

# So ... What Can **YOU** Do?

**Contact our Elected Officials.** The final decision will be made by the Legislature (Senate and House) to proceed. Our efforts, therefore, must be directed towards all of our elected officials. Thankfully, many of our local elected officials have already voiced opposition to this project. We encourage you to reach out to our county officials, township trustees and fiscal officers, mayors and village council members, and school board members to encourage them to voice their opposition and use their influence to oppose this project to key decision makers. We must convince our State Senator Bill Reineke and our State Representative Riordan McClain to oppose this bypass in Morrow County.

Senator Bill Reineke, (614)466-8049, [reineke@ohiosenate.gov](mailto:reineke@ohiosenate.gov)  
Representative Riordan McClain, (614) 644-6265, [rep87@ohiohouse.gov](mailto:rep87@ohiohouse.gov)

**Write Letters.** As with all projects, ODOT is taking public comments. **The cutoff for these comments is April 14, 2026.** That doesn't leave us with much time. You can submit a public comment by emailing [23-71study@dot.ohio.gov](mailto:23-71study@dot.ohio.gov) or by mail:

Mr. Jeff Hipp  
ODOT District 6  
400 E. Williams Street  
Delaware, OH 43015

**ODOT Information Sessions.** Three were held March 5, 10, and 12, 2026 in Delaware, Morrow and Marion Counties. ODOT had comment cards on site for providing feedback. They were highly attended by residents from all counties.

Come to CCMC meetings. Sign a petition.  
Share posts on Facebook. Plant yard signs.  
Spread the word to family, friends, and neighbors.  
Donate. This is going to cost money.

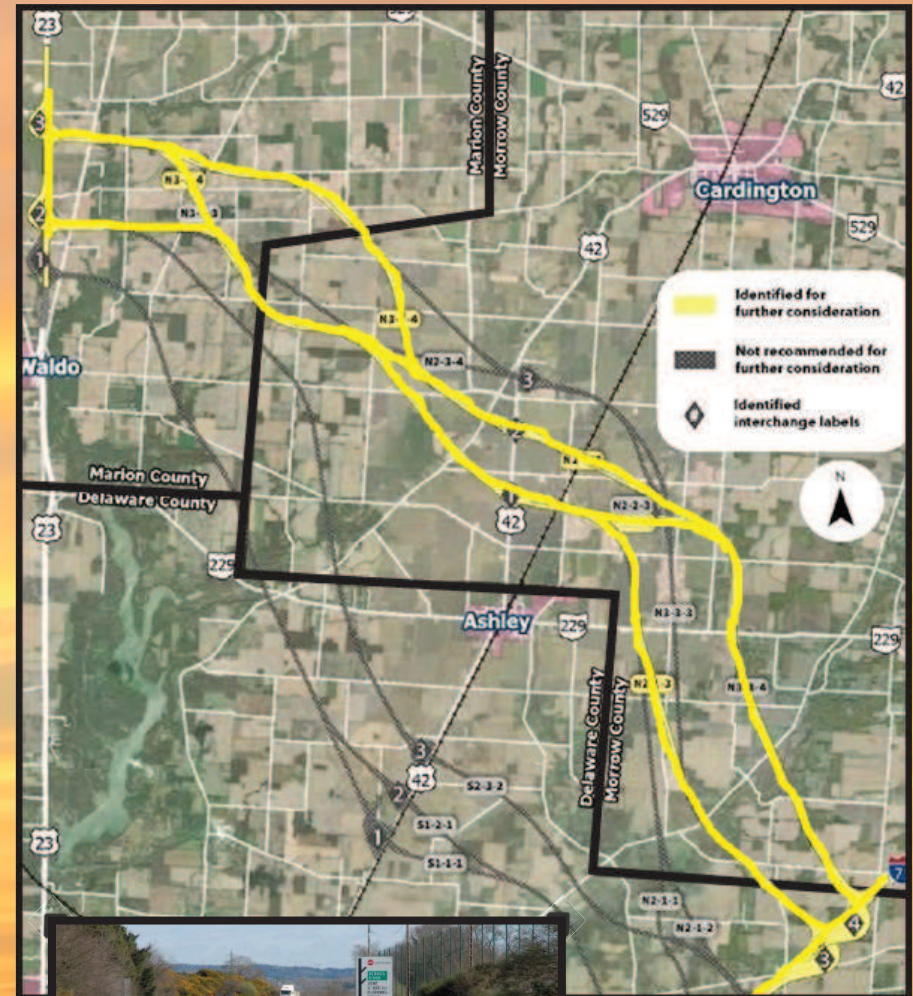
**Questions?** If you have any questions or need more information, do not hesitate to visit or message us on Facebook or look at two websites which have been set up by the Delaware and Marion County contingents ([no-hwy.com](http://no-hwy.com) and [us23fix.com](http://us23fix.com)).



Facebook: "Concerned Citizens of Morrow County"  
We have both single and group pages.

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# What does the Proposed **71-23 Bypass** Mean for Morrow County?



# What do We Know?

**What?** In June of 2025, two House Bills (HB 54 and HB 96) directed ODOT to evaluate the feasibility of, and identify a preferred route for connecting US 23 to I-71. A preliminary report was issued in October, 2025, which was then refined in February, 2026. The final report is due October 1, 2026 (this year).

**Why?** The assumptions are that economic development is coming to Ohio, that the connection between Northwest Ohio and the rest of the state needs to be improved in order to accommodate that growth, and that issues with the existing US 23 corridor between Worthington and Waldo need to be addressed to facilitate that. Thus, a new, four-lane limited access freeway with a 300' right-of-way (width) connecting I-71 to US 23 has been proposed as the solution, with the possibility of it being a toll road.

**Where?** The current routes span three counties: Delaware, Marion, and Morrow. While interchanges on I-71 and US 23 (with attendant revenue generated from travel centers located at those interchanges) are sited in Marion and Delaware Counties, respectively, the vast bulk of the proposed freeway spans the entire southern part of Morrow County. We are being told to sacrifice our homes and farms in order to solve a problem (US 23 congestion due to a myriad of access points in and around Delaware and Lewis Center) which was not of our creation and which could have been foreseen.

**When?** ODOT reports indicate that if approved, the freeway would be operational in 2035. Economic benefits are calculated based on a 20-year service life. It will cost an estimated \$1.25 Billion.

**How?** What is the process for approval? Following the issuance of the final report in October, the Ohio Legislature must vote to add this to ODOT's \$12 Billion in road infrastructure projects which it already has on its plate. The land can be taken under "eminent domain," in which just the landowners are "fairly compensated" for having given up their homes and generational farms.

**Our Position?** CCMC's position is that this is a poor solution. It means surrendering our homes and acres of our precious Prime Farmland to remediate a situation which could be far less invasively handled by making modifications to US 23 itself between Worthington and Waldo. Grabbing Prime Farmland in Morrow County is merely an easy way to pawn this thing out to an agriculturally- and community-aligned county, and doesn't take into consideration the severe disruptions which this will cause those residents and farmers not only along the freeway nor the impact on the community at large. We therefore stand with our families, friends and neighbors as well as those in Delaware and Marion Counties in opposing this project.

**THIS.**

