

## Comprehensive Road and Bridge Plan

2026 - 2029

### 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 28,973 for July 1, 2024, which is an increase in population by 65 persons over the previous estimate. The COVID-19 Pandemic of 2020 and continuing effects therefrom has had a detrimental effect on Neshoba County in respect to both population and the 2020 Census count. Neshoba County is the 26<sup>th</sup> 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**

Agriculture remains crucial to Neshoba County's economy with poultry and egg production, forestry production, cattle production and various other crop production leading the commodities produced within the county. While poultry and egg production are the largest commodity sector, forestry production remains significant since approximately 83% of the land area in Neshoba County is considered forestland.

In November 2025, Neshoba County's labor force was 11,280. The total employed was 10,850 resulting in 430 persons being unemployed or a 3.8% unemployment rate according to figures supplied by the Mississippi Department of Employment Security. The County averaged a 4.0% unemployment rate for 2025 through November, but October information was unavailable due to the government shutdown.

During 2023 the median household income was \$53,087. The median property value in Neshoba County is \$96,600 and the home ownership rate is 75%. It is assumed that significant additional tax revenue will not be available. New growth contributes to a stable tax base and which Neshoba County is experiencing through residential construction, agricultural enterprises construction, manufacturing improvements and retail establishment investments. Neshoba County remains a great place to live, work and worship.

## **TRANSPORTATION DATA**

Transportation infrastructure in the area continues to improve. The Canadian Pacific Kansas City (CPKC) 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 174 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 from the Tucker Community to the City of Philadelphia. Highway 16 West has four lane access from Highway 15 extending six (6) miles toward Leake County. Neshoba County remains the only county in east central Mississippi without four-lane access that traverses the entire county. With the commitment of the Mississippi Legislature and Mississippi Department of Transportation, Neshoba County anticipates having four-lane access from Philadelphia to the House Community soon, providing four lane access from Philadelphia to Meridian. With recent completion of four lane improvement between Philadelphia and Tucker there is an approximate 6.2-mile gap of two-lane roadway between the Tucker and House communities that currently under construction. Just south of Tucker, five new bridges have been constructed on the new North bound lane of Highway 19 that are currently in use and bridge construction on the south bound lanes are in progress.

## **ROAD AND BRIDGE DATA**

The Neshoba County Road system is composed of approximately 726.32 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)	396.08
Unpaved (gravel)	330.24
<b>Total</b>	<b>726.32</b>

### **BRIDGES**

Box Bridges	53
Concrete	40
Precast	15
Steel Pipe	1
<b>Total</b>	<b>109</b>

State Aid System Bridges	72
LSBP Eligible Bridges	10
SABP Eligible Bridges	12
Load Posted Bridges	12
Bridges Under Construction	4 (Engineering / Const)

## **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 eight LSBP eligible structures all of which are currently open except for the County Road 181 and Blount Street bridges. Three bridges are posted for load. Neshoba County has two LSBP eligible bridges programmed for replacement including the County Road 181 Bridge which is currently closed to traffic based on the last Bridge Inspection. The Weyerhaeuser and Lakeside Drive Bridges have been replaced as part of the Highway 15 / Highway 16 Roundabout Project for access to Weyerhaeuser Company and are currently open to traffic. The Blount Street bridge is currently closed but is anticipated to be repaired by the City of Philadelphia.

### **LSBP Eligible Bridges**

<b>Structure No.</b>	<b>County Road</b>	<b>Structure Type</b>	<b>Load Posting</b>
SA50-004	County Road 226	Concrete Box Bridge	None
SA50-053	County Road 432	Concrete Box Bridge	None
SA50-055	County Road 414	Concrete Channel Beam (Precast)	None
SA50-083	Blount Street	Concrete Channel Beam (Precast)	CLOSED
SA50-090	County Road 177	Concrete Channel Beam (Precast)	26 / 35
SA50-119	County Road 123	Concrete Channel Beam (Precast)	5 Tons
SA50-121	County Road 181	Concrete Channel Beam (Precast)	CLOSED
SA50-125	County Road 171	Concrete Channel Beam (Precast)	17 / 23 / 27

## **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 recently completed replacement of SA50-122 on County Road 739 under project no. SABP-50(01). Project No. SABP-50(02) has been approved for replacement of bridge SA50-124 on County Road 452. This project is currently being engineered.

### **SABP Eligible Bridges**

<b>Structure No.</b>	<b>County Road</b>	<b>Structure Type</b>	<b>Load Posting</b>
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
SA50-096	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
SA50-124	County Road 452	Concrete Channel Beam (Precast)	24 / 33 /39 Tons

## **EMERGENCY ROAD AND BRIDGE REPAIR (ERBR) PROGRAM**

Neshoba County was awarded ERBR funding in December 2024 for replacement of SA50-024, the County Road 210 Railroad Overpass Bridge, under project no. ERBR-50(01). The funding amount is not to exceed \$4,875,023.11 and will be based on actual contract costs for the bridge. The Memorandum of Agreement (MOA) has been executed and returned to the Mississippi Transportation Commission / Mississippi Department of Transportation with the county engineer designated as the engineer of record for the project. Neshoba County has also executed and submitted an agreement with the Canadian Pacific Kansas City (CPKC) Railroad for engineering review of the design plans for the project which is required to proceed. It is Neshoba County's intention to proceed as expeditiously as possible for this significant road project.

## **STATE AID / FEDERAL AID ROAD PROGRAMS**

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.

The Neshoba County Board of Supervisors has recently programmed project no. SAP-50(15)S under the state aid program to reseal 27.76 miles of state aid roadways including base repairs, hot mix asphalt leveling, reseal, striping and signage. This project is anticipated to cost \$2,789,400. This project will be completed in 2026. Additionally, State Aid Project No. SAP-50(8)M has been programmed to provide joint repairs on County Road 325 and this project is anticipated to be let and constructed in 2026.

## **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 and/or those in immediate need as recommended by the County Engineer. Neshoba County will continue to monitor bridge conditions with the next priorities for consideration of replacement being 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
SA50-090	County Road 177	26 / 35 Tons	Fair
SA50-096	County Road 602	14 Tons	Fair
SA50-119	County Road 123	5 Tons	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.

With 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 infrastructure funding based on actual funds received. There is currently a \$250,000 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, 2029. The following roads may be added to or removed by order of the Neshoba County Board of Supervisors.

<b>Road</b>	<b>Length</b>	<b>Material Cost</b>
165	1.30	\$ 581,280.00
153	1.30	\$ 325,000.00
Marty Stuart Drive	1.00	\$ 250,000.00
373	1.20	\$ 300,000.00
379	1.20	\$ 300,000.00
397	1.75	\$ 437,500.00
385	0.70	\$ 175,000.00
167	1.50	\$ 375,000.00
171	1.00	\$ 250,000.00
1133	0.75	\$ 187,500.00
381	1.00	\$ 250,000.00
339 (North Side)	1.00	\$ 250,000.00
575	1.20	\$ 300,000.00
583	1.30	\$ 325,000.00

622	0.50	\$ 125,000.00
620	0.30	\$ 75,000.00
644	1.00	\$ 250,000.00
739	2.50	\$ 625,000.00
751	1.70	\$ 425,000.00
777	1.00	\$ 250,000.00
785	1.30	\$ 325,000.00
589	0.50	\$ 125,000.00
575	0.50	\$ 125,000.00
1714	0.40	\$ 100,000.00
2444	0.30	\$ 75,000.00
773	0.90	\$ 225,000.00
783	1.00	\$ 250,000.00
2831	1.00	\$ 250,000.00
2826	1.30	\$ 325,000.00
1727	0.70	\$ 175,000.00
638	0.50	\$ 125,000.00
636	0.40	\$ 100,000.00
464	0.70	\$ 175,000.00
773	0.90	\$ 225,000.00
628	1.30	\$ 325,000.00
2822	0.70	\$ 175,000.00
2630	0.30	\$ 75,000.00
741	2.20	\$ 550,000.00
567	1.40	\$ 350,000.00
1535	0.75	\$ 187,500.00
832 (Reconstruction)	1.21	\$ 1,999,944.00
569 (Reconstruction)	1.80	\$ 450,000.00
848	1.50	\$ 375,000.00
755	1.50	\$ 375,000.00
450/529	2.47	\$ 830,920.00
517	1.30	\$ 325,000.00
523	0.95	\$ 237,500.00
2440	0.40	\$ 100,000.00
2442	0.25	\$ 62,500.00
450	2.13	\$ 532,500.00
Alesia Circle	0.25	\$ 62,500.00
266	2.20	\$ 550,000.00
452	2.00	\$ 500,000.00
711	0.50	\$ 125,000.00
529	1.10	\$ 275,000.00
262	0.50	\$ 125,000.00
288	1.00	\$ 250,000.00
280	0.40	\$ 100,000.00

444	0.50	\$ 125,000.00
290	0.20	\$ 50,000.00
4308	1.00	\$ 250,000.00
327	0.30	\$ 75,000.00
294	0.40	\$ 100,000.00
298	1.10	\$ 275,000.00
McKee Street	0.25	\$ 62,500.00
454	2.10	\$ 525,000.00
270	1.30	\$ 325,000.00
274	0.20	\$ 50,000.00
723	2.30	\$ 575,000.00
268	1.50	\$ 375,000.00
458	2.30	\$ 575,000.00
1131	0.30	\$ 75,000.00
541	2.40	\$ 600,000.00
418	1.05	\$ 588,700.00
240	2.00	\$ 500,000.00
226	1.80	\$ 450,000.00
402	2.80	\$ 700,000.00
339	2.80	\$ 700,000.00
363	0.60	\$ 150,000.00
121	2.50	\$ 625,000.00
315	2.70	\$ 675,000.00
1131	1.10	\$ 275,000.00
246	0.70	\$ 175,000.00
428	0.80	\$ 200,000.00
244	1.00	\$ 250,000.00
313	1.30	\$ 325,000.00
432	2.20	\$ 550,000.00
531	1.80	\$ 450,000.00
109	2.30	\$ 575,000.00
317	2.60	\$ 650,000.00
351	0.60	\$ 150,000.00
420	0.60	\$ 150,000.00
412	1.00	\$ 250,000.00
533	0.75	\$ 187,500.00
125	2.60	\$ 650,000.00
410	0.75	\$ 187,500.00
343	0.90	\$ 225,000.00
139	1.60	\$ 400,000.00
127	1.00	\$ 250,000.00
107	2.00	\$ 500,000.00
206	2.80	\$ 700,000.00
361	3.10	\$ 775,000.00

145	2.30	\$ 575,000.00
2426	0.75	\$ 187,500.00
133	0.20	\$ 50,000.00
406	1.30	\$ 325,000.00
139	1.60	\$ 400,000.00
212	1.60	\$ 400,000.00
123	1.00	\$ 250,000.00
236	2.00	\$ 500,000.00
743	1.61	\$ 624,960.00
2642	0.50	\$ 125,000.00
3403	1.50	\$ 375,000.00
1361	1.00	\$ 250,000.00
1357	1.00	\$ 250,000.00
630	0.60	\$ 150,000.00
2642	0.50	\$ 125,000.00
1721	0.60	\$ 150,000.00
822	2.30	\$ 575,000.00
171	1.50	\$ 375,000.00
173	2.50	\$ 625,000.00
3407	1.40	\$ 350,000.00
1354	0.20	\$ 50,000.00
2808	0.80	\$ 200,000.00
1723	0.30	\$ 75,000.00
1721	0.60	\$ 150,000.00
1720	0.20	\$ 50,000.00
1719	0.20	\$ 50,000.00
3403	1.30	\$ 325,000.00
3405	1.20	\$ 300,000.00
<b>TOTAL</b>	<b>156.17</b>	<b>\$ 41,758,304.00</b>

#### **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, 2029. Through this leveling and reseal program, and the placing of a new wear surface, the life of the road will be extended, thus reducing future replacement cost.

<b>Road</b>	<b>Length</b>	<b>HMA(TN)</b>	<b>Material Cost</b>
2606	1.80		\$ 81,000.00
157	0.38		\$ 17,100.00
151	0.80		\$ 36,000.00
339	2.44	466	\$ 189,020.00
802	1.17		\$ 52,650.00

169	0.80		\$	36,000.00
399	1.25		\$	56,250.00
3401	0.94		\$	42,300.00
830	0.71		\$	31,950.00
389	0.80		\$	36,000.00
828	1.60		\$	72,000.00
393	1.40		\$	63,000.00
394	1.10		\$	49,500.00
Dogwood Ln	0.95	1,360	\$	231,200.00
761	1.80		\$	81,000.00
856	1.60		\$	72,000.00
775	1.50	375	\$	131,250.00
791	0.70		\$	31,500.00
North Hills Dr	0.12	75	\$	18,150.00
634	0.30	75	\$	26,250.00
642	1.30		\$	58,500.00
703	0.33		\$	14,850.00
450	3.30		\$	148,500.00
525	1.30		\$	58,500.00
519	0.52	611	\$	127,270.00
468	1.30	300	\$	109,500.00
282 (FDR)	1.50		\$	517,800.00
723	0.50	125	\$	43,750.00
369	1.60		\$	72,000.00
361	2.80		\$	126,000.00
339	0.69		\$	31,050.00
404 (West)	1.10		\$	49,500.00
367	1.60	1419	\$	313,230.00
212	2.00	239	\$	130,630.00
121	0.30	75	\$	26,250.00
147	0.40		\$	18,000.00
410 (Partial FDR)	1.10		\$	361,390.00
121	0.30	75	\$	26,250.00
123	4.10	10	\$	186,200.00
212	1.80	51	\$	89,670.00
325	5.40	750	\$	370,500.00
101	1.80		\$	81,000.00
397 (North Side)	1.30		\$	58,500.00
549	0.90		\$	40,500.00
844	1.50		\$	67,500.00
842	1.30		\$	58,500.00
397 (South Side)	0.10		\$	4,500.00
<b>TOTAL</b>	<b>59.32</b>		<b>\$</b>	<b>4,409,860.00</b>

## **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.

## **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, 2029 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>
130 HP Tractors	2	\$212,000.00
15 Foot Mowers	2	\$60,000.00
7 Foot Mowers	2	\$10,000.00
Pothole Patcher Truck	1	\$250,000.00
Roadside Spray Truck	1	\$250,000.00
Motorgrader	2	\$680,000.00
Dump Truck	1	\$300,000.00

## **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	Assistant 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
5	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, 2029.