



County Technical Assistance Service
INSTITUTE for PUBLIC SERVICE

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Highways and Roads - Historical Notes

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We hope this information will be useful to you; reference to it will assist you with many of the questions that will arise in your tenure with county government. However, the *Tennessee Code Annotated* and other relevant laws or regulations should always be consulted before any action is taken based upon the contents of this document.

Please feel free to contact us if you have questions or comments regarding this information or any other CTAS website material.

Sincerely,

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Highways and Roads - Historical Notes

The following is a listing of acts which once had some effect upon the county road system in Gibson County, but which are no longer operative.

1. Acts of 1855-56, Chapter 251, authorized the County Court of Gibson County to sell the State's interest in the Forked Deer Turnpike Company, and to pay the funds from the sale to the State treasury.
2. Acts of 1909, Chapter 16, created a road commission in Gibson County, consisting of three members to be appointed by the quarterly county court for terms of two years. The act contained provisions for a tax levy to maintain the county road system.
3. Private Acts of 1913, Chapter 173, required the quarterly county court at its October 1913 session to elect a road commissioner from each civil district. Each of these district road supervisors was to have complete control of all bridges, levees, and culverts in his district and was to oversee the "road duty" of his district. This act provided that all able-bodied males between the ages of twenty-one and forty-five years were subject to road duty. A tax levy was authorized for the upkeep and construction of the county roads. This act was amended by Private Acts of 1921, Chapter 545, to provide that the District Road Commissioners were to be elected by the Gibson County voters.
4. Private Acts of 1935, Chapter 694, authorized the Highway Commission of Gibson County to make a proper and final settlement with Ewell White of Rutherford, Tennessee, for injuries he sustained while employed by the Highway Department.
5. Private Acts of 1937, Chapter 566, validated the action of the Gibson County Quarterly Court authorizing an increase in the budget of the County Highway Commission for the budget year 1936-37.
6. Private Acts of 1979, Chapter 144, would have amended Private Acts of 1929, Chapter 111, Section 15, by deleting the provision which distributed taxes in excess of 40¢ per \$100 property valuation, giving three-fourths to the county and one-fourth to the cities, all to be used for road purposes. Chapter 144 was rejected by the Gibson County Legislative Body on July 16, 1979.
7. Private Acts of 1990, Chapter 127, would have amended Private Acts of 1929, Chapter 111, to provide for six highway commissioners, one being the county executive and the remaining five members being members of the county legislative body. The act also would have set qualifications for county road supervisor, and would have generally revised and updated the county highway law. This act was rejected by the county legislative body on March 12, 1990.
8. Private Acts of 1999, Chapter 13, amended Private Acts of 1929, Chapter 111, by adding and new section 20 proposing a caucus meeting to be held once a year of the road commissioners in each of the five road districts to review the points on proposed roads for construction and to prioritize roads to be reconstructed in the respective district during the coming year. This act was rejected by the county legislative body on May 10, 1999.

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