



*Tree  
Lined  
Highways*

## Oakland's Roads

*Second  
to None  
in the  
Matter  
of Good  
Roads*

Wherever one finds good roads he will find,—cities, towns, villages, well kept farms and beautiful homes,—or in other words, prosperity.

Roads were used in the early days of civilization for the transportation of armies in time of war. The old Romans knew the value of roads. They also knew how to build them, shown by the fact that Roman roads, now hundreds of years old, are still standing in parts of England.

And so Oakland County, early in her development, and more so in recent years, realized the vital necessity and permanent value of good roads. Men with vision, and the ability to materialize their visions, were placed in charge of highway affairs and money was freely, but economically spent, to assure the position of Oakland County as second to none in the matter of good roads.

Throughout the length and breadth of the country, there extends a system of improved roads, concrete, and gravel, that makes travel from town to town,—from lake to lake,—swift, easy and pleasing.

Each year the system shows great expansion. The year just past has been a big one in road building circles. Great progress has been made, but plans for greater progress have been formulated for 1927 and the succeeding years.

A large part of Oakland's system of roads, embrace the main lines of state trunk line roads, of which Wider Woodward is the greatest unit. This highway, the world's greatest, is reviewed elsewhere in this book and is only mentioned here as the key to the whole system of Oakland's roads.

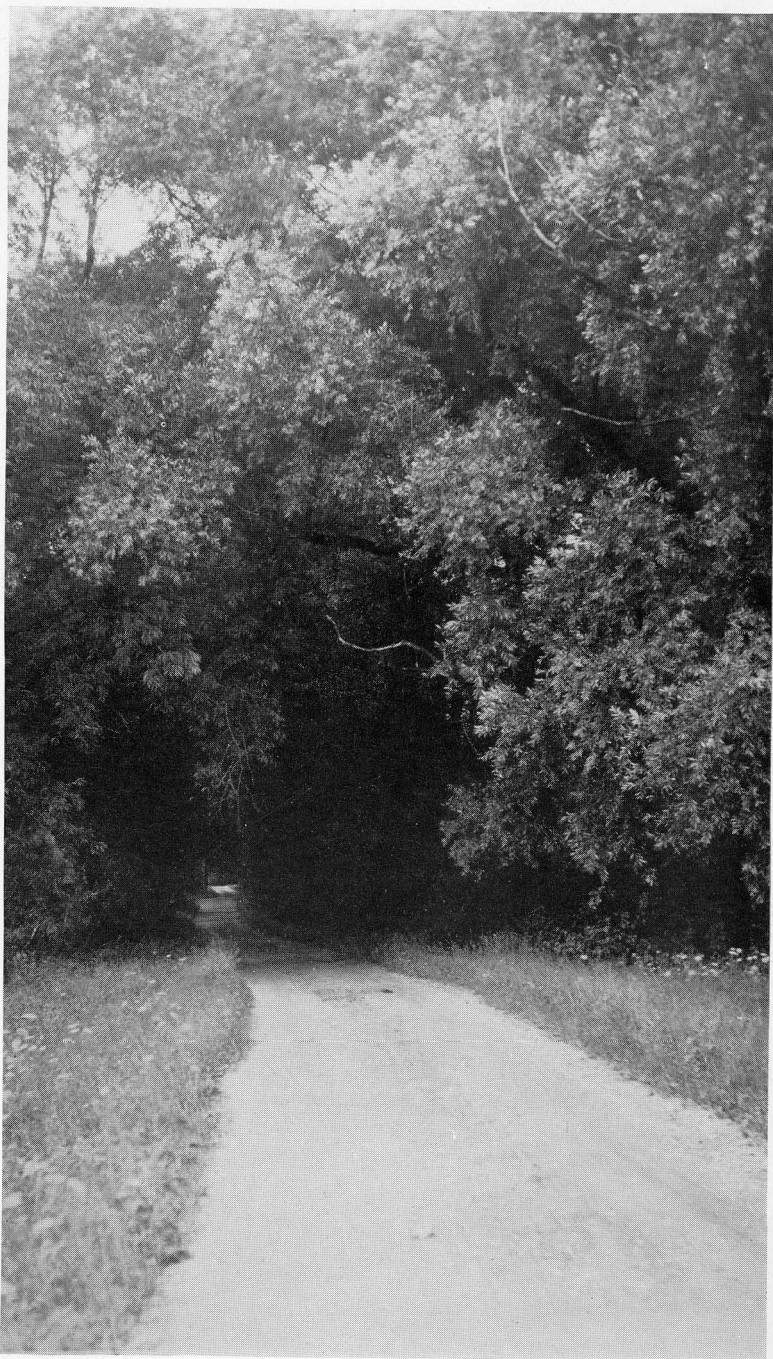
From Woodward avenue, in every direction, spreads a perfect network of major and minor highways, including roads of concrete and gravel. From it hour after hour, every moment of the day, traffic pours to the different tributary roads.

Crossing it are the transverse highways in the southern half of the county, which have opened up thousands of acres of land development in home building and have given rise to numerous communities which are rapidly expanding into villages.

In addition to the main lines of highways, the hundreds of miles of lesser roads are all kept in the pink of condition.

To properly look after these county roads, a system of garages is maintained in different parts of the county. There

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*Lovers'  
Lane*

are four garages housing the maintenance equipment of the Road Commission.

The main garage of the system, is the beautiful and spacious new general garage, which is part of the new Oakland County Road Commission offices and headquarters, on Telegraph Road, in Pontiac. This is described in detail elsewhere in this book.

The main garage serves as a central distribution plant and the three accessory garages, housing equipment needed in their local localities, are situated advantageously as follows:

1. On T. L. No. 36, near Orion Village.
2. Davisburg, Michigan.
3. Highland, Michigan.

A wise co-operation between county and local authorities has been essential to the building and maintenance of these roads. Township roads are kept up to a standard comparable with the state and the county trunks, by this co-operation.

Crossings and intersections have been carefully considered and many a dangerous place has been removed by widening curves and cutting off right-angled crossings.

Careful supervision of the highways from a regulatory viewpoint has been mapped out so that accidents are reduced to a minimum. Thus safety as well as comfort and opportunity for speed are greatly accelerated.

When present plans and future ideals have been realized, and the system of highways and roads completed, Oakland County can successfully hold its own, so far as roads are concerned, with any county in the country.



*Safety  
as Well  
as  
Comfort*

*Oakland's  
Roads  
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