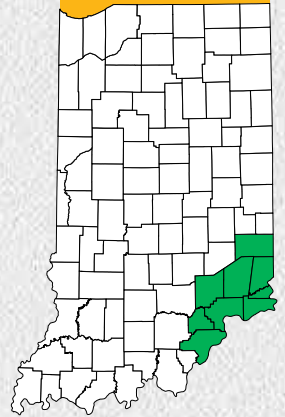


Southeast



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 90, 2012¹

\$760 million
in direct economic output

\$351 million
in value added

6,010
direct jobs

Every dollar of GDP directly related to agriculture in District 90 generates an additional \$0.45 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 Southeast[‡] Indiana, 2015³

| Clark County | Dearborn County | Franklin County | Jefferson County | Jennings County | Ohio County | Ripley County | Scott County | Switzerland County |
|--|--|--|--|--|---|--|--|--|
| Total No. of Bridges 141 | Total No. of Bridges 101 | Total No. of Bridges 118 | Total No. of Bridges 101 | Total No. of Bridges 128 | Total No. of Bridges 32 | Total No. of Bridges 134 | Total No. of Bridges 73 | Total No. of Bridges 41 |
| Eligible for Replacement 1 | Eligible for Replacement 19 | Eligible for Replacement 20 | Eligible for Replacement 8 | Eligible for Replacement 28 | Eligible for Replacement 0 | Eligible for Replacement 13 | Eligible for Replacement 6 | Eligible for Replacement 7 |
| Eligible for Rehabilitation 33 | Eligible for Rehabilitation 26 | Eligible for Rehabilitation 45 | Eligible for Rehabilitation 19 | Eligible for Rehabilitation 31 | Eligible for Rehabilitation 7 | Eligible for Rehabilitation 30 | Eligible for Rehabilitation 25 | Eligible for Rehabilitation 10 |

[†]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 90/Southeast 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.

