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 40, 2012

- **$2.9 billion** in direct economic output
- **$1.0 billion** in value added
- **8,280** direct jobs

Every dollar of GDP directly related to agriculture in District 40 generates an additional $0.68 in economic activity elsewhere in the district.

**Bridge closed = detours incurred = profit loss**

**The impact of a 20-mile detour**

**FARMERS** - Loss per bushel of grain

- Soybeans: **2¢-4¢**
- Corn: **2¢-3¢**

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

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

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

<table>
<thead>
<tr>
<th>County</th>
<th>Total No. of Bridges</th>
<th>Eligible for Replacement</th>
<th>Eligible for Rehabilitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clay County</td>
<td>157</td>
<td>34</td>
<td>56</td>
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<tr>
<td>Fountain County</td>
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<td>Montgomery County</td>
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<td>Owen County</td>
<td>111</td>
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<td>Parke County</td>
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<td>Tippecanoe County</td>
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<td>Vigo County</td>
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<tr>
<td>Warren County</td>
<td>94</td>
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<td>17</td>
</tr>
</tbody>
</table>

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

Nearly 1 of every 2 bridges in Crop Reporting District 40/West Central 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.

