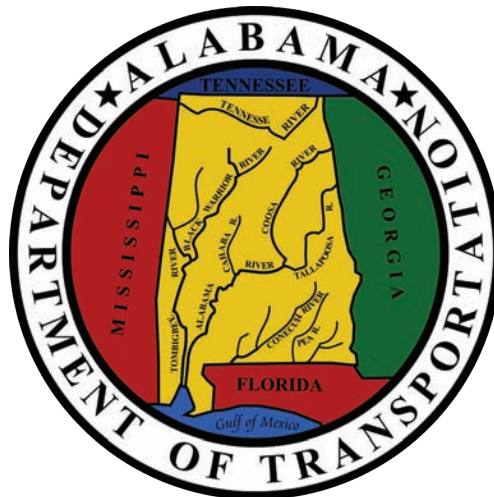




**106TH ANNUAL REPORT
FISCAL YEAR 2017**

ONE HUNDRED SIXTH ANNUAL REPORT



FISCAL YEAR 2017
OCTOBER 1, 2016 - SEPTEMBER 30, 2017

MISSION STATEMENT

To provide a safe, efficient, environmentally sound intermodal transportation system for all users, especially the taxpayers of Alabama. To also facilitate economic and social development and prosperity through the efficient movement of people and goods and to facilitate intermodal connections within Alabama. ALDOT must also demand excellence in transportation and be involved in promoting adequate funding to promote and maintain Alabama's transportation infrastructure.

Code of Alabama 23-1-35

On or before April 1 in each year, the State Department of Transportation shall submit a printed report to the Governor, stating as nearly as possible the number of miles of road built or improved and also the culverts and bridges constructed during the preceding fiscal year, showing the cost and general character of same, and the location of material suitable for road construction, showing where such roads, culverts, and bridges have been constructed. The department shall also recommend to the Governor and Legislature such legislation as it deems advisable and furnish any other information concerning road and bridge improvements as may be deemed expedient by the Governor and the Legislature.

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Kay Ivey
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

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John R. Cooper
Transportation Director

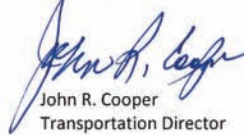
March 30, 2018

The Honorable Kay Ivey
Governor of Alabama
State Capitol
600 Dexter Avenue
Montgomery, AL 361130

Dear Governor Ivey:

Please find enclosed one copy of the Alabama Department of Transportation's 106th Annual Report. Additional copies are available by contacting Mrs. Haley Ansley at (334) 242-6729.

Sincerely,



John R. Cooper
Transportation Director

JRC/TH/

Enclosure

**Alabama Department of Transportation
Central Office, Bureau and Region Leadership
As of September 30, 2017**

Transportation Director

John Cooper

Fleet Management

Willie Bradley

Finance and Audits Bureau

Bill Flowers

Legal Bureau

Jim Ippolito

Chief Engineer

Don Arkle

Innovative Programs Bureau

Steven Walker

Policy and Planning

Ed Austin

County Transportation Bureau

Ed Phillips

Office Engineer Bureau

Clay McBrien

Pre-Construction

Rex Bush

Bridge Bureau

Tim Colquett

Design Bureau

William Adams

Quality Control Bureau

Terry McDuffie

Right-of-Way Bureau

Philip Shamburger

Operations

George Conner

Construction Bureau

Skip Powe

Equipment Bureau

Stan Carlton

Maintenance Bureau

Stacey Glass

Materials and Test Bureau

Scott George

Administration

Lamar Woodham

Aeronautics Bureau

John Eagerton

Air Transportation

Brian DeKruyff

Compliance and Business Operations Bureau

Clarence Hampton

Computer Services Bureau

Michael Stokes

Media and Community Relations Bureau

Tony Harris

Office of Homeland Security

Bob McWhorter

Research and Development Bureau

Michelle Owens

Special Counsel

Ellen Leonard

Training Bureau

Maxine Wheeler

Personnel Bureau

Steve Dukes

Region

Region Engineer

North Region

Curtis Vincent

East Central Region

DeJarvis Leonard

West Central Region

James D. Brown

Southeast Region

Steve Graben

Southwest Region

Vince Calametti

A YEAR IN REVIEW

Infrastructure and funding challenges were major issues for the Alabama Department of Transportation in the 2017 fiscal year. At a time when maintenance and construction needs have reached unprecedented levels, ALDOT has placed its focus on system preservation and maintenance out of fiscal necessity.

In fact, 54 percent of ALDOT's \$1.32 billion budget for FY '17 went toward system preservation and maintenance (\$707 million). Of that amount, \$450 million goes toward maintenance and resurfacing of Alabama's state, U.S. and interstate highways, and for bridge replacement.

ALDOT's \$1.32 billion budget is affected when \$288 million (22 percent) is diverted by Congress or the Legislature to cities, counties, Metropolitan Planning Organizations, the Alabama Law Enforcement Agency, the Administrative Office of Courts, and to fulfill other federal and state mandates. The remainder is available for Department officials to apply toward a list of budget categories where needs exceed available funding.

With 54 percent of the ALDOT budget going toward system preservation and maintenance, there is still some deferred maintenance that cannot be avoided – both in terms of resurfacing and bridge replacement.

The biggest limitation from ALDOT's current state of funding is that only about \$135 million is available annually for capacity and new construction projects. That means that projects for bypasses, additional lanes and interstate widening from all five Regions are competing for a small pot of available funding.

According to the Alabama Statewide Transportation Plan, completed in July of 2017, it is projected that ALDOT would need to invest nearly \$7.8 billion in additional capacity through 2040 to simply maintain conditions and mitigate worsening conditions.

Inadequate state funding continued to be a public policy challenge in 2017. The Alabama Legislature engaged in discussions about state funding during its 2017 Regular Session, but couldn't gain enough consensus or support to take any definitive action. A bill to increase the state gasoline and diesel fuel excise tax by nine cents in increments of 4 cents on September 1, 2017, an additional 2 cents on September 1, 2019, and an additional 4 cents on September 1, 2024, died in the House without ever coming to a vote. The proceeds from the new revenue would have been divided between ALDOT and the cities and counties to retire the debt service associated with a \$2.4 billion bond issue to jump-start transportation infrastructure improvements. In 2015 and 2016, various drafts of legislation to increase the state gasoline and diesel fuel excise tax lacked enough support to ever be introduced. The bill introduced in 2017 was recipient of the House of Representative's Shroud Award, given annually for the piece of legislation deemed by representatives as "the deadest bill of the legislative session."

ALDOT's budget balancing act is even more challenging because of an aging system of state, U.S. and interstate highways. Even with the financial challenges of flat and inadequate revenue sources, the 2017 fiscal year still resulted in a record-setting year for projects let to contract for ALDOT (\$1.3 billion). The record-setting year was made possible by taking bids on and awarding the contract for Phase 3 of the Central Business District Bridges project.

With a bid amount of \$474.78 million, Phase 3 pushed the total amount of ALDOT projects let to contract to \$1.3 billion for the 2017 fiscal year. The previous record-setting year for projects let to contract was \$907 million in the 2014 fiscal year.

The CBD project was initiated in 2011 to replace a critical link in the interstate that

crisscrosses downtown Birmingham. The CBD Bridges carry Interstate 59/20 for 1.5 miles above downtown Birmingham streets. The elevated stretch, like this stretch of I-59/20 itself, was opened in 1971 with a traffic capacity of 80,000 vehicles daily. Today, this stretch of interstate carries over 160,000 vehicles daily and is rapidly deteriorating under its traffic load. By 2035, this number is expected to increase to more than 225,000 vehicles per day.

ALDOT's original plan called for replacing the decks, but was expanded to address safety concerns, congestion and accessibility. Other options – specifically relocating along the Finley Boulevard corridor or burying the interstate – were studied and ruled out because they were not practical, feasible or affordable.

The project was broken into four phases. Phase A was contracted in March 2015 to reconstruct two bridges over I-59 north of Red Mountain Expressway. The bridges were completed in Fall 2017. Work on Phase I began in September 2015 and was completed in the Fall of 2016. Much of that work involved the widening of some bridges along I-65 and elevating of some bridges in the interchange of I-59/20 with I-65. Phase II, which involves redesigning and constructing the new interchange ramps at I-65, should be completed by late 2018. Work on Phase III will involve the replacement of bridges at the interchange between I-59/20 and Red Mountain Expressway. It also involves the replacement of the bridges that carry I-59/20 through downtown. The entire project is expected to be complete in late 2020.



The overall project is expected to have a total cost of more than \$700 million. The 59/20 bridge project is the costliest ALDOT project ever. For context, the Wallace Tunnels were completed in 1973 at a cost of \$50 million, or \$315.87 million adjusted to inflation.

To balance the costs of the 59/20 project with available funds, ALDOT funded \$687 million, or 98 percent, through bonds. With the state's AAA bond rating, the debt will be retired by 2037.

At the same time ALDOT is responding to the need to reconstruct a critical link through downtown Birmingham along I-59/20, major planning is under way to relieve the worsening bottleneck on I-10 where the Wallace Tunnel connects Mobile and Baldwin counties on opposite sides of the Mobile River. ALDOT is aggressively developing

plans for a proposed new I-10 Mobile River Bridge and Bayway that would increase the capacity of I-10 by constructing a six-lane bridge and a new eight-lane Bayway. The project is planned as Alabama's first Public-Private Partnership, with a Request for Qualifications issued in late September 2017 seeking interest from joint-venture project teams with experience in Design-Build-Finance-Operate-Maintain projects. The project's ambitious timeline calls for selecting a joint-venture project team as ALDOT's P3 partner by the end of 2018, with construction possibly beginning before 2020.

Out of necessity, ALDOT annually maintains an active presence during sessions of the Alabama Legislature to advocate for passage of bills beneficial to the Department and to address bills that might have an adverse impact. During the Legislature's 2017 Session, ALDOT successfully advocated for passage of five bills with significant benefits to the Department's operations.

HB421 (Act No. 2017-375): Rep. Steve McMillan sponsored a bill to authorize electronic toll collections and enforcement for private or public toll-operated roads or bridges. The version as passed contains a provision for suspension of the driver's license for failure to pay tolls; ALDOT intends to seek an amendment in 2018 to make suspension of vehicle registration the primary penalty for failure to pay tolls to be in line with the common practice of all other states engaged in tolling. This bill gained final passage on May 17, 2017.

SB72 (Act No. 2017-279): Sen. Gerald Allen sponsored a bill to clarify Act. 2016-260 that raised the bid bond amount from \$10,000 to \$50,000 to clarify that the new bid bond amount applies only to public works projects awarded by ALDOT. This was a technical amendment to address a drafting error by the Legislature's bill writing office that had resulted in confusion over the intent of the bill to only apply to ALDOT projects, not public works projects of other awarding authorities. This bill gained final passage on May 3, 2017.

HB333 (Act No. 2017-229): Rep. Ken Johnson sponsored a bill to permanently establish a state excise tax for the sale of Liquefied Natural Gas and Compressed Natural Gas. It was important to establish state excise tax rates on these emerging alternative fuel sources. This bill gained final passage on April 25, 2017.

HB423 (Act No. 2017-393): Rep. Paul Lee sponsored a bill to enable ALDOT to pay uncontested claims up to \$5,000 without the approval of the State Board of Adjustment. It is believed that this would give the Department the ability to handle up to 80 percent of all uncontested Board of Adjustment claims without a hearing. This bill gained final passage on May 17, 2017.

HB214 (Act No. 2017-376): Rep. Phillip Pettus sponsored a bill to amend state law to allow faster clearance of crashed vehicles when there is no injury, death or impairment of any involved driver. Specifically, the new law allows drivers to move vehicles from the roadway after a crash, and enables ALDOT personnel and State Troopers to move or require a vehicle to be moved after a crash. The authority to move vehicles after a crash applies only to roadways under the jurisdiction of ALDOT. The goal is to reduce traffic hazards and obstructions to traffic flow, and is in keeping with the national movement to clear crashes more rapidly to reduce crash-related congestion and minimize the potential for secondary crashes. This bill gained final passage on May 17, 2017.

Changes in Administration

During the 2017 fiscal year the Department saw significant changes in administration at the Central Office. Transportation Director **John Cooper** appointed Southeast Region

Engineer **George Conner** as deputy director for operations following the retirement of **John Lorentson** after more than 40 years. **Steve Graben** was appointed as the region engineer for the Southeast Region, made vacant by Conner's appointment.



John Lorentson



George Conner

Alabama Transportation Rehabilitation and Improvement Program (ATRIP)

The purpose of Alabama Transportation Rehabilitation and Improvement Program is to rehabilitate and improve transportation infrastructure through the accelerated delivery of project funding. The program's goal since starting in 2012 is to address critical projects across the state to rehabilitate and improve existing infrastructure and in some cases, provide new infrastructure, at locations throughout the state. The program's focus is on essential needs relating to roads and bridges. Since 2012, there have been a minimum of five projects in each letting process. In fiscal year 2017 there were a total of 93 projects that totaled \$132.47 million.

ALDOT Leadership Academy

ALDOT hosted its inaugural Leadership Academy class in Spring 2017. Dating back to 2014, Deputy Director of Administration **Lamar Woodham** saw a need to foster leadership development throughout ALDOT. A Leadership Development Team was created consisting of 10 members from various Bureaus in the Central Office. The Leadership Academy was developed to motivate participants to begin a sustained journey on the path of leadership development, and to seek and acquire leadership skills, attitude and tools that best fit each participant's personal outlook and job situation.

The Leadership Academy consists of 17 different modules that help participants learn different skill sets that they can apply throughout not only their ALDOT careers, but their personal lives as well. These modules are taught by current and retired ALDOT leaders from the Administrative Bureau, Region Engineers, and Assistant Region Engineers, which brought a wealth of experience and credibility to the table.

The initial Leadership Academy consisted of two sessions, split between March and

April, and was hosted at the 4-H center in Columbiana, AL. The inaugural class consisted of 23 ALDOT employees from various Bureaus and Regions to participate in the first class. On April 27, 2017 the 23 individuals participated in a Graduation Ceremony, where they each received a leadership development coin from Chief Engineer **Don Arkle**, and received a certificate of completion.



Algo Traffic

Algo traffic provides live camera feeds, updates on Alabama roads and access to exclusive ALDOT information. Since late 2016, when Algo traffic went live, the app has been downloaded approximately 35,000 times and the website has about 2,500 visitors daily. The team is currently working on version two of the program.

ALDOT Employee Recognized as State Employee of the Year

Mr. Robert Turner, Service Patrol Operator Supervisor in the East Central Region, was selected as the 2017 State Employee of the Year. This is the first time a member of the ALDOT family has been selected for this honor.

Mr. Turner is one of the 10 original employees who helped launch the Alabama Service and Assistance Patrol program. Throughout his career, ALDOT has received numerous letters praising Mr. Turner for his helpful attitude and his willingness to go the extra mile. One letter even suggested that Mr. Turner be granted knighthood and subsequently referred to as “Sir Robert.” Mr. Turner has assisted



motorists with everything from hurricane evacuations to helping a family moving from Texas after their trailer caught fire. Several years ago, he sustained serious injuries himself after being involved in an accident while assisting a motorist. In the letter nominating Mr. Turner for State Employee of the Year, he was praised by a motorist for changing a flat tire in 100+ degree heat. The motorist added that her encounter with Mr. Turner was a bright spot in the middle of a very frustrating flat tire situation and that his service was above and beyond expectations.

Drive Safe Alabama

Drive Safe Alabama reached millions of stakeholders across the state with a work zone safety awareness campaign launched with press conferences in the north and southwest areas. Drive Safe Alabama reached one of the state’s most vulnerable road users, teenagers, by increasing the use of social media and online engagement, and outreach through high school programs and state sporting events.

Fatalities were down following a focused driving under the influence advertising and public relations campaign for the 2017 Independence Day Holiday. A new approach involved collaborating with the Montgomery County District Attorney’s Office, Alabama Law Enforcement Agency, Montgomery County Sheriff’s Department, Mothers Against Drunk Drivers, Montgomery County Commission and others for a pre-Independence Day safety press conference.



As part of our Alabama High School Athletic Association (AHSAA) partnership, Drive Safe Alabama had an exhibit booth at the Summer Conference Expo, reaching an audience of 4,000.



One of the examples from our digital ad campaign covering the importance of seatbelt use.

REGIONS

There are five regions throughout the state to serve the public through project development, implementation and maintenance to provide a safe, efficient and environmentally sound intermodal transportation system. Region offices plan, design and construct projects. They implement projects from pre-construction through completion and provide on-site management for ongoing projects. Working with state and local officials to meet project goals, they assist with securing agreements with property owners, utilities and businesses.



NORTH REGION

The North Region's largest and most complex ongoing project passed a major milestone in 2017.

Phase 1 of the South Memorial Parkway improvements project, a conversion of about 1.5 miles of U.S. 231/Alabama 53 in Huntsville to a four-lane expressway with two-lane frontage roads on either side, was completed in August, more than three months ahead of schedule. Phase 1 of the \$53.9 million project included construction of the service roads and replacement of the Martin Road bridge over U.S. 231, as well as other improvements on Martin Road, a major entrance for Redstone Arsenal. The new bridge is much wider than its predecessor to accommodate the expansion of Martin Road from two lanes to four lanes and the intersection of Martin Road with the service roads. Joint venture contractors Reed Contracting and Miller and Miller Inc. began work on the project in December 2015. Phase 2 of the project, construction of the mainline and two overpasses on U.S. 231, remains in progress with a completion deadline in June 2019.

The region also saw completion of two other major projects:

The \$13.5 million rehabilitation of the O'Neal Bridge, constructed in 1939, across the Tennessee River at Florence. The rehab project included painting, repair and replacement of framing and truss members, retrofitting traffic rails, repairing concrete, sealing cracks, resetting joints, ladder modifications, drainage improvements, and removal of a defunct "freeze-free" system. The project with contractor Seminole Equipment Inc. brought the nearly 80-year-old bridge up to standards and will potentially keep it in service an additional 30 to 40 years.

More than \$6.5 million in improvements at U.S. 31 and Alabama 20 in Decatur. This major intersection lies just south of the Hudson Memorial Bridge at the Tennessee River. Contractor Wiregrass Construction was tasked with replacement of asphalt on about a half-mile of the five-lane Alabama 20 with durable concrete to better withstand the wear of incessant heavy truck traffic. The project also relocated the left turn movements on U.S. 31 to the next intersection of U.S. 31 at Church Street to improve intersection functionality. The left turn from Alabama 20 to northbound U.S. 31 was expanded to three lanes, the northbound bridge was restriped to three lanes, and U.S. 31 northbound on the causeway was widened to three lanes, two of which merge to Alabama 20 eastbound north of the river.

WEST CENTRAL REGION

The West Central Region accomplished several major projects designed to improve safety, mobility and commerce during fiscal year 2017.

Interstate 20/59 in Tuscaloosa County saw the most attention as multi-year projects came to an end.

Additional lanes and bridge replacement on I-20/59 from south of US-11 to south of CR-32 were completed, while additional lanes were placed on I-20/59 from the CR-85 interchange to the US-11 interchange.

A bridge replacement occurred in Marion County on Highway 171 over the Buttahatchee River from south of the junction of CR-35 to north of the junction of Wakefield Street. The State also began a bridge replacement project on Highway 17 from north of the junction of CR-41 to south of the junction of CR-53.

In Walker County, a bridge was replaced on Highway 369 over Baker Creek and the Alabama Power Railroad.

Pickens County saw an upgrade on US-82 with additional lanes from Reform to west of Gordo.

The Gordo Bypass, a 6.2-mile project that started earlier this year, will allow motorists to experience a quicker and safer route through West Alabama.

One of the region's main upcoming projects will include additional lanes on Interstate 20/59 between Exit 73 and Exit 76 with an iconic crimson-colored bridge over US-82 (McFarland Boulevard) to serve as the gateway to Tuscaloosa. This undertaking will help move large volumes of traffic safely and efficiently, and assist thousands of freight trucks that use our interstate. The crimson bridge will feature soft white lights around the structure to provide a pleasant view from afar.

The intersection of Highway 69 South and US-11 (Skyland Boulevard) will have a bridge to take traffic over the intersection, while additional ramps for better access to I-20/59 toward Birmingham will be included.

Improvements are also planned for Lurleen Wallace Boulevard. This project will move parallel parking to side streets and allow for additional lanes to maximize the effective capacity of the road.

EAST CENTRAL REGION

When the Interstate System was first developed in the 1940s, the federal government specified that interstate highways weave through all U.S. cities with populations greater than 100,000 people, and at locations that could be easily accessed by a majority of the population. In practice, this meant the interstate was often run through the center of town, or alongside heavily populated residential areas. Because of age, ALDOT has begun an effort to improve and replace the elevated portions of Interstate 59/20 through downtown Birmingham.

The bridges were initially designed in the 1960s to carry approximately 80,000 vehicles per day. Today, the roadway is traveled by over 160,000 vehicles, more than double the capacity set forth in the initial design. By 2035, this number is projected to exceed 225,000 vehicles daily.

The elevated bridge structure was originally opened in 1971, with a 50-year lifespan. Today, over forty years later, the bridge is crumbling and the design cannot safely accommodate increased traffic.

These conditions already result in regular crashes, and will only increase and worsen unless improvements are made. It was determined this vital infrastructure was functionally obsolete, and had to be replaced in the interest of public safety and to ease the flow of commerce and traffic through Birmingham's Central Business District (CBD).

Work on Phase I began in September 2015 and was completed in the Fall of 2016. Much of that work involved the widening of some roads and elevating of some bridges in the interchange of I-59/20 with I-65 -

Phase II, which involves redesigning and reconstructing the interchange ramps at I-65, should be completed by late 2018.

Work on Phase III involves the replacement of bridges at the interchange between I-20/59 and Red Mountain Expressway, or U.S. 31 and U.S. 280. It also calls for the replacement of the bridges that carry I-59/20 through downtown. The project is expected to be completed by the end of the 2020 calendar year.

ALDOT is using a segmental bridge design for the new bridges downtown. This allows for faster construction time, and reduces noise and vibrations associated with the traffic flow once completed.

The overall project is expected to have a total cost of approximately \$700 million and is being paid for through a combination of funds from ALDOT, the Federal Highway Administration, and the Birmingham Metropolitan Planning Organization.

SOUTHWEST REGION

Mobile River Bridge and Bayway Project (10/31/16 through 8/30/17)

In 2017, the Mobile River Bridge and Bayway project made great strides forward. Throughout the year, ALDOT focused on research, design and partnerships that would shape the Request for Qualifications, which was released in September 2017.

The Mobile River Bridge and Bayway project will add capacity on Interstate 10 in Mobile and Baldwin Counties. The proposed project includes a new six-lane bridge over the Mobile River. An eight-lane viaduct will be built over the Mobile Bay. Currently, this section of I-10 is known as a major chokepoint in cross-country traffic.

In 2016, the rebuilding of the Bayway was added to the Mobile River Bridge Project. Originally, ALDOT planned to widen the existing structures to eight lanes. Following a comprehensive storm surge study, the decision was made to rebuild the entire Bayway at the higher elevation to get it above the storm surge impacts. The Bayway is seven miles long and provides commuters, freight carriers and travelers passage across Mobile Bay. The addition of the Bayway to the project includes five interchange modifications and increased the estimated cost from \$850 million to \$2 billion.

To assure funding for the Mobile River Bridge and Bayway project, ALDOT began to pursue its first public private partnership (P3). Additional funding for the project comes in the form of tolls and potential federal grants and loans.

While financing decisions were being made, ALDOT's engineers focused on traffic modeling and designed five interchange modifications that will ultimately provide I-10 users access to the alignment.

Throughout the year, ALDOT met with the public to keep them engaged in the process. Groups representing bicycle and pedestrian and environmental interests shared their concerns and insights with ALDOT.

In August 2017, more than 350 industry representatives attended a two-day Industry Forum in Mobile. Project leaders presented an in-depth review of data collected. Industry teams from across the globe met with ALDOT to further discuss the project. In addition, the media received a briefing from Region Engineer Vince Calametti.

In 2018, the project will release a Request for Proposals and work closely with industry to select the team that will provide and deliver congestion relief of I-10 in South Alabama.

SOUTHEAST REGION

The Southeast Region had many accomplishments in the 2017 Fiscal Year from maintaining to improving traffic flow and safety within our current infrastructure.

To maintain the current infrastructure in the Southeast Region there were resurfacing projects completed, bridges painted in seven counties, and a project to replace the bridge over Blackwood Creek in Headland.

The Southeast Region also had projects begin, continue and conclude that improve safety and traffic flow.

U.S Highway 280 in Phenix City received additional lanes and upgraded signals from Price Road to U. S. Highway 431.

Pedestrian and traffic improvements were made on Ann Street near Interstate 85 in Montgomery. This project utilized right in, right out turns at two intersections near the Interstate, as well as, increasing pedestrian facilities and installing push button pedestrian signals.

A highly-anticipated capacity building project in Dothan was announced and a public meeting held. The project will include the addition of lanes along Ross Clark Circle from Bauman Drive to U.S. Highway 231 North as well as additional lanes on U.S. Highway 84 from Belaire Drive to Pinetree Drive.

One of three phases of the Elba Bypass opened to traffic and construction continues in an effort toward completing the Bypass.

A multi-year capacity building project on Alabama Highway 14 in Elmore County including additional lanes on a highly-traveled highway, as well as, bridge replacements over the CSX Railroad and Mortar Creek and the realignment of the Alabama Highway 14 and Alabama 143 intersection continued. This project is a part of the combined effort of state and local government to make Alabama Highway 14 a four-lane corridor from Millbrook to Wetumpka. The project was advanced through a cooperative effort with the CSX Railroad. Another part of this combined effort is planned to begin in the next five years.

An access management project designed to improve traffic safety and reduce congestion on Chantilly Parkway by utilizing flashing yellow arrows and an indirect left was completed.

ADMINISTRATION & BUREAUS

ADMINISTRATION

The Transportation Director serves at the pleasure of the Governor. The Director has the authority to enter into agreements with local entities to provide public transportation and to administer any program or programs, whether rural or urban, relative to public transportation resulting from federal transportation legislation. This includes applying for, accepting, and expending federal public transportation funds in accordance with applicable federal laws and regulations.

He enters into agreements with local entities for public transportation improvements. The Director may provide any available technical assistance to local entities for formulating a program of public transportation projects to assure that said projects are in accordance with the comprehensive transportation planning process where such process is established and is a prerequisite for federal assistance. He has authority to administer any state funds authorized by the Legislature for the purpose of public transportation.

In addition, the Director may develop and promulgate such rules and regulations as are determined necessary to insure compliance with federal laws and regulations. The Director has statutory authority to enter into agreements with the United States to obtain federal assistance for public transportation. He has authority to administer any public transportation program with such flexibility as to permit full cooperation between federal, state and local entities, to result in effective and economical programs that are responsive to needs and found to be in the public interest.

The Transportation Director is Chairman of the Board of Directors of the Alabama Industrial Access Road & Bridge Corporation. In addition, he is a member of the American Association of State Highway and Transportation Officials (AASHTO) Board of Directors and the Southeastern Association of State Highway and Transportation Officials (SASHTO) Board of Directors. He serves as a member of the Alabama Highway Authority, Alabama Highway Finance Corporation, Alabama Scenic Byways Approval Committee, Coosa Valley Development Authority, and Homeland Security. In addition, he serves as a member of the Governor's Task Force on Development of Economically Distressed Counties, Southern Rapid Rail Transit Commission, State Safety Coordinating Committee, Tombigbee Valley Development Authority and Tourism and Travel Advisory Board.

The Transportation Director, with the approval of the Governor, may appoint as many as three deputy directors. Each deputy director serves at the pleasure of the Transportation Director. The Transportation Director assigns duties to deputy directors as necessary for the administration and execution of work of the Department of Transportation. Current appointments are a deputy director for operations, a deputy director for administration and a deputy director of fleet management.

The Deputy Director of Operations supervises the Construction, Equipment, Maintenance and Materials and Tests Bureaus. He directs the activities of the following five regions serving Alabama's transportation needs: Southeast, East Central, North, West Central and Southwest.

The function of the Deputy Director for Fleet Management is the development of a Statewide Fleet Management Program to provide for the efficient and cost-effective collaborative management of motor vehicles. He ensures compliance with the Green Fleets Law (Act 2009-650) that mandates improvements in fuel economy and emissions through life cycle cost procurement of new vehicles and utilization of proven new technologies in existing vehicles. He directs the development and maintenance of vehicle inventory, and acquisition of vehicles for the State of Alabama.

The Deputy Director of Administration manages a variety of functions throughout ALDOT. He directs the activities of the Aeronautics, Air Transportation, Compliance and Business Opportunities, Computer Services, Media and Community Relations, Personnel, Research and Development and Training Bureaus. In addition, the Office of Homeland Security and Special Counsel report to the Deputy Director of Administration.

The Chief Engineer serves at the pleasure of the Transportation Director. The Transportation Director appoints the Chief Engineer with the approval of the Governor. The Chief Engineer is required to be a licensed professional engineer in the State of Alabama with a minimum of fifteen years progressive professional engineering experience pertaining to planning, development, construction and maintenance.

The Chief Engineer coordinates the general mathematical, physical, and engineering sciences as applied to the planning, design, construction, maintenance, or repair of highways and bridges. The Chief Engineer signs the title sheets of all plans let to contract by the Department of Transportation.

Assistant Chief Engineers report to the Chief Engineer. They are licensed professional engineers and they assist the chief engineer with transportation functions. The Assistant Chief Engineer for Pre-Construction directs the operation of the Bridge, Design, Right of Way and Quality Control Bureaus. The Assistant Chief Engineer for Policy and Planning directs the operation of Transportation Planning and Modal Programs, County Transportation, Office Engineer, Innovative Programs Bureaus.

AERONAUTICS BUREAU

One of the two main functions of the Aeronautics Bureau is to provide state matching funds to the State's publicly owned, public use airports for planning and capital improvements to their airfield facilities. The bureau's staff works closely the cities, counties, and local airport authorities that operate the State's general aviation airports and commercial service airports to plan and fund capital improvements for their facilities.

Inspecting and licensing the State's public and private use airports is the second major function of the bureau. Except for personal use facilities, the Alabama Department of Transportation must license all landing areas in the State of Alabama. It is the statutory responsibility of the bureau to conduct annual inspections of all licensed airports to assure compliance with the minimum requirements of the Department of Transportation.

It operates from two separate and dedicated funds. They are the Airport Development Fund (ADF) and the Surplus Military Fields Fund (SMFF).

The ADF receives revenues generated by the state excise tax on the sale of aviation and jet fuels. The excise tax imposed on these fuels is the sole revenue source provided by the State of Alabama for the bureau's airport improvement program and its operating budget. During the 2017 fiscal year, the tax for aviation fuel was .095 cents per gallon and the jet fuel rate was .035 cent per gallon. The State collected aviation and jet fuel tax receipts of \$2,097,615.16 for the year. Adjustments, administrative expenses, and refunds to fuel suppliers and commercial air carriers totaled \$353,411.65, resulting in a net disbursement of \$1,744,203.50 to the Aeronautics Bureau. The total fuel tax collected for 2017 decreased by \$10,812.97, but the amount distributed to the Aeronautics Bureau (after reductions for adjustments, administrative expenses, and refunds) resulted in an increase of \$7,437.99 when compared to the previous year.

SMFF receives funding from the operation of surplus military fields previously owned by the Alabama Department of Aeronautics or currently owned by ALDOT. Following

World War II, the Federal government transferred ownership of a small number of primary and auxiliary airfields to the Alabama Aeronautics Department. Currently, ALDOT owns and operates St. Elmo Airport located in south Mobile County. In addition, ALDOT continues to own two former auxiliary airfields in Lawrence County that no longer serve as airports. ALDOT leases these two sites for agricultural purposes. At the end of fiscal year 2017, the SMFF had a principal balance of approximately 6.6 million dollars invested in various interest yielding instruments. Interest earned this fiscal year amounted to \$70,789.95. The interest generated by ALDOT's investment portfolio is available to capital improvement project grants made to airports that qualify for this money. To qualify for a grant from the SMFF, the airport and its proposed project must meet criteria set by the Federal Aviation Administration (FAA). Because the derived principal and interest of this fund comes from former Federal property, the spending of these funds must comply with strict requirements prescribed by the FAA.

The Bureau of Aeronautics provides state-matching funds to the State's publicly owned, public use airports for planning and capital improvements to their airfield facilities. Its staff works closely with the cities, counties, and local airport authorities that operate the State's 81 general aviation airports and six commercial service airports to plan and fund capital improvements for their facilities. During fiscal year 2017, ALDOT approved grants to 51 different airports from both the Airport Development Fund and the Surplus Military Fields Fund. Awarded grants amounting to \$2,718,761 were for airport capital improvement projects from both funds primarily for matching federal funds for airports through the FAA Airport Improvement Program (AIP). Under the current federal AIP, the FAA will fund 90% of an eligible airport improvement project and the local airport owner is responsible for the remaining ten percent (10%) match. In turn, the local airport owner can request a state matching grant for one-half of its matching obligation, or five percent (5%) of the total project cost.

During the 2017 fiscal year, the FAA issued a total of \$50 million in grants to airports within the state of Alabama. The combined federal and state funds contributed to a variety of airport improvements, including land acquisition for safety compliance, runway extensions, runway-resurfacing projects, runway or taxiway lighting projects and the construction of hangars or airport terminal buildings.

AIR TRANSPORTATION BUREAU

The Air Transportation Bureau provides safe and expedited air travel for authorized State personnel. The Bureau currently operates two business aircraft; one Cessna Citation and one Beech Baron. The Bureau's aircraft are equipped for virtually all-weather operations and incorporate guidance systems capable of meeting the latest required navigation performance (RNP). The Bureau also provides aircraft storage, ground handling, aircraft maintenance, and pilot services for numerous other state agencies.

BRIDGE BUREAU

The Bridge Bureau is responsible for the structural design and analysis of all structures used on Alabama's Highway System. Functions include bridge hydraulic analysis and site inspections, preliminary bridge layouts and location studies (Type, Size and Location), structural design and analysis, bridge rating, detailed plans preparation, checking, and fabrication inspection. It performs structural design and analysis for highway bridges, pedestrian overpasses, overhead sign structures, highway lighting supports, and culverts for

new construction. It designs and provides maintenance and rehabilitation plans for bridges that are structurally deficient or functionally obsolete.

The Bureau coordinates and reviews designs and plans prepared for ALDOT by consulting engineering firms on all bridge projects. It also has the responsibility of reviewing and approving shop drawings for precast pre-stressed concrete and structural steel components of highway bridges. The Structural Steel Fabrication Inspection Section of the bureau provides shop inspection for quality assurance in fabrication of all structural steel members for highway projects.

Upon request, the Bridge Bureau aids with bridge design and plan preparation to Alabama's County and City Engineering Departments. This assistance may include site inspections, design, plan preparation, plan reviews, and structural analysis in rating of existing bridges as to load carrying capacity and structural analysis and design support for a bridge load test program for posted bridges.

The Bureau is responsible for assisting the Innovative Programs Bureau in reviewing all bridge and structural designs and plans prepared by or for the various counties and cities participating in Alabama's Transportation Rehabilitation and Improvement Program (ATRIP). In addition, the Bureau conducts site inspections and performs hydraulic designs for ATRIP bridge projects.

The Bureau participates with and helps the Department's Emergency Bridge Inspection Team (EBIT).

During this reporting period, a total of 71 bridges were let to contract at a total cost of \$403,048,007.05. This represents a total of 2,535,075 square feet of bridge at an average cost of \$158.99 per square foot.

BUREAU OF OFFICE ENGINEER

The Bureau of Office Engineer is the office of record for ALDOT and acts in an advisory capacity to the Transportation Director, Chief Engineer's Office, Bureau Chiefs, and Region Engineers in matters of project lettings, finance and administration of federal funds and in other areas pertaining to the general function of ALDOT.

It is responsible for final plan reviews & final State estimates for construction projects. It tracks and analyzes the competitive activities of contactors, vendors, and suppliers, and it approves subcontracts. The Bureau maintains financial control of federal-aid highway funds and obligation authority, administers emergency relief funds with FHWA, conducts transportation lettings, and prequalifies contractors. It prepares awards and issues work orders for construction contracts. In addition, the Bureau provides reprographic and printing services and records management.

The Bureau is responsible for developing and maintaining the Comprehensive Project Management System (CPMS), a client server-based project, program and financial-aid management system. It supports ALDOT's construction program by tracking project data and status from inception to completion that includes details of project financing and project scheduling. It prepares and submits the Statewide Transportation Improvement Program (STIP) required by FHWA as well as the Five-Year Plan required by the Joint Transportation Committee. It provides project information on maps, reports and conducts planning studies. In addition, it coordinates ALDOT's federal-aid program with FHWA and maintains status records of the various classes of federal-aid highway funds and obligation authority apportioned and allocated to Alabama.

During the fiscal year, there were 13 lettings with 361 contracts awarded totaling \$1,309,758,454.05.

COMPLIANCE AND BUSINESS OPPORTUNITIES BUREAU

The primary functions of the Compliance and Business Opportunity Bureau is to ensure regulatory compliance of federally mandated Civil Rights Programs that promote nondiscrimination in the workplace, construction projects, and programs administered by ALDOT. To achieve this objective, the Bureau is composed of four (4) operational sections: (1) Administration, (2) Internal Programs, (3) External Programs, and (4) Disadvantaged Business Enterprises (DBE) Section. The Bureau has the responsibility of monitoring the expenditure of over approximately 1.2 million dollars in state and federal funds. The following activities were achieved by the respective sections, during the reporting period of October 1, 2016 through September 30, 2017.

Internal Programs

The Internal Programs Section consists of three programs: Internal EEO/Affinitive Action, Youth Transportation and Workforce Development (YTWD), and the National Summer Transportation Institute (NSTI). The overall purpose of this section is to develop, review, submit and/or monitor activities and reports for the respective program areas. The Title VI Program was relocated to the External Program Unit as of April 2017.

The Affinitive Action Plan (AAP) Update was submitted to and approved by the Federal Highway Administration (FHWA). The AAP provides an overview of ALDOT's employment practices/actions. Employment data for the AAP is reported on a cycle-year basis as opposed to the fiscal year. There were 769 positions filled at ALDOT as of September 30, 2017.

The YTWD Program is a state-funded program that exposes high school and technical/community college students to transportation-related careers. The University of Alabama at Birmingham (UAB) implements the program for ALDOT. There were 150 high school students enrolled in the program and 11 college students placed in internships at ALDOT.

The NSTI Program is a federally-funded program that seeks to improve Science, Technology and Math (STEM) skills and expose middle and high school students to transportation-related careers. The Internal Programs Section monitors the overall implementation of the program. There were three hostsites selected for the NSTI Program: Alabama State University (ASU), The University of Alabama (UA), and Tuskegee University (TU). ASU and UWA held residential programs, while UA held a non-residential program. There were 53 students enrolled in the overall program.

External Programs

The External Program Section includes the administration of the following programs: (1) Contract Compliance Reviews, (2) On-the-Job Training Program (OJT) and (3) On-the-Job training support service program (OJT/SS), and (4) the Title VI Program. During the FY 2016- 17, the following outcomes were achieved:

- Annual Contractor Compliance Report and Update submitted to FHWA and approved.
- Annual Contract Compliance Reviews Schedule submitted to FHWA and Regions. Thirteen contract compliances are scheduled. Five have been conducted, four reviews were found in compliance. One review was found in noncompliance and a show because notice was issued, and subsequently rescinded upon the contractor's written plan to provide good faith efforts.

- Annual PR 1392 Report submission to FHWA and accepted. This report is to assist FHWA with complying with the U.S. Senate’s request on the status of the equal opportunity program. The PR 1392 report is about the month of July *only* on all active contractors and subcontractors. ALDOT’s 2017 1392 report shows: (a) 205 projects (b) over \$1.507 billion (d) workforce of 4,044 along with seventeen trainees and two apprentices.

The *Training Special Provision (TSP)* is included in various federal-aid highway construction projects as determined by giving appropriate consideration to guideline set forth by 23 CFR Part 230.111(c). The TSP, also known as *On- the-Job Training Program (OJT)* is that contractors shall provide OJT aimed at developing full journeymen/women in the type of trade or job classification involved.

Accomplishments for the OJT Program are the following:

- Established goal for fifty-two (52) enrollees in the OJT Program.
- Thirty-seven (37) have enrolled in the OJT Program in various classifications such as:
 - (a) Highway Bridge Carpenters
 - (b) Scraper Operators
 - (c) multi-rear axle truck driver
 - (d) form setters
 - (e) bull dozer operators and other classifications.

Nineteen OJT onsite interviews have been conducted

The *On-the-Job Training Supportive Services (OJT/SS)* is supported by federal funding to provide supportive services which will increase the effectiveness of approved training programs. FHWA allocated funding to ALDOT for FY 16 OJT/SS for FY 17 OJT/SS programs. The FY 16 OJT/SS program (*Pilot Equipment Operator Training Program “PEOP”*) through requests for proposals and thereafter an evaluation process selected a service provider to implement the PEOP program.

Under the FHWA’s Title VI implementation guidelines, ALDOT implements Title VI compliance programs and conducts Title VI program compliance reviews. Also, ALDOT provides assistance and guidance to sub-recipients to help them comply voluntarily with their assurances. Title VI accomplishments d u r i n g 2017 are the following:

Title VI reviews were conducted of ALDOT’s nine (9) major program areas, all Regions and fourteen Metropolitan Planning Organizations(MPO) Four Title VI informational sessions were held in Birmingham, Huntsville, Mobile, and Montgomery. Information provided included Title VI program requirements and presentations regarding the Disadvantaged Business Enterprise(DBE) program and the Americans with Disabilities Act.

A Title VI training session was conducted in Mobile, Alabama for the Federal Transit Administration (FTA) Rural Transit Assistance Program (RTAP). The Title VI Program has engaged a language consultant to provide Limited English Proficiency (LEP) Services statewide for hearing/visually impaired citizens.

Disadvantage Business Enterprises (DBE) Section

The DBE Section is comprised of three (3) primary program functions: DBE

Certification; DBE Supportive Service; and the Small Business Element (SBE). The ALDOT DBE programs is mandated to administer a Uniform Certification Program. The program's primary objective is the collaboration of DBE Certification activities with various modal of transportation, i.e., Birmingham Airport Authority, Alabama Docks, Wave Transits Systems, etc. ALDOT's DBE Program is the clearing house for certification activities. The DBE Program functions are conducted in accordance with 49 Code of Federal Regulations (CFR), Part 26, et. al.

Currently, the ALDOT, DBE Program has five hundred and thirteen (503) certified firms within its directory. During this reporting period, the DBE Section received eighty-three (83) applicants for certification; forty-one (41) firms were certified; nine (9) firms were denied certification; two (2) firms appeal to USDOT; one (1) denial was upheld by USDOT and one (1) firm pending a decision from USDOT.

The DBE Section conducted several public outreach sessions in various locations in the state. The sessions were designed to educate the DBE's on bid opportunities related to major construction projects. The estimated total dollar amount awarded to DBE during this reporting period was \$45,839,166.00.

In accordance with the federal mandates in the CFR, which requires the implementation of a DBE Supportive Services (DBE/SS) Program to aid the growth of DBE firms. ALDOT has establish contractual agreements with five (5) universities to provide direct assistance to DBE firms: Alabama A & M University, Tuskegee University, University of West Alabama, and The Alabama University of Birmingham (UAB), and Huntsville (UAH). The DBE/SS programs provides training for various levels of DBE operational proficiency. Additionally, the program operates a Mentor/Protege' element for advance DBE training.

Additionally, the DBE program is collaborating with the Small Business Administration's, Small Business Development Centers through the state. This collaboration allows for the coordination of services to the verified DBE's within both data bases directories.

COMPUTER SERVICES BUREAU

The Computer Services bureau is responsible for assisting the various bureaus and regions with managing, securing, utilizing and sharing their information to support the overall mission of the department. To that end, the Computer Services bureau offers a variety of infrastructure and technical support activities, including mainframe, server and personal computer support, telecommunication services, network and infrastructure operations, disaster recovery and business continuity planning, and software application development and support. The Computer Services bureau accomplishes its goals through the operations of four main sections: Technical Support, Operations Support, and Programming Support along with an independent Information Security section.

The Computer Services bureau accomplished several infrastructure improvements in 2017 such as upgrading all routers and switches within the Central Office campus along with all Area and Region offices throughout the state providing more bandwidth and improved response times for users. For increased security measures, a next generation front-end firewall appliance was implemented delivering more secure web filtering functions and a two-factor authentication VPN process. The Computer Services bureau's new off-campus Disaster Recovery (DR) site was brought online providing an alternative means of operation for critical IT functions so that the Computer Services bureau can quickly resume mission-critical task in case of emergency situations. The new DR facility contains an office, a command-center conference room, designated work areas for operation and

emergency personnel and a raised floor data center with equipment mirroring the Computer Services' on-campus production data center environment. Production data replicates to the DR storage equipment asynchronously over a highspeed network.

The ALGO Traffic application was fully implemented as part of ALDOT's overall Intelligent Traffic System initiative. ALGO provides information to the travelling public regarding Alabama road conditions, construction areas and traffic incidents using a map interface and streaming camera feeds. ALGO is available through any web browser and provides a mobile application for smartphone installation. ALDOT continued to implement an Enterprise level GIS throughout the agency, which has yielded a new Linear Reference System (LRS), providing GIS data users with a single point of reference for ALDOT Route information and any associated event data such as roadway assets. A new instance of ArcGIS Online and two ArcGIS Enterprise Portal instances have been brought online to create an environment where GIS data can be hosted and disseminated to both internal and external users allowing for an unprecedented level of geospatial data sharing at ALDOT while also allowing field data collection efforts to utilize various mobile devices and collect GIS data in a standardized, simplified fashion. These efforts have helped ALDOT begin standardizing the utilization and dissemination of geospatial data throughout engineering and development projects.

The Modal and Traffic Systems (MATS) team created and implemented the fast track Truck Inspection Data Capture feature for the Xport Alabama users to aid in the reduction of evasion of the state's motor fuel tax. The purpose is to increase coordination and information sharing among state agencies and neighboring states, to track imports and exports of fuel to detect bootlegging schemes, and to increase enforcement level monitoring of borders to identify and collect applicable taxes on companies who currently are taking advantage of fuel tax evasion strategies by failing to become licensed as required, filing false information, filing false exemptions, and/or failing to file applicable fuel taxes.

Telecommunications implemented a Statewide Paging/Notification System. This system is currently providing employees the ability to overhead page their Region/Area/District for day-to-day use as well as a mass notification. Furthermore, Telecommunications upgraded the Video Conferencing Infrastructure to Cisco Call Manager. This will allow more functionality, security and ease of use to our end users.

ALDOT's external website was newly designed to be responsive and now works on all mobile devices. There have been multiple workflows created to eliminate the daily processing of paperwork through electronic routing. The workflows that have been created have cut down on not just paperwork, but also turnaround times in completion of a daily work process. The total number of workflows in production at the current time is 78 and counting.

The Information Security team upgraded the system log software from 100 GB per day to 200 GB logging capabilities. This increase allows ALDOT to house the increase in system log data from the network infrastructure, firewalls, IDS/IPS, Windows systems and other devices for correlation. ALDOT log retention is used to support incident response and assist in attempted breach investigations. Along with system log software, Information Security implemented a remote support device and a vulnerability scanning system with upgrades to the recorders and IDS systems.

CONSTRUCTION BUREAU

The Construction Bureau furnishes technical advice to the Regions and aids them in the

resolution of construction issues and other matters related to administration of construction contracts. Also, it approves or authorizes approval authority to the Regions for the processing of supplemental agreements, force accounts, and time extensions.

The Bureau engages in the general supervision of all contract construction work and promotes statewide uniformity in interpretation and implementation of the contract requirements. It serves in an advisory capacity to other Bureaus prior to the awarding of a project to a contractor. After an awarding of a project to a contractor, other Bureaus serve in an advisory capacity to this Bureau.

Furthermore, the Bureau updates ALDOT's Standard Specifications and Special Provisions for Contract Proposals and publishes and maintains the ALDOT Construction Manual. The Bureau processes contractor Notices of Intent and Claims in accordance with Article 110 of the Standard Specifications for Highway Construction. It administers the contractual requirements of ALDOT's Disadvantaged Business Enterprise (DBE) Program through its oversight of any DBE related issues arising from the time of the project letting through the final acceptance of the project. In addition, the Bureau provides support and leadership in construction technology that includes ALDOT's construction management systems, SiteManager and CAMMS. CAMMS is now the primary means of documenting construction activities, while SiteManager is used for materials records such as samples and test results until such time that the Materials Module in CAMMS is finalized.

During the last year, the Bureau has added an e-Construction section, which is responsible for the implementation and maintenance of technologies to transition the Department to paperless construction. Implementation initiatives have been established including providing tablets for project inspectors, document management (including e-submittals), document retention, e-forms, e-plans, e-publications (including a revised Construction Manual), e-signatures, e-ticketing, 3D modeling, bar codes/RFID tags for materials/samples, UAV usage for inspection and observation, and system coordination for all these technologies. Pilot projects for several of these initiatives were planned or started.

Plans for projects funded with state or federal monies undergo review by the Bureau prior to lettings to determine contract time, constructability, environmental impacts, and insure specification coverage. After construction begins on a project, the Bureau's primary function is to assist with the resolution of issues occurring during construction.

In addition, the Bureau provides reviews of environmental products and new environmental technologies for potential use on construction projects. It provides oversight, maintenance and updates of documents and systems utilized for environmental contract administration. It provides environmental compliance reviews of active construction projects.

COUNTY TRANSPORTATION BUREAU

The County Transportation Bureau serves as liaison for the Department with the 67 counties of the State of Alabama. When using Federal or States funds, the Bureau assists county governments with design, construction, and maintenance of county roads and bridges. The county transportation system expanded during the *Farm-to-Market Road Program*, which began in 1944. Since the implementation of this program, counties have constructed or resurfaced over 24,302.0 miles of roads and constructed 3,487 bridge structures utilizing Federal, State and County funds. During the 2017 fiscal year, the Bureau assisted counties with the completion of 196.6 miles of widening and/or resurfacing roads and the construction of 9 county bridges, at an approximate cost of \$42,658,958.

DESIGN BUREAU

The Design Bureau encompasses an extensive range of duties in its mission to produce roadway plans. The Design Bureau is organized into three Divisions: Preliminary Engineering, Traffic Engineering, and Final Design. The Preliminary Engineering Division consists of Location Section, Environmental Technical Section and Stormwater Section. Traffic Engineering Division consists of Traffic Design Section, Safety Planning Section and Traffic Safety and Operations Section. The Final Design Division consists of Roadway Design Section, Consultant Management Section, and Engineering Support Section.

Administration

The Administration Section is responsible for oversight of the Bureau and sets design policies for the Department. The State Design Engineer and the Assistant State Design Engineers (Division Heads) are on multiple committees and boards such as: AASHTO Standing Committee on Design, AASHTO Standing Committee on Environment, Product Evaluation Board, Consultant Selection Committee, Research Advisory Council, Bid Review Committee, Data Management Board, ITS Advisory & Oversight Committees, and Manual for Assessing Safety Hardware (MASH) Implementation Committee. The Bureau's personnel activities are handled by the staff.

Preliminary Engineering Division:

The Preliminary Engineering Division is composed of three sections: the Location Section, the Environmental Technical Section and the Stormwater Section.

Location Section

The Location Section with its 40 employees (14 office/26 survey crew), conducts and oversees consultant corridor studies, supplies surveys and maps for development of plans for interstate, primary, and secondary routes throughout Alabama. Corridor studies determine the most feasible routes within a transportation corridor. It provides reviews and guidance to the Region offices and local entities during contract negotiations with consultants for corridor studies and surveys. In addition, the Section reviews and provides guidance in the development and implementation of Toll Study projects.

Currently, Location has 8 active corridor study projects. The section is responsible for actively managing these projects to ensure environmental clearance. Managing consists of, but is not limited to, design of preliminary alternatives, ROW limits, cost estimates, traffic analysis, and alternatives comparison. Location was also asked to perform cost estimates on over 32 roadway projects statewide including 18 special projects. These special projects require Location to perform more in-depth study which includes design, traffic analysis, and cost comparison estimations. Location reviewed 5 consultant IMS documents for FHWA approval.

In addition, the Section acts as the central clearinghouse for administration of the Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) and airport clearances in conjunction with planned roadway and/or lighting projects. Location is currently in the process of completing 2 bridge replacement projects. The section has also obtained FAA clearance for 10 projects this year. Also, the Section has reviewed and approved 20 right-of-way sell back documents.

The Section compiles and generates ALDOT's Congressional Special Project Funding Report and the costs to complete the Appalachian Development Highway System in Alabama. It reports the preliminary costs for developing a five-year highway program and other long-range budget forecasting estimates.

Location Section is on the cutting edge of technology. Through the use of LIDAR, mobile scanning, and innovative field and office techniques, Location saves time and money throughout the state. Location Survey also provides guidance of future technologies for Divisions, Regions, and local entities through testing, guides, and reviews of newly developed applications, software, and equipment. Location Section is currently researching available CADD software to determine the most productive and cost efficient compilation and delivery of Location Survey information to designer.

The Design Bureau, Location Section continues to be an exceptional resource for the most updated mapping and orthophotography statewide. The Location Section enters into Digital Information Cooperative Agreements with several counties per year. A relationship with the Counties is maintained through these Agreements and they agree to share with ALDOT the most current and accurate Parcel Data and Orthophotography of their county. These Agreements make it possible for Location section to be the primary resource for mapping and orthophotography referenced by not only our ALDOT Roadway Design Section, Bureaus, and Regions, but by other State and Federal agencies. The application of mapping services occurs throughout corridor studies and the development of final construction plans. The Section compiles and reviews data derived from various sources to produce detailed mapping products used in the development of roadway plans. During the fiscal year, the Section produced 39 requested data sets.

Location Section manages and maintains the Continuously Operating Reference Station (CORS) Network for Alabama. The system provides real time Global Positioning System (GPS) corrections and data for surveying, engineering, mapping, construction, and machine control activities throughout the state. The Network consists of 52 sites installed across the state on a 45-mile grid with ties from other CORS networks in adjoining states. There were 121 users added this year bringing the total to 608 users.

Operating five skilled Statewide Location Survey crews, the Location Section operates with GPS to establish ground control in remote areas and provides height information by integrating GPS technology with existing survey techniques. This technology allows for accurate reporting of elevations for all types of positioning and navigational needs in an efficient manner. Through ALDOT's Height Modernization Project, the Section is able to provide more accurate vertical data for roadway design, an improved ability to delineate basins, and improved overall data quality.

During this fiscal year, Location survey crews collected detailed information for more than 27 separate project requests and marked hundreds of foundation study boring locations for multiple projects. The Statewide GPS Control Crew set 170 control points at 18 separate locations for projects collected by consultant and State survey crews. An additional 344 control panels were established in the southern 16 counties for LiDAR imagery project collected to USGS specifications. 611 control panels were established along 94 miles of interstate for high precision mobile scanning. 90 miles of level lines were run to establish precise elevations on these points.

Location Section is responsible for reviewing surveys submitted by consultant firms. The reviewing process is to verify horizontal accuracy of visible topographies located, elevations of ground features for the development of surface models, completeness and

correctness of utility information provided, and in certain instances the positional accuracy of project control if provided by the consultant. The Section was also responsible for processing 51 aerial LiDAR requests and 11 high precision mobile scan projects extracting break-lines to produce maps to forward for design. This year maps were produced for design from 94 miles of interstate across the state.

Environmental Technical Section

The Environmental Technical Section (ETS) is responsible for a wide range of environmental activities and studies within ALDOT. These activities include the development and initiation of public involvement programs, obtaining permits and certifications pursuant to various federal and state laws and regulations and preparation of documents in compliance with the National Environmental Policy Act (NEPA). This Section is responsible for early project coordination letters soliciting views and comments on proposed improvements.

The Environmental Technical Section currently employs 21 people to complete in-house and consultant developed documentation. The Section contains a wide variety of personnel that includes graduate and professional engineers, biologists, archaeologists, and architectural historians.

During the 2017 fiscal year, it prepared and obtained approval for 350 Programmatic Categorical Exclusions (PCE), 18 Categorical Exclusions (CE), three (3) Environmental Assessments (EA), three (3) Findings of No Significant Impact (FONSI). One (1) Supplemental Environmental Impact Statement (EIS). In addition, it updated 87 previously approved environmental documents and prepared three (3) Section 4(f) Statements. The Section updated the streamlined PCE process to allow the Regions to complete some documents for routine projects and implemented a new CE template that is consistent with the PCE template and process.

Stormwater Section

The Bureau's Stormwater Section consists of seven (7) employees and manages the implementation of the National Pollutant Discharge Elimination System (NPDES) as passed by Congress under the Clean Water Act (CWA) of 1987. Under the NPDES, ALDOT is required to seek coverage under the Alabama Department of Environmental Management's (ADEM) Construction General Permit (CGP) and Municipal Separate Storm Sewer System (MS4) Permit. In addition to acquiring, processing, and reporting under these two permits, the Section provides guidance on erosion and sediment control design at the policy and project level.

ADEM issued the current CGP on March 29, 2016, and it expires March 31, 2021. The permit requires that all project's disturbing more than one acre of land register under the CGP with a Notice of Intent (NOI). During the past year, the section processed 84 new NOIs, with 71 of those being renewals. Upon completion of a project with the disturbed ground stabilized, the project must be terminated and closed out. This fiscal year the section processed 91 terminations.

As part of the plan development process, the Section reviewed 92 plan assemblies during Plan-In-Hand, Plans Specifications & Estimates, and Final Quality Control plan reviews. The group also provided design and analysis of pre and post construction hydraulic designs in the development of detention/retention ponds, bio-swales, infiltration ditches and other post construction elements to reduce water flow volumes and velocities leaving the

Department's rights-of-ways.

The Section is also responsible for the oversight and reporting associated with ADEM's MS4 permit issued on March 21, 2013. The permit became effective on April 1, 2013, and will expire on March 31, 2018. During FY 2017, coverage under the permit transitioned into its fifth and final year.

The Section continued to coordinate the ongoing development of the Department's MS4 Stormwater Management Program Plan (SWMPP), which required extensive revision in response to the outcomes of a 2016 ADEM MS4 program audit. The post-construction stormwater management component of the MS4 program saw significant advancement during FY 2017 with the Section's oversight of the implementation of "traditional" post-construction BMPs like detention basins and low-impact development (LID) BMPs like infiltration swales. In addition, the Section played an integral coordination role in the establishment of the Alabama Stormwater Association by reaching out to many of the regulated-MS4 public entities throughout the State and encouraging participation in the Association.

Final Design Division

The Final Design Division is composed of three sections: the Roadway Design Section, the Consultant Management Section and the Engineering Support Section.

Roadway Design Section

The Roadway Design Section has 31 employees and consists of two functional areas: Four (4) Design Teams develop roadway plans and the Hydraulic Support Group designs and reviews hydraulic drainage systems.

The Design Teams prepare plans that include grade, drain, bridge, bridge replacement, interchange modifications, base and pave and resurfacing projects. Current projects of note include the State systems' first roundabout and diverging diamond interchange projects. Through the plan development process, personnel from the Teams attend public involvement meetings and plan reviews. In the 2016 fiscal year there were 39 projects in the development process. Three (3) bridge replacement projects were bid for construction totaling \$27.8 million.

The Hydraulic Support Group assists various entities within ALDOT and its consultants to address drainage issues, performs project reviews upon request and provides assistance to address construction and maintenance issues.

Consultant Management Section

The Consultant Management Section has seven (7) employees and is responsible for preparing consultant agreements, negotiating fees, executing consultant contracts, handling approvals of consultant purchase orders, maintaining the consultant pre-qualification and on-call services lists, and coordinating activities and/or submittals to the Legislative Oversight Committee, Consultant Selection Committee, and Fee Judging Committee. In addition, this Section manages and reviews preliminary and final roadway plans and is responsible for the review and evaluation of highway capacity and interchange justification studies prepared by consultants.

In fiscal year 2017, the Section executed 164 consultant contracts totaling \$113.8 million. In addition, the Section supervised over 100 consultant projects with a total estimated

construction cost of over \$4.3 billion. Four (4) of these projects were let to contract at a total low-bid construction cost of over \$570 million.

Engineering Support Section

The Engineering Support Section provides support to employees and consultants in a multitude of areas. The Section currently employs 17 persons and is organized into three separate subsections: CADD Support, Visualization and Virtual Design, and System Operations. In addition, the Section maintains ALDOT's Special & Standard Highway Drawings Book.

The CADD Support group provides training and support to employees directly and indirectly involved in the production of roadway plan assemblies. The training provided is classroom based for applicable software, ALDOT design procedures and project assistance training. During the past year, the group developed the resources needed to convert the Location Section's surveys from Terra Model to InRoads. This change will enhance the survey information delivered to designers and streamline the survey data processing. In addition, the group arranged and conducted on-site 3D Engineered Models orientation training as well as one-on-one training with Region members who will be responsible for executing the 3D Engineered Models Test Project which was bid and construction began in the late Spring 2017. Conversion of the Department's CADD resources has been started and will move towards updated design software.

The Visualization and Virtual Design group generates computer renderings and animations of proposed roadways and bridges that aid in project development, public hearings, and right of way negotiations. During the past fiscal year, renderings, photo matches and animations were done for the Birmingham Central Business District project and for the first time, 3D information was delivered to contractors prior to bidding for the Gordo Bypass project. Other projects the group completed this past year included the Birmingham I-20/I-59 Bridge Replacement and I-20/I-59 at I-65 Interchange, Mentone Arch Bridge, US-231 Memorial Parkway in Huntsville, and SR-182 Median Improvements and Beautification. The group worked closely with the lead parties of the proposed projects and many others to gather all pertinent information to produce detailed renderings needed to accurately depict projects to the public and other agencies. The group continues to work to find new and innovative ways to enable ALDOT to communicate conceptual designs with 3D technologies, utilizing 3D models for clash detection to eliminate/minimize construction conflicts prior to project bidding. Recently the group began exploiting 3D reality mesh modeling from aerials using drones and airplanes for design review and visualizations making ALDOT one of the leading DOT's in its use of this technology.

The System Operations group is responsible for technical support, design software and hardware maintenance contract negotiations and licenses for the Design Bureau and Regions. It supports plotting and printing standards for statewide plan production. The group administers inventory control for the Bureau.

Traffic Engineering Division

The Traffic Engineering Division is composed of three sections: the Traffic Design Section, the Traffic and Safety Operations Section and the Safety Planning Section.

Traffic Design Section

The Traffic Design Section currently has seven (7) employees and is composed of four

groups: Traffic Signal System Design group, Roadway Lighting System Design group, Intelligent Transportation System (ITS) Design group and the Signing, Striping, Pavement Marking and Traffic Control Plan (TCP) group.

The Traffic Signal System Design group provides traffic engineering services as needed by the Roadway Design Section and the Construction Bureau as well as the Department's Regions and consultants. Its scope includes reviewing traffic signal warrants, and producing traffic signal plans, specifications and cost estimates. In addition, it is responsible for reviewing traffic signal plans produced by consultants, preparing specifications for traffic signal installation and reviewing traffic signal material submittals.

The Roadway Lighting System Design group's function is to provide electrical engineering services as needed by the Roadway Design Section, the Construction Bureau, and the Department's Regions and consultants. Its responsibilities include all aspects of the electrical portion of a project including analyzing roadway lighting warrants to determine Federal Highway Administration (FHWA) participation, using lighting software to predict the characteristics of a proposed lighting system and designing lighting and power systems using current design standards. In addition, it is responsible for composing specifications for required materials, installation techniques and reviewing electrical material submittals. This group coordinates lighting projects and reviews lighting plans designed by consultants.

The responsibility of the ITS group rests with projects that typically include fiber optic communications networks, traffic surveillance cameras, vehicle detection, roadway weather information systems and traffic information distribution such as the dynamic message signs and highway advisory radio. It provides statewide oversight of designs and plan reviews for these projects. This group is also responsible for the development and review of specifications for projects, maintenance of the ITS Statewide and Regional Architectures, and statewide implementation of projects. When ITS projects are designed outside the Department, this group coordinates and reviews those plans and ensures the implementation of projects is in accordance with the approved State and Regional Architectures.

The Signing, Striping, Pavement Marking and Traffic Control Plans (TCP) group is responsible for reviewing signing, pavement marking and delineation, striping, and traffic control in roadway plans involving Federal and/or State funding. These reviews are typically conducted at the Plan-In-Hand Inspection, Plans, Specifications and Estimates (PS&E) Inspection, and Final Back Check plan development phases prior to plans being let to contract. The TCP group is also responsible for establishing, reviewing and revising many of the Standard and Special drawings for signing, striping, pavement marking and delineation. In addition, the TCP group also establishes, reviews and revises corresponding pay items for Traffic Control, signing, striping, pavement marking and delineation. During the Construction phase, the group is responsible for reviewing and approving proposed construction traffic control changes submitted through the Construction Bureau for active projects.

During this fiscal year, the Traffic Design Section reviewed 60 traffic signal material submittals, 15 roadway lighting material submittals and 10 ITS material submittals. The Section reviewed 75 sets of plans containing traffic signal systems, 20 sets of plans containing roadway lighting systems and 15 sets of plans containing ITS devices. In addition, the Section performed the necessary design for 11 sets of plans containing traffic signal systems, 23 sets of plans containing roadway lighting systems and 5 sets of plans containing ITS devices.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section is composed of six (6) groups with twelve

(12) employees: Administration, Safety Management, Safety Engineering, System Safety Preservation, Rail- Highway Safety and Geospatial Safety and Operational Analysis.

The Administration group manages the overall operation of the Section, which is led by the Traffic and Safety Operations Engineer. This includes office management, project accounting, and administration of the Highway Safety Improvement Program (one of the core Federal Aid Programs with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads); and the Strategic Highway Safety Plan (the statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all public roads).

The Safety Management group manages the Highway Safety Improvement Program (HSIP), including the infrastructure elements of the Strategic Highway Safety Plan, and the oversight of the Safety Force Account Project Program. Additionally, this group performs contract administration for consultant and university contracts for work performed for the Traffic and Safety Operations Section.

The Safety Engineering group manages the road safety assessment program that involves the rapid review, response and resolution to urgent safety issues identified on the public road system throughout the state. This group conducts statewide highway safety studies of various highway elements to identify effective countermeasures that may be applicable systematically along the state and non-state highway system. The System Safety Preservation group manages the road safety assessment program for roadway improvement projects in conceptual through post-construction stages. In addition, this group is responsible for the implementation of the Highway Safety Manual and Human Factors Guide throughout the department.

The Rail-Highway Safety group manages the Railway-Highway Crossings (Section 130) Program which uses Federal funds provided for the elimination of hazards at railway-highway crossings. The group annually updates and maintains the ALDOT Railroad-Highway Grade Crossing Inventory in coordination with the Federal Railroad Administration. In Alabama, as of this report, there are 2,746 public at-grade crossings and 49% of those crossings are equipped with active warning devices (signals, bells, and/or gates). During FY 2016-2017 there were ten (10) Section 130 projects funded at a cost of \$3.26 million and 24 other projects that were involved as a piece of the overall work. During the design and construction phases of other (non-Section 130) highway projects, this group also manages the coordination between the Department and affected railroads. When the Department is required to pay a railroad for flaggers/observers used during the construction of a Department project, this group manages those payments. The Rail-Highway Safety group maintains the State Rail Plan and Alabama Rail Directory. The group is a member of, and supports, the Alabama Division of Operation Lifesaver.

The Geospatial Safety and Operational Analysis group conducts complex analysis using a Geographic Information System, along with other supporting analytical programs, in a variety of projects including highway network analysis, specific crash demographics, roadway characteristics, and development of crash algorithms. Moreover, this group provides support to the other groups in the area of geospatial analysis and mapping.

Safety Planning Section

The Safety Planning Section develops and implements safety related activities included in the Strategic Highway Safety Plan (SHSP). Safety personnel develop and implement specific highway safety campaigns based on trends and data analysis each calendar year.

The Section supports state law enforcement activities and coordinates with federal, state and local agencies, public advocacy groups and private entities in safety related programs and projects. This Section also establishes, and maintains a uniform Highway Reference System (HRS) for accident reporting. Other activities include access, review and analysis of crash data, development of traffic safety programs and GIS crash maps, administer crash program access and training, and coordinate statewide safety interests and agencies to reduce highway and pedestrian crashes, injuries and fatalities. Safety Planning works cooperatively with the Media and Community Relations Bureau to develop and promote public service announcements and various safety information pamphlets and materials for public outreach.

The Safety Planning Section is responsible for the management and oversight of the various programmatic safety programs, coordinating outreach programs with Federal, State, local agencies, universities, and private sector interests related to highway safety, and maintaining crash data and statistical information with the goal of improving the output data for use by highway safety interests. This Section has management and oversight responsibilities of the Section 163, BAC .08 Programs and the Section 157, Seatbelt Incentive Program. The Section works in conjunction with Traffic and Safety Operations Section in management and oversight of the Highway Safety Improvement Program (HSIP).

| Safety Programs | Authorized Projects | Authorized Amount |
|--|--------------------------------|------------------------------|
| | ----- | ----- |
| Department of Public Safety (DPS) for Overtime Enforcement on State Highway System | 1 | \$1,500,000 |
| Integration of Crash Records with Roadway, Bridge, Pavement, and Traffic Data & Analysis of Off-Road and Median Cross-Over Crashes and Highway Control (Link-Node) | 1 | \$465,000 |

EQUIPMENT, PROCUREMENT AND SERVICES BUREAU

The Equipment, Procurement and Services Bureau consists of a Property Inventory Section, Receiving and Salvage Sale Section, Gym, Motor Pool, Building Services and Maintenance Section, Supply and Map Section, ALDOT Mail Room and a Procurement Section.

Responsibilities include property inventory control including purchase, salvage and disposal of all types of equipment and maintenance and security of the central office complex. In addition, it maintains supplies for ALDOT, operates a retail map store, distributes mail throughout the department, and processes statewide requisitions, contracts and purchase orders for ALDOT.

During fiscal year 2017, in STAARS the Procurement Section received and processed 3,168 DOOs and 1694 POOs for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$114 million. Additionally, the Procurement Office created 64 MA (ALDOT Agency contracts) and 49 MAOP1 (ALDOT Open-End MAs to include LDOs) for a total sum of 4,975 STAARS requisitions. Also, received and processed 21,113 CPMS requisitions for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$36.3 million.

FINANCE AND AUDITS BUREAU

The Finance and Audits Bureau provides financial management for ALDOT. It maintains a fully integrated and accurate computerized system of general and cost accounting. The general accounting system records revenue, receipts, and expenditures processed by accounting personnel.

The Finance and Audits Bureau is responsible for the preparation of Federal-Aid project modifications for funding projects at the appropriate level to ensure the maximum collection of Federal funds. The Bureau also has the responsibility of submitting the weekly billing to the Federal Highway Administration (FHWA) to claim reimbursement for work performed on federally funded projects. Proper collection of maximum Federal funds for work satisfactorily performed is essential in maintaining the road program at its present level. The cost accounting system accurately records direct project cost for Federal-Aid billing and budget purposes. The Finance and Audits Bureau also maintains a cost accounting system to account for the unit rates for manufacturing operations, materials tests, equipment operating cost, and payroll fringe benefits.

The compilation and submission of data concerning monthly progress of various projects through the State to the U.S. Department of Commerce (Bureau of Census) is also the responsibility of the Finance and Audits Bureau.

The Finance and Audits Bureau manages the investment of Public Road and Bridge Appropriated Industrial Access funds as well as Surplus Military Field Fund investments. These combined investments earned \$615,930.15 in fiscal year 2017.

The External Audit Section performs its functions under the direction of the Director of Finance and Audits and is responsible for conducting the external audit functions of the Bureau. The total costs recovered or saved during the year for all types of audits was \$729,593.47. FHWA financial management personnel and auditors of the Office of Inspector General, and the US Department of Transportation, assume a review function.

The Internal Audit Section, working under the direction of the Director of Finance and Audits, audits the internal operations of ALDOT. This involves evaluating and analyzing the accuracy and reliability of the financial data, determining if ALDOT complies with laws, rules, regulations, policies and procedures, and reporting any instances of fraud, abuse, inefficiency, or mismanagement. This office is required to make recommendations to describe the course of action management should consider safeguarding the assets of ALDOT. The Internal Audit Section conducts compliance and performance audits of various Regional offices and Bureaus throughout the year.

This office addresses requests for special assistance concerning compliance with ALDOT policies and procedures as well as with State and Federal laws and regulations. The Internal Audit Section participates in the implementation of new or revised programs, providing management with recommendations regarding actions for solutions to specific issues of compliance and development of policies and procedures. It investigates complaints relating to possible violations of policies or procedures, misuse of personnel, materials, equipment or suspicions of fraud and mismanagement. This section refers findings to administrators for corrective actions.

It became the responsibility of the Finance and Audits Bureau, with the passage of Act 90 in 1971, of placing the Department of Transportation on a legislative budget, to design and implement a budgetary system of accounts to account for the legislative budget. The Finance and Audits Bureau to coordinates the preparation of an annual budget request to for

presentation to the Governor and the Legislature.

Preparation of monthly financial statements reflects the financial condition of ALDOT, receipts and disbursements for the current year, and the status of budgetary appropriations and allotments. These statements undergo analysis to uncover financial danger areas. When action is required, the Bureau advises the Transportation Director and recommends remedies. In addition to the management reports furnished to the Transportation Director, the Bureau furnishes detailed reports concerning areas of responsibility to all Bureau Chiefs and Region Engineers monthly to aid them in the financial and budgetary decision-making.

The Finance and Audits Bureau serves as liaison between the Department of Transportation and the Comptroller's Office and Budget Office of the Finance Department. The Bureau acts as advisor to the Transportation Director and the various Bonding Authorities in the issuance of Bonded Debt for Public Road and Bridge Construction.

INNOVATIVE PROGRAMS BUREAU

The Innovative Programs Bureau directs the activities of the Alabama Transportation Rehabilitation and Improvement Program (ATRIP), Rural Assistance Match Program (RAMP), initiatives from the Alabama Toll Road Authority and programs generated from legislation addressing State Infrastructure Bank financing and provides technical and administrative support to the Alabama Industrial Access Road and Bridge Corporation (IA).

The purpose of ATRIP and RAMP, which was created in 2012, is to rehabilitate and improve transportation infrastructure through accelerated delivery of project funding. The goal of both programs is to address critical needs projects to rehabilitate and improve in-place facilities, and in some cases, provide new facilities, at locations throughout the state. The programs focus is on essential needs relating to roads and bridges. Through fiscal year 2017, 783 projects, including 231 bridges, utilizing some portion of ATRIP and RAMP funds have been addressed at an approximate total cost of \$967,000,000.00.

The Alabama Legislature created the Alabama Industrial Access Road and Bridge Corporation in 1985. The initial act created funding for the corporation through the sale of bonds. The Alabama Legislature changed the method of funding in 1996 to an annual appropriation of \$11,000,000.00 from the State Public Road and Bridge fund. The intent of IA funds is to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. These funds are not intended for use in providing access to retail operations, recreation facilities or other operations not engaged in the production of goods and/or services.

LEGAL BUREAU

The Legal Bureau of the Alabama Department of Transportation is staffed by Assistant Attorneys General, commissioned by the Attorney General to represent the interests of the State. The Legal Bureau advises the Director and Department on all legal matters related to department business, including representing the Director, the Department, and its employees in legal, administrative and other proceedings. The Bureau represents the Director, the Department, and its employees, both in their individual and official capacities, in state and federal courts. The cases include employment matters, state tort claims usually involving personal injuries sustained by motorists, environmental disputes associated with construction projects, contracts, trespass and encroachment of private property upon state right of way, outdoor advertising, condemnation matters as well as collecting costs for matters involving property damage. The Bureau reviews federal statutes, rules and

regulations and advises the Department as to their compatibility with existing state statutes and Department policies. The Bureau recommends necessary changes to comply with federal law. In some instances, this requires drafting new or amending existing state laws.

The Bureau also examines, advises, and approves the form of contracts, right of way acquisitions, drafts various contracts and agreements, maintains liaison with the Attorney General's Office and Governor's Legal Advisor. It reviews and drafts legislation that may affect the Department. The Bureau processes claims involving personal injury to private citizens or damage to their property, as well as initiates collection actions to recover costs for damage to Department property. The Legal Bureau represents the Department before the Equal Employment Opportunity Commission, State Board of Adjustment, State Personnel Department, unemployment compensation tribunals, as well as other federal and state administrative agencies, boards and tribunals.

MAINTENANCE BUREAU

The Maintenance Bureau oversees the maintenance of roads and bridges located on state, US and interstate routes, and all highway facilities owned and operated by ALDOT. It supports the maintenance operations of ALDOT Regions and Districts by establishing and administering budgets, policies and programs, as well as offering technical guidance for statewide Maintenance Operations. Through the office of the State Traffic Operations Engineer, the Bureau develops criteria and provides guidance for the installation, maintenance and cost-effective use of traffic control devices and development of traffic operation improvement plans. The Bureau also manages the statewide maintenance-resurfacing program, and reviews and recommends scopes of work for Interstate Maintenance projects. It reviews and approves herbicides and applications for ROW use.

On a statewide level, the Bureau assists and supports Regions and Districts as they issue permits for the following: utility installations, access to the highway (including median crossovers), grading and/or landscaping the ROW, drainage that affects the right-of-way, outdoor advertising structures adjacent to the right-of-way, and junkyards adjacent to the interstate right-of-way. The Bureau operates the oversize/overweight permit office and the State Communications Shop that installs and maintains the statewide two-way communication network. It has oversight of the operation of the Welcome Centers and Rest Areas and along with the Alabama Law Enforcement Agency manages the State Vehicle Size & Weight Enforcement Program. The Bureau manages the State's National Bridge Inspection Program, which includes bridge scour, bridge rating, bridge load testing, bridge repair and underwater bridge inspection operations. In addition, the Bureau operates the State Sign Shop and State Signal Shop, along with the Interstate Maintenance Program, the Bridge Replacement Program, the Vegetation Management Program and the Routine Maintenance Management System. The Bureau serves as the primary liaison between ALDOT and the Alabama Emergency Management Agency and manages the Department's emergency preparation, response and recovery efforts.

The Data Collection and Data Management Group is also a component of the Bureau and accomplishes its goals and operates in cooperation with the Federal Highway Administration (FHWA) through statematched federal funds allocated by the Federal Aid Highway Acts.

The GIS & LRS Data Management Section of the Data Collection and Data Management Group assists in the development and implementation of ALDOT's Enterprise Geographic Information System (EGIS): maintains and updates the Linear Referencing

System (LRS) and various database applications within the department. The Section also prepares and updates general highway maps of the sixty-seven counties, various state maps, sketches, charts and other items as requested by FHWA, ALDOT regions, bureaus and other agencies.

The Surveying and Mapping Section of the Data Collection and Data Management Group conducts field inventories of the existing interstate system, state highways and local roads and collects sample sections and other pertinent data of route segments. From this data, the section develops and maintains the Highway Performance Monitoring System (HPMS) and maintains the highway functional classification of all roads throughout Alabama. In addition, it maintains the National Highway System (NHS) data, route descriptions and mileage for all state maintained road systems; and collects video logs of the state maintained highway system to provide an inventory record for signing, marking, maintenance conditions, field data for planning studies and permit investigations.

The Traffic Monitoring Section of the Data Collection and Data Management group is responsible for the traffic data collection and analysis of all coverage counts in rural and urban areas; key station traffic counts; and load meter (truck weight) studies. This section also conducts traffic studies for highway and bridge projects; justification of projects and routes; special studies; traffic signals and railroad grade crossing signals along with other various studies as requested by the ALDOT regions, bureaus and FHWA. In addition, it is responsible for collecting and submitting all traffic and weight data required by the Long Term Pavement Performance (LTPP) Program and maintaining, installing and repairing all traffic data recording equipment.

MATERIALS AND TESTS BUREAU

The Materials and Tests Bureau is responsible for the effective selection and control of all materials used by ALDOT in road and bridge construction. The Bureau accomplishes these tasks through the CAMMS/Automation and Coordination Division, Environmental Analysis and Compliance Division, Geotechnical Division, Materials Division, Pavement Management Division and Testing Division.

The Geotechnical Division consists of three sections: Foundation Investigation; Foundation Design and Construction; and Consultant Administration. The Geotechnical Division safely and effectively facilitates the geotechnical design, construction, and maintenance of ALDOT's roadway and bridge assets.

The Materials Division consists of the Pavement Design Section, Certification Section as mandated by Federal guideline 23 CFR 637B for the Independent Assurance Sampling and Testing record check and final materials certification for all federal aid projects and Nuclear Gauge Laboratory with oversight of ALDOT's Radioactive Materials License as established by the rules and regulations set forth by the U.S. Nuclear Regulatory Commission and the Alabama Department of Public Health (ADPH) 420-3-36 rules for radiation control.

The Testing Division is composed of six laboratories, Bituminous, Liquid Asphalt, Concrete, Aggregate/Soils, Physical, and Chemical. The laboratories are fully accredited by the AASHTO Accreditation Program (AAP) and serve as the statewide reference laboratory in dispute resolutions and capability for testing and inspecting all materials used by the Department of Transportation for roadway and bridge construction and maintenance. The ten Area Testing Laboratories are qualified for acceptance testing by the Testing Division.

The Pavement Management Section is responsible for the collection of pavement condition data (used in an annual report [PPR], for the Highway Performance Monitoring

System [HPMS] submittal, and for Governmental Accounting Standards Board [GASB34] reporting), pavement friction data (used by the Design Bureau, Safety Planning Section), and falling weight deflectometer data (used by Area Materials Engineers to determine structural adequacy for resurfacing candidates).

The Environmental Services Division consist of two (2) sections: Environmental Compliance and Hazardous Materials. This Division reviews hazardous material clearances for the NEPA process, performs underground storage tank and hazardous materials investigations, and provides corrective action recommendations and cleanup. This Division is also responsible for conducting routine on-site inspections for other environmental regulations on all active projects statewide and ALDOT owned facilities. In the past, this Division was responsible for conducting all compliance related inspections of construction stormwater sites, however, this task was phased out during FY2017 with responsibilities transferred to the Construction Bureau.

The CAMMS/ Automation and Coordination Division is responsible for the maintenance and operation of the ALDOT Construction and Materials Management System (CAMMS) as part of ALDOT's new eConstruction initiative for automated data collection. The Division organizes and conducts training, and troubleshoots problems, for ALDOT and industry users of CAMMS and coordinates use of other computer software programs related to materials sampling, testing, and reporting.

MEDIA AND COMMUNITY RELATIONS BUREAU

The Media and Community Relations Bureau is the primary source to the public and various stakeholders for information about projects on Alabama's state, U.S. and interstate highways and about ALDOT programs and initiatives. Bureau personnel routinely provide information to reporters and the public. The Bureau in the past few years has evolved to be more proactive and community focused. The Bureau is involved in a sustained public education and outreach campaign intended to strengthen the safety culture on Alabama's roadways.

PERSONNEL BUREAU

The Personnel Bureau provides Human Resource functions and services to ALDOT. The Bureau's organization consists of the Administrative, Personnel Transactions, Employee Relations, and Risk Management sections. The Administrative and Personnel Transactions Section coordinates with the State Personnel Department and the Bureaus and Regions of ALDOT all personnel requests involving hiring, separations, and disciplinary actions. In addition, the Bureau facilitates all appointments, payroll submissions, and related personnel programs. During the past year, this section maintained employee records and administered personnel procedures for nearly 4381 total employees in 183 different job classifications.

The Bureau's Employee Relations Section provides ALDOT with a qualified applicant pool of candidates for employment consideration within this agency. The Bureau adheres to a diverse workforce. To accomplish the goal of diversity, recruitment is ongoing throughout Alabama. As well, the Employee Relations Section manages and processes ALDOT employees' grievances in accordance with Title VII of the Civil Rights Act of 1964. During the last fiscal year 15 investigations were conducted. The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program.

The Risk Management section acts as a liaison to expedite all matters relating to needed

services for injured employees. It coordinates two significant programs providing safety information assistance to the Regions and Bureaus and the administration of the Drug and Alcohol Testing Program for Commercial Drivers Licensed (CDL) Employees. Another important program Risk Management coordinates is the Health Watch Program. Working with the Alabama Department of Public Health, the Section coordinates the Central Office's Wellness Screenings and influenza immunizations. Relating to other State-sanctioned programs, Risk Management coordinates the Central Office's blood drives for the American Red Cross and Life South, Incorporated.

QUALITY CONTROL BUREAU

The Quality Control Bureau is responsible for plan review and value engineering.

The Plan Review Section of the Bureau reviews highway plans for conformance to established design criteria, policies and specifications. It conducts plan review inspections with the Regions, Federal Highway Administration (FHWA) and other engineering personnel. It conducts the reviews at specific stages of highway plan development. The Bureau produces and circulates reports from these reviews to plan developers to make corrections to highway plans prior to project lettings.

The Value Engineering Section of the Bureau conducts value engineering (VE) studies for specific federal aid highway projects on the National Highway System (NHS). According to FHWA's VE Rule, the threshold for roadway projects with an estimated total cost of \$50 million or more must undergo a VE study, FHWA requires a VE study for bridge projects with an estimated cost of \$40 million or more. The Section performs the studies during the final design phase to address design issues such as geometrics, vertical and horizontal alignments, drainage, construction staging, traffic control, pavement and structure details.

During this fiscal year, the bureau completed 65 reviews and inspections, 40 final reviews for operational capability and compliance, and 1 value engineering study.

RESEARCH AND DEVELOPMENT BUREAU

The Research and Development (R&D) Bureau provides an interactive source of information for the public and ALDOT bureaus and regions. It emphasizes the incorporation of new technologies and products and the implementation of research findings of increased efficiency with minimized effort into the normal operations of the ALDOT. The R&D Bureau operates two sections to accomplish its goals: the Product Evaluation Section and the Research Section.

Product Evaluation maintains Product Evaluation Board (PEB) records and sets the agenda for PEB meetings. It manages and directs all activities associated with products and new technology submittals and disseminates product information and products throughout ALDOT. The Research Section, supported by FHWA Planning and Research Program, manages ALDOT's research activities through applied and developmental research studies. It coordinates the Department's activities and identifies specific implementation objectives and appropriate measures for timely application of products and new technology.

During the 2017 fiscal year, 136 products were submitted for evaluation to the Product Evaluation Board. A total of 43 products were approved by the PEB for addition to the Department's Qualified Products List of the Materials, Sources and Devices with Special Acceptance Requirements (MSDSAR) Manual.

Also during this fiscal year, 20 research projects received Department approval for

research funding. In addition, the Department is the lead state on two active Transportation Pooled-Fund projects and a participant in seven Transportation Pooled Fund studies.

RIGHT OF WAY BUREAU

The Right-of-Way Bureau (ROW) acquires property for construction of new highways and to improve existing highways in the State Highway System. The Bureau also directs the relocation of individuals, families, and businesses displaced by these transportation projects. This year, the Bureau acquired 178 tracts of property. Approximately \$6.96 million was spent acquiring properties and \$731,000 for relocation assistance.

Right of way is acquired for projects based on appraisals performed by both staff and contract fee appraisers. Appraisals require thorough appraisal reviews for compliance and consistency with both FHWA regulations and the Uniform Standards of Professional Appraisal Practice. The Appraisal Section administers the process based on assignment complexity and approval authority levels within the regions. This year, appraisal contracts totaled \$1.1 million with 21 fee appraisers contracted statewide.

A Property Management Program for real estate acquired is administered within the Bureau. Land and structures leased prior to the construction contract produced revenue amounting to \$195,864. Proceeds of \$264,101 for land leases, oil and gas leases, uneconomic remnants, and excess property on closed projects were credited to US Code Title 23 Funding.

The Right-of-Way Bureau maintains all ALDOT real property inventory records and prepares right-of-way maps, deed descriptions and property sketches, along with directing and reviewing the production of maps generated by Regions and consulting firms. The Bureau maintains the ROW Map Viewer, an online tool that allows all completed ROW maps at a particular location to be retrieved by clicking on that location of the State map. This tool is available for ALDOT staff and the general public at the following link: <https://aldotgis.dot.state.al.us/rmv/rmv.html>

The Utilities Section is responsible for program standards and policies used in the negotiation of utility relocation agreements and the accommodation of utility facilities on highway rights-of-way for roads on the National Highway System (Interstate, U.S. & State Routes). During the fiscal year, the Utilities Section reviewed and recommended approval of 74 reimbursable utility agreements for approximately \$23 million, 21 of the reimbursable utility agreements made the work part of the roadway contract for approximately \$3.5 million. There were also 69 non-reimbursable agreements. This section also reviews invoices submitted by utility companies and municipalities to pay for the reimbursable utility relocations. The Section also oversees three (3) Statewide Subsurface Utility Engineering (SUE) Contracts used to obtain highly accurately information on the location and depth of underground utilities. The information is used to help address conflicts in advance of construction and avoid conflicts if possible.

TRAINING BUREAU

The Training Bureau provides opportunities for employees to develop knowledge, skills, and abilities through various training and employee development programs. The Employee Development Program (EDP) ensures and documents that ALDOT provides equal and fair opportunities for all employees to develop job skills important for career advancement. Through EDP, employees have opportunities to learn how to perform assignments or duties in preparation for examination or promotion in a logical career path. Employees

participating in the EDP receive both classroom and on-the-job (OJT) instruction. In the engineering training programs, the Bureau administers the Engineering Training Orientation Program (ETOP), Fundamentals of Engineering and Professional Engineering Program (FE/PE), Professional Civil Engineer Trainee (PCET) and Engineering Assistant (EA) Hands on Rotation.

The ETOP is a series of work assignment rotations at the entry level for Civil Engineering Graduate (CEG) or the Professional Civil Engineering Trainee (PCET) through various phases of highway engineering.

Professional development is fundamental to producing top quality engineering personnel in ALDOT. Participants learn and develop skills through many transportation engineering related work experiences. While working in various areas of transportation planning, design, maintenance and construction an ALDOT employee gains first-hand experience.

The FE/PE Exam Review Course (study session) is a self-study course which lasts for eight consecutive weeks. ALDOT provides the study materials (e.g. manuals, books, etc.). Each course participant is allowed one workday per week, eight hours a day, to study for the exam. ALDOT employees planning to take the FE/PE examinations have the opportunity to register twice a year for the FE/PE Program.

The Bureau directs the PCET program to provide on the job training for civil engineering students. A student applying for employment with ALDOT must provide a current copy of college transcripts with the applications for employment.

One of ALDOT's requirements for a newly hired employee in the Engineering Assistant (EA) classification is to complete a hands-on rotation within the first three months of employment. This training program consists of a thirteen-day rotation. During the rotation, the EA spends time on a construction project, works with the Location and Roadway Design Sections of the Design Bureau, the Materials and Tests Bureau and Transportation Planning and Modal Programs Bureau.

This fiscal year, 21 professional civil engineering trainees, 32 graduate civil engineers and 50 engineering assistants participated in the rotational training program. Eleven employees participated in the Fundamentals of Engineering Review Course and 33 employees participated in the Professional Engineering Review Course.

STATISTICAL SECTION

AIRPORT FUNDING FISCAL YEAR 2016

| | Revenue | Expenditure |
|-----------------------------|-----------------|-----------------|
| Airport Development Funding | \$21,851,368.09 | \$18,050,355.21 |
| Surplus Military Funding | \$1,187,738.48 | \$1,920,122.53 |

AIRPORT LICENSES

| | |
|---|----|
| Public Use Airports | 87 |
| Private Use Airports | 29 |
| Medical Facility Heliports | 68 |
| Private Heliports | 64 |
| Airports Operated by U.S. Government for Military Use | 27 |

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 Bridge Totals

| DESCRIPTION | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT BRIDGE | SQ. FT. TOT BRIDGE | AVG. SF \$ |
|------------------------------------|----------------|------------------|---------------------|--------------------|---------------|
| | | | | | |
| | 71 | \$403,048,007.05 | 42,281 | 2,535,075 | \$158.99 |
| | NO. OF BRIDGES | BID PRICE | LIN. FT BRIDGE | SQ. FT. BRIDGE | COST/ SQ. FT. |
| CBD Phase III | 9 | \$296,271,260.50 | 24679 | 1565612 | \$189.24 |
| Cast In Place PSC and ST | 2 | \$7,527,233.38 | 1015 | 46034 | \$163.51 |
| Cast In Place Prestressed Concrete | 39 | \$79,157,990.34 | 14150 | 831693 | \$95.18 |
| Cast In Place Steel | 1 | \$13,374,359.69 | 256.85 | 33241.2 | \$402.34 |
| Precast Concrete | 20 | \$6,717,163.14 | 2180 | 58495 | \$114.83 |

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 CBD Phase III

| | | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT. | SQ. FT. TOT. | AVG. SF \$ | | |
|-----------|-----------------|----------------|------------------|----------------|------------------|----------------|----------------|---------------|
| | | 9 | \$296,271,260.50 | 24,679 | 1,565,612 | \$189.24 | | |
| COUNTY | PROJECT NO. | DESCRIPTION | DATE LET | NO. OF BRIDGES | BID PRICE | LIN. FT BRIDGE | SQ. FT. BRIDGE | COST/ SQ. FT. |
| Jefferson | ACIMF-1059(385) | Bridge 12 | 4/14/2017 | 1 | \$17,785,749.00 | 2075 | 56903.4 | \$312.56 |
| Jefferson | ACIMF-1059(385) | Bridge 20 | 4/14/2017 | 1 | \$7,535,225.00 | 1515 | 41536.3 | \$181.41 |
| Jefferson | ACIMF-1059(385) | Bridge 21 | 4/14/2017 | 1 | \$17,148,604.00 | 2404.68 | 65928.3 | \$260.11 |
| Jefferson | ACIMF-1059(385) | Bridge 22 | 4/14/2017 | 1 | \$26,840,959.00 | 2637.42 | 138244.7 | \$194.16 |
| Jefferson | ACIMF-1059(385) | Bridge 23 | 4/14/2017 | 1 | \$14,117,781.00 | 2082.58 | 57097.6 | \$247.26 |
| Jefferson | ACIMF-1059(385) | Bridge 24 | 4/14/2017 | 1 | \$1,702,335.00 | 172.58 | 15669.1 | \$108.64 |
| Jefferson | ACIMF-1059(385) | Bridge 25 | 4/14/2017 | 1 | \$9,083,167.00 | 739.47 | 35718.1 | \$254.30 |
| Jefferson | ACIMF-1059(385) | Bridge 29 | 4/14/2017 | 1 | \$99,851,220.25 | 6488.67 | 534774.9 | \$186.72 |
| Jefferson | ACIMF-1059(385) | Bridge 30 | 4/14/2017 | 1 | \$102,206,220.25 | 6563.88 | 619739.4 | \$164.92 |

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 Cast in Place PSC and ST

| | | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT. | SQ. FT. TOT. | AVG. SF \$ | | |
|--------|---------------|-----------------------------------|----------------|----------------|----------------|----------------|----------------|---------------|
| | | 2 | \$7,527,233.38 | 1,015 | 46,034 | \$163.52 | | |
| COUNTY | PROJECT NO. | DESCRIPTION | DATE LET | NO. OF BRIDGES | BID PRICE | LIN. FT BRIDGE | SQ. FT. BRIDGE | COST/ SQ. FT. |
| Shelby | BRZ-5913(251) | CR311 over Mill Creek | 12/2/2016 | 1 | \$342,268.18 | 70 | 2170 | \$157.73 |
| Marion | BRF-0017(516) | SR17 (US43) over North Fork Creek | 4/7/2017 | 1 | \$7,184,965.20 | 945 | 43863.8 | \$163.80 |

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 Prestressed Conc.

| COUNTY | PROJECT NO. | DESCRIPTION | DATE LET | NO. OF BRIDGES | BID PRICE | LIN. FT. BRIDGE | SQ. FT. BRIDGE | COST/ SQ. FT. |
|------------|-----------------------|--|-----------|----------------|-----------------|-----------------|----------------|---------------|
| | | | | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT. | SQ. FT. TOT. | AVG. SF \$ |
| | | | | 39 | \$79,157,990.34 | 14,150 | 831,693 | \$95.18 |
| Autauga | ACBR261035-ATRP(009) | CR85 over Pine Level Branch | 11/4/2016 | 1 | \$321,195.65 | 120 | 3930 | \$81.73 |
| Autauga | ACBR61038-ATRP(007) | CR85 over Mortar Creek | 11/4/2016 | 1 | \$749,275.30 | 280 | 9170 | \$81.71 |
| Autauga | ACBR61038-ATRP(007) | CR85 over South Mortar Creek | 11/4/2016 | 1 | \$390,301.05 | 160 | 5240 | \$74.48 |
| Autauga | BR-0014(517) | SR14 over Beaver Creek | 11/4/2016 | 1 | \$999,908.25 | 180 | 8355 | \$119.68 |
| Autauga | BR-0014(517) | SR14 over Ivy Creek | 11/4/2016 | 1 | \$1,494,272.00 | 335 | 15549.59 | \$96.10 |
| Washington | ACBR259351-ATRP(002) | CR2 over Escatawpa River | 11/4/2016 | 1 | \$1,071,938.00 | 240 | 7380 | \$145.25 |
| Washington | BR-0009(516) | SR9 over Cahulga Creek | 11/2/2016 | 1 | \$1,155,549.35 | 240 | 11140 | \$103.73 |
| Cleburne | BR-0173(500) | SR173 over Blackwood Creek | 1/27/2017 | 1 | \$1,547,616.90 | 295 | 13692.9 | \$113.02 |
| Henry | ACBR261892-ATRP(017) | CR18 over Alamuchee Creek | 1/27/2017 | 1 | \$932,913.00 | 235 | 7266.3 | \$129.10 |
| Jefferson | BR-7009(600) | SR150 over Shades Creek and CSX RR | 2/24/2017 | 1 | \$7,580,473.48 | 941 | 79750 | \$95.05 |
| Pickens | NHF-0006(562) | US82 over Bear Creek | 2/24/2017 | 1 | \$1,087,258.33 | 272 | 11537.3 | \$94.24 |
| Pickens | NHF-0006(562) | Dual Bridges on US82 over CR30 | 2/24/2017 | 2 | \$2,409,666.66 | 560 | 47506.6 | \$50.72 |
| Pickens | NHF-0006(562) | Dual Bridges on US82 over Little Bear Cr | 2/24/2017 | 2 | \$3,092,191.28 | 840 | 71260 | \$43.39 |
| Pickens | NHF-0006(562) | Dual Bridges on US82 over Long Branch | 2/24/2017 | 2 | \$1,535,078.67 | 360 | 29820 | \$51.48 |
| Pickens | NHF-0006(562) | Dual Bridges on US82 over Long Br Trib | 2/24/2017 | 2 | \$3,149,428.01 | 1080 | 91620 | \$34.37 |
| Talladega | BR-0038(520) | SR38 (US280) over Norfolk Southern RR | 2/24/2017 | 1 | \$2,965,437.00 | 167.25 | 15387 | \$192.72 |
| Jefferson | ACBR259462-ATRP(008) | CR77 over Locust Fork Warrior River | 4/7/2017 | 1 | \$2,827,529.19 | 650 | 28600 | \$98.86 |
| Fayette | BR-0018(503) | SR18 over Deadwater Creek | 5/26/2017 | 1 | \$1,426,716.50 | 340 | 15781.7 | \$90.40 |
| Covington | BR-0055(502) | SR55 over Yellow River | 5/26/2017 | 1 | \$4,611,946.00 | 930 | 43167.5 | \$106.84 |
| Macon | ACBR259636-ATRP(007) | CR9 over Calebree Creek | 5/26/2017 | 1 | \$660,874.50 | 180 | 5040 | \$131.13 |
| Choctaw | ACBR259327-ATRP(007) | CR45 over Tuckabum Creek | 5/26/2017 | 1 | \$536,684.80 | 120 | 3360 | \$159.73 |
| Calhoun | ACBR259414-ATRP(010) | Verbion George Road over Ohatchee Cr | 6/30/2017 | 1 | \$469,498.50 | 150 | 4612.5 | \$101.79 |
| Mobile | BP-049-042-011 | Bridge Extension on US98 Big Creek | 6/30/2017 | 1 | \$4,008,637.00 | 1350 | 57712.5 | \$69.46 |
| Talladega | ACGBR88447-ATRP(002) | CR207(Stemley Rd) over Choccolocco Cr | 6/30/2017 | 1 | \$4,551,025.00 | 470 | 17899.2 | \$254.26 |
| Madison | ACAA59775-ATRP(009) | Blake Bottom Road over SR255 | 8/25/2017 | 1 | \$5,107,446.66 | 280 | 14210 | \$359.43 |
| Conecuh | RPF-BRF-1065(416) | I-65 over Murder Creek Main | 8/25/2017 | 1 | \$4,731,404.20 | 455 | 43869.6 | \$107.85 |
| Conecuh | RPF-BRF-1065(416) | I-65 over Murder Creek Relief | 8/25/2017 | 1 | \$3,625,773.20 | 325 | 31335.4 | \$115.71 |
| Calhoun | ACBR259427-ATRP(010) | Brown Bridge Rd over Choccolocco Cr | 8/25/2017 | 1 | \$682,103.00 | 160 | 4920 | \$138.64 |
| Baldwin | ERPR-8980(910) | CR9 over Polecat Creek | 8/25/2017 | 1 | \$1,045,758.50 | 180 | 6195 | \$168.81 |
| Tuscaloosa | ACOA61878F-ATRP(017) | M Class Blvd Ext over US11 and MSRR | 8/25/2017 | 1 | \$2,462,308.50 | 455 | 24911.3 | \$98.84 |
| Pickens | ACBR60384-ATRP(010) | CR26 over Coal Fire Creek | 9/29/2017 | 1 | \$1,911,472.45 | 660 | 20295 | \$94.18 |
| Shelby | ACAA5554-ATRP(013) | SR3(US31) over I-65 Calera | 9/29/2017 | 1 | \$3,912,169.37 | 280 | 30730 | \$127.31 |
| Tuscaloosa | RPF-IMF-NHF-1059(387) | I20/59 over Skyland Blvd (NBL) | 9/29/2017 | 1 | \$2,686,509.24 | 350 | 22684.4 | \$118.43 |
| Tuscaloosa | RPF-IMF-NHF-1059(387) | I20/59 over Skyland Blvd (SBL) | 9/29/2017 | 1 | \$2,678,727.72 | 350 | 22684.4 | \$118.09 |
| Shelby | ACBR259506-ATRP(013) | CR441 over Four Mile Creek | 9/29/2017 | 1 | \$738,907.08 | 160 | 5120 | \$144.32 |

| ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU | | | | | | | | | |
|---|-----------------------|-----------------------------|-----------|----------------|-----------------|----------------|----------------|---------------|--|
| Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 Cast In Place Steel | | | | | | | | | |
| COUNTY | PROJECT NO. | DESCRIPTION | DATE LET | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT. | SQ. FT. TOT. | AVG. SF \$ | |
| | | | | | BID PRICE | LIN. FT BRIDGE | SQ. FT. BRIDGE | COST/ SQ. FT. | |
| Tuscaloosa | RPF-IMF-NHF-1059(387) | I20/59 over McFarland Blvd. | 9/29/2017 | 1 | \$13,374,359.69 | 257 | 33,241 | \$402.34 | |
| | | | | 1 | \$13,374,359.69 | 256.85 | 33241.2 | \$402.34 | |

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2016 to September 30, 2017 Precast

| COUNTY | PROJECT NO. | DESCRIPTION | DATE LET | NO. OF BRIDGES | BID PRICE | LIN. FT. TOT. BRIDGE | SQ. FT. TOT. BRIDGE | AVG. SF \$ |
|------------|----------------------|--|-----------|----------------|----------------|----------------------|---------------------|------------|
| | | | | 20 | \$6,717,163.14 | 2,180 | 58,495 | \$114.83 |
| | | | | TOT. # BRIDGES | TOTAL COST | LIN. FT. TOT. BRIDGE | SQ. FT. TOT. BRIDGE | AVG. SF \$ |
| Baldwin | ACBRZ61160-ATRP(005) | CR10(Keller Rd) over Boggy Branch | 11/4/2016 | 1 | \$268,726.75 | 40 | 1120 | \$239.93 |
| Chilton | ACBRZ60301-ATRP(011) | CR232 over Benson Creek | 11/4/2016 | 1 | \$309,360.00 | 88 | 2464 | \$125.55 |
| Chilton | ACBRZ62532-ATRP(002) | CR352 over Little Mulberry Creek | 11/4/2016 | 1 | \$199,620.00 | 88 | 2464 | \$81.01 |
| Chilton | ACBRZ59366-ATRP(005) | CR32 over Walnut Creek | 12/2/2016 | 1 | \$429,500.00 | 120 | 3360 | \$127.83 |
| Lee | ACBRZ61139-ATRP(016) | CR376 over Unnamed Trib Osanippa Cr | 12/2/2016 | 1 | \$220,840.00 | 40 | 1120 | \$197.18 |
| Geneva | ACBRZ60534-ATRP(001) | CR155 over Long Branch | 1/27/2017 | 1 | \$153,202.00 | 40 | 980 | \$156.33 |
| Geneva | ACBRZ60535-ATRP(006) | CR152 over Long Branch | 1/27/2017 | 1 | \$246,283.00 | 80 | 1960 | \$125.65 |
| Sumter | ACBRZ61894-ATRP(017) | Lynn Bennett Rd over Little Fourth Creek | 1/27/2017 | 1 | \$267,136.07 | 88 | 2156.5 | \$123.87 |
| Chilton | ACBRZ60302-ATRP(011) | CR478 over Cargile Creek | 2/24/2017 | 1 | \$307,350.00 | 68 | 1666 | \$184.48 |
| Crenshaw | ACBRZ59371-ATRP(015) | Sexton Br Rd over Little Patsaliga Creek | 2/24/2017 | 1 | \$841,929.00 | 360 | 8820 | \$95.46 |
| Crenshaw | ACBRZ59375-ATRP(014) | CR9 (West Robinson Rd) over Gin Creek | 2/24/2017 | 1 | \$141,690.00 | 40 | 980 | \$144.58 |
| Crenshaw | ACBRZ59381-ATRP(014) | Teague Road over Cane Creek | 2/24/2017 | 1 | \$141,690.00 | 40 | 980 | \$144.58 |
| Morgan | ACBRZ61816-ATRP(013) | Cedar Creek Church Rd over Cedar Cr | 4/7/2017 | 1 | \$412,430.00 | 88 | 2464 | \$167.38 |
| Coosa | ACBRZ60408-ATRP(011) | CR125 over Paint Creek | 4/28/2017 | 1 | \$329,172.00 | 120 | 2940 | \$111.96 |
| Chilton | ACBRZ59359-ATRP(005) | CR2 over Mahan Creek | 6/30/2017 | 1 | \$328,070.00 | 120 | 3360 | \$97.64 |
| Lamar | ACBRZ60915-ATRP(007) | CR412 over Little Hells Creek | 6/30/2017 | 1 | \$188,529.72 | 40 | 980 | \$192.38 |
| Greene | ACBRZ62005-ATRP(016) | CR148 over Taylor Creek | 6/30/2017 | 1 | \$433,479.60 | 160 | 4480 | \$96.76 |
| Geneva | ACBRZ60538-ATRP(009) | CR74 over Unnamed Trib to Flat Creek | 7/28/2017 | 1 | \$136,735.00 | 40 | 980 | \$139.53 |
| Lauderdale | ACBRZ62145-ATRP(005) | CR61 over Butler Creek | 7/28/2017 | 1 | \$784,298.00 | 240 | 7380 | \$106.27 |
| Crenshaw | ACBR58549-ATRP(001) | CR59 (Lapine Hwy) over Dry Creek | 9/29/2017 | 1 | \$577,122.00 | 280 | 7840 | \$73.61 |

**CONSTRUCTION PROJECTS AND CLAIMS
FISCAL YEAR 2017**

CONSTRUCTION PROJECTS

| | | |
|------------------------------|-----|-----------------|
| Active Construction Projects | 423 | \$2,162,581,786 |
|------------------------------|-----|-----------------|

CLAIMS ACTIVITIES

| | |
|--|----|
| Number of Notices of Intent Filed | 22 |
| Number of Notices of Intent Rescinded | 1 |
| Number of Notices of Intent Waived by Contractor | 1 |

| | NUMBER | AMOUNT |
|---------------------|---------------|-----------------|
| Claims Under Review | 16 | \$23,190,157.05 |
| Claims Settled | 2 | \$174,348.56 |
| Claims Denied | 0 | \$0 |

COUNTY TRANSPORTATION PROJECTS

| COUNTY | ROADWAY (MILES) | | | BRIDGES (NUMBER & LINEAR FEET) | | | | |
|--------------|-----------------------|---------------------------------|----------------------|--------------------------------|---------------------------------|-----------|----------------------|------------|
| | COMPLETE ¹ | UNDER CONSTRUCTION ² | PLANNED ³ | COMPLETE ¹ | UNDER CONSTRUCTION ² | | PLANNED ³ | |
| | MILES | MILES | MILES | NO. | LIN. FT. | NO. | LIN. FT. | NO. |
| Autauga | 435.5 | 4.3 | 11.3 | 55 | 7,398.3 | 0 | 0 | 0 |
| Baldwin | 84.4 | 0.0 | 44.0 | 46 | 4,901.3 | 0 | 0 | 1 |
| Barbour | 586.6 | 12.5 | 0.0 | 78 | 9,196.3 | 0 | 0 | 0 |
| Bibb | 284.2 | 2.2 | 6.5 | 43 | 5,396.9 | 0 | 0 | 0 |
| Blount | 253.5 | 0.0 | 12.7 | 38 | 4,075.3 | 0 | 0 | 4 |
| Bullock | 449.0 | 0.0 | 0.0 | 64 | 4,793.6 | 0 | 0 | 0 |
| Butler | 456.2 | 3.5 | 0.0 | 65 | 6,374.3 | 0 | 0 | 2 |
| Calhoun | 321.5 | 8.6 | 0.0 | 68 | 8,623.3 | 0 | 0 | 1 |
| Chambers | 319.0 | 0.0 | 24.0 | 65 | 3,963.2 | 0 | 0 | 14 |
| Cherokee | 284.5 | 4.6 | 1.4 | 14 | 1,214.8 | 0 | 0 | 3 |
| Chilton | 422.5 | 0.0 | 11.3 | 56 | 6,906.9 | 0 | 0 | 0 |
| Choctaw | 326.7 | 2.5 | 3.6 | 53 | 5,956.0 | 0 | 0 | 0 |
| Clarke | 326.0 | 0.3 | 0.0 | 58 | 8,712.5 | 0 | 0 | 1 |
| Clay | 435.9 | 0.0 | 19.5 | 27 | 1,795.5 | 0 | 0 | 5 |
| Cleburne | 388.9 | 0.0 | 14.0 | 40 | 5,084.0 | 0 | 0 | 0 |
| Coffee | 650.4 | 0.0 | 8.7 | 83 | 10,727.1 | 5 | 0 | 1 |
| Colbert | 432.6 | 0.0 | 26.5 | 43 | 3,750.5 | 0 | 0 | 2 |
| Conecuh | 404.7 | 6.0 | 7.2 | 64 | 9,265.8 | 0 | 0 | 0 |
| Coosa | 441.9 | 3.2 | 0.0 | 26 | 2,986.0 | 0 | 0 | 1 |
| Covington | 590.4 | 1.9 | 3.9 | 50 | 6,751.5 | 0 | 0 | 1 |
| Crenshaw | 399.8 | 5.3 | 6.8 | 60 | 6,826.7 | 0 | 0 | 0 |
| Cullman | 326.8 | 0.0 | 5.0 | 22 | 2,631.5 | 0 | 0 | 0 |
| Dale | 537.7 | 3.5 | 7.2 | 76 | 9,454.6 | 0 | 0 | 0 |
| Dallas | 316.0 | 1.9 | 0.0 | 42 | 5,897.3 | 0 | 0 | 0 |
| DeKalb | 158.4 | 0.0 | 7.7 | 18 | 1,566.8 | 0 | 0 | 5 |
| Elmore | 642.6 | 0.0 | 17.1 | 65 | 7,747.6 | 0 | 0 | 3 |
| Escambia | 468.3 | 0.0 | 17.1 | 59 | 8,233.6 | 0 | 0 | 4 |
| Etowah | 296.5 | 0.0 | 11.1 | 26 | 2,865.8 | 0 | 0 | 4 |
| Fayette | 371.8 | 3.3 | 19.4 | 45 | 7,896.5 | 0 | 0 | 0 |
| Franklin | 215.4 | 12.8 | 8.6 | 26 | 3,302.8 | 0 | 0 | 3 |
| Geneva | 526.6 | 5.3 | 5.0 | 63 | 10,339.8 | 0 | 0 | 0 |
| Greene | 300.3 | 0.0 | 34.2 | 49 | 6,675.9 | 2 | 100 | 0 |
| Hale | 353.0 | 0.0 | 0.0 | 61 | 6,113.3 | 0 | 0 | 0 |
| Henry | 516.9 | 4.1 | 2.5 | 63 | 6,839.3 | 0 | 0 | 0 |
| Houston | 568.8 | 7.6 | 18.1 | 108 | 11,393.2 | 0 | 0 | 1 |
| Jackson | 150.0 | 0.0 | 3.4 | 18 | 1,224.5 | 0 | 0 | 4 |
| Jefferson | 83.0 | 0.0 | 0.0 | 47 | 11,572.2 | 1 | 230 | 6 |
| Lamar | 408.4 | 7.8 | 1.8 | 52 | 7,025.6 | 0 | 0 | 0 |
| Lauderdale | 236.2 | 6.7 | 22.8 | 32 | 3,526.8 | 0 | 0 | 2 |
| Lawrence | 309.7 | 10.8 | 26.7 | 48 | 4,724.8 | 0 | 0 | 0 |
| Lee | 284.4 | 3.4 | 9.2 | 57 | 5,836.0 | 0 | 0 | 0 |
| Limestone | 500.7 | 4.3 | 0.0 | 88 | 8,955.6 | 0 | 0 | 3 |
| Lowndes | 362.2 | 4.3 | 5.7 | 56 | 6,381.1 | 0 | 0 | 0 |
| Macon | 387.9 | 0.0 | 0.0 | 58 | 9,559.0 | 0 | 0 | 0 |
| Madison | 164.7 | 0.0 | 0.0 | 80 | 14,051.1 | 0 | 0 | 7 |
| Marengo | 369.6 | 0.0 | 15.8 | 101 | 10,845.1 | 0 | 0 | 0 |
| Marion | 412.9 | 0.0 | 6.2 | 63 | 6,402.4 | 0 | 0 | 1 |
| Marshall | 312.3 | 0.0 | 1.1 | 34 | 2,793.4 | 1 | 52 | 2 |
| Mobile | 268.1 | 1.9 | 3.1 | 28 | 3,439.2 | 0 | 0 | 2 |
| Monroe | 331.0 | 0.0 | 3.8 | 25 | 3,371.6 | 0 | 0 | 0 |
| Montgomery | 475.5 | 5.9 | 10.7 | 39 | 6,715.4 | 0 | 0 | 0 |
| Morgan | 269.3 | 0.0 | 2.2 | 71 | 8,403.5 | 1 | 37 | 2 |
| Perry | 303.8 | 0.0 | 9.4 | 34 | 4,236.8 | 0 | 0 | 3 |
| Pickens | 304.1 | 0.0 | 5.2 | 68 | 8,639.4 | 0 | 0 | 0 |
| Pike | 493.5 | 0.0 | 27.0 | 94 | 10,034.7 | 0 | 0 | 5 |
| Randolph | 476.3 | 9.3 | 21.4 | 29 | 6,102.4 | 0 | 0 | 13 |
| Russell | 245.2 | 1.7 | 6.5 | 57 | 4,365.1 | 0 | 0 | 1 |
| Saint Clair | 324.7 | 0.0 | 4.5 | 21 | 3,797.3 | 0 | 0 | 1 |
| Shelby | 311.4 | 0.0 | 0.0 | 44 | 4,127.6 | 1 | 70 | 1 |
| Sumter | 431.5 | 8.5 | 34.0 | 62 | 6,239.5 | 0 | 0 | 0 |
| Talladega | 390.9 | 0.0 | 11.4 | 57 | 6,929.7 | 0 | 0 | 0 |
| Tallapoosa | 401.6 | 12.7 | 5.9 | 54 | 6,202.9 | 0 | 0 | 5 |
| Tuscaloosa | 390.6 | 0.0 | 39.1 | 71 | 7,968.7 | 3 | 154 | 2 |
| Walker | 242.1 | 7.3 | 7.3 | 31 | 6,387.2 | 0 | 0 | 0 |
| Washington | 268.7 | 0.0 | 4.7 | 77 | 13,734.0 | 0 | 0 | 0 |
| Wilcox | 300.9 | 9.5 | 24.1 | 49 | 4,601.4 | 0 | 0 | 10 |
| Winston | 197.5 | 7.7 | 46.2 | 23 | 2,054.2 | 0 | 0 | 5 |
| TOTAL | 24,302.0 | 195.2 | 713.2 | 3,487 | 425,905.8 | 14 | 643.5 | 131 |

¹This figure represents all completed County Transportation projects since the inception of the program in 1944.

²These projects were let to contract during fiscal year 2016 or prior and are currently under construction .

³These projects are under development and have not yet been let to contract.]

DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2017

SUMMARY OF PURCHASES OF EQUIPMENT

| | |
|----------------------|--------------------------------|
| Automobiles (SA) | \$ 402,395.00 |
| Trucks (ST) | 23,962,873.39 |
| Heavy Equipment (SE) | 6,740,203.83 |
| State General (SG) | 7,921,184.66 |
| S.H.D. Equipment | 14,274,616.58 |
| <i>TOTAL</i> | <u><u>\$ 53,301,273.46</u></u> |

SUMMARY OF SALES OF EQUIPMENT

| | |
|---------------------------------------|------------------------------|
| Automobiles (SA) | \$ 1,047.86 |
| Trucks (ST) | 5,057,323.88 |
| Heavy (SE) | 1,987,699.90 |
| State General (SG, HD & CH) Equipment | \$ 386,048.54 |
| Other (MC) | \$ 73,876.57 |
| <i>Total Gross Proceeds</i> | <u><u>\$7,505,896.75</u></u> |

RECAPITULATION

| | |
|----------------------|--------------------------------|
| Total Purchases | \$ 53,301,273.46 |
| Total Sales | 7,505,896.75 |
| Purchases Over Sales | <u><u>\$ 45,795,376.71</u></u> |

| | |
|--|--------------|
| Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment | \$ 48,905.88 |
|--|--------------|

STATE HIGHWAY FUNDS
RECEIPTS AND EXPENDITURES FOR FIVE YEAR PERIOD FISCAL YEARS 2013-2017

From Fiscal Reports of the State Department of Transportation - Omitted from the tables are the purchase and sale of securities.

| RECEIPTS | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | % |
|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------|
| Gasoline Excise Tax .04 | 43,259,850 | 43,464,804 | 45,142,042 | 46,643,964 | 47,084,115 | 3% |
| Motor Fuel Tax .06 | 38,395,486 | 39,825,059 | 40,000,533 | 41,945,928 | 40,737,034 | 2% |
| LP Gas Vehicle | 88,640 | 68,619 | 62,093 | 61,254 | 55,819 | 0% |
| Motor Vehicle License | 99,743,008 | 96,939,373 | 98,695,945 | 100,351,812 | 104,825,111 | 6% |
| Gasoline Excise Tax .07 | 73,978,570 | 74,319,373 | 77,188,217 | 79,755,931 | 80,506,488 | 5% |
| Lubricating Oil Tax | 533,205 | 548,874 | 525,279 | 511,506 | 523,376 | 0% |
| Oversize Hauling Permit | 3,588,880 | 3,786,140 | 3,756,180 | 3,732,690 | 4,118,636 | 0% |
| Motor Fuel Tax .13 | 88,157,236 | 91,440,688 | 91,840,402 | 96,303,462 | 92,516,773 | 6% |
| Truck Identification Decal | 866,599 | 925,245 | 972,878 | 988,081 | 984,082 | 0% |
| Petroleum Products Inspection Fee | 43,068,004 | 44,335,378 | 44,981,528 | 46,145,636 | 44,740,079 | 3% |
| Outdoor Advertising Permit Fee | 62,268 | 67,485 | 61,481 | 65,137 | 63,493 | 0% |
| Motor Carrier Tax | 487,602 | 432,116 | 573,449 | 573,884 | 434,180 | 0% |
| Gasoline Excise Tax .05 | 92,344,275 | 92,781,662 | 96,361,958 | 99,568,018 | 100,507,583 | 6% |
| Interest Income | | | | | | 0% |
| SUBTOTAL | 484,573,623 | 488,934,816 | 500,161,985 | 516,647,303 | 517,096,769 | 30% |
| Federal Aid | 891,727,257 | 920,292,665 | 876,318,519 | 855,654,262 | 812,656,904 | 56% |
| County Aid and Miscellaneous | 49,999,876 | 63,415,600 | 137,521,791 | 53,372,444 | 42,865,032 | 4% |
| Oil Lease Funds | | | | | | 0% |
| Highway Bonds | 38,267,934 | 162,277,769 | 229,169,695 | 220,212,263 | 313,662,318 | 10% |
| UMTA Vehicle Disposition Proceeds | 294,447 | 194,384 | 270,771 | 215,040 | 247,351 | 0% |
| ROW Title 23 Revenue | 380,048 | 250,082 | 465,507 | 345,062 | 454,817 | 0% |
| SUBTOTAL | 980,669,562 | 1,146,430,500 | 1,243,746,283 | 1,129,799,071 | 1,169,886,422 | 70% |
| TOTAL RECEIPTS | 1,465,243,185 | 1,635,365,316 | 1,743,908,268 | 1,646,446,374 | 1,686,983,191 | 100% |
| EXPENDITURES | FY 2013 | FY 2014 | FY 2015 | FY 2016 | | % |
| Construction | 1,207,483,368 | 1,196,094,270 | 1,282,573,021 | 1,235,249,481 | 1,286,955,836 | 78% |
| Maintenance | 182,472,294 | 178,331,234 | 183,609,614 | 190,730,968 | 175,942,545 | 12% |
| Equipment Purchases | 7,994,000 | 8,668,247 | 14,338,706 | 11,505,485 | 13,924,371 | 1% |
| Administration | 48,796,002 | 75,023,789 | 89,635,267 | 117,277,866 | 100,831,266 | 5% |
| Debt Service | 14,540,000 | 22,675,000 | 27,555,205 | 33,647,533 | 34,897,958 | 1% |
| Other Expenditures | 63,316,265 | 59,755,208 | 50,687,129 | 111,859,211 | 63,049,044 | 4% |
| TOTAL EXPENDITURES | 1,524,601,929 | 1,540,547,748 | 1,648,398,942 | 1,700,270,544 | 1,675,601,020 | 100% |

**PUBLIC ROADS &
BRIDGE FUNDS**

Unexpended Balance as of October 1, 2016

349,557,357

RECEIPTS:

Revenue

| | |
|------------------------------------|-------------|
| Gasoline Excise Tax \$.05 | 100,507,583 |
| Gasoline Excise Tax \$.04 | 47,084,115 |
| Motor Fuel Tax \$.06 | 40,737,034 |
| LP Gas Vehicle Permits | 55,819 |
| Motor Vehicle License | 104,825,111 |
| Gasoline Excise Tax \$.07 | 80,506,488 |
| Lubricating Oil Tax | 523,376 |
| Oversize Hauling Permits | 4,118,636 |
| Motor Carrier Mileage, Taxes, Fees | 434,180 |
| Motor Fuel Tax \$.13 | 92,516,773 |
| Truck Identification Decals | 984,082 |
| Petroleum Products Inspection Fees | 44,740,079 |
| Outdoor Advertising Permit Fees | 63,493 |
| Subtotal Revenue - State | 517,096,769 |
| Interest Income | 0 |
| Transfer From General Fund | 0 |

TOTAL REVENUE

\$ 517,096,769

Non - Revenue Receipts

| | |
|--|-------------|
| ISTEA Interstate Maintenance | 2,820,924 |
| ISTEA National Highway System | 17,812,852 |
| ISTEA Surface Transportation Program | 26,678,596 |
| Federal Aid- ARRA 2009 Transit Stimulus | - |
| ISTEA Special | 7,676,261 |
| ISTEA Other | 2,518,338 |
| Federal Aid Priority Primary | (160,354) |
| Federal Interstate Regular | |
| Federal Interstate ACI | |
| Federal Aid Primary | |
| Federal Aid Secondary | |
| Federal Aid - ATRIP Projects | 16,286,007 |
| Federal Aid ABC Urban | |
| Federal Aid Urban | |
| Federal Aid Secondary (Farm to Market) | |
| Federal Aid Secondary (Farm to Market Miscellaneous) | |
| Federal Topic | |
| Federal Appalachian | 9,310,106 |
| Federal - MAP 21/FASTACT | 675,919,704 |
| Federal Aid Special Aid | |
| Federal Aid Highway Planning & Research | 15,820,373 |
| Federal Aid Bridge Replacement | 2,576,907 |
| Federal Aid - ARRA 2009 Stimulus | - |

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
DEBT SERVICE REQUIREMENTS
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY
RAMP BONDS**

| YEAR | BONDS OUTSTANDING | INTEREST | REDEMPTION |
|------|----------------------|------------|---------------|
| 2017 | 18,140,000.00 | 307,957.56 | 3,510,000.00 |
| 2018 | 14,630,000.00 | 248,710.00 | 3,565,000.00 |
| 2019 | 11,065,000.00 | 188,105.00 | 3,625,000.00 |
| 2020 | 7,440,000.00 | 126,653.26 | 3,690,000.00 |
| 2021 | 3,750,000.00 | 63,662.67 | 3,750,000.00 |
| | | 935,088.49 | 18,140,000.00 |

* Original Issue Date of 11/29/16

**LEGAL BUREAU ACTIVITIES
2017**

| | | |
|---|----------------|-----------------|
| Board of Adjustment | | |
| Claims Opened | 482 | |
| Claims Closed | 347 | |
| Claims Pending | 135 | |
| Amount Paid | | \$1,757,374.16 |
| | | |
| State Property Damage Claims | | |
| Claims Opened | 478 | |
| Claims Closed | 358 | |
| Claims Pending | 120 | |
| Amount Collected | | \$3,205,657.75 |
| | | |
| Requests for Production of Documents | | |
| Requests Opened | 150 | |
| Requests Pending | 34 | |
| | | |
| Contracts, | Leases, | and |
| 1,770 | | Deeds |
| | | Reviewed |
| Active | | Lawsuits |
| 203 | | |

Annual Report 2017: Bridges

| | Maintenance Responsibility | | | |
|-------------------------------|----------------------------|--------|------|-------|
| | State | County | City | Other |
| Total Structures | 5748 | 8620 | 1540 | 61 |
| | | | | |
| Functionally Obsolete | 969 | 834 | 309 | 15 |
| Structurally Deficient | 90 | 888 | 137 | 21 |
| Load Posted | 12 | 2197 | 219 | 19 |
| Closed | 7 | 149 | 22 | 7 |
| Temporary Work | 50 | 98 | 6 | 2 |

**DAILY VEHICLE MILES OF TRAVEL
(DVMT)**

| YEAR | TOTAL DVMT (THOUSANDS) | STATE SYSTEM DVMT (THOUSANDS) |
|-------------|-----------------------------------|--|
| 2000 | 154,473 | 95,485 |
| 2001 | 155,364 | 96,326 |
| 2002 | 157,622 | 97,440 |
| 2003 | 160,638 | 99,305 |
| 2004 | 160,825 | 99,420 |
| 2005 | 163,458 | 101,048 |
| 2006 | 165,463 | 102,587 |
| 2007 | 167,981 | 104,148 |
| 2008 | 162,048 | 100,470 |
| 2009 | 167,944 | 103,959 |
| 2010 | 175,756 | 108,793 |
| 2011 | 177,849 | 110,089 |
| 2012 | 177,484 | 104,361 |
| 2013 | 177,757 | 104,807 |
| 2014 | 177,153 | 104,166 |
| 2015 | 181,102 | 106,850 |
| 2016 | 187,249 | 107,647 |

| 2015 HIGHWAY PERFORMANCE MONITORING SYSTEM | | |
|---|-------------------|-------------------|
| FUNCTIONAL CLASSIFICATION | LINEAR MILES | LANE MILES |
| Interstate | 1,003.63 | 4,574.50 |
| Principal Arterial - Other Freeways and Expressways | 29.20 | 138.46 |
| Principal Arterial - Other | 3,331.57 | 10,952.97 |
| Minor Arterial | 6,365.23 | 14,470.68 |
| Major Collector | 15,856.03 | 32,141.58 |
| Minor Collector | 6,674.02 | 13,342.03 |
| Local | 68,718.69 | 137,437.37 |
| TOTAL | 101,978.37 | 213,057.60 |

| FACILITY TYPE | ROADWAY OWNERSHIP BY FUNCTIONAL CLASSIFICATION IN MILES | | | | | |
|--------------------------------------|---|-----------------------------|--------------------------------|--------------------------|---------------------------|----------------------------|
| | STATE HIGHWAY AGENCY | COUNTY HIGHWAY AGENCY | CITY OR MUNICIPAL AGENCY | OTHER STATE AGENCY | INDIAN TRIBE NATION | OTHER FEDERAL AGENCY |
| Interstate | 1,003.630 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| PA* - Other Freeways and Expressways | 29.196 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| PA* - Other | 3,213.075 | 16.579 | 101.919 | 0.000 | 0.000 | 0.000 |
| Minor Arterial | 4,618.943 | 436.188 | 1,286.970 | 0.000 | 0.000 | 0.000 |
| Major Collector | 2,031.623 | 10,060.807 | 3,755.336 | 0.000 | 0.000 | 0.000 |
| Minor Collector | 31.640 | 6,161.638 | 477.737 | 0.000 | 0.000 | 0.000 |
| Local | <u>1.010</u> | <u>45,495.411</u> | <u>21,603.060</u> | <u>148.520</u> | <u>0.070</u> | <u>957.907</u> |
| TOTAL | <u>10,929.117</u> | <u>62,170.623</u> | <u>27,225.022</u> | <u>148.520</u> | <u>0.070</u> | <u>957.907</u> |

* Principal Arterial

Materials and Tests Activities

| MATERIALS DIVISION | FY-2013 | FY-2016 | FY-2017 |
|---|---------|---------|----------------|
| <u>Pavement Design Section</u> | | | |
| Pavement Structural Designs Approved | 233 | 164 | 207 |
| <u>Certification Section</u> | | | |
| Miles of Independent Assurance Sampling & Testing | 1,022 | 898 | 808 |
| Concrete Structures Projects | 16 | 15 | 11 |
| Safety Improvement & Guardrail Projects | 52 | 53 | 48 |
| Total Projects IAS&T Certified Completed | 254 | 200 | 176 |
| <u>Nuclear Gage Laboratory</u> | | | |
| Repaired Nuclear Gages | 23 | 46 | 41 |
| Disposed Nuclear Gages | 0 | 0 | 0 |
| Calibrated/Recalibrated Nuclear Gages | 73 | 115 | 100 |
| Leak-tested Nuclear Gages | 554 | 510 | 548 |
| GEOTECHNICAL DIVISION | | | |
| <u>Geotechnical In-House Design</u> | | | |
| Bridge and Culvert Reports | 12 | 11 | 11 |
| Slide Correction & Back Slope Reports | 18 | 23 | 6 |
| Sign, Signal Pole & High-mast Lighting Reports | 19 | 20 | 24 |
| Retaining Wall Reports | 1 | 0 | 1 |
| Special Projects (i.e. Sinkholes & Rockfalls) | 2 | 27 | 8 |
| Geo-hydrological Reports | 23 | 15 | 19 |
| Wave Equation Analysis | 51 | 77 | 146 |
| Dynamic Testing/Restrikes for Construction | 87 | 20 | 49 |
| <u>Geotechnical Consultant Design</u> | | | |
| Bridge and Culvert Reports | 14 | 51 | 13 |
| Slide Correction & Back Slope Reports | 12 | 11 | 15 |
| Soil Survey Reports | 15 | 11 | 10 |
| Sign, Signal Pole & High-mast Lighting Reports | 0 | 1 | 0 |
| Retaining Wall Reports | 4 | 8 | 6 |
| Special Projects | 0 | 0 | 26 |
| <u>Foundation Investigation-Drilling</u> | | | |
| Bridge and Culvert Projects | 31 | 15 | 28 |
| Slide Correction & Back Slope Projects | 24 | 21 | 8 |
| Soil Survey Projects | 25 | 20 | 25 |
| Sign, Signal Pole & High-mast Lighting Projects | 19 | 15 | 16 |
| Retaining Wall Projects | 5 | 5 | 6 |
| Special Projects (Sinkhole studies & Hazardous Materials Sites) | 4 | 9 | 7 |
| <i>Total Footage Drilled for Projects (feet)</i> | 40285 | 35442 | 50915 |
| ENVIRONMENTAL AND COMPLIANCE DIVISION | | | |
| <u>Hazardous Materials</u> | | | |
| Clearance for Projects | 51 | 41 | 47 |
| Investigations at Underground Storage Tank or Hazardous Materials Sites | 24 | 6 | 5 |
| Site Remediation Projects (UST Closure, Corrective Action, etc.) | 11 | 14 | 14 |
| <u>Environmental Compliance</u> | | | |
| Environmental Audits | 51 | 51 | 51 |
| <u>Storm Water Compliance</u> | | | |
| Project Storm Water Inspections | 398 | 117 | 46 |
| QC/QA Inspections | 17 | 9 | 0 |
| PAVEMENT MANAGEMENT DIVISION | | | |
| Centerline Miles of Pavement Friction testing | 7,417 | 7592 | 6638 |
| Centerline Miles of Pavement Condition Assessment | 6,963 | 7752 | 7585 |
| Pavement Condition Assessment/Non-State Route HPMS Samples | 164 | 1095 | 1416 |
| Falling weight Deflectometer Testing - projects | 238 | 135 | 153 |

**AWARDED CONTRACTS
FISCAL YEAR 2017**

| CATEGORY OR PROGRAM | AMOUNT AWARDED |
|--|-----------------------|
| Interstate and National Highway System | \$833,119,725.48 |
| State Funds | \$41,424,899.90 |
| Alabama Transportation Rehabilitation & Improvement Program (ATRIP) | \$116,806,050.37 |
| Other Federal-Aid | \$312,176,531.29 |
| State Maintenance | <u>\$6,231,247.01</u> |
| TOTAL AMOUNT AWARDED | \$1,309,758,454.05 |

**CONSTRUCTION AND MAINTENANCE ACTIVITIES
BY REGION FOR FISCAL YEAR 2017
MILES AUTHORIZED**

| REGION | HIGHWAY SYSTEM | GRADE AND DRAIN | BASE AND PAVE | GRADE, DRAIN BASE, PAVE, AND BRIDGE | RESURFACING Projects ONLY | RESURFACING with Pavement Widening | REHABILITATED | ADDED ROADWAY LANES | NUMBER OF BRIDGES AUTHORIZED |
|---------------|----------------|-----------------|---------------|-------------------------------------|---------------------------|------------------------------------|---------------|---------------------|------------------------------|
| SOUTHEAST | STATE | 0.0 | 0.0 | 4.5 | 162.7 | 123.5 | 0.0 | 0.0 | 2 |
| | OTHER | 0.0 | 0.0 | 1.4 | 102.7 | 34.6 | 7.1 | 0.0 | 19 |
| | TOTAL | 0.0 | 0.0 | 5.9 | 265.5 | 158.1 | 7.1 | 0.0 | 21 |
| EAST CENTRAL | STATE | 0.0 | 0.0 | 0.0 | 112.8 | 50.6 | 11.9 | 0.1 | 7 |
| | OTHER | 0.0 | 0.0 | 0.7 | 16.8 | 0.0 | 9.3 | 0.0 | 19 |
| | TOTAL | 0.0 | 0.0 | 0.7 | 129.6 | 50.6 | 21.2 | 0.1 | 26 |
| NORTH | STATE | 0.0 | 0.0 | 0.0 | 127.6 | 10.7 | 0.0 | 1.5 | 4 |
| | OTHER | 0.0 | 0.0 | 0.2 | 39.0 | 12.8 | 0.0 | 1.0 | 8 |
| | TOTAL | 0.0 | 0.0 | 0.2 | 166.6 | 23.4 | 0.0 | 2.5 | 12 |
| WEST CENTRAL | STATE | 0.0 | 0.0 | 1.8 | 68.4 | 72.5 | 0.0 | 3.5 | 7 |
| | OTHER | 0.0 | 0.0 | 0.1 | 75.9 | 2.2 | 0.0 | 0.0 | 18 |
| | TOTAL | 0.0 | 0.0 | 1.9 | 144.4 | 74.7 | 0.0 | 3.5 | 25 |
| SOUTHWEST | STATE | 0.0 | 0.0 | 0.0 | 172.7 | 57.9 | 0.1 | 5.3 | 7 |
| | OTHER | 0.0 | 0.0 | 3.1 | 5.0 | 6.0 | 2.2 | 0.3 | 4 |
| | TOTAL | 0.0 | 0.0 | 3.1 | 177.6 | 63.8 | 2.3 | 5.7 | 11 |
| TOTALS | STATE | 0.0 | 0.0 | 6.3 | 644.2 | 315.1 | 12.0 | 10.4 | 27.0 |
| | OTHER | 0.0 | 0.0 | 5.6 | 239.4 | 55.5 | 18.6 | 1.3 | 68.0 |
| | TOTAL | 0.0 | 0.0 | 11.9 | 883.6 | 370.6 | 30.6 | 11.7 | 95.0 |

State system includes all State and Interstate Highways
Other system includes all County & Local Highways

**STATE OF ALABAMA FEDERAL AID
FEDERAL FUNDS ADMINISTERED AND MATCHED**

| | |
|--------------------------------------|--------------------------|
| NATIONAL HIGHWAY PERFORMANCE PROGRAM | \$ 342,697,606.24 |
| SURFACE TRANSPORTATION PROGRAM | \$ 346,324,231.22 |
| SAFETY PROGRAM | \$ 35,403,163.10 |
| EMERGENCY RELIEF | \$ 14,813,159.73 |
| SPECIAL PROJECTS | \$ 56,148,842.70 |
| CONGESTION MITIGATION & AIR QUALITY | \$ 4,301,313.54 |
| MISCELLANEOUS | \$ 20,132,689.11 |
| TRANSPORTATION ALTERNATIVE | \$ 11,690,701.06 |
| NATIONAL FREIGHT PROGRAM | \$ 20,664,956.00 |
| TOTAL | \$ 852,176,662.70 |

AWARDED CONTRACTS 2008-2017

| YEAR | CONTRACTS AWARDED | AMOUNT AWARDED ¹ |
|------|-------------------|-----------------------------|
| 2008 | 311 | 604 |
| 2009 | 348 | 799 |
| 2010 | 322 | 684 |
| 2011 | 285 | 715 |
| 2012 | 338 | 572 |
| 2013 | 371 | 709 |
| 2014 | 447 | 907 |
| 2015 | 399 | 850 |
| 2016 | 344 | 839 |
| 2017 | 361 | 1,309 |

¹millions of dollars

PERSONNEL AND PAYROLL COMPARISONS BETWEEN FISCAL YEARS 2016 AND 2017

| Fiscal Year 2016 | | | Fiscal Year 2017 | | |
|----------------------------|---------------------|-------------------|----------------------------|---------------------|-------------------|
| Semi-weekly Pay Period | Number of Employees | Amount of Payroll | Semi-weekly Pay Period | Number of Employees | Amount of Payroll |
| October 16-31, 2015 | 4373 | 7,779,864.19 | October 1 - 15, 2016 | 4309 | 7,854,620.97 |
| October 16-31, 2015 | 4363 | 7,759,713.38 | October 16 - 31, 2016 | 4315 | 7,852,165.70 |
| November 1-15, 2015 | 4382 | 10,389,039.57 | November 1-15, 2016 | 4320 | 10,350,118.60 |
| November 16-30, 2015 | 4370 | 7,639,254.84 | November 16-30, 2016 | 4318 | 757,505.22 |
| December 1-15, 2015 | 4373 | 7,752,493.66 | December 1-15, 2016 | 4337 | 7,830,596.76 |
| December 16-31, 2015 | 4367 | 7,640,126.16 | December 16-31, 2016 | 4341 | 7,831,757.02 |
| January 1-15, 2016 | 4377 | 8,203,906.55 | January 1-15, 2017 | 4355 | 8,493,983.46 |
| January 16-31, 2016 | 4332 | 7,707,741.37 | January 16-31, 2017 | 4339 | 7,835,076.19 |
| February 1-15, 2016 | 4340 | 7,859,036.81 | February 1-15, 2017 | 4365 | 8,059,577.83 |
| February 16-28, 2016 | 4306 | 7,662,773.77 | February 16-28, 2017 | 4338 | 7,831,649.65 |
| March 1-15, 2016 | 4319 | 78,818,560.20 | March 1-15, 2017 | 4360 | 8,124,060.82 |
| March 16-31, 2016 | 4304 | 7,677,311.60 | March 16-31, 2017 | 4359 | 7,943,629.13 |
| April 1-15, 2016 | 4305 | 8,139,276.06 | April 1-15, 2017 | 4358 | 8,043,496.28 |
| April 16-30, 2016 | 4300 | 7,645,415.82 | April 16-30, 2017 | 4354 | 7,856,249.32 |
| May 1-15, 2016 | 4299 | 7,884,134.49 | May 1-15, 2017 | 4360 | 8,110,344.17 |
| May 16-31, 2016 | 4296 | 7,713,948.50 | May 16-31, 2017 | 4354 | 7,942,459.72 |
| June 1-15, 2016 | 4293 | 7,636,948.50 | June 1-15, 2017 | 4356 | 7,997,421.84 |
| June 16-30, 2016 | 4291 | 7,779,763.37 | June 16-30, 2017 | 4349 | 8,087,626.81 |
| July 1-15, 2016 | 4288 | 7,833,821.73 | July 1-15, 2017 | 4339 | 8,086,588.11 |
| July 16-31, 2016 | 4290 | 7,720,414.11 | July 16-31, 2017 | 4336 | 8,056,392.89 |
| August 1-15, 2016 | 4302 | 7,823,328.59 | August 1-15, 2017 | 4358 | 8,150,093.73 |
| August 16-31, 2016 | 4295 | 7,784,578.77 | August 16-31, 2017 | 4346 | 8,094,031.48 |
| September 1-15, 2016 | 4309 | 7,854,620.97 | September 1-15, 2017 | 4340 | 8,088,571.36 |
| September 16-30, 2016 | 4311 | 7,924,551.75 | September 16-30, 2017 | 4342 | 8,062,485.19 |
| Total Payroll | 4324 | \$189,630,624.76 | Total Payroll | 4344 | \$187,340,502.25 |
| Semi-weekly average | | \$7,901,276.03 | Semi-weekly average | | \$7,805,854.26 |

FISCAL YEAR 2017 SEPARATIONS AND APPOINTMENTS BY CATEGORY

| | | SEPARATIONS | | | | | | | | | | | | APPOINTMENTS | | | | |
|--------------|------------|---------------------|-------------------|---------------|--------------------------|-------------------|--------------|-------------------|--------------|----------------|--------------------|------------------|---------------|---------------------|--|--|--|--|
| | | RESIGNATIONS | DISMISSALS | LAYOFF | LEAVE WITHOUT PAY | SUSPENSION | DEATH | RETIREMENT | TOTAL | REGULAR | PROVISIONAL | TEMPORARY | FORM 8 | TOTAL | | | | |
| October | 13 | 3 | 0 | 2 | 1 | 3 | 24 | 22 | 1 | 0 | 0 | 0 | 23 | | | | | |
| November | 9 | 2 | 0 | 3 | 0 | 2 | 20 | 26 | 0 | 0 | 0 | 0 | 26 | | | | | |
| December | 9 | 3 | 0 | 1 | 2 | 1 | 46 | 38 | 0 | 1 | 0 | 0 | 39 | | | | | |
| January | 16 | 2 | 0 | 3 | 5 | 1 | 38 | 33 | 0 | 0 | 0 | 0 | 33 | | | | | |
| February | 10 | 1 | 0 | 2 | 5 | 0 | 28 | 35 | 0 | 0 | 0 | 0 | 35 | | | | | |
| March | 18 | 1 | 0 | 1 | 2 | 2 | 33 | 44 | 0 | 0 | 0 | 0 | 44 | | | | | |
| April | 14 | 1 | 0 | 2 | 6 | 0 | 34 | 29 | 0 | 0 | 0 | 0 | 29 | | | | | |
| May | 25 | 1 | 0 | 6 | 5 | 0 | 52 | 31 | 0 | 1 | 0 | 0 | 32 | | | | | |
| June | 28 | 0 | 0 | 3 | 5 | 1 | 52 | 37 | 0 | 0 | 0 | 0 | 37 | | | | | |
| July | 22 | 1 | 0 | 1 | 3 | 3 | 41 | 30 | 0 | 0 | 0 | 0 | 30 | | | | | |
| August | 22 | 1 | 0 | 4 | 2 | 1 | 35 | 44 | 0 | 0 | 0 | 0 | 44 | | | | | |
| September | 19 | 4 | 0 | 0 | 5 | 1 | 36 | 28 | 0 | 0 | 0 | 0 | 28 | | | | | |
| Total | 205 | 20 | 0 | 28 | 46 | 11 | 439 | 397 | 1 | 2 | 0 | 0 | 400 | | | | | |

SEPARATIONS AND APPOINTMENTS
Fiscal Year 2005-2017

| | SEPARATIONS | | | | | APPOINTMENTS | | | | | | |
|--------------|--------------|------------|----------|---------------|------------|--------------|-------------|-------------|-------------|--------------------|------------|-------------|
| | RESIGNATIONS | DISMISSALS | LAYOFF | LEAVE WITHOUT | SUSPENSION | DEATH | RETIREMENT | TOTAL | REGULAR | FORM 8 PROVISIONAL | TEMPORARY | TOTAL |
| 2005 | 318 | 69 | 0 | 102 | 53 | 8 | 110 | 660 | 380 | 163 | 80 | 623 |
| 2006 | 327 | 18 | 0 | 95 | 60 | 11 | 109 | 620 | 472 | 24 | 73 | 569 |
| 2007 | 258 | 43 | 0 | 77 | 40 | 9 | 79 | 506 | 416 | 24 | 70 | 510 |
| 2008 | 201 | 17 | 0 | 68 | 62 | 11 | 79 | 438 | 306 | 64 | 41 | 411 |
| 2009 | 118 | 35 | 0 | 79 | 54 | 11 | 94 | 391 | 550 | 45 | 25 | 620 |
| 2010 | 137 | 18 | 0 | 113 | 64 | 15 | 127 | 474 | 520 | 64 | 36 | 620 |
| 2011 | 142 | 33 | 0 | 38 | 45 | 14 | 130 | 402 | 459 | 10 | 13 | 482 |
| 2012 | 148 | 32 | 0 | 33 | 54 | 12 | 187 | 466 | 186 | 0 | 6 | 192 |
| 2013 | 153 | 29 | 0 | 38 | 52 | 10 | 141 | 423 | 236 | 2 | 1 | 239 |
| 2014 | 152 | 31 | 0 | 23 | 28 | 6 | 157 | 397 | 360 | 2 | 7 | 369 |
| 2015 | 170 | 33 | 0 | 37 | 35 | 9 | 156 | 440 | 369 | 1 | 8 | 378 |
| 2016 | 167 | 26 | 0 | 25 | 39 | 12 | 163 | 432 | 329 | 1 | 2 | 332 |
| 2017 | 205 | 20 | 0 | 28 | 46 | 11 | 129 | 439 | 397 | 1 | 2 | 400 |
| Total | 2496 | 404 | 0 | 756 | 632 | 139 | 1661 | 6088 | 4980 | 401 | 364 | 5745 |

RESEARCH & DEVELOPMENT

Research Project Activities

| | |
|-------------------------------|----|
| Projects Approved for Funding | 20 |
| Continuing Research Projects | 37 |

Product Evaluation Board Activities

| | |
|--|-----|
| Number of products submitted for evaluation | 136 |
| Number of products approved | 43 |
| Number of products currently under evaluation | 71 |
| Number of products disapproved (due to failure to meet requirements) | 14 |
| Number of products removed from approval lists (due to failure to meet requirements) | 19 |

RIGHT OF WAY BUREAU ACTIVITIES

| CATEGORY | SCOPE | EXPENDITURE |
|---------------------|--|-------------|
| | Attorney Fees | \$576,729 |
| | Appraiser Fees | \$357,755 |
| | Staff Appraiser Costs | \$33,699 |
| | Court Costs | \$87,119 |
| Operations | Right of Way Acquisition | \$6,958,386 |
| Relocation | Relocation of individuals, families, businesses, farms, and non-profit organizations | \$731,361 |
| | Land Leases | \$155,216 |
| | Oil and Gas Leases | \$23,343 |
| Property Management | Rental Receipts from Acquired Property | \$195,864 |
| | Sale of Uneconomic Remnants, Right of Way, and Access Rights | \$86,542 |
| | Sale of Structures | \$0 |
| | Total Revenue: | \$460,965 |

ACQUISITIONS

| | |
|----------------------------|-----|
| Number of Parcels Acquired | 178 |
|----------------------------|-----|

ALDOT HIGHWAY SYSTEM

1. (US 231 part, US 431, US 280 part, US 82 part, US 80 part, US 78 part, US 278 part, I-20 part) from the Florida Line near Madrid via Dothan, Abbeville, Eufaula, Phenix City, Opelika, Lafayette, Roanoke, Wedowee, Oxford, Anniston, Gadsden, Guntersville, and Huntsville to end at the Tennessee Line near Fisk
2. (US 72, US 43 part, US 231 part, US 431 part) from the Mississippi Line near Margerum via Tuscumbia, Florence, Athens, Huntsville, and Scottsboro to end at the Tennessee Line near Bridgeport
3. (US 31, US 29 part, US 84 part, US 280 part, I-65 part, US 72 Alt part) from a junction with Alabama 16 near Spanish Fort via Stapleton, Bay Minette, Atmore, Brewton, Evergreen, Greenville, Montgomery, Birmingham, Cullman, and Decatur to end at the junction with Interstate 65 in Athens
4. (US 78 part, US 11 part, I-20 part) from the Mississippi Line near Bexar via Hamilton, Jasper, Birmingham, Leeds, Pell City, Oxford, and Heflin to end at the Georgia Line near Fruithurst
5. (US 11 part, I-59 part, US 78 part, Alt US 78) from a junction with Alabama 13 in Thomasville via Safford, Marion, Brent, Woodstock, Birmingham, and Jasper to end at the junction with Alabama 74 (US 278) in Natural Bridge
6. (US 82, US 43, I-65 part, US 80 part, US 231 part, US 29 part, US 431 part) from the Mississippi Line near Stafford via Tuscaloosa, Centreville, Prattville, Montgomery, Union Springs, and Eufaula to end at the Georgia Line at the east limits of the City of Eufaula
7. (US 11, US 80 part, US 43 part, I-359 part, I-59 part, US 78 part, US 278, US 431 part) from the Mississippi Line near Cuba via Livingston, Eutaw, Tuscaloosa, Birmingham, Attalla, and Fort Payne to end at the Georgia Line near Hammondville
8. (US 80, US 43 part, I-65 part, US 82 part, US 231 part, US 80 part, I-85 part, US 29 part, US 280 part, US 431 part) from a junction with Interstate 59 at the Cuba Interchange via Demopolis, Selma, Montgomery, and Tuskegee to end at the Georgia Line at the east limits of the City of Phenix City
9. US 331, (US 84 part, US 29 part, US 80 part, US 82 part, US 231 part, US 78 part) from the Florida Line in Florala northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff
10. (US 331 part, US 29 part, US 231 part) from the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia
11. *US Route Number - not used*
12. (US 84, US 31 part, US 29 part, US 331 part) from the Mississippi Line west of Isney easterly via Bolinger, Coffeeville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US 43 part, US 80 part, US 11 part, US 82 Part, US 278 part, US 72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US 43 part, US 80 part, US 31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma,

- Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, I-85 part, US 280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett
 16. (US 90, US 98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole
 17. (US 45 part, US 43 part, US 72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
 18. (US 43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
 19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
 20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) from the Tennessee Line north of Dart via Florence, Tuscumbia, and Decatur to end at the junction with Interstate 565 in Huntsville ending at Junction Interstate 65 and Interstate 565 west of Huntsville
 21. (US 80 part, US 31 part, US 82 part, US 231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 9 in Piedmont
 22. (US 80 part, US 31 part, US 280 part) from a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills
 23. From a junction with Alabama 7 (US 11) north of Springville via St Clair Springs to end at the junction with Alabama 25 (US 231, US 411) in Ashville
 24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur
 25. (US 82 part, US 231 part, US 411 part) from a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney
 26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US 431) in Seale
 27. From the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
 28. (US 11 part, US 80 part, US 43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
 29. *US Route Number - not used*
 30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US 431) in Eufaula
 31. *US Route Number - not used*
 32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17

south of Cochrane

33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US 11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring
37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Reservation
38. (US 280, US 231 part, I-85 part, US 431 part, US 80 part) from a junction with Alabama 3 (US 31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US 11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US 29 part, US 84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US 98, US 90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. *US Route Number - not used*
44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. *US Route Number - not used*
46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awin
48. From a junction with Alabama 9 in Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham
49. (US 280 part) from the beginning of the South ramps of Neil's Chapel Interchange at Interstate 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park
50. (US 280 part) from a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US 29) in Lanett
51. (US 82 part) from a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika
52. (US 84 part) from a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva,

Hartford, and Dothan to end at the Georgia Line in Columbia

53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) from the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with Interstate 65 south of the Tennessee Line
54. From a junction with Alabama 9 (US 331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson
55. (US 331 part, US 29 part, US 84 part, US 31 part) from the Florida Line in southwest Florala via Andalusia to end at the junction with I-65 west of Georgiana
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US 43) in Wagarville
57. (US 45 part) from a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine
58. *Number not used – Route eliminated 08/14/15.*
59. (US 90 part, US 31 part) from a junction with Alabama 182 in Gulf Shores via Foley, Robertsdale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US 72 Alt part) from a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur
68. (US 11 part, US 411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US 43 part, I-359 part, US 80 part, Alternate US 78 part, I-65 part, US 31 part, US 278 part) from a junction with Alabama 177 in Jackson via Coffeetown, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbiana

71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon
72. *US Route Number - not used*
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line
74. (US 278 part, US 431 part, Alternate US 431 part) from a junction with Alabama 4 (US 78) west of Hamilton via Hamilton Natural Bridge, Double Springs, Cullman, Holly Pond, Attalla, Gadsden, and Piedmont to end at the Georgia Line
75. From the southern limits of Interstate 59 at Cozy Corner via Pinson, Oneonta, Albertville, Rainsville, and Ider to end at the Georgia Line north of Ider
76. (US 280 part, US 231 part) from a junction with Alabama 25 north of Wilsonville via Childersburg to end at the junction with Alabama 21 at Winterboro
77. From a junction with Alabama 1 (US 431) in Lafayette via Wadley, Mellow Valley, Ashland, Talladega, Lincoln, Southside, Rainbow City, and Attalla to end at the junction with Alabama 1 (US 431) northwest of Attalla
78. *US Route Number - not used*
79. (US 231 part, US 431 part) from a junction with Interstate 59 (Northbound ramp) in Birmingham via Tarrant City, Pinson, Cleveland, Liberty, Brooksville, Guntersville, Scottsboro, Skyline, and Hytop to end at the Tennessee Line north of Hytop
80. *US Route Number - not used*
81. From a junction with Alabama 8 (US 80) in Tuskegee northerly to end at the junction with Alabama 14 in Notasulga
82. *US Route Number - not used*
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway
84. *US Route Number - not used*
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US 82) southeast of Gordo
87. (US 84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US 231) in Troy
88. From a junction with Alabama 12 (US 84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise
89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond
90. *US Route Number - not used*
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US 278) in Holly Pond
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US 84) north of Wicksburg
93. From a junction with Alabama 53 (US 231) near the south city limits of Brundidge northerly

via Brundidge to end at the junction with Alabama 15 (US 29) in Banks

94. From a junction with Alabama 9 (US 331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US 231) in Orion
 95. From the junction with Alabama 52 northerly via Columbia, Haleburg and Abbeville to end at the junction with Alabama 1 (US 431) south of Terese
 96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette
 97. (US 31 part) from a junction with Alabama 9 (US 331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US 80) in Lowndesboro
 98. *US Route Number - not used*
 99. From a junction with Alabama 3 (US 31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson
 100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US 84) near the northeast city limits of Andalusia
 101. From a junction at Lawrence County Road 460 west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington
 102. From a junction with Alabama 171 (US 43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley
- From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg
104. From a junction with Alabama 42 (US 98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsdale
 105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton
 106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US 29) south of Brantley
 107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US 278) in Guin
 108. Proposed route from the junction of Alabama 8 & 21 (US 80) on the west side of Montgomery westerly to end at the junction of Interstate 85 east of Montgomery (known as the “Montgomery Outer Loop”)
 109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US 231) north of Madrid
 110. From a junction of Alabama 126 east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US 82) west of Union Springs
 111. From a junction with Alabama 212 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville
 112. *Number not used – Route eliminated 05/25/04*
 113. (US 29 part, US 31 part) from the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with Interstate 65 near Barnett Crossroads
 114. From a junction with Alabama 10 south of Lavaca northeasterly via Lavaca, Pennington, and Naheola, thence easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood

115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US 280) in Kellyton
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville
117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass
118. (US 278 part, Alternate US 78 part) from the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper
119. (US 31 part) from a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US 78) in Leeds
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City
121. *Number not used*
122. From a junction with Alabama 12 (US 84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US 231) west of Ariton
124. From a junction with Alabama 118 (US 78) east of Pocahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge
126. (US 80 part) from a junction with Alabama 126 at Technacenter Drive east of Montgomery easterly parallel with Interstate 85 to end at a junction with Alabama 8 (US 80) at Waugh, thence westerly parallel with Interstate 85 to end at a point north of the beginning point of Alabama 126.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek State Park
129. (Alternate US 78 part) from a junction with Alabama 171 (US 43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Haleys to end at the junction with Alabama 13 south of Haleyville
130. From a junction with Alabama 15 (US 29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US 431) south of Eufaula
132. From a junction with Alabama 75 in Oneonta northeasterly via Tait's Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud
133. From a junction with Alabama 20 southeast of Tuscumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
134. (US 84 part) from a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of

- the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
135. From a junction with Alabama 182 east of Gulf Shores northwesterly through Gulf State Park to end at the junction with Alabama 180 in Gulf Shores
 136. From a junction with Alabama 21 south of Monroeville southeasterly via Excel to end at the junction with Alabama 12 (US 84) west of the Conecuh-Monroe County Line
 137. From the Florida Line south of Wing northerly via Wing to end at the junction with Alabama 15 (US 29) south of Andalusia
 138. From the west denied access line of Interstate 85, 0.45 mile north of the centerline of Interstate 85 easterly to end at Alabama 8 in Shorter
 139. From a junction with Alabama 22 in Maplesville northerly via Randolph and Brierfield to end at the junction with Alabama 25 southwest of Wilton
 140. From a junction with Alabama 41 southeast of Selma easterly to end at the junction with Alabama 14 west of Burnsville
 141. From a junction with Alabama 189 northerly via Danleys Crossroads to end at the junction with Alabama 9 (US 331) south of Brantley
 142. From a junction with Alabama 118 (US 278) east of the Lamar-Marion County Line, northeasterly to end at the junction with Alabama 118 and Alabama 171 (US 43) in Guin
 143. From a junction with Interstate 65 north of Montgomery northerly via Millbrook and Speigner to end at the junction with Alabama 3 (US 31) north of Marbury
 144. From a junction with Alabama 53 (US 231) south of Wattsville northeasterly via Ragland and Ohatchee to end at the junction with Alabama 1 (US 431) in Alexandria
 145. From a junction with Alabama 3 (US 31) in Clanton northerly to end at the junction with Shelby County Road 61 south of Wilsonville
 146. From a junction with Alabama 65 at Swaim easterly to end at the junction with Alabama 79 north of Skyline
 147. From a junction with Interstate 85 and Alabama 15 (US 29) in the southwest portion of Auburn northerly along Shug Jordan Parkway and North College Street through Auburn. Thence northerly via the Bottle and Gold Hill to end at the junction with Alabama 1 (US 431) north of Gold Hill
 148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville
 149. From a junction with Alabama 38 (US 280) westerly along Shades Creek Parkway and Lakeshore Drive, thence northerly along Green Springs Highway to end at the junction with Valley Avenue in Birmingham.
 150. From a junction with Alabama 5 and Alabama 7 (US 11) in Bessemer easterly to end at the junction with Alabama 3 (US 31) in Hoover
 151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson
 152. From a junction with Interstate 65 north of Montgomery easterly along Alabama 152 to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) at Madison Park
 153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson

154. From a junction with Alabama 69 north of Coffeerville easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US 43) in Thomasville
155. From a junction with Alabama 3 (US 31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington
157. (US 72 Alt part, US 72 part, US 43 part) from a junction with Alabama 74 (US 278) east of Cullman northwesterly via Cullman, Moulton, Muscle Shoals, Florence, and Cloverdale to end at the Tennessee Line
158. From a junction with Schillinger Road west of Prichard easterly to end at the junction with Alabama 13 (US 43) in Saraland
159. From a junction with Alabama 6 (US 82) in Gordo, northerly via Lubbug to end at the junction with Alabama 171 in Fayette
160. From a junction with Alabama 3 (US 31) southwest of Hayden via Hayden and Nectar to end at the junction with Alabama 53 (US 231) in Cleveland
161. From a junction with Alabama 182 in Orange Beach northerly via Cotton Bayou to end at the junction with Alabama 180 east of Foley Beach Expressway
162. From a junction with Alabama 5 at Kimbrough northeasterly to end at the junction with Alabama 28 northwest of Millers Ferry
163. From a junction with Alabama 193 east of Theodore via Hollingers Island to end at the junction with Alabama 16 (US 90) in Mobile
164. From a junction with Alabama 10 near Camp Camden easterly to end at the junction with Alabama 28 in Camden
165. From a junction with Alabama 1 (US 431) west of Wylaunee northerly via Twinsprings, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba
167. (US 84 part) from the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US 80 part) from a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic
171. (US 43 part, Alternate US 78 part, US 278 part, Alternate US 78 part) from a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the

junction with Alabama 27 southwest of Abbeville

174. (US 411 part) from a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz
180. From the end of the paved road in Fort Morgan Historic Park easterly via Gulf Shores and Orange Beach to end at Bear Point
181. From a junction with Alabama 42 (US 98) north to end at the junction with Alabama 3 (US 31)
182. From Pine Beach west of Gulf Shores easterly via Gulf Shores to end at the Florida Line
183. From a junction with Alabama 8 (US 80) in Uniontown northeasterly via Marion, and Sprott to end at the junction with Alabama 6 (US 82) northwest of Maplesville
184. From a junction with Alabama 2, Alabama 13, and Alabama 17 (US 43 and US 72) in Muscle Shoals easterly via Listerhill and Nitrate City to end at the junction with Alabama 101 north of Town Creek
185. From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge
186. From a junction with Interstate 85 northeast of Tuskegee southeasterly to end at the junction with Alabama 8 and Alabama 15 (US 80 and US 29) southwest of Alliance
187. From a junction with Alabama 17 (US 43) north of Hamilton northerly via Hodges to end at the junction with Alabama 24 in Belgreen
188. From the northern limits of Interstate 10 north of Grand Bay via Grand Bay, Bayou La Batre, and Coden to end at the junction with Alabama 193 at Alabama Point
189. (US 84 part) from a junction with Alabama 52 in Kinston northerly via Elba to end at the junction with Alabama 9 (US 331) south of Brantley
190. *Number not used*
191. From a junction with Alabama 22 east of Maplesville northerly via Pleasant Grove to end at the junction with Alabama 3 (US 31) in Jemison
192. From a junction with Alabama 167 in Enterprise northwesterly and northeasterly to end at the junction with Alabama 12 (US 84)
193. From a point on the south abutment of the Dauphin Island Bridge northerly across the Dauphin Island Bridge via Alabama Point and Mon Louis Island to end at the western limits of Alabama 16 (US 90) near Tillmans Corner
194. *Number not used*
195. (US 278 part) from a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double

- Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville
196. From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva
 197. From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs
 198. From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton
 199. From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City
 200. From a junction with Alabama 21 in Piedmont northerly to end at the junction with Alabama 74 (US 278) in Piedmont
 201. From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks
 202. From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston
 203. *Number not used – Route eliminated*
 204. From Alabama 1 (US 431) west of Crystal Springs via Angel to end at the junction with Alabama 21 in Jacksonville
 205. From a junction with Alabama 1 (US 431) south of Boaz northerly via Boaz and Albertville to end at the junction with Alabama 1 (US 431) south of Guntersville
 206. *Number not used – Route eliminated 2/1/2013*
 207. From a junction with Alabama 2 (US 72) in Rogersville northerly via Anderson to end at the Tennessee Line north of Anderson
 208. From a junction with Alabama 165 at Cottonton easterly to the east end of the Chattahoochee River bridge near Cottonton
 209. *Number not used – Route eliminated 08/14/15.*
 210. A highway, roughly circular, around Dothan connecting each of the highway routes radiating from that city and described in a clockwise direction beginning at Alabama 1 (US 231) in south Dothan and ending at Alabama 1 (US 231) in south Dothan
 211. From a junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden northerly to end at the junction with Alabama 7 (US 11) in Reece City
 212. From a junction with Alabama 14 (Wetumpka By-Pass) east to end at the junction with Alabama 111 Company Street in Wetumpka
 213. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland
 214. *Number not used*
 215. From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US 11).
 216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville

217. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
218. *Number not used*
219. (US 82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville
220. *Number not used*
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. *Number not used*
223. From a junction with Alabama 15 (US 29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US 82) in Union Springs
224. *Number not used*
225. From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
226. *Number not used*
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US 431) in Guntersville
228. *Number not used*
229. From a junction with Interstate 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake
230. *Number not used*
231. *US Route Number - not used*
232. *Number not used*
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US 278) west of Natural Bridge
234. *Number not used*
235. From a junction with Alabama 38 (US 280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere
236. *Number not used*
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell
238. *Number not used*
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US 29) south of Union Springs
240. *Number not used*
241. From a junction with Alabama 74 (US 278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell
242. *Number not used*

243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville
244. *Number not used*
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville
246. *Number not used*
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US 72) west of Tuscumbia near Pride
248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Fort Rucker Reservation
249. From the north boundary of Fort Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark
250. *Number not used*
251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore
252. *Number not used*
253. From a junction with Alabama 118 and Alabama 171 (US 78 and US 43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg
254. *Number not used*
255. From Redstone Arsenal Gate 9, approximately 0.40 mile south of Interstate 565 northerly to end one mile east of Pulaski Pike in Huntsville
256. *Number not used*
257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at the Winston-Walker county line
258. *Number not used*
259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
260. *Number not used*
261. From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson county line
262. *Number not used*
263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
264. *Number not used*
265. From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
266. *Number not used*
267. *Number not used* – Route eliminated 10/22/15
268. *Number not used*
269. From a junction with Avenue “V” and 20th Street in Ensley along 20th Street to Avenue “B” thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry

Bridge, and Parrish to end at the junction with Alabama 69 in Jasper

270. *Number not used*

271. From a junction with Alabama 6 and Alabama 53 (US 82 and US 231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM

272. *Number not used*

273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche

274. *Number not used*

275. From a junction with Alabama 21 in Talladega northerly to end at the junction with Alabama 21 north of Talladega

276. *Number not used*

277. From the junction of Alabama 2 (US 72) near Stevenson northeasterly to end at the junction of Alabama 2 (US 72) near Bridgeport in Jackson County

278. *US Route Number - not used*

279. From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US 72) in Hollywood

280. *US Route Number--not used*

281. From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US 78) west of Heflin

282. *Number not used*

283. (US 411 part) from a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre

284. *Number not used*

285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula

286. *Number not used*

287. From a junction with Alabama 3 (US 31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 north of Bay Minette, thence northeasterly to end at the junction with Interstate 65.

288. *Number not used*

289. From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion

290. *Number not used*

291. From a junction with Interstate 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden

292. *Number not used*

293. From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 126

295. From the junction of Alabama 13 (US 43) at a point near the south city limits of Grove Hill to a point at the junction of Alabama 3 (US 43) near the north city limits of Grove Hill
297. Proposed Tuscaloosa Bypass from the junction of Interstate 20 on the east side of Tuscaloosa northwesterly to end at the junction of Alabama 6 (US 82) on the west side of Tuscaloosa. The portion currently open to traffic extends from Jack Warner Parkway across the “Paul “Bear” Bryant” bridge to Rice Mine Road (CR 30) in Tuscaloosa
299. *Number not used*
300. From a junction with Alabama 7 (US 11) southwest of Tuscaloosa easterly to end of maintenance east of Interstate 59/20 southwest of Tuscaloosa in Tuscaloosa County
301. From a junction with Interstate 20 east of Oxford northerly to end at the junction with Alabama 4 (US 78) east of Oxford in Calhoun County
302. From a junction with Alabama 12 (US 84) west of New Brockton easterly to end at the junction with Alabama 122 in New Brockton in Coffee County
378. From a junction with Alabama 5 (US 78) in Birmingham easterly along Finley Boulevard to end at the junction with Alabama 3 (US 31) in Birmingham
382. From a junction with Alabama 219 in Centreville easterly to end at the junction with Alabama 6 east of Centreville in Bibb County
604. *Number not used – Route eliminated 12/14/12.*
605. From the junction of Alabama 1 (US 231) south of Madrid northerly via Madrid, Rehobeth, Taylor, Dothan and Midland City to end at the junction of Alabama 53 (US 231)
759. From a junction with Interstate 759 and Alabama 25 (US 411) in Gadsden easterly, thence northerly to end at the junction with Alabama 291