

**Marshall County Bridge 232  
Randolph Drive over Yellow River  
Bridge Replacement Project  
Des. No. 1902820  
Plymouth, Marshall County, Indiana**

The Marshall County Board of Commissioners and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation (INDOT) LaPorte District, intend to proceed with bridge replacement of Marshall County Bridge No. 232 which carries Randolph Road over the Yellow River. The project is located within the limits of Centennial Park in Plymouth, Marshall County, Indiana.

The intent of this document is to provide a summary of the proposed project including the DRAFT Purpose and Need, Preliminary Preferred Alternative, and the anticipated Maintenance of Traffic (MOT) plans.

The environmental document for the proposed project is under development and the project design is on-going. Questions or concerns should be directed to Ruth Hook of USI Consultants at [rhook@usiconsultants.com](mailto:rhook@usiconsultants.com) or 317-522-2502.

**DRAFT Purpose and Need:**

The need for the project stems from the deteriorated condition of Marshall County Bridge No. 232 (50-00232/NBI No. 5000111). The deck is rated a 4 out of 9, with seepage and leaching observed. The wearing surface is rated a 5 out of 9, with cracks, seepage, and deteriorated patches observed. The superstructure is rated a 4 of 9 cracks, spalls, and exposed strands. The substructure is rated a 3 out of 9, with cracks, a pile split, and flaking rust. The channel is rated a 7 out of 9, with minor deficiencies observed. Condition ratings range from 0, which indicates a failing structure, to 9, which indicates a new structure with no deficiencies. In addition, the structure has a posted load limit of 23 tons.

The purpose of the project is to improve the condition of Marshall County Bridge No. 232 to a minimum condition rating of at least 7 (good) out of 9 for all structure elements and remove the load limitation.

**Preliminary Preferred Alternative:**

The preliminary preferred alternative for the proposed project will involve the replacement of the existing structure. The bridge will be replaced with a 171-foot three-span prestressed composite box beam bridge with a 28-foot curb-to-curb width and a 45.0-foot out-to-out width. The typical section will include two 12-foot travel lanes, one in each direction, and 2-foot shoulders. On the east side of the bridge, there will be a 10-foot bike and pedestrian path and 1-foot bridge railing. On the west side of the bridge, there will be a 5-foot sidewalk and 1-foot bridge railing. Revetment riprap will be placed on both banks of the Yellow River. Approximately

336 feet, 193 feet south and 143 feet north, of full depth paving will occur to adjust the profile of the road to match the new structure. The typical section of Randolph Drive will include two 12-foot travel lanes, one in each direction, 2-foot to 3-foot shoulders including curb and gutter, and a 9-foot to 10-foot paved pedestrian and bicycle path along the east side.

**Maintenance of Traffic (MOT):**

The proposed MOT for vehicular traffic will consist of a full road closure of Randolph Drive and the establishment of a detour utilizing Baker Street, Michigan Street, and Plymouth Goshen Trail. This will add approximately 1.1 additional travel miles and 3 minutes of travel time. The MOT will be implemented per the *Indiana Design Manual* guidelines.

The proposed MOT for pedestrian and bicycle traffic utilizing the Green Way Trail along Randolph Drive will include a closure and use of a detour. Pedestrians and bicyclists will be directed east along the existing sidewalk on the north side of Baker Street to its juncture with the Green Way Trail. The Green Way Trail can then be utilized to continue north and west into Centennial Park and return to Randolph Drive. An unofficial detour through the neighborhood to the west of Randolph Drive may be utilized.

A waterway MOT for recreational use of the Yellow River will be established. It is anticipated the waterway MOT will result in the closure of the Yellow River within the limits of the project. Buoys and signs will direct waterway users to disembark upstream of the structure and navigate them to reembark downstream of the structure.