

ADOPTED
FEBRUARY 5, 2024

NESHOBA COUNTY

Comprehensive Road and Bridge Plan

2024 - 2027

COUNTY DATA

Neshoba County, Mississippi is approximately 90 miles northeast of Jackson, Mississippi and 35 miles northwest of Meridian, 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. Philadelphia became the county seat of Neshoba County on August 15, 1837. The Pearl River flows east to west through Neshoba County.

The Neshoba County population has increased during the past several decades but reflects a decrease for the 2020 census due to several factors. 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 and the 2010 Census revealed a population of 29,676. The official Census count for 2020 showed a slight population decrease of -1.98% to 29,087. The latest population estimate available from the Census is 28,970 with a margin of error of +/- 173. The COVID-19 Pandemic of 2020 and continuing effects therefrom has had a detrimental effect on Neshoba County in respect to both population (as of January 2, 2024 – 248 deaths attributed to COVID) and the 2020

Census. Neshoba County is the 28th most populated county in Mississippi. 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. Neshoba County is approximately 23.5 miles long by 23.3 miles wide.

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 73% of the land area is considered forestland.

In November 2023, Neshoba County's labor force was 9,390. The total employed was 9,100 resulting in 300 persons being unemployed or a 3.2% unemployment rate according to figures supplied by the Mississippi Department of Employment Security. The County averaged a 3.8% unemployment rate for the three months prior and a 3.6% rate for the previous 12-month period.

During 2022 the median household income was \$47,400.00. The median property value in Neshoba County is \$94,300 and the home ownership rate is 72%. It is assumed that significant additional tax revenue will not be available.

TRANSPORTATION DATA

Transportation infrastructure in the area continues to improve. The Kansas City Southern (KCS) Railroad which is leased by Mississippi Southern Railroad (MSR) runs generally north and south through the county and passes through the county seat of Philadelphia. MSR is capable of moving any commodity with primary transport of

agricultural and lumber products over 156 track miles from Ackerman in Choctaw County, MS to Bay Springs in Jasper County, MS.

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 the House Community 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. With the implementation of the BUILD transportation grant from the US Department of Transportation and the commitment of the Mississippi Legislature and Mississippi Department of Transportation, Neshoba County anticipates having four-lane access from Philadelphia to the Tucker Community soon. Upon completion this will leave an approximate 6.2 mile gap of two lane roadway between the Tucker and House communities that is scheduled to be let for four lane improvement in the fall of 2024. Just south of Tucker, five new bridges have been constructed on the new North bound lane of Highway 19.

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.

ROADS

<u>Surfaces</u>	<u>Miles</u>
Hard Surfaced (two lane)	395.68
Unpaved (gravel)	330.86
<hr/>	
Total	726.54

BRIDGES

Box Bridges	51
Concrete	40
Precast	17
Steel Double Pipe Line	2
<hr/>	
Total	110

State Aid System Bridges	71
LSBP Eligible Bridges	7
SABP Eligible Bridges	14
Load Posted Bridges	13
Bridges Under Construction	2 (Design/Eng/ROW)

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 Mississippi Legislature for the replacement of substandard bridges on public roads that are considered to be off the State and Federal Aid Systems.

Neshoba County has seven LSBP eligible structures all of which are currently open with one posted for load. One bridge on County Road 167 was disassembled and removed and temporary tank car culverts (2) were placed in lieu thereof to re-open the roadway until a new bridge will be constructed. Neshoba County will be using all existing LSBP Funds for the replacement of the Railroad Overpass Bridge on County Road 210 (SA50-024) at an originally programmed cost of \$1,964,000 but which, due to railroad requirements and escalation of materials, has ballooned to a projected cost of \$3,355,158.

LSBP Eligible Bridges

Structure No.	County Road	Structure Type	Load Posting
SA50-004	County Road 226	Concrete Box Bridge	None
SA50-055	County Road 414	Concrete Channel Beam (Precast)	9 Tons
SA50-075	Weyerhaeuser St.	Concrete Channel Beam (Precast)	None
SA50-118	Lakeside Drive	Concrete Channel Beam (Precast)	None
SA50-121	County Road 181	Concrete Channel Beam (Precast)	19 / 26 / 30
SA50-125	County Road 171	Concrete Channel Beam (Precast)	19 / 26 / 31
SA50-126	County Road 167	Concrete Channel Beam (Precast)	Temporary Tank Car Culverts Installed

STATE AID BRIDGE PROGRAM (SABP)

The Neshoba County Board of Supervisors is participating in The State of Mississippi's State Aid Bridge Program (SABP). This program uses funds appropriated by the Mississippi Legislature for the replacement of substandard bridges on public roads that are considered to be on the State Aid System.

Neshoba County plans to utilize all available funding from the SABP to facilitate the replacement of the Railroad Overpass Bridge on County Road 210 (SA50-024) as previously discussed.

SABP Eligible Bridges

Structure No.	County Road	Structure Type	Load Posting
SA50-011	County Road 107	Concrete Slab	15 Tons
SA50-013	County Road 107	Concrete Slab	17 Tons
SA50-014	County Road 109	Concrete Slab	15 Tons
SA50-017	County Road 248	Concrete Channel Beam (Precast)	None
SA50-018	County Road 418	Concrete Channel Beam (Precast)	None
SA50-021	County Road 325	Concrete Slab	27 Tons
SA50-024	County Road 210	Steel Stringer/Multi-Beam	3 Tons
SA50-048	County Road 404	Concrete Box Bridge	None
SA50-060	County Road 529	Concrete Box Bridge	None
SA50-096	County Road 602	Concrete Channel Beam (Precast)	14 Tons
SA50-110	County Road 832	Concrete Channel Beam (Precast)	None
SA50-111	County Road 832	Concrete Channel Beam (Precast)	None
SA50-122	County Road 739	Concrete Channel Beam (Precast)	9 / 8 Tons
SA50-124	County Road 452	Concrete Channel Beam (Precast)	None

STATE AID / FEDERAL AID ROAD PROGRAM

In addition to the bridge replacement on County Road 210, the Board of Supervisors, as a part of the four year State Aid Road Program has previously programmed the bridge on County Road 739 (SA50-122) for replacement utilizing state aid road funds. The program cost for construction of this new box bridge is \$540,300 but will likely cost more due to inflationary factors. The project program (SAP-50(101)) has been approved by State Aid and is currently in the right-of-way acquisition phase.

Because Federal Aid Program funds have been and are being utilized to perform bridge inspections across Mississippi no immediate future funding is anticipated from these funds.

Neshoba County continues to apply for funding through the Eastern Federal Lands Access Program (EFL/FLAP) Grant to improve remaining areas of County Road 832 East of Highway 15 North that provides access to the Nanih Waiya Wildlife Management Area. Two sections of this roadway have been recently reclaimed and will be undergoing reconstruction as part of county off-system projects.

Neshoba County is faced with a unique challenge with that particular bridge located on County Road 210 (SA50-024), which overpasses the non-used Kansas City Southern railway connector running from Union to Sebastopol. Even though the railroad is no longer utilized and does not appear that it will be utilized in the future, the County will be required to construct the replacement bridge to meet all required railroad overpass standards, which will add substantially to the cost of the project. The bridge is currently open, load posted and undergoing environmental, design and engineering.

The Neshoba County Board of Supervisors has requested to utilize all available LSBP Funding (\$1,029,774) and State Aid Funds (\$434,226) along with designated funding from the Mississippi Legislature (\$500,000) for a total anticipated program cost of \$1,964,000 for replacement of this extraordinary structure. With the new projected cost of the structure to be \$3,355,158 a shortfall of \$1,391,158 remains which is anticipated to be provided via the new SABP Program. This structure will utilize the entire 2024-2027 term allocations for Neshoba County for LSBP and SABP programs as well as funds from the SAP.

The County recently completed 32.71 miles of reseal under project number SAP-50(14)S at a final cost of \$2,221,695. Based on the most recent and upcoming State Aid Road System inspection in February 2024, Neshoba County expects to program a new state aid reseal program for the 2024-2027 term.

LONG-TERM BRIDGE AND ROAD PLAN

The primary emphasis on bridges for the duration of this plan include those bridges with a sufficiency rating of 50% or less with the following priorities: (1) Replacement of County Road 210 Railroad Overpass Bridge (SA50-024); and (2) Replacement of County Road 739 Bridge (SA50-122), which is currently posted for nine tons tandem / eight tons single axle, and programmed for replacement under project SAP-50(101). Neshoba County will continue to monitor bridge conditions with the next priorities for consideration of replacement those bridges with a sufficiency rating poor to fair that are load posted.

Load Posted Bridges in Neshoba County (excluding those being replaced):

Bridge #	Road	Posted Limit	Sufficiency Rating
SA50-007	County Road 210	16 / 25 / 15 Tons	Good
SA50-011	County Road 107	15 Tons Tandem Axle	Fair
SA50-013	County Road 107	17 Tons Tandem Axle	Fair
SA50-014	County Road 109	15 Tons Tandem Axle	Good
SA50-021	County Road 325	27 Tons	Fair
SA50-032	County Road 298	16 Tons Tandem Axle	Good
SA50-083	Blount Street	22 / 29 / 35	Satisfactory
SA50-096	County Road 602	14 Tons Tandem Axles	Fair
SA50-119	County Road 123	5 Tons	Good
SA50-121	County Road 181	19 / 26 / 30	Fair
SA50-125	County Road 171	19 / 26 / 31	Fair

The primary emphasis on roads over the next four years will be to maintain the existing road system, re-surface as many miles of existing hard surface road as available funds will permit and to construct new hard surface roadways. 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.

The reclaimed 2.4 miles of County Road 448 (West of Hwy 19 S) will be reconstructed during 2024 at an approximate cost of \$475,000. Due to materials being obtained for the Highway 19 four-lane project, which would have resulted in significant damage to a newly reconstructed road, reconstruction had to be postponed.

With new infrastructure funding from on-line sales tax diversion funding authorized by the Mississippi Legislature, the Neshoba County Board of Supervisors will set priorities for the use of the new infrastructure funding based on actual funds received. There is currently a \$300,000 line item budgeted for road improvement in the county road fund which, in conjunction with the new infrastructure funding, will be utilized for maintenance of existing hard surfaced roads (maintenance to prevent failure) and improvement of gravel surface roads to hard surface roads. It should be noted that the significant cost of materials and contract services as well as maintenance activities of existing roadways impedes significant construction of new hard surface roads based on current available funding from all sources.

ROAD IMPROVEMENT – HARD SURFACING OF ROAD

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, 2027. The following roads may be added to or removed by order of the Neshoba County Board of Supervisors.

Hard Surfacing of Roads Plan

<u>Road</u>	<u>Length</u>	<u>Material Cost</u>
153	1.30	\$ 260,000.00
165	1.60	\$ 320,000.00
Marty Stuart Drive	1.00	\$ 200,000.00
373	1.20	\$ 240,000.00
379	1.20	\$ 240,000.00
397	1.75	\$ 350,000.00
385	0.70	\$ 140,000.00
167	1.50	\$ 300,000.00
171	1.00	\$ 200,000.00
1133	0.75	\$ 150,000.00
381	1.00	\$ 200,000.00
339 (North Side)	1.00	\$ 200,000.00
575	1.20	\$ 240,000.00
583	1.30	\$ 260,000.00
622	0.50	\$ 100,000.00
620	0.30	\$ 60,000.00
644	1.00	\$ 200,000.00
739	2.50	\$ 500,000.00
751	1.70	\$ 340,000.00
777	1.00	\$ 200,000.00
785	1.30	\$ 260,000.00
589	0.50	\$ 100,000.00
575	0.50	\$ 100,000.00
1714	0.40	\$ 80,000.00
2444	0.30	\$ 60,000.00
773	0.90	\$ 180,000.00
783	1.00	\$ 200,000.00
2831	1.00	\$ 200,000.00
2826	1.30	\$ 260,000.00
1727	0.70	\$ 140,000.00
638	0.50	\$ 100,000.00
636	0.40	\$ 80,000.00
464	0.70	\$ 140,000.00
773	0.90	\$ 180,000.00
628	1.30	\$ 260,000.00

2822	0.70	\$	140,000.00
2630	0.30	\$	60,000.00
741	2.20	\$	440,000.00
567	1.40	\$	280,000.00
1535	0.75	\$	150,000.00
832 (Reconstruction)	1.50	\$	300,000.00
569 (Reconstruction)	1.80	\$	360,000.00
848	1.50	\$	300,000.00
755	1.50	\$	300,000.00
448 West Side(Reconstruction)	2.40	\$	480,000.00
517	1.30	\$	260,000.00
523	0.95	\$	190,000.00
2440	0.40	\$	80,000.00
2442	0.25	\$	50,000.00
450	2.80	\$	560,000.00
Alesia Circle	0.25	\$	50,000.00
266	2.20	\$	440,000.00
452	2.00	\$	400,000.00
711	0.50	\$	100,000.00
529	1.10	\$	220,000.00
262	0.50	\$	100,000.00
288	1.00	\$	200,000.00
280	0.40	\$	80,000.00
444	0.50	\$	100,000.00
290	0.20	\$	40,000.00
4308	1.00	\$	200,000.00
327	0.30	\$	60,000.00
294	0.40	\$	80,000.00
298	1.10	\$	220,000.00
McKee Street	0.25	\$	50,000.00
454	2.10	\$	420,000.00
270	1.30	\$	260,000.00
274	0.20	\$	40,000.00
723	2.30	\$	460,000.00
268	1.50	\$	300,000.00
458	2.30	\$	460,000.00
1131	0.30	\$	60,000.00
541	2.40	\$	480,000.00
240	2.00	\$	400,000.00
226	1.80	\$	360,000.00
402	2.80	\$	560,000.00
339	2.80	\$	560,000.00
363	0.60	\$	120,000.00
121	2.50	\$	500,000.00

315	2.70	\$	540,000.00
1131	1.10	\$	220,000.00
246	0.70	\$	140,000.00
428	0.80	\$	160,000.00
244	1.00	\$	200,000.00
313	1.30	\$	260,000.00
432	2.20	\$	440,000.00
531	1.80	\$	360,000.00
109	2.30	\$	460,000.00
317	2.60	\$	520,000.00
351	0.60	\$	120,000.00
420	0.60	\$	120,000.00
412	1.00	\$	200,000.00
533	0.75	\$	150,000.00
125	2.60	\$	520,000.00
410	0.75	\$	150,000.00
418	1.00	\$	200,000.00
343	0.90	\$	180,000.00
139	1.60	\$	320,000.00
127	1.00	\$	200,000.00
107	2.00	\$	400,000.00
206	2.80	\$	560,000.00
361	3.10	\$	620,000.00
145	2.30	\$	460,000.00
2426	0.75	\$	150,000.00
133	0.20	\$	40,000.00
406	1.30	\$	260,000.00
139	1.60	\$	320,000.00
212	1.60	\$	320,000.00
123	1.00	\$	200,000.00
236	2.00	\$	400,000.00
743	1.25	\$	250,000.00
3403	1.50	\$	300,000.00
1361	1.00	\$	200,000.00
1357	1.00	\$	200,000.00
630	0.60	\$	120,000.00
2642	0.50	\$	100,000.00
1721	0.60	\$	120,000.00
822	2.30	\$	460,000.00
171	1.50	\$	300,000.00
173	2.50	\$	500,000.00
3407	1.40	\$	280,000.00
1354	0.20	\$	40,000.00
2808	0.80	\$	160,000.00

1723	0.30	\$	60,000.00
1721	0.60	\$	120,000.00
1720	0.20	\$	40,000.00
1719	0.20	\$	40,000.00
3403	1.30	\$	260,000.00
3405	1.20	\$	240,000.00
TOTAL	156.45	\$	31,290,000.00

RESEAL AND NEW WEAR SURFACE OF HARD SURFACED ROADS

The following is a listing of roads that may need to be resealed, including those designated immediately with leveling and placing a new wear surface on them. The remaining roads to be considered, as resources permit, and potentially by December 31, 2027. Through this leveling and reseat program, and the placing of a new wear surface, the life of the road will be extended, thus reducing future replacement cost.

Seal and Surface Maintenance of Hard Surface Roads

<u>Road</u>	<u>Length</u>	<u>HMA(TN)</u>	<u>Material Cost</u>
1349	0.30		\$ 13,500.00
2606	1.80		\$ 81,000.00
339	2.50		\$ 112,500.00
802	1.17	300	\$ 108,150.00
169	0.80	200	\$ 73,000.00
399	1.25	300	\$ 111,750.00
3401	0.94	250	\$ 88,550.00
830	0.71	200	\$ 68,950.00
389	0.80	200	\$ 73,000.00
828	1.60	375	\$ 141,375.00
393	1.40	375	\$ 132,375.00
394	1.10	250	\$ 95,750.00
563	0.70		\$ 31,500.00
769	1.10		\$ 49,500.00
761	1.80		\$ 81,000.00
555	0.50	125	\$ 45,625.00
741	2.10	500	\$ 187,000.00
856	1.60	375	\$ 141,375.00
775	1.50	375	\$ 136,875.00
791	0.70	200	\$ 68,500.00
North Hills Dr	0.12	75	\$ 19,275.00
634	0.30	75	\$ 27,375.00
626	0.98	250	\$ 90,350.00
642	1.30		\$ 58,500.00

460	1.60		\$	72,000.00
725	0.70		\$	31,500.00
703	0.33		\$	14,850.00
450	3.30		\$	148,500.00
458	0.70		\$	31,500.00
462	1.00		\$	45,000.00
525	1.30	300	\$	114,000.00
519	0.50	125	\$	45,625.00
468	1.30	300	\$	114,000.00
282	1.50	375	\$	136,875.00
723	0.50	125	\$	45,625.00
361	2.80	700	\$	255,500.00
339	0.69	200	\$	68,050.00
212	2.00	500	\$	182,500.00
121	0.30	75	\$	27,375.00
147	0.40	125	\$	41,125.00
410	1.10	250	\$	95,750.00
121	0.30	75	\$	27,375.00
123	4.10	10	\$	186,350.00
212	1.80	51	\$	90,435.00
311	2.80		\$	126,000.00
325	5.40	750	\$	381,750.00
101	1.80	450	\$	164,250.00
747	3.15	500	\$	234,250.00
2642	0.60	125	\$	50,125.00
397 (North Side)	1.30	300	\$	114,000.00
Country Lane	1.00	250	\$	91,250.00
551	0.20	75	\$	22,875.00
549	0.90	250	\$	86,750.00
840	1.22	300	\$	110,400.00
844	1.50	375	\$	136,875.00
842	1.30	300	\$	114,000.00
397 (South Side)	0.10	75	\$	18,375.00
TOTAL	72.46		\$	5,367,110.00

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.

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, 2027 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>
Tractors	2	\$180,000.00
Side Attachments	2	\$120,000.00
7 Foot Mowers	2	\$10,000.00
Pothole Patcher Truck	1	\$250,000.00
Roadside Spray Truck	1	\$250,000.00
Motorgrader	1	\$275,000.00

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

The County will need to employ a minimum of 40 road department personnel through December 31, 2026.