



County Technical Assistance Service
INSTITUTE *for* PUBLIC SERVICE

July 03, 2024

Chapter IX - Highways and Roads

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,

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Chapter IX - Highways and Roads

Road Law

Private Acts of 1961 Chapter 194

SECTION 1. That there is hereby created and established a system of county roads for Wilson County. A County Road Commission for said county is hereby created and established and vested with general control and management of the system of county roads for said county. Said County Road Commission shall have general control over the location and relocation, construction, reconstruction, repair and maintenance of said county road system and the county roads of said county.

This Wilson County Road Commission shall consist of the county judge and four (4) Commissioners, elected by the Quarterly County Court from among the members thereof as hereinafter provided. One of the Commissioners shall be a justice of the peace from and shall reside in either the First, Second, Third, Fourth, Fifth, or Sixth Civil District of the County; one of the Commissioners shall be a justice of the peace from and shall reside in either the Seventh, Eighth, Ninth, Tenth, Eleventh, or Twelfth Civil District of the County; one of the Commissioners shall be a justice of the peace from and shall reside in either the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth or Nineteenth Civil District of the County; and one of the Commissioners shall be a justice of the peace from and shall reside in either the Twentieth, Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, or Twentyfifth Civil District of the County.

The Quarterly County Court of Wilson County shall have the right to reapportion the road commission zones and to designate the voting districts comprising each road commission zone.

At the July 1974 term, and every four (4) years thereafter, the Quarterly County Court shall elect, by a majority of the justices present and voting in said election, a commissioner from the 3rd-4th-17th-18th-23rd-24th and 25th Voting Districts, for a term of four (4) years, to take office on September 1, 1974 and to serve through August 31, 1978, or until his successor is duly elected and qualified.

At the July 1975 term and every four (4) years thereafter, the Quarterly County Court shall elect, by a majority of the Justices present and voting in said election, a commissioner from the 9th-10th-11th-12th-13th and 14th Voting Districts, for a term of four (4) years, to take office on September 1, 1975 and to serve through August 31, 1979, or until his successor is duly elected and qualified.

At the July 1976 term, and every four (4) years thereafter, the Quarterly County Court shall elect, by a majority of the Justices present and voting in said election, a commissioner from the 5th-6th-7th-19th-20th and 21st Voting Districts for a term of four (4) years to take office on September 1, 1976 and to serve through August 31, 1980, or until his successor is duly elected and qualified.

At the July 1977 term, and every four (4) years thereafter, the Quarterly County Court shall elect, by a majority of the Justices present and voting in said election, a commissioner from the 1st-2nd-8th-15th-16th and 22nd Voting Districts, for a term of four (4) years, to take office on September 1, 1977 and to serve through August 31, 1981 or until his successor is duly elected and qualified.

The County Judge shall be ex-officio Chairman of the Road Commission, shall preside at all regular or special meetings of the Commission, and shall be entitled to vote on matters decided by the Commission.

Before entering upon the discharge of their duties as Road Commissioners, the Road Commissioners and their successors in office shall each take and subscribe to an oath in writing before the County Court Clerk of Wilson County, for the faithful discharge of their duties as Commissioners, and each Commissioner shall enter into a bond in the amount of One Thousand Dollars (\$1,000.00), for the faithful discharge of his duties and for the accounting of all monies and property coming into his hands in his official capacity. The premiums of said bonds shall be paid out of the Road Fund of the County in the same manner as other disbursements are made. In case of a vacancy in the office of said Road Commissioner at any time, the same shall be filled by the Quarterly County Court in the manner hereinbefore prescribed.

As amended by: Private Acts of 1974, Chapter 181
Private Acts of 1978, Chapter 211

SECTION 2. That the County Road Commission shall meet at the county seat of the county at least once a month, but special meetings of the Road Commission may be held on call of the chairman whenever in his opinion such meetings are necessary to carry out the functions of the Road Commission.

Each Commissioner shall be paid a sum equal to the per diem paid to a member of the Quarterly County Court for each day's attendance at regular or special meetings of the Commission, such payments to be made out to the Road Fund of the County in the same manner as other disbursements are made. The chairman of said Road Commission shall be paid a sum each month equal to three (3) times the per diem paid to a member of the Quarterly County Court of Wilson County for his services as chairman.

As amended by: Private Acts of 1973, Chapter 149

SECTION 3. [Deleted by Private Acts of 1975, Chapter 88.]

SECTION 4. That the County Road Commissioners composing said County Road Commission shall have jurisdiction to direct the expenditure of all road funds belonging to said county, including the proceeds of the State gasoline tax allocated to Wilson County. It shall be the duty of said Commission, with the assistance of the State Highway Department, to classify the roads of the county according to the amount of traffic each bears and the number of people it serves. After said roads have been classified, said Commission shall present to the Quarterly County Court at the January term, for its approval, a long-range construction, maintenance and improvement plan for said road system. Prior to the beginning of each fiscal year, said Commission shall present to the Quarterly County Court for its approval, the portion of the overall plan to be executed during the ensuing fiscal year, and the Commission shall be authorized to spend money for construction, maintenance and improvement only in accordance with said approved plan. Said plan shall include all roads to be constructed under the State Rural Road Program and the Federal Farm to Market Road Program. It shall be the duty of the County Judge to represent the Quarterly County Court with respect to said road plans and their execution when the Court is not in session.

Subject to the foregoing provision, said County Road Commission shall have general control over the laying out, construction, reconstruction, repair and maintenance of all county public roads and bridges in said county, except such roads and bridges as are under the supervision and control of the Department of Highways and Public Works of the State of Tennessee. It shall be the duty of said Commission to determine the total number of employees of said Commission, to establish classification, and to determine the range of salary and wage to be paid according to the classification. The compensation fixed by the Commission shall be in keeping with the compensation paid for similar services in Wilson County and surrounding counties. The personnel classification and compensation schedules, when fixed by the Commission, shall be entered of record on its minutes, and the same shall not thereafter be changed except by action of the Commission. It shall be unlawful for the Commission to use its power to classify employees and fix their compensation so as to defeat the purpose and intent of this law to vest in the County Road Superintendent full power and authority to employ, fix wages and salaries within the salary and wage range, of all persons provided for in said classifications and schedules.

Said Commission is hereby vested with the power and authority to let contracts for the construction and reconstruction of county roads and bridges, if a majority of the said Commission deems the same advisable and advantageous, but such contracts will only be let upon competitive basis and after giving at least twenty days written notice of the same by advertisement in a newspaper of general circulation published in said county, calling for sealed bids therefor, to be opened at a fixed date and place at a meeting of said Commission, in the presence of a majority of said Commissioners, and the same shall be awarded to the lowest bid, if satisfactory, but if unsatisfactory, they may reject all bids, and thereupon new bids may in like manner be called for and received, opened and awarded in the manner herein provided. Said County Road Commission shall have authority, and it shall be its duty upon request of the County Road Superintendent within the financial limits herein fixed, to purchase all necessary supplies, materials, machinery and equipment for carrying on the construction, repair and maintenance of said county public roads; provided, however, that no purchase aggregating in excess of One Thousand Dollars (\$1,000.00) shall be made or the contract therefore entered into until after due advertisement of the same shall have been made at least once in some newspaper of general circulation published in said county, setting forth the amount, quality and description of such materials, machinery, supplies and/or equipment desired, and the time within which written and sealed bids for the same shall be opened. Said bids shall be opened in the presence of the members of said County Road Commission or a majority thereof. Such contract of purchase shall be awarded to the lowest bidder, except where the lowest bid is deemed unsatisfactory, in which event all bids may be rejected, and bids again advertised for and received, opened and awarded in the manner above provided.

In the event that there is a disagreement as to whether the bids as provided in this section of this Act shall be accepted, either as to the letting of contracts for the construction of roads or bridges or for the purchase of materials, machinery, supplies and equipment, the decision of a majority of the County Road Commissioners shall control.

It shall be the duty of the Secretary of the County Road Commission to keep a public record of all bids, the names of the bidders, and the amounts of the respective bids, which record shall be open for

inspection by any citizen or taxpayer of said county, upon a reasonable request made therefor. Said record shall be kept in the office of the Secretary of the County Road Commission.

SECTION 5. That the County Road Commission is authorized to employ a qualified person to act as Secretary of the County Road Commission to serve at the pleasure of the Commission. The Secretary of the County Road Commission shall receive a salary to be fixed by the Commission. Said Secretary shall furnish a surety bond in the penal sum of Five Thousand Dollars (\$5,000.00), conditioned as prescribed by law for county officials, with the premium for said surety bond to be paid out of county road funds.

The Secretary shall keep accurate books, showing itemized statements of all road revenues and expenditures and such books shall be open to the inspection of the public upon reasonable requests therefor.

The Road Superintendent is hereby authorized and empowered to employ such additional clerical help from time to time, as he deems necessary and proper, to efficiently carry on the business of said Commission.

In the event of suits or litigation by the County Road Commission, they are hereby authorized and empowered to employ an attorney or attorneys to represent said Commission and to defend it in all litigation, and the legal services so rendered by an attorney or attorneys shall be paid by said County Road Commission out of the County Road Funds of said county, upon appropriate warrants drawn thereon.

As amended by: Private Acts of 1967-68, Chapter 19
Private Acts of 1971, Chapter 51
Private Acts of 1974, Chapter 163
Private Acts of 1975, Chapter 27

SECTION 6. That the Secretary of said County Road Commission shall issue warrants, countersigned by the Chairman of the County Road Commission, drawn on the County Trustee, for the payment of all materials, machinery, supplies and equipment purchased, for all salaries and wages owing, and for the payment of all construction contracts and for all other indebtedness incurred and owing by said County Road Commission. That said warrants shall be accompanied by a statement of the time for which the payment is made and the amount thereof, and if for materials, equipment, supplies, etc., a brief statement of what the same is given for.

SECTION 7. That the County Road Commission is authorized to employ, for a period of not less than one year nor more than four years, a County Superintendent of Road, to direct the work on the roads, supervise the employees, and be responsible for the operation and care of the machinery and equipment of the Commission. Said Superintendent shall be a person who is at least thirty (30) years of age and a resident citizen of Wilson County. Said County Superintendent of Roads shall supervise the construction and maintenance of the County Roads in accordance with the general instructions and directions of the County Road Commission, but said Superintendent shall at all times be in full charge of the particular manner in which the general instructions of the Road Commission are executed. The Superintendent shall have full and complete authority to hire all of the personnel of said County Road Commission, without accounting to said Commission for his actions. It shall be unlawful for any member of the Commission to undertake to influence the County Road Superintendent or to control him in the hiring and firing of employees. The Superintendent shall receive a salary to be fixed by the Commission, which shall not be less than Seven Thousand Five Hundred Dollars (\$7,500.00) a year and not more than Ten Thousand Dollars (\$10,000.00) a year.

Before entering into the duties of his office, the Superintendent shall take and subscribe to an oath in writing before the County Court Clerk that he will perform with fidelity the duties of his office, and he shall enter into a bond in the amount of Ten Thousand Dollars (\$10,000.00), for the faithful discharge of his duties and for the accounting of all monies and property coming into his hands in his official capacity. The premium for said bond shall be paid out of the county road fund.

Said Commission is authorized to contract for the services of civil engineers upon recommendation of the Superintendent as such may be necessary in discharging the functions of the Road Commission.

As amended by: Private Acts of 1971, Chapter 51
Private Acts of 1974, Chapter 164

SECTION 8. That the County Road Commission shall keep minutes of all of its meetings. That such minutes shall be kept in a well bound Minute Book to be purchased and kept by it. That the minutes of each official meeting of said Commission shall be written in said Minute Book by the Secretary of the County Road Commission, and at each subsequent regular meeting the minutes of the previous meeting shall be read, and if found correct, approved, and if not correct, they shall be corrected and then approved in writing by the Chairman and the Secretary of said Commission.

SECTION 9. That the County Road Commission, or any member thereof, or the Superintendent shall not authorize or knowingly permit the trucks or road equipment, the rock, crushed stone or any other road

materials to be used for any private use or for the use of any individual for private purposes and their or his failure to see that this provision is enforced is hereby declared to be a misdemeanor, punishable by a fine of not less than \$5.00 nor more than \$50.00, in the discretion of the Court trying such misdemeanor. Any employee of the County Road Commission who shall use any truck or any other road equipment or any rock, crushed stone or other road material for his personal use, or sell or give away the same shall be immediately discharged. No truck or other road equipment or any rock, crushed stone or any road material shall be used to work private roads or for private purposes of owners thereof. The use of any trucks or any other road material of the County Highway Commission for other than official county road purposes, as herein provided, is hereby declared to be a misdemeanor, punishable by a fine of not less than \$5.00 nor more than \$50.00, in the discretion of the Court trying such misdemeanor. Each separate use of the same for other than official county road purposes shall constitute a separate offense and be subject to separate fine. Provided, however, that crushed stone, gravel and other road material may be furnished by the Commission to churches, schools and cemeteries. Any person whose property is improved by having road material placed thereon in violation of this provision shall be liable to suit for the value of said improvement and a penalty equal to One Hundred Percent of the value of said improvements, to any person who shall sue therefor for the benefit of the County and himself, the value of the improvements to go to the County and the penalty to go to the person suing.

SECTION 10. That when said County Road Commission deems it necessary to do so in order to properly carry out the work and construction on the public roads and public road system, as provided for in this Act, said Commission is hereby authorized and empowered to institute condemnation proceeding for the purpose of condemning land for rights-of-way and other road purposes, of condemning chert beds, rock quarries, gravel beds or other road building material necessary for the construction, reconstruction, repair and maintenance of the public roads in said county. Provided, however, that no such condemnation proceeding shall be instituted involving expenditures in excess of revenues for the current year. Said condemnation proceedings shall be instituted in the manner provided by law for the condemnation of land and property for public purposes under the laws of eminent domain of the State of Tennessee. The damages assessed against Wilson County or against said County Road Commission shall, in all such cases, be paid out of the county road funds of said county by warrants drawn upon the County Trustee of said county road funds in the same manner that other warrants are drawn for county road expenditures, as herein provided.

SECTION 11. That the County Road Superintendent shall have the supervision, charge of and exclusive control over all road machinery, supplies and equipment owned by the county or used in the construction, reconstruction, repair and maintenance of the county public roads and bridges in said county, as well as over all tools, supplies and other equipment owned by said Commission or by said county for county highway purposes. That the County Road Superintendent shall make or have made a complete inventory of all of the machinery, equipment, tools, supplies and road materials and file a copy thereof with the County Court Clerk of Wilson County within thirty (30) days after taking office. Said machinery, equipment and tools shall be plainly marked as the property of the Wilson County Road Commission, and each piece shall be numbered and the number entered on the inventory filed by the County Court Clerk. Thereafter, on the 15th day of September of each year, he shall again make and file a complete inventory of all the same with the County Court Clerk of said County. It shall be the duty of the County Judge to examine the inventories for compliance with this provision and upon his determination that the inventory does not comply with the requirements of this section, he shall notify said Commission, and said Commission shall withhold any compensation payable to the County Road Superintendent until the County Judge certified compliance with this section. Should the County Road Commission see fit to sell any machinery, equipment or tools as obsolete, worn out, or for any other reason, the same shall only be sold on the unanimous action of the Commission at public auction after advertisement as required in cases of execution sale of personal property.

SECTION 12. That each calendar year shall be divided into quarterly periods, the first quarter being from January 1 to March 31; the second quarter from April 1 to June 30; the third quarter from July 1 to September 30, and the fourth quarter from October 1 to December 31 of each and every year.

The County Road Commission is hereby expressly forbidden to expend any road funds or to incur any obligations in excess of the road revenues and receipts for the current quarter and the surplus thereof carried forward from previous quarters or to encumber any anticipated road revenues, except those accruing during the current quarter. Provided that, in case of an emergency, said County Road Commission, with the approval of the Quarterly County Court of Wilson County, expressed by roll call vote with the vote of each member recorded, voting at a meeting of such County Court, and representing a majority of the members of said Court, may purchase road equipment, machinery, supplies or materials on the installment plan and encumber anticipated revenues for such purposes, only as authorized by the Quarterly County Court.

The County Road Commission is hereby authorized and empowered to set aside a part of the current revenues of each quarter or quarterly period into an emergency fund to be used for the purchase of tools, machinery, supplies or other equipment, or for other emergency purpose, and such funds or reserves so created and established may be used by the County Road Commission for such purposes for such emergency. Such emergency fund may be allowed to accumulate and be expended either during the current quarter or any subsequent quarter or quarterly period.

SECTION 13. That neither any County Road Commissioner, the County Road Superintendent, nor any employee of said County Road Commission shall be financially interested in or have any personal interest, either directly or indirectly, in the purchase of any supplies, machinery, materials, or equipment for said department or system of roads for said county, nor in any firm, corporation, partnership, association or individual selling and/or furnishing such machinery, equipment, supplies and materials, nor shall the County Road Commission, the County Road Superintendent or any employee thereof accept or receive, either directly or indirectly, from any person, firm, or partnership or association to whom any contract may be awarded, any rebate, gift or other thing in money or thing of value or any promise, obligation or contract for future reward or compensation. The violation of any of the provisions of this section of this Act is hereby declared to be official misconduct and a misdemeanor in office, punishable by a fine of not less than \$10.00 nor more than \$250.00 and removal from office as provided by Sections 8-2701 et seq. of the Tennessee Code Annotated.

SECTION 14. That the County Road Commission shall have the authority, subject to the limitations expressed or implied in Section 4, to contract with any State or Federal agency for which the road funds of the county may be supplemented or augmented or by which additional employees may be employed for road work or road construction or repairs, or whereby additional construction, repair and maintenance may become available, provided that such contract shall not incur any liability to the county above the current road revenues and receipts for the current year.

SECTION 15. That the method and procedure of opening, closing or changing the location and route of any public road in Wilson County, as provided for in the Tennessee Code Annotated shall not be changed or abridged by this Act, but the Tennessee Code Annotated and the general laws of the State of Tennessee shall remain in full force and effect in said county, with reference to the same.

SECTION 16. That the County Road Commission shall submit to each Quarterly Session of the County Court of said county a full and complete report of its activities by mailing each member of the Quarterly County Court, one week in advance of said meeting, a copy of said report, showing in such reports the amounts of road funds on hand at the beginning of the quarter, together with an itemized statement of all amounts expended for labor, machinery, supplies, materials, equipment and other expenditures during such quarter, together with the complete list of all articles purchased, the number of laborers employed and the amount paid each, the number of miles of road constructed, repaired or maintained, or fraction thereof, and where located. If said report is rejected by the Quarterly County Court by resolution setting forth the grounds of rejection, the power of said County Road Commission to expend appropriated funds shall be suspended until the county judge shall file a certificate in the office of the County Court Clerk certifying that the grounds of rejection is said resolution have been met and complied with. It shall be the duty of the County Judge to examine the books, accounts and reports of said County Road Commission at the end of each quarterly period and to make a report thereof to the following session of the Quarterly County Court.

SECTION 17. That before any new road shall be built or the construction thereof begun, the course or route of said road shall first be definitely decided upon and the right-of-way thereof shall be acquired either by contract and purchase with the land owners or by appropriate condemnation proceeding.

SECTION 18. That the County Road Commission shall have the power and authority to remove or cause to be removed any fence, gate or other obstruction from the roads, bridges and ditches of said county and to clean out and clear all fences and ditches along or adjacent to the county roads. If any person shall place or maintain an obstacle or obstruction upon the right-of-way of any road of said county, under the jurisdiction of said Road Commission, and shall refuse to remove said obstruction or obstacle upon the demand of the County Road Commission, such person, for his refusal to so remove the same, shall be guilty of a misdemeanor and punished accordingly by a fine of not less than \$5.00 nor more than \$50.00 to be imposed by the appropriate Court of said county in an appropriate proceeding therefor. It shall be a misdemeanor, punishable as otherwise provided in this Section, to place a post, pole, bush, rock or any other obstruction upon the right-of-way of any county road or in the ditches along such road, provided that transmission lines, telephone or telegraph lines or poles may be placed on and along the right-of-way of any county road, under the direction and with the permission of said County Road Commission.

SECTION 19. That no person shall be eligible for employment in any capacity on the roads of said county or by said Commission, or draw any compensation in any manner whatsoever from the road funds of said

county, who is related, within the second degree, either by blood or marriage, to the County Road Superintendent.

SECTION 20. That any person violating any of the provisions of this Act not otherwise specifically provided for shall be guilty of a misdemeanor and upon conviction thereof, shall be punished by a fine of not less than Five Dollars (\$5.00) nor more than Fifty Dollars (\$50.00).

SECTION 21. That the provisions of this Act are hereby declared to be severable. If any of its sections, provisions, exceptions, sentences, clauses, phrases or parts thereof be held unconstitutional, invalid or void, the remainder of this Act shall continue in full force and effect, it being hereby declared to be the legislative intent that this Act would have been adopted even if such unconstitutional, invalid or void section, provision or matter had not been included therein. Nothing in this Act shall be construed as interfering with the term or emoluments of office of the present Wilson County Road Commissioners holding office under Chapter 239 of the Private Acts of 1949.

SECTION 22. That this Act shall have no effect unless the same is approved by a twothirds (2/3) vote of the Quarterly County Court of Wilson County at or before the next regular meeting of said Court occurring more than thirty (30) days after its approval by the governor. Its approval or non-approval shall be proclaimed by the County Judge of Wilson County and certified by him to the Secretary of State.

SECTION 23. That Chapter 239 of the Private Acts of 1949, which in substance is an Act establishing a system of county roads for Wilson County, Tennessee and creating a County Road Commission is hereby repealed.

SECTION 24. That this Act shall take effect for the purpose of ratifying it as provided in Section 21 upon passage and approval by the governor, or upon becoming a law without such approval, the public welfare requiring it; for the election of road commissioners at the time of convening of April, 1961 term of the Quarterly County Court of Wilson County; and for all other purposes on September 1, 1962.

Passed: March 3, 1961.

Highways and Roads - Historical Notes

Highways - Roads

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

1. Public Acts of 1821, Chapter 6, required the Courts of Pleas and Quarter Sessions to index and classify the public roads in their counties into three classes, largely depending on the width and the type of use. The width ranged from the stage roads down to one which was wide enough to allow the passage of a single horse and rider. The court could assign hands to work and maintain the roads to the specifications given in the Act.
2. Private Acts of 1826, Chapter 183, was the authority for Nathan Haggard and James McKinley to open a turnpike road from Sparta in White County running to Lebanon in Wilson County by way of Milledgeville. Joseph Johnson of Wilson County and John Gordon of Smith County were appointed as Commissioners to inspect the road and to license it if it met the requirements of this Act. They would have the right to charge tolls at specified rates when the road was completed.
3. Private Acts of 1829, Chapter 260, incorporated John Hardin, William Hardin, Sr., Thomas Hardin, J. W. Clay, Graves Pennington, Leonard Keeling, Dr. James Hoggett, John Buchanan, William W. Murry, Walter Sims, and Timothy Dotson, or any four of them, as the Lebanon Turnpike Company which would be entitled to all the rights and privileges expressly and impliedly granted to the Nashville and Murfreesboro Turnpike Company when the sections of the road mentioned in the act were completed.
4. Private Acts of 1832, Chapter 87, named Thomas Edmondson, Thomas Claiborne, Henry L. Douglass, Jesse Wharton, Andrew Jackson, Jr., George Williamson, Pauldin Anderson, Joseph Johnson, Burchet Douglass, Turner Vaughn, Thomas Kirkpatrick and Alfred McClain as Commissioners to designate and mark out a turnpike from Lebanon in Wilson County to Nashville in Davidson County so as to intersect the Nashville-Murfreesboro Turnpike, or the termination of any street in Nashville. Authorized capitol stock was \$100,000 of which the

- subscription of \$25,000 would be sufficient to permit the company to proceed with its organization as the Lebanon and Nashville Turnpike Road Company.
5. Private Acts of 1835-36, Chapter 15, incorporated the Lebanon and Nashville Turnpike Company with Andrew Jackson, Sr., Joseph Clay, Stokely Donelson, H. L. Douglass, W. McMurray, William P. Sims, Richard Buchanan, Thomas Hardin, James H. Foster, Edward D. Hicks, W. G. M. Campbell, Charles L. Love, H. R. W. Hill, Phillip Lindsley, W. G. Hardin, and Fisher G. Crutcher, all of Davidson County; and James W. Haggard, M. A. Price, Paulding Anderson, Turner Vaughn, James Jones, Alfred McClain, Ramsey L. Mason, Joseph Johnson, George Williamson, John Hearn, Robert Hallum, Robert M. Burton, Samuel C. McWherter, O. G. Finley, L. W. White, Smith Harrison, and Isaac Galloday of Wilson County, who would open books and sell stock in the corporation. The first meeting of stockholders would be at the home of Ramsey L. Mason in Wilson County.
 6. Acts of 1837-38, Chapter 86, appointed John Hern, John Muirhead, William L. Martin, Joseph Johnson, O. G. Findley, Joseph P. Whorton, Solomon Caplinger, Wilson T. Walters, James Young, George Smith, James M. Armstrong, Jonathan Bailey, and William Lawrence, Jr., of Wilson County; five citizens from Smith County, seven from Cannon County, and four from White County, who were to serve as commissioners to sell stock in the Lebanon-Sparta Turnpike Company. The turnpike would run from Lebanon to Sparta along the route selected by the chief engineer of the State.
 7. Acts of 1837-38, Chapter 195, incorporated the Cumberland and Stones River Turnpike Company to build a road from Murfreesboro to Lebanon with the option of extending the road to the Cumberland River. The company was also empowered to construct a bridge across the Cumberland River.
 8. Acts of 1837-38, Chapter 195, appointed Ila Douglas, Joseph Johnson, Dr. Nathaniel Saunders, E. A. White, Isaac Hunter, Thomas Bradley, Silas Chapman, and Obadiah Gordon as commissioners to open books and sell stock to construct a macadamized road from Lebanon to any point on the Cumberland River they considered proper, but the cost of the said road was not to exceed \$6,000 per mile. The company would be styled the Lebanon and Cumberland Turnpike Company.
 9. Acts of 1837-38, Chapter 216, designated Robert Allen, John G. Park, William Hart, William W. Carter, and Benjamin Motley as commissioners to sell the authorized capital stock of \$75,000 to build a turnpike road from Carthage in Smith County to Lebanon in Wilson County by way of Rome to be called the Lebanon, Rome and Carthage Turnpike Company.
 10. Acts of 1837-38, Chapter 217, authorized the Lebanon and Nashville Turnpike Company to construct a macadamized road from Stewart's Ferry on the Stones River to the Lebanon and Nashville turnpike road near Thomas Harding's plantation. No tolls would be collected on this section of the road.
 11. Acts of 1839-40, Chapter 99, allowed the Cumberland and Stone's River Turnpike Company by deed to surrender their Charter for the whole of the said road except that portion which runs between Lebanon and Hunter's Warehouse. The Lebanon and Cumberland Turnpike Company would then succeed to the former company's interest and control the road from Lebanon to the Cumberland River at Hunter's warehouse.
 12. Acts of 1845-46, Chapter 24, declared that the Internal Improvement Board of the State of Tennessee would examine the claim of the Lebanon and Sparta Turnpike Company against the State and exercise the power to direct the Governor to issue State bonds to the company in satisfaction of the claim in whatever amount could be equitable determined. The company would in turn agree to pay to the State one-half of the net proceeds of the road each year from and after January 1, 1846. The Governor was authorized to issue \$6,000 in State bonds to the Lebanon and Nashville Turnpike Company.
 13. Acts of 1847-48, Chapter 219, named Paulding Anderson, T. H. Gordon, William W. Carter, William B. Saunders, Joseph M. Anderson, William L. Martin, B. T. Motley and A. Cox as commissioners, a majority of whom would lay out and designate a route for a turnpike road from Lebanon to Big Spring in Wilson County. The Company could be formally organized as soon as \$5,000 in stock were subscribed as the Lebanon and Big Spring Turnpike Company.
 14. Acts of 1853-54, Chapter 172, appropriated \$4,000 from the State treasury to the Statesville and Stewart's Ferry Turnpike Company to build a bridge across the Stones River, at or near Stewart's ferry.
 15. Acts of 1853-54, Chapter 240, incorporated the Lebanon and Cole's Ferry Turnpike

- Company to build a road from Lebanon to Cole's ferry on the Cumberland River.
16. Acts of 1853-54, Chapter 257, incorporated the Lafayette, Rome and Lebanon Turnpike Company to build a road from Lafayette in Macon County, to Dixon's Springs in Smith County, to Alexander's Ferry on the Cumberland River, thence to Lebanon in Wilson County.
 17. Acts of 1853-54, Chapter 302, incorporated the Stewart's Ferry and Baird's Mill Turnpike Company to build a road from Stewart's Ferry in Davidson County to Baird's Mills in Wilson County.
 18. Private Acts of 1857-58, Chapter 16, incorporated the Lebanon and Lowe's Ferry Turnpike Company which was to construct a turnpike from Lebanon to Lowe's Ferry, a distance of about 14 miles, in Wilson County.
 19. Private Acts of 1869-70, Chapter 67, incorporated the Lebanon and Statesville Turnpike Company which would build a road beginning at some point on the Lebanon-Sparta Turnpike east of Lebanon and run to a point on the Liberty and Murfreesboro Turnpike near Mathew Wilson's in Wilson County going by way of Statesville. H. R. Ragland, James T. Patton, Eli Thompson, D. S. Boyd, G. W. Armstrong, J. R. Hale, C. W. Simpson, S. C. Hamilton, H. C. Alsup, James Edwards, A. J. Armstrong and J. H. Kennedy were named as Commissioners for the sale of the stock. The County Court could invest in the Road but not over \$1,000 per mile. The Court must call a referendum on the matter before investing.
 20. Public Acts of 1877, Chapter 127, authorized the Lebanon and Sparta Turnpike Company to extend their road from its terminus at the top of Swan's Hill to Smithville in DeKalb County, provided all the terms, conditions, and specifications mentioned in the Act were met. The company was further empowered to build a road from the bridge at Spring Creek in Wilson County to the town of Carnsville in Wilson County.
 21. Public Acts of 1901, Chapter 136, was a general road law applicable to all counties in Tennessee under 70,000 in population according to the 1900 Federal Census. The Quarterly County Court would pick one Road Commissioner from each Road District in the county to serve two years, the Road Districts being co-extensive with the Civil Districts. The Commissioners would be sworn, bonded, and be in charge of all the roads, bridges, overseers, tools, and materials used in his District. Commissioners were to be compensated at the rate of \$1 for each day spent in service to their obligations but could not be paid more than \$10 in one year. The Quarterly Court would set the number of days of compulsory road labor in the county at no less than five, nor more than eight, which each road hand would work and fix the price of one day's labor in case the road hands desired to commute. The Court could also levy a general road tax in the county of two cents per \$100 property valuation for each day of compulsory labor for the road hands. The Road Commissioners could name and would supervise the Road Overseers for each section of road in their district who would be in immediate charge of that section. Overseers would work the same number of compulsory days as all other road hands worked but would be paid up to \$6 each year for the extra days worked above that. All males between the ages of 21 and 45 were required to work on the roads. The Commissioners would receive all petitions to open, close, or change roads, and would also classify and index them, and see that they met the specifications mentioned in this Act.
 22. Private Acts of 1905, Chapter 478, amended Public Acts of 1901, Chapter 136, in several minor particulars. The principal change occurred in the methods to be used when acquiring rights of way, especially when the power of eminent domain was to be exercised.
 23. Private Acts of 1907, Chapter 93, was a road law for Wilson County which gave the Quarterly Court jurisdiction over all public roads and bridges. The roads were to be classified into four classes according to width, and they were to follow the specifications listed in the act. Petitions to open, close, or change a road had to be filed with the County Judge who in turn was compelled to follow the procedures enumerated in the Act in disposing of them, especially when the request was for a new road. The County Court would select three Road Commissioners for each Road District (same as the Civil Districts) initially, and then they would be elected by the voters to serve terms of two years. The Commissioners would elect a Chairman and a Clerk/Treasurer. The duties of the Commissioners and the Clerk were stipulated in the act. All males between the ages of 17 and 60 must work six days a year on the county roads, or pay \$4.50 as a commutation fee. The Court would levy a general road tax of 25 cents per \$100 property valuation on property outside of cities and taxing districts, which money was to be spent as nearly as possible in the same District in which it was collected. Prisoners could be used to work the roads under regulations prescribed by the Workhouse Commission.
 24. Private Acts of 1909, Chapter 464, amended Private Acts of 1907, Chapter 93, by

providing that males between the ages of 21 and 50 were required to work six days on the county roads each year between July 1 and October 1, or pay \$6 for a commuting charge which would be used to hire labor to take that person's place. The District Attorney would prosecute violators of this Act. The road tax was raised to 30 cents per \$100 property valuation. This road tax, however, could be worked out at 75 cents per day, up to four-fifths of the amount owed. The Road Commissioners would no longer be exempt from actual road labor or payment of the poll tax.

25. Private Acts of 1911, Chapter 38, provided that the Quarterly Court would continue to have general supervision over all roads and bridges in the county. Roads were to be placed in one of four classes according to the road's width. Each road was to be graded and have proper drainage ditches on each side. All requests to open, close or change roads were to go to the County Judge, or the Chairman, who would initiate the procedures mentioned in the Act leading to the matter's final disposition. Appeals from decisions of the County Court could be made to the Circuit Court. The Quarterly Court would initially appoint three Road Commissioners in each Road District, coextensive with the corresponding Civil District, who would serve until the first Thursday in August, 1912, when their successors would be elected by popular vote. The duties of the Commissioners and the Clerk/Treasurer were established in the Act, among which was the supervision over all the public roads, bridges, and overseers in their district. Males between the ages of 21 and 50 were compelled to work six days a year on the roads, or pay \$6.00 per year to commute. Failure to do either was a misdemeanor punishable by fine. The Court could levy a tax from 30 cents to 50 cents per \$100 and must spend the funds in that district when possible. Workhouse prisoners could be used on the roads under regulations established by the Workhouse Commission.
26. Private Acts of 1917, Chapter 695, amended Private Acts of 1911, Chapter 38, to provide that the money collected in certain road districts be placed in a separate fund to the credit of the district in which it was collected. The amount to tax which one could work out on the roads was reduced from four-fifths to one-half the amount owed.
27. Private Acts of 1920 (Ex. Sess.), Chapter 94, amended Private Acts of 1911, Chapter 38, by increasing the amount of the commutation charge from \$6 to \$18 for the six days.
28. Private Acts of 1921, Chapter 776, declared that any person, firm or corporation, incorporated under the State laws to operate a turnpike, or toll road, on which tolls were maintained under the permission of law in Wilson County were given the authority to charge and collect tolls at the rates specified in this Act which ranged from five cents for a motorcycle to seventy-five cents for over 3 ton capacity trucks.
29. Private Acts of 1921, Chapter 825, amended Private Acts of 1911, Chapter 38, further so as to change the per diem rate for a road hand to commute instead of working on the road from \$3 per day to \$2 per day.
30. Private Acts of 1923, Chapter 443, created a five member County Road Commission composed of the County Judge, as ex-officio Chairman, and four citizens who would be elected by the County Court for two year terms. W. T. Terry, Charley Young, J. W. Cragwell, and George Coleman were named as the first citizen members of the Commission. No member of the County Court, other than the Judge, could serve on the Commission. The Commissioners had to be sworn and bonded, would organize by picking a Secretary and would exercise the same powers as were formerly enjoyed by the Workhouse Commission and the County Turnpike Inspectors. The Commission would have full charge of roads, turnpikes, and bridges in the county, would meet on the Saturday before the first Monday in January, April, July and October, and provide for the working of the roads by compulsory labor. The Commission was to pick a District Road Commissioner for each district from three names submitted to them by the Justices of that district. These District Road Commissioners would be in charge of the roads, the road hands, and the road overseers in each district. The District Road Commissioner was to appoint Overseers to a one year term for each section of road, with each section to be between two and five miles in length. Failure of the road Overseer to perform was a misdemeanor, and he would be paid \$2 each day for those days over and above the compulsory service. District Commissioners would be sworn and bonded and receive \$20 each year for their services. The County Judge must give the District Road Commissioners and the County Road Commission a book of warrants to be used to pay bills and debts. Males between 21 and 50 must work from six to ten days annually as the Quarterly Court decided, or pay \$1 for each day missed. The Quarterly Court would assess an ad valorem tax of between 20 and 50 cents on each \$100 of taxable property. Two-thirds of this tax would be spent on the public roads of the District and

- one-third on special designated roads. Roads were to be indexed and classified, obstructions were outlawed and requests to open, close, or change roads would be decided by the Commission using the power of condemnation when needed. The County was authorized to purchase turnpikes and toll roads and make public roads out of them. The Secretary to the Commission would be paid from \$50 to \$125 per month and serve as ex-officio Superintendent of the Workhouse. The Commission would hire enough guards at \$2 - \$3 per day to work the prisoners on the roads. The Turnpike Inspectors, the District Road Commissioners, and the Workhouse Commission were all abolished.
30. Private Acts of 1923, Chapter 461, amended Private Acts of 1921, Chapter 776, by changing the toll rates on passenger cars to a schedule based on the weight of the car and the number of passengers.
 31. Private Acts of 1923, Chapter 665, made it unlawful for any person in Wilson County to operate a tollgate within a distance of less than one mile from the limits of any city or town, within less than five miles from another tollgate, within less than one mile from either end of the road, and no road could have more than 3 tollgates on 17 1/2 miles of road. Violators could be fined from \$10 to \$25.
 32. Private Acts of 1925, Chapter 347, stated that in Wilson County W. T. Terry, C. C. Young, J. W. Cragwell, G. R. Coleman, and the County Judge would compose a commission to be known as the County Road Commission who would hold office until the first Monday in January, 1927, at which time the Quarterly Court would choose their successors for two year terms. No member of the Quarterly Court was allowed to serve on the Commission, except the County Judge who would be ex-officio Chairman. The Commission would be in charge of all road projects, would inspect the turnpikes and report the status of all public roads to the Quarterly Court, and meet on a regular basis at the Courthouse on the Thursday before the first Monday in January, April, July and October. The Commission had all the powers of the former Workhouse Commission to work prisoners on the county roads. The Commissioners would initially appoint a District Road Commissioner in each district who would be in charge of the district roads. Their successors would be elected to two year terms by the people of the district. Overseers were to be selected by the District Road Commissioners annually for each section of road in the district. Overseers were to be paid \$2 per day for each day worked over and above the number of compulsory days and District Commissioners were to be sworn, bonded, and paid a salary of \$20 per year. The Quarterly Court could set the days of compulsory road work at no less than six nor more than ten and could levy a road tax of no less than 21 cents and no more than 42 cents per \$100 property valuation. Males between 21 and 50 years of age must work the required number of days or pay \$2 for each day missed while owners of wagons and teams must pay \$2.50 for each day missed. The County Road Commission would be paid \$5 per day up to \$125 a year; the Secretary to the Commission would receive \$50 to \$125 per month, set by the Court, and would be ex-officio Superintendent of the County Workhouse.
 33. Private Acts of 1927, Chapter 475, reenacted most of the provisions set out in Private Acts of 1925, Chapter 347, naming the same people to the Commission. The tax levy was to be set at between 20 cents and 40 cents per \$100 of taxable property.
 34. Private Acts of 1929, Chapter 364, named W. M. Hobbs, Sam Burton, W. T. Hankins, J. D. Jennings, and the County Judge were named as the Wilson County Road Commission to serve until first Monday in January, 1931, when the Quarterly Court would appoint their successors for two year terms. After being sworn and bonded the Commissioners would elect a Secretary from outside the Commission. The Commission would be in charge of the Workhouse and all public roads and bridges, and would meet on the Thursday before the first Monday in each month. They would appoint the District Road Commissioners from a list of three submitted by the Justices in the District to supervise the roads in each Civil District. The District Road Commissioners would appoint the Overseers for sections of roads by September 1 each year. The Overseers would be paid \$2 for each day worked over the compulsory number of days. The Quarterly Court would fix the number of days to be worked at no less than six nor more than ten by the males in the county between 21 and 50 years of age. Commutations rates were \$2.50 a day for wagons and teams and \$2 a day for laborers. The authorized range for the general road tax would be set at 21 cents to 42 cents per \$100.00, and the Commissioners were to be paid \$5 per day up to \$125 each year. The Commission could hire a civil engineer or surveyor to assist the Commission.
 35. Private Acts of 1931 (2nd Ex. Sess.), Chapter 112, amended Private Acts of 1923, Chapter 443, by granting the Quarterly Court the authority to reduce the minimum road tax level to ten cents per \$100 property valuation and by requiring that at least 50% of the tax be paid in

- cash and spent as nearly as possible in the district from whence it came but the other half could be worked out on the roads, if preferred.
36. Private Acts of 1933, Chapter 463, generally followed the outline of previous Acts on this subject and named N. B. Nokes, A. B. Beasley, E. L. Edwards, J. D. Jennings, and the County Judge, or Chairman, to compose the County Road Commission to serve until the first Monday in January, 1935, at which time their successors, elected by the Quarterly Court, would assume the office for two year terms. The members would be sworn and bonded, the County Judge would be the ex-officio Chairman, and the Commission would choose a Secretary who could not be a member of the Commission or the County Court. The Commission would continue to meet on the Thursday before the first Monday in each month. The maximum general road tax was set at 10 cents per \$100 property valuation and the Commissioners would be paid \$4 per day up to \$120 per year, plus their legitimate expenses. This Act was repealed by Private Acts of 1943, Chapter 447.
 37. Private Acts of 1933, Chapter 516, made it the duty of the County Highway Commission to certify as correct all cost bills of defendants confined in the county workhouse for failure to pay the cost and fine imposed. The cost bill would then be paid out of the two cent Gas Tax Fund apportioned to the county for county highway purposes.
 38. Private Acts of 1937, Chapter 64, amended Private Acts of 1933, Chapter 463, by striking all provisions concerning compulsory road work and permitting the loaning of tools. A new Section 6 was added to provide that all the money raised under the ten cent general road tax would be used on roads. The Quarterly Court could levy a \$3 tax on all males between the ages of 21 and 50, and anyone failing to pay such tax would have to work six days on the county roads. There would be no more compulsory road work in the county. The positions of District Road Commissioner and Road Overseer were abolished, but the prohibition on road work did not extend to prison labor. All other provisions of Private Acts of 1933, Chapter 463, would remain in effect. This Act was repealed by Private Acts of 1943, Chapter 447.
 39. Private Acts of 1939, Chapter 374, amended Private Acts of 1933, Chapter 463, by setting up procedures to make purchases over \$250 by the County Road Commission which included advertising and solicitation of bids, and declaring that all contracts of purchase produced otherwise were null and void and unenforceable. Failure to abide by these requirements was misconduct in office. The year was divided into quarters and the Commission was forbidden to spend more than 90% of the revenue from all sources during any quarter, and the other 10% would be used to retire the indebtedness. An emergency fund could be set up for emergency purchases and be allowed to accumulate as the Commission might desire. This Act was repealed by Private Acts of 1943, Chapter 447.
 40. Private Acts of 1943, Chapter 447, created the office of Superintendent of Roads in Wilson County, who must be a citizen of the county, at least 25 years of age, and have at least an elementary school education. The Superintendent would be sworn and bonded, be paid an annual salary of \$1,800 in equal monthly installments, would be in a general charge of the Department of Roads with authority to hire and fire the personnel of that Department, to fix the wages of the employees, and to buy equipment and materials, except that all purchases exceeding \$100 would be on competitive bid solicited and awarded according to the guidelines in the Act. The Superintendent, with the approval of the County Judge and County Court Clerk, could employ a Secretary at a monthly salary not to exceed \$100. The County Judge had to countersign all warrants before payment and approve all condemnations of property before suit was instituted. The Superintendent would be elected by the people for two years at the biennial August election. Vacancies would be filled by County Judge until the Quarterly Court met and could select someone to serve the balance of the unexpired term. Debts could not be incurred beyond 90% of the revenues and funds received from all sources during a quarterly period, the other 10% being set aside to retire bonds and pay other outstanding indebtedness incurred for highway purposes. The Superintendent could establish an emergency fund for materials and equipment, but could not obligate the county beyond the amount of available funds for that current quarter. Reports to the Court on the conditions of roads were due each quarter. A general road tax of ten cents per \$100 was imposed on all taxable property and a \$3 tax was levied against all males between 21 and 50 years of age outside cities, for which failure to pay could bring about six days labor on the roads of the county. This Act was repealed by Private Acts of 1949, Chapter 299.
 41. Private Acts of 1945, Chapter 201, amended Private Acts of 1943, Chapter 447, so as to allow the Superintendent of Roads to make purchases up to \$300 without having to solicit bids

- for them, the former limitation in this regard being \$100.
42. Private Acts of 1945, Chapter 558, amended Private Acts of 1943, Chapter 447, by increasing the maximum amount of the salary which could be paid to the Secretary to the Superintendent of Roads from \$100 to \$120 monthly.
 43. Private Acts of 1947, Chapter 655, amended Private Acts of 1943, Chapter 447, to raise the annual salary of the Superintendent of Roads in Wilson County from \$1,800 to \$3,000 payable in monthly installments. Section 13 was changed to prohibit the Superintendent from lending the machinery or trucks of the county for the use and benefit of any private individual or institution.
 44. Private Acts of 1949, Chapter 239, created a County Road Commission for Wilson County which would be in charge of all county roads. The county would be divided into five Road Districts made up of whole Civil Districts. Charles R. Oldham, S. P. (Preston) Bass, Alton Armstrong, Wade Bland, and Sam Hankins were named as the first Road Commissioners to hold office until September 1, 1950, and they could not succeed themselves. At the August, 1950, general election, the successors to the Road Commissioners would be elected, one from each Road District, to serve a two year term. They would elect one of their members as Chairman, and could fill vacancies until the next general election. Their compensation would be \$25 per month except that the Chairman would be paid \$50 per month. The Commission was granted all the powers of the Workhouse Commission, would have general supervision over all public roads in the county and the road funds, and would meet on the first and third Thursday of each month. The Commission would purchase supplies and equipment with all over \$500 being by competitive bids. They could employ a secretary at no more than \$150 per month and an attorney, when needed. Each Commissioner would supervise the road work and programs in his District. A County Supervisor of Roads could be employed and placed in immediate charge, at a salary of no more than \$225 per month. The County Road Commission could also employ an experienced Civil Engineer, and he could be paid up to \$500 per month. The fiscal year and budget would be divided into quarters and the quarterly amount of funds would not be exceeded. Books of the Commission would be audited by the County Judge and the County Finance Committee. This Act was repealed by Private Acts of 1961, Chapter 194.
 45. Private Acts of 1951, Chapter 176, amended Private Acts of 1949, Chapter 239, to make the County Judge a member of the County Road Commission of Wilson County in addition to the five members previously provided, who would meet with the others and participate in the business of the Department, but could vote only in case of a tie. After September 1, 1952, the County Judge would be the Chairman of the Commission and preside at all meetings. Section 3 was changed to make the County Judge the Purchasing Agent of the County Road Commission since he was an ex-officio member and the County Purchasing Agent by virtue of Private Acts of 1947, Chapter 637. The Judge was directed to follow the purchasing procedures specified for all purchases over \$500. The County Judge would be paid \$25 per month for these services in addition to all other compensation as provided by Private Acts of 1949, Chapter 926.
 46. Private Acts of 1951, Chapter 360, amended Private Acts of 1949, Chapter 239, to add a provision that no more than 35% of the county road funds allocated, expended, and distributed in each of the First, Second, Third and Fourth Road Districts for any 12 month period, could be expended upon the roads of any one civil district. Any citizen could maintain an action to enforce the provisions of this act.
 47. Private Acts of 1953, Chapter 415, amended Private Acts of 1949, Chapter 239, Section 1, to provide that the County Judge as a member and Chairman of the County Road Commission would with the Commission inspect the roads in Wilson County in September of each year, reduce the inspection to a detailed report of the conditions of the road and formulate a program for the coming year which must be approved by a majority of the Road Commission before any road work could be done or any funds spent in that year, for which duty and extra work the County Judge would be paid \$350 per annum. Section 4 was changed to increase the monthly salary of the Secretary to the Commission from \$150 to \$200, and Section 11 was altered to give the Supervisor of Roads control of all the machinery, equipment, and supplies, for the benefit of the Wilson County road system as a whole.
 48. Private Acts of 1957, Chapter 102, amended Private Acts of 1949, Chapter 239, in Section One so that the 13th Civil District would be removed from the Second Road District and would become a part of the Third Road District. The Section was further amended to allow the Road Commissioners to succeed themselves in office for two terms and then could run again after sitting out one term. This Act was not approved by the Quarterly Court of Wilson County and never became an effective law.

49. Private Acts of 1959, Chapter 95, was an attempt to rewrite the Wilson County Road Law but was not approved by the Quarterly Court and thus failed to become effective. The Act established a road system for the county over which a three member County Road Commission, appointed to three year terms by the Quarterly Court, would have general supervision and control. The members would be sworn and bonded, elect their Chairman, be compensated at \$50 a month for the Chairman and \$25 for the members, would meet on the first and third Thursday of each month, and be in charge of the Workhouse. Roads were to be classified by traffic count and a long range program implemented. The Commission would fix personnel policies, act as the purchasing agency for the Road Department, award bids and let contracts. The Board would employ a County Supervisor of Roads to be in immediate charge.
50. Private Acts of 1961, Chapter 172, amended Private Acts of 1949, Chapter 239, by increasing the maximum monthly salary of the Secretary to \$300.

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