

ADOPTED

January 16, 2018

NESHOBA COUNTY

Comprehensive Road and Bridge Plan

2018-2021

COUNTY DATA

Neshoba County, Mississippi is approximately 90 miles northeast of Jackson, Mississippi. Philadelphia is the county seat and principal City. The county has a total area of 351,305 acres or 572 square miles.

Neshoba County was established by the Mississippi Legislature on December 23, 1833. The word “Neshoba” is believed to be derived from an Indian word for “wolf”. Philadelphia became the county seat of Neshoba County on August 15, 1837. The Pearl River, which flows east to west through Neshoba County, was an important waterway for early settlers, especially between 1830 and 1860. It reportedly took 15 days to travel by keel boat from Philadelphia to Jackson and about 30 days of vigorous labor to bring a keel boat upstream from Jackson to Philadelphia.

Federal Colonel Benjamin Grierson’s grandstanding expedition through Neshoba County in the spring of 1863 was the only significant action of the Civil War near Philadelphia.

However, hundreds of Neshoba County men were killed in battle, died from the “fevers” that plagued Civil War camps, or were maimed for life by federal shot and shell. In addition to the human loss, Neshoba Countians also lost tens of thousands of dollars

in precious hard currency invested in Confederate bonds and other financial instruments that were worthless when the confederacy failed.

Share-cropping and other forms of hard-scrabble farming characterized the post-war years in Neshoba County. The “one-mule farm” became a standard operation. By 1880 the county’s natural timber resources were becoming an important economic factor and by 1910 Neshoba County sawmills were too numerous to count. Today, modern forest production industries, family owned poultry production and other agricultural production farms and representatives of some of America’s “blue chip” companies have become mainstays of the local economy. Local business people have continued to develop Neshoba County’s timber and land resources for the benefit of their investors and hundreds of local people employed in forest products industries.

The Neshoba County population has increased during the past several decades. In 1970 Neshoba County’s population was 20,802. In 1980 the population increased to 23,789. The 1990 county population saw an increase to 24,800. The county population showed steady growth through 2000 with a population of 28,684. The 2010 Census revealed a population of 29,676 and the most recent Census estimate for 2016 showed a slight population decrease of -0.9% to 29,403. Neshoba County is bounded on the north by Winston County; on the east by Kemper County; on the south by Newton County and on the west by Leake County. It is approximately 23.5 miles long by 23.3 miles wide and is served by The Kansas City Southern Railroad running generally north and south through the county and passing through the county seat of Philadelphia.

Neshoba County has considerable potential for year round outdoor recreation because of favorable climate and location. Northside Park, containing almost 130 acres is located on north Pecan Avenue. A senior citizens center, log cabin, pavilion, ½ mile

scenic drive, lighted baseball fields, lighted tennis courts, playground, restrooms and special exhibits are provided for all ages. Westside Park, more than ten acres on the west side of Philadelphia, provides a community center complex. The center has an auditorium, a library, meeting rooms, kitchen and various indoor activity rooms. There are lighted baseball fields, tennis courts, and several outdoor basketball practice areas. Burnside Lake, a scenic park located 5 miles north of Philadelphia offers year round recreational facilities and includes an open air pavilion and lighted baseball fields. There are nature trails (national recreation trails) and huge cypress trees rising from the lake. Non-motor boating is permitted along with fishing and canoeing. The park has a beautiful rustic interpretive auditorium with a seating capacity of 350. The Pearl River flows generally east to west across the county and is open for fishing and boating. The Nanih Waiya Wildlife Management Area is located along the Pearl River in northeastern Neshoba County. Deer and other small game also offer good recreation for hunters. The entire Philadelphia-Neshoba County Park System underwent a \$6 Million dollar renovation and expansion which was completed in 2010.

The Neshoba County Coliseum is providing many opportunities that have not been available to citizens in this area. The Coliseum features seating for almost 2,300 people in chair back air conditioned comfort. The Coliseum has the ability to provide up to 2,200 additional seats in the arena area to boost the seating capacity to about 4,500 for a concert. The Coliseum owns a 40 foot by 40 foot portable professional stage system that has adjustable height from the floor. The Coliseum also owns a portable floor system that may be used for events in the arena. The Coliseum features a state of the art sound system that can deliver 10,000 watts of crystal clear sound. The complex also has an animal barn that contains almost 100 animal stalls. The Coliseum has added 47 Camper hook-ups on the property to allow for overnight stays for major events.

ECONOMIC DATA

The main crops grown in the county are corn, soybeans and small grain. Livestock, dairy, poultry and timber are produced on many farms. Timber income is very important since approximately 65% of the land area is considered commercial forest land.

In November 2017, Neshoba County's labor force was 10,240. The total employed was 9,760 resulting in 480 persons being unemployed or a 4.7% unemployment rate according to figures supplied by the Mississippi Department of Employment Security. The County averaged a 4.8% unemployment rate for the three months prior and a 5.1% rate for the previous 12-month period.

The 2010 census population was 29,676 with the population estimate for 2017 reduced to 29,403. During 2016 the median household income was \$35,991.00. It is assumed that significant additional tax revenue will not be available.

TRANSPORTATION DATA

Transportation infrastructure in the area is improving. The Kansas City Southern Railroad runs generally north and south through the county and passes through Philadelphia, Mississippi. The entire county is served by several major truck lines. Highway 15 runs generally North and South; Highway 19 runs from Southeast to Northwest; Highway 21 runs from Southwest to Northeast; Highway 16 runs generally East and West. All of these highways intersect in Philadelphia, Mississippi and are considered major trade routes. Highway 19 South provides four-lane access from the Newton County Line to House and Highway 16 West has four lane access from Highway 15 to just past the Lake Pushmataha entrance. Neshoba County remains the only county in east central Mississippi without four lane access that traverses the entire county.

ROAD AND BRIDGE DATA

The Neshoba County road system is composed of approximately 726.94 miles (see attached map). State highways, U.S. highways and Bureau of Indian Affairs (BIA) roads are not included in this road system total.

<u>Surfaces</u>	<u>Miles</u>
Hard Surfaced (two lane)	394.83
Unpaved (gravel)	332.11
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Total	726.94

BRIDGES

Box Bridges	49
Concrete	39
Precast	17
Temporary Double Pipe Line	2
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Total	107

LOCAL SYSTEM BRIDGE PROGRAM

The Neshoba County Board of Supervisors is participating in The State of Mississippi's Local System Bridge Program (LSBP). This program uses funds appropriated by the State Legislature for the replacement of substandard bridges on public roads that are considered to be off the State and Federal Aid Systems. In this regard, LSBP Bridge Project 50-13 on Road 397 was completed and accepted in 2017. The Board has programmed replacement of the Bridge on Road 705 as the next LSBP

Project to be completed during this four year period and the project is being engineered as of adoption of this plan.

STATE AID / FEDERAL AID ROAD PROGRAM

In addition, the Board of Supervisors, as a part of the four year State Aid Road Program has designated certain bridges that will be replaced with Federal Bridge Replacement Funds and State Aid Road Funds. The four year State Aid Road Program is hereby made a part of the comprehensive road and bridge program for Neshoba County, Mississippi. The Road 561 Bridge replacement under this program was completed and accepted under this program in 2017 and the next Bridge to be replaced under this program on Road 628 is currently in the design phase and is scheduled for completion during the duration of this plan. Additionally, State Aid funds were utilized to replace the bridge on Road 624 which was completed in 2017. Neshoba County also used appropriated State Aid Road Funds to perform base repair, leveling, reseal, striping and signing on 34.69 miles of the State Aid Road system during 2017.

SPECIAL PROJECTS

The Neshoba County Board of Supervisors utilizes special project funds, upon their availability, to maintain, repair and improve the County road system. USDA National Resource Conservation Service Emergency Watershed Protection program funds were utilized in 2017 to stabilize and provide ditch repair to Road 414 which is adjacent to the south side of the Neshoba County Fairgrounds.

USDOT, Federal Highway Administration, Federal Lands Access Program (FLAP) funds and State of Mississippi, Department of Wildlife, Fisheries and Parks funds have been allocated and obligated to improve 0.701 miles of roadway on Road 832 serving the

Nanah Waiya Wildlife Management Area access which is located east of Stallo near the Winston County Line. This project will improve this 0.7 miles of roadway by grading, draining, providing base and paving the existing roadway. These program funds are only available for projects adjacent to or providing access to federal lands. Bids will be taken for the project after adoption of this plan (February 2018).

USDHS, Federal Emergency Management Agency (FEMA), Hazard Mitigation Grant Program (HMGP) funds have been awarded and obligated for a drainage improvement project on Road 832. Through this project one-quarter mile of road will be improved by replacing the undersized drainage structures and constructing a concrete box bridge with improvements to the sloping, sizing of road shoulder, ditches, replacement of the roadway at a larger width and appropriate signing and striping.

LONG-TERM BRIDGE AND ROAD PLAN

The primary emphasis on bridges over the next four years will be to reduce the number of bridges that are in to the sufficiency rating category of 25 or below. Once these are replaced the next priority to replace those with a rating of 49 or below.

The primary emphasis on roads over the next four years will be to maintain the existing road system and re-surface as many miles of existing hard surface road as available funds will permit. The Board of Supervisors will set the priorities for replacing the wear surface on roads to maintain the integrity of existing road infrastructure and select roads to be hard-surfaced based on countywide needs as funds allow. Some of the criteria to be used in making that determination will include the following: Number of families served, use of the road for access to church and community centers, main roads that will connect from one community to another and cost of construction of the road.

In 2017 Neshoba County leveled and/or resealed 23 miles of county hard surfaced roads in addition to the state aid road system reseal project.

Hard surfacing and improving dirt or gravel roads is an important part of the operation of the Neshoba County Road Department. The Board of Supervisors will work with the Road Manager to secure needed Right of Ways in order to allow for the improvement of roads on the Neshoba County Road System.

Hard Surfacing of Roads

The Following is a listing of roads that have been considered for improving and hard surfacing between the date of adoption of this plan and December 31, 2021. The following roads may be added to or removed by order of the Neshoba County Board of Supervisors.

<u>Road</u>	<u>Length</u>	<u>District</u>	<u>Material Cost</u>
153	1.30	1	\$ 91,000.00
2610	1.00	1	\$ 70,000.00
165	1.60	1	\$ 112,000.00
Marty Stuart Drive	1.00	1	\$ 70,000.00
373	1.20	1	\$ 84,000.00
379	1.20	1	\$ 84,000.00
397	1.75	1	\$ 122,500.00
385	0.70	1	\$ 49,000.00
167	1.50	1	\$ 105,000.00
171	1.00	1	\$ 70,000.00
1133	0.75	1	\$ 52,500.00
381	1.00	1	\$ 70,000.00
339 (North Side)	1.00	1	\$ 70,000.00
575	1.20	2	\$ 84,000.00
583	1.30	2	\$ 91,000.00
622	0.50	2	\$ 35,000.00
620	0.30	2	\$ 21,000.00
644	1.00	2	\$ 70,000.00
739	2.50	2	\$ 175,000.00
751	1.70	2	\$ 119,000.00
777	1.00	2	\$ 70,000.00
785	1.30	2	\$ 91,000.00
589	0.50	2	\$ 35,000.00
575	0.50	2	\$ 35,000.00

1714	0.40	2	\$	28,000.00
2444	0.30	2	\$	21,000.00
773	0.90	2	\$	63,000.00
783	1.00	2	\$	70,000.00
2831	1.00	2	\$	70,000.00
2826	1.30	2	\$	91,000.00
1727	0.70	2	\$	49,000.00
638	0.50	2	\$	35,000.00
636	0.40	2	\$	28,000.00
464	0.70	2	\$	49,000.00
773	0.90	2	\$	63,000.00
628	1.30	2	\$	91,000.00
2822	0.70	2	\$	49,000.00
2630	0.30	2	\$	21,000.00
741	2.20	2	\$	154,000.00
567	1.40	2	\$	98,000.00
1535	0.75	2	\$	52,500.00
832	0.75	2	\$	52,500.00
848	1.50	2	\$	105,000.00
569 (Reclamation)	1.80	2	\$	126,000.00
755 (Reclamation)	1.50	2	\$	105,000.00
832 East Side (Reclamation)	1.50	2	\$	105,000.00
Alesia Circle	0.25	3	\$	17,500.00
448 West Side(Reclamation)	2.40	3	\$	168,000.00
450	2.80	3	\$	196,000.00
266	2.20	3	\$	154,000.00
452	2.00	3	\$	140,000.00
711	0.50	3	\$	35,000.00
529	1.10	3	\$	77,000.00
517	1.30	3	\$	91,000.00
523	0.95	3	\$	66,500.00
2440	0.40	3	\$	28,000.00
2442	0.25	3	\$	17,500.00
262	0.50	3	\$	35,000.00
288	1.00	3	\$	70,000.00
280	0.40	3	\$	28,000.00
444	0.50	3	\$	35,000.00
290	0.20	3	\$	14,000.00
4308	1.00	3	\$	70,000.00
327	0.30	3	\$	21,000.00
294	0.40	3	\$	28,000.00
298	1.10	3	\$	77,000.00
McKee Street	0.25	3	\$	17,500.00
454	2.10	3	\$	147,000.00
270	1.30	3	\$	91,000.00

274	0.20	3	\$	14,000.00
723	2.30	3	\$	161,000.00
268	1.50	3	\$	105,000.00
458	2.30	3	\$	161,000.00
101 (Reclamation)	1.60	4	\$	112,000.00
1131	0.30	4	\$	21,000.00
541	2.40	4	\$	173,000.00
240	2.00	4	\$	140,000.00
226	1.80	4	\$	126,000.00
402	2.80	4	\$	196,000.00
339	2.80	4	\$	196,000.00
363	0.60	4	\$	42,000.00
121	2.50	4	\$	175,000.00
315	2.70	4	\$	189,000.00
1131	1.10	4	\$	77,000.00
246	0.70	4	\$	49,000.00
428	0.80	4	\$	56,000.00
244	1.00	4	\$	70,000.00
313	1.30	4	\$	91,000.00
432	2.20	4	\$	154,000.00
531	1.80	4	\$	126,000.00
109	2.30	4	\$	161,000.00
317	2.60	4	\$	182,000.00
351	0.60	4	\$	42,000.00
420	0.60	4	\$	42,000.00
412	1.00	4	\$	70,000.00
533	0.75	4	\$	52,500.00
125	2.60	4	\$	182,000.00
410	0.75	4	\$	52,500.00
418	1.00	4	\$	70,000.00
343	0.90	4	\$	63,000.00
139	1.60	4	\$	112,000.00
127	1.00	4	\$	70,000.00
107	2.00	4	\$	140,000.00
206	2.80	4	\$	196,000.00
361	3.10	4	\$	217,000.00
145	2.30	4	\$	161,000.00
2426	0.75	4	\$	52,500.00
133	0.20	4	\$	14,000.00
406	1.30	4	\$	91,000.00
139	1.60	4	\$	112,000.00
212	1.60	4	\$	112,000.00
123	1.00	4	\$	70,000.00
236	2.00	4	\$	140,000.00
743	1.25	5	\$	87,500.00

3403	1.50	5	\$	105,000.00
1361	1.00	5	\$	70,000.00
1357	1.00	5	\$	70,000.00
630	0.60	5	\$	42,000.00
2642	0.50	5	\$	35,000.00
1721	0.60	5	\$	42,000.00
822	2.30	5	\$	161,000.00
171	1.50	5	\$	105,000.00
173	2.50	5	\$	175,000.00
3407	1.40	5	\$	98,000.00
1354	0.20	5	\$	14,000.00
2808	0.80	5	\$	56,000.00
1723	0.30	5	\$	21,000.00
1721	0.60	5	\$	42,000.00
1720	0.20	5	\$	14,000.00
1719	0.20	5	\$	14,000.00
3403	1.30	5	\$	91,000.00
3405	1.20	5	\$	84,000.00
TOTAL	159.80		\$	11,191,000.00

RESEAL AND NEW WEAR SURFACE OF HARD SURFACED ROADS

The following is a listing of roads that may need to be resealed and have a new wear surface placed on them by December 31, 2021. Through this reseat and placing of a new wear surface the life of the road will be extended.

<u>Road</u>	<u>Length</u>	<u>District</u>		<u>Material Cost</u>
2608	0.90	1	\$	31,500.00
389	1.10	1	\$	38,500.00
830	0.90	1	\$	31,500.00
339	2.50	1	\$	87,500.00
149	3.80	1	\$	133,000.00
2808	0.80	1	\$	28,000.00
1129	0.70	1	\$	24,500.00
545	1.00	2	\$	35,000.00
577	1.20	2	\$	42,000.00
854	2.40	2	\$	84,000.00
761	1.80	2	\$	63,000.00
618	0.45	2	\$	15,750.00
767	1.00	2	\$	35,000.00
769	1.10	2	\$	38,500.00
832	1.50	2	\$	52,500.00
Plantation Point Dr-South	0.50	2	\$	17,500.00

Condo Road	0.10	2	\$	3,500.00
Condo Drive	0.10	2	\$	3,500.00
Gateway Dr	0.10	2	\$	3,500.00
761	1.80	2	\$	63,000.00
2828	0.30	2	\$	10,500.00
628	2.30	2	\$	80,500.00
775	1.50	2	\$	52,500.00
624	5.05	2	\$	176,750.00
729	3.20	2	\$	112,000.00
2826	2.20	2	\$	77,000.00
610	6.90	2	\$	241,500.00
791	0.70	2	\$	24,500.00
Country Lane	1.00	2	\$	35,000.00
634	0.30	2	\$	10,500.00
642	1.30	2	\$	45,500.00
717	2.20	3	\$	77,000.00
250	1.20	3	\$	42,000.00
703	0.33	3	\$	11,550.00
McKee Street	0.40	3	\$	14,000.00
Tabby Drive	0.20	3	\$	7,000.00
Riley Street	0.10	3	\$	3,500.00
Will Avenue	0.30	3	\$	10,500.00
Daniels Cove	0.30	3	\$	10,500.00
William Avenue	0.20	3	\$	7,000.00
448 (East Side)	2.20	3	\$	77,000.00
4306	0.74	3	\$	25,900.00
705	0.61	3	\$	21,350.00
294	0.53	3	\$	18,550.00
519	0.50	3	\$	17,500.00
268	0.40	3	\$	14,000.00
462	1.00	3	\$	35,000.00
468	1.30	3	\$	45,500.00
282	1.50	3	\$	52,500.00
739	2.00	3	\$	70,000.00
723	0.50	3	\$	17,500.00
248	3.20	3	\$	112,000.00
270	2.80	3	\$	98,000.00
529	0.60	3	\$	21,000.00
501	2.90	3	\$	101,500.00
369	1.60	4	\$	56,000.00
311	2.60	4	\$	91,000.00
206	0.50	4	\$	17,500.00
325	5.40	4	\$	189,000.00
418	3.10	4	\$	108,500.00
414	0.70	4	\$	24,500.00

248	5.60	4	\$	196,000.00
129	0.25	4	\$	8,750.00
234	2.00	4	\$	70,000.00
430	1.40	4	\$	49,000.00
171	1.00	5	\$	35,000.00
TOTAL	98.66		\$	3,453,100.00

GRAVEL ON COUNTY ROADS

County roads will be graveled on an as needed basis when regular maintenance is performed on these roads. The County is divided up into four (4) work areas for motor grader purposes. Those areas are Southeast (zone one); Southwest (zone two); Northwest (zone three); Northeast (zone four). Each of these areas has one or more motor graders assigned to them with an experienced operator.

ROAD SIDE CLIPPING

County roads will have the road sides clipped on an annual basis. The County is divided into two (2) work zones. Those areas are East and West.

POTHOLE AND SHOULDER REPAIR

County hard surfaced roads will have a minimum of one crew assigned daily for the sole purpose of repairing potholes and shoulders along public roads of Neshoba County.

ROADSIDE SPRAYING

All county gravel roads will be sprayed on an annual basis for weed and brush control. All county hard surfaced roads will be sprayed on an annual basis to help in grass and weed control.

NEW EQUIPMENT NEEDS

By December 31, 2021 Neshoba County will need to consider replacing and purchasing the following equipment used in its road department:

<u>Description</u>	<u>Quantity</u>	<u>Estimated Cost</u>
Tractor Truck	1	\$125,000.00
Dump Trailer	1	\$50,000.00
Ag Tractors	2	\$140,000.00
15 Foot Mowers	4	\$60,000.00
7 Foot Mowers	2	\$8,000.00
Sprayer Truck	1	\$150,000.00

PERSONNEL NEEDS

The Neshoba County Road and Bridge Department will employ a Road Manager who will be responsible for the implementation of the Road and Bridge Program set forth by the Neshoba County Board of Supervisors. Personnel will be assigned to the following area:

1	Road Manager
2	Administrative Staff
2	Long Hall Truck Drivers
1	Fuel Truck
2	Pothole Patching
3	Mechanics
4	Motor Graders
4	Dump Trucks
2	Culvert Installation
5	Construction & Heavy Maintenance
4	Bush hogging Crews
2	Boom Axe
4	Miscellaneous Labor

The County will need to employ 36 road department personnel through December 31, 2021.