Keep Indiana’s economic drivers, driving.


UpKeep of Indiana’s rural roads and bridges is critical to our quality of life and the health of our economy. Unfortunately, Indiana’s rural infrastructure is in need of significant UpGrades and repairs in order to meet today’s needs.

Because if our drivers — community services, farmers and commuters alike — can’t drive, then our state’s economy can’t continue to drive forward either.

That’s why doing more today — UpVest — for our rural roads and bridges is important for bridging our bottom line and preserving Indiana’s legacy for future generations.

Agriculture: Driving Indiana Forward
Economic contributions of agriculture in Crop Reporting District 10, 2012¹

$3.2 billion in direct economic output  
$1.4 billion in value added  
9,850 direct jobs

Every dollar of GDP directly related to agriculture in District 10 generates an additional $0.68 in economic activity elsewhere in the district.

Bridge closed = detours incurred = profit loss

The impact of a 20-mile detour²

FARMERS - Loss per bushel of grain

- Soybeans: 2¢-4¢
- Corn: 2¢-3¢

FARMERS - Loss per truck load (approx. 1000 bushels)

- Soybeans: $20-$40
- Corn: $20-$30

Low estimate assumes $2.00/gal. diesel
High estimate assumes $4.00/gal. diesel
### Bridges Eligible for Replacement/Rehabilitation in Northwest Indiana, 2015

<table>
<thead>
<tr>
<th>County</th>
<th>Total No. of Bridges</th>
<th>Eligible for Replacement</th>
<th>Eligible for Rehabilitation</th>
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<tbody>
<tr>
<td>Benton County</td>
<td>118</td>
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<tr>
<td>Jasper County</td>
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<td>Starke County</td>
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<tr>
<td>White County</td>
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<td>26</td>
</tr>
</tbody>
</table>

1. In this study, bridges are longer than 20 feet in length and carry a public road that is open to public travel.
2. Based on USDA NASS crop reporting districts for Indiana.

### What’s the key takeaway?

Indiana’s rural roads and bridges are a significant piece of agriculture’s daily business and many other necessary services — including schools, fire departments and emergency medical services. Which means, every detour, every low-weight-limit bridge and every unmaintained road directly impacts those businesses and services and ultimately — the state’s economic bottom line.

Learn more at UpVestIndiana.com