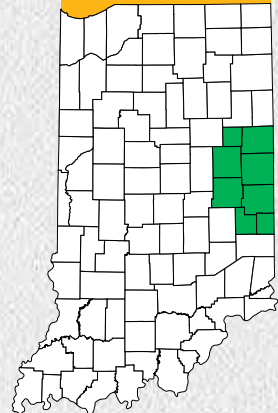


East Central



# 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 60, 2012<sup>1</sup>

**\$1.6 billion**  
in direct economic output

**\$763 million**  
in value added

**7,490**  
direct jobs

Every dollar of GDP directly related to agriculture in District 60 generates an additional \$0.51 in economic activity elsewhere in the district.

## Bridge closed = detours incurred = profit loss

### The impact of a 20-mile detour<sup>2</sup>

**FARMERS** - Loss per bushel of grain



**2¢-4¢**

Soybeans



**2¢-3¢**

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<sup>†</sup> Eligible for Replacement/Rehabilitation in East Central<sup>‡</sup> Indiana, 2015<sup>§</sup>

Blackford County	Delaware County	Fayette County	Henry County	Jay County	Randolph County	Union County	Wayne County
Total No. of Bridges <b>59</b>	Total No. of Bridges <b>194</b>	Total No. of Bridges <b>86</b>	Total No. of Bridges <b>142</b>	Total No. of Bridges <b>162</b>	Total No. of Bridges <b>217</b>	Total No. of Bridges <b>42</b>	Total No. of Bridges <b>233</b>
Eligible for Replacement <b>1</b>	Eligible for Replacement <b>14</b>	Eligible for Replacement <b>7</b>	Eligible for Replacement <b>2</b>	Eligible for Replacement <b>5</b>	Eligible for Replacement <b>27</b>	Eligible for Replacement <b>2</b>	Eligible for Replacement <b>18</b>
Eligible for Rehabilitation <b>13</b>	Eligible for Rehabilitation <b>63</b>	Eligible for Rehabilitation <b>18</b>	Eligible for Rehabilitation <b>31</b>	Eligible for Rehabilitation <b>27</b>	Eligible for Rehabilitation <b>49</b>	Eligible for Rehabilitation <b>2</b>	Eligible for Rehabilitation <b>58</b>

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

<sup>‡</sup>Based on USDA NASS crop reporting districts for Indiana

Approximately 1 of every 3 bridges in Crop Reporting District 60/East 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](http://UpVestIndiana.com)

Funded with Indiana soybean and corn checkoff dollars.



<sup>1</sup>Slaper, 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.

<sup>2</sup>Informa 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>.

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

