

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

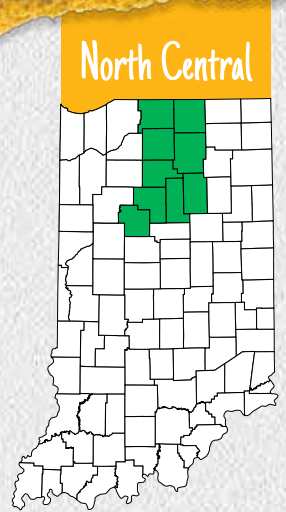
Economic contributions of agriculture in Crop Reporting District 20, 2012¹

\$5.2 billion
in direct economic output

\$2.0 billion
in value added

18,880
direct jobs

Every dollar of GDP directly related to agriculture in District 20 generates an additional \$0.69 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 North Central[‡] Indiana, 2015³

| Carroll County | Cass County | Elkhart County | Fulton County | Kosciusko County | Marshall County | Miami County | St. Joseph County | Wabash County |
|--|--|--|---|--|--|--|--|--|
| Total No. of Bridges 116 | Total No. of Bridges 121 | Total No. of Bridges 172 | Total No. of Bridges 57 | Total No. of Bridges 108 | Total No. of Bridges 116 | Total No. of Bridges 127 | Total No. of Bridges 101 | Total No. of Bridges 156 |
| Eligible for Replacement 3 | Eligible for Replacement 1 | Eligible for Replacement 8 | Eligible for Replacement 1 | Eligible for Replacement 4 | Eligible for Replacement 3 | Eligible for Replacement 21 | Eligible for Replacement 5 | Eligible for Replacement 10 |
| Eligible for Rehabilitation 26 | Eligible for Rehabilitation 18 | Eligible for Rehabilitation 66 | Eligible for Rehabilitation 7 | Eligible for Rehabilitation 26 | Eligible for Rehabilitation 21 | Eligible for Rehabilitation 34 | Eligible for Rehabilitation 19 | Eligible for Rehabilitation 53 |

[†]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

Approximately 1 of every 3 bridges in Crop Reporting District 20/North 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.

