

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

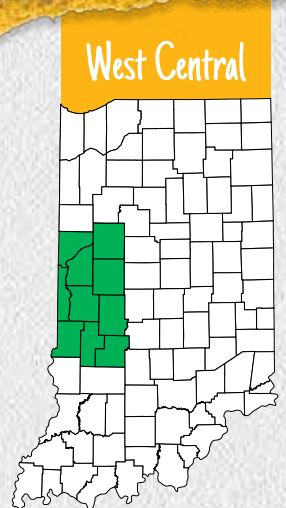
Economic contributions of agriculture in Crop Reporting District 40, 2012¹

\$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 detour²

FARMERS - Loss per bushel of grain



Soybeans



Corn

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



Soybeans



Corn

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



Bridges[†] Eligible for Replacement/Rehabilitation in West Central[‡] Indiana, 2015³

Clay County	Fountain County	Montgomery County	Owen County	Parke County	Putnam County	Tippecanoe County	Vermillion County	Vigo County	Warren County
Total No. of Bridges 157	Total No. of Bridges 143	Total No. of Bridges 172	Total No. of Bridges 111	Total No. of Bridges 175	Total No. of Bridges 221	Total No. of Bridges 208	Total No. of Bridges 76	Total No. of Bridges 188	Total No. of Bridges 94
Eligible for Replacement 34	Eligible for Replacement 37	Eligible for Replacement 0	Eligible for Replacement 33	Eligible for Replacement 43	Eligible for Replacement 75	Eligible for Replacement 3	Eligible for Replacement 4	Eligible for Replacement 9	Eligible for Replacement 8
Eligible for Rehabilitation 56	Eligible for Rehabilitation 45	Eligible for Rehabilitation 16	Eligible for Rehabilitation 20	Eligible for Rehabilitation 57	Eligible for Rehabilitation 54	Eligible for Rehabilitation 42	Eligible for Rehabilitation 20	Eligible for Rehabilitation 58	Eligible for Rehabilitation 17

[†]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

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.



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.

