



County Technical Assistance Service  
INSTITUTE *for* PUBLIC SERVICE

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# Chapter IX - Highways and Roads

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Dear Reader:

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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,

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](http://www.ctas.tennessee.edu)

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# Chapter IX - Highways and Roads

## Load Limits

### Private Acts of 1921 Chapter 333

**SECTION 1.** That from and after the passage of this Act, it shall be unlawful for any motor truck, van, dray or other wheeled vehicle engaged in the transportation or hauling of passengers or goods, wares or merchandise of any kind or any other substance; the aggregate weight of which vehicle and load carried by such vehicle shall exceed five tons to operate over any of the public highways, roads or bridges of any County in the State containing a population of not less than thirty-two thousand eight hundred and twenty-four or more than thirty-two thousand eight hundred and fifty according to the Federal Census of 1920 or any subsequent Federal Census, provided that the provisions of this Act shall not apply to the streets and roads of any incorporated town or city within such counties, and provided further that this Act shall not apply to the moving of threshing machines, engines, etc., from one place in the County to some other place therein.

**SECTION 2.** That any person, firm or corporation violating the provisions of this Act shall be guilty of a misdemeanor and on conviction shall be punished by a fine of not less than \$25.00 nor more than \$50.00 for each offense, or by imprisonment of any person and any official of any firm or corporation in the County jail for not less than 30 and not more than 60 days, or by both fine and imprisonment in the discretion of the Court.

**SECTION 3.** That this Act take effect from and after its passage, the public welfare requiring it.

Passed: March 15, 1921.

## Referendum Relative to New Highway from Pigeon Forge to the Tri-Cities Airport

### Private Acts of 1998 Chapter 174

**SECTION 1.** The County Legislative Body of Greene County may by resolution call for an advisory referendum at either the regular August Election of 1998 or the regular November Election of 1998. The question on the ballot of such election shall be substantially as follows:

Should there be a new highway from Pigeon Forge to the Tri-Cities Airport?

Yes \_\_\_\_\_

No \_\_\_\_\_

The County Legislative Body of Greene County may place a brief statement of the purpose of the referendum preceding the question on the ballot. Such statement shall not exceed two hundred (200) words.

**SECTION 2.** This Act shall have no effect unless it is approved by a two-thirds (2/3) vote of the Legislative Body of Greene County. Its approval or non-approval shall be proclaimed by the Presiding Officer of the Legislative Body of Greene County and certified to the Secretary of State.

**SECTION 3.** For the purpose of approving or rejecting the provisions of this Act, it shall be effective upon becoming a law, the public welfare requiring it. For all other purposes, it shall become effective as provided in Section 2.

Passed: May 1, 1998.

## Right of Way Construction

### Private Acts of 1981 Chapter 18

**SECTION 1.** Any person desiring to perform any type of construction or excavating within the right-of-way of any county road in Greene County, Tennessee, or to make an entrance, build a curb, gutter, or sidewalk, lay cables, pipe lines, or any other such improvements on or under a county road, must first make application to the superintendent of roads for approval of such construction or excavation.

**SECTION 2.**

(a) In addition to the provisions of Section 1, prior to cutting or otherwise disturbing any public road or road right-of-way in Greene County, a private contractor must comply with the following requirements:

- (1) File an application for an excavation permit with the Greene County road superintendent, or other road commission employee designated by the road superintendent to receive the same;
- (2) Post a cash bond for the estimated cost of any damage to the public road or right-of-way, in an amount to be determined by the Greene County Road Superintendent or other designated employee, in an amount sufficient to guarantee that any road or right-of-way which might be disturbed will be repaired to as good or better condition as the road or right-of-way was in before any excavation or other disturbance was caused to the road or right-of-way;
- (3) Show proof of adequate amounts of liability insurance to protect the traveling public, or its property, from any damage that might come to the traveling public because of the excavation or the disturbance, of the public road or right-of-way;
- (4) Show proof that he, or his company, is bonded by a reputable bonding or insurance company or in the alternative show proof of sufficient financial capacity to qualify for bonding by a reputable bonding or insurance carrier; and
- (5) Agree to place signs or other markers at the site of any excavation, or other work, being done in a public road, or right-of-way, so as to comply with the Manual On Uniform Traffic Control Devices For Streets And Highways published by the Tennessee Department of Transportation.

(b) Any individual or concern, failing to comply with the procedures will be prosecuted for the offense of destruction of public property and/or sued for the amount of any damages caused to any public road or right-of-way and/or reported to the proper licensing authorities with any local, state or federal government or agency.

**SECTION 3.**

(a) In addition to the provisions of Section 1, prior to cutting, or otherwise disturbing any public road or road right-of-way in Greene County, Tennessee, a city or utility district must comply with the following requirements:

- (1) Notify at least forty-eight (48) hours in advance of the expected beginning of work the Greene County road superintendent, or other road commission employee designated by the road superintendent of its desire to make a cut or other excavation in a public road or right-of-way;
- (2) Post a bond for the estimated cost of any damage to the public road or right-of-way, in an amount to be determined by the Greene County Road Superintendent, or other designated employee, in an amount sufficient to guarantee that any road or right-of-way which might be disturbed will be repaired to as good or better condition as the road or right-of-way was in before any excavation or other disturbances was caused to the road or right-of-way;
- (3) Show proof of adequate amounts of liability insurance to protect the traveling public, or its property, from any damage that might come to the traveling public because of the excavation or the disturbance, of the public road or right-of-way;
- (4) Agree to place signs or other markers at the site of any excavation, or other work, being done in a public road, or right-of-way, so as to comply with the Manual On Uniform Traffic Control Devices For Streets And Highways published by the Tennessee Department of Transportation.

(b) Any city or utility district failing to comply with the procedures will be sued for the amount of any damages caused to any public road or right-of-way and/or denied any future permits to cut or otherwise disturb a public road or right-of-way.

**SECTION 4.** In the case of actions or persons not covered by the provisions of Sections 2 and 3, the superintendent of roads may require a permit, application fee, or the posting of a bond by persons seeking to make construction or excavation on or along a county road.

**SECTION 5.** The county superintendent of roads shall make all rules and regulations necessary concerning the requirements for approval of applications required by this act. No higher standards of construction, however, shall be required for application approval than the standard of construction required for the road department of the county.

**SECTION 6.** Any person violating the provision of this act is guilty of a misdemeanor and is subject to a fine of not less than \$25.00 nor more than \$50.00, unless a different penalty is provided, as in Section 2 and 3.

**SECTION 7.** This act shall have no effect unless it is approved by a two-thirds ( $\frac{2}{3}$ ) vote of the county

legislative body of Greene County before October 1, 1981. Its approval or nonapproval shall be proclaimed by the presiding officer of the Greene County legislative body and certified by him to the Secretary of State.

**SECTION 8.** For the purpose of approving or rejecting the provisions of this act, it shall be effective upon becoming a law, the public welfare requiring it. For all other purposes, it shall become effective upon being approved as provided in Section 7.

Passed: February 25, 1981.

**COMPILER'S NOTE:** Our information from the office of the Secretary of State is that this Act was properly approved by the Greene County Legislative Body on April 20, 1981, thus placing the same into effect.

## Road Law

### Private Acts of 1927 Chapter 130

**SECTION 1.** That in all Counties of this State having a population of not less than 32,822, or more than 32,826, under the Federal Census of 1920, or any subsequent Federal Census, there is hereby created the office of Superintendent of Public Roads, to be known as Road Superintendent, who shall hereafter be elected by the qualified voters of said County at the regular August election held for the election of public officials in said County for the year 1936, and at each biennial August election thereafter held in said County; that said Road Superintendent shall hold his office for a period of two years, and until his successor is elected and qualified; that he shall be a reputable citizen and taxpayer of said county; shall be a civil engineer, or a person who has had practical experience in road building and maintenance, and who is competent to supervise the construction, maintenance and repair of roads of said county; that the vacancy now existing in said office of Road Superintendent, by reason of the expiration of the term of the present incumbent, shall be filled by the qualified voters of said county at a special election called for that purpose, to be held in each voting precinct of said county, in the manner as required by law for the election of other public officials, upon thirty days notice thereof, given by the Election Commissioners of said County, published as the law requires the present incumbent holding said office until his successor is elected and qualified; that any vacancy in said office shall be filled for the unexpired term by the appointment of the County Chairman or Judge--such person so appointed shall have the qualifications herein set out, and shall hold office until the next regular election held for the purpose of electing such Road Superintendent.

Before entering upon the discharge of his duties, said Road Superintendent, elected as herein provided, shall execute bond in the sum of FIVE THOUSAND (\$5,000.00) DOLLARS, conditioned for the faithful performance of his duties, and shall take oath that he will well and truly perform and discharge each and all of the duties of office devolving upon him by the provisions of said Act. He shall have an office, with proper furniture and equipment at the County site of said County.

As amended by: Private Acts of 1935, Chapter 184

**SECTION 2.** That the Road Superintendent shall receive a salary of \$6,500.00 per annum, to be paid monthly upon warrant issued by the proper officials of said County, in the manner of other disbursements, and shall, in addition, receive expenses necessary in the operation of his automobile, which shall be itemized and sworn to, and be approved by the County Chairman or Judge before paid.

As amended by: Private Acts of 1935, Chapter 184

Private Acts of 1947, Chapter 279

Private Acts of 1951, Chapter 438

Private Acts of 1953, Chapter 532

**SECTION 3.** That the Road Superintendent may be removed at any time by the County Judge or Chairman of the County upon his own volition upon a proper showing that he is not properly qualified in accordance with the provisions of Section 1 of this Act, or for incompetency, malfeasance or misfeasance in office, upon written charges preferred against said Road Superintendent by five or more citizens or taxpayers of said counties coming within the provisions of this Act, which charges shall be filed with the County Judge or Chairman and a copy of which shall be served upon said Road Superintendent. Said Chairman or County Judge shall fix a day when said charges shall be heard, which shall be at least ten days after notice and copy of said charges have been served upon said Road Superintendent. Such hearing shall be at the Court House in the county site. If, upon hearing, it appears that such charges are sustained, the County Judge or Chairman of the County shall remove said Road Superintendent and serve notice of such removal upon said Road Superintendent. After the hearing a record of the proceedings on such hearing shall be filed in the office of the County Clerk.

As amended by: Private Acts of 1935, Chapter 184

**SECTION 4.** That if any Road Superintendent neglects or refuses to diligently perform and prosecute the duties of his office, he shall be guilty of a misdemeanor, and upon conviction shall be fined not exceeding Five Hundred (\$500.00) Dollars; and he shall be subject to the same penalty if he refuses or neglects to cause his subordinates to perform their duties under his direction.

As amended by: Private Acts of 2011, Chapter 22

**SECTION 5.** That the said Road Superintendent shall have general authority over and charge of all public roads and every grade, including bridges thereon, within his county, with the exception of State or Federal Aid Highways. He shall have authority over and general supervision of all work of construction, repairing and improving the public roads and bridges of the County, as well as matters of locating, annulling and changing said roads. He shall have control of the funds derived from taxes or otherwise provided for the construction, improvement or maintenance of the roads of this County under the limitations herein provided; however, the provisions of this Act shall in no way interfere with the construction of any graded or macadamized, or the repairing, rebuilding or restoring of any roads by any means authorized by a special Act, or from funds derived from the sale of bonds provided for such use under any special Act.

Said Road Superintendent shall not build or cause to be built any bridge or bridges at a site where a bridge has not heretofore been built, except upon being directed so to do by an appropriate resolution of the Quarterly County Court.

The Road Superintendent shall purchase such tools and materials as may be necessary for the construction and maintenance of the roads of his County, but the purchase of road machinery, gravel beds, quarries and trucks shall not be made by said Road Superintendent but by a Purchasing Committee hereinafter provided for.

The Road Superintendent shall not incur any debts or make any purchases or expenditures aggregating an amount in excess of the sum set apart for roads for the current year by the Quarterly County Court. The Road Superintendent shall take receipts showing all amounts paid for all purchases made by him from any company, firm or individual and said receipts shall become a part of the public records of his office. He shall preserve all papers and keep a copy of all accounts, petitions, etc., which may come before him, which shall be public records subject to inspection at any time by any citizen of the County. He shall carefully audit all accounts presented for payment and require that same be itemized and sworn to. He shall make a report in writing to each Quarterly Term of the County Court of his expenditures for each quarter and furnish said Court with such information as it may require. He shall at each January Term of the Quarterly County Court make an annual report showing the total disbursements for the preceding year and the items making up such total, properly classified with reference to the class of work and nature of the expenditures as well as showing the exact equipment and property on hand and its condition and value, and otherwise as may be [sic] required by the Quarterly County Court. He shall prepare and keep a record of all macadamized, graded and common roads by divisions, as hereinafter provided.

**SECTION 6.** [Deleted by Private Acts of 2011, Chapter 22]

As amended by: Private Acts of 1935, Chapter 184  
Private Acts of 2011, Chapter 22

**SECTION 7.** [Deleted by Private Acts of 2011, Chapter 22]

As amended by: Private Acts of 1935, Chapter 184  
Private Acts of 1947, Chapter 279  
Private Acts of 1951, Chapter 438  
Private Acts of 1953, Chapter 552  
Private Acts of 1974, Chapter 192  
Private Acts of 1981, Chapter 10  
Private Acts of 1986, Chapter 114  
Private Acts of 1987, Chapter 1  
Private Acts of 2000, Chapter 87  
Private Acts of 2005, Chapter 46  
Private Acts of 2011, Chapter 22

**SECTION 8.** [Deleted by Private Acts of 2011, Chapter 22]

As amended by: Private Acts of 1935, Chapter 184  
Private Acts of 2011, Chapter 22

**SECTION 9.** That the said Road Superintendent shall prepare and submit at the April term of the Quarterly County Court a full and detailed estimate or budget showing the cost of the work and expenditure necessary for the improvement, maintenance and construction of the roads in the County for the ensuing year upon which said estimate or budget the said Quarterly County Court may base their appropriations and tax levies to meet the expenses of such road construction improvement and maintenance as his report may show necessary. The Quarterly County Court shall approve said estimate or budget at its regular July term of the Court as submitted by the Road Superintendent or as amended by

said Court.

As amended by: Private Acts of 1955, Chapter 122

**SECTION 10.** That the expenditures and payments made from the road fund under the provisions of this Act shall be on warrants of the Road Superintendent, countersigned by the County Chairman or Judge of the County, to be drawn upon the Trustee or County Treasurer, and paid by him out of the funds available for public roads of the said County under the provisions of this Act. The Trustee of said County shall receive no additional compensation for collecting, handling and disbursing said funds.

**SECTION 11.** That it shall be unlawful for any Road Superintendent to appoint, employ or contract with any member of his immediate family, including parents, children, brothers or brothers-in-law, for services or materials provided for under the provisions of this Act.

As amended by: Private Acts of 2011, Chapter 22

**SECTION 12.** [Deleted by Private Acts of 2011, Chapter 22]

As amended by: Private Acts of 2011, Chapter 22

**SECTION 13.** That the County Judge or Chairman, by and with the consent of the Quarterly County Court at its first adjourned or regular session after the passage of this Act, shall appoint two members of the County Court, which members shall not be of the same political party, and said members so appointed, together with the County Judge or Chairman, shall constitute a Purchasing Committee, whose duty it shall be to purchase for the use of the County stone crushers, road rollers, engines, tractors, trucks and road machinery, and such other equipments, tools and materials as may be necessary for the construction, repair and maintenance of the public roads of said County, all of which shall be paid for out of the County road funds for the current year, or from the proceeds of bonds or county warrants sold for such purposes as provided by law.

The Road Superintendent shall make known to the Quarterly County Court and to said Purchasing Committee the kind and amount of machinery, tools and apparatus needed for the repair, maintenance and upkeep of the roads of the County.

All contracts for the purchase of machinery, equipment or tools made by the Purchasing Committee in behalf of the County shall be signed by the County Judge or Chairman.

All road machinery shall be under the care of the Road Superintendent, and the expense of caring for same shall be borne by the County. He shall provide a proper place for the housing of all machinery and tools and cause the same to be stored therein when not in use.

**SECTION 14.** That the Road Superintendent may, with the approval of the County Court, lease or hire stone crushers, road rollers, traction engines, etc. The expense thereof shall be paid by him in like manner out of the moneys belonging to the road fund for the repair and improvement of the public roads of the County.

**SECTION 15.** That the Road Superintendent, with the approval of the Purchasing Committee, or said Purchasing Committee may purchase of the owner any gravel bed, pit or stone quarry within the County, and if they cannot agree with the owner of said gravel bed, pit or quarry, they may, in behalf of the County, acquire same by condemnation, provided it is more than 1,000 feet from any house, barn, orchard or vineyard, unless damage is waived by the owner. The purchase price of such stone or gravel and the damages awarded in such condemnation proceeding, together with the cost and expense thereof, shall be a charge against the road fund and paid out of the moneys collected therefor as provided by law.

**SECTION 16.** That all applications to open, change or close any and all public roads shall be made to the County Road Superintendent by written petition, which shall designate the road to be opened, changed or closed, giving the beginning point, its general course, and the owners of land over which it shall pass to the closing point. The said Superintendent shall, within ten days after receiving said petition, designate a date when he will view said road and cause notice of same to be observed on each land-owner, or his agent, and attorney if a non-resident, and also notify the first signer of said petition, such notice to land-owners and the first signer to be given at least five days before the date set for the viewing of the road. At the time designated, the said Superintendent will go upon the premises and view said road, assess such damage, as any land-owner may be entitled to, directing that the same be paid out of the County Treasury, and he shall make a written report of his action and file the same with all petitions, notices, and other papers with the Clerk of the County Court within ten days after the date of viewing said road. Any land-owner or person materially affected who may desire to contest the action of the Superintendent of Roads may file same in writing, setting up his grounds with the Clerk of the County Court within five days after the date allowed for the filing of the Superintendent's report. The party filing protest may, by demanding same in his protest or petition, have an open hearing or trial before the Chairman of the County, or County Judge, and have witnesses summoned to be examined, such protestant or petitioner shall give bond to secure the cost of such hearing if taxed against him. Any such petitioner or Protestant may appeal from the action of the County Court to the next term of Circuit Court

on giving bond for costs provided such appeal is prayed within five days from the date of entering the final order of the County Judge or Chairman. In all cases, whether there be protests or not, the County Judge or Chairman shall review the report of the Superintendent and report shall be approved and adopted by his order before it becomes finally effective.

**SECTION 17.** [Deleted by Private Acts of 1931, Chapter 314].

**SECTION 18.** That an Act to provide for the creation of the office of Road Superintendent and for his appointment and qualification and to fix his salary and to provide for the appointment of an Assistant Road Superintendent, and to provide for the working and repairing, opening and closing the changing of the public roads of all classes in all counties in the State of Tennessee having a population of not less than 32,822 nor more than 32,826, according to the Federal Census of 1920, or any subsequent Federal Census, passed March 30th, 1925, approved April 13th, 1925, and entitled Chapter No. 457 of the Private Acts of 1925, and an Act entitled Chapter No. 599 of the Private Acts of 1923, and an Act entitled Chapter No. 193 of the Private Acts of 1915, and all subsequent amendments thereto, in particular Chapter 508 of the Acts of 1921, and Chapter 189 of the Acts of 1919, be and the same are hereby repealed.

**SECTION 19.** That all Acts or portions of Acts in conflict with this Act be and the same are hereby repealed.

**SECTION 20.** That this Act take effect from and after its passage, the public welfare requiring it.

Passed: February 10, 1927.

## Road Superintendent

### Compensation

#### Private Acts of 1974 Chapter 191

**SECTION 1.** The compensation of the Road Superintendent of Greene County is hereby fixed at ten thousand dollars (\$10,000.00) per year, payable in equal monthly installments out of the treasury of the county at such times and in the same manner as other county officials are paid. Said Road Superintendent shall also be entitled to receive expenses necessary in the operation of his automobile, which shall be itemized and sworn to, and be approved by the County Judge or chairman before paid.

**SECTION 2.** Chapter 238 of the Private Acts of 1965 is hereby repealed.

**SECTION 3.** This Act shall have no effect unless it is approved by a two-thirds ( $\frac{2}{3}$ ) vote of the Quarterly County Court of Greene County before August 31, 1974. Its approval or non-approval shall be proclaimed by the presiding officer of the Quarterly County Court and certified by him to the Secretary of State.

**SECTION 4.** For the purpose of ratifying this Act, as provided in Section 3, it shall take effect upon becoming a law, but the salary increase provided by this Act shall not be effective until September 1, 1974.

Passed: February 14, 1974.

## Road Tax

#### Private Acts of 1951 Chapter 500

**SECTION 1.** That in all counties in the State of Tennessee, having a population of not less than Thirty-nine Thousand, Four Hundred (39,400) nor more than Thirty-nine Thousand, Four Hundred and Ten (39,410), according to the Federal Census of 1940 or any subsequent Federal Census, the Quarterly County Court shall have authority to levy taxes for highway purposes of not less than five (.05¢) cents, nor more than Seventy-five (.75¢) cents on each One Hundred (\$100) Dollars worth of property as shown by the assessment made by the County Assessor for such counties.

**SECTION 2.** That this Act shall take effect from and after its passage, the public welfare requiring it.

Passed: March 12, 1951.

## Highways and Roads - Historical Notes

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



1. Acts of 1797, Chapter 35, authorized James Guthrey to build a bridge over Lick Creek on the main road leading from Bull's Gap to Greeneville. This act allowed him to charge the following tolls: for a footman 6¼¢, for a man and a horse 12½¢, for a horse and chair 25¢ and for a four-wheeled carriage 50¢.
2. Private Acts of 1820, Chapter 130, altered a part of the turnpike between Sherrils Cove to the Painted Rock in Greene County.
3. Private Acts of 1821, Chapter 71, authorized Jacob Dyke of Greene County to build a mill dam across the owl sluice of the Nolichucky River.
4. Private Acts of 1825, Chapter 334, authorized William Reynolds of Greene County to open and establish a turnpike road across Paint Mountain. This act was amended by Private Acts of 1831, Chapter 34, which authorized the proprietors to build a new turnpike road and close the Paint Mountain Road. This act was further amended by Private Acts of 1831, Chapter 184, which called for the construction of an additional road in the Warringsburg Turnpike.
5. Private Acts of 1829-30, Chapter 219, provided that the charter for the turnpike road granted to William Houston, Jacoby Baker and William Reynolds be extended to the first day of January 1846.
6. Private Acts of 1829-30, Chapter 302, authorized the county courts of Greene and Washington to appoint commissioners to superintend the clearing out of fish traps and dams in Nolichucky River.
7. Private Acts of 1831, Chapter 89, authorized Cain Broyles to open a turnpike road across Paint Mountain in Greene County, beginning at the North Carolina line.
8. Private Acts of 1831, Chapter 241, authorized the county court of Greene County to grant to Robert C. Gordon the privilege of erecting a toll bridge across Lick Creek in said county.
9. Acts of 1837-38, Chapter 122, extended the charter of the Paint Mountain Road for one hundred years and also provided that this road was to run from the painted rock to the house where William Houston lived.
10. Acts of 1849-50, Chapter 64, authorized John Love to open a turnpike road from the North Carolina line near Ben Pip Gap, crossing Paint Creek and intersecting Cain Broyle's road near the Chapman Gap on the north side of Paint Mountain.
11. Acts of 1859-60, Chapter 114, was the first road law for Greene County, and one of the earliest in the state. This act provided that the county court was to classify the roads of the county into three classes, to levy a tax for the upkeep of the road, and to supervise the maintenance of the county roads. This act was amended by Public Acts of 1861, Extra Session, Chapter 20, to suspend the collection of the road tax levy until after January, 1862.
12. Public Acts of 1901, Chapter 136, regulated the working and laying out of public roads in the state except in counties with a population of 70,000 and over. This act was repealed by Private Acts of 1978, Chapter 198.
13. Acts of 1909, Chapter 56, created the Board of Public Road Commissioners for Greene County, to be composed of three members, elected by the quarterly county court. The office of superintendent of public roads, who was to be a civil engineer, working under the supervision of the road commission, was also created by this act. This act was almost immediately amended by Acts of 1909, Chapter 288, to provide that it would not conflict with any other road law. Both of these acts were repealed by Greene County's next road law, of the Private Acts of 1915, Chapter 193.
14. Private Acts of 1911, Chapter 614, provided that owners and operators of a traction engine or other heavy machinery were liable for all damages done to bridges, culverts, sewer pipes, troughs or other fixtures for the conveyance of water. This act was repealed by Private Acts of 1917, Chapter 433.
15. Private Acts of 1915, Chapter 193, provided for the election by the quarterly county court of three County Road Commissioners, one of whom would also serve as the Superintendent of Roads. This act was first amended by Private Acts of 1917, Chapter 358, to provide that no funds from the sale of road bonds could be expended upon state roads. Private Acts of 1919, Chapter 189, amended this act to change the provisions regarding road duty, and Private Acts of 1921, Chapter 508, further amended this road duty amendment. Private Acts of 1921, Chapter 520, amended Private Acts of 1915, Chapter 193, by authorizing the road commission of Greene County to appoint a commissioner to its civil district who was to serve for one year and receive a salary of \$20 per year. All of these acts were repealed by Private Acts of 1925, Chapter 457.
16. Private Acts of 1923, Chapter 599, was the next road law for Greene County, providing for the

appointment by the County Judge and quarterly county court of a county road supervisor, who was to have control of the county roads and their maintenance. This act was repealed by Private Acts of 1925, Chapter 457.

17. Private Acts of 1925, Chapter 457, was a general road law for Greene County. This act authorized the county judge and the quarterly county court, acting jointly, to appoint a civil engineer to serve as the superintendent of public roads. This chief administrative officer was to serve terms of two years and was subject to removal from office upon petition of five or more Greene County citizens who felt him to be negligent in the performance of his duties. This act was repealed by Private Acts of 1927, Chapter 130, the current road law of Greene County.
18. Private Acts of 1953, Chapter 378, authorized the superintendent of roads to pay \$3,000 to Lily M. Lowry, the widow of James Butler Lowry, who was accidentally killed at a Greene County rock quarry on March 6, 1952. This payment had to be authorized by special legislation since the Greene County Highway Department at that time was not covered by the Workmen's compensation law.
19. Private Acts of 1965, Chapter 238, set the annual salary of the road superintendent at \$7500. This act was repealed by Private Acts of 1974, Chapter 191.
20. Private Acts of 1967-68, Chapter 326, attempted to amend the road law now in effect, Private Acts of 1927, Chapter 130, to raise the annual salary of the district commissioners to \$4,000, but this amendatory act was rejected by the quarterly county court and never took effect.
21. Private Acts of 1996, Chapter 126, would have abolished the office of district road commissioner of Greene County and amended Private Acts of 1927, Chapter 130, however, this act was not ratified by Greene County and therefore never became law.

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