act. The funding is specifically identified to widen Beck Road between 11 Mile Road and Grand River Avenue.
Financing	The funding should be used to shorten the M-14 project.	The federal funding for this project comes from the 2022 Consolidated Appropriations Act and is specifically identified to widen Beck Road between 11 Mile Road and Grand River Avenue.
Lighting	Concerned with light pollution.	Aside from replacing a few scattered existing streetlights, no wide scale addition of street lighting is proposed. Lighting that is replaced will be specified to be full-cutoff optics which will help control glare and reduce light trespass on adjacent properties.

Topic	Comment	Response
Public Engagement	Are the results of the electronic survey that went out to residents available for review to understand the number of participants, the breakdown of business versus residential respondents, and whether there was a meaningful percentage in each of those categories responding to the survey that provided realistic information to the city on how to move ahead?	The results of previous surveys will be posted online for public review at www.becktothefuture.org .
Aquatic Resources and Wildlife	The project will negatively impact ponds, wetlands, and wildlife; it is absurd to think that there will be no significant impact. Purchasing credits to offset impacts seems to be a scam.	<p>The preferred alternative will indeed result in impacts to ponds, wetlands, and wildlife. However, mitigation measures can be incorporated into the project to reduce those impacts thereby assuring that wildlife populations will not be jeopardized and aquatic resource functions and values will not be lost. See EA Sections 3.13, 3.14, 3.15, and 3.16 for further details.</p> <p>Efforts will be made during final design to avoid and minimize impacts to aquatic resources. Measures that will be considered include steepening side slopes, adjusting sidewalk alignments, and utilizing boardwalk.</p>

3. Project Mitigation Summary “Green Sheet”

Project Mitigation Summary “Green Sheet” for the Selected Alternative

July 2025

Finding of No Significant Impact (FONSI)

This Section of this FONSI contains the approved mitigation summary “Green Sheet” that details the Selected Alternative-specific mitigation measures being considered at this time. The mitigation items and commitments identified in the “Green Sheet” may be modified during the final design, ROW acquisition, or construction phases of the Selected Alternative. The Selected Alternative mitigation will be tracked, and sign-off on the mitigation commitments will occur as the Project progresses through final design, ROW acquisition, construction, and maintenance phases. The cities of Novi and Wixom will coordinate with the MDOT Local Agency Program Engineer to ensure permits and other required mitigation items are addressed prior to and during construction.

I. Social and Economic Environment

A. Right-of-Way (ROW)

1. All temporary grading easement areas will be restored before construction completion.
2. ROW acquisition activities will adhere to state and federal laws. Property owners will be provided just compensation for acquired property rights.

B. Community Impacts

1. Community engagement will continue through the final design, ROW, and construction phases with community input considered during all phases.
2. The cities of Novi and Wixom will continue to engage with residents along Beck Road through the design process to identify opportunities to reduce community concerns regarding road widening. As space allows, opportunities may include planting vegetation to define space or planting vegetation as a visual barrier, among other things.
3. The Cities will post notices to City websites and social media to alert the community of major construction activities and traffic disruptions.

C. Construction Activities

1. A traffic management plan will be developed during final design that will outline how the Project will be constructed and how traffic will be managed during construction. An overarching goal of the plan will be to maximize safety of motorists, pedestrians, and construction crews while minimizing temporary disruptions to the public. Coordination with other road agencies will

occur to ensure the addition of traffic from Beck Road will not result in excessive congestion on the selected detour routes.

2. Emergency service providers and local school districts will be informed of potential construction traffic impacts to allow those agencies to plan accordingly.
3. Access to adjacent businesses and residences will be maintained to the greatest extent possible, with limited short-term closures for driveway reconstruction.
4. Contractors will limit equipment idling and implement dust control mitigation measures as needed to limit community disruption and reduce air quality impacts.
5. The following measures will be considered for implementation by the construction engineer to limit temporary noise impacts during construction as appropriate:
 - i. Inform the public about high noise activities (e.g., pile drivers) or nighttime construction.
 - ii. Truck noise must not exceed 88 dBA at 50 feet.
 - iii. No construction within 1,000 feet and no pile driving/blasting within 3,000 feet of homes on Sundays, holidays, or outside approved hours without approval of the city of Novi or the city of Wixom.
 - iv. Equipment must have effective sound-control devices and no unmuffled exhaust.
 - v. Use “smart alarms” or spotters outside approved hours.
 - vi. Have portable noise meters for spot checks, with a trained operator.
 - vii. Equipment must meet EPA noise standards.
 - viii. Mitigate noise from rock crushing/screening within 3,000 feet of homes with material stockpiles or other approved methods.
6. Non-motorized/pedestrian detours will be done in accordance with the Michigan Department of Transportation (MDOT) Work Zone Safety and Mobility Manual and Americans with Disabilities Act (ADA) guidelines.

II. Section 4(f) Resources

- A. Recreational Property – Two Section 4(f) protected properties are located adjacent to the proposed project: Bosco Fields and the ITC Corridor Trail. Of these, Bosco Fields will result in a *de minimis* impact from the Preferred Alternative.
 1. Access to Bosco Fields and the ITC Corridor Pathway will be maintained throughout construction.
 2. Enhancement plantings will be strategically placed along the eastern edge of Bosco Fields. While final plans will determine their locations, potential options include a tree buffer between the proposed turning loop and Jessica’s Splashpad.

3. The temporary use of Bosco Fields will have a duration less than the time of construction.

III. Historic Resources

- A. Archaeology – A project inadvertent discovery plan will be developed to define the protocol for addressing unanticipated archaeological resources should they be discovered during construction.

IV. Hazardous/Contaminated Materials

- A. Contaminated Sites – Five sites of contamination that pose a medium risk to the project are located within the project limits.
 1. If determined necessary due to potential disturbance of these sites, soil and/or groundwater testing will be performed.
 2. The MDOT Special Provision for Non-Hazardous Contaminated Material Handling and Disposing will be included in the Project proposal with an estimated miscellaneous quantity to account for unforeseen contaminated media that may be encountered.

V. Natural Environment

- A. Migratory birds – Tree removal and clearing will be restricted to occur between October 1 and March 30 to avoid the nesting season of migratory birds. The Special Provision for Migratory Bird Protection (20SP-107B-01) will be included in the Project proposal and will be followed during construction.
- B. Threatened and Endangered (T&E) Species
 1. Bats (northern long-eared bat, Indiana bat, and tricolored bat) – Tree removal and clearing will be restricted to the inactive season (October 1 to April 14) to avoid disrupting these species. The Special Provision for Tree Removal and Clearing (20TM202-A395-02) will be included in the Project proposal.
 2. Eastern massasauga rattlesnake (EMR) – Mitigation measures include implementing wildlife-friendly erosion controls and training construction crews using the Michigan Department of Natural Resources EMR educational video to address potential risks associated with the species' broad range in Michigan. The Special Provision for EMR (20SP-107F-01) will be included in the Project proposal.
 3. Redside dace – In-water work will be restricted between May 1 to June 30 to protect fish spawning season.
 4. Reporting – If EMR is observed during construction, adjacent work will stop immediately, and the construction engineer will be notified.
- C. Water Quality - The Project will include temporary and post-construction best management practices (BMPs) to protect water quality, preserve water resources, and minimize the overall impact on aquatic resources created by a substantial increase in impervious surfaces.
 1. Soil erosion and sedimentation control (SESC) – Temporary BMPs will be determined during the Project's final design and will meet regulatory requirements to minimize the potential for construction erosion and offsite sedimentation.

2. Earth disturbing activities in Wixom will require a Part 91 SESC Permit from the Oakland County Water Resources Commissioner. Earth disturbing activities in Novi will follow the City of Novi's Part 91 authorized public agency procedures.
 3. National Pollutant Discharge Elimination System (NPDES) – Construction activities resulting in an earth disturbance five acres or greater will require a NPDES Notice of Coverage from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to discharge stormwater from the Project site.
 4. Post Construction Stormwater Treatment – Stormwater will be treated for a minimum of 80% Total Suspended Solids (TSS) removal using appropriate BMPs before it enters surface waters. TSS will not exceed 80 mg/L to comply with the Water Quality Control (WQC) Performance Standard as outlined in the cities' Municipal Separate Storm Sewer System (MS4) permits. BMPs will also mitigate flow rates and reduce volume, minimizing potential erosion concerns.
- D. Streams – Impacts to streams will require a Part 301 permit from EGLE. Measures to avoid, minimize, and mitigate any impacts will be developed through the permitting process with EGLE. All culvert replacements will span the bankfull width of streams and align with upstream and downstream channels to avoid flow restrictions or perched conditions. In-stream construction activities will be restricted between May 1 and June 30 to protect fish spawning.
- E. Wetlands – Impacts to wetlands will require a Part 303 permit from EGLE. Compensatory wetland mitigation credits will be obtained from the Michigan Wetland Board or an alternative wetland mitigation bank if credits are not available through the Board. Final mitigation details such as ratios and location will be finalized as part of the permitting process.
- F. Invasive Species Control – A special provision for treatment and disposal of invasive plant species such as phragmites will be included in the Project proposal and will be followed during construction.

VI. Utilities

- A. The cities of Novi and Wixom will coordinate with owners of all known impacted utilities to determine if their facilities will require modification, protection, or relocation to accommodate the Project. Utility owners will be responsible for relocating utility infrastructure prior to and during construction to minimize service disruptions to their customers.
- B. The cities of Novi and Wixom will ensure advance notice is provided to utility customers prior to any service disruptions.

VII. Air Quality

- A. The USEPA's *Construction Emission Control Recommendations* will be reviewed with the selected contractor at the preconstruction meeting to determine if any mobile and stationary source diesel controls or equipment recommendations can be implemented during construction.
- B. The cities of Novi and Wixom will discuss locations where children live, learn, and play with the selected contractor at the preconstruction meeting to increase awareness and encourage emission reduction when working in the vicinity of these locations.

- C. The cities of Novi and Wixom will also evaluate using vegetation during final design to aid in pollutant reduction where proposed widening occurs near residential and recreational properties, if adequate space is available.

4. Errata

4.1 Environmental Assessment Main Document

Page 1

Clarification was added to Section 1.3 to describe the rationale for the selected limits of the study.

Published: The Project is located approximately 30 miles northwest of downtown Detroit and encompasses a 5.3-mile stretch of Beck Road, a vital north-south thoroughfare connecting the communities of Novi and Wixom in Oakland County, Michigan. The Study Corridor, defined as the segment of Beck Road between Pontiac Trail to the north and just south of 9 Mile Road to the south, is shown in Figure 1-1. Within the Study Corridor, Beck Road crosses several key routes, including Pontiac Trail, West Road, 12 Mile Road, the I-96 Interchange, Grand River Avenue, 11 Mile Road, 10 Mile Road, and 9 Mile Road. Sidewalks are intermittently present along both sides of the Study Corridor near Pontiac Trail, Grand River Avenue, and some parts between 9 Mile and 12 Mile Roads. An at-grade freight railroad crossing is located approximately 0.3 miles north of West Road.

Amended: The Project is located approximately 30 miles northwest of downtown Detroit and encompasses a 5.3-mile stretch of Beck Road, a vital north-south thoroughfare connecting the communities of Novi and Wixom in Oakland County, Michigan. The Study Corridor, defined as the segment of Beck Road between Pontiac Trail to the north and just south of 9 Mile Road to the south, is shown in Figure 1-1. The southern terminus was chosen because it is a logical termini for potential widening, allowing the 9 Mile Road intersection to be included, and near the southern limits of the city of Novi's jurisdiction on this road. The northern terminus was chosen because it is a major east-west thoroughfare with a large portion of the northbound Beck Road traffic turning east or west at Pontiac Trail, thereby greatly reducing traffic volume further north on Beck Road.

Within the Study Corridor, Beck Road crosses several key routes, including Pontiac Trail, West Road, 12 Mile Road, the I-96 Interchange, Grand River Avenue, 11 Mile Road, 10 Mile Road, and 9 Mile Road. Sidewalks are intermittently present along both sides of the Study Corridor near Pontiac Trail, Grand River Avenue, and some parts between 9 Mile and 12 Mile Roads. An at-grade freight railroad crossing is located approximately 0.3 miles north of West Road.

Page 18

Clarification was added to Section 2.3 that the hybrid alternative includes sidewalk amenities through the entire project limits.

Published: In areas where traffic congestion and commercial activity are prominent, such as north of 11 Mile Road, the roadway would be widened to accommodate a five-lane configuration, providing increased capacity for vehicular movement, including a dedicated center left turn lane and wider travel lanes to accommodate trucks. Conversely, in sections of Novi (South of 11 Mile Road) where residential neighborhoods prevail, the roadway would transition to a four-lane boulevard design, featuring landscaped medians, pedestrian-friendly amenities, and a reduced number of travel lanes to promote traffic calming and enhance the residential streetscape. This alternative also considers a roundabout at 11 Mile Road.

Amended: In areas where traffic congestion and commercial activity are prominent, such as north of 11 Mile Road, the roadway would be widened to accommodate a five-lane configuration, providing increased capacity for vehicular movement, including a dedicated center left turn lane and wider travel lanes to accommodate trucks. Conversely, in sections of Novi (South of 11 Mile Road) where residential neighborhoods prevail, the roadway would transition to a four-lane boulevard design, featuring landscaped medians, pedestrian-friendly amenities, and a reduced number of travel lanes to promote traffic calming and enhance the residential streetscape. This alternative also considers a roundabout at 11 Mile Road and constructing or reconstructing over six miles of sidewalk or nonmotorized path, as shown in Figures 2-1 and 2-2, throughout the corridor where numerous gaps currently exist.

Page 31

An additional mitigation commitment was added to Section 3.6 of the EA to indicate that the cities of Novi and Wixom will continue to engage with residents along Beck Road to identify opportunities to reduce community concerns resulting from road widening.

Published: N/A

Amended: The cities of Novi and Wixom will continue to engage with residents along Beck Road through the final design process to identify opportunities to reduce community concerns regarding road widening. As space allows, opportunities may include planting vegetation to define space or planting vegetation as a visual barrier.

Page 39

No required mitigation was included in Section 3.11 of the EA. However, mitigation commitments were identified as a result of comments provided by the USEPA regarding air quality.

Published: **Potential Mitigation**

No mitigation is warranted under the Preferred Alternative since no significant air quality impacts were predicted based on the assessment described above.

Amended: **Mitigation**

The air quality assessment does not predict significant impacts as a result of the Preferred Alternative. However, the cities of Novi and Wixom will take action to reduce exposure to air pollutants. The USEPA's *Construction Emission Control Recommendations* will be reviewed with the selected contractor at the preconstruction meeting to determine if any mobile and stationary source diesel controls or equipment recommendations can be implemented during construction. Additionally, the cities of Novi and Wixom will discuss locations where children live, learn, and play with the selected contractor at the preconstruction meeting to increase awareness and encourage emission reduction when working in the vicinity of these locations. Furthermore, the cities of Novi and Wixom will also evaluate using vegetation during final design to aid in pollutant reduction where proposed widening occurs near residential and recreational properties, if adequate space is available.

Page 40

A typographical error was corrected in Section 3.12 to state the table number where predicted noise levels for each common noise environment can be found.

Published: Noise measurements were conducted for the Project between August 16 and August 17, 2022, to provide information for noise model validation, including one long-term and six short-term noise measurements. The predicted noise levels for each CNE in the existing conditions are provided in Table . For more detailed information regarding the traffic noise analysis see Appendix G.

Amended: Noise measurements were conducted for the Project between August 16 and August 17, 2022, to provide information for noise model validation, including one long-term and six short-term noise measurements. The predicted noise levels for each CNE in the existing conditions are provided in Table 3-6. For more detailed information regarding the traffic noise analysis see Appendix G.

Page 55

A need for temporary consent to grade of 0.15 acres of Bosco Fields was identified subsequent to publishing the EA. Section 3.17 has been updated to reflect this impact. The Official with Jurisdiction approved of the temporary occupancy in the signed letter dated June 04, 2025.

Published: The preferred alternative includes the minor, or *de minimis*, use of the city of Novi's Bosco Fields. The Preferred Alternative's use of the Section 4(f) property will not adversely affect its protected activities, features, or attributes of the property for its intended purpose. ROW (approximately 0.99 acres) will be required along the east side of the property to accommodate for the roadway widening as well as a widened loon along the shoulder to accommodate turning movements associated with a median U-turn. The area to be disturbed is not used for active recreation, but rather open space consisting of a public sidewalk and an undeveloped grassy area. The existing sidewalk will now be incorporated into the roadway ROW although it will be shifted slightly to the west around the new turning loon. Access to Bosco Fields will be maintained during construction. It is anticipated the landscaped berm providing a visual and physical separation between the sidewalk and the soccer fields will remain during and after construction.

Amended: The preferred alternative includes the minor, or *de minimis*, use of the city of Novi's Bosco Fields. The Preferred Alternative's use of the Section 4(f) property will not adversely affect its protected activities, features, or attributes of the property for its intended purpose. ROW (approximately 0.99 acres) will be required along the east side of the property to accommodate for the roadway widening as well as a widened loon along the shoulder to accommodate turning movements associated with a median U-turn. The area to be disturbed is not used for active recreation, but rather open space consisting of a public sidewalk and an undeveloped grassy area. The existing sidewalk will now be incorporated into the roadway ROW although it will be shifted slightly to the west around the new turning loon. Access to Bosco Fields will be maintained during construction. It is anticipated the landscaped berm providing a visual and physical separation between the sidewalk and the soccer fields will remain during and after construction. Additionally, a temporary consent to grade of approximately 0.15 acres of land in the northeast corner of the Bosco Fields property will be required to accommodate for the sidewalk construction and drainage. The temporary use of park property will have a duration less than the time of construction and use will not adversely affect its protected activities, features, or attributes of the property for its intended purpose.

Page 61

On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing CEQ's NEPA implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of this change, consideration of Indirect and Cumulative Impacts are no longer considered in a standalone fashion but rather as part of individual natural, cultural, and human resource impact assessments. Accordingly, Section 3.20 (Indirect and Cumulative Impacts) has been deleted from the EA. Those impacts that discussed in Section 3.20 are also identified in other applicable sections of the EA.

Page 63-66

New mitigation items outlined above were added to Table 3-13 Project Mitigation Summary Table. Those resource categories from Table 3-13 with amended mitigation items are provided below.

Published:

Resource Category	Preferred Alternative Effects	Preferred Alternative Mitigation
Community	<p>Impact: Temporary community disruption during construction; potential temporary and permanent ROW acquisitions.</p> <p>Benefit: Improved pedestrian accessibility encouraging walking and cycling and providing additional mobility options. Landscaped medians enhance aesthetic appeal of the streetscape and fosters a sense of community. Project will improve traffic flow and reduce congestion, making it safer, especially in the presence of heavy trucks. Also relieves congestion, which is crucial for emergency services.</p>	<p>Coordinate with local service providers to limit traffic disruption; proper signage; require construction equipment to have mufflers; require portable compressors that meet noise-level standards; and require adequate dust control measures.</p> <p>Traffic signage and media notices will alert the public of major construction activities and traffic disruptions.</p>
Air Quality	No impacts.	None required.

Amended:

Resource Category	Preferred Alternative Effects	Preferred Alternative Mitigation
Community	<p>Impact: Temporary community disruption during construction; potential temporary and permanent ROW acquisitions.</p> <p>Benefit: Improved pedestrian accessibility encouraging walking and cycling and providing additional mobility options. Landscaped medians enhance aesthetic appeal of the streetscape and fosters a sense of community. Project will improve traffic flow and reduce congestion, making it safer, especially in the presence of heavy trucks. Also relieves congestion, which is crucial for emergency services.</p>	<p>Coordinate with local service providers to limit traffic disruption; proper signage; require construction equipment to have mufflers; require portable compressors that meet noise-level standards; and require adequate dust control measures.</p> <p>Traffic signage and media notices will alert the public of major construction activities and traffic disruptions.</p> <p>Continue engagement with residents along Beck Road to identify opportunities to reduce community concerns resulting from road widening.</p>
Air Quality	No impacts.	<p>Review opportunities with the contractor to reduce air pollutants during construction. Discuss sensitive work locations with the contractor to increase awareness and encourage emission reduction when working in the vicinity of these locations. Evaluate using vegetation to aid in pollutant reduction near residential and recreational properties if adequate space is available.</p>

Page 70

Section 4.4 of the EA was updated to clarify how comments received during the public comment period would be addressed and also to clarify the funding and construction schedule.

Published: This EA will be available for public review for a 30-day period once it is finalized. A public hearing will take place in the middle of the 30-day comment period to allow an additional opportunity for the public to ask questions and provide feedback. If public review and comment support a determination of no significant impact, this EA will be provided to MDOT and FHWA with a recommendation that a FONSI be issued. If FHWA signs the FONSI, the Project will move into the development phase to begin final design, real estate acquisition, utility relocation, and ultimately construction.

Amended: This EA will be available for public review for a 30-day period once it is finalized. A public hearing will take place in the middle of the 30-day comment period to allow an additional opportunity for the public to ask questions and provide feedback. If public review and comment support a determination of no significant impact, this EA will be provided to MDOT and FHWA with a recommendation that a FONSI be issued. As part of the public comment period, all comments received from the public, local, state, and federal agencies will be documented and

included as part of the public record. Comments and responses will be documented and summarized in the FONSI document. If FHWA signs the FONSI, the Project will move into the development phase to begin final design, real estate acquisition, utility relocation, and ultimately construction.

It is anticipated the design and construction of the corridor will need to be segmented due to the total cost which is estimated to exceed \$83 million (2025 dollars) for real estate, design, and construction. Construction funding is currently secured for the segment from 11 Mile Road to Grand River Avenue which is anticipated to be constructed in 2026. The construction cost for this segment, including construction engineering and inspection, is estimated at \$8.7 million. The funding consists of \$4,797,600 provided by the FY 2022 Consolidated Appropriations Act, H.R. 2471, that was enacted on March 15, 2022, with the remaining balance provided by the city of Novi. The cities of Novi and Wixom continue to seek grants and other funding sources to fund the remaining segments of the project with construction occurring as funding is secured.

4.2 Project Mitigation Summary Green Sheet

Revisions to the Green Sheet presented in Appendix A of the Environmental Assessment were made by reformatting and adding a new commitment to item I.B - Community Impacts, clarifying the required mitigation in item I.C, adding a new commitment to item II.A.3 - Section 4(f) Resources, adding a new item in VI – Utilities, and adding a new item VII - Air Quality. The updated Green Sheet is located in Section 3 of this FONSI. Additionally, clarification was added regarding the responsibilities associated with ensuring mitigation commitments are met prior to construction.

Introduction

Added: The cities of Novi and Wixom will coordinate with the MDOT Local Agency Program Engineer to ensure permits and other required mitigation items are addressed prior to construction.

I.B

Community Impacts

1. Community engagement will continue through the final design, ROW, and construction phases with community input considered during all phases.
2. The cities of Novi and Wixom will continue to engage with residents along Beck Road through the design process to identify opportunities to reduce community concerns regarding road widening. As space allows, opportunities may include planting vegetation to define space or planting vegetation as a visual barrier, among other things.
3. The Cities will post notices to City websites and social media to alert the community of major construction activities and traffic disruptions.

I.C.1

Published: A traffic management plan will be developed that will outline how the Project will be constructed and how traffic will be managed during construction.

Amended: A traffic management plan will be developed during final design that will outline how the Project will be constructed and how traffic will be managed during construction. An overarching goal of the plan will be to maximize safety of motorists, pedestrians, and construction crews while minimizing temporary disruptions to the public. Coordination with other road agencies will occur to ensure the addition of traffic from Beck Road will not result in excessive congestion on the selected detour routes.

I.C.4

Published: Contractors will implement dust control mitigation measures as needed to limit community disruption.

Amended: Contractors will limit equipment idling and implement dust control mitigation measures as needed to limit community disruption and reduce air quality impacts.

I.C.5

Published: The following measures will be considered for implementation to limit temporary noise impacts during construction as appropriate:

Amended: The following measures will be considered for implementation by the construction engineer to limit temporary noise impacts during construction as appropriate:

II.A.3

Published: Enhancement plantings will be strategically placed along the eastern edge of Bosco Fields, if deemed necessary. While final plans will determine their need and locations, potential options include a tree buffer between the proposed turning loop and Jessica's Splashpad.

Amended: Enhancement plantings will be strategically placed along the eastern edge of Bosco Fields. While final plans will determine their locations, potential options include a tree buffer between the proposed turning loop and Jessica's Splashpad.

Published: The temporary use of park property will have a duration less than the time of construction.

Amended: The temporary grading permit at Bosco Fields will have a duration less than the time of construction.

V.F

Published: Invasive Species Control – A special provision for treatment and disposal of invasive plant species will be included in the Project proposal and will be followed during construction.

Amended: Invasive Species Control – A special provision for treatment and disposal of invasive plant species such as phragmites will be included in the Project proposal and will be followed during construction.

VI

Added: The cities of Novi and Wixom will ensure advance notice is provided to utility customers prior to any service disruptions.

VII

- A. The USEPA's *Construction Emission Control Recommendations* will be reviewed with the selected contractor at the preconstruction meeting to determine if any mobile and stationary source diesel controls or equipment recommendations can be implemented during construction.
- B. The cities of Novi and Wixom will discuss locations where children live, learn, and play with the selected contractor at the preconstruction meeting to increase awareness and encourage emission reduction when working in the vicinity of these locations.
- C. The cities of Novi and Wixom will also evaluate using vegetation during final design to aid in pollutant reduction where proposed widening occurs near residential and recreational properties, if adequate space is available.

Appendix A:
Public Hearing Summary

Table of Contents

Table of Contents.....	1
1 Executive Summary.....	2
1.1 Meeting Logistics and Attendance.....	2
1.2 Notification Process	2
1.3 Public Hearing Materials.....	3
1.4 Public Hearing Comments.....	4
2 Meeting Notifications	5
2.1 Legal Notice.....	5
2.2 Postcard Mailer	10
2.3 Social Media	11
3 Meeting Materials.....	12
3.1 Public Hearing Exhibit Boards	12
3.2 Public Hearing Comment Form.....	18
3.3 Public Hearing Title VI Survey	20
3.4 Public Hearing Signage.....	21
3.5 Public Hearing Presentation.....	23
3.6 Public Hearing Instructions Handout	32
4 Attendance Records.....	33
4.1 Title VI Forms: Public Hearing	33
4.2 Sign-in Sheets: Public Hearing.....	34

1 Executive Summary

This report summarizes the cities of Novi and Wixom’s public hearing event for the Environmental Assessment (EA) of the Beck Road Corridor Improvement Project, a project that will widen a 5.3-mile segment of Beck Road in Oakland County, Michigan. The Project’s EA was prepared to compare identified alternatives against the purpose and need for the Project, identify a Preferred Alternative to improve operational and safety needs in this growing area, and to determine if there were significant environmental impacts on the project area posed by the Project. The primary purpose of the public hearing was to solicit public and agency comments on the EA during the 30-day public comment period.

To encourage public participation, the cities of Novi and Wixom held an in-person Public Hearing near the project area at Wixom City Hall. The event was promoted through a variety of methods including a postcard that was mailed to properties within 300-feet of the project area, internet and social media promotion, and coverage through print and digital media.

Accommodations were made for persons with disabilities and offered for those with limited English-speaking ability. The public hearing location met accessibility requirements under the Americans with Disabilities Act (ADA). Translation and American Sign Language (ASL) services were offered on all materials and the project website, but no requests were received.

At the public hearing, one printed copy of the EA was available, and graphic exhibits about the EA and roll plots of the project area and Preferred Alternative design could be viewed. The public had the opportunity to speak with members of the project team. The project team provided information about the Purpose and Need, the Preferred Alternative, the alternatives screening process, EA findings, and more.

At least 43 people attended the public hearing session. A total of 19 verbal comments were recorded during the public hearing by a court reporter and eight written comments were received. The remainder of comments were submitted through a project website, www.becktothefuture.org. Overall, there were 35 total public comments submitted during the 30-day comment period that ran from April 29, 2025, to May 28, 2025.

Comments received at the public hearing and virtually are considered in the Project’s Finding of No Significant Impacts (FONSI).

1.1 Meeting Logistics and Attendance

The public hearing was held on Wednesday, May 14, 2025, from 5:00 pm to 7:00 pm at the Wixom City Hall (49045 Pontiac Trail, Wixom, MI 48393). The venue was chosen due to its location near the project corridor and size ability to host the hearing event. A total of 43 people signed in at the event. See **Section 4.2** for copies of the sign in sheets.

1.2 Notification Process

As required under 40 CFR 1506.6, the cities of Novi and Wixom made diligent efforts to involve the public. Public notice of the public hearing was made to inform people and agencies who may be interested or affected. Notice was given to the public, agencies, and all who requested it. Table 1 lists

the messaging and communication tools used to notify stakeholders of the availability of the EA, the EA public comment period, and the public hearing. The notification process included a variety of communication forums to invite stakeholder and public participation. Additionally, all outreach materials included the city of Wixom’s “Special Accommodations” statement using the following language: “Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Crystal Opalko at 248-624-0865 or copalko@wixomgov.org, preferably at least five business days prior to the scheduled meeting. Requests made after this timeframe will be evaluated and honored to the extent possible.”

Table 1 Public Hearing Notification Methods

Medium	Summary of Communication
Postcard	The cities of Novi and Wixom distributed 3,628 postcards to addresses within 300-feet of the study corridor one week before the public hearing
Legal Notice/Notice of Public Hearing	A legal notice of the public hearing was made April 29, 2025, by the cities of Novi and Wixom. It was included in the following publications: <ol style="list-style-type: none"> 1. Detroit Free Press 2. The Detroit News 3. Oakland Press
Project Website	Announcements about the comment period and public hearing were posted on the project website and both cities’ websites. In addition, the EA document in its entirety, a public comment form, and other pertinent project documents were also made available on the project website. The Project website URL is https://www.becktothefuture.org/
Social Media	There were two posts on the Facebook channels of the cities of Novi and Wixom.

1.3 Public Hearing Materials

The public hearing was held in accordance with MDOT public hearing protocols, the cities of Novi and Wixom’s public involvement procedures, and consistent with 23 CFR 771.111. The primary purpose of the public hearing was to solicit public comments on the EA during the 30-day public comment period.

At the hearing, the cities of Novi and Wixom provided exhibits and information about the EA, the NEPA process, impacts to Bosco Fields, and where those interested could get information about the EA. The public was afforded time to speak with members of the project team. A court reporter recorded comments from those in attendance that chose to speak and was also available to record comments in private. The cities of Novi and Wixom provided information about the project purpose and need, alternatives considered, potential direct, indirect, and cumulative impacts, and details about the Preferred Alternative.

Wayfinding signage was placed outside at key locations near the hearing site to identify the meeting location. Interior signage helped attendees identify where specific information was located within the meeting space. Attendees were encouraged to sign in to view the exhibits, presentation, and make

comments. Attendees were given a guide to the EA that included a handout outlining the Beck Road Corridor Improvement Project Environmental Assessment Public Hearing Instructions.

Public hearing attendees were greeted and encouraged to visit the project exhibits and interact with project team members prior to the formal hearing. The exhibits included display boards on easels and roll plots placed on a table. Team members were on hand to engage attendees. Exhibits included:

- Project Purpose and Need
- Project Study Area
- Preferred Alternative (two boards)
- Bosco Fields
- Project Schedule and Next Steps

1.4 Public Hearing Comments

During the public hearing, the cities of Novi and Wixom designated a time for attendees to provide verbal comments to the cities in a public forum. This part of the public hearing took place in an auditorium setting with a court reporter seated near the stage to transcribe stakeholder comments.

The presentation was provided by Mark Koskinen and Nick VanWoert, Project Managers from AECOM. Monica Monsma, Michigan Department of Transportation (MDOT)'s Public Involvement and Hearings Officer, served as the hearing moderator.

Attendees wishing to provide comments during the public forum were asked to complete a speaker request form. Attendees were called forward by the moderator in the order in which their speaker request forms were received. No time limit was placed on comments. When no further attendees came forward, the public forum was closed by the moderator. Participants were additionally offered the opportunity to provide public comment privately through the court reporter or via written comment on a provided comment form.

After the conclusion of the public forum, the project team remained available as needed to answer questions and assist attendees in the public hearing exhibit area.

A total of 19 verbal comments were recorded during the public forum by the court reporter and eight written comments were received at the event. Additionally, eight comments were submitted through the project website. **Table 2** lists all the public hearing comments received by format. The court reporter transcription of the public forum, transcription of comments provided directly to the court reporter, and written comments provided at the public hearing are included in Appendix B of the FONSI.

Table 2 Public Hearing Comments Received by Format

Comment Format	Number of Comments
Written comments at the public hearing	8
Spoken comments at the public hearing	19
Online	8

2 Meeting Notifications

2.1 Legal Notice

**NOTICE OF PUBLIC HEARING
ENVIRONMENTAL ASSESSMENT AND PREFERRED ALTERNATIVE
FOR THE BECK ROAD CORRIDOR IMPROVEMENT PROJECT
CITIES OF NOVI AND WIXOM, OAKLAND COUNTY, MICHIGAN**

The cities of Novi and Wixom have prepared an Environmental Assessment (EA) and Preferred Alternative (PA) for the proposed Beck Road Corridor Improvement Project from south of 9 Mile Road in Novi to north of Pontiac Trail in Wixom, approximately 5.3 miles of Beck Road, in Oakland County, Michigan.

The cities will hold a public hearing on **Wednesday, May 14, 2025, from 5:00 p.m. to 7:00 p.m.** at the Wixom City Hall (49045 Pontiac Trail, Wixom, MI 48393) to receive public comments on the EA document.

A presentation will begin approximately 15 minutes after the session begins. There will be opportunities to talk to the project team, view a presentation and share your comments. A court reporter will record the hearing's formal presentation and public comments and will be available to take comments in private for inclusion in the public hearing transcript.

The EA document is now open for public review and comments at Becktothefuture.org. Electronic comments can be submitted directly on the project website. Printed copies of the EA document are also available for public review at the Novi City Clerk's office, Wixom City Clerk's office, and at the Novi and Wixom public libraries.

The public may also complete a written comment form at the hearing, or mail their comments to:

Mr. Tim Sikma
Department of Public Works, Director
Wixom City Hall
49045 Pontiac Trail
Wixom, MI 48393

Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Crystal Opalko at 248-624-0865 or copalko@wixomgov.org, preferably at least five business days prior to the scheduled meeting. Requests made after this timeframe will be evaluated and honored to the extent possible.

Comments must be emailed or postmarked on or before May 28, 2025. A copy of the complete transcript, including all written and recorded oral comments received at the public hearing and those postmarked by May 28, 2025, will be included in the official record.

The EA describes and analyzes the proposed work and the measures taken to minimize impacts on the proposed project area. The purpose of the proposed Beck Road Corridor Improvement Project is to increase the capacity of the Beck Road corridor to meet current needs and cater to the population and economic growth in the area, while enhancing safety by reducing the rate of crashes in the area,

including the risk and potential for serious vehicle crashes. The proposed project will implement a hybrid design—combining a five-lane roadway and a four-lane boulevard—to capture the benefits of both configurations while minimizing negative impacts in specific sections of the corridor.

Public input is also being sought to help recognize and address any concerns that may result from any impacts on the adjacent public recreational properties during construction per a proposed *de minimis* impact finding under Section 4(f) of U.S. Department of Transportation Act of 1966. The preferred alternative includes a *de minimis*, or minor, use of Novi’s Bosco Fields, requiring approximately 0.99 acres of right-of-way (ROW) along the west side of Beck Road for roadway widening. The affected area is an undeveloped grassy strip with a public sidewalk and is not used for active recreation. The sidewalk will be shifted slightly west and incorporated into the new ROW. Access to Bosco Fields will be maintained throughout construction, and the landscaped berm separating the sidewalk from the soccer fields is expected to remain in place.

The EA is now available for review and comment online at Becktothefuture.org.

METRO

Fashion

Continued from Page 4A

place for a show, GM's Chief of Design Michael Simcoe, who serves on CCS' Board of Trustees, said.

Moving the show, whose fashion department is in its 10th year under the leadership of Finnish designer Aki Choklat, also offered the opportunity to showcase the deep relationship between the Detroit automaker and the school.

Automotives and fashion may not seem similar to an outside eye, but they merge through the world of design, Simcoe said.

"There's a recognition that design is now the factor that delivers a customer experience and an emotional connection between a customer and a car," Simcoe said. "Most things are done similarly in the (auto) business in a technical sense, so it's the design and brand that make the difference. More now than ever, customers will look at something that's a little bit different, well-branded, fresh."

Representatives from ultra luxury brands Louis Vuitton and Hermès as well as Detroit-founded workwear company Carhartt and others attended the fashion show to look for those fresh and functional perspectives.

Zipppers on convertibles, zippers on purses

Diane Mahady, North America President of France-based brand Hermès, said the company has had a strong relationship with Detroit and its automakers for generations. Hermès was the first designer to put zippers on bags, and Ford inspired that design, she said.

"We learned that technology here three generations ago," Mahady said. "Our current CEO's great-grandfather had been here and toured with Ford cars. They had zippers for the convertible roofs, and that's where we first saw zippers and what he took back to France and applied to the bags."

Hermès started its relationship with CCS four years ago when it opened a store in the Somerset Mall in Troy, Mahady said.

"We're always looking for (students with) genuine creativity and adaptability and a certain level of practical application," Mahady said.

Ben Ewy, Carhartt's vice president of global product design, said Carhartt values a CCS education and that current students and alumni work with Carhartt.

"We love student work because they don't know the word 'no,'" Ewy said. "For them, everything is possible. It's an



Models display junior Veronica Wardowski's designs inspired by the violin at the College for Creative Studies' fifth annual fashion show on April 26 in Warren. NATALIE DAVIES/DETROIT FREE PRESS

inspiration for us to just see their creative ways of looking at brands and products."

Small class sizes and one-on-one tutelage from professors is part of what sets CCS apart from larger fashion schools in London and New York City, student designers said. The show included all seven of the fashion design program's graduating seniors and an array of works by underclassmen who impressed CCS faculty and a board of local designers by showing half of their collections.

"I'm very close with all my professors, and everyone in the department is so helpful to one another," junior design student Veronica Wardowski said. "It's a very tight-knit community."

Wardowski has been playing the violin for 15 years and said she wanted to capture her love for the instrument in her design, especially since she has less time to play while in fashion school.

"I wanted to encapsulate the drama behind performing, performance wear, everything that goes on in a performance, when a show hair breaks, the elegance of concert halls, and the drama of that," Wardowski said. "I wanted to use wood because the instruments are the beauty in my eyes."

Junior fashion design student Isabella Abohasira, of West Bloomfield, said "Inglorious Bastards," one of her favorite movies, inspired her design.

"I started incorporating humor into really scary stuff," Abohasira said. "I wanted to make fun of everything because, obviously, it's easier for people to digest stuff that's funny than serious."

It's about landing a job

While hosting a fashion show may be a lot of fun, the primary opportunity is to help students find employment after graduation, said Choklat, chair of the CCS Fashion Design Department. The fashion show is just one opportunity to bring students and industry leaders together.

"They come to us because our students' work is interesting. It's new and it's fresh," Choklat said, adding that CCS will offer a fashion business major in its curriculum in fall 2026.

CCS is not just a local school but a global one. Choklat moved to Detroit from Florence, Italy, about 10 years ago.

"I saw the city as a laboratory," Choklat said. "I thought that we can make ev-

erything possible here. We can grow something, really, together. It's so saturated in Europe and in the big (U.S.) cities. Here, it was just a big playground for me."

Ewy said Detroit has a great history combining art and science through functional design.

"Things need to be functional, but they also need to move you emotionally," Ewy said. "And I think that you see that throughout, whether it's with furniture from the west side of the city, whether it's through the automotive design worldwide, which Detroit leads, or work wear, we think that there's a great history of functional products that comes out of the Detroit area."

The fashion show celebrated CCS' 10th year of having a fashion department.

"We celebrate the hard work that everyone put into their collections, but also want to acknowledge the hard work that the people of Detroit put into this iconic city," the Darth Vader-like filtered voice announcer said at the start of the show.

"The influence the city has is palpable in every drawing and every fiber of every collection. ... We are honored to be a part of this city's history."

Troopers

Continued from Page 4A

rather than face discipline; and Jeffrey Short, another lieutenant allegedly involved in the exam-rigging who was demoted to trooper.

The suit alleges that although the MSP has acknowledged that exam questions were provided in advance to favored candidates, the MSP has never investigated whether other aspects of the promotion process were manipulated, such as the scores awarded for ex-

ams and interviews.

In addition to the defendants named in the suit, Sergeants Kevin Monroe and Nicholas Medina were demoted to trooper in the wake of the scandal. Lt. Thomas Dhooge, who acknowledged receiving questions in advance of his own promotion exam but claimed he never used them, was fired but ordered reinstated under a 2024 civil service hearing officer's ruling.

Kevin Kelly, a Saginaw attorney representing the trooper plaintiffs, could not be reached for comment.

Contact Paul Egan: 517-372-8660 or pegan@freepress.com.

McKinney

Continued from Page 4A

grandmother, had to move more than a dozen times and faced impoverished conditions. He said he wants to reverse the impact of environmental racism and pollution, improve education, strengthen union rights and provide southeast Michigan with better public transit.

In the state House, he said he helped secure \$10 million for community violence intervention programs, funded

community recreation centers and schools and helped get \$600 million to replace lead pipes. He was a member of Michigan's first Advisory Council for Environmental Justice before being elected. In announcing his campaign for Congress, McKinney also rolled out more than a dozen Democratic endorsements, including those from Sen. Paul Wojno, of Warren, and state Rep. Stephanie Young, of Detroit.

Contact Todd Spangler: tspanger@freepress.com. Follow him on Twitter @tspanger.

Kijewski

Continued from Page 4A

served as vice chair of the Michigan Association of Non-Public Schools, organizing federal litigation to fight school closures, he said in the release.

He is also a former superintendent of Catholic schools for the archdiocese of Detroit, he said.

Kijewski said he has a law degree from MSU and a master's degree in edu-

cation from the University of Notre Dame. He is married, with one daughter. On April 16, Democrat Mark Totten, a former U.S. attorney for the western district of Michigan, announced his campaign for attorney general.

Republican and Democratic candidates for attorney general will be selected at state party conventions next year.

Nesse's office did not respond to a request for a response to Kijewski's criticism of her.

Contact Paul Egan: 517-372-8660 or pegan@freepress.com.

NOTICE OF PUBLIC HEARING ENVIRONMENTAL ASSESSMENT AND PREFERRED ALTERNATIVE FOR THE BECK ROAD CORRIDOR IMPROVEMENT PROJECT CITIES OF NOVI AND WIXOM, OAKLAND COUNTY, MICHIGAN

The cities of Novi and Wixom have prepared an Environmental Assessment (EA) and Preferred Alternative (PA) for the proposed Beck Road Corridor Improvement Project from south of 9 Mile Road in Novi to north of Pontiac Trail in Wixom, approximately 5.3 miles of Beck Road, in Oakland County, Michigan.

The cities will hold a public hearing on **Wednesday, May 14, 2025, from 5:00 p.m. to 7:00 p.m.** at the Wixom City Hall (4845 Pontiac Trail, Wixom, MI 48393) to receive public comments on the EA document.

A presentation will begin approximately 15 minutes after the session begins. There will be opportunities to talk to the project team, view a presentation and share your comments. A court reporter will record the hearing's formal presentation and public comments and will be available to take comments in private for inclusion in the public hearing transcript.

The EA document is now open for public review and comments at [Beckthefuture.org](https://beckthefuture.org). Electronic comments can be submitted directly on the project website. Printed copies of the EA document are also available for public review at the Novi City Clerk's office, Wixom City Clerk's office, and at the Novi and Wixom public libraries.

The public may also complete a written comment form at the hearing, or mail their comments to:

Mr. Tim Skene
Department of Public Works, Director
Wixom City Hall
4845 Pontiac Trail
Wixom, MI 48393

Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Crystal Quilley at 360-632-0661 or csquilley@wixom.org, preferably at least five business days prior to the scheduled meeting. Requests made after this timeframe will be evaluated and honored to the extent possible.

Comments must be emailed or postmarked on or before May 28, 2025. A copy of the complete transcript, including all written and recorded oral comments received at the public hearing and those postmarked by May 28, 2025, will be included in the official record.

The EA describes and analyzes the proposed work and the measures taken to minimize impacts on the proposed project area. The purpose of the proposed Beck Road Corridor Improvement Project is to increase the capacity of the Beck Road corridor to meet current needs and cater to the population and economic growth in the area, while enhancing safety by reducing the risk of crashes in the area, including the risk and potential for serious vehicle crashes. The proposed project will implement a hybrid design—combining a five-lane roadway and a four-lane boulevard—to capture the benefits of both configurations while minimizing negative impacts in specific sections of the corridor.

Public input is also being sought to help recognize and address any concerns that may result from any impacts on the adjacent public recreational properties during construction per a proposed de minimis impact finding under Section 4(f) of U.S. Department of Transportation Act of 1966. The preferred alternative includes a de minimis, or minor, use of Novi's Basco Fields, requiring approximately 0.99 acres of right-of-way (ROW) along the west side of Beck Road for roadway widening. The affected area is an undeveloped grassy strip with a public sidewalk and is not used for active recreation. The sidewalk will be shifted slightly west and incorporated into the new ROW. Access to Basco Fields will be maintained throughout construction, and the dedicated berm separating the sidewalk from the soccer field is expected to remain in place.

The EA is now available for review and comment online at [Beckthefuture.org](https://beckthefuture.org).

NEWS

K1 The Detroit News | Tuesday, April 29, 2025 | 3A

Ram underscores tariff complexities

BY LUKE RAMSETH
The Detroit News
When President Donald Trump's tariffs on car imports led Stellantis NV to temporarily pause assembly plants in Canada and Mexico earlier this month, the automaker kept its major truck factory running.

It had good reason: The Saltillo Truck Assembly Plant in Mexico builds highly profitable and popular Ram heavy-duty pickups, with a refreshed 2025 lineup that just recently started reaching dealers. Stellantis rivals Ford Motor Co. and General Motors Co. make most of their heavy-duty trucks in the United States (GM makes some in Canada), helping them largely avoid the 25% import penalty.

"They are key to Stellantis' profits and a high percentage of Ram truck sales," said Sam Fiorani, vice president of research firm AutoForecast Solutions, of the brand's heavy-duty offerings, which range in price from the high \$40,000s to north of \$60,000.

But it also turned out that, not all trucks coming off the line in Saltillo face the new tariffs. The 25% duties apply to cars as well as trucks with a gross vehicle weight rating of under 5 metric tons, or about 11,000 pounds, federal regulations show. That means select Ram heavy-duty trucks can avoid being taxed in a lineup that ranges from sportier and lighter pickups to beefy chassis cabs designed for the farm or job site. "We are working through it," Ram spokesman Nick Cappa said of the tariffs.

The Ram situation underscores the complexity and tough decisions Stellantis and other automakers are navigating as they try to remain competitive amid potentially soaring costs to import vehicles. The 25% tariff on finished vehicles took effect April 3, with the industry's attention now turning to levies on auto parts that are expected to begin by early May. Automakers expect to eventually receive a partial break on their tariff bill based on how many American-made parts are in each vehicle, but that system isn't yet set up.

Some companies are freezing shipments or holding cars in ports as they wait to see how the tariffs shake out, but no automaker moved as quickly as Stellantis to halt production in response to the levies. It idled both its Windsor Assembly Plant in Canada and the Toluca Assembly Plant in Mexico, triggering about 900 temporary layoffs across several plants in the United States.

Workers at Windsor, which makes Chrysler minivans and the Dodge Charger electric muscle car, began returning to work last week. That meant several hundred workers at U.S. plants that feed parts to the Windsor facility also came back, though the local Canadian union has warned members to expect more changes to the plant's schedule. Protection at Toluca, which makes the Jeep Compass crossover and Wagoneer S electric vehicle, remains paused through the end of the month, the company has said.

Stellantis was hoping for stabilization in 2025 after a difficult stretch of falling sales and profits. But the new tariffs will impede those recovery plans, considering that more than 40% of vehicles the automaker sold in the United States through the first quarter were imported, a review of sales figures shows. The foreign-made models include those from Canada and Mexico as well as several shipped over from Italy, such as the Dodge Hornet crossover and Fiat 500e electric hatchback.

"On top of the 25% tariff imposed on vehicles, we are impacted by layer upon layer of additional compounding tariffs including those on aluminum, steel and parts," Stellantis Chairman John Elkann recently told investors. The company reports its first-quarter shipments and revenues on Wednesday.

Pitch Ratings said earlier this month that Stellantis' high exposure to tariffs would add to its existing profit pressures, and while the company could move more production to the United States, such shifts would take close to two

Ram kept its heavy-duty truck plant in Mexico running in recent weeks even as it paused factories outside the United States that build Jeep Compass crossovers and Chrysler Pacifica minivans.



years. UBS analysts in a recent note also underscored the automaker's tariff exposure and estimated it could result in a 9% drop in sales. The automaker's share price is down by about 25% over the last month.

Stellantis dealers say their sales have remained strong in April, helped by warmer weather and incentive programs that include employee pricing for all. But they have longer-term worries about how tariffs could raise prices and limit vehicle availability, especially for models made in Canada and Mexico. Dealers can technically place orders for most vehicles made in Windsor and Toluca, with some restrictions, but the orders don't get picked up by the manufacturer.

Several retailers said they are especially concerned about pricing and access to the Mexico-made Jeep Compass, which was among the brand's best sellers in the first quarter, and has been a hit with customers for the last couple of years. The small crossover is Jeep's entry-level option with two trims starting below \$30,000 after recent price cuts. It's a car that gets buyers hooked on the Jeep brand, and they often return in several years to buy bigger and more expensive SUVs.

"It's a high-volume vehicle, it's our lowest-cost vehicle," said Mike Bettenhausen, who owns a pair of Chrysler Dodge Jeep Ram dealerships in suburban Chicago and is chairman of the automaker's national dealer council.

Another top-seller in recent years is the Canada-made Chrysler Pacifica minivan, with the cheaper but almost identical Voyager also built at the same Windsor plant. Customers are highly loyal to the Pacifica, retailers said, and they

usually can't be talked into buying a different model in the automaker's lineup. If dealers can't order Pacificas or prices rise, they worry customers will turn to competing minivans like the Honda Odyssey and Toyota Sienna, both of which are built in the United States and are therefore not subject to tariffs.

"We need Pacificas — Pacificas are one of the lowest days-supply vehicles we have in the country," said Ralph Mahalak Jr., who owns Chrysler Dodge Jeep Ram dealerships in Michigan, Ohio and Florida.

The tariffs also kicked in just as Stellantis was seeking to generate interest in its new Dodge Charger Daytona and Jeep Wagoneer S EVs, which came out at the start of this year and are built in Windsor and Toluca, respectively. The automaker and its dealers have offered aggressive incentives and discounts on both models — deals that could be tougher to justify with the higher import taxes. Even with those deals available, the two EVs sold only a combined 4,500 units in the first quarter.

In addition, two highly anticipated Jeep models are expected to start production at the currently idled Toluca plant later this year. One is a replacement for the discontinued compact Jeep Cherokee SUV that the brand says will help fill a major hole in its lineup. The other is an all-new rugged electric SUV called the Recon.

"These are important launches for Jeep, which is just trying to rebuild its reputation with fresh products, and heading into new segments," said Fiorani, the AutoForecast Solutions analyst.

Fiorani said there is something of a silver lining for Stellantis with the new levies. The recent production cutbacks will help the automaker keep its vehicle inventories in check — after many Chrysler, Dodge, Jeep and Ram models piled up at dealer lots last year — while staving the reason is tariffs.

The automaker could ultimately see a disruption of between 50,000 and 60,000 vehicles not being built in the first half of the year due to plant shutdowns, he said. At the start of April, all major Stellantis brands listed days supply of inventory above the national average of 70, with Ram and Dodge among the highest of any brand at 80 and 81 days of inventory, respectively. For comparison, Toyota had 32 days supply and Honda 46, according to Cox Automotive.

The United Auto Workers argue Stellantis has the money to avoid pausing plants and laying off hundreds of workers due to the tariffs, pointing to a recently approved dividend payment

to shareholders worth more than \$2.2 billion.

Union President Shawn Fain, in a recent statement, slammed the decision "to pay Wall Street" and argued the automaker should instead invest in beefing up U.S. production in response to the tariffs, at plants with open capacity in Toledo, Detroit and elsewhere. A new Stellantis-focused campaign from the union features the slogan, "Invest in us."

But Fiorani stressed Stellantis does face substantial challenges from the tariffs — especially with its heavy-duty trucks, which are built exclusively in Mexico and which incorporate parts from both sides of the border. While the analyst said the automaker does have available plant capacity in the United States, it doesn't have enough space to fit such a large volume of truck production. And he noted that the heavy-duty trucks on a different platform than the company's light-duty Ram 1500, which has long been made in Michigan, further complicating any production move.

The Mexico-made trucks, Fiorani said, are "a very important vehicle to the Ram brand and to the company,"

lramseath@detroitnews.com
(8ramseath)

RX Canada Direct
23541 Ford Rd., Dearborn, MI 48128
(313) 724-8860
Fax 313-724-1000 • Mon - Fri 9:30am-5pm
Call us for a FREE Phone Consultation to stop by. Conveniently located in Dearborn just off of Ford Rd. and Telegraph.

NOTICE OF PUBLIC HEARING
ENVIRONMENTAL ASSESSMENT AND PREFERRED
ALTERNATIVE FOR THE BECK ROAD CORRIDOR
IMPROVEMENT PROJECT CITIES OF NOVI AND
WIXOM, OAKLAND COUNTY, MICHIGAN

The cities of Novi and Wixom have prepared an Environmental Assessment (EA) and Preferred Alternative (PA) for the proposed Beck Road Corridor Improvement Project from south of 9 Mile Road to Novi to north of Pontiac Trail in Wixom, approximately 5.3 miles of Beck Road, in Oakland County, Michigan.

The cities will hold a public hearing on Wednesday, May 14, 2025, from 5:00 p.m. to 7:00 p.m., at the Wixom City Hall (1944 Pontiac Trail, Wixom, MI 48391) to receive public comments on the EA document.

A presentation will begin approximately 15 minutes after the session begins. There will be opportunities to talk to the project team, view a presentation and share your comments. A court reporter will record the hearing's formal presentation and public comments and will be available to take comments in private for inclusion in the public hearing transcript.

The EA document is now open for public review and comments at beckthefuture.org. Electronic comments can be submitted directly on the project website. Printed copies of the EA document are also available for public review at the Novi City Clerk's office, Wixom City Clerk's office, and at the Novi and Wixom public libraries.

The public may also complete a written comment form at the hearing, or mail their comments to: Mr. Tim Elkann, Department of Public Works, Director, Wixom City Hall, 1944 Pontiac Trail, Wixom, MI 48391.

Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Crystal Opilko at 313-431-0865 or capilko@wixomgov.org, preferably at least five business days prior to the scheduled meeting. Requests made after this timeframe will be evaluated and honored to the extent possible.

Comments must be emailed or postmarked on or before May 18, 2025. A copy of the complete transcript, including all written and recorded oral comments received at the public hearing and those submitted by May 18, 2025, will be included in the official record.

The EA describes and analyzes the proposed work and the measures taken to minimize impacts on the proposed project area. The purpose of the proposed Beck Road Corridor Improvement Project is to increase the capacity of the Beck Road corridor to meet current needs and cater to the population and economic growth in the area, while enhancing safety by reducing the rate of crashes in the area, including the risk and potential for serious vehicle crashes. The proposed project will implement a hybrid design—combining a five-lane roadway and a four-lane boulevard—to capture the benefits of both configurations while minimizing negative impacts in specific sections of the corridor.

Public input is also being sought to help recognize and address any concerns that may result from any impacts on the adjacent public recreational properties during construction per a proposed de minimis impact finding under Section 4(f) of U.S. Department of Transportation Act of 1964. The preferred alternative includes a de minimis, or minor, use of Novi's Bosco Fields, requiring approximately 0.99 acres of right-of-way (ROW) along the west side of Beck Road for roadway widening. The affected area is an undeveloped grassy strip with a public sidewalk and is not used for active recreation. The sidewalk will be shifted slightly west and incorporated into the new ROW. Access to Bosco Fields will be maintained throughout construction, and the landscaped berm separating the sidewalk from the soccer fields is expected to remain in place.

The EA is now available for review and comment online at beckthefuture.org.

YOUR HOME DESERVES A
WATERPROOFED BASEMENT.

BEFORE AFTER

FOUNDATION REPAIR CRAWL SPACE REPAIR
BASEMENT WATERPROOFING CONCRETE LIFTING

LIMITED TIME OFFER
\$500 OFF*

GET A FREE INSPECTION

313-474-2109

*Unlimited off any job over \$2000 up to a max of \$500. Coupon must be presented at time of inspection. Offer may not be combined with any other offer. Limit one per customer. Ask inspector for further details. Promo valid through 4/30/2025.

Legal Notice of EA Published on Oakland Press

The Oakland Press - Discover Oakland County, MI

OAKLAND PRESS

RANGE USA 10% OFF All Sig Sauer Firearms  [Shop Now](#)

[illegible]

BURDICK STREET

EQUIPMENT



CREATING
FOR **SALES**

**Your Source for Outdoor
Power Equipment**



**UNIT
2025**

Thank You
FOR YOUR SUPPORT!

SCAG
EQUIPMENT

43 E Burdick St, Oxford, MI 48371

248-969-2800

www.burdickstreet.com/

About Marketplace

How do I get my business listed?

Our directory features more than 18 million business listings from across the entire US. However, if we're missing your business, just click below to request that it be added. It's free!

How can I get listed at the top of the results?

Both of our upgraded services will list you towards the top of the search results. A Power account puts your business right near the top!

Add your business

2.2 Postcard Mailer



Wixom City Hall
49045 Pontiac Trail
Wixom, MI 48393

Attendees who require mobility, visual, hearing, written, or other assistance for effective participation should contact Crystal Opalko at 248-624-0865 or copalko@wixomgov.org, preferably at least five business days prior to the scheduled meeting. Requests made after this timeframe will be evaluated and honored to the extent possible.

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 248-624-0865.
(Spanish) ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 248-624-0865.

2.3 Social Media



3 Meeting Materials

3.1 Public Hearing Exhibit Boards

Purpose of the Project

The purpose of the Project is multi-faceted. The Project aims to increase the capacity of the Beck Road corridor to meet current needs and cater to the population and economic growth in the area, while enhancing safety by reducing the rate of crashes in the area, including the risk and potential for serious vehicle crashes. The purposes of the Project specifically include:

- Alleviating traffic congestion to better accommodate the existing and projected traffic volumes.
- Improving traffic flow, reducing delays, and enhancing the overall operations of the roadway.
- Enhancing safety for all roadway users by addressing current crash issues at critical intersections.
- Providing safer and more accessible infrastructure for pedestrians and bicyclists.
- Improving the quality of infrastructure and aesthetics along the corridor, particularly in the residential areas of Beck Road.

Need for the Project

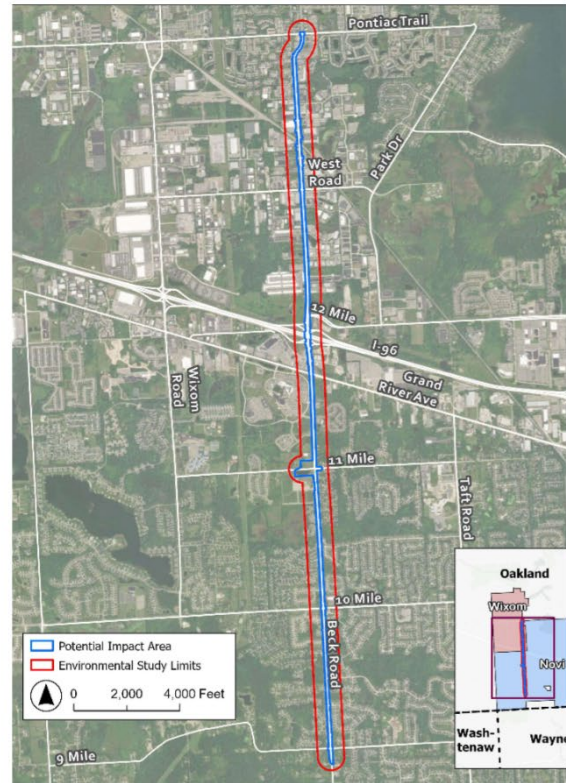
The Project seeks to address several pressing needs that necessitate the corridor improvements. The growth in commercial and residential areas within the Project vicinity has led to higher traffic demands, necessitating an expansion of the road capacity to enhance safety and mobility for both motorized and non-motorized users. The needs for the Project specifically include:

- Insufficient Operational Capacity.
- High Crash Activity.
- Incomplete Multi-Modal Network.
- Infrastructure Condition and Aesthetics.



Project Study Area

The study area extends from south of 9 Mile Road in the city of Novi, to north of Pontiac Trail in the city of Wixom, Oakland County



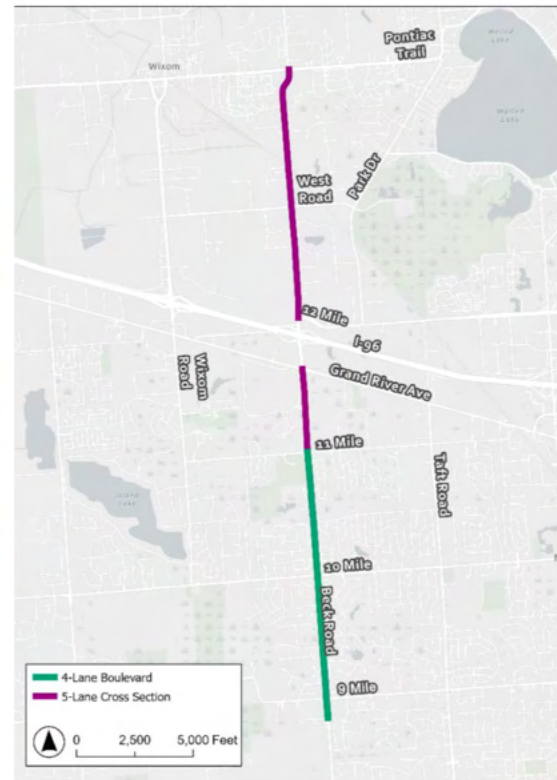
Preferred Alternative

Preferred Alternative

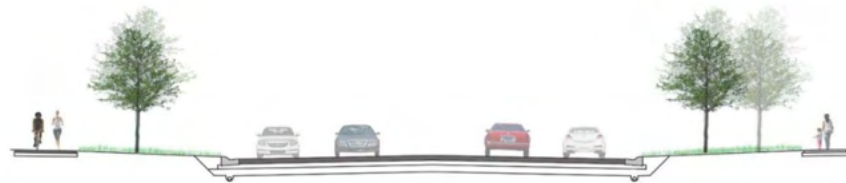
- Five-lane roadway north of 11 Mile Road
- Four-lane boulevard south of 11 Mile Road
- New roundabout at 11 Mile Road
- Bridge over the railroad tracks

Benefits

- Alleviates congestion throughout the corridor
- Addresses safety issues
- Eases commercial vehicle movements
- Enhances the aesthetics in residential areas



Preferred Alternative



Proposed 5-Lane Cross Section



Proposed 4-Lane Boulevard Section



Bosco Fields



- 0.99 acre of permanent ROW is proposed from the recreational resource.
- Sidewalk will be relocated.
- ROW impact to the park is considered *de minimis*, or minor.



Project Schedule and Next Steps

- FHWA approved the Environmental Assessment: [4/29/2025](#)
- Public hearing: [5/14/2025](#)
- Public comment period closes: [5/28/2025](#)
- FHWA issues a Finding of No Significant Impacts: [7/7/2025](#)
- Real estate activities: [Begin 7/8/2025](#)
- Letting (11 Mile Rd to Grand River only): [11/7/2025](#)
- Construction (11 Mile Rd to Grand River only): [2026](#)





Return this form before you leave or
mail by **May 28, 2025**, to:

Tim Sikma

Wixom City Hall

49045 Pontiac Trail Wixom, MI 48393

Frequently Asked Questions

What is the preferred alternative for this project?

The Preferred Alternative combines a five-lane roadway and a four-lane boulevard configuration along different segments of the corridor to balance capacity, safety, and community impact. Wider five-lane sections are proposed in areas with higher traffic volumes or commercial activity to support turning movements and reduce congestion. In contrast, four-lane boulevard sections with landscaped medians are planned for more residential or pedestrian-oriented areas to enhance safety and visual appeal. This hybrid design aims to improve overall traffic operations while minimizing right-of-way impacts and promoting a more attractive and accessible corridor for all users.

What are the project study limits?

The study segment is 5.3 miles of Beck Road in Oakland County, from south of 9 Mile Road in the city of Novi to north of Pontiac Trail in the city of Wixom. You may view a map of the environmental study limits and potential impact area on the project website, or at the public hearing.

What is the timeline for the project?

The cities are planning to request bids for the project in summer 2025. The project will begin with the currently funded section from Grand River Avenue to 11 Mile Road. Construction is anticipated to start in the spring of 2026. Construction is contingent upon completion and federal approval of the finding of no significant impact (FONSI), anticipated to be in the summer of 2025.

How is the project being funded?

The project will receive partial funding from the FY 22 Community Project Funding/Congressionally Directed Spending as part of the federal Highway Infrastructure Programs, which has allocated approximately \$4.8 million to the city of Novi to support building the segment between 11 Mile Road and Grand River Avenue. The remaining portion is currently not funded for construction while the cities seek additional funding opportunities. The project team is striving to complete environmental clearance to allow for a 2025 letting, with construction beginning in 2026.

Additional segments will be built as funding is secured.

Will there be negative impacts on properties along the corridor?

The Preferred Alternative will require both permanent fee simple acquisition (FSA) and temporary easements (TE). The FSA will remain part of the project in perpetuity while TE will be returned to the property owner(s) after construction activities are completed. The Preferred Alternative requires varying amounts of ROW from 78 parcels, and totals approximately 14.5 acres, including drainage basins. However, no total take of parcels is expected to be required. Real estate activities are expected to start immediately after the FONSI is signed in later summer 2026.

Will access to Bosco Fields be maintained throughout construction?

The construction will have a *de minimis* impact on Bosco Fields meaning that the Preferred Alternative's use of the recreational property will not adversely affect its protected activities, features, or attributes of the property for its intended purpose. Access to Bosco Fields will be maintained during construction.

3.3 Public Hearing Title VI Survey

BECK RD ENVIRONMENTAL ASSESSMENT

TITLE VI Public Involvement Survey

Completing this form is voluntary but encouraged. You are NOT required to provide the information requested in order to participate in this meeting.

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or MDOT-TitleVI@michigan.gov, if you have any questions or concerns regarding this form.

Please check all that apply and print clearly. Check Race/Ethnic designation.									
	Zip Code	Indicate Male(M) Female(F) Non-Binary(N)	White	African American	Hispanic /Latinx	Native American	Asian/ Pacific Islander	2 or More Races	Other
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

3.4 Public Hearing Signage

Beck Rd Environmental Assessment Public Hearing



Beck Rd Environmental Assessment Presentation

**Starts at
5:15 p.m.**

3.5 Public Hearing Presentation



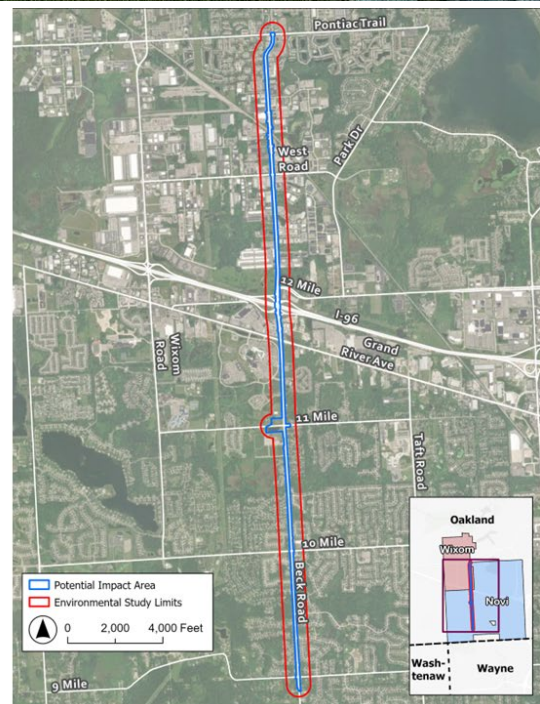
Project Overview

Project Background

The cities of Novi and Wixom, in cooperation with the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA), are proposing the Beck Road Corridor Improvement Project to enhance and widen a 5.3-mile section of Beck Road in Oakland County.

Project Limits

The proposed widening extends from south of 9 Mile Road in Novi to north of Pontiac Trail in Wixom, with a break in the project limits between Grand River Avenue and 12 Mile Road where Beck Road is already widened.



NEPA Process

➤ What is the National Environmental Policy Act (NEPA)?

Signed into law on Jan. 1, 1970, NEPA requires assessment of the environmental effects of federally funded projects prior to making decisions.

➤ What is an Environmental Assessment (EA)?

An EA is required when the significance of the environmental impacts are uncertain.

➤ What is the outcome of an EA?

After the EA, if there are no significant impacts associated with the project, FHWA will issue a **Finding of No Significant Impact (FONSI)**. The project team will move forward to the next phase of design and construction.



The EA document:

- ✓ Is a concise public document (with text, figures, tables).
- ✓ Briefly provides evidence and analysis of resources present.
- ✓ Includes brief discussions of resources impacted and does not contain long descriptions or detailed data.
- ✓ Meets FHWA requirements for length.
- ✓ Seeks to obtain a FONSI issued by FHWA.



Project Needs



Insufficient Operational Capacity



High Crash Activity



Infrastructure Conditions



Aesthetic Conditions



Incomplete Multi-Modal Network

Alternatives Development

➤ No-Build Alternative

- Low financial investment and minimal disruption
- Fails to address safety and congestion issues

➤ Five-Lane Configuration

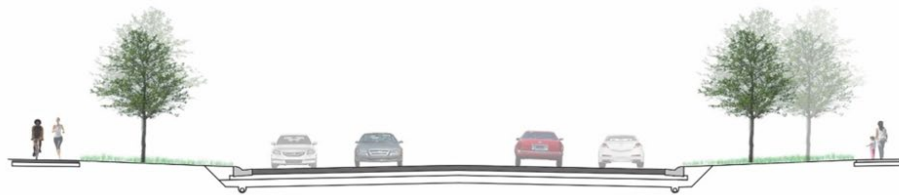
- Alleviates congestion and easier turning movements
- Impacts to adjacent properties

➤ Four-Lane Boulevard

- Alleviates congestion while enhancing aesthetics
- May restrict commercial and industrial activities



Proposed Hybrid Alternative



Proposed 5-Lane Cross Section



Proposed 4-Lane Boulevard Section

Preferred Alternative

➤ Hybrid of Five-Lane Road and Four-Lane Boulevard

- Alleviates congestion throughout the corridor
- Addresses safety issues
- Eases commercial vehicle movements
- Enhances the aesthetics in residential areas



Environmental Assessment – Technical Components



Wetlands/Watercourses

- A delineation identifies and surveys wetlands and watercourses.
- Discuss findings and assess preliminary impacts in the EA.



Property Impacts

- Development of base plans and potential needs for property acquisition or easements.
- Assess and discuss potential needs in the EA.



Noise Abatement

- Eight common noise environments (CNEs) were established.
- Five potential barriers were evaluated.

Environmental Assessment - Results



Wetland/Watercourses:

- Approximately 2.7 acres of regulated wetlands will be impacted.



Property Impacts:

- Approximately 14.6 acres of right of way (ROW) is required. This includes ~4 acres of residential, ~9.5 acres of commercial or industrial, and ~1 acre of public space.



Noise Abatement:

- None of the noise walls met the cost effectiveness criteria. Therefore, no barriers are recommended.

**FHWA approved the EA for public release on April 29, 2025.
The EA was published on the same day.**

Effected 4(f) Properties

Bosco Fields

- The proposed widening and roundabout will require approximately one acre of ROW from Bosco Fields.
- Access to Bosco Fields will be maintained during construction.
- It is anticipated the landscaped berm providing a visual and physical separation between the sidewalk and the soccer fields will remain during and after construction.
- Enhancement plantings will be strategically placed along the eastern edge of Bosco Fields if deemed necessary.



Mitigation – Natural Environment

Vegetation, Migratory Birds, Threatened and Endangered Species, and Hazardous/ Contaminated Materials:

- Mitigation items have been specifically chosen to fit the natural environment adjacent to the Project Area.

Water Quality and Stormwater:

- The cities will obtain Michigan Department of Environment, Great Lakes, & Energy (EGLE) Permits.
- Novi and Wixom each hold individual MS4 permits that require the development, implementation, and enforcement of stormwater management programs under NPDES and follow best management practices (BMPs).



Mitigation – Wetlands

Impacted Wetlands:

- The project will not impact more than 2.7 acres of regulated wetland.
- Wetland mitigation credits will be utilized from an existing bank.



Mitigation – Social/Economic; Construction

Social and Economic Environment:

- Notification of construction activities will be sent prior to the start of any required detours.

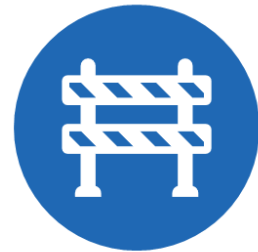
Construction:

- The project will be constructed in accordance with regulatory standards and implement BMPs to minimize impacts.
- Construction will take place in stages, and it is hoped that detours will be minimal.



Project Schedule and Next Steps

- FHWA approved the Environmental Assessment: [4/29/2025](#)
- Public hearing: [5/14/2025](#)
- Public comment period closes: [5/28/2025](#)
- FHWA issues a Finding of No Significant Impacts (FONSI): [7/7/2025](#)
- Real estate activities: [Begin 7/8/2025](#)
- Letting (11 Mile Rd to Grand River only): [11/7/2025](#)
- Construction (11 Mile Rd to Grand River only): [2026](#)

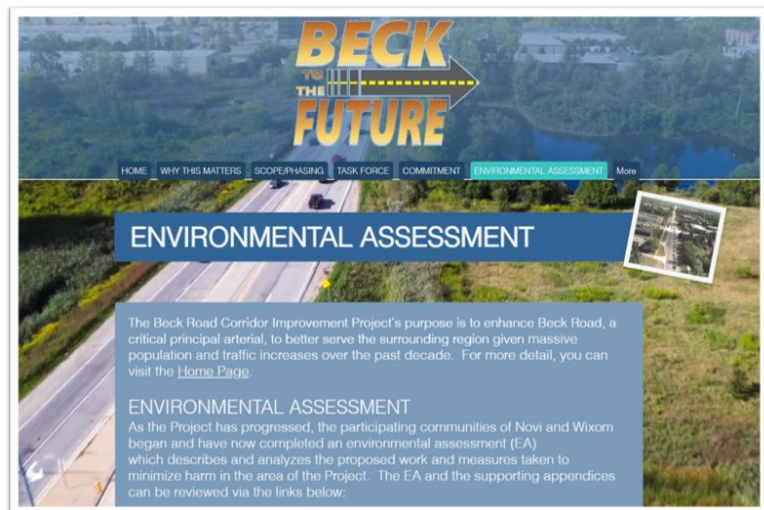


Online Public Review

Project Website

Becktothefuture.org

- Project information
- Link to the EA document
- Link to all appendices
- Project materials: presentation, meeting displays, Preferred Alternative map, etc.
- Frequently asked questions





3.6 Public Hearing Instructions Handout



To provide formal comments, you can choose to:

Speak publicly at the end of the presentation

The presentation will start 15 minutes the session begins. Please follow the instructions at the presentation to fill in a speaker ID and hand over to a staff member at the beginning of the presentation. You will be called during the formal comment period to provide comments.

Speak privately to a court reporter

Instead of speaking publicly, you can give verbal comment to a court reporter in private outside of the presentation timeframe. Talk to a court reporter, or ask for a staff member if you need help with this arrangement.

Write down your comments on the comment form

Paper comment forms are available at the hearing. Ask for a staff member if you would like to provide written comments. Submit your comment to staff members at the hearing, or mail them. Contact information is available on the form.

All formal comments will be recorded for project purposes.

Visit Becktothefuture.org/environmental-assessment to provide formal comments online.

Project Materials available at the hearing:

Board Display You can go over the boards to learn about the project background and EA processes.

Preferred Alternative Roll Plot You can view the detailed design draft of the preferred alternative.

EA Document Available upon request. Please ask a staff member for a physical EA document for review at the hearing session, or visit the project website to review the digital version online.

4 Attendance Records

4.1 Title VI Forms: Public Hearing

BECK RD ENVIRONMENTAL ASSESSMENT

TITLE VI Public Involvement Survey

Completing this form is voluntary but encouraged. You are NOT required to provide the information requested in order to participate in this meeting.

Title VI of the Civil Rights Act of 1964 requires the opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing outreach efforts among those who are affected or interested in this project.

Coordinators will handle all information confidentially. Please call MDOT Title VI Compliance Technician at: (517) 241-7462 or MDOT-TitleVI@michigan.gov, if you have any questions or concerns regarding this form.

Please check all that apply and print clearly. Check Race/Ethnic designation.									
	Zip Code	Indicate Male(M) Female(F) Non-Binary(N)	White	African American	Hispanic /Latinx	Native American	Asian/ Pacific Islander	2 or More Races	Other
1	48374	F	✓						
2	48383	M	✓						
3	48377	M	✓						
4	48374	F			✓				
5	48374	N	✓						
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

4.2 Sign-in Sheets: Public Hearing

BECK ROAD ENVIRONMENTAL ASSESSMENT			
May 14, 2025 Public Hearing Sign-In Sheet			
Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)			
PLEASE PRINT CLEARLY.			
Name <u>LINDA JAWSON</u>		Name <u>Ed</u>	
City <u>NOVI</u> State <u>MI</u> Zip Code <u>48374</u>		City <u>Wixom</u> State <u>MI</u> Zip Code <u>48393</u>	
Representing _____		Representing _____	
Name <u>John W. SENSE</u>		Name <u>Don Margrave</u>	
City <u>Wixom</u> State <u>MI</u> Zip Code <u>48393</u>		City <u>Novi</u> State _____ Zip Code <u>48374</u>	
Representing <u>SALE - SENIORS</u>		Representing _____	
Name <u>K. Adams</u>		Name _____ Email _____	
City <u>Commerce</u> State <u>MI</u> Zip Code <u>48382</u>		City _____ State _____ Zip Code _____	
Representing _____		Representing _____	

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Naveed Ahmed</u> [REDACTED]	Name _____	Email _____
[REDACTED]	Address _____	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City _____	State _____ Zip Code _____
Representing <u>Home owner</u>	Representing _____	
Name <u>Brian Cho</u> [REDACTED]	Name _____	Email _____
[REDACTED]	Address _____	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City _____	State _____ Zip Code _____
Representing <u>Home owner</u>	Representing _____	
Name <u>W Kwabena</u> [REDACTED]	Name _____	Email _____
[REDACTED]	Address _____	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48377</u>	City _____	State _____ Zip Code _____
Representing _____	Representing _____	

BECK ROAD ENVIRONMENTAL ASSESSMENT
May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Kerry Hall</u> [Redacted]	Name <u>MARK UFMIZER</u> [Redacted]
[Redacted]	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>
Representing _____	Representing <u>DAN & MARINA UFMIZER</u>
Name <u>Linda Markham</u> [Redacted]	Name <u>MATTHEW MARKHAM</u> [Redacted]
[Redacted]	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>
Representing <u>Homeowner</u>	Representing <u>SELF</u>
Name <u>Gwen Markham</u> [Redacted] Email _____	Name _____ Email _____
[Redacted]	
City <u>Novi</u> State _____ Zip Code <u>48374</u>	City _____ State _____ Zip Code _____
Representing <u>Self</u>	Representing _____

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Jyung Kim</u> [Redacted]	Name _____ Email _____
[Redacted]	Address _____
City <u>Novi</u> State <u>MI</u> Zip Code <u>48314</u>	City _____ State _____ Zip Code _____
Representing _____	Representing _____
Name <u>HWA Kim</u> [Redacted]	Name _____ Email _____
[Redacted]	Address _____
City <u>Novi</u> State <u>MI</u> Zip Code <u>48314</u>	City _____ State _____ Zip Code _____
Representing _____	Representing _____
Name <u>Ben Tong</u> [Redacted]	Name _____ Email _____
[Redacted]	Address _____
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City _____ State _____ Zip Code _____
Representing _____	Representing _____

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Gordon Feller</u> [REDACTED]	Name <u>Dan Boor</u> [REDACTED]
[REDACTED]	[REDACTED]
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City <u>Wixom</u> State <u>MI</u> Zip Code <u>48393</u>
Representing _____	Representing <u>NOSTALGIC MOTOR CARS</u> <u>248 349 4884</u>
Name <u>CRAIG GAWHARDT</u> [REDACTED]	Name <u>G. Miller</u> [REDACTED]
[REDACTED]	[REDACTED]
City <u>Novi</u> State <u>MI</u> Zip Code <u>48377</u>	City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>
Representing <u>POINTE PAR CONDOMINIUMS</u>	Representing _____
Name <u>Yli Popaj</u> [REDACTED]	Name _____ Email _____
[REDACTED]	Address _____
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City _____ State _____ Zip Code _____
Representing _____	Representing _____

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Joseph Obaidi</u>	Name _____	Email _____
Address _____	Address _____	
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City _____	State _____ Zip Code _____
Representing <u>Autism Link</u>	Representing _____	
Name <u>Doug Tital</u>	Name _____	Email _____
Address _____	Address _____	
City <u>W. BUMPED</u> State <u>MI</u> Zip Code <u>48323</u>	City _____	State _____ Zip Code _____
Representing <u>BECK NORTH 2+3 PARTNERS</u>	Representing _____	
Name _____	Name _____	Email _____
Address _____	Address _____	
City _____	City _____	State _____ Zip Code _____
Representing _____	Representing _____	

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Glen Cooper</u>		Name _____	Email _____
		Address _____	
City <u>Novi</u>	State <u>MI</u>	Zip Code <u>48374</u>	City _____ State _____ Zip Code _____
Representing <u>SELF</u>		Representing _____	
Name <u>Ted Nobles</u>		Name _____	Email _____
		Address _____	
City <u>Novi</u>	State <u>MI</u>	Zip Code <u>48374</u>	City _____ State _____ Zip Code _____
Representing <u>SELF</u>		Representing _____	
Name _____	Email _____	Name _____	Email _____
Address _____		Address _____	
City _____	State _____	Zip Code _____	City _____ State _____ Zip Code _____
Representing _____		Representing _____	

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>CARL JEPSON</u> [Redacted]		Name <u>Kathy Kinnis</u> Email _____	
[Redacted]			
City <u>Northville</u>	State <u>MI</u>	City <u>Wixom</u>	State <u>MI</u> Zip Code <u>48393</u>
Zip Code <u>48167</u>			
Representing _____		Representing _____	
Name <u>Carol Witamhorski</u> Email _____		Name <u>George Maxton</u> Email _____	
[Redacted]			
City <u>Northville</u>	State _____	City <u>Novi</u>	State <u>MI</u> Zip Code <u>48374</u>
Zip Code <u>48167</u>			
Representing _____		Representing _____	
Name <u>LOUIS & LORI JERMONT</u> Email _____		Name <u>Amal Simod Basim Dubaybo</u> [Redacted]	
[Redacted]			
City <u>NOVI</u>	State <u>MI</u>	City <u>novi</u>	State <u>MI</u> Zip Code <u>48374</u>
Zip Code <u>48374</u>			
Representing _____		Representing _____	

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

Name <u>Ed Kriewell</u>	Name <u>DANIEL HYKE</u>
City <u>South Lyon</u> State <u>MI</u> Zip Code <u>48178</u>	City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>
Representing <u>SELF</u>	Representing <u>SELF</u>
Name <u>JEAN WALLE</u>	Name <u>Jane McGaskill</u>
City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>	City <u>Novi</u> State <u>MI</u> Zip Code <u>48374</u>
Representing <u></u>	Representing <u>Briarwood Condos</u>
Name <u>JEAN KORLESKI</u>	Name <u>C. Murdock</u>
City <u>Wixom</u> State <u>MI</u> Zip Code <u>48393</u>	City <u>Wixom</u> State <u>MI</u> Zip Code <u>48393</u>
Representing <u></u>	Representing <u></u>

BECK ROAD ENVIRONMENTAL ASSESSMENT

May 14, 2025 Public Hearing Sign-In Sheet

Information will be kept confidential and only used for engagement purposes regarding this project. This will be separate from demographic information collected on Title VI Public Involvement Survey.)

PLEASE PRINT CLEARLY.

~~Theresa~~
Name Whated

Name CAROL KAUSING

City NOVI State MI Zip Code 48374

City NOVI State MI Zip Code 48377

Representing _____

Representing POINTE PARK CONDO ASSN

Name John
Whated

Name JIM FIRLIT

City NOVI State MI Zip Code 48374

City NOVI State MI Zip Code 48374

Representing _____

Representing BRIARWOOD CONDO ASSOCIATION

Name Bob
Rybicki

Name Holly O'Connell

City NOVI State MI Zip Code 48374

City NOVI State MI Zip Code 48374

Representing _____

Representing _____

Appendix B:
Environmental Assessment Received Comments

Response Type	Comment	Name
Written at public hearing	I would like to oppose this proposal for the following reasons: 1) It will increase congestion/traffic. 2) Increase the noise. It <u>all</u> residential from 8 mile to 11 mile. 3) Potential to impact home foundations. 4) Create a bottleneck at 8 mile, which will not have 5 lanes	Joseph Obeidi
Written at public hearing	The proposed widening of Beck Rd. would be more acceptable if large commercial vehicles were prohibited between 9 mile and 11 mile. Increasing the number of trees and foliage will do nothing to reduce the road noise that the proposed road widening will introduce.	Bob Rybicki
Written at public hearing	I strongly oppose the proposed road widening project behind my home expanding from 2 lane to 4 lane will significantly reduce my property value and drastically increase noise pollution in my backyard-discetly impacting my family quality of life. This project positions traffic flow at the expense of established resides and long-term well being. I urge the committee to reconsider this plan and explore alternatives that protect the integrity and livability of our neighborhood.	Naveed Ahmed
Written at public hearing	The area between 9 mile and Grand River is residential-many homes and condos are close to Beck. Widening that section is detrimental to that section. Novi residents in this section wish to keep it in the same way it is now, as do Northville residents! Accidents happen when speed limit is too high. Businesses that want the widening closer to Grand River can be accessed via Grand River.	Linda Johnson
Written at public hearing	I'm against this project because my backyard faces Beck Rd. and the road expansion adversely affects my living conditions as results of increased traffic and vehicle speed increase. Also, I doubt the traffic easiness with the road expansion because the most congested area on Beck Rd. is between 6 mile and 8 mile. Without expansion of this section, benefit of this project will be minimal.	Brian Cho
Written at public hearing	Completely against this project. This is only wanted by the businesses in Wixom while Novi resident will be forced to deal with added noise pollution and safety issues. The city of Novi needs to vote against this project.	James Sirois
Written at public hearing	-Lived here since 1985. -Enforce speed limits. -Railroad track needs bridge. Concerns are: 1. Trying to get out of my drive across 2 lanes instead of the 1 I have to get out now. 2. How far into my yard is the new Road going to take? -When will talks about money for the easment happen? 3. more minor concerns - mailbox, planting's. 4. How long will 'my' section take - will I have at least one driveway open at all times? 5. noise. 6. lighting. 7. Just heard the homeowner has to pay for sidewalk?? 8. Widening to spend fed. money or lose it - not good. 9. Light bet. 96/west to give some open spots for me to get out of driveway. -development behind me was caught draining wetlands.	Kathy Kennedy

Written at public hearing	I am against widening Beck Rd south of 11 mile. This will only encourage more traffic and add to the noise and light pollution. I can see widening the road to 3 lanes, with one of them being a dedicated left turn lane. A big reason for the increase in traffic over the past 20 years has been the development in South Lyon. They have not widened any of their roads, and that is an option that should be explored. Napier could be paved with the ability to add an entrance/exit ramp to the expressway.	Helen Sirois
Spoken at public hearing	I'll try to do jeopardy and put everything in the form of a question. So, I've lived here about 25 years, and we have been hearing about this Beck Road widening for 25 years, if not before we moved here. So, there's some history there. I don't know if it's accurate or not, but I'll put it in the record and hope that it gets addressed. So, first of all, in terms of the easement, we have been told for many years that the expansion would occur, I'm sorry, I'm thinking from 9 to 12 Mile on Beck. I represent a homeowner's association there. So, we have been told for many years that any expansion would occur on the east side of the road. However, in looking at the drawings, it appears that they will keep the current center line, and they will take eminent domain, or whatever the right term is, for both the west and east sides of the road. So, I'd like that clarified as to whether it was that way in the past and changed or if we were simply misinformed. There was an electronic survey that went out to residents last year, perhaps, I don't remember exactly. So, there were questions about how we felt about the expansion. I never saw results of that survey. That may be because I simply wasn't looking in the right place. So, as part of the comments, I would like to see the results of that survey, and I'd like to know the number of participants, the breakdown of business versus residential respondents, and whether there was a meaningful percentage in each of those categories responding to the survey that provided realistic information to the city on how to move ahead. Another question, the 9 Mile intersection, as we all know, coming up north from M-14, when Beck Road narrows down just about 6 Mile, it's a terrible bottleneck during rush hour. And even though there's a boulevard there, everything slows down. So, now we're moving a bottleneck up to 9 Mile because Northville isn't going along with us. So, we'd like to know what sort of remediation efforts the city and the state are going to take to prevent simply duplicating the 6 Mile bottleneck at 9 Mile. I don't know if it's improved traffic lights. As you know, 9 Mile is a 30 mile an hour zone on both sides. So, expansion and increasing the speed limit isn't really an option there. So, as I said, we'd like to know what's going to happen so that 9 Mile doesn't turn into 6 Mile for us. On the federal money, the website said that it's guaranteed. Again, we'd just like to know what that means. Basically, the current administration -- there may be cost-cutting measures. Is the money in our bank account? Have we cashed the check already? Or is that a definite thing? So, we'd like to know that before any sort of construction starts, whether the money is going to be in the bank account when the time comes. During the presentation here, they talked about crash rates on Beck Road. There wasn't any differentiation by segment, you know, between 9 and 10, 10 and 11, above 96. So, I'd certainly like to see a breakdown of the crash statistics by section, and I'd like those compared to Beck Road, where the boulevard already exists, below 6 Mile. If crash rates for our portion of Beck today are similar to what they are on Beck, where the boulevard exists, I don't see any benefit. So, I'd like to see that. All right, I guess that's the end of my question or comments. Thank you.	Gordon Fuller

Spoken at public hearing	<p>My name is Leonard Walle. I'm a resident of Novi. We live on Edinborough Lane, which is just south of 10 Mile. I am pleased at having this opportunity. We received a notification in the mail, and I appreciate the opportunity of being able to voice some concerns.</p> <p>My knowledge of this area dates back to well over 25 years ago. I can remember when portions of Beck Road, major portions of Beck Road, in the Novi area, it was a dirt road. And now it's been paved. 9 Mile west of Beck is still a dirt road. And the area that we live in that goes south of Grand River all the way to 6 Mile is a residential area. And it has been a residential area for many, many years. It has a residential character. The area that is north of Grand River, where this project also entails, is a commercial area, and they're quite distinct. So, my concern about this is by widening Beck Road as proposed, the impact that's going to have, first off, on increased traffic, and secondly, the impact on the residents who live in the residential area. And that impact could mean noise. I saw the noise -- I've seen the noise barriers on freeways. Obviously, that's not appropriate for our area. Possibly trees help to some degree. The other concern is safety because as you have more traffic, you have more opportunities for safety concerns. And finally, my concern is the impact on the residential character of the stretch that's currently in Novi that's being proposed.</p> <p>There's also a stretch from 9 Mile to 6 Mile that's residential that's not part of this project. And it seems to me that if you're going to implement a project that wants to increase that flow to M-14, that you would want to have the entire project in place. That does not exist. The reason it does not exist is because the City of Northville and the Northville residents are opposed to it.</p> <p>Okay, what are -- another concern is about finding other alternatives. For example, what are alternative routes other than Beck Road to go north-south? You already have Grand River, which for the most part is a four-lane road. One small section is one lane over by Meadowbrook. Other than that, it's a four-lane road that takes you to 275. Actually, it takes you to Haggerty Road, which again is a residen- -- a commercial road, and that road then leads you to the freeway and to 275, which in turn feeds into M-14 if people wish to go that way. I think there are other alternatives.</p> <p>As far as the traffic issue, one way to reduce traffic is just to reduce the speed limit and enforce the speed limit. The speed limit when we first moved where we live, I believe, was 40, if not lower than that. Now it's 45. 45 is not the average speed on Beck Road. There are commercial trucks going 55 easily. And when you have a commercial truck with a commercial load to stop, because of the inertia of that load, the distance factor is longer than for a residential car. So, there's a greater hazard involved by being hit by a commercial vehicle than by a residential vehicle.</p> <p>Those are concerns. And I think that if you increase -- if you follow this plan that's being proposed, the increase in commercial traffic will increase. Those are my concerns, and I appreciate this opportunity. Thank you.</p>	Leonard Walle
--------------------------	--	---------------

Spoken at public hearing	<p>Thank you.</p> <p>Previous two speakers spoke very well concerning all this project. I will add one more concern is the analysis. They excluded the noisy factor. That's very important. I'm living next to the Beck Road. Very noisy. If you make (indiscernible), that's really issue. I don't know why they excluded the noisy factor. I think that it should be reevaluated from the beginning.</p> <p>Also, a very important thing is all traffic issue in the 6 Mile on, already mentioned. Adding more lane, that doesn't solve this issue. Even I saw today, at 2 o'clock, there was -- southbound, there was a three-car accident there. That is a speeding issue. That's been spoken, reducing speed limit will solve this issue. But because of right now, this Novi in the south, all of so many houses now. That's why I have more traffic. This cannot solve the even small segment extension, causing more problems. That is my concern. We have to re-evaluate the noise factor for the residents next to this. Without that, you are skipping the important part. It was spoken, previous two persons. Thank you.</p>	Jyung Kim
Spoken at public hearing	<p>Good evening. Thank you.</p> <p>We live between 9 and 10 off of Beck, Cheltenham. And I don't -- it's been probably about six years, they put in what was called a pedestrian respite, if you're familiar. It's the almost halfway point. I think it's very impractical. Because if it's a respite for a pedestrian, whenever my husband and I would walk or bike, you'd cross the southbound lane and you'd wait on this little platform with nothing around you. Meanwhile, the traffic is flying by. It's very scary. The other thing is it prevents us during rush hour traffic from pulling out, going left, heading north, getting into the left-hand turn lane and waiting for clearance from the northbound lane. My concern is if they put in a boulevard, are we going to have the same problem?</p> <p>I'm hoping that -- I'm sure the pedestrian respite will come out, because it was a poor idea, I think, to begin with. But my concern with a boulevard is, because I know down at 5 Mile and Beck, where First Watch is, you can't pull out and go left. You have to go right and then come around the boulevard. So, I'm just concerned in the residential area, if we end up with a boulevard there, that we're going to have the same problem. So, that's -- mine is just a little minor thing, but I thought I wanted to voice that. So, thank you.</p>	Lori Jermont

<p>Spoken at public hearing</p>	<p>Thank you for the opportunity to comment. I'm going to echo some of the comments that have already been made, so I'll try to be brief.</p> <p>I believe it was February of 2022 when the City of Novi, at City Hall, had aerial plots of both options—the five-lane version and the four-lane boulevard. They had the city engineering staff, or maybe it was the city manager staff, present. I asked them questions about the project, and during the presentation, they gave us a postcard with a QR code to submit comments. I read the comments afterward, and I don't believe there was one comment from Novi citizens that was in favor of the project. I'm certainly opposed to it.</p> <p>Now, the new design shows two different versions. One is going north of Grand River, and I think that makes sense because it's largely manufacturing and light commercial. So maybe you do want to have five lanes there to help those businesses with supplies and traffic and all that. But as we go south of 11 Mile, as previous speakers have commented, it's largely residential.</p> <p>When I went to that public meeting in 2022, they said the road would be widened to 66 feet to accommodate either design. Currently, Beck Road is certainly not 66 feet wide—that's probably adding 50 percent more width. I asked where they're going to take the land from, and they said it would be from the west side of the road. I asked what's driving the project, and they told me it was federal funding. I believe the gentleman said something like \$20 to \$25 million in federal funding was at stake—take it or leave it. If the project doesn't get done, then the money goes away.</p> <p>To me, that's neither here nor there. I look at Novi as a quality-of-life place. We lived at 10 Mile and Beck. We moved here because of the schools and because we liked the community. It was nice, peaceful, residential. Anyone who drives up and down Ford Road in Canton or takes the M-5 connector up to where the circles begin in Commerce Township will see that traffic volume is heavy throughout the day—not just during rush hour. We go to dinner in both areas, and even later at night there's a lot of volume. With that comes noise.</p> <p>My fear is that if we expand to a four-lane boulevard with trees in the middle of Beck Road south of 11 Mile all the way down to 9 Mile, we're just going to increase volume. In my view, this will become a shortcut to get down to Ann Arbor. You'll just take Beck Road off I-96 down to M-14 instead of going all the way east to I-275, heading south, and then heading back west.</p> <p>And with all the light commercial north of Grand River in Wixom, what's the natural approach going to be? People will take Beck Road as a shortcut. We're going to see increased volume, increased noise. The gentleman a couple speakers ago spoke about the noise issue, and I know you've assessed five different barrier options. But I fear we're going to turn into Ford Road in Canton, right in the middle of our residential area.</p> <p>So, I would strongly vote for a no-build alternative—meaning, leave it as it is. Yes, you can improve the quality of the road and resurface it, but I don't see the need for the boulevard south of 11 Mile.</p>	<p>George Maxton</p>
---------------------------------	---	----------------------

	Thank you for your time.	
--	--------------------------	--

Spoken at public hearing	<p>My name is Carol Witamborski.</p> <p>I live on Beck Road across from Mayberry. And when we bought our house in 1980, we checked with the township, and they said we have no plans of widening Beck. So, we said, okay, we'll buy the house. But what I really want to talk about now is alternatives. The development that's happening is west of Beck Road. I don't know what development is planned so much for Wixom, but they're in better shape because there's not only an exit at Beck, but there's an exit at Wixom, and then I don't know what's beyond that.</p> <p>But when people are -- let me back up. When people are commuting between home and work or going to the hospital or whatever, they want to get there as quickly as possible. That means taking the expressway, and that means getting off at the last exit possible.</p> <p>And again, I'll go back to Wixom. Wixom has Wixom Road, and I -- there might be something beyond that. So, if there's future development, it's likely to be west -- the west part of Wixom, and maybe another exit is needed there.</p> <p>Other big developments are happening in South Lyon. Now, what alternatives do they have? They're probably going to come up M-14, which, well, not now because it's going to take two years to finish that project. If we have all this money available, I'd like to see them shorten the M-14 project.</p> <p>But aside from that, they can't take Sheldon because Northville closed its streets, so they can't take that. Beck is the only one.</p> <p>The next exit is Gotfredson, and if you get off of that, you end up on some really squirrely roads and dirt roads. I'd like to see some exits between Beck and Gotfredson, maybe at Joy Road, maybe put one in at Napier.</p> <p>A lot of those north-south roads that are dirt roads right now are not appreciated by the people who live on them because they're full of ruts and dust. I know how that is because we were on Beck when it was a dirt road.</p> <p>So, I would propose that we add some more exits that would service the areas that are going to be developed that are further west where people can get home quicker if there's exits to get off at and if there's paved roads going north and south other than Beck. I can't see all of the development in South Lyon getting north and south on Beck Road. It's just not going to work.</p>	Carol Witanborski
--------------------------	--	-------------------

Spoken at public hearing	<p>My name is John Whalen. I live north of 9 Mile on Beck Road on the west side, and we've been there since 1997. And it's been a lot of development that's happened since 1997, being that the properties behind us turned into Berkshire and that's a massive subdivision. There was a field when we were there. And there was a wetland north of us, and a state builder somehow or another got approval to bring tons of dirt into that wetland and fill the pond up and build a pretty extensive house, which Mark is here. He's our neighbor. I like him. He's a great guy. But now our backyard is a pond because they built those houses up like three feet, and he was talking about how they were going to preserve the wetlands and everything like that. They didn't consider anything, and I complained to Novi at the time, and Novi did nothing. They must have a big influence on the city council or something.</p> <p>Anywhere -- anyways, I think there's uncaring planners. You know, they want to make Beck Road a five-lane highway with a left turn lane or a median, and then they want to have a big median between the road, and then they're going to put an eight-foot sidewalk in. So, what this is going to do -- you know, my property goes right to the middle of Beck Road. Right now, Beck Road is taking up 23 feet in the front of our house, so technically it's my property that they cut into for eminent domain of whatever. Now they're talking about making the width of this project 120 feet. That's going to cut an additional 74 feet off of each side of the road, and that's going to take another 37 feet off of my house. I just had a \$67,000 stamped driveway put in my house, and they're going to take 37 feet of that stamped driveway and cut right into my parking pad. They're going to take out a garden that my wife and I have been nurturing since 1997, a 100-year-old tree, all kinds of lilies and that that are growing on the side of our house.</p> <p>And even saying that they're not going to do anything about the noise level, that's ridiculous. I mean, come on. We hear so much noise right now, and we're 80 feet from the road, and they're going to take another 37 feet and say they don't need anything for cutting the noise? That's ridiculous.</p> <p>Anyways, I'm just going over my notes. Make sure I got everything. And then, oh yeah, to add insult to injury, I was at the last meeting, and I talked with the Novi representative, and I said, who has to pay for the sidewalk that goes in front of your house? And he told me that, oh, the city of Novi requires that the homeowner pays for the sidewalk. So, they're going to give me some rink-a-dink amount of money for my property, because of this eminent domain, and then they're going to make me pay for this eight-foot sidewalk, which I would imagine that's going to cost more than the land. So, that's ridiculous.</p> <p>They're also -- they're going to make a five-lane highway that's going to bottleneck. Right now, they have it stopping at 9 Mile. I think that's a ploy. Originally, they had it down to 8 Mile, but they knew there was all kinds of problems with going down to 8 Mile. So, they made it to 9 Mile so they could try and make this eminent domain concept sink into people, and they have to feel like, oh, we've got to do the rest of this project, because we have a five-lane up to 9 Mile, and it's causing all kinds of bottlenecks and traffic jams. So, I think they made it to 9 Mile so there's less hassle. Then they're going to hit us again and want to go from 9 Mile to 8 Mile, and then they're going to hit the people from Northville, which Northville only wanted it to go to three lanes. That was the maximum Northville was gonna go.</p>	John Whalen
--------------------------	--	-------------

	<p>I would agree to possibly a three-lane idea, you know, two lanes and a left-turn lane, but not a 120-foot-wide project because it's going to take half of my front yard. I bought that house because it was in a quiet residential area, and it's going to be a nightmare. It'll be a five-lane nightmare that's going to bottleneck. It's not -- eminent domain applies when it benefits every citizen. A bottleneck at 9 Mile is not going to benefit every citizen. That's baloney. You know, so I don't know if that's why they're taking the property, but my wife and I are 100 percent against this project. It's ridiculous. The planning of it is absurd. The studies they did were rigged. I mean, how can the road be a five-lane with two sidewalks, and it not increase the noise in front of my house? You know, I mean, those studies are a lie. That's ridiculous. That's totally absurd.</p>	
--	--	--

Anyways, that's basically it. I just wanted to get that off my mind.

Spoken at public hearing	<p>Thank you. Some of the comments you heard before, so I'll be brief. I'm Jim Firlit. I live in the condominium complex at 10 and a half and Beck, Briarwood of Novi. I'm here representing the association.</p> <p>Widening Beck Road in that particular area, as you're going north on Beck Road and you take a look at the condos there, there's like a 10-foot berm that these condos sit on. And there are several of them that have backyards to it as well as in the front yard. If you begin to take some of that Beck Road width away, you're going to need some sort of substantial retaining wall or something that's severely going to impact three of the units. So, from that standpoint, I think it's really hurtful to those three co-owners who have those particular units.</p> <p>I'll just re-echo the comment that since no one is participating from 9 Mile to 6 Mile in widening the road as a thoroughfare, frankly, you're just moving the bottleneck from one area to another. And then if anybody—obviously everybody here knows Beck Road from roughly 10 Mile—actually from 11 Mile to 6 Mile, it's primarily residential. There are people's driveways that come off of Beck Road. If you widen it and create like a four-lane or a five-lane highway for people to actually come out of their driveways onto Beck Road, I frankly don't think this is going to improve safety. I think we could be prone to more accidents.</p> <p>Finally, the last thing I'll say, and a few other people have echoed it, is that I think a better alternative might be to only consider widening Beck Road in the commercial corridors. I think, frankly, from 11 Mile all the way down to 6 Mile ought to be just left alone because it's primarily residential in its housing. But north of 11 Mile, as we get more commercial, we have the hospital, and north into Wixom. I can't really speak for Wixom, but there are more businesses and things of that nature that might benefit from the widening.</p> <p>So, those are my comments. I would not endorse doing any widening of Beck Road south of 11 Mile. Thank you.</p>	Jim Firlit
--------------------------	---	------------

Spoken at public hearing	<p>Hello, yes. My name is Daniel Huyck. I'm here representing Broadmoor Park HOA off of 10 Mile and Beck. I fully adopt all the statements that came before. I'd just like to add a couple other things.</p> <p>One is, one of the drivers behind this they mentioned was traffic, volume of traffic. I guess the question I would ask is, is this being tied in with other projects occurring in the area? For example, putting in an overpass over 96 on Taft—would that alleviate some of that traffic? Would that take away some of the need for this project? Because right now there are only two main thoroughfares over 96, obviously. It's either Novi or Beck. So, finding a way to alleviate some of that commercial traffic off of the area here, especially in that area.</p> <p>Also, I noticed they talked about noise with the expanding Beck. But what other mitigation actions are being taken by the community, such as limiting the amount of jake brakes being used by the semis, limiting the number of axles on the roadway, weight limits, stuff like that, to help especially south of 11 Mile in the more residential areas? Because I know I've lived there now for about 12 years, and the truck traffic has increased exponentially since I've been there.</p> <p>And then I know in other communities I've lived in, when they've done this type of thing, they've offered stipends for homeowners for sound deadening, like putting in sound deadening windows or putting in additional insulation in their homes to help remediate some of that additional noise that's going to come. Because, as someone here mentioned, the more you expand Beck, the more it's going to become seen as a shortcut down from 14 up. When you look on the GPS, Waze is going to take you right through Beck Road because it's one of the only roads that goes through directly like that.</p> <p>The last thing I wanted to mention is, what about pedestrian overpasses? I don't want to see Beck end up like what happened in Wixom over the past couple months where that one child was hit by a car going over a boulevard. So, what kind of safety precautions—pedestrian overpasses, walkways, and those types of things—are being put in place and considered for this? Because I know I live right off 10 and Beck, and every 17 days on average there's an accident. There's some kind of accident that occurs on that roadway.</p> <p>And lastly, as a boulevard, you're restricting left turns into certain areas. You have to go past and come back around again. That's going to increase traffic going into those homeowners, so subs on other side streets. For example, for us, we lose access to two of the entries for Broadmoor. Now they have to enter Broadmoor on 10 Mile. What kind of consideration is being done for that and what kind of co-planning is happening? Because you're going to see increased traffic patterns on those county streets.</p> <p>So, that's all I have. Thank you.</p>	Daniel Huyck
--------------------------	--	--------------

Spoken at public hearing	<p>All right, so I'm a resident of Novi and I've lived in Novi for the last 22 years. I've lived on Beck Road north of 10 Mile for the last 11 years. I strongly oppose the construction primarily for safety reasons and [indiscernible].</p> <p>I have three children and, as you all know, there was an accident in front of [indiscernible] school last year where a kid had to be taken to Providence Hospital. I don't want any of that happening on Beck where we live.</p> <p>Secondly, as a number of speakers have already commented, this construction will terminate at 9 Mile. What will happen with all of the traffic hitting 9 Mile? There is nowhere to go. 9 Mile is a very slow street, and then traffic will hit 1 Mile Road down south. I feel like this is a precursor to extend it farther down south, connect to M-14, and bring even more traffic.</p> <p>So, for all of those reasons, I don't really agree with the proposal they're making. One of the comments made in the Novi public hearing was that we are leaving federal money on the table, and I don't think that should be the reason to build the road where there is no need to bring additional traffic here.</p> <p>Thank you.</p>	Sergei Martynenko
Spoken at public hearing	<p>I represent the seniors. If you don't want me to represent you, that's okay. I'm from Wixom, and I'm for the improvement of Beck Road north of I-96 to the dead end at Potter, mainly because of the railroad tracks. I see that's on the agenda.</p> <p>Everything that everybody said for Novi is excellent, and I want to leave it that way. But I want that railroad track at Beck and south of Pontiac Trail improved like they did — I can't remember the name of the street — over on West Road, I think it is, where it goes over the railroad track. They were thinking ahead. Somebody at Wixom didn't think ahead.</p> <p>So, let's move forward. That's all I really want. Thank you for your time.</p>	John Simser

Spoken at public hearing	<p>Good evening. Good evening. Can you hear me?</p> <p>Okay. I live in Broadmoor Park, 10 Mile and Beck. My home -- basically, the back of my home faces Beck. I've lived there since 2003. When I first bought the house, we could have family get-togethers. We could sit on our deck, and it was peaceful. We had noise because Beck was still a thoroughfare. But each year, more people moved in. So, I understood more traveling, more traffic. But now, they -- no longer do you see police officers policing the streets, making sure the speed limits are obeyed. I see the trucks driving by 60 and 65 miles an hour sometimes, at all times of the night. People used to walk up and down Beck. I'd see them on my way to work in the morning or coming home at night, walking down Beck. Kids no longer can go there because the traffic is too fast. It's too dangerous.</p> <p>They talk about this, they want to widen Beck. There's nothing you can do about the noise. There's no type of thing any engineer can tell us about the noise. I went to one of these meetings in Novi they had a couple years ago. One of the engineers who was doing it was telling me, well, you know, it won't be as bad because of noise dispersion. That's not true. Any study will also show loud noises also impact the quality of life.</p> <p>This -- we're talking about neighborhoods, community neighborhoods. People are going to be driving down these things at high speeds. That's going to cause problems as far as safety down the road. So, if somebody gets hit, God forbid, they'll be crying, you know, prayers and thoughts and wishes for you. But that's all they'll give.</p> <p>I'm saying that we must, all of us, we need to take a stand against them widening this road. Because it's not for the community. It's for people passing through. We actually live there. This is our lives. These are our families, our people. This is not somebody just passing through because it's a shortcut to go somewhere else. It's up to us to do this because the cities, quite frankly, I don't think they care. They want to push this through, tell us about a couple different plans. It's us pushing against them. By whatever means necessary, we have to push back. Because we can't sit back and let people just push. We can't let the road commission or whoever push this through. We have our families we have to worry about. We have our lives we have to pay attention to. That's basically what I want to say.</p>	Ted Nobles
--------------------------	--	------------

Spoken at public hearing	<p>Good evening, everybody. My name is Naveed Ahmed. Before we moved to Novi, we used to live in Troy. We didn't have any kids at that time. So, when we wanted to start a family, we wanted a place where the kids can go outside the way I grew up, where my parents never cared where I was. I wanted to raise my kids like that. So, due to our financial situation, we found a house in Novi. But my biggest concern was if I moved to Novi, is that Novi is going to become like Troy.</p> <p>If you go back and look at Troy, the prices are very high. It doesn't matter where you live. As soon as you come out of the subdivision, there are major roadways, you know, a lot of traffic. So, it was a very hard decision for us to move from Troy to Novi.</p> <p>And another thing, as an engineer, I did all the due diligence checks. I went to the city of Novi and asked, what are the plans for Beck Road? One of the gentlemen at that time, he said, it stuck in my mind, that whole area is residential. They are not going to build any strip malls within the area, for miles around that area. I thought I never heard of that, so we decided to buy a house.</p> <p>As time has gone, the Beck Road has become so bad. And the people who live where the backyard faces the Beck Road might have experienced the same thing what we are experiencing. When we used to live in Troy, I used to keep an alarm to get up in the morning to go to work. But from the last 15 years, I don't need an alarm. Because at 6 o'clock, there is so much noise. I don't need an alarm because the whole upstairs shakes. I mean so much of noise. As a slow sleeper, I get up at least, even today, a couple of times because of the trucks moving.</p> <p>So, most of the people, we talked about quality of life. The reason we moved is for quality of life. Now if you tried -- it doesn't matter what the studies have done. If someone pays me money, I will make it look like that, you know, it's a good idea to do it. You know, it's money talks.</p> <p>So, I still don't understand, by increasing the Beck Road wide to four or five miles, who is benefiting? You know, I was thinking about this. Who is benefiting? The people who is benefiting is not the people in the neighborhood. It's not the traffic. The people who will be benefiting is the companies where their product will be going from 14 Mile to Wixom. So, basically, this is not a decision for the -- you know, the individual. It is for the business.</p> <p>So, I don't see any reason why we should do that. Because that whole area is -- like many people said, the whole area is residential. You know, there are hundreds of thousands of people who live here and we like to raise our family. And if you do that, what is the quality of life? Some of the people like me, we came to America for a good quality of life. Looking at this, it's as good as living in a third world country here.</p> <p>So, I strongly recommend for the committee, especially to Novi officials, consider the people. Not look at the business aspect. Not look at what other people are saying. You know, we are the people who are paying the taxes. We are the people who live there. Of course, business people also pay the taxes. But the majority of the people are citizens here. So please, as Novi officials, please follow what Northville is asking to do for their neighbors.</p>	Naveed Ahmed
--------------------------	--	--------------

	So, that's all I have. Thank you very much.	
--	---	--

Spoken at public hearing	<p>Good evening. My name is Ann Miller. I live in a neighborhood between 11 Mile and 10 Mile off of Beck Road. Thank you for the opportunity.</p> <p>Also, I want to say that I agree 100 percent with everything that everyone has stated, so I won't take up time reiterating that.</p> <p>One of the points I want to make is this is 100 percent residential area between 11 Mile and 6 Mile. I agree with the project of Wixom. I agree with it up to 11 Mile because you have stores, you have schools, you have a hospital, you have a senior complex. You have everything north of 11 Mile is commercial. Everything south of 11 Mile is people's homes and yards. Eminent domain is going to ruin this for so many people. The traffic, the noise, the space that is taken away from people's homes and families — it's — it's — to me, that's an abomination.</p> <p>To go for five lanes, I don't think it's necessary. If they want to make it four lanes with a boulevard and put in pretty trees and flowers — to me, that's putting lipstick on a pig. And I'm sorry to be blunt, but that's how I feel. I think that reengineering of the area between 11 Mile and obviously Northville had the — any way not to go through with it. Reengineering by putting in a dedicated left-hand turn lane and making it three lanes, I would agree with that.</p> <p>There are many older neighborhoods, people that live on the road in areas where there are no turn-offs. If you're driving down Beck Road and you're doing 45 miles an hour and you have to turn into a subdivision, there's no right-hand turn lane for you to turn onto to get in. So, you've got semi-trucks and cars and cement trucks behind you — 45 miles an hour. You have to slam on your brakes in order to make the turn. Everybody behind you has to slam on their brakes because there is no right-hand turn to get into a sub or a neighborhood.</p> <p>So, that would be my alternative: would be to make it three lanes with a dedicated left and engineer right-hand turn lanes to get into these areas.</p> <p>I'm just feeling like this is going to destroy a lot for a lot of people personally and also housing values. People have beautiful yards, front yards, and back yards. And I don't know where they're going to get the space for this without devaluing people's property.</p> <p>Thank you for the opportunity.</p>	Ann Miller
--------------------------	--	------------

Spoken at public hearing	<p>Hi, my name is Kathy Kennedy. I think I'm the only person here who does not live on the south side of Beck Road. I live up at Beck and West Road in the industrial warehouse area. There are three lanes in front of my house now — a dedicated center lane and two other lanes. Sometimes it takes me 10 to 15 minutes just to get out of my driveway. It's ridiculous.</p> <p>I've been here since 1985. When I moved out here, Beck Road had just been paved the year before and it was a two-lane road. Everything around me was vacant land. My house is like an 1830s house, with tons and tons of vacant land behind it. There used to be a sheep farm across the street — that's been developed now. It's not what I expected. When we moved out here, it was residential. Now it's mostly warehouse commercial.</p> <p>My main concern is the noise and the extra time it's going to take me to get out of my driveway if I have to cross two lanes instead of one. I don't think they need five lanes in front of my house. They also need to enforce the speed limits. Maybe putting a traffic light halfway between 96 and Pontiac Trail would help create breaks in traffic so I can get out.</p> <p>Thank you.</p>	Kathy Kennedy
Spoken at public hearing	<p>My name is Hwa Kim. I live in 9 and a half mile and Beck Road. When we moved here 22 years ago, Novi was a very quiet city, and then you notice the school system is really good. And lately it's even better than West Bloomfield. So, that's the way it grew up very comfortably and then very good city. And all of a sudden this project came out. But we heard it last summer, we went there, and then everybody heard it. They spoke their opinion. But today when I heard that also Northville, at that time it didn't — but Northville came together, and then they rejected it.</p> <p>I think this is the time all of Novi has come together, has to stop it. Because if you extend the lane, trucks and people are going to drive more than 40 miles. Some people might drive 60 miles. It could be almost freeway, very dangerous. And to stop this kind of accident and then all those danger, we really have to stop this by coming together all the Novi citizens. That's why — that's what I'm thinking. Thank you very much.</p>	Hwa Kim

<p>Spoken at public hearing</p>	<p>I sent this in, but based on what I heard, I'd like to read it if you don't mind. Let me get my glasses. I live in Northville, south of 8 Mile on Beck Road. And I think we set the record, we've been there for 45 years. When we moved in, it was gravel with very little traffic. There used to be, on Sunday, there would be a big old John Deere tractor that would chug up and down. And horses from Mayberry used to walk up and down. That's the type of neighborhood we wanted to move into.</p> <p>And I'd also like to pretty much echo just about everything that's been said, and here's what I had written: We would not like to see Beck widen to five lanes with multi-use pathways between Pontiac Trail and 9 Mile.</p> <p>Now, from what I've heard, going from Grand River North makes sense because that's business community. And I agree that going south does not. And by the way, being from Northville, I know I'm not from Wixom, but it's obvious that if Wixom does this with a five-lane corridor with pathways, it's going to put tremendous pressure on Northville. And Northville does not want to supply Wixom with all this traffic. So, you know, that's why I wrote this.</p> <p>The area in Northville is not interested in providing a corridor for traffic to Wixom. That was the other thing that kind of upset me, is Wixom is using this word corridor sometimes. This is a residential area, and I don't like the road I live on being called a corridor.</p> <p>The effect on wildlife and home prices in that area would be huge. In this presentation, there was supposedly going to be a finding of no significant impact on the environment. That seems absurd. And there was something about in one case where there was going to be some impact that they would buy some credits. That seems to be a scam.</p> <p>But I said, and the worst part, concerning any support of multi-use pathways, which would take even more land, the degree of support probably depends on who's giving up the land and their privacy. And if people wanted these pathways, perhaps they should have moved to the type of area that already had them. To try to retrofit this huge highway with additional pathways in an existing residential area doesn't seem to make sense. You can do it out west where they're — you know, where you're developing. But now I'm hearing also, we have a lot of frontage on Beck, I gotta pay for the sidewalk. That would be quite a burden.</p> <p>And the other thing that occurred to me I did not see mentioned, if we widened Beck, then that's going to attract more traffic. People who are now using those other ways to get down south to work and back are going to start getting off at the Beck exit and using Beck. And after a year, we may be right back where we started with huge traffic because what it will do is take traffic that's outside of Beck now and attract more.</p> <p>Let's see, I think that was about it. I do think expanding it to three lanes probably is what should be done south of Grand River. I mean, that I can see being done. But the five lanes with the boulevard, which is just as wide, and the additional ones, that's almost like a freeway. Freeways don't unite communities, they divide them. And that would just change the whole character of it.</p>	<p>Carl Jepson</p>
---------------------------------	---	--------------------

	<p>And then as far as the saying Beck to the future is concerned, our future is already here. As a Northville resident, it's called Northville Township. And we would not like to see Beck Road eventually turned into a corridor, which would almost be like a freeway. So, that's my feeling, and I echoed most of it. Thank you.</p>	
Spoken at public hearing (in private)	<p>My concern — first of all I love the idea of having a traffic bridge over that railroad. It is going to really be an asset for the businesses and the people who use Beck Road. Whoever — what happens when all the traffic hits Pontiac Trail, which already has traffic backed up, especially going westbound. And in Wixom, you have a train that can't be gone over the way, and so you'll get backups of a mile or more because of the train in Wixom. And it sometimes is right at 5 o'clock rush hour. So, you now dump all that traffic on Beck Road and it's gonna turn to be west and be standing in a line that goes all the way back to 96. They haven't thought of that. When you dump it off on Pontiac Trail, I mean, somebody said it was gonna be in place of Potter. I didn't see that on the map. And Potter, I understand they can't get the land.</p> <p>So, that's my major concern, what happens to all the traffic that hits Pontiac Trail when Pontiac Trail can't handle it. I don't think it can, especially at rush hour.</p>	Ms. Korleski

<p>Spoken at public hearing (in private)</p>	<p>Okay. First, I want -- when we moved here the land was vacant behind us. It was developed. We caught them draining wetlands. We called out the news. The news filmed it. And they were illegally draining wetlands. They got a slap on the wrist, and didn't have to do anything about it. And I'm afraid that the same thing might happen with this. There are a couple ponds, and there's one right past my house that's pretty close to the road.</p> <p>Next, I think a railroad track over the bridge is a great idea. I'm concerned about the fact --</p> <p>COURT REPORTER: You mean, a bridge over the railroad track?</p> <p>MS. KENNEDY: Yeah, they were talking about a car bridge over the railroad track between Pontiac Trail and West Road because that's a horrible -- when trains stop there, they park there, and it backs up traffic in front of my house. And I'm like three-quarters of a mile from it.</p> <p>I'm also concerned with how far -- how much of my property they're gonna take. They took some 15/20 years ago and they tore out all our pines in front. They paid for us to have them replaced, which was nice. But now, they're going to have to take out that row, and my front yard is going to be even smaller. Plus, I've planted -- been planting out there for years and years, which is all gonna be gone.</p> <p>What else? The lighting. I'm concerned about lighting on the road. Already we have lights come -- our house is light at night with all the lights off just because of surrounding lightings. So, I'm concerned about them adding extra lighting on the road because of that.</p> <p>Noise is also a concern of course. My house is probably 150 feet off the road and it's already really loud. It's an old house with thin windows and probably no insulation in the walls. We used to be able to sit in the front yard. Can't even do that anymore.</p> <p>That might've been it. Concerned about stuff like, you know, my mailbox, the planting. I have a circular driveway. I'm often -- I get people going through the driveway to do turnarounds when a train is stopped and stuff like that. I'm concerned with more people on the roads. I've already got three lanes in front of the house. I'm worried five is going to make it even harder to get out of my driveway.</p> <p>So, that I think was the couple things that I had missed when I was -- I don't think just spending the money or lose it is a good reason to widen the road. I don't -- from what I was hearing, no one thinks that's good. And I was hearing a lot of the -- there's no residential, and I am residential. I may be the last one. I've been there almost 40 years now, and I would like to stay there until I die.</p> <p>So, and I don't want to have to pay for a sidewalk. If they want to put one in, that's up to them, but I'm not gonna pay for one. That's ridiculous.</p> <p>I guess that was it then. I feel like they're gonna put it in no matter the people want, but I just felt, get the voice out, maybe something will happen.</p>	<p>Kathy Kennedy</p>
--	--	----------------------

	All right. Thanks.	
Website comment	Instead of focusing on center median with beauty of trees and flowers which always makes a project take longer how about focusing on the fuction of use and just making the road wider with the lanes needed for traffic.	Paula Goward
Website comment	I would hope that an "under the railroad track" improvement is part of the plans. The rail companies find it cheaper to pay fines than adhere to the rules of not blocking the roadway. This makes it difficult for residents in the area with the switching station being between Beck and the Wixom Pontiac Trail intersection.	Linda Watzke
Website comment	I'm in favor of the project	Glenn Caldwell
Website comment	<p>1) A widening of Beck Road (at least north of 96) will be beneficial.</p> <p>2) It's important to maintain or add the presence of sidewalk as part of this project. Walkable and bikeable cities are places people want to live.</p> <p>3) The railroad crossing between West and Pontiac Trail is currently *real rough* to drive over. It may damage some cars for unsuspecting non-citizens who drive through. I hope people tabulating these response and making decisions have personally driven that. I know an over-pass (eliminating railroad crossing) would be a significant added expense, and I'm not for the people paying that extra expense. Pleas just include ripping up and fixing the bumpiness of driving over the railway on Beck Road similar to that on Wixom Road between West and Pontiac Trail - that one is benchmark smooth.</p> <p>4) I'm concerned about the duration of construction. I realize more hardy materials or methodology will be more expensive. Please consider constructing with high quality to increase the expected duration prior to needing more roadwork & construction closures. Please also coordinate such that Wixom Road and freeway on/off ramps are available for the duration of Beck Road construction.</p> <p>Footnote) Come on now, the survey says "LINK TO MAP HERE" and it's not functioning as a link to the map. You've got to do better and make it easy for the public to engage and provide input.</p>	Keith Okimura
Website comment	At the very least, please fix Beck road at the railroad crossing north of West Road. The northbound lanes crossing the tracks are very rough and everyone has to slow down to a crawl to cross them safely.	Ron Stritzinger
Website comment	This project needed to be done years ago. Beck road is a main corridor that is way too small to handle the traffic in the area. I have lived in Wixom for over 20 years and this project should be considered the highest priority. It is very concerning the delays that happen with	unknown

	<p>the railroad tracks that stop traffic for sometimes 15-20 minutes. If there were an emergency, those minutes could be the difference between life and death. Also, the road is crumbling and drainage needs to be updated.</p> <p>The widening of Beck road would be a huge impact on businesses along Beck road and reduce traffic incidents, especially the cross roads or West & Beck roads.</p>	
Website comment	It is needed because traffic.	unknown
Website comment	Beck Road Widening in Wixom would be a great thing for the community.	unknown

Hearing
05/14/2025

1 STATE OF MICHIGAN
2 COMMUNITY DEVELOPMENT/BUILDING DIVISION
3 CITIES OF NOVI AND WIXOM
4

5 In Re: Beck Road Corridor Improvement Project
6 Environmental Assessment
7 _____/

8

9 PUBLIC HEARING

10 Called for on the 14th day of May 2025, at Wixom City
11 Hall, 49045 Pontiac Trail, Wixom, Michigan 48393,
12 commencing at 5:19 PM
13

14 Presentation By:

15 Mark Koskinen, AECOM
16 Nick Van Woert, AECOM
17

18 Facilitator:

19 Monica Monsma, MDOT Public Hearings Officer
20

21 Reported By:

22 Jessica R. Brown, CER - 7230
23 Certified Electronic Reporter
24
25



TABLE OF CONTENTS

1
2 WITNESSES:
3 (None)

15 EXHIBITS:
16 (None)

PAGE

Page 3

1 Wixom, Michigan
2 Wednesday, May 14, 2025 - 5:19 PM
3 * * *
4 MS. MONSMA: All right, well good evening. My
5 name is Monica Monsma, I'm from the Michigan Department
6 of Transportation and I'll be facilitating this evening.
7 And I'd like to call this public hearing to order. This
8 is the public comment portion for the Beck Road Corridor
9 Improvement Project's Environmental Assessment. This
10 hearing is being conducted in accordance with the Federal
11 Highway Administration and MDOT's Public Involvement
12 Hearing Procedures.
13 Before we begin, I would like to express my
14 appreciation to the Wixom City Hall staff for their help
15 in providing this location and technical support for this
16 public hearing. Thank you. Thank you as well to the
17 staff and officials from the City of Novi, which is
18 located within the project area, as well as Oakland
19 County and Michigan legislators.
20 This hearing provides an opportunity for the
21 public to submit comments for the record on the
22 environmental assessment. The cities announced this
23 hearing on April 29th, 2025, and also placed the
24 announcement on the Beck to the Future website and shared
25 it on social media as well. A legal notice appeared in

1 the Oakland Press and the Detroit Free Press.
2 To enable the cities to review and consider
3 your comments, everything that is said here this evening
4 will be recorded and transcribed into a hearing
5 transcript. Doing the recording this evening is Jessica
6 Brown, a certified court reporter.
7 This hearing is being conducted using a
8 combination of open forum and open mic styles. The first
9 portion of this evening provided you with an opportunity
10 to view the boards and speak one-on-one with team members
11 to maybe get any questions answered or to provide some
12 verbal comments. Now we are in the formal portion of
13 today's hearing, which will begin after a presentation.
14 I want to let you know this is not a Q&A. We
15 will invite you up here to this microphone to make public
16 comments. All audience members who wish to speak are
17 asked to complete a speaker identification card, and then
18 we will call on you as they are turned in. We have a few
19 staff in the room who can bring them to you, so simply
20 raise your hand and we will get you a speaker
21 identification card. Again, simply raise your hand now
22 or any time during the presentation and we will get you a
23 slip.
24 As I mentioned, all the comments will be
25 transcribed by the court reporter, and we appreciate your

Page 5

1 assistance and patience during this process. It is
2 really important that we hear from all who wish to
3 comment, whether publicly or privately. If you prefer to
4 make a statement in private, the court reporter is
5 available after the public comment period to take your
6 comments following the hearing in this room. So, you can
7 just stay in this room and approach the court reporter,
8 and she can also take your comment privately.
9 In addition to the verbal comments, you may
10 complete a comment form, which we have on the two tables,
11 and give it to a staff person or drop it in the comment
12 box. And if you need any assistance, please let any of
13 us know. And if you need more time to consider your
14 comment, you can take the form, you can take that paper
15 home and either email it or mail it back in to us. And
16 comments can also be made online at Beck to the Future.
17 All comments need to be postmarked or dated
18 electronically by May 28th, 2025, to be included in the
19 official transcript.
20 We are here today to listen. Team members will
21 do their best to clarify information, if necessary, but
22 in general, comments and questions will be answered later
23 in a final document. Following this hearing, the cities
24 and MDOT will note and review all comments and concerns
25 raised along with all the comments received during the

1 comment period. Then we will draft written responses and
2 include them in a final environmental document, which
3 will be provided to the Federal Highway Administration
4 for their review and consideration in issuing a final
5 decision document.

6 Now we will begin with a PowerPoint
7 presentation to give you some additional background
8 information on the Preferred Alternative and the
9 Environmental Review Process. Presenting here tonight
10 are Mark Koskinen and Nick Van Woert from AECOM, who are
11 the cities' consultant partners on the project.

12 MR. KOSKINEN: All right, thanks, Monica.

13 Like Monica said, my name is Mark Koskinen.
14 I'm the engineering lead for the project. Presenting
15 with me is Nick Van Woert, who led the environmental
16 assessment for the last two years. Our firm has been
17 supporting the cities of Novi and Wixom on this project.
18 Nick and I are going to give a short presentation about
19 the project and focus on the environmental assessment.

20 All right. The cities of Novi and Wixom, in
21 cooperation with the Michigan Department of
22 Transportation and FHWA, are proposing the Beck Road
23 Corridor Improvements Project to enhance and widen the
24 5.3-mile section of Beck Road in Oakland County,
25 Michigan.

1 Beck is a minor arterial road connecting
2 communities in Oakland and Wayne Counties with major
3 trunklines such as I-96, M-14, and US-12. The limits of
4 the proposed project extend from approximately 580 feet
5 south of 9 Mile Road in Novi to Pontiac Trail in Wixom.

6 Based on preliminary studies and public comment
7 received during earlier engagement activities, the
8 purpose of the proposed improvements to Beck Road is to
9 reduce heavy congestion, improve traffic flow to reduce
10 delays, enhance safety for all users, and reduce the rate
11 of crash incidents in the area. On a broader scale, the
12 proposed project would enhance mobility in the rapidly
13 growing communities of Novi and Wixom.

14 As a primarily two-lane and three-lane arterial
15 road, peak traffic volumes on the segment of Beck Road
16 range from 282 to 2,084 vehicles per hour. Beck is
17 unable to accommodate the high level of traffic, and with
18 increasing residential and commercial growth, Beck Road
19 will not meet the area's future capacity needs for
20 transportation.

21 In addition to traffic congestion, segments of
22 the road have poor pavement condition, safety issues,
23 segmented sidewalks and paths, and undefined or hidden
24 driveway access. Therefore, the project aims to address
25 the following needs: Insufficient operational capacity.

1 The peak hour traffic along Beck Road ranges from 282 to
2 over 2,000 vehicles per hour, which already exceeds the
3 roadway's capacity. The current lane configuration
4 cannot handle the volume, leading to suboptimal levels of
5 service during peak hours. Several intersections are
6 already performing poorly, and traffic conditions are
7 expected to worsen by 2045 due to regional growth in
8 population and employment.

9 From 2018 to 2022, intersections and segments
10 along Beck Road saw high crash activity, with several
11 locations reporting over 100 crashes. While no
12 fatalities occurred, there were 14 severe crashes across
13 the corridor during the five-year period. Rear-end
14 collisions were the most common type of crash, largely
15 due to traffic congestion and backups. Enhancing traffic
16 flow and roadway capacity could significantly reduce
17 rear-end crashes and improve overall safety.

18 Infrastructure condition. The majority of the
19 pavement along the corridor is in poor condition,
20 requiring more than surface-level repairs to address
21 safety and performance concerns. Poor pavement condition
22 contributes to a degraded driving experience and creates
23 potential hazards for all road users.

24 Aesthetic conditions. Given the proximity to
25 residential areas, parks, and a hospital, minimizing

1 visual and physical disruptions is essential during
2 project implementation. Incorporating trees and
3 landscaping will enhance visual appeal, support
4 environmental health, and foster a strong community
5 identity.

6 Incomplete multi-modal network. There are
7 large gaps in pedestrian and bicycle infrastructure along
8 the corridor, especially between 9 Mile and Grand River.
9 These gaps reduce safety and limit accessibility for non-
10 motorized users. The recent SMART bus expansion
11 increases the urgency for continuous pedestrian
12 infrastructure.

13 Considerations of a no-build alternative is
14 required of the environmental study process and is
15 provided as a basis of comparison for build alternatives.
16 The no-build alternative would maintain the existing
17 roadway, existing operational conditions along Beck Road
18 and would rely on routine maintenance and pavement
19 rehabilitation to keep the roadway operational. However,
20 the no-build alternative fails to address the key safety
21 and congestion issues and did not align with the
22 project's purpose or needs, which overlooks pedestrian
23 and bicycle connectivity and is projected to worsen
24 traffic flow into the future.

25 In addition to a no-build alternative, two

1 alternatives were initially considered: A five-lane
2 roadway and a four-lane boulevard. The five-lane
3 alternative would expand the current two- to three-lane
4 roadway to accommodate five lanes with two lanes in each
5 direction and a dedicated center left-turn lane
6 throughout the study corridor, except between Grand River
7 and 12 Mile, which is already a five-lane section. This
8 alternative would improve traffic flow and safety by
9 adding lanes and a center left-turn lane to accommodate
10 growing commercial traffic and reduce rear-end
11 collisions. However, it may introduce new safety risk-
12 based challenges integrating pedestrians and bicycle
13 facilities and require significant impact to adjacent
14 properties.

15 The four-lane boulevard would expand the
16 existing two-lane and three-lane roadway to accommodate
17 four lanes with two lanes in each direction, supplemented
18 by a median throughout the study corridor with periodic
19 turnarounds. This alternative improves traffic flow and
20 safety by adding two lanes and a median, which also
21 enhances aesthetics. This alternative is the safest of
22 all alternatives, however, it would limit commercial
23 vehicle maneuverability.

24 Both of these alternatives would include a
25 bridge over the railroad crossing north of West Road and

1 a roundabout at the 11 Mile intersection.

2 As the study progressed, it became evident that
3 adjacent land use differs significantly between the south
4 end of the project and the north end. While the south
5 end is dominated by suburban residential neighborhoods,
6 and adjacent land use transitions to a more commercial
7 area in the vicinity of I-96 and becomes more industrial
8 further north. Recognizing this difference, a fourth
9 alternative was developed that is essentially a hybrid
10 approach. The use of a four-lane boulevard south of 11
11 Mile, where it is dominated by residential neighborhoods
12 and a five-lane roadway to the north, where commercial
13 and industrial land use is more prominent. It is
14 important to note that this alternative would still
15 include a bridge over the railroad crossing north of West
16 Road and a roundabout at the 11 Mile intersection.

17 In the end, the study directed us to select the
18 hybrid approach as the preferred alternative, combining
19 the five-lane roadway and four-lane boulevard to capture
20 the benefits for both configurations while minimizing
21 negative impacts in specific sections of the corridor.
22 As you can see on the map, a four-lane boulevard south of
23 11 Mile and a five-lane roadway north of there, gapping
24 out the I-96 interchange area. The hybrid alternative
25 reduces congestion and improves traffic flow, while

1 improving safety throughout the corridor for all users,
2 including pedestrians and non-motorized users. This
3 alternative will ease movements for commercial vehicles
4 in areas that need it, and yet provides an opportunity to
5 make it more aesthetically pleasing for the corridor and
6 the residential areas.

7 Now, I'll turn it over to Nick, where he'll
8 talk about some of the environmental components of the
9 project.

10 MR. VAN WOERT: All right, thanks, Mark.
11 I'm going to start out by providing an overview
12 of the National Environmental Policy Act as it relates to
13 this project. The National Environmental Policy Act,
14 also known as NEPA, is a federal law signed in January of
15 1970. It requires the assessment of environmental
16 effects of federally funded projects prior to making
17 decisions. Because the Beck Road project intends to use
18 federal funds, compliance with NEPA is required. The
19 Federal Highway Administration, or FHWA, is the lead
20 federal agency for this project and is the approver of
21 the NEPA document.

22 There are three levels of NEPA studies. The
23 level selected is based on the significance of potential
24 environmental impacts. When significant environmental
25 impacts are certain, an Environmental Impact Statement,

1 or EIS, will be prepared. When a -- when significant
2 environmental impacts are not anticipated, a study
3 referred to as a Categorical Exclusion will be prepared.
4 For this Beck Road project, an Environmental Assessment,
5 or EA for short, was prepared because the significance of
6 environmental impacts was uncertain at the outset of our
7 project planning.

8 At the conclusion of the EA process and the
9 associated technical studies that feed into it, if there
10 are no significant environmental impacts, FHWA will issue
11 a Finding of No Significant Impact, also known as a FONSI
12 for short, the acronym F-O-N-S-I. The FONSI allows the
13 project team to move forward to the next phase of design
14 and construction.

15 Next, I'll briefly touch on a few of the
16 technical aspects that were included in the Environmental
17 Assessment. This is not an exhaustive list, but rather a
18 highlight of a few of the higher profile technical areas
19 that were looked at. This slide focuses on the steps
20 taken for wetlands and watercourses, property impacts,
21 and noise analysis, which are three representative
22 subject areas. For each of the subject areas documented
23 in the EA, the project team first investigated the
24 existing conditions for each resource. When necessary,
25 field investigations by qualified team members evaluated

1 existing conditions. Once these existing conditions were
2 identified, quantified, and shown on engineering
3 drawings, the project team was then able to assess the
4 preliminary, temporary, and permanent impacts of the
5 preferred alternative on these resources. The findings
6 of both the existing conditions and preliminary impact
7 assessment are included in sections of that EA document.

8 Continuing with our three representative
9 subject areas, we'll next discuss anticipated impacts
10 resulting from the preferred alternative. Up to 2.7
11 acres of regulated wetland will be impacted by the
12 preferred alternative. This estimate is likely at the
13 high end, and once we get into the design efforts, we
14 will hopefully be able to lessen that amount.

15 Speaking about property impacts, approximately
16 14.6 acres of right-of-way, which includes both permanent
17 purchases as well as temporary construction easements,
18 are required. The majority of this right-of-way will be
19 required from commercial or industrial properties. Those
20 right-of-way impacts vary from strips just a few feet
21 wide at certain locations up to some areas in the
22 vicinity of the proposed bridge over the railroad. Those
23 impacts could be up to an area of maybe 30 feet wide.

24 Regarding the noise analysis, none of the five
25 possible noise barriers that were evaluated met both the

Page 15

1 feasible and reasonable criteria that are established by
2 the FHWA, and therefore noise barriers are not
3 recommended for this project.

4 The preferred alternative will impact one
5 resource subject to Section 4(f) of the USDOT Act, and
6 that resource is Bosco Fields. So, Section 4(f)
7 protects, among other things, it protects recreational
8 properties when there's transportation -- federal
9 transportation funding involved in the project. So, the
10 proposed widening and roundabout at 11 Mile Road will
11 require just under one acre of right-of-way from the
12 Bosco Fields parcels there. The area needed is not used
13 for active recreation. It is anticipated that the
14 current landscaped berm, which you can kind of see on the
15 screen there -- so, not anticipated that there will be
16 impacts to that landscaped berm because it provides --
17 currently provides a visual and physical separation
18 between the sidewalk and the soccer fields. So, we
19 expect that to remain in place during and after
20 construction. If deemed necessary, enhancement plantings
21 will be strategically placed along the eastern edge of
22 Bosco Fields. Due to the impacts being classified as
23 minor, the use of Bosco Fields has been concluded to be a
24 -- what's known as a de minimis impact.

25 Although significant impacts to natural,

1 social, and cultural resources were avoided or minimized
2 through the process that we've gone through, unavoidable
3 impacts to several resource categories are still
4 anticipated. As a result, strategies to mitigate these
5 remaining impacts will be implemented. This slide
6 illustrates some of those mitigation measures.

7 For vegetation, migratory birds, threatened and
8 endangered species, and contaminated materials,
9 appropriate special provisions will be implemented. Now
10 in our world, special provisions are a term we use for
11 specialized procedures that the contractor must follow
12 during construction. For example, the contractor will
13 require that trees be cut between the months of October
14 and March to avoid bats that may use those trees for
15 roosting. By cutting during that period, it also avoids
16 the nesting periods for most migratory birds.

17 The cities of Novi and Wixom each hold
18 individual permits with the Michigan Department of
19 Environment, Great Lakes, and Energy that require the
20 development and implementation of measures to avoid
21 negative impacts to water quality and nearby streams.
22 Additional permits will be necessary when working in and
23 near wetlands and other surface water zones.

24 As I mentioned earlier, the project is not
25 expected to impact more than 2.7 acres of regulated

Page 17

1 wetland. It is likely that through the design, this
2 acreage will be reduced. But to offset that loss,
3 wetland mitigation credits will be acquired from the
4 Michigan Wetland Board for Local Transportation Agencies.
5 That's an agency that specializes in creating and
6 preserving wetlands around the state just for this
7 purpose. And by doing so, they offset the loss of
8 wetlands on a statewide basis.

9 Similar to our natural environmental resources,
10 mitigation measures for social and economic resources as
11 well as construction activities will also be implemented.
12 The main focus here is to keep the public informed. To
13 accomplish this, the cities will post notification of
14 construction activities to local media outlets and on
15 their social media channels prior to the start of any
16 detours or major changes in traffic operations.

17 Regarding construction, the selected contractor
18 will implement best management practices to minimize
19 impacts to the surrounding community. For example, the
20 contractor will need to take action to minimize nuisance
21 dust that originates from construction sites.

22 All right, we are going to hit on the schedule
23 a little bit here. So, we are currently in the public
24 comment phase of the environmental assessment. This
25 phase started when the FHWA signed the EA at the end of

1 last month. Following this phase, we expect the Federal
2 Highway Administration to issue a finding of no
3 significant impact sometime this summer. At that time,
4 the cities will formally begin real estate acquisition
5 and work to finalize the design phase for the 11 Mile
6 Road to Grand River Avenue segment. We are working
7 towards sending that project out for bids in November of
8 2025. Once a contractor is selected and awarded, we
9 anticipate construction work on that 11 Mile Road to
10 Grand River segment to start early in 2026.
11 It is important to note that construction
12 funding for the remaining segments has not been
13 identified. Aside from that 11 Mile Road to Grand River
14 Avenue segment, construction funding is not identified
15 currently.
16 The Beck Road Project website is also available
17 with more project resources if you care to dive in a
18 little bit deeper. Please feel free to go to
19 bectothefuture.org to find more project-related
20 materials, including a project background, frequently
21 asked questions, and a map of a preferred alternative.
22 This website also provides access to the EA document
23 itself, and the various technical studies that went into
24 that document are included in the appendices, which are
25 also linked on that website.

1 I do want to say thank you to everyone here for
2 attending this public hearing. It is an important part
3 of the process that we go through here. Please provide
4 your comments here this evening, or you may also choose
5 to provide them online through bectothefuture.org, that
6 website I mentioned. So, thank you, everybody. And now,
7 I'll hand it back over to Monica.
8 MS. MONSMA: Thanks, Mark and Nick.
9 All right, now we enter that time of the
10 hearing for you to provide your comments publicly so that
11 everyone present can hear. If you wish to speak for the
12 record and have not done so already, you can fill out a
13 speaker identification card and hand it to one of the
14 staff. Just raise your hand, and we will make sure you
15 have one.
16 All right, the easiest way to do this is to
17 come up here to this podium and use the microphone. If
18 you have any mobility issues, let us know, and we will
19 come to you. All right, the first person is Gordon
20 Fuller, followed by Leonard Wallc.
21 MR. FULLER: Thank you. Just to confirm, this
22 isn't a Q&A session? Just comments only, nobody is going
23 to answer a question?
24 MS. MONSMA: Yes. Thank you. Just thank you
25 for clarifying that. I should have also made that

1 reminder. This is just a public comment, and not really
2 a Q&A. We may clarify any information that we can. We
3 still do have many team members and folks from the cities
4 in the room. If you do have questions, you may be able
5 to get them answered. But the process works -- your
6 comment is recorded, both questions and comments.
7 They'll be documented in a formal environmental document
8 that will go to the Federal Highway Administration for
9 review.
10 MR. FULLER: And you said earlier that in the
11 document comments would be answered. So, it's kind of
12 like the Federal Register where you submit the comments
13 and questions, and they're answered in the Federal
14 Register.
15 MS. MONSMA: Yes, that's right. The -- in the
16 environmental document, we will provide -- like to your
17 comment there will then be a written response. Sometimes
18 the format may vary. It just depends on the type of
19 comments we receive, but there will be a written response
20 to all comments and questions.
21 MR. FULLER: Okay. Thank you.
22 I'll try to do jeopardy and put everything in
23 the form of a question. So, I've lived here about 25
24 years, and we have been hearing about this Beck Road
25 widening for 25 years, if not before we moved here. So,

1 there's some history there. I don't know if it's
2 accurate or not, but I'll put it in the record and hope
3 that it gets addressed.
4 So, first of all, in terms of the easement, we
5 have been told for many years that the expansion would
6 occur, I'm sorry, I'm thinking from 9 to 12 Mile on Beck.
7 I represent a homeowner's association there. So, we have
8 been told for many years that any expansion would occur
9 on the east side of the road. However, in looking at the
10 drawings, it appears that they will keep the current
11 center line, and they will take eminent domain, or
12 whatever the right term is, for both the west and east
13 sides of the road. So, I'd like that clarified as to
14 whether it was that way in the past and changed or if we
15 were simply misinformed.
16 There was an electronic survey that went out to
17 residents last year, perhaps, I don't remember exactly.
18 So, there were questions about how we felt about the
19 expansion. I never saw results of that survey. That may
20 be because I simply wasn't looking in the right place.
21 So, as part of the comments, I would like to see the
22 results of that survey, and I'd like to know the number
23 of participants, the breakdown of business versus
24 residential respondents, and whether there was a
25 meaningful percentage in each of those categories

1 responding to the survey that provided realistic
2 information to the city on how to move ahead.
3 Another question, the 9 Mile intersection, as
4 we all know, coming up north from M-14, when Beck Road
5 narrows down just about 6 Mile, it's a terrible
6 bottleneck during rush hour. And even though there's a
7 boulevard there, everything slows down. So, now we're
8 moving a bottleneck up to 9 Mile because Northville isn't
9 going along with us. So, we'd like to know what sort of
10 remediation efforts the city and the state are going to
11 take to prevent simply duplicating the 6 Mile bottleneck
12 at 9 Mile. I don't know if it's improved traffic lights.
13 As you know, 9 Mile is a 30 mile an hour zone on both
14 sides. So, expansion and increasing the speed limit
15 isn't really an option there. So, as I said, we'd like
16 to know what's going to happen so that 9 Mile doesn't
17 turn into 6 Mile for us.
18 On the federal money, the website said that
19 it's guaranteed. Again, we'd just like to know what that
20 means. Basically, the current administration -- there
21 may be cost-cutting measures. Is the money in our bank
22 account? Have we cashed the check already? Or is that a
23 definite thing? So, we'd like to know that before any
24 sort of construction starts, whether the money is going
25 to be in the bank account when the time comes.

Page 23

1 During the presentation here, they talked about
2 crash rates on Beck Road. There wasn't any
3 differentiation by segment, you know, between 9 and 10,
4 10 and 11, above 96. So, I'd certainly like to see a
5 breakdown of the crash statistics by section, and I'd
6 like those compared to Beck Road, where the boulevard
7 already exists, below 6 Mile. If crash rates for our
8 portion of Beck today are similar to what they are on
9 Beck, where the boulevard exists, I don't see any
10 benefit. So, I'd like to see that.
11 All right, I guess that's the end of my
12 question or comments. Thank you.
13 MS. MONSMA: Thank you. Next we have Leonard
14 Walle, followed by Jung Kim.
15 MR. WALLE: My name is Leonard Walle. I'm a
16 resident of Novi. We live on Edinborough Lane, which is
17 just south of 10 Mile. I am pleased at having this
18 opportunity. We received a notification in the mail, and
19 I appreciate the opportunity of being able to voice some
20 concerns.
21 My knowledge of this area dates back to well
22 over 25 years ago. I can remember when portions of Beck
23 Road, major portions of Beck Road, in the Novi area, it
24 was a dirt road. And now it's been paved. 9 Mile west
25 of Beck is still a dirt road. And the area that we live

1 in that goes south of Grand River all the way to 6 Mile
2 is a residential area. And it has been a residential
3 area for many, many years. It has a residential
4 character. The area that is north of Grand River, where
5 this project also entails, is a commercial area, and
6 they're quite distinct. So, my concern about this is by
7 widening Beck Road as proposed, the impact that's going
8 to have, first off, on increased traffic, and secondly,
9 the impact on the residents who live in the residential
10 area. And that impact could mean noise. I saw the noise
11 -- I've seen the noise barriers on freeways. Obviously,
12 that's not appropriate for our area. Possibly trees help
13 to some degree. The other concern is safety because as
14 you have more traffic, you have more opportunities for
15 safety concerns. And finally, my concern is the impact
16 on the residential character of the stretch that's
17 currently in Novi that's being proposed.
18 There's also a stretch from 9 Mile to 6 Mile
19 that's residential that's not part of this project. And
20 it seems to me that if you're going to implement a
21 project that wants to increase that flow to M-14, that
22 you would want to have the entire project in place. That
23 does not exist. The reason it does not exist is because
24 the City of Northville and the Northville residents are
25 opposed to it.

Page 25

1 Okay, what are -- another concern is about
2 finding other alternatives. For example, what are
3 alternative routes other than Beck Road to go north-
4 south? You already have Grand River, which for the most
5 part is a four-lane road. One small section is one lane
6 over by Meadowbrook. Other than that, it's a four-lane
7 road that takes you to 275. Actually, it takes you to
8 Haggerty Road, which again is a residen- -- a commercial
9 road, and that road then leads you to the freeway and to
10 275, which in turn feeds into M-14 if people wish to go
11 that way. I think there are other alternatives.
12 As far as the traffic issue, one way to reduce
13 traffic is just to reduce the speed limit and enforce the
14 speed limit. The speed limit when we first moved where
15 we live, I believe, was 40, if not lower than that. Now
16 it's 45. 45 is not the average speed on Beck Road.
17 There are commercial trucks going 55 easily. And when
18 you have a commercial truck with a commercial load to
19 stop, because of the inertia of that load, the distance
20 factor is longer than for a residential car. So, there's
21 a greater hazard involved by being hit by a commercial
22 vehicle than by a residential vehicle.
23 Those are concerns. And I think that if you
24 increase -- if you follow this plan that's being
25 proposed, the increase in commercial traffic will

1 increase. Those are my concerns, and I appreciate this
2 opportunity. Thank you.

3 MS. MONSMA: Thank you. Next is Jyung Kim,
4 followed by Lori Jermont.

5 MR. KIM: Thank you.

6 Previous two speakers spoke very well
7 concerning all this project. I will add one more concern
8 is the analysis. They excluded the noisy factor. That's
9 very important. I'm living next to the Beck Road. Very
10 noisy. If you make (indiscernible), that's really issue.
11 I don't know why they excluded the noisy factor. I think
12 that it should be reevaluated from the beginning.

13 Also, a very important thing is all traffic
14 issue in the 6 Mile on, already mentioned. Adding more
15 lane, that doesn't solve this issue. Even I saw today,
16 at 2 o'clock, there was -- southbound, there was a three-
17 car accident there. That is a speeding issue. That's
18 been spoken, reducing speed limit will solve this issue.
19 But because of right now, this Novi in the south, all of
20 so many houses now. That's why I have more traffic.
21 This cannot solve the even small segment extension,
22 causing more problems. That is my concern. We have to
23 re-evaluate the noise factor for the residents next to
24 this. Without that, you are skipping the important part.
25 It was spoken, previous two persons. Thank you.

Page 27

1 MS. MONSMA: Thank you. Next is Lori Jermont,
2 followed by George Maxton.

3 MS. JERMONT: Good evening. Thank you.

4 We live between 9 and 10 off of Beck,
5 Cheltenham. And I don't -- it's been probably about six
6 years, they put in what was called a pedestrian respite,
7 if you're familiar. It's the almost halfway point. I
8 think it's very impractical. Because if it's a respite
9 for a pedestrian, whenever my husband and I would walk or
10 bike, you'd cross the southbound lane and you'd wait on
11 this little platform with nothing around you. Meanwhile,
12 the traffic is flying by. It's very scary. The other
13 thing is it prevents us during rush hour traffic from
14 pulling out, going left, heading north, getting into the
15 left-hand turn lane and waiting for clearance from the
16 northbound lane. My concern is if they put in a
17 boulevard, are we going to have the same problem?

18 I'm hoping that -- I'm sure the pedestrian
19 respite will come out, because it was a poor idea, I
20 think, to begin with. But my concern with a boulevard
21 is, because I know down at 5 Mile and Back, where First
22 Watch is, you can't pull out and go left. You have to go
23 right and then come around the boulevard. So, I'm just
24 concerned in the residential area, if we end up with a
25 boulevard there, that we're going to have the same

1 problem. So, that's -- mine is just a little minor
2 thing, but I thought I wanted to voice that. So, thank
3 you.

4 MS. MONSMA: Thank you. And for those of you
5 who may have joined while this was in progress, if you
6 would like to speak, just raise your hand and we can
7 bring you a speaker identification card. We really want
8 to make sure everyone here has an opportunity to share
9 their comments. And next is George Maxson. Thank you
10 for your patience. Followed by Carol W.

11 MR. MAXON: Thank you for the opportunity to
12 comment. I'm going to echo some of the comments that
13 have already been made, so I'll try to be brief.

14 I believe it was February of 2022, the city of
15 Novi at the City Hall had aerial plots of both options,
16 the five-lane version and the four-lane boulevard. And
17 they had the city engineering staff, or maybe it was the
18 city manager staff, I'm not sure, there. And I just
19 asked them questions about this. And during this
20 presentation, they gave us a postcard with a QR code to
21 submit our comments. So, I read the comments afterwards,
22 and I don't believe there was one comment for the Novi
23 citizens that was in favor of this. And I'm certainly
24 opposed to this plan.

25 Now, the new design shows two different

Page 29

1 versions. One is going north of Grand River, and I think
2 that makes sense because it's largely manufacturing and
3 light commercial. So, maybe you do want to have five
4 lanes there to help these businesses with supplies and
5 traffic and all that. But as we go south of 11 Mile, as
6 previous speakers have commented, it's largely
7 residential.

8 When I went to this public meeting back in
9 2022, they said, I believe that the road would be widened
10 to 66 feet to accommodate either one of these. Well,
11 currently Beck Road is certainly not 66 feet. That's
12 probably adding 50 percent more width. I asked about
13 where they're going to take the land from. They said it
14 would be the west side of the road. I asked what's
15 driving this. Then they told me it was federal funding.
16 And I thought the gentleman said something along the
17 lines of \$20 to \$25 million worth of federal funding was
18 at stake, take it or leave it. If the project doesn't
19 get done, then the money goes away.

20 You know, to me, that's neither here nor there.
21 I look at Novi as a quality of life. We moved here. We
22 lived at 10 Mile and Beck. We moved here because of the
23 schools and because we like the community. It was nice,
24 peaceful, residential. Anyone who drives up and down
25 Ford Road in Canton or takes the M-5 connector up to

1 where the circles begin in Commerce Township will see
2 that traffic volume is heavy throughout the day. It's
3 not just during rush hour. We go to dinner in both
4 areas. And even later at night, there's a lot of volume.
5 With that comes noise. My fear is that if we expand to
6 the four-lane boulevard with the trees in the middle of
7 Beck Road south of 11 Mile all the way down to 9 Mile,
8 we're just going to increase volume because, in my view,
9 this is going to become a shortcut to get down to Ann
10 Arbor. You'll just take Beck Road off of I-96 down to M-
11 14 instead of driving all the way east to I-275, head
12 south, and then head back west.

13 And with all this light commercial that we have
14 north of Grand River up in Wixom, what's the natural
15 approach going to be? They're going to take that as
16 their shortcut. We're going to have increased volume,
17 increased noise. The gentleman a couple speakers ago
18 spoke about the noise situation, and I know that you
19 assessed five different barrier options for noise. But I
20 fear we're going to turn into Ford Road in Canton in our
21 residential areas of Beck Road. So, I would strongly
22 vote for a no-build alternative, meaning leave it as it
23 is. Yes, you can improve the quality of the build of the
24 road that we have right now and resurface it, but I don't
25 see the need for the boulevard south of 11 Mile. Thank

1 you for your time.

2 MS. MONSMA: Thank you. Next, we have Carol W.
3 followed by John Whalen.

4 MS. WITAMBORSKI: My name is Carol Witamborski.
5 I live on Beck Road across from Mayberry. And when we
6 bought our house in 1980, we checked with the township,
7 and they said we have no plans of widening Beck. So, we
8 said, okay, we'll buy the house. But what I really want
9 to talk about now is alternatives.

10 The development that's happening is west of
11 Beck Road. I don't know what development is planned so
12 much for Wixom, but they're in better shape because
13 there's not only an exit at Beck, but there's an exit at
14 Wixom, and then I don't know what's beyond that. But
15 when people are -- let me back up. When people are
16 commuting between home and work or going to the hospital
17 or whatever, they want to get there as quickly as
18 possible. That means taking the expressway, and that
19 means getting off at the last exit possible. And again,
20 I'll go back to Wixom. Wixom has Wixom Road, and I --
21 there might be something beyond that. So, if there's
22 future development, it's likely to be west -- the west
23 part of Wixom, and maybe another exit is needed there.

24 Other big developments are happening in South
25 Lyon. Now, what alternatives do they have? They're

1 probably going to come up M-14, which, well, not now
2 because it's going to take two years to finish that
3 project. If we have all this money available, I'd like
4 to see them shorten the M-14 project. But aside from
5 that, they can't take Sheldon because Northville closed
6 its streets, so they can't take that. Beck is the only
7 one. The next exit is Gotfredson, and if you get off of
8 that, you end up on some really squirrely roads and dirt
9 roads. I'd like to see some exits between Beck and
10 Gotfredson, maybe at Joy Road, maybe put one in at
11 Napier. A lot of those north-south roads that are dirt
12 roads right now are not appreciated by the people who
13 live on them because they're full of ruts and dust. I
14 know how that is because we were on Beck when it was a
15 dirt road.

16 So, I would propose that we add some more exits
17 that would service the areas that are going to be
18 developed that are further west where people can get home
19 quicker if there's exits to get off at and if there's
20 paved roads going north and south other than Beck. I
21 can't see all of the development in South Lyon getting
22 north and south on Beck Road. It's just not going to
23 work.

24 MS. MONSMA: Thank you. Next, we have John
25 Whalen, followed by Jim Firlit.

1 MR. WHALEN: My name is John Whalen. I live
2 north of 9 Mile on Beck Road on the west side, and we've
3 been there since 1997. And it's been a lot of
4 development that's happened since 1997, being that the
5 properties behind us turned into Berkshire and that's a
6 massive subdivision. There was a field when we were
7 there. And there was a wetland north of us, and a state
8 builder somehow or another got approval to bring tons of
9 dirt into that wetland and fill the pond up and build a
10 pretty extensive house, which Mark is here. He's our
11 neighbor. I like him. He's a great guy. But now our
12 backyard is a pond because they built those houses up
13 like three feet, and he was talking about how they were
14 going to preserve the wetlands and everything like that.
15 They didn't consider anything, and I complained to Novi
16 at the time, and Novi did nothing. They must have a big
17 influence on the city council or something.

18 Anywhere -- anyways, I think there's uncaring
19 planners. You know, they want to make Beck Road a five-
20 lane highway with a left turn lane or a median, and then
21 they want to have a big median between the road, and then
22 they're going to put an eight-foot sidewalk in. So, what
23 this is going to do -- you know, my property goes right
24 to the middle of Beck Road. Right now, Beck Road is
25 taking up 23 feet in the front of our house, so

1 technically it's my property that they cut into for
2 eminent domain of whatever. Now they're talking about
3 making the width of this project 120 feet. That's going
4 to cut an additional 74 feet off of each side of the
5 road, and that's going to take another 37 feet off of my
6 house. I just had a \$67,000 stamped driveway put in my
7 house, and they're going to take 37 feet of that stamped
8 driveway and cut right into my parking pad. They're
9 going to take out a garden that my wife and I have been
10 nurturing since 1997, a 100-year-old tree, all kinds of
11 lilies and that that are growing on the side of our
12 house.

13 And even saying that they're not going to do
14 anything about the noise level, that's ridiculous. I
15 mean, come on. We hear so much noise right now, and
16 we're 80 feet from the road, and they're going to take
17 another 37 feet and say they don't need anything for
18 cutting the noise? That's ridiculous.

19 Anyways, I'm just going over my notes. Make
20 sure I got everything. And then, oh yeah, to add insult
21 to injury, I was at the last meeting, and I talked with
22 the Novi representative, and I said, who has to pay for
23 the sidewalk that goes in front of your house? And he
24 told me that, oh, the city of Novi requires that the
25 homeowner pays for the sidewalk. So, they're going to

Page 35

1 give me some rink-a-dink amount of money for my property,
2 because of this eminent domain, and then they're going to
3 make me pay for this eight-foot sidewalk, which I would
4 imagine that's going to cost more than the land. So,
5 that's ridiculous.

6 They're also -- they're going to make a five-
7 lane highway that's going to bottleneck. Right now, they
8 have it stopping at 9 Mile. I think that's a ploy.
9 Originally, they had it down to 8 Mile, but they knew
10 there was all kinds of problems with going down to 8
11 Mile. So, they made it to 9 Mile so they could try and
12 make this eminent domain concept sink into people, and
13 they have to feel like, oh, we've got to do the rest of
14 this project, because we have a five-lane up to 9 Mile,
15 and it's causing all kinds of bottlenecks and traffic
16 jams. So, I think they made it to 9 Mile so there's less
17 hassle. Then they're going to hit us again and want to
18 go from 9 Mile to 8 Mile, and then they're going to hit
19 the people from Northville, which Northville only wanted
20 it to go to three lanes. That was the maximum Northville
21 was gonna go.

22 I would agree to possibly a three-lane idea,
23 you know, two lanes and a left-turn lane, but not a 120-
24 foot-wide project because it's going to take half of my
25 front yard. I bought that house because it was in a

1 quiet residential area, and it's going to be a nightmare.
2 It'll be a five-lane nightmare that's going to
3 bottleneck. It's not -- eminent domain applies when it
4 benefits every citizen. A bottleneck at 9 Mile is not
5 going to benefit every citizen. That's baloney. You
6 know, so I don't know if that's why they're taking the
7 property, but my wife and I are 100 percent against this
8 project. It's ridiculous. The planning of it is absurd.
9 The studies they did were rigged. I mean, how can the
10 road be a five-lane with two sidewalks, and it not
11 increase the noise in front of my house? You know, I
12 mean, those studies are a lie. That's ridiculous.
13 That's totally absurd.

14 Anyways, that's basically it. I just wanted to
15 get that off my mind.

16 MS. MONSMA: Thank you. Next is Jim Firlit.
17 And the last person who has signed a speaker
18 identification slip is Daniel H. And if there is anyone
19 else, please raise your hand now, and we'll bring you a
20 speaker identification card.

21 MR. FIRLIT: Thank you. Some of the comments
22 you heard before, so I'll be brief. I'm Jim Firlit. I
23 live in the condominium complex at 10 and a half and
24 Beck, Briarwood of Novi. And I'm here representing the
25 association.

Page 37

1 Widening Beck Road in that particular area, as
2 you're going north on Beck Road and you take a look at
3 the condos there, there's like a 10-foot berm that these
4 condos sit on. And there are several of them that have
5 backyards to it as well as in the front yard. And if you
6 begin to take some of that Beck Road width away, you're
7 going to need some sort of substantial retaining wall or
8 something that's severely going to impact three of the
9 units. So, from that standpoint, I think it's really
10 hurtful to those three co-owners who have those
11 particular units.

12 I'll just re-echo the comment that since no one
13 is participating from 9 Mile to 6 Mile in widening the
14 road as a thoroughfare, frankly, you're just moving the
15 bottleneck from one area to another. And then if anybody
16 -- you know, obviously everybody here knows Beck Road
17 from roughly 10 Mile -- actually from 11 Mile to 6 Mile,
18 it's primarily residential. There's people's driveways
19 that come off of Beck Road. And if you widen it and
20 create like a four-lane or a five-lane highway for people
21 to actually come out of their driveways onto Beck Road, I
22 frankly don't think that this is going to improve safety,
23 to be honest with you. I think we could be prone to more
24 accidents.

25 Finally, the last thing I'll say is, and a few

1 other people have echoed it, that I think a better
2 alternative might be to only consider widening Beck Road
3 in the commercial corridors. I think, frankly, from 11
4 all the way down to 6 Mile ought to be just left alone
5 because it's primarily residential in its housing. But
6 north of 11 Mile as we get more commercial. We have the
7 hospital, and north into Wixom. I can't really speak for
8 Wixom, but there are more businesses and things of that
9 nature that might benefit from the widening.

10 So, those are my comments. I would not endorse
11 doing any widening of Beck Road south of 11 Mile. Thank
12 you.

13 MS. MONSMA: Thank you. Next is Daniel H.
14 followed by Sergei M.

15 MR. HUYCK: Hello, yes. My name is Daniel
16 Huyck. I'm here representing Broadmoor Park HOA off of
17 10 Mile and Beck. I fully adopt all the statements that
18 came before. I'd just like to add a couple other things.

19 One is one of the drivers behind this they
20 mentioned was traffic, volume of traffic. I guess the
21 question I would ask is, is this being tied in with other
22 projects occurring in the area? For example, putting in
23 an overpass over 96 on Taft, would that alleviate some of
24 that traffic? Would that take away some of the need for
25 this project? Because right now there's only two main

Page 39

1 thoroughpasses [sic] over 96, obviously. It's either
2 Novi or Beck. So, finding a way to alleviate some of
3 that commercial traffic off of the area here, especially
4 in that area. And then also I noticed they talked about
5 noise with the expanding Beck. But what other mitigation
6 actions are being taken by the community, such as
7 limiting the amount of jake brakes being used by the
8 semis, limiting the number of axles on the roadway,
9 weight limits, stuff like that, to help especially south
10 of 11 Mile in the more residential areas. Because I know
11 I've lived there now for about 12 years, and the truck
12 traffic has increased exponentially since I've been
13 there.

14 And then I know in other communities I've lived
15 in, when they've done this type of thing, they've offered
16 stipends for homeowners for sound deadening, like putting
17 in sound deadening windows or putting in additional
18 insulation in their homes to help remediate some of that
19 additional noise that's going to come. Because as
20 someone here mentioned, the more you expand Beck, the
21 more it's going to become seen as a shortcut down from 14
22 up. Because when you look on the GPS, Waze is going to
23 take you that -- you know, take you right through Beck
24 Road because it's one of the only roads that goes through
25 directly like that.

1 And the last thing I wanted to mention is what
2 about pedestrian overpasses? I don't want to see Beck
3 end up like what happened in Wixom over here this past
4 couple months ago where that one child was hit by a car
5 going over a boulevard. So, what kind of safety
6 precautions? Pedestrian overpass, walkways, and those
7 type of things are being put in place and considered for
8 this. Because I know I live right off 10 and Beck, and
9 every 17 days on average there's an accident. There's
10 some kind of accident that occurs on that roadway.

11 And the last thing I want to mention, I guess I
12 said that already, but as a boulevard, you're restricting
13 left turns into certain areas. You have to go past and
14 come back around again. So, that's going to increase
15 traffic going into those homeowners, so subs on other
16 side streets. So, for example, for us, we lose access to
17 two of the entries for Broadmoor. Now they have to enter
18 Broadmoor on 10 Mile. So, what kind of consideration is
19 being done for that and what kind of co-planning is
20 happening because you're going to see increased traffic
21 patterns on those county streets.

22 So, that's all I have. Thank you.

23 MS. MONSMA: Next is Sergei, followed by John
24 S.

25 MR. MARTYNENKO: Good evening. My name is

Page 41

1 Sergei Martynenko. I'm a resident of Novi for the last
2 22 years. And I lived on 10 Mile and Beck for 11 years.
3 I strongly oppose the construction. My main concern is
4 about safety and the (indiscernible) of the project.

5 I have three kids. All of them in Novi
6 schools. There was an accident on Wixom Road last year
7 in front of (indiscernible), and a kid had to be taken to
8 Novi hospital. I don't want this to happen to my
9 children.

10 THE AUDIENCE: We can't hear you.

11 MR. MARTYNENKO: I apologize. Is this better?

12 All right, so I'm a resident of Novi and I
13 lived in Novi for the last 22 years. I live on Beck
14 Street -- on Beck Road north of 10 Mile for the last 11
15 years. And I strongly oppose the construction primarily
16 for the safety and the (indiscernible).

17 I have three children and as you all know there
18 was an accident in front of (indiscernible) school last
19 year and a kid had to be taken to Providence Hospital. I
20 don't want any of this happening on Beck where we live.

21 And secondly, as a number of speakers already
22 commented on, this construction will terminate at 9 Mile.
23 And what will happen with all of the traffic hitting 9
24 Mile? There is nowhere to go. 9 Mile is a very slow
25 street, and then it will hit one mile road down south. I

1 feel like it's a precursor to extend it farther down
2 south, connect to M-14, and bring even more traffic.
3 So, for all of those reasons, I don't really
4 agree with the proposal that they're making. One of the
5 comments made in the Novi public hearing was that we are
6 leaving federal money on the table, and I don't think it
7 should be the reason to build the road where there is no
8 need to bring additional traffic here. Thank you.
9 MS. MONSMA: Thank you. Next is John S.
10 followed by Ted Nobles.
11 MR. SIMSER: I represent the seniors. If you
12 don't want me to represent you, that's okay. I'm from
13 Wixom. And I'm for the improvement of Beck Road north of
14 I-96 to the dead end at Potter, mainly because of the
15 railroad tracks. And I see that's on the agenda.
16 Everything that everybody said for Novi is excellent, and
17 I want to leave it that way. But I want that railroad
18 track at Beck and south of Pontiac Trail improved like
19 they did -- I can't remember the name of the street.
20 Over on West Road, I think it is, where it goes over the
21 railroad track. They were thinking ahead. Somebody at
22 Wixom didn't think ahead. So, let's move forward.
23 That's all I really want. Thank you for your time.
24 MS. MONSMA: Next is Ted Nobles.
25 MR. NOBLES: Good evening. Good evening. Can

Page 43

1 you hear me?
2 Okay. I live in Broadmoor Park, 10 Mile and
3 Beck. My home -- basically, the back of my home faces
4 Beck. I've lived there since 2003. When I first bought
5 the house, we could have family get-togethers. We could
6 sit on our deck, and it was peaceful. We had noise
7 because Beck was still a thoroughfare. But each year,
8 more people moved in. So, I understood more traveling,
9 more traffic. But now, they -- no longer do you see
10 police officers policing the streets, making sure the
11 speed limits are obeyed. I see the trucks driving by 60
12 and 65 miles an hour sometimes, at all times of the
13 night. People used to walk up and down Beck. I'd see
14 them on my way to work in the morning or coming home at
15 night, walking down Beck. Kids no longer can go there
16 because the traffic is too fast. It's too dangerous.
17 They talk about this, they want to widen Beck.
18 There's nothing you can do about the noise. There's no
19 type of thing any engineer can tell us about the noise.
20 I went to one of these meetings in Novi they had a couple
21 years ago. One of the engineers who was doing it was
22 telling me, well, you know, it won't be as bad because of
23 noise dispersion. That's not true. Any study will also
24 show loud noises also impact the quality of life.
25 This -- we're talking about neighborhoods,

1 community neighborhoods. People are going to be driving
2 down these things at high speeds. That's going to cause
3 problems as far as safety down the road. So, if somebody
4 gets hit, God forbid, they'll be crying, you know,
5 prayers and thoughts and wishes for you. But that's all
6 they'll give.
7 I'm saying that we must, all of us, we need to
8 take a stand against them widening this road. Because
9 it's not for the community. It's for people passing
10 through. We actually live there. This is our lives.
11 These are our families, our people. This is not somebody
12 just passing through because it's a shortcut to go
13 somewhere else. It's up to us to do this because the
14 cities, quite frankly, I don't think they care. They
15 want to push this through, tell us about a couple
16 different plans. It's us pushing against them. By
17 whatever means necessary, we have to push back. Because
18 we can't sit back and let people just push. We can't let
19 the road commission or whoever push this through. We
20 have our families we have to worry about. We have our
21 lives we have to pay attention to. That's basically what
22 I want to say.
23 MS. MONSMA: Thank you. And I -- this is the
24 last person who has completed a speaker identification
25 card. Naveed Ahmed.

Page 45

1 MR. AHMED: Good evening, guys. My name is
2 Naveed Ahmed.
3 AUDIENCE: We can't hear.
4 MR. AHMED: Good evening, everybody. My name
5 is Naveed Ahmed. Before we moved to Novi, we used to
6 live in Troy. We didn't have any kids at that time. So,
7 when we wanted to start a family, we wanted a place where
8 the kids can go outside the way I grew up, where my
9 parents never cared where I was. I wanted to raise my
10 kids like that. So, due to our financial situation, we
11 found a house in Novi. But my biggest concern was if I
12 moved to Novi, is that Novi is going to become like Troy.
13 If you go back and look at Troy, the prices are very
14 high. It doesn't matter where you live. As soon as you
15 come out of the subdivision, there are major roadways,
16 you know, a lot of traffic. So, it was a very hard
17 decision for us to move from Troy to Novi.
18 And another thing, as an engineer, I did all
19 the due diligence checks. I went to the city of Novi and
20 asked, what are the plans for Beck Road? One of the
21 gentlemen at that time, he said, it stuck in my mind,
22 that whole area is residential. They are not going to
23 build any strip malls within the area, for miles around
24 that area. I thought I never heard of that, so we
25 decided to buy a house.

1 As time has gone, the Beck Road has become so
2 bad. And the people who live where the backyard faces
3 the Beck Road might have experienced the same thing what
4 we are experiencing. When we used to live in Troy, I
5 used to keep an alarm to get up in the morning to go to
6 work. But from the last 15 years, I don't need an alarm.
7 Because at 6 o'clock, there is so much noise. I don't
8 need an alarm because the whole upstairs shakes. I mean
9 so much of noise. As a slow sleeper, I get up at least,
10 even today, a couple of times because of the trucks
11 moving. So, most of the people, we talked about quality
12 of life. The reason we moved is for quality of life.
13 Now if you tried -- it doesn't matter what the studies
14 have done. If someone pays me money, I will make it look
15 like that, you know, it's a good idea to do it. You
16 know, it's money talks.

17 So, I still don't understand, by increasing the
18 Beck Road wide to four or five miles, who is benefiting?
19 You know, I was thinking about this. Who is benefiting?
20 The people who is benefiting is not the people in the
21 neighborhood. It's not the traffic. The people who will
22 be benefiting is the companies where their product will
23 be going from 14 Mile to Wixom. So, basically, this is
24 not a decision for the -- you know, the individual. It
25 is for the business.

Page 47

1 So, I don't see any reason why we should do
2 that. Because that whole area is -- like many people
3 said, the whole area is residential. You know, there are
4 hundreds of thousands of people who live here and we like
5 to raise our family. And if you do that, what is the
6 quality of life? Some of the people like me, we came to
7 America for a good quality of life. Looking at this,
8 it's as good as living in a third world country here.

9 So, I strongly recommend for the committee,
10 especially to Novi officials, consider the people. Not
11 look at the business aspect. Not look at what other
12 people are saying. You know, we are the people who are
13 paying the taxes. We are the people who live there. Of
14 course, business people also pay the taxes. But the
15 majority of the people are citizens here. So please, as
16 Novi officials, please follow what Northville is asking
17 to do for their neighbors.

18 So, that's all I have. Thank you very much.

19 MS. MONSMA: Thank you. Next, we have Ann
20 Miller, followed by Kathy Kennedy, and then lastly, Hwa
21 Kim.

22 MS. MILLER: Good evening. My name is Ann
23 Miller. I live in a neighborhood between 11 Mile and 10
24 Mile off of Beck Road. Thank you for the opportunity.
25 Also, I want to say that I agree 100 percent with

1 everything that everyone has stated. So, I won't take up
2 time reiterating that.

3 One of the points I want to make is this is 100
4 percent residential area between 11 Mile and 6 Mile. I
5 agree with the project of Wixom. I agree with it up to
6 11 Mile because you have stores, you have schools, you
7 have a hospital, you have a senior complex. You have
8 everything north of 11 Mile is commercial. Everything
9 south of 11 Mile is people's homes and yards. Eminent
10 domain is going to ruin this for so many people. The
11 traffic, the noise, the space that is taken away from
12 people's homes and families. It's -- it's -- to me,
13 that's an abomination.

14 To go for five lanes, I don't think it's
15 necessary. If they want to make it four lanes with a
16 boulevard and put in pretty trees and flowers, to me,
17 that's putting lipstick on a pig. And I'm sorry to be
18 blunt, but that's how I feel. I think that reengineering
19 of the area between 11 Mile and obviously Northville had
20 the -- any way not to go through with it. Reengineering
21 by putting in a dedicated left-hand turn lane and making
22 it three lanes, I would agree with that. There are many
23 older neighborhoods, people that live on the road in
24 areas where there are no turn offs. If you're driving
25 down Beck Road and you're doing 45 miles an hour and you

Page 49

1 have to turn into a subdivision, there's no right-hand
2 turn lane for you to turn onto to get in. So, you've got
3 semi-trucks and cars and cement trucks behind you 45
4 miles an hour. You have to slam on your brakes in order
5 to make the turn. Everybody behind you has to slam on
6 their brakes because there is no right-hand turn to get
7 into a sub or a neighborhood. So, that would be my
8 alternative, would be to make it three lanes with a
9 dedicated left and engineer right-hand turn lanes to get
10 into these areas.

11 I'm just feeling like this is going to destroy
12 a lot for a lot of people personally and also housing
13 values. People have beautiful yards, front yards, and
14 back yards. And I don't know where they're going to get
15 the space for this without devaluing people's property.

16 Thank you for the opportunity.

17 MS. MONSMA: Thank you. Next is Kathy Kennedy
18 followed by Hwa Kim.

19 MS. KENNEDY: Hi, my name is Kathy Kennedy. I
20 think I'm the only person in here who does not live on
21 the south side of Beck Road. I live up at Beck and West
22 Road in the considered industrial warehouse area. It's
23 three lanes in front of my house now, dedicated center
24 lane, two other lanes. I sometimes take 10 to 15 minutes
25 to get out of my driveway. It's ridiculous.

1 When I moved out here -- I've been here since
2 '85. When I moved out here, Beck Road had just been
3 paved the year before. It was a two-lane road.
4 Everything was vacant around me. My house is like an
5 1830s house. Tons and tons of vacant land behind me.
6 It's all been developed. I had a sheep farm across the
7 street. That's been developed. It's not what I
8 expected. When we moved out here, it was residential.
9 Now it's a warehouse commercial.

10 My main concern is the noise and the extra time
11 it's going to take me to get out of my driveway if I have
12 to get across two lanes now instead of one. I don't
13 think they need five lanes in front of my house. And
14 they need to enforce the speed limits. Maybe putting a
15 light halfway between 96 and Pontiac Trail would give
16 some beaks in traffic to get out. Thank you.

17 MS. MONSMA: Thank you. And next is Hwa Kim.

18 MS. KIM: My name is Hwa Kim. I live in 9 and
19 a half mile and Beck Road. When we moved here 22 years
20 ago, Novi was a very quiet city, and then you notice the
21 school system is really good. And lately it's even
22 better than West Bloomfield. So, that's the way it grew
23 up very comfortably and then very good city. And all of
24 a sudden this project came out. But we heard it last
25 summer, we went there, and then everybody heard it. They

Page 51

1 spoke their opinion. But today when I heard that also
2 Northville, at that time it didn't -- but Northville came
3 together, and then they rejected it.

4 I think this is the time all of Novi has come
5 together, has to stop it. Because if you extend the
6 lane, trucks and people are going to drive more than 40
7 miles. Some people might drive 60 miles. It could be
8 almost freeway, very dangerous. And to stop this kind of
9 accident and then all those danger, we really have to
10 stop this by coming together all the Novi citizens.
11 That's why -- that's what I'm thinking. Thank you very
12 much.

13 MS. MONSMA: Thank you. And lastly, we have
14 Carl Jensen [sic].

15 MR. JEPSON: I sent this in, but based on what
16 I heard, I'd like to read it if you don't mind. Let me
17 get my glasses. I live in Northville, south of 8 Mile on
18 Beck Road. And I think we set the record, we've been
19 there for 45 years. When we moved in, it was gravel with
20 very little traffic. There used to be, on Sunday, there
21 would be a big old John Deere tractor that would chug up
22 and down. And horses from Mayberry used to walk up and
23 down. That's the type of neighborhood we wanted to move
24 into.

25 And I'd also like to pretty much echo just

1 about everything that's been said, and here's what I had
2 written: We would not like to see Beck widen to five
3 lanes with multi-use pathways. Can you hear me?

4 THE AUDIENCE: Yes.

5 MR. JEPSON: Between Pontiac Trail and 9 Mile.
6 Now, from what I've heard, going from Grand River North
7 makes sense because that's business community. And I
8 agree that going south does not. And by the way, being
9 from Northville, I know I'm not from Wixom, but it's
10 obvious that if Wixom does this with a five-lane corridor
11 with pathways, it's going to put tremendous pressure on
12 Northville. And Northville does not want to supply Wixom
13 with all this traffic. So, you know, that's why I wrote
14 this.

15 The area in Northville is not interested in
16 providing a corridor for traffic to Wixom. That was the
17 other thing that kind of upset me, is Wixom is using this
18 word corridor sometimes. This is a residential area, and
19 I don't like the road I live on being called a corridor.

20 The effect on wildlife and home prices in that
21 area would be huge. In this presentation, there was
22 supposedly going to be a finding of no significant impact
23 on the environment. That seems absurd. And there was
24 something about in one case where there was going to be
25 some impact that they would buy some credits. That seems

Page 53

1 to be a scam.

2 But I said, and the worst part, concerning any
3 support of multi-use pathways, which would take even more
4 land, the degree of support probably depends on who's
5 giving up the land and their privacy. And if people
6 wanted these pathways, perhaps they should have moved to
7 the type of area that already had them. To try to
8 retrofit this huge highway with additional pathways in an
9 existing residential area doesn't seem to make sense.
10 You can do it out west where they're -- you know, where
11 you're developing. But now I'm hearing also, we have a
12 lot of frontage on Beck, I gotta pay for the sidewalk.
13 That would be quite a burden.

14 And the other thing that occurred to me I did
15 not see mentioned, if we widened Beck, then that's going
16 to attract more traffic. People who are now using those
17 other ways to get down south to work and back are going
18 to start getting off at the Beck exit and using Beck.
19 And after a year, we may be right back where we started
20 with huge traffic because what it will do is take traffic
21 that's outside of Beck now and attract more.

22 Let's see, I think that was about it. I do
23 think expanding it to three lanes probably is what should
24 be done south of Grand River. I mean, that I can see
25 being done. But the five lanes with the boulevard, which

1 is just as wide, and the additional ones, that's almost
2 like a freeway. Freeways don't unite communities, they
3 divide them. And that would just change the whole
4 character of it.
5 And then as far as the saying Beck to the
6 future is concerned, our future is already here. As a
7 Northville resident, it's called Northville Township.
8 And we would not like to see Beck Road eventually turned
9 into a corridor, which would almost be like a freeway.
10 So, that's my feeling, and I echoed most of it. Thank
11 you.

12 MS. MONSMA: Thank you. Is there anyone else
13 who wishes to speak?
14 All right. Well, hearing none, that will
15 conclude the open mic portion of this hearing. In
16 closing, I want to really emphasize how much we value
17 your input and comments on this project and environmental
18 assessment, including any impacts related to the 4(f)
19 recreational properties as well. All the information
20 obtained tonight will be shared with the cities and with
21 the Federal Highway Administration.

22 We have a bit of time until the end of the
23 hour. You can look at the displays and speak with any of
24 the staff who are in the room as well. I'd also like to
25 note that we have handouts with information on how to

Page 55

1 provide comments if you did not do so tonight. You can
2 take that with you, mail or email a written comment. You
3 can also leave a written comment at bectothe future.org.
4 And our court reporter, Jessica, will be here. If you
5 would like to make a verbal comment in private, you may
6 do so.

7 I just want to really say thank you on behalf
8 of the cities and MDOT for all of your very considerate
9 and thoughtful comments and just taking the time to
10 listen to one another and sharing all of your input.
11 Thank you.

12 (At 6:46 PM, open forum concluded)

13 (At 6:48 PM, the following comments were made
14 privately to court reporter)

15 MS. KORLESKI: My concern -- first of all I
16 love the idea of having a traffic bridge over that
17 railroad. It is going to really be an asset for the
18 businesses and the people who use Beck Road. Whoever --
19 what happens when all the traffic hits Pontiac Trail,
20 which already has traffic backed up, especially going
21 westbound. And in Wixom, you have a train that can't be
22 gone over the way, and so you'll get back ups of a mile
23 or more because of the train in Wixom. And it sometimes
24 is right at 5 o'clock rush hour. So, you now dump all
25 that traffic on Beck Road and it's gonna turn to be west

1 and be standing in a line that goes all the way back to
2 96. They haven't thought of that. When you dump it off
3 on Pontiac Trail, I mean, somebody said it was gonna be
4 in place of Potter. I didn't see that on the map. And
5 Potter, I understand they can't get the land.
6 So, that's my major concern, what happens to
7 all the traffic that hits Pontiac Trail when Pontiac
8 Trail can't handle it. I don't think it can, especially
9 at rush hour.

10 COURT REPORTER: Thank you.

11 MS. KENNEDY: I just have a few things that I
12 forgot.

13 COURT REPORTER: So, you were --

14 MS. KENNEDY: Kathy Kennedy.

15 COURT REPORTER: Kathy Kennedy. Okay, you can
16 go ahead.

17 MS. KENNEDY: Okay. First, I want -- when we
18 moved here the land was vacant behind us. It was
19 developed. We caught them draining wetlands. We called
20 out the news. The news filmed it. And they were
21 illegally draining wetlands. They got a slap on the
22 wrist, and didn't have to do anything about it. And I'm
23 afraid that the same thing might happen with this. There
24 are a couple ponds, and there's one right past my house
25 that's pretty close to the road.

Page 57

1 Next, I think a railroad track over the bridge
2 is a great idea. I'm concerned about the fact --
3 COURT REPORTER: You mean, a bridge over the
4 railroad track?

5 MS. KENNEDY: Yeah, they were talking about a
6 car bridge over the railroad track between Pontiac Trail
7 and West Road because that's a horrible -- when trains
8 stop there, they park there, and it backs up traffic in
9 front of my house. And I'm like three-quarters of a mile
10 from it.

11 I'm also concerned with how far -- how much of
12 my property they're gonna take. They took some 15/20
13 years ago and they tore out all our pines in front. They
14 paid for us to have them replaced, which was nice. But
15 now, they're going to have to take out that row, and my
16 front yard is going to be even smaller. Plus, I've
17 planted -- been planting out there for years and years,
18 which is all gonna be gone.

19 What else? The lighting. I'm concerned about
20 lighting on the road. Already we have lights come -- our
21 house is light at night with all the lights off just
22 because of surrounding lightings. So, I'm concerned
23 about them adding extra lighting on the road because of
24 that.

25 Noise is also a concern of course. My house is

1 probably 150 feet off the road and it's already really
2 loud. It's an old house with thin windows and probably
3 no insulation in the walls. We used to be able to sit in
4 the front yard. Can't even do that anymore.

5 That might've been it. Concerned about stuff
6 like, you know, my mailbox, the planting. I have a
7 circular driveway. I'm often -- I get people going
8 through the driveway to do turnarounds when a train is
9 stopped and stuff like that. I'm concerned with more
10 people on the roads. I've already got three lanes in
11 front of the house. I'm worried five is going to make it
12 even harder to get out of my driveway.

13 So, that I think was the couple things that I
14 had missed when I was -- I don't think just spending the
15 money or lose it is a good reason to widen the road. I
16 don't -- from what I was hearing, no one thinks that's
17 good. And I was hearing a lot of the -- there's no
18 residential, and I am residential. I may be the last
19 one. I've been there almost 40 years now, and I would
20 like to stay there until I die.

21 So, and I don't want to have to pay for a
22 sidewalk. If they want to put one in, that's up to them,
23 but I'm not gonna pay for one. That's ridiculous.

24 I guess that was it then. I feel like they're
25 gonna put it in no matter the people want, but I just

Page 59

1 felt, get the voice out, maybe something will happen.
2 All right. Thanks.

3 COURT REPORTER: Thank you.
4 (At 6:52 PM, proceedings concluded)

5 * * *

1 STATE OF MICHIGAN)
2 COUNTY OF OAKLAND)
3

4 CERTIFICATION

5 I, Jessica R. Brown, do hereby certify that this
6 transcript, consisting of 60 pages, is a complete, true, and
7 correct record of the meeting which took place on Wednesday,
8 May 14, 2025.

9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

JESSICA R. BROWN, CER - 7230

Notary Public

State of Michigan, County of Macomb

Acting in the County of Oakland

My Commission Expires: 01/13/2030

Hearing
05/14/2025

1

\$

\$20 29:17
\$25 29:17
\$67,000 34:6

1

10 23:3,4,17 27:4 29:22 36:23
 37:17 38:17 40:8,18 41:2,14
 43:2 47:23 49:24
10-foot 37:3
100 8:11 36:7 47:25 48:3
100-year-old 34:10
11 11:1,10,16,23 15:10 18:5,9,13
 23:4 29:5 30:7,25 37:17 38:3,6,
 11 39:10 41:2,14 47:23 48:4,6,8,
 9,19
12 10:7 21:6 39:11
120 34:3
120- 35:23
14 3:2 8:12 30:11 39:21 46:23
14.6 14:16
15 46:6 49:24
15/20 57:12
150 58:1
17 40:9
1830s 50:5
1970 12:15
1980 31:6
1997 33:3,4 34:10

2

2 26:16
2,000 8:2
2,084 7:16
2.7 14:10 16:25

2003 43:4
2018 8:9
2022 8:9 28:14 29:9
2025 3:2,23 5:18 18:8
2026 18:10
2045 8:7
22 41:2,13 50:19
23 33:25
25 20:23,25 23:22
275 25:7,10
282 7:16 8:1
28th 5:18
29th 3:23

3

30 14:23 22:13
37 34:5,7,17

4

4(f) 15:5,6 54:18
40 25:15 51:6 58:19
45 25:16 48:25 49:3 51:19

5

5 27:21 55:24
5.3-mile 6:24
50 29:12
55 25:17
580 7:4
5:19 3:2

6

6 22:5,11,17 23:7 24:1,18 26:14
 37:13,17 38:4 46:7 48:4

60 43:11 51:7
65 43:12
66 29:10,11
6:46 55:12
6:48 55:13
6:52 59:4

7

74 34:4

8

8 35:9,10,18 51:17
80 34:16
85 50:2

9

9 7:5 9:8 21:6 22:3,8,12,13,16
 23:3,24 24:18 27:4 30:7 33:2
 35:8,11,14,16,18 36:4 37:13
 41:22,23,24 50:18 52:5
96 23:4 38:23 39:1 50:15 56:2

A

abomination 48:13
absurd 36:8,13 52:23
access 7:24 18:22 40:16
accessibility 9:9
accident 26:17 40:9,10 41:6,18
 51:9
accidents 37:24
accommodate 7:17 10:4,9,16
 29:10
accomplish 17:13
accordance 3:10
account 22:22,25
accurate 21:2

Hearing 05/14/2025			2
acquired 17:3	ahead 22:2 42:21,22 56:16	area 3:18 7:11 11:7,24 14:23 15:12 23:21,23,25 24:2,3,4,5,10, 12 27:24 36:1 37:1,15 38:22 39:3,4 45:22,23,24 47:2,3 48:4, 19 49:22 52:15,18,21 53:7,9	
acquisition 18:4	Ahmed 44:25 45:1,2,4,5	area's 7:19	
acre 15:11	aims 7:24	areas 8:25 12:4,6 13:18,22 14:9, 21 30:4,21 32:17 39:10 40:13 48:24 49:10	
acreage 17:2	alarm 46:5,6,8	arterial 7:1,14	
acres 14:11,16 16:25	align 9:21	aspect 47:11	
acronym 13:12	alleviate 38:23 39:2	aspects 13:16	
Act 12:12,13 15:5	alternative 6:8 9:13,16,20,25 10:3,8,19,21 11:9,14,18,24 12:3 14:5,10,12 15:4 18:21 25:3 30:22 38:2 49:8	assess 14:3	
action 17:20	alternatives 9:15 10:1,22,24 25:2,11 31:9,25	assessed 30:19	
actions 39:6	America 47:7	assessment 3:9,22 6:16,19 12:15 13:4,17 14:7 17:24 54:18	
active 15:13	amount 14:14 35:1 39:7	asset 55:17	
activities 7:7 17:11,14	analysis 13:21 14:24 26:8	assistance 5:1,12	
activity 8:10	Ann 30:9 47:19,22	association 21:7 36:25	
add 26:7 32:16 34:20 38:18	announced 3:22	attending 19:2	
adding 10:9,20 26:14 29:12 57:23	announcement 3:24	attention 44:21	
addition 5:9 7:21 9:25	anticipate 18:9	attract 53:16,21	
additional 6:7 16:22 34:4 39:17, 19 42:8 53:8 54:1	anticipated 13:2 14:9 15:13,15 16:4	audience 4:16 41:10 45:3 52:4	
address 7:24 8:20 9:20	anymore 58:4	Avenue 18:6,14	
addressed 21:3	apologize 41:11	average 25:16 40:9	
adjacent 10:13 11:3,6	appeal 9:3	avoid 16:14,20	
administration 3:11 6:3 12:19 18:2 20:8 22:20 54:21	appeared 3:25	avoided 16:1	
adopt 38:17	appears 21:10	avoids 16:15	
AECOM 6:10	appendices 18:24	awarded 18:8	
aerial 28:15	applies 36:3	axles 39:8	
Aesthetic 8:24	appreciated 32:12		
aesthetically 12:5	appreciation 3:14		
aesthetics 10:21	approach 5:7 11:10,18 30:15		
afraid 56:23	approval 33:8		
Agencies 17:4	approver 12:20		
agency 12:20 17:5	approximately 7:4 14:15		
agenda 42:15	April 3:23		
agree 35:22 42:4 47:25 48:5,22 52:8	Arbor 30:10		



Hearing
05/14/2025

3

background 6:7 18:20
backs 57:8
backups 8:15
backyard 33:12 46:2
backyards 37:5
bad 43:22 46:2
baloney 36:5
bank 22:21,25
barrier 30:19
barriers 14:25 15:2 24:11
based 7:6 10:12 12:23 51:15
basically 22:20 36:14 43:3 44:21 46:23
basis 9:15 17:8
bats 16:14
beaks 50:16
beautiful 49:13
Beck 3:8,24 5:16 6:22,24 7:1,8, 15,16,18 8:1,10 9:17 12:17 13:4 18:16 20:24 21:6 22:4 23:2,6,8, 9,22,23,25 24:7 25:3,16 26:9 27:4 29:11,22 30:7,10,21 31:5,7, 11,13 32:6,9,14,20,22 33:2,19, 24 36:24 37:1,2,6,16,19,21 38:2, 11,17 39:2,5,20,23 40:2,8 41:2, 13,14,20 42:13,18 43:3,4,7,13, 15,17 45:20 46:1,3,18 47:24 48:25 49:21 50:2,19 51:18 52:2 53:12,15,18,21 54:5,8 55:18,25
becktothefuture.org 18:19 19:5
becktothefuture.org. 55:3
begin 3:13 4:13 6:6 18:4 27:20 30:1 37:6
beginning 26:12
behalf 55:7
benefit 23:10 36:5 38:9
benefiting 46:18,19,20,22
benefits 11:20 36:4

Berkshire 33:5
berm 15:14,16 37:3
bicycle 9:7,23 10:12
bids 18:7
big 31:24 33:16,21 51:21
biggest 45:11
bike 27:10
birds 16:7,16
bit 17:23 18:18 54:22
Bloomfield 50:22
blunt 48:18
Board 17:4
boards 4:10
Bosco 15:6,12,22,23
bottleneck 22:6,8,11 35:7 36:3,4 37:15
bottlenecks 35:15
bought 31:6 35:25 43:4
boulevard 10:2,15 11:10,19,22 22:7 23:6,9 27:17,20,23,25 28:16 30:6,25 40:5,12 48:16 53:25
box 5:12
brakes 39:7 49:4,6
breakdown 21:23 23:5
Briarwood 36:24
bridge 10:25 11:15 14:22 55:16 57:1,3,6
briefly 13:15
bring 4:19 28:7 33:8 36:19 42:2,8
broader 7:11
Broadmoor 38:16 40:17,18 43:2
Brown 4:6
build 9:15 30:23 33:9 42:7 45:23
builder 33:8
built 33:12

burden 53:13
bus 9:10
business 21:23 46:25 47:11,14 52:7
businesses 29:4 38:8 55:18
buy 31:8 45:25 52:25

C

call 3:7 4:18
called 27:6 52:19 54:7 56:19
Canton 29:25 30:20
capacity 7:19,25 8:3,16
capture 11:19
car 25:20 26:17 40:4 57:6
card 4:17,21 19:13 28:7 36:20 44:25
care 18:17 44:14
cared 45:9
Carl 51:14
Carol 28:10 31:2,4
cars 49:3
case 52:24
cashed 22:22
Categorical 13:3
categories 16:3 21:25
caught 56:19
causing 26:22 35:15
cement 49:3
center 10:5,9 21:11 49:23
certified 4:6
challenges 10:12
change 54:3
changed 21:14
channels 17:15
character 24:4,16 54:4



**Hearing
05/14/2025**

4

check 22:22	37:12 55:2,3,5	conclusion 13:8
checked 31:6	commented 29:6 41:22	condition 7:22 8:18,19,21
checks 45:19	comments 3:21 4:3,12,16,24 5:6, 9,16,17,22,24,25 19:4,10,22 20:6,11,12,19,20 21:21 23:12 28:9,12,21 36:21 38:10 42:5 54:17 55:1,9,13	conditions 8:6,24 9:17 13:24 14:1,6
Cheltenham 27:5		condominium 36:23
child 40:4		condos 37:3,4
children 41:9,17		conducted 3:10 4:7
choose 19:4	Commerce 30:1	configuration 8:3
chug 51:21	commercial 7:18 10:10,22 11:6, 12 12:3 14:19 24:5 25:8,17,18, 21,25 29:3 30:13 38:3,6 39:3 48:8 50:9	configurations 11:20
circles 30:1		confirm 19:21
circular 58:7	commission 44:19	congestion 7:9,21 8:15 9:21 11:25
cities 3:22 4:2 5:23 6:17,20 16:17 17:13 18:4 20:3 44:14 54:20 55:8	committee 47:9	connect 42:2
cities' 6:11	common 8:14	connecting 7:1
citizen 36:4,5	communities 7:2,13 39:14 54:2	connectivity 9:23
citizens 28:23 47:15 51:10	community 9:4 17:19 29:23 39:6 44:1,9 52:7	connector 29:25
city 3:14,17 22:2,10 24:24 28:14, 15,17,18 33:17 34:24 45:19 50:20,23	commuting 31:16	considerate 55:8
clarified 21:13	companies 46:22	consideration 6:4 40:18
clarify 5:21 20:2	compared 23:6	Considerations 9:13
clarifying 19:25	comparison 9:15	considered 10:1 40:7 49:22
classified 15:22	complained 33:15	construction 13:14 14:17 15:20 16:12 17:11,14,17,21 18:9,11,14 22:24 41:3,15,22
clearance 27:15	complete 4:17 5:10	consultant 6:11
close 56:25	completed 44:24	contaminated 16:8
closed 32:5	complex 36:23 48:7	Continuing 14:8
closing 54:16	compliance 12:18	continuous 9:11
co-owners 37:10	components 12:8	contractor 16:11,12 17:17,20 18:8
co-planning 40:19	concept 35:12	contributes 8:22
code 28:20	concern 24:6,13,15 25:1 26:7,22 27:16,20 41:3 45:11 50:10 55:15 56:6 57:25	cooperation 6:21
collisions 8:14 10:11	concerned 27:24 54:6 57:2,11, 19,22 58:5,9	corridor 3:8 6:23 8:13,19 9:8 10:6,18 11:21 12:1,5 52:10,16, 18,19 54:9
combination 4:8	concerns 5:24 8:21 23:20 24:15 25:23 26:1	corridors 38:3
combining 11:18	conclude 54:15	cost 35:4
comfortably 50:23	concluded 15:23 55:12 59:4	
comment 3:8 5:3,5,8,10,11,14 6:1 7:6 17:24 20:1,6,17 28:12,22		



Hearing
05/14/2025

5

cost-cutting 22:21
council 33:17
Counties 7:2
country 47:8
county 3:19 6:24 40:21
couple 30:17 38:18 40:4 43:20
44:15 46:10 56:24 58:13
court 4:6,25 5:4,7 55:4,14 56:10,
13,15 57:3 59:3
crash 7:11 8:10,14 23:2,5,7
crashes 8:11,12,17
create 37:20
creates 8:22
creating 17:5
credits 17:3 52:25
criteria 15:1
cross 27:10
crossing 10:25 11:15
crying 44:4
cultural 16:1
current 8:3 10:3 15:14 21:10
22:20
cut 16:13 34:1,4,8
cutting 16:15 34:18

D

danger 51:9
dangerous 43:16 51:8
Daniel 36:18 38:13,15
dated 5:17
dates 23:21
day 30:2
days 40:9
de 15:24
dead 42:14

deadening 39:16,17
decided 45:25
decision 6:5 45:17 46:24
decisions 12:17
deck 43:6
dedicated 10:5 48:21 49:9,23
deemed 15:20
deeper 18:18
Deere 51:21
definite 22:23
degraded 8:22
degree 24:13 53:4
delays 7:10
Department 3:5 6:21 16:18
depends 20:18 53:4
design 13:13 14:13 17:1 18:5
28:25
destroy 49:11
detours 17:16
Detroit 4:1
devaluing 49:15
developed 11:9 32:18 50:6,7
56:19
developing 53:11
development 16:20 31:10,11,22
32:21 33:4
developments 31:24
die 58:20
difference 11:8
differentiation 23:3
differs 11:3
diligence 45:19
dinner 30:3
directed 11:17
direction 10:5,17

directly 39:25
dirt 23:24,25 32:8,11,15 33:9
discuss 14:9
dispersion 43:23
displays 54:23
disruptions 9:1
distance 25:19
distinct 24:6
dive 18:17
divide 54:3
document 5:23 6:2,5 12:21 14:7
18:22,24 20:7,11,16
documented 13:22 20:7
domain 21:11 34:2 35:2,12 36:3
48:10
dominated 11:5,11
draft 6:1
draining 56:19,21
drawings 14:3 21:10
drive 51:6,7
drivers 38:19
drives 29:24
driveway 7:24 34:6,8 49:25
50:11 58:7,8,12
driveways 37:18,21
driving 8:22 29:15 30:11 43:11
44:1 48:24
drop 5:11
due 8:7,15 15:22 45:10,19
dump 55:24 56:2
duplicating 22:11
dust 17:21 32:13

E

EA 13:5,8,23 14:7 17:25 18:22



Hearing
05/14/2025

6

earlier 7:7 16:24 20:10
early 18:10
ease 12:3
easement 21:4
easements 14:17
easiest 19:16
easily 25:17
east 21:9,12 30:11
eastern 15:21
echo 28:12 51:25
echoed 38:1 54:10
economic 17:10
edge 15:21
Edinburgh 23:16
effect 52:20
effects 12:16
efforts 14:13 22:10
eight-foot 33:22 35:3
EIS 13:1
electronic 21:16
electronically 5:18
email 5:15 55:2
eminent 21:11 34:2 35:2,12 36:3 48:9
emphasize 54:16
employment 8:8
enable 4:2
end 11:4,5,17 14:13 17:25 23:11 27:24 32:8 40:3 42:14 54:22
endangered 16:8
endorse 38:10
Energy 16:19
enforce 25:13 50:14
engagement 7:7
engineer 43:19 45:18 49:9

engineering 6:14 14:2 28:17
engineers 43:21
enhance 6:23 7:10,12 9:3
enhancement 15:20
enhances 10:21
Enhancing 8:15
entails 24:5
enter 19:9 40:17
entire 24:22
entries 40:17
environment 16:19 52:23
environmental 3:9,22 6:2,9,15, 19 9:4,14 12:8,12,13,15,24,25 13:2,4,6,10,16 17:9,24 20:7,16 54:17
essential 9:1
essentially 11:9
established 15:1
estate 18:4
estimate 14:12
evaluated 13:25 14:25
evening 3:4,6 4:3,5,9 19:4 27:3 40:25 42:25 45:1,4 47:22
eventually 54:8
evident 11:2
exceeds 8:2
excellent 42:16
excluded 26:8,11
Exclusion 13:3
exhaustive 13:17
exist 24:23
existing 9:16,17 10:16 13:24 14:1,6 53:9
exists 23:7,9
exit 31:13,19,23 32:7 53:18
exits 32:9,16,19

expand 10:3,15 30:5 39:20
expanding 39:5 53:23
expansion 9:10 21:5,8,19 22:14
expect 15:19 18:1
expected 8:7 16:25 50:8
experience 8:22
experienced 46:3
experiencing 46:4
exponentially 39:12
express 3:13
expressway 31:18
extend 7:4 42:1 51:5
extension 26:21
extensive 33:10
extra 50:10 57:23

F

F-O-N-S-I 13:12
faces 43:3 46:2
facilitating 3:6
facilities 10:13
fact 57:2
factor 25:20 26:8,11,23
falls 9:20
familiar 27:7
families 44:11,20 48:12
family 43:5 45:7 47:5
farm 50:6
farther 42:1
fast 43:16
fatalities 8:12
favor 28:23
fear 30:5,20
feasible 15:1



Hearing
05/14/2025

7

February 28:14
federal 3:10 6:3 12:14,18,19,20
15:8 18:1 20:8,12,13 22:18
29:15,17 42:6 54:21
federally 12:16
feed 13:9
feeds 25:10
feel 18:18 35:13 42:1 48:18 58:24
feeling 49:11 54:10
feet 7:4 14:20,23 29:10,11 33:13,
25 34:3,4,5,7,16,17 58:1
felt 21:18 59:1
FHWA 6:22 12:19 13:10 15:2
17:25
field 13:25 33:6
fields 15:6,12,18,22,23
fill 19:12 33:9
filmed 56:20
final 5:23 6:2,4
finalize 18:5
finally 24:15 37:25
financial 45:10
find 18:19
finding 13:11 18:2 25:2 39:2
52:22
findings 14:5
finish 32:2
Firlit 32:25 36:16,21,22
firm 6:16
five- 33:19 35:6
five-lane 10:1,2,7 11:12,19,23
28:16 35:14 36:2,10 37:20 52:10
five-year 8:13
flow 7:9 8:16 9:24 10:8,19 11:25
24:21
flowers 48:16

flying 27:12
focus 6:19 17:12
focuses 13:19
folks 20:3
follow 16:11 25:24 47:16
FONSI 13:11,12
foot-wide 35:24
forbid 44:4
Ford 29:25 30:20
forgot 56:12
form 5:10,14 20:23
formal 4:12 20:7
formally 18:4
format 20:18
forum 4:8 55:12
forward 13:13 42:22
foster 9:4
found 45:11
four-lane 10:2,15 11:10,19,22
25:5,6 28:16 30:6 37:20
fourth 11:8
frankly 37:14,22 38:3 44:14
free 4:1 18:18
freeway 25:9 51:8 54:2,9
freeways 24:11 54:2
frequently 18:20
front 33:25 34:23 35:25 36:11
37:5 41:7,18 49:13,23 50:13
57:9,13,16 58:4,11
frontage 53:12
full 32:13
Fuller 19:20,21 20:10,21
fully 38:17
funded 12:16
funding 15:9 18:12,14 29:15,17

funds 12:18
future 3:24 5:16 7:19 9:24 31:22
54:6

G

gapping 11:23
gaps 9:7,9
garden 34:9
gave 28:20
general 5:22
gentleman 29:16 30:17
gentlemen 45:21
George 27:2 28:9
get-togethers 43:5
give 5:11 6:7,18 35:1 44:6 50:15
giving 53:5
glasses 51:17
God 44:4
good 3:4 27:3 40:25 42:25 45:1,4
46:15 47:7,8,22 50:21,23 58:15,
17
Gordon 19:19
Gotfredson 32:7,10
gotta 53:12
GPS 39:22
Grand 9:8 10:6 18:6,10,13 24:1,4
25:4 29:1 30:14 52:6 53:24
gravel 51:19
great 16:19 33:11 57:2
greater 25:21
grew 45:8 50:22
growing 7:13 10:10 34:11
growth 7:18 8:7
guaranteed 22:19
guess 23:11 38:20 40:11 58:24



Hearing 05/14/2025			8
guy 33:11	highway 3:11 6:3 12:19 18:2 20:8 33:20 35:7 37:20 53:8 54:21	Huyck 38:15,16	
guys 45:1	history 21:1	Hwa 47:20 49:18 50:17,18	
H		hybrid 11:9,18,24	I
Haggerty 25:8	hit 17:22 25:21 35:17,18 40:4 41:25 44:4	I-275 30:11	
half 35:24 36:23 50:19	hits 55:19 56:7	I-96 7:3 11:7,24 30:10 42:14	
halfway 27:7 50:15	hitting 41:23	idea 27:19 35:22 46:15 55:16 57:2	
Hall 3:14 28:15	HOA 38:16	identification 4:17,21 19:13 28:7 36:18,20 44:24	
hand 4:20,21 19:7,13,14 28:6 36:19	hold 16:17	identified 14:2 18:13,14	
handle 8:4 56:8	home 5:15 31:16 32:18 43:3,14 52:20	identity 9:5	
handouts 54:25	homeowner 34:25	illegally 56:21	
happen 22:16 41:8,23 56:23 59:1	homeowner's 21:7	illustrates 16:6	
happened 33:4 40:3	homeowners 39:16 40:15	imagine 35:4	
happening 31:10,24 40:20 41:20	homes 39:18 48:9,12	impact 10:13 12:25 13:11 14:6 15:4,24 16:25 18:3 24:7,9,10,15 37:8 43:24 52:22,25	
hard 45:16	honest 37:23	impacted 14:11	
harder 58:12	hope 21:2	impacts 11:21 12:24,25 13:2,6, 10,20 14:4,9,15,20,23 15:16,22, 25 16:3,5,21 17:19 54:18	
hassle 35:17	hoping 27:18	implement 17:18 24:20	
hazard 25:21	horrible 57:7	implementation 9:2 16:20	
hazards 8:23	horses 51:22	implemented 16:5,9 17:11	
he'll 12:7	hospital 8:25 31:16 38:7 41:8,19 48:7	important 5:2 11:14 18:11 19:2 26:9,13,24	
head 30:11,12	hour 7:16 8:1,2 22:6,13 27:13 30:3 43:12 48:25 49:4 54:23 55:24 56:9	impractical 27:8	
heading 27:14	hours 8:5	improve 7:9 8:17 10:8 30:23 37:22	
health 9:4	house 31:6,8 33:10,25 34:6,7,12, 23 35:25 36:11 43:5 45:11,25 49:23 50:4,5,13 56:24 57:9,21, 25 58:2,11	improved 22:12 42:18	
hear 5:2 19:11 34:15 41:10 43:1 45:3 52:3	houses 26:20 33:12	improvement 3:9 42:13	
heard 36:22 45:24 50:24,25 51:1, 16 52:6	housing 38:5 49:12	improvements 6:23 7:8	
hearing 3:7,10,12,16,20,23 4:4,7, 13 5:6,23 19:2,10 20:24 42:5 53:11 54:14,15 58:16,17	huge 52:21 53:8,20	improves 10:19 11:25	
heavy 7:9 30:2	hundreds 47:4	improving 12:1	
hidden 7:23	hurtful 37:10		
high 7:17 8:10 14:13 44:2 45:14	husband 27:9		
higher 13:18			
highlight 13:18			

Hearing 05/14/2025			9
incidents 7:11	investigated 13:23	kind 15:14 20:11 40:5,10,18,19 51:8 52:17	
include 6:2 10:24 11:15	investigations 13:25	kinds 34:10 35:10,15	
included 5:18 13:16 14:7 18:24	invite 4:15	knew 35:9	
includes 14:16	involved 15:9 25:21	knowledge 23:21	
including 12:2 18:20 54:18	Involvement 3:11	KORLESKI 55:15	
Incomplete 9:6	issue 13:10 18:2 25:12 26:10,14, 15,17,18	Koskinen 6:10,12,13	
Incorporating 9:2	issues 7:22 9:21 19:18		
increase 24:21 25:24,25 26:1 30:8 36:11 40:14	issuing 6:4		
increased 24:8 30:16,17 39:12 40:20		L	
increases 9:11	J	Lakes 16:19	
increasing 7:18 22:14 46:17	jake 39:7	land 11:3,6,13 29:13 35:4 50:5 53:4,5 56:5,18	
indiscernible 26:10 41:4,7,16,18	jams 35:16	landscaped 15:14,16	
individual 16:18 46:24	January 12:14	landscaping 9:3	
industrial 11:7,13 14:19 49:22	Jensen 51:14	lane 8:3 10:5,9 23:16 25:5 26:15 27:10,15,16 33:20 35:7,23 48:21 49:2,24 51:6	
inertia 25:19	jeopardy 20:22	lanes 10:4,9,17,20 29:4 35:20,23 48:14,15,22 49:8,9,23,24 50:12, 13 52:3 53:23,25 58:10	
influence 33:17	JEPSON 51:15 52:5	large 9:7	
information 5:21 6:8 20:2 22:2 54:19,25	Jermont 26:4 27:1,3	largely 8:14 29:2,6	
informed 17:12	Jessica 4:5 55:4	lastly 47:20 51:13	
infrastructure 8:18 9:7,12	Jim 32:25 36:16,22	law 12:14	
initially 10:1	John 31:3 32:24 33:1 40:23 42:9 51:21	lead 6:14 12:19	
injury 34:21	joined 28:5	leading 8:4	
input 54:17 55:10	Joy 32:10	leads 25:9	
Insufficient 7:25	Jyung 23:14 26:3	leave 29:18 30:22 42:17 55:3	
insulation 39:18 58:3	K	leaving 42:6	
insult 34:20	Kathy 47:20 49:17,19 56:14,15	led 6:15	
integrating 10:12	Kennedy 47:20 49:17,19 56:11, 14,15,17 57:5	left 27:14,22 33:20 38:4 40:13 49:9	
intends 12:17	key 9:20	left-hand 27:15 48:21	
interchange 11:24	kid 41:7,19	left-turn 10:5,9 35:23	
interested 52:15	kids 41:5 43:15 45:6,8,10	legal 3:25	
intersection 11:1,16 22:3	Kim 23:14 26:3,5 47:21 49:18 50:17,18	legislators 3:19	
intersections 8:5,9			
introduce 10:11			

Hearing
05/14/2025

10

Leonard 19:20 23:13,15
lessen 14:14
level 7:17 12:23 34:14
levels 8:4 12:22
lie 36:12
life 29:21 43:24 46:12 47:6,7
light 29:3 30:13 50:15 57:21
lighting 57:19,20,23
lightings 57:22
lights 22:12 57:20,21
lilies 34:11
limit 9:9 10:22 22:14 25:13,14 26:18
limiting 39:7,8
limits 7:3 39:9 43:11 50:14
lines 29:17
linked 18:25
lipstick 48:17
list 13:17
listen 5:20 55:10
live 23:16,25 24:9 25:15 27:4 31:5 32:13 33:1 36:23 40:8 41:13,20 43:2 44:10 45:6,14 46:2,4 47:4,13,23 48:23 49:20, 21 50:18 51:17 52:19
lived 20:23 29:22 39:11,14 41:2, 13 43:4
lives 44:10,21
living 26:9 47:8
load 25:18,19
local 17:4,14
located 3:18
location 3:15
locations 8:11 14:21
longer 25:20 43:9,15
looked 13:19

Lori 26:4 27:1
lose 40:16 58:15
loss 17:2,7
lot 30:4 32:11 33:3 45:16 49:12 53:12 58:17
loud 43:24 58:2
love 55:16
lower 25:15
Lyon 31:25 32:21

M

M- 30:10
M-14 7:3 22:4 24:21 25:10 32:1,4 42:2
M-5 29:25
made 5:16 19:25 28:13 35:11,16 42:5 55:13
mail 5:15 23:18 55:2
mailbox 58:6
main 17:12 38:25 41:3 50:10
maintain 9:16
maintenance 9:18
major 7:2 17:16 23:23 45:15 56:6
majority 8:18 14:18 47:15
make 4:15 5:4 12:5 19:14 26:10 28:8 33:19 34:19 35:3,6,12 46:14 48:3,15 49:5,8 53:9 55:5 58:11
makes 29:2 52:7
making 12:16 34:3 42:4 43:10 48:21
malls 45:23
management 17:18
manager 28:18
maneuverability 10:23
manufacturing 29:2

map 11:22 18:21 56:4
March 16:14
Mark 6:10,13 12:10 19:8 33:10
Martynenko 40:25 41:1,11
massive 33:6
materials 16:8 18:20
matter 45:14 46:13 58:25
maximum 35:20
MAXON 28:11
Maxson 28:9
Maxton 27:2
Mayberry 31:5 51:22
MDOT 5:24 55:8
MDOT's 3:11
Meadowbrook 25:6
meaning 30:22
meaningful 21:25
means 22:20 31:18,19 44:17
measures 16:6,20 17:10 22:21
media 3:25 17:14,15
median 10:18,20 33:20,21
meet 7:19
meeting 29:8 34:21
meetings 43:20
members 4:10,16 5:20 13:25 20:3
mention 40:1,11
mentioned 4:24 16:24 19:6 26:14 38:20 39:20 53:15
met 14:25
mic 4:8 54:15
Michigan 3:1,5,19 6:21,25 16:18 17:4
microphone 4:15 19:17
middle 30:6 33:24



Hearing 05/14/2025			11
might've 58:5	motorized 9:10	Nobles 42:10,24,25	
migratory 16:7,16	move 13:13 22:2 42:22 45:17 51:23	noise 13:21 14:24,25 15:2 24:10, 11 26:23 30:5,17,18,19 34:14, 15,18 36:11 39:5,19 43:6,18,19, 23 46:7,9 48:11 50:10 57:25	
mile 7:5 9:8 10:7 11:1,11,16,23 15:10 18:5,9,13 21:6 22:3,5,8, 11,12,13,16,17 23:7,17,24 24:1, 18 26:14 27:21 29:5,22 30:7,25 33:2 35:8,9,11,14,16,18 36:4 37:13,17 38:4,6,11,17 39:10 40:18 41:2,14,22,24,25 43:2 46:23 47:23,24 48:4,6,8,9,19 50:19 51:17 52:5 55:22 57:9	moved 20:25 25:14 29:21,22 43:8 45:5,12 46:12 50:1,2,8,19 51:19 53:6 56:18	noises 43:24	
miles 43:12 45:23 46:18 48:25 49:4 51:7	movements 12:3	noisy 26:8,10,11	
Miller 47:20,22,23	moving 22:8 37:14 46:11	non- 9:9	
million 29:17	multi-modal 9:6	non-motorized 12:2	
mind 36:15 45:21 51:16	multi-use 52:3 53:3	north 10:25 11:4,8,12,15,23 22:4 24:4 27:14 29:1 30:14 32:20,22 33:2,7 37:2 38:6,7 41:14 42:13 48:8 52:6	
mine 28:1	N	north- 25:3	
minimis 15:24	Napier 32:11	north-south 32:11	
minimize 17:18,20	narrows 22:5	northbound 27:16	
minimized 16:1	National 12:12,13	Northville 22:8 24:24 32:5 35:19, 20 47:16 48:19 51:2,17 52:9,12, 15 54:7	
minimizing 8:25 11:20	natural 15:25 17:9 30:14	note 5:24 11:14 18:11 54:25	
minor 7:1 15:23 28:1	nature 38:9	notes 34:19	
minutes 49:24	Naveed 44:25 45:2,5	notice 3:25 50:20	
misinformed 21:15	nearby 16:21	noticed 39:4	
missed 58:14	needed 15:12 31:23	notification 17:13 23:18	
mitigate 16:4	negative 11:21 16:21	November 18:7	
mitigation 16:6 17:3,10 39:5	neighbor 33:11	Novi 3:17 6:17,20 7:5,13 16:17 23:16,23 24:17 26:19 28:15,22 29:21 33:15,16 34:22,24 36:24 39:2 41:1,5,8,12,13 42:5,16 43:20 45:5,11,12,17,19 47:10,16 50:20 51:4,10	
mobility 7:12 19:18	neighborhood 46:21 47:23 49:7 51:23	nuisance 17:20	
money 22:18,21,24 29:19 32:3 35:1 42:6 46:14,16 58:15	neighborhoods 11:5,11 43:25 44:1 48:23	number 21:22 39:8 41:21	
Monica 3:5 6:12,13 19:7	neighbors 47:17	nurturing 34:10	
Monsma 3:4,5 19:8,24 20:15 23:13 26:3 27:1 28:4 31:2 32:24 36:16 38:13 40:23 42:9,24 44:23 47:19 49:17 50:17 51:13 54:12	NEPA 12:14,18,21,22	O	
month 18:1	nesting 16:16	Oakland 3:18 4:1 6:24 7:2	
months 16:13 40:4	network 9:6	obeyed 43:11	
morning 43:14 46:5	news 56:20		
	nice 29:23 57:14		
	Nick 6:10,15,18 12:7 19:8		
	night 30:4 43:13,15 57:21		
	nightmare 36:1,2		
	no-build 9:13,16,20,25 30:22		

Hearing 05/14/2025			12
obtained 54:20	overpasses 40:2	35:12,19 37:20 38:1 43:8,13	
obvious 52:10	overview 12:11	44:1,9,11,18 46:2,11,20,21 47:2,	
occur 21:6,8		4,6,10,12,13,14,15 48:10,23	
occurred 8:12 53:14	P	49:12,13 51:6,7 53:5,16 55:18	
occurring 38:22	pad 34:8	58:7,10,25	
occurs 40:10	paid 57:14	people's 37:18 48:9,12 49:15	
October 16:13	paper 5:14	percent 29:12 36:7 47:25 48:4	
offered 39:15	parcels 15:12	percentage 21:25	
officers 43:10	parents 45:9	performance 8:21	
official 5:19	park 38:16 43:2 57:8	performing 8:6	
officials 3:17 47:10,16	parking 34:8	period 5:5 6:1 8:13 16:15	
offs 48:24	parks 8:25	periodic 10:18	
offset 17:2,7	part 19:2 21:21 24:19 25:5 26:24	periods 16:16	
older 48:23	31:23 53:2	permanent 14:4,16	
one-on-one 4:10	participants 21:23	permits 16:18,22	
online 5:16 19:5	participating 37:13	person 5:11 19:19 36:17 44:24	
open 4:8 54:15 55:12	partners 6:11	49:20	
operational 7:25 9:17,19	passing 44:9,12	personally 49:12	
operations 17:16	past 21:14 40:3,13 56:24	persons 26:25	
opinion 51:1	paths 7:23	phase 13:13 17:24,25 18:1,5	
opportunities 24:14	pathways 52:3,11 53:3,6,8	physical 9:1 15:17	
opportunity 3:20 4:9 12:4 23:18,	patience 5:1 28:10	pig 48:17	
19 26:2 28:8,11 47:24 49:16	patterns 40:21	pinet 57:13	
oppose 41:3,15	paved 23:24 32:20 50:3	place 15:19 21:20 24:22 40:7	
opposed 24:25 28:24	pavement 7:22 8:19,21 9:18	45:7 56:4	
option 22:15	pay 34:22 35:3 44:21 47:14 53:12	plan 25:24 28:24	
options 28:15 30:19	58:21,23	planned 31:11	
order 3:7 49:4	paying 47:13	planners 33:19	
Originally 35:9	pays 34:25 46:14	planning 13:7 36:8	
originates 17:21	peaceful 29:24 43:6	plans 31:7 44:16 45:20	
outlets 17:14	peak 7:15 8:1,5	planted 57:17	
outset 13:6	pedestrian 9:7,11,22 27:6,9,18	planting 57:17 58:6	
overlooks 9:22	40:2,6	plantings 15:20	
overpass 38:23 40:6	pedestrians 10:12 12:2	platform 27:11	
	people 25:10 31:15 32:12,18	pleased 23:17	
		pleasing 12:5	

Hearing 05/14/2025			13
plots 28:15	presentation 4:13,22 6:7,18 23:1 28:20 52:21	projected 9:23	
ploy 35:8	Presenting 6:9,14	projects 12:16 38:22	
PM 3:2 55:12,13 59:4	preserve 33:14	prominent 11:13	
podium 19:17	preserving 17:6	prone 37:23	
point 27:7	Press 4:1	properties 10:14 14:19 15:8 33:5 54:19	
points 48:3	pressure 52:11	property 13:20 14:15 33:23 34:1 35:1 36:7 49:15 57:12	
police 43:10	pretty 33:10 48:16 51:25 56:25	proposal 42:4	
policing 43:10	prevent 22:11	propose 32:16	
Policy 12:12,13	prevents 27:13	proposed 7:4,8,12 14:22 15:10 24:7,17 25:25	
pond 33:9,12	previous 26:6,25 29:6	proposing 6:22	
ponds 56:24	prices 45:13 52:20	protects 15:7	
Pontiac 7:5 42:18 50:15 52:5 55:19 56:3,7 57:6	primarily 7:14 37:18 38:5 41:15	provide 4:11 19:3,5,10 20:16 55:1	
poor 7:22 8:19,21 27:19	prior 12:16 17:15	provided 4:9 6:3 9:15 22:1	
poorly 8:6	privacy 53:5	Providence 41:19	
population 8:8	private 5:4 55:5	providing 3:15 12:11 52:16	
portion 3:8 4:9,12 23:8 54:15	privately 5:3,8 55:14	provisions 16:9,10	
portions 23:22,23	problem 27:17 28:1	proximity 8:24	
possibly 24:12 35:22	problems 26:22 35:10 44:3	public 3:7,8,11,16,21 4:15 5:5 7:6 17:12,23 19:2 20:1 29:8 42:5	
post 17:13	procedures 3:12 16:11	publicly 5:3 19:10	
postcard 28:20	proceedings 59:4	pull 27:22	
postmarked 5:17	process 5:1 6:9 9:14 13:8 16:2 19:3 20:5	pulling 27:14	
potential 8:23 12:23	product 46:22	purchases 14:17	
Potter 42:14 56:4,5	profile 13:18	purpose 7:8 9:22 17:7	
Powerpoint 6:6	progress 28:5	push 44:15,17,18,19	
practices 17:18	progressed 11:2	pushing 44:16	
prayers 44:5	project 3:18 6:11,14,17,19,23 7:4,12,24 9:2 11:4 12:9,13,17,20 13:4,7,13,23 14:3 15:3,9 16:24 18:7,16,17,20 24:5,19,21,22 26:7 29:18 32:3,4 34:3 35:14,24 36:8 38:25 41:4 48:5 50:24 54:17	put 20:22 21:2 27:6,16 32:10 33:22 34:6 40:7 48:16 52:11 58:22,25	
precautions 40:6	project's 3:9 9:22	putting 38:22 39:16,17 48:17,21 50:14	
precursor 42:1	project-related 18:19		
prefer 5:3			
preferred 6:8 11:18 14:5,10,12 15:4 18:21			
preliminary 7:6 14:4,6			
prepared 13:1,3,5			
present 19:11			

Q
Q&a 4:14 19:22 20:2
QR 28:20
qualified 13:25
quality 16:21 29:21 30:23 43:24 46:11,12 47:6,7
quantified 14:2
question 19:23 20:23 22:3 23:12 38:21
questions 4:11 5:22 18:21 20:4, 6,13,20 21:18 28:19
quicker 32:19
quickly 31:17
quiet 36:1 50:20
R
railroad 10:25 11:15 14:22 42:15, 17,21 55:17 57:1,4,6
raise 4:20,21 19:14 28:6 36:19 45:9 47:5
raised 5:25
range 7:16
ranges 8:1
rapidly 7:12
rate 7:10
rates 23:2,7
re-echo 37:12
re-evaluate 26:23
read 28:21 51:16
real 18:4
realistic 22:1
rear-end 8:13,17 10:10
reason 24:23 42:7 46:12 47:1 58:15
reasonable 15:1

reasons 42:3
receive 20:19
received 5:25 7:7 23:18
recent 9:10
Recognizing 11:8
recommend 47:9
recommended 15:3
record 3:21 19:12 21:2 51:18
recorded 4:4 20:6
recording 4:5
recreation 15:13
recreational 15:7 54:19
reduce 7:9,10 8:16 9:9 10:10 25:12,13
reduced 17:2
reduces 11:25
reducing 26:18
reengineering 48:18,20
reevaluated 26:12
referred 13:3
regional 8:7
Register 20:12,14
regulated 14:11 16:25
rehabilitation 9:19
reiterating 48:2
rejected 51:3
related 54:18
relates 12:12
rely 9:18
remain 15:19
remaining 16:5 18:12
remediate 39:18
remediation 22:10
remember 21:17 23:22 42:19

reminder 20:1
repairs 8:20
replaced 57:14
reporter 4:6,25 5:4,7 55:4,14 56:10,13,15 57:3 59:3
reporting 8:11
represent 21:7 42:11,12
representative 13:21 14:8 34:22
representing 36:24 38:16
require 10:13 15:11 16:13,19
required 9:14 12:18 14:18,19
requires 12:15 34:24
requiring 8:20
residen- 25:8
resident 23:16 41:1,12 54:7
residential 7:18 8:25 11:5,11 12:6 21:24 24:2,3,9,16,19 25:20, 22 27:24 29:7,24 30:21 36:1 37:18 38:5 39:10 45:22 47:3 48:4 50:8 52:18 53:9 58:18
residents 21:17 24:9,24 26:23
resource 13:24 15:5,6 16:3
resources 14:5 16:1 17:9,10 18:17
respite 27:6,8,19
respondents 21:24
responding 22:1
response 20:17,19
responses 6:1
rest 35:13
restricting 40:12
result 16:4
resulting 14:10
results 21:19,22
resurface 30:24
retaining 37:7

Hearing
05/14/2025

15

retrofit 53:8
review 4:2 5:24 6:4,9 20:9
ridiculous 34:14,18 35:5 36:8,12
49:25 58:23
rigged 36:9
right-hand 49:1,6,9
right-of-way 14:16,18,20 15:11
rink-a-dink 35:1
risk- 10:11
River 9:8 10:6 18:6,10,13 24:1,4
25:4 29:1 30:14 52:6 53:24
road 3:8 6:22,24 7:1,5,8,15,18,22
8:1,10,23 9:17 10:25 11:16
12:17 13:4 15:10 18:6,9,13,16
20:24 21:9,13 22:4 23:2,6,23,24,
25 24:7 25:3,5,7,8,9,16 26:9
29:9,11,14,25 30:7,10,20,21,24
31:5,11,20 32:10,15,22 33:2,19,
21,24 34:5,16 36:10 37:1,2,6,14,
16,19,21 38:2,11 39:24 41:6,14,
25 42:7,13,20 44:3,8,19 45:20
46:1,3,18 47:24 48:23,25 49:21,
22 50:2,3,19 51:18 52:19 54:8
55:18,25 56:25 57:7,20,23 58:1,
15
roads 32:8,9,11,12,20 39:24
58:10
roadway 8:16 9:17,19 10:2,4,16
11:12,19,23 39:8 40:10
roadway's 8:3
roadways 45:15
room 4:19 5:6,7 20:4 54:24
roosting 16:15
roughly 37:17
roundabout 11:1,16 15:10
routes 25:3
routine 9:18
row 57:15
ruin 48:10

rush 22:6 27:13 30:3 55:24 56:9
ruts 32:13

S

safest 10:21
safety 7:10,22 8:17,21 9:9,20
10:8,11,20 12:1 24:13,15 37:22
40:5 41:4,16 44:3
scale 7:11
scam 53:1
scary 27:12
schedule 17:22
school 41:18 50:21
schools 29:23 41:6 48:6
screen 15:15
section 6:24 10:7 15:5,6 23:5
25:5
sections 11:21 14:7
segment 7:15 18:6,10,14 23:3
26:21
segmented 7:23
segments 7:21 8:9 18:12
select 11:17
selected 12:23 17:17 18:8
semi-trucks 49:3
semis 39:8
sending 18:7
senior 48:7
seniors 42:11
sense 29:2 52:7 53:9
separation 15:17
Sergei 38:14 40:23 41:1
service 8:5 32:17
session 19:22
set 51:18

severe 8:12
severely 37:8
shakes 46:8
shape 31:12
share 28:8
shared 3:24 54:20
sharing 55:10
sheep 50:6
Sheldon 32:5
short 6:18 13:5,12
shortcut 30:9,16 39:21 44:12
shorten 32:4
show 43:24
shown 14:2
shows 28:25
sic 39:1 51:14
side 21:9 29:14 33:2 34:4,11
40:16 49:21
sides 21:13 22:14
sidewalk 15:18 33:22 34:23,25
35:3 53:12 58:22
sidewalks 7:23 36:10
signed 12:14 17:25 36:17
significance 12:23 13:5
significant 10:13 12:24 13:1,10,
11 15:25 18:3 52:22
significantly 8:16 11:3
similar 17:9 23:8
simply 4:19,21 21:15,20 22:11
SIMSER 42:11
sink 35:12
sit 37:4 43:6 44:18 58:3
sites 17:21
situation 30:18 45:10
skipping 26:24

slam 49:4,5
slap 56:21
sleeper 46:9
slide 13:19 16:5
slip 4:23 36:18
slow 41:24 46:9
slows 22:7
small 25:5 26:21
smaller 57:16
SMART 9:10
soccer 15:18
social 3:25 16:1 17:10,15
solve 26:15,18,21
sort 22:9,24 37:7
sound 39:16,17
south 7:5 11:3,4,10,22 23:17
 24:1 25:4 26:19 29:5 30:7,12,25
 31:24 32:20,21,22 38:11 39:9
 41:25 42:2,18 48:9 49:21 51:17
 52:8 53:17,24
southbound 26:16 27:10
space 48:11 49:15
speak 4:10,16 19:11 28:6 38:7
 54:13,23
speaker 4:17,20 19:13 28:7
 36:17,20 44:24
speakers 26:6 29:6 30:17 41:21
Speaking 14:15
special 16:9,10
specialized 16:11
specializes 17:5
species 16:8
specific 11:21
speed 22:14 25:13,14,16 26:18
 43:11 50:14
speeding 26:17

speeds 44:2
spending 58:14
spoke 26:6 30:18 51:1
spoken 26:18,25
squirrely 32:8
staff 3:14,17 4:19 5:11 19:14
 28:17,18 54:24
stake 29:18
stamped 34:6,7
stand 44:8
standing 56:1
standpoint 37:9
start 12:11 17:15 18:10 45:7
 53:18
started 17:25 53:19
starts 22:24
state 17:6 22:10 33:7
stated 48:1
statement 5:4 12:25
statements 38:17
statewide 17:8
statistics 23:5
stay 5:7 58:20
steps 13:19
stipends 39:16
stop 25:19 51:5,8,10 57:8
stopped 58:9
stopping 35:8
stores 48:6
strategically 15:21
strategies 16:4
streams 16:21
street 41:14,25 42:19 50:7
streets 32:6 40:16,21 43:10
stretch 24:16,18

strip 45:23
strips 14:20
strong 9:4
strongly 30:21 41:3,15 47:9
stuck 45:21
studies 7:6 12:22 13:9 18:23
 36:9,12 46:13
study 9:14 10:6,18 11:2,17 13:2
 43:23
stuff 39:9 58:5,9
styles 4:8
subdivision 33:6 45:15 49:1
subject 13:22 14:9 15:5
submit 3:21 20:12 28:21
suboptimal 8:4
subs 40:15
substantial 37:7
suburban 11:5
sudden 50:24
summer 18:3 50:25
Sunday 51:20
supplemented 10:17
supplies 29:4
supply 52:12
support 3:15 9:3 53:3,4
supporting 6:17
supposedly 52:22
surface 16:23
surface-level 8:20
surrounding 17:19 57:22
survey 21:16,19,22 22:1
system 50:21

T

table 42:6

Hearing
05/14/2025

17

tables 5:10
Taft 38:23
takes 25:7 29:25
taking 31:18 33:25 36:6 55:9
talk 12:8 31:9 43:17
talked 23:1 34:21 39:4 46:11
talking 33:13 34:2 43:25 57:5
talks 46:16
taxes 47:13,14
team 4:10 5:20 13:13,23,25 14:3 20:3
technical 3:15 13:9,16,18 18:23
technically 34:1
Ted 42:10,24
telling 43:22
temporary 14:4,17
term 16:10 21:12
terminate 41:22
terms 21:4
terrible 22:5
thin 58:2
thing 22:23 26:13 27:13 28:2 37:25 39:15 40:1,11 43:19 45:18 46:3 52:17 53:14 56:23
things 15:7 38:8,18 40:7 44:2 56:11 58:13
thinking 21:6 42:21 46:19 51:11
thinks 58:16
thoroughfare 37:14 43:7
thoroughpassess 39:1
thought 28:2 29:16 45:24 56:2
thoughtful 55:9
thoughts 44:5
thousands 47:4
threatened 16:7

three- 26:16
three-lane 7:14 10:3,16 35:22
three-quarters 57:9
tied 38:21
time 4:22 5:13 18:3 19:9 22:25 31:1 33:16 42:23 45:6,21 46:1 48:2 50:10 51:2,4 54:22 55:9
times 43:12 46:10
today 5:20 23:8 26:15 46:10 51:1
today's 4:13
told 21:5,8 29:15 34:24
tonight 6:9 54:20 55:1
tons 33:8 50:5
tore 57:13
totally 36:13
touch 13:15
township 30:1 31:6 54:7
track 42:18,21 57:1,4,6
tracks 42:15
tractor 51:21
traffic 7:9,15,17,21 8:1,6,15 9:24 10:8,10,19 11:25 17:16 22:12 24:8,14 25:12,13,25 26:13,20 27:12,13 29:5 30:2 35:15 38:20, 24 39:3,12 40:15,20 41:23 42:2, 8 43:9,16 45:16 46:21 48:11 50:16 51:20 52:13,16 53:16,20 55:16,19,20,25 56:7 57:8
Trail 7:5 42:18 50:15 52:5 55:19 56:3,7,8 57:6
train 55:21,23 58:8
trains 57:7
transcribed 4:4,25
transcript 4:5 5:19
transitions 11:6
transportation 3:6 6:22 7:20 15:8,9 17:4

traveling 43:8
tree 34:10
trees 9:2 16:13,14 24:12 30:6 48:16
tremendous 52:11
Troy 45:6,12,13,17 46:4
truck 25:18 39:11
trucks 25:17 43:11 46:10 49:3 51:6
true 43:23
trunklines 7:3
turn 12:7 22:17 25:10 27:15 30:20 33:20 48:21,24 49:1,2,5,6, 9 55:25
tumarounds 10:19 58:8
turned 4:18 33:5 54:8
turns 40:13
two- 10:3
two-lane 7:14 10:16 50:3
type 8:14 20:18 39:15 40:7 43:19 51:23 53:7

U

unable 7:17
unavoidable 16:2
uncaring 33:18
uncertain 13:6
undefined 7:23
understand 46:17 56:5
understood 43:8
unite 54:2
units 37:9,11
ups 55:22
upset 52:17
upstairs 46:8
urgency 9:11

Hearing 05/14/2025			18
US-12 7:3	45:7,9 51:23 53:6	Woert 6:10,15 12:10	
USDOT 15:5	warehouse 49:22 50:9	word 52:18	
users 7:10 8:23 9:10 12:1,2	Watch 27:22	work 18:5,9 31:16 32:23 43:14 46:6 53:17	
<hr/>			
V			
vacant 50:4,5 56:18	water 16:21,23	working 16:22 18:6	
values 49:13	watercourses 13:20	works 20:5	
Van 6:10,15 12:10	Wayne 7:2	world 16:10 47:8	
vary 14:20 20:18	ways 53:17	worried 58:11	
vegetation 16:7	Waze 39:22	worry 44:20	
vehicle 10:23 25:22	website 3:24 18:16,22,25 19:6 22:18	worsen 8:7 9:23	
vehicles 7:16 8:2 12:3	Wednesday 3:2	worst 53:2	
verbal 4:12 5:9 55:5	weight 39:9	worth 29:17	
version 28:16	west 10:25 11:15 21:12 23:24 29:14 30:12 31:10,22 32:18 33:2 42:20 49:21 50:22 53:10 55:25 57:7	wrist 56:22	
versions 29:1	westbound 55:21	written 6:1 20:17,19 52:2 55:2,3	
versus 21:23	wetland 14:11 17:1,3,4 33:7,9	wrote 52:13	
vicinity 11:7 14:22	wetlands 13:20 16:23 17:6,8 33:14 56:19,21	<hr/>	
view 4:10 30:8	Whalen 31:3 32:25 33:1	Y	
visual 9:1,3 15:17	wide 14:21,23 46:18 54:1	yard 35:25 37:5 57:16 58:4	
voice 23:19 28:2 59:1	widen 6:23 37:19 43:17 52:2 58:15	yards 48:9 49:13,14	
volume 8:4 30:2,4,8,16 38:20	widened 29:9 53:15	year 21:17 41:6,19 43:7 50:3 53:19	
volumes 7:15	widening 15:10 20:25 24:7 31:7 37:1,13 38:2,9,11 44:8	years 6:16 20:24,25 21:5,8 23:22 24:3 27:6 32:2 39:11 41:2,13,15 43:21 46:6 50:19 51:19 57:13,17 58:19	
vote 30:22	width 29:12 34:3 37:6	<hr/>	
<hr/>			
W			
wait 27:10	wife 34:9 36:7	zone 22:13	
waiting 27:15	wildlife 52:20	zones 16:23	
walk 27:9 43:13 51:22	windows 39:17 58:2		
walking 43:15	wishes 44:5 54:13		
walkways 40:6	Witamborski 31:4		
wall 37:7	Wixom 3:1,14 6:17,20 7:5,13 16:17 30:14 31:12,14,20,23 38:7,8 40:3 41:6 42:13,22 46:23 48:5 52:9,10,12,16,17 55:21,23		
Walle 19:20 23:14,15			
walls 58:3			
wanted 28:2 35:19 36:14 40:1			



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name Joseph Okendi Email [REDACTED]

City Novi State MI Zip Code 48324

I would like to oppose this proposal for the following reasons:

- 1) It will increase congestion/traffic
- 2) Increase the noise. It will be residential from 8 miles to 11 miles.
- 3) Potential to impact home foundations
- 4) Create a bottle neck at 8 mile, which will not have 5 lanes



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name BOB RYBICKI Em [REDACTED]
A [REDACTED]
City Novi State MI Zip Code 48374

THE PROPOSED WIDENING OF BECK RD. WOULD BE
MORE ACCEPTABLE IF LARGE COMMERCIAL VEHICLES WERE
PROHIBITED BETWEEN 9 MILE AND 4 MILE. INCREASING
THE NUMBER OF TREES AND FOLIAGE WILL DO NOTHING
TO REDUCE THE ROAD NOISE THAT THE PROPOSED
ROAD WIDENING WILL INTRODUCE.



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name Naveed Ahmed E [REDACTED]
A [REDACTED]

City Novi State MI Zip Code 48374

I Strongly oppose the proposed road widening project behind my home expanding from 2-lane to 4-lane will significantly reduce my property value and drastically increase noise pollution in my backyard-directly impacting my family quality of life. This project prioritizes traffic flow at the expense of established roads and long-term well being. I urge the committee to reconsider this plan and explore alternatives that protect the integrity and livability of our neighborhood.



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name LINDA JOHNSON En [REDACTED]

Ad [REDACTED]

City NOVI State MI Zip Code 48374

THE AREA BETWEEN 9 MILE AND GRAND RIVER IS
RESIDENTIAL—MANY HOMES AND CONDOS ARE CLOSE TO BECK.
WIDENING THAT SECTION IS DETRIMENTAL TO THAT SECTION.
NOVI RESIDENTS IN THIS SECTION WISH TO KEEP IT IN THE
SAME WAY IT IS NOW, AS DO NORTHVILLE RESIDENTS!

ACCIDENTS HAPPEN WHEN SPEED LIMIT IS TOO HIGH.
BUSINESSES THAT WANT THE WIDENING CLOSE TO GRAND
RIVER CAN BE ACCESSED VIA GRAND RIVER.



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name Brian Cho

City _____ State _____ Zip Code _____

I'm against this project because my backyard faces Beck Rd. and the road expansion adversely affects my living condition as results of increased traffic and vehicle speed increase.

Also, I doubt the traffic easiness with the road expansion because the most congested area on Beck Road is between 6 mile and 8 mile. Without expansion of this section, benefit of this project will be minimal.



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name JAMES SIBBS Email [REDACTED]

City NOVI State MI Zip Code 48374

COMPLETELY AGAINST THIS PROJECT
THIS IS ONLY WANTED BY THE
BUSINESSES IN WIXOM WHILE NOVI
RESIDENT WILL BE FORCED TO DEAL
WITH ADDED NOISE POLLUTION AND
SAFETY ISSUES. THE CITY OF NOVI
NEEDS TO VOTE AGAINST THIS PROJECT



-development behind me
was caught draining wetlands

BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name Kathy Kennedy

City Wixom State Mi Zip Code 48393

- Lived here since 1985
- enforce speed limits
- railroad track needs Bridge

concerns are (1) trying to get out of my drive across 2 lanes instead of the 1 I have to get out now.

(2) how far into my yard is the new Road going to take? - When will Talks about money for the easment happen?

(3) more minor concerns - mailbox, planting's

(4) How long will 'my' section take - will I have at least one drive way open at all times?

(5) noise

(6) lighting

(7) Just heard Homeowner has to pay for sidewalk??

(8) widening to spend Fed. money or lose it - not good

(9) Light but, 96/west to give some open spots for me to get out of driveway



BECK ROAD ENVIRONMENTAL ASSESSMENT

Please provide formal comment by completing this form, or by filling out an online comment form. For more information, please visit the project website at www.becktothefuture.org.

Tell us what you think. Please use the space below to provide formal comment. Add additional pages if necessary. **PLEASE PRINT CLEARLY.**

Name Helen Sirais

City Novi State Mich Zip Code 48374

I am against widening Beck Rd south of 11 Mile. This will only encourage more traffic and add to the noise and light pollution. I can see widening the road to 3 lanes, with one of them being a dedicated left turn lane.

A big reason for the increase in traffic over the past 20 years has been the development in South Lyon. They have not widened any of their roads, and that is an option that should be explored. Napier could be paved with the ability to add an entrance/exit ramp to the expressway.



REGION 5
CHICAGO, IL 60604

May 21, 2025

VIA ELECTRONIC MAIL ONLY

Eric J. Purkiss
Program Development Director
Federal Highway Administration
315 West Allegan Street
Lansing, Michigan 48933

Mahreen Nabi
LAP Environmental Unit, Supervisor
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

RE: EPA Comments: Draft Environmental Assessment for Beck Road Corridor Improvement Project, South of 9 Mile Road to Pontiac Trail, Cities of Novi and Wixom, Oakland County, Michigan

Dear Mr. Purkiss and Ms. Nabi:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment signed April 2025, concerning the widening and enhancement of a 5.3-mile segment of Beck Road in Oakland County, Michigan. The U.S. Federal Highway Administration is the lead federal agency under the National Environmental Policy Act. The cities of Novi and Wixom, in cooperation with the Federal Highway Administration and the Michigan Department of Transportation, are proposing the Beck Road Corridor Improvement Project (hereinafter referred to as the Project). This letter provides EPA's comment pursuant to NEPA and Section 309 of the Clean Air Act.

The Project is a 5.3-mile stretch of Beck Road, a north-south thoroughfare connecting communities in Oakland and Wayne Counties with major trunklines, including I-96, M-14, and US-12. The Project is focused on upgrading the current transportation conditions to better serve community needs by redesigning and expanding Beck Road from south of 9 Mile Road to Pontiac Trail in the cities of Novi and Wixom. Additionally, the Project seeks to address incomplete non-motorized facilities, an at-grade freight railroad crossing, and a lack of adequate space at certain intersections.

The stated purposes of the Project specifically include:

- alleviating traffic congestion to better accommodate the existing and projected traffic volumes;
- improving traffic flow, reducing delays, and enhancing the overall operation of the roadway;
- enhancing safety for all roadway users by addressing current crash issues at critical intersections;
- providing safer and more accessible infrastructure for pedestrians and bicyclists; and
- improving the quality of infrastructure and aesthetics along the corridor.

The Draft EA evaluates the No Action alternative and three action alternatives:

- No-Build, which would maintain existing roadway and operational conditions and would rely on routine maintenance and pavement rehabilitation to keep the roadway operational.
- Five-lane configuration with two dedicated lanes in both directions and a center left turn lane throughout the Study Corridor.
- Four-lane boulevard section with two lanes in each direction, a center median, and median crossovers as needed throughout the Study Corridor.
- Hybrid of a five-lane configuration in the northerly portion of the Study Corridor and a four-lane boulevard section in the southerly portion of the Study Corridor.

The three build alternatives include:

- installing continuous sidewalks and bike paths to promote active transportation and improve connectivity for pedestrians and cyclists;
- a grade-separated crossing of the CSX Transportation rail tracks located in Wixom to accommodate vehicle and non-motorized modes of travel; and
- a roundabout at the 11 Mile Road intersection designed to improve traffic flow and safety.

The Draft EA indicates the preferred alternative is the hybrid of a five-lane roadway and four-lane boulevard.

EPA's enclosed comments focus on purpose and need, transportation impacts, air quality, and public outreach. EPA makes these recommendations to improve the usefulness of the Draft EA for agency decision making and to reduce potential environmental effects of the proposed action. EPA recommends that FHWA, MDOT, and the cities of Novi and Wixom address these comments and recommendations before signing decisional documents.

Sincerely,

**KRYSTLE
MCCLAIN** Digitally signed by
KRYSTLE MCCLAIN
Date: 2025.05.21
09:19:49 -05'00'

Krystle Z. McClain, P.E.
NEPA Program Supervisor
EPA Region 5

Enclosures:

EPA's Detailed Comments

Construction Emission Control Recommendations

CC (with enclosures; via electronic mail only)
Tim Sikma, Wixom City Hall

EPA's Detailed Comments
Draft Environmental Assessment for Beck Road Corridor Improvement Project
South of 9 Mile Road to Pontiac Trail
Cities of Novi and Wixom, Oakland County, Michigan
May 21, 2025

1. PURPOSE AND NEED / ALTERNATIVES

- A. The Draft EA indicated that Beck Road is a minor arterial road connecting communities in Oakland and Wayne Counties with major trunklines¹. The limits of the Project are proposed to extend from 9 Mile Road in Novi to Pontiac Trail in Wixom. The Draft EA indicated the project area is "pivotal in the regional transportation network, serving as a crucial connector with strategic interchanges at M-14 and I-96."

It is not clear from reviewing the Draft EA why the project corridor was selected to cover a 5.3-mile segment of Beck Road when Beck Road runs for approximately 28 miles between Wixom and Van Buren Township.²

Recommendations before finalizing the NEPA document:

1. Discuss rationale for selecting the termini identified in the Draft EA. In particular, discuss the status of Beck Rd. starting at M-14 and ending at I-94 and whether this portion of the connector needs improvement (e.g., reducing delays, enhancing safety for all roadway users, improving infrastructure, etc.).

2. TRANSPORTATION IMPACTS

- A. The Draft EA indicated widening the roadway to accommodate additional lanes may necessitate significant construction activities, potentially leading to temporary disruptions, detours, and inconvenience for motorists and residents. The Draft EA did not discuss detours for use during construction.

Recommendations before finalizing the NEPA document:

1. Discuss impacts to roadways that will likely be designated as alternate routes during construction. In particular, discuss existing traffic volumes, Level of Service, and how well alternate routes will be able to handle additional traffic volume.

¹ I-96, M-14, and US-12

² Starting in Wixom at Potter Road and ending at I-94.

3. AIR QUALITY

- A. The Draft EA indicated construction-related impacts will be mitigated through best management practices, focusing largely on noise impacts. The Draft EA also indicated the residential section in the southern portion of the project area has sidewalks and pedestrian crossings. The sidewalk is separated from the roadway by a vegetated buffer, creating a physical and visual barrier between pedestrians and vehicles. The Draft EA does not address whether the vegetated buffer will be impacted by the proposed project.

Acknowledging features listed in the mitigation “green sheet,”³ residents and businesses in the project area may be affected by roadway pollutants during construction and operation. Construction activity will release air emissions from equipment engines, truck engines, and earthwork activity. In 2002, EPA classified diesel emissions as a likely human carcinogen. Diesel exhaust can also worsen heart and lung disease, especially in vulnerable populations, such as children and elderly people. EPA research has demonstrated that well-planned vegetative barriers can reduce exposure to air pollution by up to 50 percent, and the combination of a solid fence with vegetation can result in the greatest protection.⁴

Recommendations before finalizing the NEPA document:

1. Consider adding applicable measures from the enclosed *Construction Emission Control Checklist* to the mitigation “green sheet.”
2. Per Executive Order 13045 on Children’s Health,⁵ EPA recommends FHWA pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations to be protective of children’s health.
3. Consider the use of vegetative barriers⁶ adjacent to neighborhoods across the entire project area to address the following:
 - a. decrease pollutants from cars and trucks reaching residential, school, and play areas; and
 - b. minimize visual intrusions to residences, parks, or other sensitive visual receptors; and
 - c. extend the effect created by the existing vegetated buffer to the rest of the residential area in the southern three miles of the project area.

³ Appendix A of the Draft EA

⁴ Expressways generally influence air quality within 500-600 feet; it is therefore most important to assess sites for barriers where there are residences, schools, playgrounds, and other places people gather within 500-600 feet of a roadway. See EPA’s Near Roadway Air Pollution and Health: Frequently Asked Questions https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf. EPA would appreciate the opportunity to collaborate with MnDOT and FHWA on siting considerations and identifying which studies would be useful references. See Baldauf, R. *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality*. U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-16/072, 2016 at https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=NRMRL&dirEntryId=321772&simpleSearch=1&searchAll=Recommendations+for+constructing+roadside+vegetation+barriers+to+improve+near+road+air+quality as well as the *Vegetation Barrier Toolkit* at <https://chicagorti.org/resources/vegetation-barrier-toolkit-for-schools-and-communities/>.

⁵ Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children’s normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed.

⁶ Vegetative barriers are strategically-sited trees and shrubs, with rows preferably 3 meters tall and 4 meters thick, without any gaps in foliage between trees, running parallel to a roadway or rail lines. Use of coniferous tree species is critical because they keep their needles year-round.

-
4. Consider inviting the public to maintain the vegetated buffer, thereby reducing costs for FHWA, MDOT, and the cities (e.g., Adopt a Highway).
 5. EPA would appreciate the opportunity to discuss use of vegetation to address the above issues. Please contact Kathy Kowal to connect with EPA scientists specializing in vegetative barriers for air quality benefits.

4. PUBLIC OUTREACH

- A. The public meeting summaries⁷ indicate public meetings, online surveys, and an open house were conducted during 2021, 2022, and 2023. Respondents were nearly evenly split on the overall proposed improvements for Beck Road with slightly more respondents that were in favor of the improvements. Public comments expressed concerned over deteriorating living conditions with increased traffic volumes and noise closer to residences, businesses, and other sensitive receptors.

Recommendations before finalizing the NEPA document:

1. Discuss the nature of public outreach FHWA is using to reach out to community groups, churches, previous commenters, etc. to discuss the project and potential mitigation (e.g., medians, vegetated buffers, etc.).
2. Identify whether bike lanes and walking infrastructure are proposed across the entire project area, allowing users to access Lakeshore Park and Walled Lake. Consider access for residential units at Pontiac Trail and Beck Road to public amenities and safe travel for students attending Walled Lake Western High School located just north of the project area.

5. OTHER COMMENTS

- A. The Draft EA did not indicate how comments received during the public comment period would be addressed.

Recommendations before finalizing the NEPA document:

1. Create an appendix that include all comments received during the comment period, including any applicable transcripts of comments from the public.
2. Create an appendix that includes all correspondence sent to and received from government agencies regarding the proposed project.
3. Create a chart that lists the following:
 - a. all comments received during the Draft EA review period;
 - b. FHWA's response with a reference to the section that was changed as a result of the comment, if applicable. Include section and page number for ease of reference; and
 - c. associated mitigation efforts with responsible entity.

⁷ Appendix M of the Draft EA

U.S. Environmental Protection Agency
Construction Emission Control Recommendations

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.⁸ We recommend FHWA consider the following protective measures and commit to applicable measures in the Draft EA.

Mobile and Stationary Source Diesel Controls

Consider purchasing or soliciting bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Committing to the best available emissions control technologies for project equipment can aid in meeting the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).⁹
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).¹⁰
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider the following best practices via the construction contracting or oversight process to aid in further reducing impacts:

Equipment

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-

⁸ Benbrahim-Tallaa, L, Baan, RA, Grosse, Y, Lauby-Secretan, B, El Ghissassi, F, Bouvard, V, Guha, N, Loomis, D, Straif, K & International Agency for Research on Cancer Monograph Working Group (2012). Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. The Lancet. Oncology, vol. 13, no. 7, pp. 663-4. Accessed online from:

https://kclpure.kcl.ac.uk/portal/files/6492297/coverBenbrahim_Tallaa_2012_Lancet_Oncology.pdf

⁹ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>

¹⁰ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

Appendix C:
Section 4(f) Official with Jurisdiction Concurrence



June 4, 2025

Mr. Victor Cardenas
City Manager
City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

Subject: Official with Jurisdiction (OWJ) Concurrence
Re: Beck Road Corridor Improvement Project, Bosco Fields Property Needs

CITY COUNCIL

Mayor

Justin Fischer

Mayor Pro Tem

Laura Marie Casey

David Staudt

Brian Smith

Ericka Thomas

Matt Heintz

Priya Gurumurthy

City Manager

Victor Cardenas

City Clerk

Cortney Hanson

Dear Mr. Cardenas:

The cities of Novi and Wixom, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Michigan Department of Transportation (MDOT), are proposing a corridor widening project on Beck Road, in Oakland County (JN 219309). The cities of Novi and Wixom prepared an environmental assessment (EA) and preferred alternative for the proposed project which will enhance and widen a 5.3-mile segment of Beck Road.

The project scope of work includes widening Beck Road to a four-lane boulevard from south of 9 Mile Road to 11 Mile Road and widening the roadway to a five-lane configuration from 11 Mile Road to Pontiac Trail. These improvements will address operational and safety needs in this growing area. To accommodate for the roadway widening, 0.99 acres of fee ROW property and 0.15 acres of temporary property is expected to be required from Bosco Fields, a city of Novi designated park located adjacent to Beck Road. Please see the attached exhibit illustrating the proposed ROW needs from Bosco Fields.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the *Department of Transportation (DOT) Act of 1966*, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this correspondence is to document that the Official with Jurisdiction over the resource concurs with the measures to minimize harm and the assessment of impacts.

The following measures to minimize harm will be incorporated into the environmental commitments:

- Access to Bosco Fields will be maintained throughout construction.
- The existing berm and associated plantings adjacent to the soccer fields will not be impacted.
- Enhancement plantings will be strategically placed along the eastern edge of Bosco Fields, if deemed necessary. While final plans will determine their need and locations, potential options include a tree buffer between the proposed turning loop and Jessica's Splashpad.

City of Novi

45175 Ten Mile Road
Novi, Michigan 48375
248.347.0460
248.347.0577 fax

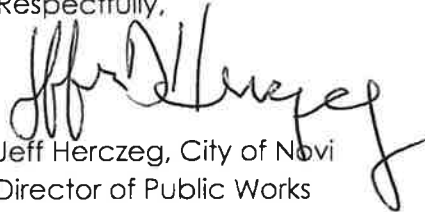
cityofnovi.org

Based on the scope and type of work, the proposed project will not adversely affect the protected recreational activities, features, or attributes associated with Bosco Fields. Therefore, in accordance with 23 CFR 774, the proposed project will have a *de minimis* impact, based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes to Bosco Fields will not adversely affect the recreational activities, features, or attributes that qualify the property for Section 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the Section 4(f) property, are considered to be reasonable and acceptable.

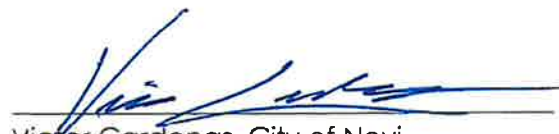
If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed undertaking, please indicate as such by providing your signature in the space below. Thank you for your time and cooperation on this matter. If you have questions or concerns, please feel free to contact me at (248) 735-5606.

Respectfully,



Jeff Herczeg, City of Novi
Director of Public Works

OWJ Concurrence:



Victor Cardenas, City of Novi
City Manager

6-5-25
Date

