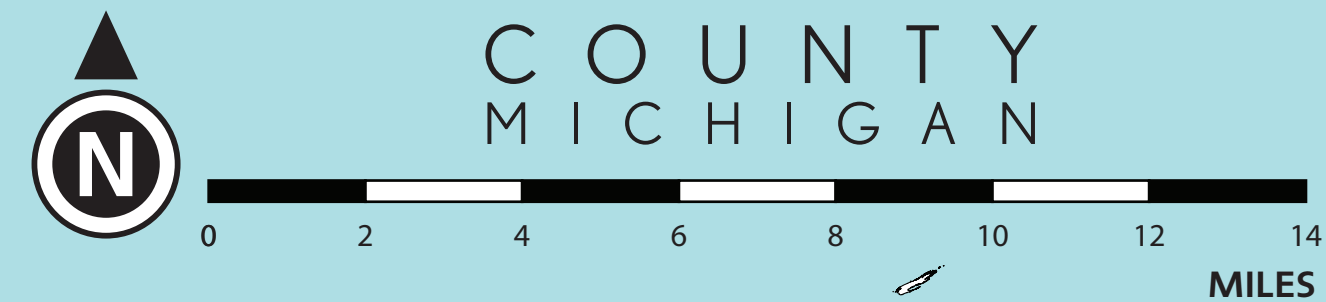
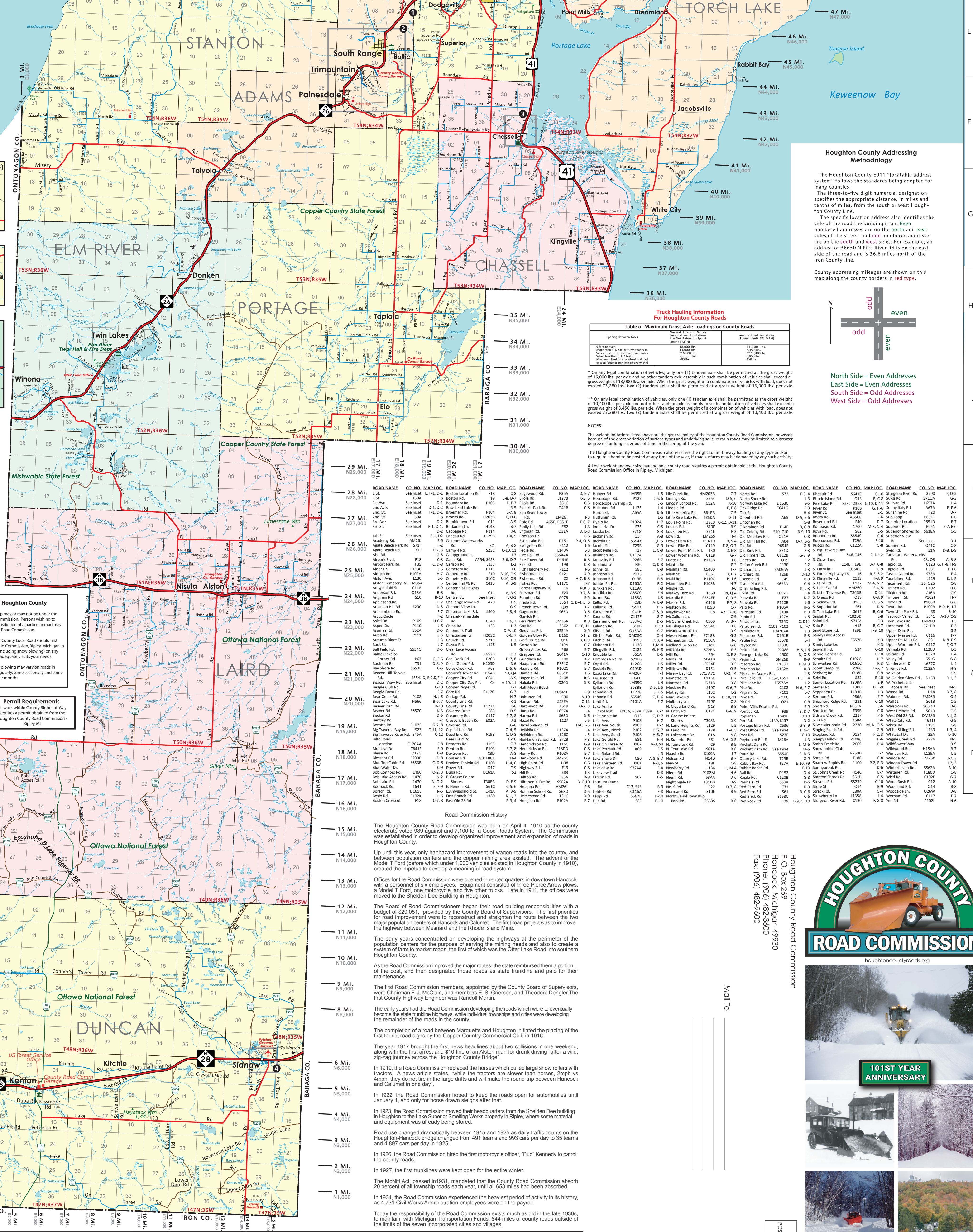


# HOUGHTON COUNTY MICHIGAN



- Legend**
  - State Trunkline or US Highway
  - County Primary Roadways
  - County Local Roadways
  - City, Village or Other Streets
  - Forestry Highways
  - Recreation Road
  - State Trunkline
  - Railroads
  - County Boundary
  - Township Boundary
  - City Limits
  - Village Limits
  - Airports
  - Fire Departments
  - Points of Interest
  - Township Halls
  - Golf Courses
  - Schools
  - Snowmobile Route
- Townships**
  - Adams
  - Calumet
  - Chassell
  - Duncan
  - Elm River
  - Franklin
  - Hancock
  - Hancock
  - Osceola
  - Laird
  - Portage
  - Quincy
  - Schoolcraft
  - Stanton
  - Torch Lake



### Houghton County Addressing Methodology

The Houghton County E911 "locatable address system" follows the standards being adopted for many counties.

The three-to-five digit numerical designation specifies the appropriate distance, in miles and tenths of miles, from the south or west Houghton County Line.

The specific location address also identifies the side of the road the building is on. Even if the address is on the north and east sides of the street, and odd numbered addresses are on the south and west sides. For example, an address of 36550 N Pike River Rd is on the east side of the road and is 36.6 miles north of the Iron County line.

County addressing mileages are shown on this map along the county borders in red type.

### Table of Maximum Gross Axle Loadings on County Roads

Spreading Material	Normal Loading (Wet)	Normal Loading (Dry)	Seasonal Loading (Special Limits 15 MPH)
Asphalt	10,000 lbs	10,000 lbs	10,000 lbs
Gravel	8,000 lbs	8,000 lbs	8,000 lbs
Grass	6,000 lbs	6,000 lbs	6,000 lbs
Soil	4,000 lbs	4,000 lbs	4,000 lbs

\* On any legal combination of vehicles, only one (1) tandem axle shall be permitted at the gross weight of 16,000 lbs. per axle and no other tandem axle assembly in such combination of vehicles shall exceed a gross weight of 13,000 lbs. per axle. When the gross weight of a combination of vehicles with load, does not exceed 75,280 lbs. two (2) tandem axles shall be permitted at a gross weight of 16,000 lbs. per axle.

\*\* On any legal combination of vehicles, only one (1) tandem axle shall be permitted at the gross weight of 10,400 lbs. per axle and no other tandem axle assembly in such combination of vehicles shall exceed a gross weight of 8,400 lbs. per axle. When the gross weight of a combination of vehicles with load, does not exceed 75,280 lbs. two (2) tandem axles shall be permitted at a gross weight of 10,400 lbs. per axle.

- Redridge (D-4.5)**
- Freda - Beacon Hill (D-4)**
- Winona (J-2.3)**
- Alston (L-5)**

### Road and Street Mileages

County Primary Roads 317 mi.  
County Local Roads 527 mi.  
Cities and Villages 94 mi.  
State Trunkline 122 mi.  
**Total 1,060 mi.**

### Notice to New Residents of Houghton County

The roads and streets as shown on this map may or may not be under the jurisdiction of the Houghton County Road Commission. Persons wishing to determine the level of Road Maintenance (including snow plowing) on any particular road to see whether or not it adequately suits your needs.

### Permit Requirements

All work within County Rights of Way requires a permit obtained from the Houghton County Road Commission - Ripley, MI.

- 19.00 mi. N29,000
- 18.00 mi. N18,000
- 17.00 mi. N17,000
- 16.00 mi. N16,000
- 15.00 mi. N15,000
- 14.00 mi. N14,000
- 13.00 mi. N13,000
- 12.00 mi. N12,000
- 11.00 mi. N11,000
- 10.00 mi. N10,000
- 9.00 mi. N9,000
- 8.00 mi. N8,000
- 7.00 mi. N7,000
- 6.00 mi. N6,000
- 5.00 mi. N5,000
- 4.00 mi. N4,000
- 3.00 mi. N3,000
- 2.00 mi. N2,000
- 1.00 mi. N1,000

### Road Commission History

The Houghton County Road Commission was born on April 4, 1910 as the county electorate voted 969 against and 7,100 for a Good Roads System. The Commission was established in order to develop organized improvement and expansion of roads in Houghton County.

Up until this year, only haphazard improvement of wagon roads into the country, and between population centers and the copper mining area existed. The advent of the Model T Ford (before which only 1,300 vehicles existed in Houghton County in 1910), created the impetus to develop a meaningful road system.

Offices for the Road Commission were opened in rented quarters in downtown Hancock with a personnel of six employees. Equipment consisted of three Pierce Arrow trucks, a Model T Ford, one motorcycle, and five other trucks. Late in 1911, the offices were moved to the Sheldon Deep Building in Houghton.

The Board of Road Commissioners began their road building responsibilities with a budget of \$29,051, provided by the County Board of Supervisors. The first priorities for road improvement were to reconstruct and straighten the route between the two major population centers of Hancock and Calumet. The road project was to improve the highway between Mesnard and the Rhode Island Mine.

The early years concentrated on developing the highways at the perimeter of the population centers for the purpose of serving the mining needs and also to create a system of farm to market roads, the first of which was the Otter Lake Road into northern Houghton County.

As the Road Commission improved the major routes, the state reimbursed them a portion of the cost, and then designated those roads as state trunkline and paid for their maintenance.

The first Road Commission members, appointed by the County Board of Supervisors, were Chairman F. J. McLean, and members E. S. Grierson, and Theodore Dangler. The first County Highway Engineer was Randolph Martin.

The early years had the Road Commission developing the roads which were eventually become the state trunkline highways, while individual townships and cities were developing the remainder of the roads in Houghton County.

The completion of the road between Marquette and Houghton included the placing of the first tourist road signs by the Copper Country Commercial Club in 1915.

The year 1917 brought the first news headlines about two collisions in one weekend, along with the first arrest and \$10 fine of an Alston man for drunk driving "after a wild, zig-zag journey across the Houghton County Bridge".

In 1919, the Road Commission replaced the horses which pulled large snow rollers with tractors. A news article stated, "while the tractors are slower than horses, 2mph with a jump, they do not tire in the large drifts and will make the round-trip between Hancock and Calumet in one day".

In 1922, the Road Commission hoped to keep the roads open for automobiles until January 1, and only for horse drawn sleds after that.

In 1923, the Road Commission moved their headquarters from the Sheldon Deep building to the new County Board of Supervisors' Works property in Ripley, where some material and equipment was already being stored.

Road use changed dramatically from 1915 and 1925 as daily traffic counts on the Houghton-Hancock bridge changed from 491 teams and 993 cars per day to 35 teams and 4,897 cars per day in 1925.

In 1926, the Road Commission hired the first motorcycle officer, "Bud" Kennedy to patrol the county roads.

In 1927, the first trunks were kept open for the winter.

The McNitt Act, passed in 1931, mandated that the County Road Commission absorb 20 percent of all township roads each year, until all 653 miles had been absorbed.

In 1934, the Road Commission experienced the heaviest period of activity in its history, as 41,000 Civil Works Administration employees were on the job.

Today the responsibility of the Road Commission exists much as it did in the late 1930s, to maintain, with Michigan Transportation Funds, 844 miles of county roads outside of the limits of the seven incorporated cities and villages.

Houghton County Road Commission  
P.O. Box 268  
Houghton, Michigan 49930  
Phone: (906) 482-3600  
Fax: (906) 482-9600

101ST YEAR ANNIVERSARY