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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,

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

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

1. Acts of 1805, Chapter 40, appointed commissioners to oversee a section of Bean's Station Turnpike in Claiborne and Grainger counties.
2. Acts of 1807, Chapter 92, prescribed the oath to be taken by the person employed to be keeper of the Bean's Station Turnpike and provided for annual reports of the commissioners of said turnpike.
3. Acts of 1813, Chapter 48, authorized William Cocke to build a toll bridge over the Powell River.
4. Acts of 1815, Chapter 134, prescribed the manner in which that section of the Bean's Station Turnpike in Claiborne and Grainger counties should be kept in repair.
5. Acts of 1815, Chapter 185, authorized a bridge to be built across Powell River and set the rate of toll.
6. Acts of 1817, Chapter 41, appointed Hugh G. Moore as commissioner of Bean's Station Turnpike in place of Thomas Gill and also appointed Samuel Branch as an additional commissioner.
7. Private Acts of 1819, Chapter 42, directed the commissioners of the Bean's Station Turnpike to make a full report to the legislature on the level of maintenance of said road.
8. Private Acts of 1819, Chapter 83, authorized Dennis Condrey and William Hill to open a turnpike road, build a toll gate and to collect tolls. This act was subsequently repealed Private Acts of 1820, Chapter 7.
9. Private Acts of 1824, Chapter 110, appointed William Graham, Beverly Mariom, and Joseph Rach as commissioners of the Bean's Station Turnpike Road.
10. Private Acts of 1835-36, Chapter 87, provided for the viewing and laying off of a road from the Cumberland Gap to the Smokey Mountain Turnpike Road in Claiborne County.
11. Acts of 1841-42, Chapter 190, Section 3 and 4, allowed the citizens of Grainger and Claiborne counties to pass toll free on the Bean Station turnpike whenever on attendance at the courts of either of said counties. Furthermore, the citizens of Claiborne County who were working on the Bean Station Turnpike Road were required to work on said turnpike road from the Clinch River to the top of Cumberland Mountain, two days in each year, in the month of October. The citizens of Claiborne County were allowed to pass through additional tolls, toll free.
12. Acts of 1843-44, Chapter 116, appointed commissioners for the improvement of the Clinch River. John Bullard of Claiborne County was one of those appointed. Section 7 authorized the commissioners to use the unexpended portion of their funds to improve a road leading from Claiborne County to Campbell County.
13. Acts of 1845-46, Chapter 139, appointed commissioners for the Bean's Station Turnpike Road which ran through Claiborne County from Cumberland Gap to the Clinch River.
14. Acts of 1851-52, Chapter 61, authorized a public toll turnpike road from Tazewell to Knoxville.
15. Acts of 1855-56, Chapter 142, amended the act chartering the turnpike road from Tazewell to Knoxville to specify the necessary upkeep and overseers.
16. Private Acts of 1865-66, Chapter 88, incorporated the Knoxville-Tazewell Turnpike Company to construct the macadamize road from Knoxville to Tazewell.
17. Private Acts of 1869-70, Chapter 45, exempted the citizens of Claiborne County from paying the toll at the Thorn Hill Toll Gate.
18. Private Acts of 1917, Chapter 811, provided that all male inhabitants between the age of 18 and 50 would work on the county roads eight days per year. Those persons subject to road service could be exempted by paying \$2.00 per year. This act was amended by Private Acts of 1919, Chapter 29.
19. Private Acts of 1919, Chapter 339, validated all actions of the Claiborne County Court in their authorization of interest bearing highway warrants.
20. Private Acts of 1919, Chapter 403, was a general road law for Claiborne County which provided for the laying out of public roads and the repair and maintenance as well. This act abolished the office of district road commissioners.

21. Private Acts of 1921, Chapter 541, was another general road law for Claiborne County, and further provided for a tax to pay for road construction and maintenance.
22. Private Acts of 1923, Chapter 353, was a general road law for Claiborne County which provided among other things for abolishing free labor.
23. Private Acts of 1925, Chapter 18, was a general road law for Claiborne County. The act was subsequently amended by Private Acts of 1929, Chapter 533 and Private Acts of 1941, Chapter 155. Private Acts of 1929, Chapter 533, was subsequently repealed by Private Acts of 1941, Chapter 154. This act was repealed by Private Acts of 1943, Chapter 434.
24. Private Acts of 1937, Chapter 615, validated all actions taken by the Claiborne County Courts in issuing \$250,425.00 in highway bonds.
25. Private Acts of 1951, Chapter 576, validated certain promissory notes through which the Claiborne County Highway Department had purchased certain pieces of equipment.
26. Private Acts of 1963, Chapter 58, was an act to amend Private Acts of 1943, Chapter 436, to increase the salary of the road superintendent. This act did not become operative because it was rejected by the local authorities.
27. Private Acts of 1967-68, Chapter 104, amended Private Acts of 1943, Chapter 436, to lengthen the times of the county road superintendent from 2 to 4 years. This act did not become operative because it was rejected by the local authorities.
28. Private Acts of 1970, Chapter 233, amended Private Acts of 1943, Chapter 436, to lengthen the times of the county road superintendent from 2 to 4 years. This act did not become operative because it was rejected by the local authorities.
29. Private Acts of 1972, Chapter 335, amended Private Acts of 1943, Chapter 436, to increase the salary of the county road superintendent. This act did not become operative because it was rejected by the local authorities.

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