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# Masthead

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# WESTERN RESERVE LAW REVIEW

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## NOTES

### *Eminent Domain: Corduroy Road to Ohio's Super Highways*

Is Ohio bogged down with an antiquated method of obtaining property?

Signs along Ohio's highway which read: "Begin Construction Area — Ohio Department of Highways" are daily increasing in number. The steady influx of industry with a correlative increase of population has necessitated an increase of highway facilities. Added impetus to this expansion program is being afforded by the Federal Aid for Highways program in which Ohio is participating.<sup>1</sup> Whether the pattern for long range highway development finds realization in the widening of an existing road or calls for the establishment of a completely new location, the acquisition of real property is generally required to provide a sufficient right-of-way. Such acquisitions may be completed by simple negotia-

<sup>1</sup> See American Bar Association, *Municipal Law Service Letter* p. 1 (October 1957). "The Federal-Aid Highway Act of 1956 made available for highway construction, in cooperation with the State Highway departments, the sum of 34 billion dollars to be expended in the next 13 years. Of that sum, it is expected that approximately 5 billion dollars will be needed for the purchase of right-of-way for highways alone. It has been estimated that approximately 15 billion dollars would be needed for highway right-of-way to bring all roads and streets up to tolerable standards of adequacy. Even though but a small percentage of the land acquired will have to be condemned, the number of condemnation cases will be greatly increased."