

Southwest

Keep Indiana's economic drivers, driving.

UpKeep. UpGrade. UpVest.

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 70, 2012¹

\$3.8 billion
in direct economic output

\$1.7 billion
in value added

11,950
direct jobs

Every dollar of GDP directly related to agriculture in District 70 generates an additional \$0.70 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



Corn

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

\$20-\$40



Soybeans

\$20-\$30



Corn

Low estimate assumes \$2.00/gal. diesel
High estimate assumes \$4.00/gal. diesel



Bridges[†] Eligible for Replacement/Rehabilitation in Southwest[‡] Indiana, 2015[§]

Daviess County	Dubois County	Gibson County	Greene County	Knox County	Martin County	Pike County	Posey County	Spencer County
Total No. of Bridges 125	Total No. of Bridges 164	Total No. of Bridges 252	Total No. of Bridges 161	Total No. of Bridges 206	Total No. of Bridges 45	Total No. of Bridges 110	Total No. of Bridges 149	Total No. of Bridges 166
Eligible for Replacement 4	Eligible for Replacement 9	Eligible for Replacement 34	Eligible for Replacement 41	Eligible for Replacement 28	Eligible for Replacement 13	Eligible for Replacement 18	Eligible for Replacement 16	Eligible for Replacement 7
Eligible for Rehabilitation 33	Eligible for Rehabilitation 34	Eligible for Rehabilitation 100	Eligible for Rehabilitation 53	Eligible for Rehabilitation 88	Eligible for Rehabilitation 14	Eligible for Rehabilitation 19	Eligible for Rehabilitation 33	Eligible for Rehabilitation 39
Sullivan County	Vanderburgh County	Warrick County						
Total No. of Bridges 178	Total No. of Bridges 157	Total No. of Bridges 114						
Eligible for Replacement 66	Eligible for Replacement 5	Eligible for Replacement 9						
Eligible for Rehabilitation 38	Eligible for Rehabilitation 40	Eligible for Rehabilitation 34						

[†]In this study, bridges are longer than 20 feet in length and carry a public road that is open to public travel.

[‡]Based on USDA NASS crop reporting districts for Indiana

More than 1 of every 3 bridges in Crop Reporting District 70/Southwest Indiana is in need of significant rehabilitation or replacement.

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

Funded with Indiana soybean and corn checkoff dollars.



¹Slaper, T., M. Kinghorn & G. Ortuzar. 2015. "Beyond the Farm: A State and Regional Report on the Economic Contribution of Farms, Forests and Related Industries." Indiana Business Research Center, Kelley School of Business, Indiana University.

²Informa Economics. 2012. Transportation Infrastructure Study. Prepared for Indiana Soybean Alliance. Accessed January 2017. Retrieved from: <http://www.indianasoybean.com/strategic-programs/grain-marketing/40-strategic-programs-grain/51-indiana-grain-infrastructure>.

³Indiana Local Technical Assistance Program (LTAP). 2015. "2015 Statewide Bridge Sufficiency Rating Report." Purdue University.

