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Chapter IX - Highways and Roads

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

Sincerely,

The University of Tennessee
County Technical Assistance Service
226 Anne Dallas Dudley Boulevard, Suite 400
Nashville, Tennessee 37219
615.532.3555 phone
615.532.3699 fax
www.ctas.tennessee.edu

Chapter IX - Highways and Roads 3
Road Law 3
Private Acts of 1939 Chapter 130 3
Private Acts of 1945 Chapter 562 4
Highways and Roads - Historical Notes 5

Chapter IX - Highways and Roads

Road Law

Private Acts of 1939 Chapter 130

COMPILER'S NOTE: Private Acts of 1939, Chapter 130 should be read in conjunction with Private Acts of 1945, Chapter 562 which follows this act.

SECTION 1. That Chapter 364 of the Private Acts of 1923, the caption and substance thereof which is stated in the caption hereof be and the same is hereby repealed together with all Acts amendatory thereof and referring thereto.

SECTION 2. That in order to establish a system for the construction, repair, maintenance and operation of a road system of Hawkins County in lieu of the system created by the Act repealed in the first section hereof, there is hereby created a County Road Commission for Hawkins County, composed of three members to be elected from the County at large at the regular general election to be held in August, 1940, and in each subsequent bi-annual regular election thereafter. The said Commission shall be known as "Hawkins County Road Commission."

SECTION 3. That the Road Commission provided for in the preceding section shall have general authority and supervision over the construction, operation, maintenance and repair of all roads in the County, together with the right to establish new roads and discontinue such others as in their judgment may seem practicable and to the best interest of the County.

SECTION 4. That on the first of September following their election, the said Commissioners shall meet at the Courthouse in Rogersville and thereupon shall be inducted into office in the same manner and by taking a similar oath as is prescribed for other county officials, thence the said Commissioners shall meet and elect one of such members as Chairman, and one as Secretary and one as an Advisory Commissioner.

SECTION 5. That the Chairman of said Road Commission shall devote his entire time and attention to the duties of his office, which shall include the management and supervision of all the road system of the county, together with the supervision and control of all employees engaged in the work of constructing, improving, repairing and maintaining such road system, together with the direct supervision of all other business relating to the said road system of said county.

SECTION 6. That the Chairman of said Road Commission shall be directly responsible for all funds which may come into the hands of said Commission, together with the absolute charge of the receipt and disbursement thereof, except as provided in Section 7 hereof, and the Chairman of said Commission be and he is hereby required to give a bond in the amount of not less than Ten Thousand (\$10,000.00) Dollars payable to the State of Tennessee, conditioned upon the faithful performance of his duties with respect to the supervision of the said funds, which bond shall be executed by a responsible corporate surety company authorized to do business in the State of Tennessee, the cost of the making of said surety bond to be paid out of the general road funds.

As amended by: Private Acts of 1939, Chapter 301

SECTION 7. That the Secretary of the said commission shall have direct supervision and charge of all accounting and bookkeeping relating to the road system of Hawkins County in addition thereto shall have direct supervision and control of the County road garage and consequently of the custody of all County road machinery, together with the supervision of and the maintenance and repair [sic] thereof, the said Secretary shall devote his entire time to the duties of his office and is hereby authorized to make purchases or expenditures for the upkeep, repair and maintenance of all machinery of which he has custody up to the sum to Two Hundred (\$200.00) Dollars for repair, maintenance and operation.

SECTION 8. That the Advisory Commissioner is hereby required to meet and consult with the Commission as a whole at each of the regular meetings of said Commission, which will be hereinafter provided for. He shall consult in such meetings with said other Commissioners and have equal authority and voice in said Commission with the said Commissioners.

SECTION 9. That the Chairman of said Road Commission shall receive as compensation the sum of One Hundred and Twenty-five (\$125.00) Dollars per month, the Secretary shall receive as compensation the sum of Ninety (\$90.00) Dollars per month and the Advisory Commissioner shall receive the sum of Thirty-five (\$35.00) Dollars per month as his compensation, all of such monies shall be paid out of the general road funds; in addition to this the Commission as a whole is hereby empowered and authorized to employ a bookkeeper-stenographer, who shall not be paid in excess of the sum of Sixty (\$60.00) Dollars per month as compensation.

SECTION 10. That the said Commission shall hold regular meetings at the Courthouse in Rogersville or at such other places as are convenient to them, which meetings shall be held not more than two weeks apart and in addition thereto may hold such other special meetings as shall be necessary upon call of the Chairman or of any two Commissioners.

SECTION 11. That all purchases in excess of the sum of Two Hundred (\$200.00) Dollars shall be made by the Commission only after advertising and receiving competitive bids thereon. The term "competitive bid" as herein defined shall mean the lowest and best bid, taking in consideration the quality of material and the responsibility of the bidder.

SECTION 12. That the said Road Commission shall keep a correct and accurate account of all funds received and disbursed, together with an account of all work done on the road system and shall furnish to the Quarterly County Court a written statement thereof at each of the regular meetings of said County Court. In addition to such records, the said Commission shall keep an accurate and complete bookkeeping system showing accurately the receipt and disbursement of all funds which may come into his hands and in addition thereto the books of the said Road Commission shall be audited annually in the same manner as all other books and accounts of other County offices audited.

SECTION 13. That from and after the passage of this Act and until the general election of Road Commissioners in 1940, the following persons are hereby appointed to hold the following specified offices:

Ollie Bradshaw is appointed to be Chairman; Sam Patterson is hereby appointed to be Secretary; Clyde Massengill is hereby appointed to be Advisory Commissioner.

SECTION 14. That there is hereby levied a tax of ten (10¢) cents on each One Hundred (\$100.00) Dollars worth of taxable property, both real and personal, in said County which is located outside of incorporated towns in said County which levy a special tax for the upkeep, maintenance and repair of streets within said towns. This tax shall be used solely for the purpose of supplementing the regular funds which are received in any manner by the said County for road purposes and such tax shall be assessed and collected by the tax assessor and the trustee in the same manner as all other general taxes are assessed and collected. As the proceeds from said tax levy are collected by the trustee, the same shall be turned over to the said County Road Commission as the said Commission may demand.

SECTION 15. That in the event a vacancy occurs in the said County Road Commission on account of any reason whatsoever, the said vacancy shall be filled by the remaining Commissioners and the person chosen to fill said vacancy shall serve until his successor is elected and qualified.

SECTION 15-A. That it shall be a misdemeanor in office for the Road Superintendent to use any road machinery belonging to said County, or to expend any road money on any private driveway or road and upon conviction thereof, he shall forfeit his office, and the County may recover from him and his bondsmen the amount expended, and pay for the use of said machinery used on said private road or driveway.

As amended by: Private Acts of 1953, Chapter 435

SECTION 16. That it is the intention to hereby create a comprehensive plan and system for the general maintenance, supervision, repair and operation of the County road system for Hawkins County and that any Acts which may be in conflict with the provisions of this Act are hereby repealed and in addition it is hereby expressly provided that the provisions of this Act are separable so that if any sentence, clause, paragraph or section of this Act should be held to be unconstitutional, it is expressly provided that such provisions may be elided without destroying the intention expressed in this Act and that this Act with such elided portions shall remain notwithstanding [sic] the unconstitutionality of such provisions.

SECTION 17. That this Act shall take effect from and after its passage, the public welfare requiring it.

Passed: February 2, 1939.

Private Acts of 1945 Chapter 562

SECTION 1. That Chapter 130 of the Private Acts of 1939, the caption of which is set forth in the caption of this Act, be and the same is hereby amended so as to provide that there shall be elected from the county at large at the general election to be held in August, 1946, a County Superintendent of Roads, whose term of office shall be for a period of four years and whose compensation shall be eight thousand five hundred dollars (\$8,500) per annum, which shall be paid out of the general road funds.

As amended by:
 Private Acts of 1947, Chapter 794
 Private Acts of 1949, Chapter 203
 Private Acts of 1959, Chapter 103
 Private Acts of 1965, Chapter 118
 Private Acts of 1967-68, Chapter 371

Private Acts of 1973, Chapter 160

SEC. 2. That Chapter 130 of the Private Acts of 1939, the caption of which is set forth in the caption of this Act, be and the same is hereby amended so as to provide that all of the rights, powers and duties belonging to the County Road Commission under said Act be and they are hereby transferred in their entirety to the Superintendent of County Roads, who shall be elected under the terms of this amendatory Act.

SEC. 3. That Chapter 130 of the Private Acts of 1939, the caption of which is set forth in the caption of this Act, be and the same is hereby amended so as to provide that the Superintendent of County Roads elected under authority of this Act shall have the right and authority to appoint a secretary, who shall serve at the pleasure of the Superintendent of County Roads and receive a minimum salary of \$250 per month, which shall be paid out of the general road funds. The quarterly county court may, upon recommendation of the Superintendent of County Roads, authorize a salary greater than the minimum salary in its annual budget for the County Roads department.

The secretary shall have no authority to make purchases and shall perform duties of a ministerial nature under the direction of the Superintendent of County Roads.

As amended by:
 Private Acts of 1949, Chapter 203
 Private Acts of 1951, Chapter 326
 Private Acts of 1965, Chapter 118
 Private Acts of 1973, Chapter 159

SEC. 4. That Chapter 130 of the Private Acts of 1939, the caption of which is set forth in the caption of this Act, be and the same is hereby amended so as to provide that all funds, books, records and expenditures in the office of the Superintendent of County Roads shall be audited by a committee appointed by the County Court, or by any person or persons designated by the County Court, every three months from and after the date upon which the Superintendent of County Roads takes office under the terms of this Act, which shall be September 1, 1946.

The Superintendent of County Roads shall execute bond in the amount and in the manner provided for the Chairman of the Road Commission as set forth in Section 6 of said Chapter 130 of the Private Acts of 1939.

SEC. 5. That it is specifically provided that any new roads constructed shall have a right of way of not less than thirty (30) feet, and all purchases, acquisitions or condemnations of land for such purposes shall be based upon a minimum right of way of thirty (30) feet.

SEC. 6. That the Superintendent of County Roads created under the terms of this Act shall, by the first day of January of each year, prepare a budget for the ensuing year, setting up the anticipated County Highway funds for said ensuing year, and he is hereby prohibited from purchasing any material or equipment during said year in excess of his budget or the revenues anticipated during said calendar year. He is expressly forbidden to purchase any material or equipment on credit except such as may be paid for during the current year from funds received for County Highway purposes within said year. Any violation of the terms of this provision shall constitute a misdemeanor and the punishment shall be as fixed under the general laws for misdemeanors. It is further provided that any violation of this section shall constitute grounds for removal from office under the general provisions of the Ouster Law.

SEC. 7. That this Act shall take effect from and after its passage, the public welfare requiring it.

Passed: February 28, 1945.

Highways and Roads - Historical Notes

The following is a listing of acts which once had some effect upon the county road system in Hawkins County, but which are no longer operative. Also referenced below are acts which repeal prior law without providing new substantive provisions.

1. Acts of 1807, Chapter 32, authorized William Cocke to open a road from the plantation on which Wright Bond now lives, passing by Cocke's iron works on Poor Valley Creek and up to the house where William Henderson formerly lived, near Clinch River in Hawkins County. The road was to be twenty feet wide with fourteen feet from center being clear at all times. The quarterly court of Hawkins County appointed a commission to assess damages done, if any, to view the road at periodic intervals and, if satisfied of its condition, grant Cocke a license to operate it as a turnpike.
2. Private Acts of 1829-30, Chapter 303, declared that the old road known as the Ford Road, near Frederick A. Ross' bridge in Hawkins County to be a public road of the second class. The quarterly courts of Hawkins and Sullivan counties appointed overseers and assign them enough road hands to keep the road in good repair. If the road stayed out of repair for over fifteen days at one time,

the overseers were subject to indictment and fine to be recovered in the same manner as other penalties.

3. Private Acts of 1831, Chapter 138, stated that it would be the duty of the solicitor general of the first and second solicitorial districts to give charge to the grand jury at each and every county and circuit court term of Hawkins and Sullivan counties to inquire if observers were regularly appointed for the Ford Road near Frederick A. Ross' bridge in the said county. This road was again declared to be a road of the second class.
4. Acts of 1837-38, Chapter 45, appointed Garbriel McGraw, of Hawkins County, Nelson A. Senter, of Grainger County, and William Graham, of Claiborne County, as commissioners of the Bean's Station turnpike, all of whom reported to the quarterly court of Grainger County. All wagons and drivers who were hauling salt were relieved from payment of any toll on the said road.
5. Acts of 1851-52, Chapter 191, Section 20, declared that all the sections of the act which applied to Lawrence, Maury, Williamson and Davidson counties would also apply to Hawkins, Jefferson, Greene, Washington, Carter, Sullivan, Grainger and Warren counties. This act authorized the counties named to subscribe to the stock of any railroad chartered to run through their counties in any amount which they should consider expedient, and the courts issued the bonds of the county in payment of the stock subscribed, in whatever manner and amount the court decided.
6. Private Acts of 1866-67, Chapter 27, Section 4, amended an act concerning the Sneedsville Turnpike Company so as to authorize the counties of Hancock and Hawkins to take stock in the said Turnpike Company, and when the commissioners appointed perceived that a sufficient amount of stock had been subscribed in the said company, the construction of the turnpike began.
7. Public Acts of 1901, Chapter 136, stated that the county court of each county elect one road commissioner from each of the civil districts of the county to serve for two years, all of whom were sworn and bonded and subjected to penalties for willful neglect or misconduct. The county courts set the number of days from five to eight for each male resident outside of a city to work on the roads, or pay a commutation fee. A special road tax of two cents per \$100.00 for each day of compulsory labor was levied, two-thirds of which could also be worked out. The commissioners named the overseers in their respective districts who were in charge of the road to be worked. Prisoners worked under certain conditions and arrangements. Roads were classified and indexed and built to meet the general specifications contained in the act. Petitions to open, close, or change roads were disposed of by the commissioner to whom the power of eminent domain was to be exercised. Commissioners were paid the same rate as justice of the peace. This act was amended by Acts of 1905, Chapter 478, in several minor particulars but primarily in the manner of the disposition of the petitions to open, close, or change roads, especially where the exercise of the power of eminent domain was involved.
8. Private Acts of 1901, Chapter 390, provided that a referendum be held to decide whether or not the people were in favor of issuing up to \$100,000.00 in coupon bonds for the purpose of building or buying turnpikes and improving the public roads in general in Hawkins County. The bonds were to be in denominations of \$1,000.00 and were to be paid off at the rate of three a year at an interest not to exceed 5%. The details of the form of the bonds and the manner in which they would be issued were included in the act. A tax levy was required to produce an amount sufficient to pay off the bonds at the maturity rate specified for as long as any were outstanding. If the people approved the issue, three turnpike commissioners were to be elected to supervise these projects. The commissioners were to be sworn and bonded and would report quarterly to the county court.
9. Acts of 1903, Chapter 178, authorized Hawkins County to issue interest bearing coupon bonds in an amount not exceeding \$160,000, the proceeds of which were expended in locating and building public roads and bridges in said county, and submitted the question of the issuance of said bonds to a vote of the people of the county and provided for a board of commissioners to maintain said roads after completion by pike commissioners which were selected.
10. Acts of 1903, Chapter 452, authorized Hawkins County, through its county court, to inaugurate general improvements in its public roads by the levy and expenditure of a special tax for the payment of the improvements so made.
11. Acts of 1907, Chapter 126, provided how railroad companies may cross and occupy streets, highways and private roads, and may take land for the purpose of substituting other streets, highways and roads in lieu thereof, and prescribed the mode of condemnation of land taken for such purpose, and provided for compensation or damages to the owners of such land.
12. Acts of 1907, Chapter 518, permitted the quarterly court of Hawkins County to issue up to \$200,000, in negotiable coupon bonds, to build roads and bridges and for no other purpose, which

bonds could be issued in blocks of no less than \$40,000 and at different interest rates but none to go over 5%. The bonds matured at \$10,000 in five years and \$3,000 a year afterwards until paid. A tax levy called a "pike tax" was to be made until the bonds were paid off by the trustee, named disbursing agent. Seven roads were listed to be built or improved, and \$30,000 to \$40,000 was designated for the construction of a county bridge across the Holston River at a place to be selected by the county court. A board of commissioners to supervise the program was authorized, who were compensated as the county court directed but no less than 2% of the money bonded. A referendum was required to be held and voter approval obtained before any of the above could be implemented.

13. Acts of 1909, Chapter 143, regulated the laying out and working of the public roads in Hawkins County.
14. Private Acts of 1911, Chapter 657, authorized Hawkins County to issue two hundred thousand dollars in interest bearing coupon bonds for the purpose of building, grading, macadamizing and otherwise improving public roads in said county, provided the manner in which the money derived from the sale thereof would be expended, and made it a felony, and provided for punishment thereof for any commissioner or person employed by them or any member of the county court, or other county official, to become interested in any contract made under the provisions of this act.
15. Private Acts of 1915, Chapter 115, created a more just and equitable system of taxation and a more uniform system of work for pike roads and public highways in Hawkins County.
16. Private Acts of 1915, Chapter 402, authorized Hawkins County to issue negotiable bonds, to an amount not exceeding \$25,000.00, for the purpose of building a bridge across the Holston River, at or near Chisolm's Ford.
17. Private Acts of 1915, Chapter 481, authorized Hawkins County to issue \$450,000.00 of interest bearing coupon bonds for the purpose of improving, building, constructing and macadamizing certain roads in said county, and to erect and construct necessary bridges and culverts, over streams, and to construct ditches along said roadsides. Provided for the drainage of surface water and running streams. Provided for the payment of the interest thereon and the redemption of the bonds, and further provided for the expenditure of the funds, arising from the sale of said bonds and fixed a punishment for persons violating the provisions of this act, and if the sum of \$450,000.00 was not enough to complete the roads laid out in this act, the county court was authorized and empowered at any quarterly term to issue and sell fifty thousand more. This act was amended by Private Acts of 1917, Chapter 52, which designated the line of the stage road called for in said act and fixed and determined the line of said stage road upon which the work called for by Chapter 481 was done. Private Acts of 1917, Chapter 175, also amended Chapter 481, by making it mandatory that the board of road commissioners complete the grading of, and to macadamize the road known as the Stage Road, extending from the Sullivan County line to the Grainger County line, and to do this work first, regardless of the completion or construction of any other roads in said county, and made it the duty of said board of road commissioners to reserve out of the proceeds of the sale of the bonds authorized by Chapter 481, funds sufficient to complete the work of grading and macadamizing said road. Private Acts of 1917, Chapter 235, amended Chapter 481 by setting aside 15% of the bond money to be used for cutting down the worst grades on the county roads and to improve the branch roads leading to and from the main thoroughfares. The act directed further that 4½% of the bond money be paid over to Rogersville to improve their roads. Section 8 was amended by adding four new roads to the list to be improved and Section 13 by requiring the engineer to be paid out of funds coming into the hands of the commissioners, and that 10% of all the contract money be retained until all the work under that contract was completed and accepted. Private Acts of 1917, Chapter 532, also amended Chapter 481, Section 8, by extending the portions of two of the roads mentioned therein to the points described in the act, and by putting the section of road described in Subsection 9 of Section 8, originally to extend to the Virginia line, within the discretion of the commissioners as to how far in that direction the road was to be improved. Private Acts of 1917, Chapter 770, amended Chapter 481 by improving the description of that part of the Mooresburg Road which was scheduled to be paved, being much more specific about where the paving would start and end, and by inserting a provision which required the work on this road to begin immediately after the Stage Road was finished. Private Acts of 1917, Chapter 796, amended Section 8, by adding a road. Those listed to be improved would begin at the residence of Dr. Pennington at Bulls' Gap, thence by or near the residences of Newton Long and S.S. Walker; thence to E.J. Moore; thence to connect with the St. Clair road at Bulls' Gap Road, which road was to be completed by August 1, 1917, and also added a new road to the list of crossroads to be paved only. Private Acts of 1919, Chapter 254, amended Section 9 of Chapter 481 by granting the board of road

commissioners the authority to make agreements, contracts, and to do other acts to cooperate with the state department of highways in regard to the Stage Road running from Sullivan to Grainger County, which would include, but not be limited to, the setting aside of matching funds for the improvement of this road. Private Acts of 1919, Chapter 713, amended Section 6 of Chapter 481 by adding a provision earmarking \$10,000.00 of the bond funds for the construction of a bridge with the necessary culverts and approaches which could cross White Horn Creek, and the court could issue additional bonds, if necessary, for this purpose at 5%, or less, interest. An additional sum of \$5,000.00 was set aside for Beech Creek Road. Private Acts of 1919, Chapter 816, amended Chapter 481, so as to provide that \$1,500.00 of the fund known as the "cross roads fund" due the third district shall be spent on grading the road from Rogersville and Kile's Ford Road, beginning at the residence of E.J. Lee, the distance involved did not exceed three miles. Private Acts of 1921, Chapter 372, amended Chapter 481, and Private Acts of 1919, Chapter 254, by providing that Fred Beal and W.C. Davis serve as commissioners until all the funds provided for in Chapter 481, except those allocated to the Stage Road were spent. Beal would be chairman at \$75.00 a month, and Davis would be secretary at \$25.00 a month until the funds were exhausted but in no case would they serve longer than November 1, 1921. They had to cooperate with the state until the Stage Road was completed and share $\frac{1}{3}$ of one percent of the funds set aside to complete the road. Private Acts of 1923, Chapter 546 amended Chapter 481 by adding a new Subsection 2 of Section 1 which provided that the road commissioners named in that act continue joint supervision with the state highway department of the expenditures of funds on the state highways in Hawkins County and be paid $\frac{1}{3}$ of one percent of the funds spent as long as the fund is not exhausted.

18. Private Acts of 1917, Chapter 570, was the authority for the quarterly court of Hawkins County to issue up to \$10,000.00 in interest bearing coupon bonds, at an interest rate of 6%, or less, and which bonds would mature according to a schedule fixed in the act which funds would be used to build a bridge across the Holston River at or near Crockett's Ferry, which amount is one-half of the cost thereof, the other half to be supplied by Hamblen County. All the essential details are supplied and the mandatory tax levy is included.
19. Private Acts of 1917, Chapter 811, applied to Hawkins and Claiborne counties and required all males between 18 and 50 to work eight days on the county roads each year, but they could be excused by paying \$2.00 to the trustee. If one were furnishing a team and wagon, or a team and plow, one horse wagons counted one day, and two horse teams two days. Failure to comply leads to fines ranging from \$10.00 to \$25.00. Private Acts of 1919, Chapter 29, amended Chapter 811, so that the act applied only to Hawkins County and not to Claiborne County.
20. Private Acts of 1919, Chapter 85, regulated the working and laying out of public roads in Hawkins County. This act provided for a road commissioner from each civil district, to be appointed by the quarterly court for two year terms, who would be sworn and bonded, and in charge of all roads and culverts less than twenty-five feet in their district. The commissioners could purchase supplies and materials, appoint overseers to serve in their districts, and enter into contracts to improve and maintain roads. The commission as a whole would classify the roads, lay out new ones, open, close and change them on their own violation or in answer to petitions for the same, exercising the power of eminent domain but required to follow strictly the procedures permitted under the law. Commissioners would be paid \$2.00 a day and overseers a \$1.50 a day up to forty days a year. Roads were to be worked between March and November by males, outside cities, between the ages of 18 and 50 who would work six days or pay twenty cents to one dollar per \$100.00 property valuation, and five cents per \$100.00 on privileges. Penalties were provided for failure or neglect to observe all the conditions of this act. This act was repealed by Private Acts of 1971, Chapter 140.
21. Private Acts of 1919, Chapter 565, created the office of superintendent of pike repair in Hawkins County. This act provided for the appointment and election of the superintendent, defined his duties and responsibilities, conferred authority on him, to co-operate, assist and contract with the state highway commission in charge of maintenance and repair of highways and to fix his compensation. This act was amended by Private Acts of 1921, Chapter 80, so as to provide for the payment of the superintendent's salary out of the special fund created by Chapter 565. This act was repealed by Private Acts of 1923, Chapter 364.
22. Private Acts of 1921, Chapter 201, authorized Hawkins County, upon a majority vote of the county court, to issue and sell \$375,000.00 of non-taxable interest bearing coupon bonds for the purpose of improving, grading and macadamizing certain roads herein named in said county, to construct necessary bridges and culverts on said roads and provided for drainage for said roads and provided for a tax levy for the payment of the interest on said bonds and fixed the rate of

interest that said bonds beared, and provided for the payment and redemption of said bonds and provided for the expenditure of the funds arising from the sale of said bonds herein described, created a board of pike commissioners, to carry out the provisions of this act, and prescribed their duties and salaries and provided for the cooperation of the said pike road commission with the state or federal authorities in the procurement of state and federal aid, and prescribed their duties in case state or federal aid was obtained for any road or parts of the roads herein described, regulated the vote and action of the county court as to the issuance of said bonds. Private Acts of 1921, Chapter 312, amended Chapter 201, by raising the amount of bonds to be amortized after five years from \$58,000 to \$65,000. Private Acts of 1921, Chapter 456, amended Chapter 201, by increasing the amount of bonds authorized from \$375,000 to \$384,000, and increasing the amount to be paid at the end of five years from \$58,000 to \$74,000. Two more roads were added to the list to be improved and \$9,000 appropriated for that purpose.

23. Private Acts of 1923, Chapter 364, regulated the constructing and maintaining of public highways, bridges and other structures thereon in Hawkins County. This act provided for the establishment of the office of county supervisor of public roads and highways; defined his powers and duties, and provided for his compensation. In addition, the act provided for the levy of a road tax and for the collection and disbursement of the same. Private Acts of 1929, Extra Session, Chapter 50, amended Chapter 364, by adding a provision at the end of Section 6 to provide that all monies collected shall be accounted for the civil districts and only expended in the district where collected. Private Acts of 1931, Chapter 37, amended Chapter 364, by adding a new Section 3 which gave the road supervisor the right to employ all necessary labor at wage rates no higher than those being paid for work of a similar nature in other communities, and, further, by striking Section 6 and adding a new provision that no inhabitant, or citizen, of said county shall be required to do or to perform any so called free labor on the public roads at any future time. Private Acts of 1937, Chapter 649, amended Chapter 364, so as to provide for employment by the road supervisor of foreman and laborers, including justices of the peace, in carrying on such road work, and to ratify the approved previous employment of justices of the peace by the supervisor. Chapter 364 was specifically repealed by Private Acts of 1939, Chapter 130.
24. Private Acts of 1927, Chapter 534, authorized Hawkins County to issue up to \$40,000.00 in short term notes which were verified by the chairman of the county court and the county court clerk, at interest rates to be set by the court, and to mature according to the court's direction. The proceeds were used to construct or repair four roads, named therein, at \$10,000.00 to be spent on each. A tax would be levied to pay the notes as long as they remained unpaid.
25. Private Acts of 1929, Chapter 21, allowed the quarterly court of Hawkins County to issue up to \$160,000.00 in interest bearing coupon notes which were used to construct and repair a list of 26 roads specified in the law and to spend the amounts allocated in the act on these as individually provided. The notes were limited to 5% interest and a 20 year maturity period. A road commission was provided and George G. Campbell was named as Chairman, George A. Steele was designated as superintendent of the roads, and W.T. Testerman, W.W. Phillips, and Pleas Rogers were named as commissioners, who would serve two years under the supervision of the quarterly court.
26. Private Acts of 1929, Chapter 487, authorized Hawkins County to issue up to \$97,000.00 in interest bearing coupon notes to construct roads in the county. A list of 30 roads, and the amount to be spent on each one was set out in the law. These notes could not have an interest rate of more than 5%, nor mature at dates longer than 20 years.
27. Private Acts of 1929, Chapter 599, authorized Hawkins County to issue \$20,000.00 for the purpose of constructing roads in said county, provided for the payment of principal and interest of said notes issued under this act, provided for the issuance and sale of said notes and provided for the expenditure of funds derived from the issuance and sale of said notes.
28. Private Acts of 1929, Extra Session, Chapter 67, permitted the quarterly court of Hawkins County to issue up to \$68,000 in coupon bonds at 5%, or less, interest rates and for a maturity period not to exceed 20 years which would be used to improve the 26 roads listed in the act.
29. Private Acts of 1931, Chapter 121, authorized Hawkins County to borrow upon its negotiable interest bearing promissory note or notes the sum of \$15,000 in order to meet and discharged indebtedness created in the construction of roads, to be paid for by bond issues sold to Caldwell and Company of Nashville.
30. Private Acts of 1937, Chapter 709, stated that, subject to the successful outcome of a referendum held for that purpose, the quarterly court of Hawkins County could issue up to \$60,000 in bonds, at a 3%, or less, interest rate, to mature as the court should determine, to build a bridge across

the Holston River at Surgoinesville, and the approaches at each end at or near Bright's Ferry, (2) a road connecting Christian's Bend and Long's Bend roads along the Holston River, and (3) a high school building in Clinch Valley, at or near Shiloh. All the pertinent details were included and a tax levy required for the sinking fund as long as the bonds were outstanding.

31. Private Acts of 1945, Chapter 322, authorized Hawkins County to participate in the construction of inter-county and farm to market roads and to accept county funds in supplement of funds provided by the federal and state governments. The quarterly court could issue up to \$300,000 in bonds for this purpose, at 4% maximum interest.
32. Private Acts of 1970, Chapter 322, would have amended Private Acts of 1919, Chapter 85, deleting three sections that dealt with the provisions of the road tax and its collection and accounting; however, this act was rejected or disapproved by Hawkins County and therefore never took effect.

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