



County Technical Assistance Service
INSTITUTE *for* PUBLIC SERVICE

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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,

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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Chapter IX - Highways and Roads

Commissioner of Highways

Private Acts of 167-68 Chapter 35

SECTION 1. The salary of the Commissioner of Highways of Sullivan County shall be Nine Thousand (\$9,000.00) Dollars a year, payable in equal monthly installments out of the treasury of the county. If at any time the General Assembly shall by general law increase the maximum compensation of other elected county officials by amendment to Section 8-2403, Tennessee Code Annotated, the compensation of the Commissioner of Highways of Sullivan County shall automatically be increased to the amount specified for elected officials in Section 8- 2403, effective at the same time as the increase provided by any such amendment.

SECTION 2. Chapter 432 of the Private Acts of 1949, Chapter 703 of the Private Acts of 1951, Chapter 211 of the Private Acts of 1953, and Chapter 3 of the Private Acts of 1961 are repealed.

SECTION 3. If any provision of this act or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end the provisions of this act are declared to be severable.

SECTION 4. This act shall have no effect unless it is approved by a two-thirds ($\frac{2}{3}$) vote of the quarterly county court of Sullivan County at or before the next regular meeting of the court occurring more than thirty (30) days after its approval by the governor. Its approval or non-approval shall be proclaimed by the presiding officer of the court and certified by him to the Secretary of State.

SECTION 5. For the purpose of ratifying this act as provided in Section 4, it shall take effect on becoming a law, the public welfare requiring it, and for all other purposes, on September 1, 1970.

Passed: March 22, 1967.

Regulation of Traffic

Private Acts of 1921 Chapter 538

SECTION 1. That for the purpose of this Act, the improved public roads shall include those roads commonly known as pike roads, have been or shall hereafter be improved by the use of funds arising from bond issues or better special funds for the improvement of such roads, including all macadamized, hard surface, or graded roads.

SECTION 2. That it shall be unlawful for any person, firm or corporation to operate or transport any vehicle whether motor driven or not, upon any of the improved public roads or bridges within the Counties to which this Act applies which vehicle and its load combined, shall weigh more than five tons except as hereinafter provided, and this tonnage shall include also, any trailers as part of said vehicle and its load, which are drawn close enough to the main vehicle or propelling power to admit of both or all being on the same span of any bridge at the same time.

SECTION 3. That any person, firm or corporation, who desires to transport heavier load than that provided in Section 2 of this Act, shall make application to the Board of Public Road Commissioners for a special permit to transport such load or loads over any of the said improved roads in said Counties. The application shall be made in writing and specified as nearly as possible. The extent of such transportations desired and on what roads. When such applications is made, the Board of Public Road Commissioners shall have the power in their discretion to issue such permit in writing, stating what roads and what tonnage may be used, any transported and for what length of time provided the person, firm or corporation making application for such permit shall keep the roads and bridges thus used by them in as good repair as when the permit was granted, and in addition shall make a monthly report on oath to the County Court Clerk of the number of days, or parts of days such heavy vehicles shall have been operated on said road or roads, during the preceding month, and pay to the said Clerk, in addition to other taxes now required by law, a special privilege tax of \$1.00 per day or part of day, for each vehicle operated, carrying a tonnage of more than five tons, which special privilege tax shall be paid by the Clerk into the pike roads repair fund of the County to be used by the Board of Public Roads Commission in the repair of the pike roads in the County. Said report shall be filed and said tax aid not later than the 5th day of the succeeding month. Said Commissioners may revoke said permit at any time.

SECTION 4. That it shall be unlawful for any person, firm or corporation, to use or operate any vehicle, upon any hard surfaced road or macadamized road in said Counties with such corrugations, cleats or rough surface on the tires as will injure the said road surface.

SECTION 5. That it shall be unlawful for any vehicle, the combined weight of which and its load shall exceed three tons to be used upon any of the said roads immediately after a hard freeze and a thaw comes and breaks the land and softens the road or after a hard rain which softens the road bed, until the roads shall have had time to settle back to their usual strength and normal condition. And that its shall be unlawful for any Motor Truck the combined weight of which and its load shall exceed three tons, to be used upon any of said roads between December fifteenth and April fifteenth following of each and every year.

As amended by: Private Acts of 1925, Chapter 384. .

SECTION 6. That all persons, firms or corporations operating a regular daily line of passenger traffic with motor driven vehicle or vehicles, over any of said roads, in addition to other taxes now required by law, a special monthly privilege tax of \$1.00 per month for each seat according to the seating capacity of such vehicle operated at any time during the month and the person, firm or corporation operating such line, shall make their report on oath to the County Court Clerk, and pay the said taxes not later than the 5th day of each succeeding month and said taxes shall be paid over by the Clerk into the pike road repair fund of the County to be used as other pike repair funds.

SECTION 7. That all persons, firms or corporations, who violate any of the provisions of this Act shall be guilty of a misdemeanor and upon conviction thereof, shall be fined not less than \$25.00 nor more than \$50.00 for each offense. Which fine shall be paid into the pike road repair fund of said County to be used as other repair funds in the repair of said pike roads. They shall also be liable to the County for damage for transporting excessive loads over the said roads in violation of this Act, which shall include any actual damage to the said roads and such punitive damages as the jury may think proper under the circumstances, and the Court may, in its discretion, revoke the license of such person, firm or corporation, obtained for the purpose of operating such vehicles, as has been run in violation of this Act.

SECTION 8. That the provisions of this Act shall not apply to the moving of engines and threshing machines used for threshing purposes, nor to machinery or vehicles and their loads used in the construction or repairing of roads in the County.

SECTION 9. That this Act shall apply only to Counties having a population of not less than 36,000 nor more than 37,000 according to the Federal Census of 1920, or any subsequent Federal Census, nor shall it apply within the limits of incorporated towns within the Counties affected by this Act.

SECTION 10. That it shall be the duty of the sheriff, deputy sheriffs and constable of the County to apprehend all violation of this Act, and to see that the criminal provisions hereof, are enforced and to this end in case such officer has a well grounded belief that an excessive load is being transported in violation of this Act, he may require that the load be weighed at the most convenient place, and if it cannot be done at a more convenient place, the officer may require the load to be taken to the nearest scales belonging to the County for that purpose, and it shall be a misdemeanor for any person in charge of said vehicle or load to refuse to transport it to the place of weighing.

SECTION 11. That the declaring of any section of this Act to be unconstitutional by the Courts of the State shall not invalidate the remainder of this Act.

SECTION 12. That all laws and parts of laws in conflict with this Act be and the same are hereby repealed, and that this Act take effect from and after its passage, the public welfare requiring it.

Passed: March 29, 1921.

Road Law

Private Acts of 1929 Chapter 201

SECTION 1. That Chapter 73 of the Private Acts of 1913 and all amendments thereto be, and the same are hereby repealed and the present road overseers will make their final settlement with the Judge of the County Court not later than March 20, 1929, and turn over to the Commissioner of Highways for said County all books, papers, tools, money and other effects of the County which are in their hands.

SECTION 2. That all roads heretofore laid out by statute as public roads and have been declared by law to be public roads, outside of incorporated towns, be, and the same are, declared to be public roads when classified under this Act, but no road which is not taken charge of and classified under this Act shall be considered as a public road; and all public roads are hereby declared to be the property of the County.

SECTION 3. That the Quarterly County Court at its April term, 1929, the Magistrates of each district preparing and filing a classified road map or sketch of the roads in their respective districts, shall classify the various public roads in the County.

This classification shall be as follows:

- (a) State Highways.
- (b) Improved Public Roads.
- (c) District Roads.

All roads when classified and declared to be public roads by the Quarterly County Court at its April term, 1929, or any succeeding term, shall be under the supervision and control of the Commissioner of Highways except where the State Highway Department has taken over the maintenance and control of the State Highways.

SECTION 4. That no citizen of said Counties, either inside or outside the incorporated towns, shall be subject to road labor, except the Commissioner of Highways shall have the authority to request assistance from the citizens living upon any district road to assist in the improvement of the road at such time as the Commissioner may have funds and material available for the improvement of said road.

SECTION 5. That all road work upon all of the improved roads and district roads of the County shall be under the supervision and control of the Commissioner of Highways for said County and in the improvement and maintenance of the improved roads and district roads the Commissioner of Highways shall have authority to employ such assistants as in his judgement may be necessary and pay them such salary as to him may seem advisable and which would be proper and customary for the amount of work desired. All amounts paid by the Commissioner of Highways to be paid by warrant of the County Judge, upon requisition issued by Commissioner of Highways.

SECTION 6. That all applications to open, change, or close a highway shall be made to the Judge or Chairman of the County Court by petition who shall, within ten days thereafter, appoint three disinterested householders or freeholders and citizens of the County who shall, within ten days after such appointment, notify the person first named on the petition of the date on which they will be present at the beginning point mentioned in the petition to act upon the application. Five days written notice of the date and beginning point shall be given by the petitioners to all resident persons owning or controlling any land to be affected by the proposed change or new road, as the case may be, and non-resident persons whose lands will be affected thereby shall be notified by publication as now provided by law. It shall be the duty of the said three Commissioners to attend at the appointed time and place and, if the proper notices have been given to the interested parties, they shall first take and subscribe to an oath to view out the said proposed new road or change to be made without favor or prejudice toward any person interested and with a view to doing justice to all parties concerned, to the best of their ability. They shall then act upon the application, lay out the said road or change if they think it advisable, assess damages if in their judgement there should be any, and report their action to the next quarterly term of the County Court; and with their report they will file the original petition, the notices, and all other papers in their possession pertaining to said work. The Quarterly Court shall consider the whole matter and make just such order opening, changing or closing the said road as they deem most advisable, and they shall appropriate a sufficient amount of the Countys funds to pay the cost of said proceeding and damages to landowners or other persons affected by such change. Any person aggrieved by the action of the County Court shall have the right to appeal to the next term of the Circuit Court; provided, he shall perfect his appeal within ten days after the decision of the County Court by giving bond or taking the pauper oath. The Commissioners shall each receive one dollar per day for their services.

SECTION 7. That the Commissioner of Highways in his discretion shall have authority to recommend the opening, closing, changing or relocating of any of the district roads of the County, and such recommendation when transmitted to the Judge of the County Court, shall be treated as a petition under Section (6) hereof.

SECTION 8. That the Commissioner of Highways in the discharge of his duties over the district roads shall have full authority to employ all necessary engineering help, to locate, relocate, map and designate all of the district roads in the County, and shall have the authority to make all property owners set back their fences to such point as will allow the improvement of the road in proper manner to be maintained.

SECTION 9. That the Commissioner of Highways for said County shall, for his services in looking after the district roads above placed under his care, receive as compensation the sum of \$50.00 per month to be paid from the road fund of the County.

SECTION 10. That all laws and parts of laws in conflict with this Act be, and the same are hereby, repealed.

SECTION 10a. That this Act shall apply to each county in the State having a population of not less than

36,200 nor more than 36,265, according to the Federal Census of 1920, or any subsequent Federal Census.

As amended by: Private Acts of 1929, Chapter 488..

SECTION 11. That this Act take effect from and after its passage, the public welfare requiring it.

Passed: February 19, 1929.

Sullivan Court Department of Highways

Private Acts of 1925 Chapter 663

SECTION 1. That there is hereby created and established a Department of Highways for Sullivan County, Tennessee; that all the powers necessary for the administration of said Department of Highways shall be vested in an administrative officer, whose title shall be Commissioner of Highways; that said Commissioner of Highways shall be elected by the Quarterly County Court of Sullivan County, on the first Monday in April, 1923, and he shall hold his office by virtue of such election until the next regular county election to be held in August, 1924, at which election a Commissioner of Highways shall be elected by a vote of the people of the county, in the same manner as other county officers are elected, and each succeeding four (4) years thereafter, to assume office on September 1 following his election. Said Commissioner, however, shall hold his office until his successor is elected and qualified. In case of vacancy in said office at any time between sessions of the Quarterly County Court, either by death or otherwise, the County Judge or Chairman shall fill said vacancy by appointment until the next term of the County Court, at which time the County Court will fill said vacancy by electing a Commissioner to serve until the next regular election. Before entering upon the duties of his office, the said Commissioner shall give bond in the sum of Twenty Thousand (\$20,000.00) Dollars, with two or more good and solvent sureties or in some reputable guarantee company for the faithful performance of his duties as such Commissioner, and the proper handling and paying out of all funds that may come into his hands as such Commissioner, which bond shall be approved by the Judge of the County Court, and filed with the County Court Clerk, who shall be the custodian of the bond. He shall also subscribe to an oath to faithfully perform the duties of his office without favoritism and to the best of his skill and ability, and to be filed along with the said bond.

As amended by: Private Acts of 1965, Chapter 257.

SECTION 2. That the salary of said Commissioner of Highways shall be Twenty-Four Hundred (\$2,400.00) Dollars per annum, and his expenses while actually engaged in the duties of the office. However, if such Commissioner shall also act as Engineer for the county, which he may do if he is a civil engineer, and has had experience in road building, and in that case if said Commissioner of Highways performs the duty of Commissioner and Engineer, his salary shall be Three Thousand (\$3,000.00) Dollars per annum, and his necessary expenses while in actual performance of his duty. His expense account, however, shall be itemized and sworn to and audited by the Judge of the County Court before payment. The salary of said Commissioner, and all salaries and expenses incident to the running of said Department of Highways, shall be paid out of the ordinary funds of the county, unless the Quarterly County Court shall provide a different fund therefor, which they may do by special levy or from any road funds that may be on hand; said salaries and all administrative cost of said Department of Highways may be paid monthly by the County Judge by warrant or voucher drawn upon the Trustee of the County, but a copy or duplicate of such monthly statements shall be filed with the County Court Clerk and presented to the Quarterly County Court in the miscellaneous accounts under the head of salaries, etc., and certified by said Clerk along with other allowances made by the court for salaries in other departments of the county.

As amended by: Private Acts of 1925, Chapter 450,
Private Acts of 1929, Chapter 924,
Private Acts of 1933, Chapter 461,
Private Acts of 1935, Chapter 600.

SECTION 3. That the Quarterly County Court of said county shall, by resolution, provide for the necessary Engineers, Clerk and Bookkeepers or other assistants for said department, by designating the offices and fixing the salaries of such employees; but said Engineers, Clerks and Bookkeepers or employees shall be selected or employed by the Commissioner of Highways, and shall hold office at his pleasure and be subject to his directions, it being the intention of this Act that all questions arising in said Department of Highways that are not delegated to the Commissioner of Highways shall be settled by the Quarterly County Court if the Court should so desire.

SECTION 4. That said Commissioners of Highways shall have charge of all the public highways within the

county, including both the improved or pike roads and the unimproved public roads of the county. He shall be charged with the construction and maintenance of all said roads, and for this purpose he shall have charge of all the machinery, tools and road equipment belonging to the county, all quarries and quarry sites. He shall have charge of all county road funds that may come into his hands by order of the County Court or by any laws now existing or hereafter passed, that provide funds to be placed in the hands of the Department of Highways provided, that after this Act takes effect all funds belonging to or appropriated by the Quarterly County Court for the use of the Department of Highways shall be placed in the custody of the Trustee of the county, and credited by said Trustee to the Department of Highways; and no expenditures shall be made from these funds, except upon an itemized statement signed by the Commissioner of Highways, which statement shall be submitted to the Judge of the County Court who shall, if he approved the same, issue a voucher or vouchers upon the Trustee of the county directing said Trustee to make payment. The Commissioner of Highways shall succeed to all the duties of the present Board of Public Road Commissioners of the county, and assume and perform all duties now imposed on said Board of Public Road Commissioners by law and by orders and resolutions of the Quarterly County Court not in conflict with the provisions of this Act. The Commissioner of Highways shall be the custodian of all the records, books and papers of every kind and character now in the hands of the Board of Public Road Commissioners of the county, and all other records pertaining to public road matters in the county which do not properly belong in the County Court Clerks office, and it shall be the duty of the present Board of Public Road Commissioners upon the election and qualification of the Commissioner of Highways, as provided in this Act, to turn over to said Commissioner of Highways all the papers, documents, books and records and all machinery, tools and other property belonging to the county now in the hands of said Board of Public Road Commissioners. The Department of Highways for Sullivan County shall be authorized to own and operate a plant or facility for the manufacture or production of hot mix asphalt. Within the funds available for such purpose, the Department of Highways shall be authorized to expand, replace, or alter such plant or facility. It shall be authorized to sell, trade, barter, loan or give away the product of any such plant or facility to any municipality within the boundaries of Sullivan County as may be authorized by resolution of the Quarterly County Court.

As amended by: Private Acts of 1977, Chapter 52.

SECTION 5. That the Quarterly County Court shall have the power at any and all times, to pass resolutions or orders, setting out and designating the duties of the Commissioner of Highways and the entire working of the Department of Highways in so far as the same are not otherwise designated by law; provided, that the Commissioner of Highways shall make to the Quarterly County Court at each regular meeting a report covering the work done by his department during the past three months and giving a classified statement of all moneys expended by his department during this period; such report shall also show in detail the amount and cost of work done on each road or section of road in the county.

SECTION 6. That the Commissioner of Highways shall be the proper authority enter into, and execute all contracts for the construction and maintenance of highways either with the Federal Government, State Government or with local contractors, unless otherwise provided by order of the Quarterly County Court.

SECTION 7. That the Quarterly County Court shall provide all rules and regulations under which the Commissioner of Highways and the Department of Highways shall operate, where the same is not clearly designated and set out by law.

SECTION 8. That Chapter 530 of the Private Acts of the General Assembly of the State of Tennessee, of 1919, and all other Acts in conflict with this Act, be and the same are hereby repealed.

SECTION 9. That this Act take effect on the 2nd day of April, 1923, the public welfare requiring it.

Passed: February 15, 1923.

Trees and Shrubbery

Private Acts of 1925 Chapter 663

SECTION 1. That, in all counties of this State having a population of not less than 36,000, nor more than 37,000, according to the Federal Census of 1920, or any subsequent Federal Census, the County Court be, and is hereby, given the authority to plant trees and shrubbery along the State highways already constructed, and along others now being constructed, or those which may be hereafter constructed, and as hereinafter provided, in order to beautify and adorn said State highways and make them attractive to tourists.

SECTION 2. That in selecting trees to be planted, special attention should be paid to the selection of trees of rapid growth, as well as good shade and beautiful trees. Said trees to be planted on either side of said State highways, not more than seventy-five (75) feet apart, with beautiful shrubbery alternating between said trees to be so planted as not to interfere with telephone or electrical wires, ditches, etc., along said State highways, so as not to injure lands abutting there on, and so as not to interfere with the rights of abutting land owners building on or living along said State highways.

SECTION 3. That the planting of trees and shrubbery along said State highways shall at all times be under the supervision and control of the State Highway Commission, but subject to the general supervision and control of the State Highway Commission, the County Court shall have and exercise full and complete authority and control as to the selection of trees and shrubbery to be planted hereunder, as to the way and manner in which they are planted, and as to the way and manner in which they are looked after and cared for.

SECTION 4. That the purchase, planting and caring for trees and shrubbery along the State highways in all counties of this State, coming under the provisions of this Act, shall be paid for by the County Court out of any moneys in its hands, or that may come into its hands, available for State highway purposes.

SECTION 5. That this Act shall only apply to the county or counties of this State, having a population of not less than 36,000 nor more than 37,000, according to the Federal Census of 1920, or any subsequent Federal Census, and shall only apply to State highways; that is, highways built in whole or in part by State or Federal aid, or both.

SECTION 6. That this Act take effect from and after its passage, the public welfare requiring it.
Passed: April 9, 1925.

Highways and Roads - Historical Notes

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

1. Private Acts of 1829-30, Chapter 94, compelled the citizens of the towns and corporations in Sullivan County to work on public roads.
2. Private Acts of 1829-30, Chapter 303, provided for the upkeep of the Ford Road in Sullivan and Hawkins County.
3. Private Acts of 1831, Chapter 138, stated that it would be the duty of the solicitor general of the first and second solicitorial districts to give charge to the grand jury at each and every county and circuit court term of Hawkins and Sullivan counties to inquire if observers were regularly appointed for the Ford Road near Frederick A. Ross' bridge.
4. Private Acts of 1857-58, Chapter 131, Section 10, extended the benefits of this act to Sullivan County which called for the maintenance of public roads through taxation. This act was amended by Private Acts of 1859-60, Chapter 91, so as to make legal the result of the vote to tax the public for the up keep of roads and to appoint road supervisors.
5. Private Acts of 1859-60, Chapter 54, provided that the amount of road tax collected from each civil district in Sullivan County be used in the district where levied and collected.
6. Public Acts of 1883, Chapter 172, authorized Sullivan County to build a turnpike road from Bristol to Kingsport, and to issue bonds in denominations of \$50, \$100, \$200, \$500 and \$1,000, bearing an interest rate of 6%, payable annually.
7. Public Acts of 1899, Chapter 262, authorized the Sullivan County Court to issue bonds not to exceed \$100,000 for the purpose of building roads and bridges. These bonds were to mature from 10 to 30 years after issuance and to bear interest at a rate not to exceed 5% per annum. This act was amended by Private Acts of 1901, Chapter 476 and Acts of 1907, Chapter 336.
8. Public Acts of 1901, Chapter 136, regulated the working and laying out of public roads in all counties in the state except those having a population of 70,000 inhabitants and over according to the Federal Census of 1900.
9. Acts of 1903, Chapter 452, authorized Sullivan County, through its county court, to inaugurate general improvements in its public roads by the levy and expenditure of a special tax of 50 cents on every \$100 upon all taxable property, for the payment of the improvements so made.
10. Acts of 1909, Chapter 169, authorized the Sullivan County Court to issue bonds in the amount of \$300,000 to build public roads and bridges. These bonds were to bear interest at a rate not to exceed 5%. Actions taken pursuant to this act by the county court were validated by Private Acts

of 1915, Chapter 56.

11. Private Acts of 1911, Chapter 620, was a bond issuance of \$200,000 for purposes of building, upgrading and maintaining roads and bridges in Sullivan County. These bonds bore an interest rate not greater than 5%; road commissioners were appointed to superintend the work performed under the act. This act was amended by Private Acts of 1913, Chapter 295, and Private Acts of 1915, Chapter 39, to extend the term of the road commissioners and clarify their duties.
12. Private Acts of 1913, Chapter 73, regulated the laying out and maintaining of a public road system in Sullivan County. This act was amended by Private Acts of 1915, Chapter 296, by providing that the refusal of any person to do road work, according to the provisions of the act, constituted a misdemeanor. Private Acts of 1913, Chapter 73, was repealed by Private Acts of 1929, Chapter 201.
13. Private Acts of 1913, Chapter 322, authorized and empowered Sullivan County to levy +and collect special taxes to repair, improve and maintain macadam roads.
14. Private Acts of 1915, Chapter 543, authorized the Sullivan County Court to issue bonds in the amount of \$100,000, at an interest rate not to exceed 5%, for the purpose of building, upgrading and maintaining roads.
15. Private Acts of 1917, Chapter 115, regulated travel over the county highways in Sullivan County and prescribed penalties for those who violated this act.
16. Private Acts of 1919, Chapter 409, authorized Sullivan County to issue \$200,000 for the purpose of locating and building all public roads and bridges. These bonds matured in a period from 10 to 30 years and bore interest at a rate which did not exceed 5%.
17. Private Acts of 1919, Chapter 530, authorized the county court of Sullivan County to create and elect a board of public road commissioners, and gave the county court full and complete power to fix the salaries of the commissioners and to make all rules under which said commissioners work. This act was repealed by Private Acts of 1923, Chapter 111.
18. Private Acts of 1921, Chapter 514, authorized the county court of Sullivan County to issue interest bearing county warrants to build and improve roads. The warrants were to be issued in the amount the county desired and bore interest at a rate which did not exceed 6%.
19. Private Acts of 1921, Chapter 536, provided for locating and building or re-building all public roads and bridges in Sullivan County by issuing \$700,000 in bonds for the purpose of building and improving roads. These bonds matured within 10 to 40 years and bore interest at a rate which did not exceed 5%. This act was duplicated by Private Acts of 1921, Chapter 892.
20. Private Acts of 1923, Chapter 542, authorized the county court of Sullivan County to issue \$25,000 in interest bearing county warrants to repair roads. These warrants bore an interest rate which did not exceed 6%.
21. Private Acts of 1927, Chapter 47, regulated traffic upon the public roads of Sullivan County.
22. Private Acts of 1927, Chapter 270, authorized the county court of Sullivan County to levy a special tax for the purpose of grading and macadamizing the public roads in the county. This act was repealed by Private Acts of 1967-68, Chapter 139.
23. Private Acts of 1927, Chapter 271, authorized the county court of Sullivan County to issue \$25,000 in interest bearing county warrants for the purpose of providing funds to cooperate with the citizens in grading, macadamizing and improving any of the public roads of said county, and provided a special levy to pay said warrants.
24. Private Acts of 1929, Chapter 597, authorized the Sullivan County Court to issue interest bearing warrants to pay off previously issued interest bearing warrants which were outstanding.
25. Private Acts of 1931, Chapter 67, authorized Sullivan County to issue and sell \$10,000 of bonds to build and upgrade roads. These bonds bore an interest rate which did not exceed 5%. This act was repealed by Private Acts of 1935, Chapter 274.
26. Private Acts of 1937, Chapter 309, fixed and regulated the compensation of the commissioner of highways for Sullivan County at \$3,000 per annum. This act was amended by Private Acts of 1947, Chapter 756, so as to increase the salary of the commissioner of highways to \$4,000 per annum.
27. Private Acts of 1937, Chapter 857, authorized Sullivan County to issue \$9,000 in negotiable, interest bearing tax anticipation notes for the purpose of acquiring rights of way for a road leading from Blountville via Tri-City Airport to the Johnson City to Kingsport Highway. These notes bore an interest rate which did not exceed 5% per annum.

28. Private Acts of 1943, Chapter 101, authorized Sullivan County to issue \$50,000 in bonds for the purpose of reimbursing the county for expenditures made through its highway department for the construction of roads in said county. These bonds bore an interest rate which did not exceed 3½%.
29. Private Acts of 1947, Chapter 262, authorized Sullivan County to transfer funds not in excess of \$50,000 from the general or ordinary fund of the county to the highway and road department and authorized the county officials to use the transferred money to purchase necessary machinery and equipment for the building and repair of the county roads.
30. Private Acts of 1947, Chapter 677, authorized Sullivan County to issue bonds in the amount of \$750,000 to improve the county roads. These bonds were required to be approved by the voters and bore an interest rate which did not exceed 5% per annum.
31. Private Acts of 1949, Chapter 432, fixed the salary of the Sullivan County Highway Commissioner at \$5,000 per annum. This act was amended by Private Acts of 1951, Chapter 703, so as to authorize the quarterly county court to increase the salary of the highway commissioner to \$6,000 per annum. Private Acts of 1953, Chapter 211, further amended Private Acts of 1949, Chapter 432, so as to authorize the quarterly county court to increase the salary of the highway commissioner to \$7,000 per annum. Private Acts of 1953, Chapter 211, was amended by Private Acts of 1961, Chapter 3, so as to increase the salary of the highway commissioner to \$8,200 per annum. Private Acts of 1949, Chapter 432, was repealed by Private Acts of 1967-68, Chapter 35.
32. Private Acts of 1949, Chapter 902, authorized Sullivan County to issue \$400,000 in bonds to build and improve roads and bridges. These bonds matured within 25 years and bore an interest rate which did not exceed 3% per annum.
33. Private Acts of 1959, Chapter 238, would have amended Private Acts of 1953, Chapter 211, so as to increase the salary of the Sullivan County Highway Commissioner to \$8,200 per annum, however, this act was rejected or disapproved by Sullivan County and therefore never became law.
34. Private Acts of 1963, Chapter 10, would have amended Private Acts of 1923, Chapter 111, so as to provide for the election of the Sullivan County Highway Commissioner for a four year term from and after the next regular county election to be held in August, 1964; however, this act was rejected or disapproved by Sullivan County and therefore never became law.
35. Private Acts of 1967-68, Chapter 139, authorized the quarterly county court of Sullivan County to levy a special highway tax of 50 cents on every \$100 which was collected by the county trustee and paid into the county highway fund.

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