

Negative Impacts of Decreased Funding

Have you returned paved roads to gravel?

In 2007 and prior years, 12 counties had returned paved roads to gravel.

Alger	Delta	Houghton	Kalkaska
Alpena	Dickinson	Iosco	Menominee
Benzie	Hillsdale	Iron	Osceola

By 2008, 25 counties had returned paved roads to gravel.

Alcona	Delta	Isabella	Osceola
Alger	Dickinson	Menominee	Otsego
Allegan	Emmet	Midland	Shiawassee
Alpena	Gogebic	Montcalm	Wexford
Benzie	Hillsdale	Muskegon	
Calhoun	Houghton	Oceana	
Crawford	Iosco	Ontonagon	

At the end of 2009, 38 counties had returned paved roads to gravel.

By 2010, half of Michigan's 83 county road agencies will be faced with this difficult decision.

At least 100 miles of paved roads have been returned to gravel; with approximately 35 miles returned to gravel in 2009 alone. Data indicates the miles of paved roads returned to gravel could reach 200 miles by the end of this year.

County	Years Roads Pulverized	Number Local Miles	Number Primary Miles
Alcona	2009	2	-
Alger	2006	1	-
Allegan	-	-	-
Alpena	2009	.3	-
Benzie	-	-	-
Calhoun	2008-2009	1.5 in 2009, 2.5 total	-
Cass	2009	1	-
Cheboygan	2009	.5	-
Crawford	2008	-	2
Delta	Over 5 to 10 yrs.	10	1
Dickinson	2008-2009	1	-
Eaton	2009	.1	-
Emmet	-	-	-
Gogebic	2009	3	-
Hillsdale	2004 and 2008	4	-
Houghton	2004	1	3
Iosco	2007	1.5	-
Iron	Over 5 to 10 yrs.	Approx. 10	Approx. 10
Isabella	2008	1	-
Kalamazoo	2009	1	-
Kalkaska	2002 to 2003	-	3.5
Keweenaw	2009	.2	-
Lenawee	2008-2009	5 miles in 2009	2 miles in 2008
Mackinac	2009	-	.25
Marquette	2009	1	-
Menominee	2007-2009	3.45	.45
Midland	2008-2009	3	-
Montcalm	2009	-	10
Muskegon	2008	2	-
Oceana	2008	1.5	-
Ogemaw	2009	.3 *	-
Ontonagon	2009	-	2
Osceola	2004	5	-
Otsego	2008	.3	-
Shiawassee	-	-	-
Tuscola	2009	1	-
Van Buren	2009	2	2
Wexford	-	-	-
Total Counties		Total Local Miles	Total Primary Miles
38		65.15	36.2

*The township later paid 100 percent of the cost to repave this road.

The following counties anticipate returning paved roads to gravel in 2010

County	Anticipate or Possible	Number of Miles	Local or Primary
Alcona	Possible	2	Local
Antrim	Possible	-	Local
Bay	Anticipate	2 to 5	Local
Calhoun	Anticipate	25 to 40	Local
Clare	Anticipate	2	Local
Crawford	Anticipate	3	Primary
Delta	Anticipate	3	1 Local, 2 Primary
Dickinson	Anticipate	1 to 2	Local
Emmet	Anticipate	4.83	Primary
Gogebic	Anticipate	2	Local
Hillsdale	Anticipate	1	Local
Ingham	Possible		
Iron	Anticipate	Up to 5	Local and Primary
Isabella	Possible	2	Local
Lapeer	Possible	2.5	1.5 Primary, 1 Local
Lenawee	Possible		
Marquette	Anticipate	1 to 2	Local and Primary
Midland	Anticipate	2	Local
Missaukee	Possible		Local
Monroe	Possible		
Montcalm	Possible	5 to 7	Local and Primary
Newaygo	Possible		
Ontonagon	Anticipate	5	Local and Primary
Presque Isle	Anticipate	2 to 3	Local
Saginaw	Possible		
Tuscola	Anticipate		Local
Van Buren	Anticipate	5	3 Local, 2 Primary

Have you reduced maintenance/preservation/construction programs?

2007- 44 counties reduced maintenance/preservation/construction programs

2008- 66 counties reduced maintenance/preservation/construction programs

2009- 73 counties reduced maintenance/preservation/construction programs

Over the past three years, 79 county road agencies have reduced maintenance, preservation, or construction programs, including:

Alcona	Dickinson	Lake	Oceana
Alger	Eaton	Lapeer	Ogemaw
	Emmet	Leelanau	Ontonagon
Alpena		Lenawee	Osceola
Antrim	Gladwin	Livingston	Oscoda
Arenac	Gogebic	Luce	Otsego
Baraga	Grand Traverse	Mackinac	Ottawa
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale	Manistee	Roscommon
Benzie	Houghton	Marquette	Saginaw
Berrien	Huron	Mason	Sanilac
Branch	Ingham	Mecosta	Schoolcraft
Calhoun	Ionia	Menominee	Shiawassee
Cass	Iosco	Midland	St. Clair
Charlevoix	Iron	Missaukee	St. Joseph
Cheboygan	Isabella	Monroe	Tuscola
	Jackson	Montcalm	Van Buren
Clare		Montmorency	Washtenaw
Clinton	Kalkaska	Muskegon	Wayne
Crawford	Kent	Newaygo	Wexford
Delta	Keweenaw	Oakland	

*Blue indicates 2007, Purple indicates 2008.

At the end of 2009, only Allegan, Chippewa, Genesee and Kalamazoo Counties were excluded from this list.

Allegan and Kalamazoo indicate they will likely reduce maintenance, preservation or construction programs in 2010. This would bring the total to 81 of Michigan's 83 counties.

Did you reduce or eliminate maintenance or replacement activities on hard surface roads?

2007- 33 counties reduced or eliminated maintenance or replacement activities on hard surface roads.

2008- 54 counties reduced or eliminated maintenance or replacement activities on hard surface roads.

In 2009- 71 counties reduced or eliminated maintenance or replacement activities on hard surface roads.

Over the past three years, 77 county road agencies have reduced or eliminated maintenance or replacement activities on hard surface roads including:

Alcona	Dickinson	Lake	Oceana
Alger	Eaton	Lapeer	Ogemaw
	Emmet	Leelanau	Ontonagon
Alpena		Lenawee	Osceola
Antrim	Gladwin	Livingston	Oscoda
Arenac	Gogebic	Luce	Otsego
Baraga	Grand Traverse	Mackinac	Ottawa
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale	Manistee	Roscommon
Benzie	Houghton	Marquette	Saginaw
Berrien		Mason	Sanilac
Branch	Ingham	Mecosta	Schoolcraft
Calhoun	Ionia	Menominee	Shiawassee
Cass	Iosco	Midland	St. Clair
Charlevoix	Iron	Missaukee	St. Joseph
Cheboygan	Isabella	Monroe	Tuscola
	Jackson	Montcalm	Van Buren
Clare		Montmorency	Washtenaw
Clinton	Kalkaska	Muskegon	Wayne
Crawford		Newaygo	Wexford
Delta	Keweenaw	Oakland	

*Blue indicates 2007, Purple indicates 2008.

Did you reduce or eliminate gravel road maintenance activities?

2007- 15 counties reduced or eliminated gravel road maintenance activities

2008- 47 counties reduced or eliminated gravel road maintenance activities

2009- 56 counties reduced or eliminated gravel road maintenance activities

Over the past three years, 68 counties have reduced or eliminated gravel road maintenance activities including:

Alcona	Dickinson	Lake	Oceana
Alger	Eaton	Lapeer	
Allegan	Emmet		Ontonagon
Alpena		Lenawee	Osceola
	Gladwin	Livingston	Oscoda
	Gogebic	Luce	Otsego
Baraga	Grand Traverse	Mackinac	Ottawa
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale	Manistee	
Benzie	Houghton	Marquette	
Berrien		Mason	
Branch		Mecosta	Schoolcraft
Calhoun	Ionia	Menominee	Shiawassee
Cass	Iosco	Midland	St. Clair
Charlevoix	Iron	Missaukee	St. Joseph
Cheboygan	Isabella	Monroe	Tuscola
		Montcalm	
Clare		Montmorency	Washtenaw
Clinton	Kalkaska	Muskegon	Wayne
Crawford	Kent	Newaygo	
Delta	Keweenaw	Oakland	

*Blue indicates 2007, Purple indicates 2008.

Did you reduce or eliminate roadside mowing/ brush control?

2007- 7 counties reduced or eliminated roadside mowing/brush control.

2008- 44 counties reduced or eliminated roadside mowing/brush control.

2009- 55 counties reduced or eliminated roadside mowing/brush control.

Over the past three years, 63 counties reduced or eliminated roadside mowing/brush control. Eight counties indicate they are considering making this change for 2010.

Counties in standard black font made this change in 2009. Blue indicates 2007 and purple indicates 2008, these counties did not reduce mowing and brush control in 2009.

Counties in red are considering this change for 2010.

Alcona	Dickinson	Lake	Oceana
Alger	Eaton		Ogemaw
	Emmet	Leelanau	Ontonagon
Alpena		Lenawee	Osceola
Antrim	Gladwin		Oscoda
	Gogebic	Luce	Otsego
Baraga	Grand Traverse	Mackinac	Ottawa
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale	Manistee	Roscommon
Benzie	Houghton	Marquette	Saginaw
Berrien		Mason	
Branch		Mecosta	Schoolcraft
Calhoun	Ionia	Menominee	
Cass	Iosco	Midland	St. Clair
Charlevoix		Missaukee	St. Joseph
Cheboygan	Isabella	Monroe	
Chippewa	Jackson	Montcalm	Van Buren
Clare	Kalamazoo	Montmorency	Washtenaw
Clinton	Kalkaska		Wayne
Crawford	Kent	Newaygo	Wexford
Delta	Keweenaw	Oakland	

Did you reduce or eliminate bridge/culvert replacement activities?

2007- 7 counties reduced or eliminated bridge/culvert replacements.

2008- 21 counties reduced or eliminated bridge/culvert replacements.

2009- 42 counties reduced or eliminated bridge/culvert replacements.

Over the past three years, 49 counties reduced or eliminated bridge/culvert replacements including:

Alcona	Dickinson	Lake	Oceana
Alger	Eaton	Lapeer	
Allegan	Emmet		
Alpena			Osceola
	Gladwin		Oscoda
	Gogebic		
Baraga	Grand Traverse		Ottawa
Barry		Macomb	Presque Isle
Bay		Manistee	Roscommon
Benzie	Houghton	Marquette	Saginaw
	Ingham	Mecosta	Schoolcraft
Calhoun	Ionia		Shiawassee
	Iosco	Midland	St. Clair
	Iron	Missaukee	
	Isabella	Monroe	Tuscola
		Montcalm	Van Buren
Clare			Washtenaw
Clinton	Kalkaska	Muskegon	Wayne
		Newaygo	
	Keweenaw		

*Blue indicates 2007, Purple indicates 2008.

Did you discontinue other services or programs in 2009?

County	Did you discontinue other services or programs in 2009?
Alcona	Suspended resale of road materials to citizens, and suspended special assessment of private road maintenance agreement.
Alpena	Yes
Antrim	Cut back on over time for several years, and cut salt/sand use by 50%.
Baraga	Yes
Barry	Reduced tree cutting
Bay	We have provided townships with a product called "seal blend" for repairing large areas of failed roadway (1-200 feet, a lane wide width). This has typically cost the BCRC \$300,000 per year. We are eliminating this program.
Benzie	Yes
Branch	no, but considering eliminating dust control
Calhoun	Yes
Charlevoix	Yes- cost sharing black top with townships on local roads
Clare	Yes
Clinton	The most expensive items... winter maintenance, equipment and paving.
Crawford	Yes
Dickinson	Yes
Eaton	Yes
Emmet	Yes
Genesee	yes, Special Assessment Projects
Grand Traverse	yes- mailbox replacement drive
Gratiot	Yes
Hillsdale	Yes- spray to reduce vegetation
Houghton	Yes
Ingham	Considering elimination of local road match program with township
Iosco	No services discontinued, but many service levels reduced
Kalamazoo	Yes- policy reviews- weigh master
Kalkaska	Yes
Keweenaw	Yes
Lenawee	Yes- snow plow safety programs in schools
Livingston	Yes
Marquette	Yes
Mason	Yes
Mecosta	Yes, closed a maintenance garage in the fall 2008
Midland	Yes
Monroe	Yes
Montcalm	Yes

Muskegon	Yes
Newaygo	Yes
County	Did you discontinue other services or programs in 2009?
Oceana	Yes
Ogemaw	No- Programs discontinued in prior years won't be brought back.
Osceola	Yes
Oscoda	Yes
Otsego	Yes
Presque Isle	Yes
Roscommon	Yes
Schoolcraft	Yes- sign work reduced
St. Joseph	Yes
Washtenaw	We have reduced the curb sweeping program by 33%; dramatically reduce guardrail installation projects and maintenance; and eliminated private road approach sign maintenance.

Have you reduced the level of winter maintenance services?

County	Reduce Level	Changes to winter maintenance?
Alcona	Yes	Yes- More conservative call out on overtime and weekends- weekend work on county road generally limited to 4" or more of snow. Working short one winter route driver.
Alger	Yes	Yes, we do not plow county local roads on overtime. Primary roads may be plowed on overtime when snowfall exceeds 6 inches and if additional snow is expected.
Allegan	Yes	
Alpena	yes	We are limiting overtime, and reducing salt application on low-volume roads. Continued reductions in staff or absences create increased time to clear roads.
Antrim	Yes	Have been cutting back for several years on overtime, etc... We maintain reasonably passable on over time. Cut Salt/Sand use by 50%.
Baraga	yes	Reduced services after hours and weekends
Barry	yes	Using more sand, less salt and redirecting overtime by waiting for bigger storms to plow.
Bay	yes	Minimal local road plowing or subdivisions on overtime (weekends).
Benzie	yes	We plow less on weekends, only main roads on state and some main roads on county.
Berrien	not yet	Not yet- Any spending over budget this winter will be reduced from the spring/ summer maintenance budget
Branch	yes	Adopted new winter maintenance policy (available by request from CRAM office)

Calhoun	not yet	Went to sand/salt mix on all county roads. Local roads only get hills/curves/intersections treated with sand/salt
Charlevoix	yes	Cutting back on sand and salt. Plowing of local roads on weekends- 6" or more snow before local roads get plowed on weekends
Cheboygan	yes	Our policy already limits overtime on primaries to when they are impassable and limits locals to 911 declared emergency calls. We are doing our best to limit overtime.
Chippewa	yes	Reduced plowing on weekends and reduced overtime on local roads on regular workdays.
Clare	yes	Reduced number of lane miles salted. No over time on weekends or evenings
Clinton	yes	Our policy is very basic and brief. We are limited on overtime, limited on salt and limited on the number of people that are on staff.
Crawford	yes	Only work overtime if more than 6 inches of snow is on the roadway. Clearing of ice and snow is done primarily on regular hours.
Delta	yes	Because of lack of employees it is now day 2 or will possibly be day 3 before some local roads get plowed.
Eaton	yes	Reduced deicer application rates, reduced level of service from bare pavement to passable condition
Emmet	yes	We have reduced our winter maintenance level of service each of the past 3 years. We only salt or sand at intersections, curves and hills on our local roads. We plan on using 20% less salt this year overall.
Gladwin	yes	Overtime is minimized when possible. Winter sand (sand/salt mix) is being used more on snow routes instead of salt to reduce cost. Brine is also being used more for de-icing.
Gogebic	yes	Reduced plowing on roads with no full time residents. Increased from 4" to 5" snow fall before county wide plowing. Reduced plowing on weekends.
Hillsdale	yes	Reduced- Trying to be stingy with use of salt and overtime.
Houghton	yes	Reduced overtime, mainly on weekends and holidays.
Ingham	yes	No plowing of subdivisions on overtime, less salt, etc...
Iosco	yes	Reduced use of overtime. No change to maintenance policies at this time.
Iron	yes	Continue to closely watch when overtime is used
Isabella	yes	We have reduced the hours worked. We allow the snow plow drivers to come in early or work late, but not both. We have reduced the amount of salt used for de-icing. We have changed the emergency call-ins to minimum crew levels.
Jackson	yes	Adopted new winter maintenance policy (available by request from CRAM office)
Kalkaska	yes	Reduced use of overtime

Kent	yes	No plowing on residential streets using overtime unless accumulation of 5 or more inches.
Keweenaw	yes	We have reduced hours on weekends by allowing more snow to accumulate (4"-6") before call outs are made. On Sundays we try to wait until Monday if possible.
Lake	yes	Reduced overtime as much as possible!
Lapeer	yes	We no longer plow or salt on our local paved roads on overtime. Also primary road a center line bare only. We are also mixing salt and sand.
Leelanau	no	We promised good winter service to our voters and we're going to prove it!
Lenawee	no	Closer adherence to the snow policy
Luce	yes	We went from 4-5 inches on local roads before any overtime is used.
Mackinac	yes	No overtime on weekends and nights unless 6" of snow. No salt on county roads.
Macomb	no	Reduced overtime on state trunklines per MDOT
Mason	yes	Reduced the use of over time and work on weekends
Mecosta	yes	Reduced Overtime Routes. Adopted new snow policy in 2008.
Midland	yes	Yes
Missaukee	yes	Not plowing secondary roads unless 4 inches of snow or more.
Monroe	yes	No overtime on local roads
Montcalm	yes	No overtime on local roads unless 5+ inches of snow except in case of freezing rain or extreme drifting
Montmorency	yes	
Muskegon	yes	Reduced overtime- weekdays and weekends; implemented white shoulder policy on primary and local road systems; and reduced salt usage.
Newaygo	yes	We are adhering more strictly to our winter maintenance policy.
Oakland	yes	Changes caused by a decreased number of staff. We have always followed fairly strict winter maintenance guidelines that dictate level of service at night and on weekends.
Oceana	yes	We cut back on salt/sand usage in county by going to only salt and sand on hills, curves and intersections. We eliminated 6 snow routes from 3 years ago. We eliminated the night shop crew that helps out in plowing during a bad storm.
Ogemaw	yes	Redefined conditions and timing of service
Osceola	yes	For weekend or overtime plowing, snow must be 4 inches or greater. Keeping trucks in as much as possible to reduce fuel and blade usage.
Oscoda	yes	We have increased our snowfall minimum requirement for weekend call outs.
Otsego	yes	Increased inches of snow to justify overtime on county roads

Ottawa	yes	Fewer drivers have led to longer routes. No overtime on gravel and subdivisions unless there is 6" or more of snow. Limit overtime to five hours on Saturdays, Sundays and Holidays.
Presque Isle	yes	Reduction of plowing on weekends. Need 4-6 inches of snowfall and then only state highways and primary roads are plowed.
Roscommon	yes	Sweeping changes made and advertised to community. Additional information available through the CRAM office.
Saginaw	yes	Will be reducing overtime this winter. New winter maintenance policy takes effect Jan. 2010.
Sanilac	no	Sensible salting
Schoolcraft	yes	Increased awareness and enforcement of policies regarding overtime and prioritization
Shiawassee	yes	Overtime on county roads will be reduced. Sand will be mixed with salt to reduce the cost of de-icing.
St. Clair	yes	
St. Joseph	yes	Reduce calling trucks out on weekends and holidays, under certain conditions
Tuscola	yes	We have reduced overtime levels on the local road system.
Van Buren	yes	It takes longer to provide service with fewer employees. Through contract negotiation we eliminated early call overtime pay for winter shift (previously called "early call overtime premium".)
Washtenaw	yes	We increased the threshold for overtime snow removal on local roads to 4 inches or more snow. We continue to plow snow on the primary roads regardless of the day or time; our reduced level of service applies to subdivision streets and gravel roads.
Wayne	Significantly altered winter operations in FY 08-09	We have curtailed overtime opting to stagger personnel where possible to assure coverage of routes during storm events. We have stopped allowing operators to rest on the clock in the yards and send them home when we observe fatigue after they have been operating for 16 hours or more. Only in severe storm conditions do we allow employees to remain in the yards.
Wexford	yes	We reorganized our winter routes to make our plowing more efficient

Do you anticipate making other changes to the level of service in the coming year?

County	Other changes to the level of service in 2010
Alcona	Yes-declining equipment condition will limit our service capability, i.e. Mowers and trucks.
Alger	Anticipate cuts to level of service in 2011.
Alpena	Yes
Antrim	Every year we are forced to just because equipment is getting older and prone to more breakdowns reducing our efficiency.
Barry	Yes
Bay	yes
Berrien	yes
Calhoun	yes
Charlevoix	yes
Cheboygan	We have no choice. Our basic expenditures for payroll, benefits, fuel, insurance, utilities, etc... exceed expected revenue before we even begin to consider C.P.M. and or Construction projects.
Chippewa	Again, further reductions in overtime and reduction in personnel through attrition.
Clare	yes- may reduce blading of gravel roads
Clinton	yes
Crawford	If funding continues to decline, we will be forced to.
Delta	yes
Eaton	Most services will be reduced but not eliminated. Time to complete repairs will increase. The number of closed roads and closed bridges will increase as repairs are delayed into future years.
Emmet	yes
Gladwin	More changes depend on funding and weather. NOTE: We have a county-wide road and bridge millage therefore we anticipate minimal impact on local construction / paving projects.
Gogebic	yes
Grand Traverse	yes
Hillsdale	Primarily winter maintenance
Houghton	yes
Ionia	yes
Iosco	Reductions in areas as necessary based on future funding levels
Iron	yes
Jackson	yes
Kalamazoo	yes
Keweenaw	yes
Lake	If the MTF funds keep going down! YES

Livingston	We anticipate that the downward service spiral will continue until funding is stabilized.
Luce	yes
Marquette	yes
Mason	yes
Menominee	yes
Midland	yes
Missaukee	yes
Monroe	yes
Muskegon	yes
Oakland	Depends upon staffing levels. Level of service will drop as staffing levels continue to drop.
Oceana	yes
Ogemaw	Most maintenance items will take longer to accomplish due to fewer people and less funds.
Ontonagon	yes
Osceola	yes
Oscoda	yes
Ottawa	Plow routes will get longer.
Roscommon	No, but construction projects, most summer maintenance, equipment purchases will all be down and effected by falling revenues.
Saginaw	yes
Schoolcraft	yes
Shiawassee	No, but this will depend on funding
St. Clair	yes
Tuscola	yes
Van Buren	yes
Washtenaw	We are exploring other methods of performing our annual dust control program to gain greater efficiencies, currently townships pay for the dust control material.

Counties were asked if they expect to delay necessary preventive maintenance in 2010. Capital Preventive Maintenance (CPM) is necessary to extend the life of road surfaces.

65 counties plan to delay necessary preventive maintenance due to a lack of funding including:

Alcona	Dickinson	Lake	Oceana
	Eaton	Lapeer	Ogemaw
	Emmet	Leelanau	Ontonagon
Alpena			Osceola
Antrim	Gladwin	Livingston	Oscoda
Arenac	Gogebic		Otsego
	Grand Traverse	Mackinac	Ottawa
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale		
Benzie	Houghton	Marquette	Saginaw
Berrien		Mason	
Branch	Ingham		Schoolcraft
Calhoun	Ionia	Menominee	Shiawassee
	Iosco	Midland	St. Clair
Charlevoix		Missaukee	St. Joseph
Cheboygan		Monroe	Tuscola
		Montcalm	Van Buren
Clare	Kalamazoo	Montmorency	Washtenaw
Clinton	Kalkaska	Muskegon	
Crawford	Kent	Newaygo	
Delta	Keweenaw	Oakland	

At least 54 counties anticipate reduction of traffic safety measures such as re-striping roads or replacing signs and guardrail in 2010.

Alcona	Dickinson	Lake	Oceana
	Eaton		
Allegan	Emmet	Leelanau	Ontonagon
Alpena			Osceola
Antrim		Livingston	Oscoda
Arenac	Gogebic	Luce	
	Grand Traverse	Mackinac	
			Presque Isle
Bay	Hillsdale		
	Houghton	Marquette	
Berrien		Mason	
Branch	Ingham	Mecosta	Schoolcraft
Calhoun		Menominee	Shiawassee
	Iosco		St. Clair
Charlevoix	Iron	Missaukee	
Cheboygan		Monroe	
Chippewa	Jackson		Van Buren
Clare	Kalamazoo	Montmorency	Washtenaw
Clinton	Kalkaska		
Crawford		Newaygo	
Delta	Keweenaw	Oakland	

Forty-five counties plan to delay a local road or bridge project in 2010 due to a lack of funds including:

Alcona	Dickinson		Oceana
	Eaton		
	Emmet		
Alpena			Osceola
Antrim			Oscoda
	Gogebic		
	Grand Traverse		
Barry	Gratiot	Macomb	Presque Isle
Bay	Hillsdale		
Benzie	Houghton	Marquette	
Berrien		Mason	
Branch	Ingham	Mecosta	Schoolcraft
Calhoun	Ionia	Menominee	
		Midland	St. Clair
	Iron	Missaukee	
		Monroe	Tuscola
			Van Buren
	Kalamazoo	Montmorency	Washtenaw
Clinton	Kalkaska		
Crawford	Kent		
Delta	Keweenaw		

Other Negative Impacts

Describe any other negative impacts you experienced in 2008.

Alcona	Existing public works facilities (buildings) are obsolete and date to 1940's and 1950's, impairing efficient/effective delivery of services; costly repairs and upkeep.
Allegan	Fewer people means services take longer, such as plowing
Alpena	Public does not accept reduction in services well.
Antrim	Not able to plow snow as efficiently as we used to- increased number of complaints
Baraga	Equipment purchase delays will be a serious problem with winter maintenance- trucks will be in the shop instead of on the road
Barry	Biggest impact is not being able to resurface (overlay) our paved roads when they should be. Actually we can't afford to overlay any paved roads anymore
Bay	Since we do not have a fully staffed engineering department, we struggle to pay for engineering services needed to take advantage of match or grant \$.
Branch	Reduction in revenue has impacted our maintenance program let alone any new construction
Cheboygan	Wage freeze for past 2 years has had a significant effect on morale
Clare	Public relations- General public doesn't seem to care about our financial situation- they want roads bladed and pavement marked.
Clinton	Customer satisfaction- they don't seem to understand as much as we try to inform them.
Delta	Poor Public Relations due to the length of time it is taking to do snow removal and the reduced amount of ice control.
Dickinson	We are no longer providing the service to the public as in the past- grading, patching, mowing, routine maintenance is "losing ground"
Emmet	Our equipment fleet breaks down more frequently causing trucks to be in repair and not on the road snowplowing... causing slippery roads.
Hillsdale	Fund balance is very low!
Houghton	Have limited township projects
Ingham	Public concern with reduced services, fear of winter conditions- not reducing services affecting safety on higher volume roads
Ionia	General public perception is damaged as roads that could have been extended in life with preservation techniques are left to further decay due to insufficient funds. I must constantly explain to the public that "grant" monies are only for the specific grant and cannot be used on general maintenance.
Iosco	Loss of efficiency and reduced level of service
Lake	General public dissatisfaction in both summer and winter maint programs
Livingston	Livingston County experienced tremendous growth prior to the building slump in 2005-06. We have more calls for service than funding to provide those services with, or hire additional staff
Luce	People want their roads patched and bladed more

Monroe	No OT on local roads for snow and ice removal
Oceana	We have cut back on mowing and brush projects, no chip seals, limited wedging, loss of people, no new equipment and more.
Ogemaw	Many complaints, roads rapidly deteriorating, low morale of employees due to benefit cuts
Oscoda	We had to make a dramatic change in our health insurance for employees and retirees.
Otsego	Inability to plow roads in a timely fashion
Ottawa	Our PASER ratings continue to decrease on a system wide basis.
Presque Isle	Level of service has declined due to reduced crew size. Response time during winter snow events has increased. Crews cannot plow all roads within one day.
Schoolcraft	Loss of service to the multiple users of our system. By having to reduce/eliminate maintenance the system is deteriorating backwards. This is difficult for the public as they have sacrificed previously for an improvement and a betterment of the system.
St. Clair	No raises for 4 years negatively impacted employee morale
St. Joseph	unable to process gravel in 2008
Washtenaw	We anticipate more major equipment breakdowns and longer equipment down time

Describe any other negative impacts of the funding crisis you expect to experience during 2009.

Alcona	Increased motorist frustration; decreased employee morale.
Alger	We do not have the financial ability to have processed gravel made in 2009. Our gravel road maintenance will be virtually non-existent.
Alpena	We will have to adjust programs and maintenance continually to balance with revenue
Baraga	Deferred projects will have a long-term impact on the system
Barry	We are already not overlaying paved roads, next choice is between services and seal coat.
Berrien	Yes- less seal coating and HMA paving means more pavement deterioration in future
Calhoun	Further reductions in roadside maintenance
Cass	Yes- One road may close due to bridge failure
Clare	May cut back on mowing signs and continued reduction of pavement marking- all are safety issues
Clinton	Continually getting high expectations from our customers (unrealistic) without proper funding. We have tightened our budget.
Dickinson	Reduced work force
Emmet	We will have a difficult time matching our federal aid 2010 and beyond
Hillsdale	Cash flow problems
Houghton	Township road project program may have to be reduced and or eliminated
Ingham	Yes, significant reduction in summer surface maintenance

Ionia	As much talk continues in D.C., general public will increasingly think our roads will also receive bail out and the state won't have to do anything thus we will actually lose more as we won't be able to match the federal funds.
Iosco	Increased road and equipment maintenance
Isabella	Less paving of gravel roads
Lake	Continue cuts in OT being performed, bridge weight limits continue to be reduced due to lack of funding to upgrade
Lapeer	Heavy primary maintenance program continues falling further and further behind
Livingston	Just more of the same: no funding to undertake projects... sticking strictly to basic core services.
Monroe	Less money = Less services
Oceana	Limits on gravel grading
Otsego	Reduced services for public and deteriorating roads
Presque Isle	Public criticism
Schoolcraft	Unable to provide emergency funding for the unexpected or longer than expected durations
St. Clair	Falling behind on replacing aging buildings, HVAC, IT Equipment, Also maintaining roads and bridges that should be replaced
St. Joseph	unhappy taxpayers because we are unable to provide the service they have become accustomed to
Washtenaw	We fully expect to see our pothole patching budget increase dramatically; the long term costs to correct this serious degradation is astronomical.

Describe any other negative impacts you experienced in 2009

County	Other Negative Impacts Experienced in 2009
Alcona	Unable to replace obsolete 1940-50s era maintenance garage that is hampering efficient and safe operations and making it difficult to meet environmental goals. Wage freeze and benefit cut was implemented for all employees in 2009.
Alger	Increased cost of maintaining old equipment. We have not replaced sand storage building since 2003.
Allegan	Routine maintenance activities take longer and are delivered less frequently with fewer work forces to do them.
Alpena	Will be reducing matching funds for local dollars
Barry	Morale and PASER ratings decrease

Bay	The BCRC has a MDOT maintenance contract. Due to the delays in purchasing equipment, our "equipment book value" has declined over the past two years, thus impacting the MDOT monetary advance we historically have carried to maintain MDOT routes. In 2009, we received a bill for \$194,000 from MDOT due to the reduction in "book value" of our equipment. Major negative impact. Several "short span" (less than 20') failed in 2009 and we did not replace them. Most were on Local Roads, which requires the township to help with funding, funding they don't have. Therefore, we have several roads in the county with permanent detours, until funding is available to replace them structure. These replacements usually run in the \$200,000 - \$300,000 price range.
Berrien	In the spring of 2009 when the frost came out we had 20 miles of road crumble and had to request additional financial participation from all the twps. affected
Cheboygan	We are under staffed. There is no more meat on the bone.
Clare	Poor public image. Safety issues- reduced visibility due to lack of mowing. Less grading of gravel roads in summer.
Clinton	Delayed response times for service. Getting way behind on proper care of the roads, i.e. paving, re-construction, preventative maintenance on bridges and roads
Delta	Equipment is getting older and employees are becoming more fatigued because of longer hours. The public is not happy.
Emmet	We have not performed any preventative maintenance on primary roads. Our overall primary road ratings wend from 5.29 in 2008 to 4.96 in 2009.
Genesee	Health Care Costs, Decreased MTF Funds
Gladwin	Available federal/state funding for road/bridge projects is almost non-existent our federal aid road system continues to "crumble" with no end in sight.
Gogebic	Eliminated chip seal program for 2010 and reduced roadside mowing.
Grand Traverse	With fewer employees, not able to staff for a long-term storm
Gratiot	No equipment purchases, no local road paving or reconstruction, seal coated only 4 miles of a 357 mile paved road system
Iosco	Reduction in surface maintenance- repair treatment
Isabella	We reduced building expansion for office shop space due to aging facility.
Jackson	Reduced mowing, pavement marking, sealcoat/wedging, reduced overtime during snow removal operations, weed spray.
Kalamazoo	CBA expired 3-31-09, currently in negotiations - staff concerns- public expectation- serious reductions in 2010 budget- staff realignments to cover positions-
Kalkaska	Elimination of night crew during winter months for snow removal operations
Kent	Level of service for winter and summer maintenance has been reduced. Construction and preservation programs have been reduced resulting in a noticeable decrease in our overall pavement conditions. Our poor and fair rated pavement categories are increasing due to lack of funds.

Keweenaw	Inability to purchase much needed new equipment and keep up with maintenance items such as crack sealing (preventative maintenance and pavement preservation)
Lake	Not replacing the last 5 retirees
Lenawee	It takes 15 years to complete what was a 5 year plan now. With the matching funds required we have had to limit participation to mostly critical bridge projects. We need to increase or remove the limit on the size of force account projects that the county can do. Need to be able to continue with the Federal Aid buyout program with the State highway.
Livingston	Devastating and unchecked deterioration of pavement conditions
Macomb	Reduced capital preventative maintenance projects on local road system
Mason	Reduced services to our communities
Menominee	Due to fewer employees, the road commission must shut down routine maintenance activities to complete preparations for top priority road and bridge projects.
Montcalm	Lack of equipment replacements and increased repair costs. Lack of personnel. If it wasn't for federal aid and ARRA work, we wouldn't be able to do any primary road improvements or repairs.
Muskegon	Reduced salaries. Wage increases 2% or less and not "rolled" into the schedule
Oakland	Reduced staff training and travel to training/ professional development opportunities; increased work load for many staff members due to reduction in total staff numbers
Oceana	This year we debated a layoff, reduced work hours or cut in pay. They union wanted \$1 cut in pay across the board to everybody. We did this all summer and fall until December.
Ogemaw	Minimum amount of people to cover all roads in the county, less maintenance performed, takes longer amount of time to compete
Ontonagon	Public complaints are rising
Osceola	Equipment maintenance and increase in cold patch prices
Oscoda	Local roads are deteriorated. Maintenance on paved primary (fed aid) suffers as we cannot match 20%
Otsego	Public perception is suffering due to reduced maintenance
Presque Isle	Unable to match township projects. Unable to update aging equipment. Unable to hire additional personnel that is needed.
Roscommon	Further reductions in fund balance to cover lost revenue and continue to supply a safe road system for the public.
Saginaw	Stalled building improvements and purchase of property for a salt facility
Schoolcraft	While we didn't turn down funding, we were unable to apply for additional grants or funding that required a match.
Shiawassee	Previously restricted bridges were reduced to one lane
St. Joseph	Cutback on summer chip seal programs

Van Buren Struggle to make pension, health care payments due to continual increases; both market driven

Describe any other negative impacts of the funding crisis you expect to experience during 2010.

County	Negative Impacts Anticipated in 2010
Alcona	Continued liability to do all we should be doing such as aggressive pavement preservation, more gravel road maintenance, more pavement marking, upgrading signage to meet new regulations, and more extensive needed safety improvements.
Allegan	Equipment will have to last longer, and cost more to operate, with more down time.
Alpena	Equipment will continue to deteriorate; Reductions in maintenance, such as dust control, grading, pavement maintenance, winter maintenance will negatively impact safety of our system.
Antrim	General decrease in efficiency due to older/aging fleet. A morale problem for same reason. {Increased frustration level of administrative staff already doing the work of a small army.}
Arenac	If the budget (MTF) declines further, money for federal match will be eliminated and county road projects will be lost.
Barry	Modification of service levels
Bay	We expect to significantly reduce our winter maintenance overtime, meaning Local and subdivision roads will not be plowed on overtime or weekends. We expect less work in the summer from MDOT through contract work, as their budget is as "bad" as ours. We also expect some of our "short bridges" (under 20') will fail and we will not replace them, leaving a detour in effect until further notice.
Berrien	Roads are falling apart, should seal coat 185 miles per year but can only afford 119 miles per year
Clare	Deterioration of paved roads from fair to poor. It will ultimately cost more to bring back to a good condition.
Clinton	Response time will be greater due to less people and less money for all maintenance and construction. Repairs will be cheap fixes rather than better, longer lasting projects, or not even done.
Delta	The public is getting frustrated with the lack of service.
Dickinson	Difficulties paying higher operational costs
Emmet	Our cost to improve primary roads to a good condition went from \$16 million in 2008 to \$21 million in 2009. This will only get worse in 2010 due to lack of preventative maintenance.
Gladwin	Reduced overall construction/ paving program due to limited federal/state funds and township revenue sharing budget issues.
Gogebic	Reduced equipment purchases postponing new garage complex

Gratiot	Cutting all other programs (seal coat, equipment, etc...) in order to have match money for federal aid
Hillsdale	Morale of employees (they accepted a wage freeze for 2010-11.) Low fund balance causes us to have cash flow problems.
Ionia	Continued deterioration of the road and bridge system
Isabella	MTF funds are continually declining. Possible overall inflation, reduction in township participation because of reduced state revenues.
Jackson	Could be same as 2009- (Reduced mowing, pavement marking, sealcoat/wedging, reduced overtime during snow removal operations, weed spray.)
Kalamazoo	Decrease in participation fund with townships- Public expectations- staff concerns- services reduced- 5% MTF decrease
Lake	Smaller work force
Lapeer	Further reduction in construction, preservation and maintenance programs.
Lenawee	Continued use of less salt
Macomb	Reduced staff- fewer locally funded projects
Marquette	Not applying for grants because of lack of match. Reduced maintenance on storm sewers and culverts adding more sediment to streams and lakes. Not sweeping up winter sand on local streets. Limited grading on gravel and unimproved roads. Limited ditching and culvert work. Limited shoulder maintenance. Smaller local road construction and preservation program.
Mason	Grass cutting, limb and tree removal and reduced gravel blading
Montcalm	Further reduction in manpower through retirements. Equipment repair costs keep increasing due to age of fleet.
Muskegon	Big reduction in preventive and heavy maintenance
Oakland	We expect additional reductions in winter maintenance activities as well as other routine maintenance operations, due to the additional loss of staff.
Oceana	Delayed equipment replacements. Less after hours service which will also affect police, fire, and ambulance response times to emergencies. Less grading to gravel roads.
Ogemaw	Roads continue to deteriorate without adequate funds for surface rehabilitation programs (overlays, sealcoats, etc...)
Osceola	Minimum brining; additional equipment repairs; vegetation build up along roads; blacktops not being painted; and cold patch prices increasing
Oscoda	Maintenance will be temporary fixes instead of permanent repairs
Presque Isle	Cut back on preventative maintenance activities- not replacing needed equipment updates
Schoolcraft	Public dissatisfaction regarding the accelerated decline of road surfaces
Shiawassee	Our equipment continues to get older without meeting any type of replacement schedule. Equipment maintenance cost continues to rise
Van Buren	Continual cost increase in health care premiums and, potentially, in pension due to market conditions. Probably continual decrease in overall staff members.

Washtenaw

We have eliminated many of our intellectually talented staff members so we can continue the routine maintenance activities. Our agency invested a considerable amount of public funds to develop their skills so we would have a solid succession plan. Now we will not benefit from many years of investment in our most valuable resource, our professional staff.