

South 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 80, 2012¹

\$1.1 billion
in direct economic output

\$438 million
in value added

7,210
direct jobs

Every dollar of GDP directly related to agriculture in District 80 generates an additional \$0.49 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



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[†] Eligible for Replacement/Rehabilitation in South Central[‡] Indiana, 2015[§]

Brown County	Crawford County	Floyd County	Harrison County	Jackson County	Lawrence County	Monroe County	Orange County	Perry County	Washington County
Total No. of Bridges 83	Total No. of Bridges 79	Total No. of Bridges 87	Total No. of Bridges 74	Total No. of Bridges 183	Total No. of Bridges 127	Total No. of Bridges 153	Total No. of Bridges 106	Total No. of Bridges 99	Total No. of Bridges 133
Eligible for Replacement 17	Eligible for Replacement 44	Eligible for Replacement 3	Eligible for Replacement 0	Eligible for Replacement 12	Eligible for Replacement 19	Eligible for Replacement 13	Eligible for Replacement 32	Eligible for Replacement 9	Eligible for Replacement 7
Eligible for Rehabilitation 35	Eligible for Rehabilitation 18	Eligible for Rehabilitation 27	Eligible for Rehabilitation 14	Eligible for Rehabilitation 26	Eligible for Rehabilitation 29	Eligible for Rehabilitation 45	Eligible for Rehabilitation 31	Eligible for Rehabilitation 38	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 80/South 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.



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.

