



February 05, 2025

Highways and Roads - Historical Notes

Dear Reader:

The following document was created from the CTAS website (ctas.tennessee.edu). This website is maintained by CTAS staff and seeks to represent the most current information regarding issues relative to Tennessee county government.

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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Table of Contents

Highways and Roads - Historical Notes	3
--	----------

Highways and Roads - Historical Notes

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 Also referenced below is an act which repealed prior law without providing new substantive provisions.

1. Acts of 1853-54, Chapter 264, authorized Hiram Phillips of Polk County to build a bridge over the Conasauga River at Kennedy's old stand with the requirement that this bridge be constructed substantially above the high water mark.
2. Acts of 1859-60, Chapter 114, directed the County Court to classify public roads into three different classes and to assess a tax upon the property and polls of the county for the repair and upkeep on the county roads.
3. Private Acts of 1951, Chapter 416, was a general road law for Polk County, setting up the County Superintendent of Roads as the executive head of the Department of Roads. There was an attempt to amend this act by Private Acts of 1961, Chapter 211, which would have raised the salaries of both the Road Superintendent and his secretary; but this act was rejected by the Polk County Quarterly Court.
4. Private Acts of 1967-68, Chapter 88, was an attempt to create a new road law for Polk County, which was amended by Private Acts of 1967-68, Chapter 166, to provide that voting machines should be used in the ratification referendum. This new road law was rejected by the Polk County voters and never became effective.
5. The Private Acts of 1969, Chapter 18, amended the Private Acts of 1951, Chapter 416, by adding to Section 7 that the superintendent of Roads be empowered to employ a secretary and that the position would pay \$3,000 per year.
6. Private Acts of 1971, Chapter 114, created the office of County Road Superintendent who was to receive a salary of \$7,800 per annum. This act was repealed by Private Acts of 1976, Chapter 270.

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